



# NETWORK

## March 2025

**A networking tool providing information for Activists and other interested parties**

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## EDITORIAL

Self healing asphalt (article further on) – what music that is to our ears. That is if the Government get on board with it. I have my own ideas as to whether that will actually happen or whether government ministers will even bother to review it.

Call me a sceptic but we'll see.

Almost everywhere you look in the World we see countries stepping back from the 2030 deadline for mandatory cessation of us being able to purchase new petrol or diesel vehicles. Who knows about bikes?

Has anyone in this Government or different parties bothered to look at a World map? Are they still in the era of the British Empire where they think what happens here will have influence around the globe? What happens on this island will make not one iota of difference to emissions contributing (if indeed that is what is happening – scientists seem conflicted on this) to global warming. Our emissions are 1% of the world's emissions.

Continuation of this ludicrous deadline will not only bankrupt the country, it will destroy our economy, make personal transport unattainable to many and the only ones suffering will be ordinary working class people.

Let's take, for example, the con that is wind farms.

I was recently reading about the first wind farm, Australia Blue. This is having to shut down after only 20 years. The turbines have to be replaced and it is unaffordable. The cheapest option is to demolish it and restore the land. There is no way of recycling the blades which must go to landfill. The enormous metal work is going to scrap with the 20k tonne concrete foundations remaining in situ in the now ruined farmland.

The returns from this installation after its 20year lifespan is less that the original expenditure. This is just one example what a huge con this 'green and free' garbage is.

The height of the more modern turbines rise to around 300 feet and only highly skilled, highly paid technicians can work on them (there goes 'green and free' again!). The gear boxes require upwards of 60 gallons of oil (a fossil fuel – imagine) and, obviously, oil changes are neither easy nor cheap.

So, having read that I began to research the blades. These are in excess of 33 metres (110 feet in old money) long with newer longer blades reaching in excess of 60 meters (200 feet) and because they are not able to be recycled they go to landfill – not a thing green about that.

Now, I haven't estimated the cost in production of these things and the steel & concrete that holds them in place but suffice it to say it is astronomical.

In other words, we are only told what vested parties want us to believe. Not only is this form of energy a huge con to the public but the environmental catastrophe we are leaving behind for our kids and grandkids, probably within the next 10 years, is unimaginable.

And, then we have some government minister, totally unqualified, to lecture us in whether we should have farmland or solar panels where our food should be growing. Obviously, we can't eat solar panels but we can eat ultra expensive food from abroad shipped in at massive cost (probably using fossil fuels).

You really couldn't make this up.

The sooner this country makes it mandatory that unless you have the relevant knowledge and qualifications required for the role to which you are appointed its 'goodnight vienna' for Ministers who don't know what they're doing.

As you can probably tell I, like others I was talking to last night, are totally fed up with the lies, deceit and manipulation of us, the masses.

On that cheerful note. Have a great month, Spring is nearly here. Ride free, AG

**[For the April edition please let me have copy by 25<sup>th</sup> March.  
Subject heading: Network to aineg@mag-uk.org]**

## **POLITICAL REPORT = COLIN BROWN**

**It is often hard to prove that you have had any impact when it comes to changing opinions or policy. The easiest way to win a shift is often to let the other party believe it was their idea all along, so they are not going to acknowledge the effort you put in to give them the idea. Oxfordshire's Road Safety Strategy has however turned out to be a verifiable success story I almost missed.**

### **Welcoming Roads gains its first verifiable victory**

In June 2021 MAG launched the Welcoming Roads philosophy as a replacement for what we see as the highly questionable Vision Zero approach to road safety. We took the view that efforts to oppose a philosophy containing an instinct to eliminate the use of motorcycles needed to be based on a better philosophy. Our opposition to Vision Zero is not an opposition to reducing road casualties.

Oxfordshire has long been a testbed for MAG's campaign approach. From the outrage generated by the council in claiming that motorcyclists are a "danger to themselves" we have taken them on a journey. The first victory came when we persuaded them to list the humble motorcycle as a distinct road user type in their Local Transport and Connectivity Plan. This soon yielded positive results when the decision was taken (without need for us to lobby) to exempt motorcycles from the vehicle types restricted by proposed traffic filters. Yes, by simply recognising that motorcycles are not cars a policy to restrict cars was not applied to motorcycles!

Then came the shocking backward step with the release of the draft Road Safety Strategy. Rather than listing motorcyclists in their hierarchy of priorities for road safety, they followed the Vision Zero instinct of relegating motorcyclists' safety to at best an afterthought. I spent many hours in robust conversation with OCC but never heard whether they had taken on board any of what I said.

With a General Election campaign dominating internal priorities we used the OCC example to highlight why Welcoming Roads was a better approach for road safety. Perhaps because of this need to focus elsewhere I remained blissfully unaware until just a couple of weeks ago that the final version of the OCC Road Safety Strategy, published in late April revealed another big and verifiable win for MAG.

The final OCC Road Safety Strategy does now recognise motorcyclists as a discrete road user group in its hierarchy. See page 16 of the strategy here:

<https://mycouncil.oxfordshire.gov.uk/documents/s70840/Annex%20C%20-%20Vision%20Zero%20Strategy%20and%20Action%20Plan.pdf>

But it gets better – go to page 28 and you will see the following statement:

**“Motorcyclists are vulnerable road users, and we will work with our motorcycle stakeholder, the Motorcycle Action Group (MAG) to ensure the latest safety information for motorcyclists can be shared. We will also work with them in aligning with their ‘Welcoming Roads’ approach to road safety.”**

In terms of proving that 'MAG was here' – it doesn't get better than that!

There is still a lot to do - aligning to Welcoming Roads means a complete revision of the Vision Zero philosophy. How 'aligning' with Welcoming Roads can sit within a document titled "Safe Roads through Vision Zero to 2030" is clearly in need of some discussion.

