

Composing your letter

- Use your own words to make your response personal and individual. Do not cut and paste your answers from this or other documents.
- Be polite, restrained and measured. Correspondence that is aggressive, dismissive, abusive or defamatory will be disregarded.
- Write as a constituent and member of the public.
- Keep your correspondence focussed. Be succinct and authentic, talk about the things you feel strongly about.
- Don't try and include everything mentioned in these notes – just pick the points you feel most passionate about.

Points you may wish to include in your letter

- your personal circumstances and relationship with the countryside including your love of it and that motorcycling on green roads is about embracing the countryside.
- include any relevant professional / vocational experience of Green Roads and countryside access.
- responsible motorcyclists share the parties aim of protecting and preserving the countryside including the network of Green Roads for everyone to enjoy.
- that you feel discriminated against due to motorcycling on unsealed roads already being severely restricted; with 350,000 miles of highway available, 120,000 miles of which is already traffic free, leaving less than 2% (6000 miles) available for you to enjoy.
- why do you choose to enjoy the countryside on a motorcycle.
- how you successfully and safely share the Green Roads with other users when using them.
- how Green Roads offer you a safer environment in which to motorcycle.
- how accessing the countryside helps your physical and mental health, including how any personal circumstances might prohibit you accessing the countryside otherwise.
- how you believe motorised vehicles are an important part of natural countryside cultural heritage.
- how you believe that the actions of a minority of irresponsible users should not curtail your preferred way to access the countryside.
- your recognition that countryside routes need to be managed, and that you accept this might involve proportionate restrictions on a minority of routes.
- your support for the idea of greater access to the countryside including more traffic-free routes – BUT not to the detriment of motorcycle access.
- how you believe you contribute to rural and national economies with your chosen pastime.
- how fellow motorcyclists contribute to vital local conservation and community projects

The value and benefits of Trail Riding and wider motorcycling

Economic Value

Today the UK motorcycle industry makes a significant contribution to the UK economy, the sector being valued around £7bn per annum while supporting over 58,500 jobs in over 5000 businesses.

- In 2023 MCIA figures report the trail and adventure bike sector represented 25.6% of new bike sales and is valued at £304.9m. The estimated value of wider bike parc of all road registered trail and adventure bikes is estimated at £1.51 billion.
- 89% of trail and adventure rider spend during a day ride is in rural communities and often places them in locations that are not typically on tourist routes.
- Every year of trail and adventure spend over £116m on sustainable tourism in the UK alone.

Social Value

Trail Riding has significant social value contributing to society in a number of different ways.

- Thousands of volunteer hours and substantial funding to maintain the unique countryside access provided by the Green Road Network.
- Trail riders work with local police forces in areas such as rural crime and anti-social behaviour involving motorcycles.
- Thousands of pounds raised for good causes each year including local charities and community funds.

Environmental value

Motorcycling is playing a significant and important role in environmental sustainability. Whilst other forms of transport are the largest source of CO₂ emissions in the UK, motorcycling's impact is practically zero with just 0.4% of transport emissions.

- 93% of visits to National Parks are in a car. If those traveling to the countryside did so by motorcycle CO₂ emissions would be more than halved.
- A 10% shift from other vehicles to motorcycles would reduce congestion by 40%.
- Whilst electric motorcycles are not new, first appearing in 1868, electric motorcycles and cycles represent a fresh opportunity to improve public access whilst further projecting the environment.

Health and wellbeing value

Trail Riding is a form of active recreation that benefits both physical and mental health.

- It has shown to be particularly popular with those in the highest health risk demographic who wish to follow NHS advice and embark on a more active and healthier lifestyle.
- Over 98% of riders reported physical and