**Integrated National Transport Strategy.**

This consultation has now closed, but we are not just waiting with bated breath for the outcome to deflate us. I am now confirmed to attend one of the “have your say, regional roadshow” workshops and will be doing all I can to ensure that our submission (which you can find here: [https://wiki.mag-uk.org/images/7/78/Integrated\\_National\\_Transport\\_Strategy\\_call\\_for\\_ideas\\_response\\_2025\\_02.pdf](https://wiki.mag-uk.org/images/7/78/Integrated_National_Transport_Strategy_call_for_ideas_response_2025_02.pdf)) has a similar level of impact as we have achieved in Oxfordshire.

## **Scottish 50mph national speed limit**

Only days left on this one if you want to respond. It closes on 5<sup>th</sup> March 2025, and you can find it here: <https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/>

## **Update on February’s opportunities**

I ruffled feathers at the RSGB motorcycle road safety event. Standing on stage before an audience of road safety professionals and saying Vision Zero is not compatible with an inclusive transport policy is not for the faint hearted. But I asked anyone who disagreed to come and persuade me I am wrong. Interestingly not one person tried.

I was informed about the fact that OCC had included motorcycles in their final road safety strategy hierarchy – a fact that did not change the point I was making about the Vision Zero philosophy - but beyond that not one person has mounted a defence of Vision Zero. What can we read into that – honestly, I am not sure yet.

The MCIA Conference didn’t teach us anything new. I will be publishing videos and articles diving in more depth to what I did glean from the conference, but to give you a flavour the question I asked in the conference was why at every conference there is a video-message from the sitting Government with only the opposition party actually bothering to field a representative in the room. Last year Labour attended while the Conservatives sent a video. This year Labour sent a video while the Conservatives attended. What does this tell us? I took the opportunity for a brief one-to-one chat with the Shadow Transport Minister before he left the building, but the event presented no chance to do the same with the current Roads Minister who appeared in two-dimensional format only.

At the Transport Scotland Motorcycle Focus Group meeting I was a little surprised that the question of the 50mph consultation was not discussed. We did get to see a preview of their forthcoming road safety messaging campaign, which I do think is positive and well thought

out. My only criticism is that they are leaning into the enthusiast rider audience whilst offering nothing for the utility riders that do not see themselves as 'bikers'. I think that the message was taken on board, and they will look to fill this gap.

Shockingly the response to the action point I pushed in previous meetings, on including motorcycles in the Scottish Transport Strategy Guidance Hierarchy, was met with a rather dismissive comment about the minimal emissions from motorcycles making them irrelevant for consideration. I am pushing for further meetings and discussion on this refusal to recognise the relevance of my request.

Pushing for this discussion places us on the front foot bearing in mind the launch of the Scottish Government's 'Just Transition Plan for Transport' consultation (see below)

I also pointed out that despite their report claiming there has been no response to the DfT bus lane consultation, there was a response published in November. I suggested that Scotland now has the chance to lead the way in getting Westminster to reverse the decision by delivering a default position north of the border.

## **Just Transition Plan for Transport (Scotland)**

The Scottish Government have launched a new consultation on their plans to decarbonise the transport network.

I have not had time to fully review the documentation, but a quick glance shows that they are focusing heavily on active travel and cycling whilst failing to make any reference whatsoever to motorcycling and its potential role.

This consultation has only just launched (on 24<sup>th</sup> Feb) but is open till 19th May 2025

Find it here: <https://consult.gov.scot/energy-and-climate-change-directorate/draft-just-transition-plan-for-transport/>

## **Upcoming opportunities in the month ahead**

On 25<sup>th</sup> February I will attend an online meeting of the National Young Rider Forum and on 26<sup>th</sup> I will get the chance to give feedback on Transport for London's next motorcycle road safety messaging campaign.

On 3<sup>rd</sup> March I will be in Birmingham to meet the new West Midlands Road Safety Commissioner. Amongst other things I will be asking how Birmingham can declare a road safety emergency while West Midlands Police stop delivering BikeSafe.

On 4<sup>th</sup> March I will attend an online meeting of 2 Wheels London.

As mentioned earlier I will be attending an Integrated Transport Strategy workshop in Milton Keynes on 11<sup>th</sup> March.

So, the diary is filling up and there are more opportunities that I hope will come to fruition over the coming month.

## **Big announcements in the pipeline**

My frustration is growing with the petitions committee. My petition to get the bus lane outcome reversed was submitted on 6<sup>th</sup> January. They have said it can take a month to check and publish it, yet here we are still waiting on 25<sup>th</sup> February.

This campaign will launch as soon as the petition is published and there is a lot of other work already in motion on this campaign, so bear with me.

I would also suggest that you keep Saturday 5<sup>th</sup> July free in your diary. Be sure your bike is serviced, MOT'd, insured and ready to hit the road.

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## **NEWS FROM THE MOTORCYCLE ACTION GROUP – PRESS RELEASES**

### **Last chance to block Camden motorcycle parking charges**

**Camden Council has released its final statutory consultation for the introduction of their motorcycle parking charges. This is now the last chance to block these illogical charges set to discourage motorcycling.**

Proposed motorcycle charges for the first year of the scheme are as follows: Residents' annual permits for electric motorcycles £74.70. For conventional motorcycles £110.50. For visitors the proposed charges are electric £0.33/hour or £2.36 all day, conventional £0.74/hour or £5.27 all day.

MAG and Save London Motorcycling (SLM) are urging riders to respond to the consultation before the closing date of 21<sup>st</sup> March. To respond, send an email stating your objection to [traffic.orders@camden.gov.uk](mailto:traffic.orders@camden.gov.uk) making sure you quote reference 'TMO2425-0036'.

It is important to suggest alternative solutions for the stated aims of the policy. Camden states that the aim is “ensuring that the way parking is facilitated contributes to meeting the Borough’s sustainable transport, road safety, climate change, air quality and public health ambitions.” This is the only aim claimed; revenue generation is not a stated aim. Responses therefore need to suggest a charging regime that encourages uptake of motorcycling by Camden residents and visitors as we know this will help the Borough meet all those ambitions. MAG and SLM are calling on riders to send creative responses, not simply complaints.

MAG’s Director of Campaigns & Political Engagement said:

“This is another classic example of absolutist policymakers applying a policy for cars to motorcycles without considering the differing impacts of the two vehicle classes. The Council has received multiple representations and a wealth of evidence proving that modal shift from cars to motorcycles will help deliver their stated aims. Why then, would they introduce a charging policy that will discourage use of a more sustainable mode? I would encourage Camden residents to both respond to the consultation and speak to their Councillors and MP. It is high time that policymakers are educated about the self-defeating outcomes of an approach treating motorcycles as nothing more than slightly smaller cars.”

The full details of the consultation including the proposed charges can be found here: <https://www.camden.gov.uk/documents/d/guest/parking-policy-review-2024-phase-2-traffic-order-amendment-proposals-dated-27-february-2025>

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## **Integrated Transport Strategy call for ideas: Time to recognise motorcycling**

**The Motorcycle Action Group (MAG) has submitted a bold response to the Government’s Integrated National Transport Strategy call for ideas. The response demands an end to motorcycling’s neglect in transport planning. MAG is urging the government to recognise motorcycles as a vital part of the UK’s transport future. This submission comes at a pivotal moment, following the Department for Transport’s (DfT) admission that "at present, the Government has no policy to encourage greater use of motorcycles."**

MAG’s response highlights decades of policy failures that have reduced mobility, increased congestion, and ignored air quality benefits. A truly integrated, safe, and efficient transport network must acknowledge motorcycling as a sustainable, flexible, and cost-effective transport solution.



Key themes outlined in MAG's submission include:

- Embedding Motorcycling into the National Transport Strategy.

Consider motorcycling across all areas of transport planning, including infrastructure, policy, data collection, and technology. The current approach creates inconsistent and ineffective policies that fail to recognize motorcycles' contribution to a balanced transport system.

- Data-Driven Policy Development.

Comprehensive data collection on motorcycle usage, safety, and needs is essential. Better data will allow for successful interventions, improved road design, and safety measures that benefit all road users. This must be done under a Welcoming Roads ethos.

- Leveraging Technology for Motorcyclists.

Support all powertrain technologies, including electric, alternative fuels, and improved internal combustion engines. Battery-electric should not be the only solution. A diverse range of technologies must be explored to meet different transport needs. The government must also wake up to the "repackaging" of motorcycles as e-scooters and e-bikes to exploit regulatory loopholes. These vehicles must be properly classified and regulated as motorcycles.

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

"The DfT's admission that there is no policy to encourage motorcycling needs to be a watershed moment. It exposes a glaring gap in transport planning. Will the Government finally engage with the motorcycling community? Or will it continue to ignore a transport mode that offers real solutions to congestion, sustainability, and personal mobility? The time for action is now."

MAG's submission highlights the fragmented approach to motorcycling in Local Transport Plans. Research conducted with the University of Nottingham reveals that most local authorities fail to recognise motorcycles as a viable transport option. MAG argues that a national strategy is necessary to ensure consistency and prevent councils from "reinventing the wheel."

Colin added:

"Motorcyclists have been treated as an afterthought for too long. This lack of direction has led to policies that are futile and often disadvantage riders. If the Government is serious about creating a modern, efficient, and sustainable transport system, it must stop ignoring motorcycling and start integrating it."

MAG urges Labour Ministers to engage with the motorcycling community and take these proposals seriously. The organisation stands ready to work with policymakers. MAG wants to ensure that the Integrated National Transport Strategy is about all road users, including motorcyclists.

ENDS

Contact MAG at 03300 560 886 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

### **Notes for Editors**

The full MAG response can be found here: [https://wiki.mag-uk.org/images/7/78/Integrated\\_National\\_Transport\\_Strategy\\_call\\_for\\_ideas\\_response\\_2025\\_02.pdf](https://wiki.mag-uk.org/images/7/78/Integrated_National_Transport_Strategy_call_for_ideas_response_2025_02.pdf)

## **Default Bus Lane Access: Sign the petition now!**

**MAG has launched a petition calling for the motorcycles in bus lanes consultation outcome to be reversed. Sign the petition now!**

Last year's motorcycles in bus lanes consultation resulted in a decision against adopting a national default policy. MAG vowed to mount a full campaign to get the outcome reversed.

That campaign launches today with the publication of a government petition. The petition was raised by MAG's Director of Campaigns & Political Engagement, Colin Brown.

The petition format allows for only a very brief description, so MAG has also published three supporting documents.

The first is a longer version of the petition wording, better laying out the argument of the petition.

Secondly there is a detailed analysis of the consultation responses from 46 key stakeholders. These consultation responses were provided via a Freedom of Information (FOI) request lodged by MAG. These responses allow us to see the detail of arguments against the default policy.

Finally, the third document is a detailed argument for the reversal of the outcome decision.

MAG is urging all riders to sign the petition. It also calls on all rider organisations and the motorcycle press to promote the petition. Whilst the government will respond at 10,000 signatures, MAG want to hit the 100,000-signature target. This has the potential to trigger a vital parliamentary debate.

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

"The petition is only a part of our campaign to get this default access policy across the line. It will be pivotal though, supporting the direct engagement with politicians that will be going on behind the scenes. We are actually a lot closer than you may think to winning this campaign. If you read right to the end of the consultation outcome the Department for Transport (DfT) says that they will do three things. First, they will update their guidance document. This will advise local authorities to work together to get consistency of provision across boundaries. Secondly, they will work with the metro mayors and combined authorities to encourage a joined-up approach to motorcycle access. And thirdly they will take comments into account in future changes to the Traffic Signs Regulations and General Directions.

This amounts to a default access policy in all but name.

We just need to make sure they follow through on these promises. And then they must openly state that this is a default policy position to avoid confusion and continued arguments."

**We can get this across the line. Act now to sign the petition which can be found here: <https://petition.parliament.uk/petitions/712763>**

View and share the YouTube petition video here:  
<https://www.youtube.com/watch?v=ao8qzjboeik>

The Government petition can be found here:  
<https://petition.parliament.uk/petitions/712763>

The full motorcycles in bus lanes consultation outcome can be found here:  
<https://www.gov.uk/government/consultations/motorcycles-in-bus-lanes/outcome/motorcycles-in-bus-lanes-consultation-outcome>

The extended version of the petition can be found here: [https://wiki.mag-uk.org/images/f/fd/Default\\_bus\\_lane\\_access\\_petition\\_full\\_text.pdf](https://wiki.mag-uk.org/images/f/fd/Default_bus_lane_access_petition_full_text.pdf)

MAG's analysis of the consultation responses can be found here: [https://wiki.mag-uk.org/images/7/79/Motorcycles\\_in\\_bus\\_lanes\\_consultation\\_responses\\_-\\_MAG%27s\\_analysis.pdf](https://wiki.mag-uk.org/images/7/79/Motorcycles_in_bus_lanes_consultation_responses_-_MAG%27s_analysis.pdf)

MAG's rebuttal to the consultation outcome justifications can be found here:  
[https://wiki.mag-uk.org/images/c/ce/Why\\_the\\_motorcycles\\_in\\_bus\\_lanes\\_consultation\\_outcome\\_needs\\_to\\_be\\_reversed.pdf](https://wiki.mag-uk.org/images/c/ce/Why_the_motorcycles_in_bus_lanes_consultation_outcome_needs_to_be_reversed.pdf)

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## **Snake Pass: Could famous road close to cars (vehicles)?**

It is known as one of the most scenic and famous driving roads, but could Snake Pass close to cars?

*[One of the most beautiful roads I've ever ridden in this country. The is extracted from the BBC website – let's hope this never, ever happens. Ed]*

Could famous road close to cars?



Its breathtaking scenery makes it one of the UK's most famous driving roads, but there have been warnings that Snake Pass could close to cars indefinitely. What is the future of this long and winding road?

Even if you've never driven on Snake Pass, you've probably heard of Snake Pass.

It's regarded as one of the most scenic driving roads in the UK, or even the world, and it frequently features in traffic reports - mainly because it closes so often.

But closures due to landslips are becoming so frequent that Derbyshire County Council has warned it cannot afford to keep repairing the road, and has asked for government help to keep it open.

How old is the road?

The road was built for horse-drawn transport before being used by early motor cars

Work to build the road began in 1818 and it opened in 1821, so it's just over 200 years old.

Roger Hargreaves, director of Glossop Heritage Trust, said it was built as a turnpike - or toll road - to connect Sheffield with Manchester.

"In the late 18th Century Sheffield was growing very rapidly, and the iron and steel trade had a lot of customers to the west in Manchester, and it had a big export trade with America through Liverpool," he said.

Mr Hargreaves said it was a myth the road was built by renowned civil engineer Thomas Telford.

"It says all over the internet that it was built by Telford, but I've never seen any evidence that he had anything to do with it at all," he said.

The road was financially unsuccessful from the start, and it did not make enough money to maintain itself.

"First of all the summit is at nearly 1,700ft, very exposed, and sometimes it was closed by snow for months in the winter," Mr Hargreaves said.

"It was also built along ground which was not stable, and so it was really not a good idea to build a road along this route.

"I think if Telford had been consulted about it he would probably have realised what the problems were and would have advised against it."

The road became even less viable when the railways arrived as competition in the 1840s.

"After that it was virtually abandoned for 80 years, until the first cyclists arrived, and then the first cars, and there was eventually a bus service in the 1920s," said Mr Hargreaves.

Why is it called Snake Pass?



Image caption,

The Snake Inn was built in 1821 as a place for people to stop on their long journeys

It is often assumed the road is named Snake Pass due to its serpent-like winding route. However, it actually takes its name from a pub.

"It wasn't called Snake Pass until the end of the 19th Century, when the tourists were the main traffic," said Mr Hargreaves.

"The Snake Inn was a popular stopping point for tourists in the late 19th Century and early 20th Century. The Duke of Devonshire's snake emblem was over the door, and the name of the pub was transferred to the road."

The Duke of Devonshire owned most of the land where the road was built and had funded its creation along with the Duke of Norfolk, who owned the land at either end.

The pub was eventually renamed The Snake Pass Inn as the road became more famous.

The pub closed in 2019 but people can still stay in self-catering accommodation there.

Why does the road keep closing?



Image source, Getty Images

Image caption,

The road frequently closes due to snow

Snake Pass often closes in winter due to ice and snow, making it too dangerous to drive along.

"One of the things we say in Glossop is that if it's snowing hard in Glossop the Snake will already have closed," said Mr Hargreaves.



The other issue with the road is landslips, which are a problem across Derbyshire.

"I think that Snake Pass because of the geology of the area has always been a bit of a challenge in terms of landslips and movement in the area," said Charlotte Cupit, Derbyshire County Council's cabinet member for transport.

"We seem to have a particular challenge in Derbyshire with landslips. We've got over 200 landslips that we're trying to manage."

She said the problems seemed to be getting worse due to more extreme weather conditions.

"Sadly with some of the floods, and some of the big snowfall events, Snake bears the brunt of that quite often because it's one of the highest points in the county," she said.

Could it close to cars for good?



Image caption,

Derbyshire County Council has asked the government for a "landslips fund" to keep the road open

The council said it was increasingly having to resurface Snake Pass following landslips, but it did not have enough money for bigger repairs.

"There's one place on Snake, at Alport, where you can see that half the road has gone," said Cupit.

Traffic lights have therefore been installed so that cars can still use one of the lanes.

"We haven't got the resources to be able to carry out the repair, because that's many millions of pounds, and that would take it off the wider highways budget that we currently get," said Cupit.

Although the road links Sheffield and Manchester - which are not in Derbyshire - it is paid for by Derbyshire County Council rather than from a central budget.

"County-wide we only get about £27m a year as a base, and that's for the whole county - 3,500 miles of roads," said Cupit.

The council has therefore asked the Department for Transport (DfT) for a "landslips fund" to keep the road open in future.

However, the DfT told the BBC it was "not responsible for Snake Pass" and "does not hold contingency funding for major repairs of this sort".

In response, Cupit said: "We have specific challenges in Derbyshire with landslips, which have been recognised by the DfT in the past.

"Other areas just don't have these issues to the same extent as us, and this is not recognised in our funding from the government."

She warned the council would not have the resources to deal with a major landslip.

"There are four landslips along Snake Pass at the moment, of varying degrees of severity," she said.

"That's quite a big alarm bell that potentially there could be a bigger source of movement."

Mr Hargreaves said there was precedent for closing the road, as part of another road in the Peak District - the A625 - was abandoned in 1979.

"The road through Hope Valley had to be closed in the 1970s for similar reasons, that it was collapsing at Mam Tor, and in the end the county engineers just gave up and said they couldn't do anything more," he said.

Could the road be used for something else?

**FOR THE WHOLE ARTICLE GO TO:-** Read in BBC News:  
<https://apple.news/A4te3DZVhQwmCg5oeMkEI-A>

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## **IMPORTANT regarding cheques**

**We appreciate every single penny that is raised to support us in the fight for riders rights. If you are sending us a cheque, please make it out to either 'The Motorcycle Action Group' or just 'MAG.'**

**Banks have tightened up on procedures and may not accept other variations. In particular, 'please DO NOT make cheques out to 'MAG Ltd'.**

**If you would prefer to send us your donation through the banking system, please email [central-office@mag-uk.org](mailto:central-office@mag-uk.org) for the details. We ask you to email to us to assist us in identifying the donation once it clears the bank.**

Many thanks

Selina on behalf of all at MAG

Note: This applies to all cheques regardless of the purpose.

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Video Title	Duration
What could a few million quid do for motorcycling?...	6:21
The history of the Motorcycle Action Group- Fred Hill	6:46
RANT ON! Why does Lord Truscott have beef with...	4:34
Help us to make the Government listen to...	9:05
Ban All Petrol and Diesel Motorcycles?	3:14
Should hi-vis be mandatory for motorcyclists?	3:42



## Could self-healing asphalt end the UK's pothole problem?

RAC News: 12th Feb 2025



Credit: Dr Jose Norambuena-Contreras holding a beam of asphalt mixture

Self-healing asphalt roads, created from biomass waste and developed with the aid of artificial intelligence (AI), could be used to tackle the UK's pothole crisis.

A research team comprised of experts from Swansea University, King's College London, and scientists in Chile are designing a new type of self-repairing asphalt that can repair its own cracks without the need for human intervention or maintenance.

Cracking occurs when bitumen – the sticky black substance in asphalt – hardens due to oxidation, although the exact processes behind this are not fully understood.

Following an extensive research programme, the scientists discovered a method to reverse cracking and develop techniques to 'stitch' the asphalt back together, leading to more durable and sustainable roads.

Throughout the research, machine learning, a form of AI, was used to analyse organic molecules in complex fluids like bitumen.

Scientists from the group then created a new data-driven model to speed up atomistic simulations, advancing understanding of bitumen oxidation and crack formation.

As a part of the development stage, they worked with Google Cloud to simulate bitumen's behaviour on a computer.

To enable the asphalt to 'self-heal', the team introduced tiny, porous materials, filled with recycled oils, to release their contents when the asphalt starts to crack, helping to repair the damage.

In laboratory tests, this innovative asphalt material successfully healed a microcrack in less than an hour.



Examples of biobased spore microcapsules (left) and waste-based capsules (right) for self-healing asphalt. In the centre, is a sample of asphalt mixture. **Credit: Swansea University**

Dr Norambuena-Contreras' current research into bio-based encapsulated solutions for asphalt self-healing also includes creating capsules from biopolymers derived from brown algae and recycled cooking oils.

The Senior Lecturer in the Department of Civil Engineering at Swansea University, said: "As part of our interdisciplinary study, we have brought together experts in civil engineering, chemistry, and computer science, combining this knowledge with the state-of-the-art AI tools of Google Cloud.

"We are proud to be advancing the development of self-healing asphalt

using biomass waste and artificial intelligence.

"This approach positions our research at the forefront of sustainable infrastructure innovation, contributing to the development of net-zero roads with enhanced durability."

Dr Francisco Martin-Martinez, an expert in computational chemistry at King's College London, commented: "In our research, we want to mimic the healing properties observed in nature. For example, when a tree or animal is cut, their wounds naturally heal over time, using their own biology.

"Creating asphalt that can heal itself will increase the durability of roads and reduce the need for people to fill in potholes.

"We are also using sustainable materials in our new asphalt, including biomass waste. This will reduce our dependence on petroleum and natural resources. Biomass waste is available locally and everywhere, and it is cheap.

"Producing infrastructure materials from local resources like waste reduces the dependence on petroleum availability, which helps those areas of the world that have limited access to petroleum-based asphalt."

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## Company selling dangerous motorcycle helmets handed large fines

Bikers Lifestyle Ltd has been ordered to pay over £10,000 in fines and costs after selling motorcycle helmets that "catastrophically failed" safety tests.

From:

[Driver and Vehicle Standards Agency](#)

Published

25 February 2025



The Driver and Vehicle Standards Agency (DVSA) has successfully prosecuted Bikers Lifestyle Ltd for selling motorcycle helmets and eye protection that fail to meet UK safety standards.

The company was found guilty of 7 separate offences at Willesden Magistrates Court on 20 January 2025 and ordered to pay over £10,000 in fines and costs.

Tests revealed that 3 out of 4 helmets failed safety requirements catastrophically, with one helmet recording results that indicated a 100% risk of fatality in a collision.

### Critical safety failures

DVSA's Market Surveillance Unit conducted tests at an independent laboratory specialising in motorcycle helmet testing. The results showed:

- 3 helmets catastrophically failed safety testing
- the fourth helmet passed impact tests but was not marked and labelled in accordance with regulations, so it was not legal for sale or use in the UK
- all tested eye protection failed to meet required standards

### Legal action and penalties

The magistrates found a high degree of culpability and determined there was a high risk of harm to consumers. The company was ordered to pay:

- £4,000 for helmet-related offences (£1,000 per helmet)
- £1,500 for eye protection offences (£500 per item)
- £2,000 victim surcharge
- £2,694 prosecution costs

In total, the fines and costs came to £10,194.

## **Recall of dangerous products**

Bikers Lifestyle Ltd has been ordered to remove non-compliant products from future supply. They are also required to recall those products already supplied in the UK market.

## **Protecting you from unsafe equipment**

Sadie Clarke, DVSA investigation lead, said:

Sub-standard helmets and eyewear pose a very real and significant risk to any motorcycle rider using them.

Tests on items sold by Bikers Lifestyle Ltd showed they would be incapable of offering the necessary protection required in the event of an accident and the consequences could be catastrophic.

DVSA will continue to work with Trading Standards and other agencies to make sure that these kinds of products do not make their way onto the market in the UK. This case should act as a warning to any other company that considers selling unfit safety products.

## **Safety standards for motorcycle equipment**

You can read:

- [a summary of the legal requirements for motorcycle helmets, visors and goggles](#)
- [detailed guidance about motorcycle helmets, visors and goggles](#)

## **Check motorcycle helmet safety ratings**

The SHARP helmet safety scheme provides guidance about:

- how to select a helmet that fits correctly and is comfortable
- the relative safety of helmets to help you make an informed choice

[Visit the SHARP website to check helmet ratings and find out about getting the right fit.](#)

## **Other places to get information**

You can also check advice and guidance from reputable organisations that specialise in motorcycle safety.

## **Report someone making or selling unsafe or illegal vehicles or equipment**

You can report someone selling accessories that do not meet safety standards. You can do this anonymously (not giving your name), or you can give your details.

[Report someone making or selling unsafe or illegal vehicles or parts.](#)

: Company selling dangerous motorcycle helmets handed large fines

<https://www.gov.uk/government/news/company-selling-dangerous-motorcycle-helmets-handed-large-fines>

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# MAG Notice Board

Next  
Network deadline  
25th March  
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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](http://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.

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Contact the office  
03300 560886

**Parliamentary Recess Dates**  
9 April 2025—21 April 2025  
2 May 2025—5 May 2025  
23 May 2025—1 June 2025

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Winchester MAG AGM  
11th March 2025  
\*\*\*\*\*  
Dorset MAG AGM  
16th March 2025  
\*\*\*\*\*  
Western Region AGM  
23rd March 2025  
\*\*\*\*\*  
Into The Valley  
2nd May—4th May 2025  
\*\*\*\*\*  
West Dorset MAG  
Annual Bike Show  
11th May 2025  
\*\*\*\*\*  
Southern Region AGM  
17th May 2025  
\*\*\*\*\*  
Taunton MAG  
Tone Vale Tea Rally  
22nd May—25th May 2025  
\*\*\*\*\*  
Info on MAG Events  
Calendar Web Page  
\*\*\*\*\*

## January 2025 L-Category (Scooters, Motorcycles & other light vehicles) New Vehicle Registrations

MCIA News: 7th February 2025



MCIA has today published the new vehicle market data for the month of January 2025. This includes Mopeds, Scooters, Motorcycles and other L-Category vehicle segments.

New registrations for January closed at a disappointing 30.5% behind last year. This equates to a total monthly volume of 4,201 compared to 6,043, some 2,000-unit decrease compared to

January 2024.

The main driver for the significant decrease in the market is the high level of vehicles that were registered, but not sold in December, as a direct result of a regulation change.

**Tony Campbell, CEO of MCIA**, said: “We fully expected a drop in the January market owing to the changes to regulation referenced above. We will be keeping a close eye on the market as we move out of winter and into early Spring, where it will be critical period for the rest of the year.

As I have stressed previously, the current economic policies introduced by this Government in October have only harmed consumer confidence and increased costs on businesses, the recent “long term” announcements will do little or nothing to change the short / medium term prospects.

MCIA will be holding its Industry Annual Conference on Tuesday 18th February in London, where invited speakers will send an important message to Government that this sector is here to support it, but must be better understood in order to make that happen”.

More details on the January registration figures can be found [here](#).

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

*Notes for Editors:*

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 at [g.evans@mcia.co.uk](mailto:g.evans@mcia.co.uk).



## PLANNING ON GOING TO PORTUGAL

*(one of my favourite countries, Ed)*

### What are the new rules for riding a motorbike in Portugal?

Parliament has approved new measures that impact motorcyclists in Portugal.

By TPN, in [News, Portugal](#) · 16 Feb 2025 · [1 Comments](#)



Four new measures have been approved in the Portuguese Parliament that significantly change the conditions under which motorcyclists travel. The changes, which aim to increase road safety and improve mobility conditions, include the end of the mandatory inspection for motorcycles, the creation of a specific class at toll gates, the authorisation of circulation in bus lanes and the elimination of non-slip materials on the roads, according to a report by [Postal](#).

#### End of mandatory inspection

One of the main changes is related to the revocation of the mandatory periodic inspections for motorcycles, tricycles and quadricycles with an engine capacity greater than 125 cm<sup>3</sup>. According to the Automóvel Club de Portugal ([ACP](#)), the legislation that provided for these inspections was in force since 2012, but was never regulated. Thus, with the new parliamentary decision, the measure is definitively removed from the legal framework.

#### Reducing toll costs

Another relevant change concerns toll payment. From now on, motorcyclists will benefit from a new tariff class, ensuring that the amount paid does not exceed 50% of the rate applied to Class 1 passenger cars. This measure, also defended by the ACP, comes in response to long-standing requests from the motorcycling community, which demanded a fairer regime for this type of vehicle.

#### Circulation in bus lanes

Motorcyclists will still be able to ride in the bus lanes. Until now, this decision was left to local authorities, resulting in differences in the application of the rule depending on the location.

With the new legislation, the permit becomes uniform at a national level, with the aim of improving traffic flow and providing a safer alternative for motorcyclists in cities.

### **Measures for greater road safety**

On the other hand, in terms of road safety, the elimination of non-slip materials in expansion joints and the installation of speed bumps on potentially dangerous curves were approved. This measure aims to mitigate accident situations, particularly among two-wheel drivers, who are more vulnerable to slippery surfaces.

The new rules are in line with a broader strategy to encourage sustainable mobility in Portugal. In recent years, the Government has adopted several measures in this regard, such as deducting VAT on the purchase of bicycles and providing financial support for the acquisition of electric vehicles. These initiatives, combined with new provisions for motorcyclists, aim to create a fairer and safer road environment for all users.

<https://www.theportugalnews.com/news/2025-02-16/what-are-the-new-rules-for-riding-a-motorbike-in-portugal/95593>

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## **Motorcycles ‘fulfil an important role in the overall transport network’ - RSGB**

10.01 | 28 February 2025 | [Motorcyclists](#)



**The National Motorcyclists Council has called for a full and proper consideration of motorcycling within transport policy.**

In response to the DfT’s call for evidence on an Integrated National Transport Strategy, [the NMC says integrated transport should be about choice](#), not just favouring one or two modes of transport over others.

The NMC feels that the forthcoming strategy should extend and enable individual choice, so that the full range of options are available and supported for those who seek an alternative to the car.



Statistics show that the majority of motorcyclists are regular commuter or utility transport users, with over a million who ride regularly.

The NMC says motorcycles fulfil an important role in the overall transport network by reducing car dependency for those journeys where public transport provision is poor and distances mean that walking and cycling are not viable options.

The NMC seeks the following approach towards motorcycling:

- Integration within transport policy at all levels.
- Integration between motorcycling and other modes
- Local policies which reduce rider vulnerability and facilitate journeys for those who ride
- A refreshed Motorcycling Strategy to facilitate development of motorcycling as part of an overall integrated national network of transport.

Craig Carey-Clinch, NMC executive director, said: “Motorcycling is a dynamic transport sector which, aside from being a viable and attractive alternative mode of transport, also represents a notable contribution to society, the environment and the economy.

“Motorcycles are already contributing to a low carbon future and their wider use can accelerate progress towards this end. Traffic congestion and pollution can be cut at a stroke through a modal shift to commuter motorcycles right now.

“We call on the DfT to recognise the potential that motorcycling offers to transport policy within the forthcoming Integrated Transport Strategy and alongside this, to work with the NMC to develop a positive policy approach to support those who ride both now and in the future.”

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## Tackling motorcycle crashes – a call for action

Road Safety News: 14 February 2025



**More than 150 industry professionals descended on the National Motorcycle Museum on 13 February, for a one-day conference designed to help tackle motorcycle crashes.**

Hosted by Road Safety GB with support from the DfT, the event set out to motivate, inspire and equip attendees to take action on rider safety.

The day kicked-off with a keynote video address from Lilian

Greenwood MP, minister for the future of roads, in which she stressed the Government's commitment to improving motorcycle safety – and to publishing the first road safety strategy in more than a decade.

Lilian Greenwood said: “Motorcyclists face significant risks: between 2019 and 2023, an average of six motorcyclists died and 102 were seriously injured every week.

“[The Government is] determined to turn the tide. That’s why we are developing and publishing the first road safety strategy in over a decade.

“The Government is considering plans to review existing requirements for motorcycle training, testing and licencing. This will incorporate long-standing DfT and DVSA plans, alongside fresh proposals from the sector.

“Real progress can only happen if we work together.”

The opening session also included presentations from Deputy Chief Constable Simon Blatchly OBE, the National Police Chiefs Council (NPCC) lead for motorcycles, and Billy Fenwick, National Fire Chiefs Council (NFCC) lead for powered two wheelers.

This was followed by a session on the gig economy which included presentations by professor Nicola Christie (UCL) and Hannah Cords von Lewis of Menar (TfL),

The focus then turned to academic research with four presentations by: Tanya Fosdick (Agilysis) and Dr Elizabeth Box (ECM Research Solutions); Professor Alex Stedmon (Open Road Simulation); Professor David Crundall (Nottingham Trent University); and Professor Mathew Humphreys (University of Nottingham) and Colin Brown (MAG).

Before lunch, Road Safety GB presented an Achievement Award to Karen Cole, recognising her long-standing commitment to road safety, and in particular PTW safety.

The afternoon featured a deep-dive into interventions and other activities being carried out by a variety of stakeholders to improve motorcyclists’ safety.

Speakers included: Ruth Purdie OBE (UKROEd and The Road Safety Trust); Chief Superintendent Marc Clothier (Sussex Police and NRPOII); Heidi Duffy MBE (New Rider Hub) and Fay Cannon (Warwickshire Road Safety Partnership); Ian Harvey (Devon and Cornwall Police); Craig Carey Clinch (National Motorcyclists Council); Tim Parry (Claremont); Phil Martin (TRL); Steve Bucksey (Sussex and Surrey Police); Steve Rose (Bennetts Bike Social); Claire Harris (Kent Fire and Rescue Service); and Saul Jeavons (TranSafe Network).

The day concluded with a lively Question Time session, expertly chaired by Steve Gooding, Executive Director of the RAC Foundation.

Among the key themes to emerge from the day were the importance of collaboration and partnership working between stakeholders, the challenge of engaging with young riders, and the difficulties in getting safety information to all riders, irrespective of the machine they ride and their age or experience.

The event was very well received by attendees, one of whom said: “I just wanted to say a very big thank you for the invitation to a great event yesterday.

Another said: “Thank you for a really interesting, useful and insightful conference. I took a lot from the day.”

A third attendee added: “I really enjoyed the conference which was excellently presented and facilitated.”

The conference was organised on behalf of road safety GB by the team at Stennik, who organise the National Road Safety Conference. For more information about the PTW conference [contact Nick Rawlings by email.](#)

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## FROM THE HOUSE Q & A'S

### [Northern Ireland Assembly: Members' Statements: Ultra Low Emission Zone: Car Cloning](#)

3 Feb 2025

Paul Frew: Mr Speaker, the Member's forbidden prop was upside down — a bit like his argument. Today, I will talk about the ultra low emission zone (ULEZ) in London. Some Members might think, "How does that affect us and our constituents?". For many, it will not, but, for a growing number, it will, and it has. I have seen a growing trend — small numbers yet but a trickle that is getting worse and...

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### [Northern Ireland Assembly: Members' Statements: Ultra Low Emission Zone: Car Cloning](#)

3 Feb 2025

Paul Frew: ..., and that comes with great anxiety and concern. They worry about their credit ratings, if they cannot prove it. They are being asked to prove that their vehicle was at a different location via a tracker report, a statement from a colleague or neighbour, photographs that demonstrate the difference between the vehicles, proof of involvement of another enforcement agency that has confirmed...

### [Road Traffic \(Unlicensed Drivers\)](#)

4 Feb 2025

Will Stone: ...to provide that an unlicensed driver who has never held a valid driving licence and who causes the death of another person by driving commits the offence of careless driving under section 3 of the Road Traffic Act 1988; and for connected purposes. I thank Members for being present as I introduce the Harry Parker Bill. Before I speak to the aim of the Bill, I will give some context. This is...

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motorcycle : 1 Written Answer

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

4 Feb 2025

Lord Hendy of Richmond Hill: All modes and vehicle types have a part to play in meeting net zero, including motorcycles. The Government will set out any plans to decarbonise motorcycles in due course. To encourage uptake of zero emission motorbikes, the Government has a plug-in motorcycle grant which is available until at least March 2025 and offers up to £500 off the cost of a zero-emission motorcycle.

### [Business of the House](#)

6 Feb 2025

David Burton-Sampson: Illegal e-scooters and illegal e-bikes are a menace to many of our communities, including mine in Southend West and Leigh. Just this week, Essex police has moved from education to enforcement, and nearby Basildon council has

decided to end its e-scooter trial. E-scooters are a good, environmentally friendly way to get around, if implemented properly. Will the Leader of the House grant a...

### Regulation of the Bailiff Sector

11 Feb 2025

Luke Charters: ...to suicide attempts. I struggled with whether to mention suicide today, but we cannot ignore these cases. Take the case of Jerome Rogers, a young man whose debt spiralled after bailiffs clamped the motorcycle he needed to work. Shortly afterwards, he took his own life. The coroner identified the debt collection agency's actions as a contributing factor to his death. A woman recounted how...

### Written Answers - Department for Transport: Cars: Lighting

26 Feb 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, Government has commissioned independent research to better understand the root causes of headlamp glare. The work is underway and is due to deliver in...

Commons debate

### Business of the House

27 Feb 2025

Nick Timothy: ...of the reforms, however, is that power will be taken further away from local residents. I want parish and town councils to be empowered to take responsibility for problems such as speeding and road safety. Can we have a debate on how we empower towns and villages to get things done directly for local residents?

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## WEBSITES AND ON-LINE MATERIAL YOU MAY WISH TO VISIT

NI: Kimmins: I will continue to build the foundations for a better future

<https://www.infrastructure-ni.gov.uk/news/kimmins-i-will-continue-build-foundations-better-future>

ABD: Driving Sense : Issue 10 – Blackwall Tunnel charges – MP launches a campaign

<https://abd.org.uk/driving-sense-issue-10-blackwall-tunnel-charges-mp-launches-a-campaign/>

Accredited official statistics announcement: Travel time measures for the Strategic Road Network and local 'A' roads: January to December 2024 (Last updated: 4 February 2025)

<https://www.gov.uk/government/statistics/announcements/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-january-to-december-2024>

**EU: Implementation of Regulation on the deployment of alternative fuels infrastructure**

<https://www.europarl.europa.eu/committees/en/implementation-of-regulation-on-the-depl/product-details/20250121CAN74184>

**Press release: Millions to see faster journeys as government green lights £90 million for 4 essential road schemes across England**

<https://www.gov.uk/government/news/millions-to-see-faster-journeys-as-government-green-lights-90-million-for-4-essential-road-schemes-across-england>

**Scotland: National Speed Management Review**

<https://consult.gov.scot/transport-scotland/national-speed-management-review/>

**RSGB: Petition calling for GDL gains traction**

<https://roadsafetyqb.org.uk/news/petition-calling-for-qdl-gains-traction/>

**NI: Consultation on Biennial MOT Testing - Screening form**

<https://www.infrastructure-ni.gov.uk/publications/consultation-biennial-mot-testing-screening-form>

**RSGB: Ireland moves to reduce speeds on rural roads**

<https://roadsafetyqb.org.uk/news/ireland-moves-to-reduce-speeds-on-rural-roads/>

**Guidance: Regulations: alternative fuels infrastructure (Last updated: 12 February 2025)**

<https://www.gov.uk/guidance/regulations-alternative-fuels-infrastructure>

**FEMA: Hundreds of experts meet to advance motorcycling**

<https://www.femamotorcycling.eu/fim-conference-2025/>

**FEMA: New FEMA Board for 2025**

<https://www.femamotorcycling.eu/new-fema-board-for-2025/>

**ACEM: European Motorcycle Training Quality Label Holders and academia bring motorcycle safety training to the next level**

<https://www.acem.eu/european-motorcycle-training-quality-label-holders-and-academia-bring-motorcycle-safety-training-to-the-next-level/>

**Scotland: A just transition for Scotland's transport sector**

<https://www.transport.gov.scot/news/a-just-transition-for-scotland-s-transport-sector/>

**Press release: £120 million to roll-out more electric vans, taxis and motorbikes**

<https://www.gov.uk/government/news/120-million-to-roll-out-more-electric-vans-taxis-and-motorbikes>

**FACTS: New Vice Chair for VDWP**

<https://www.pacts.org.uk/new-vice-chair-for-vdwp/>

**NMC: NMC Calls for Motorcycling to be Fully Included in the Government's Integrated Transport Strategy**

<https://www.uknmc.org/news/nmc-calls-for-motorcycling-to-be-fully-included-in-the-governments-integrated-transport-strategy>

**RSGB: Frequent e-scooter use linked to riskier riding habits**

<https://roadsafetyqb.org.uk/news/frequent-e-scooter-use-linked-to-riskier-riding-habits/>

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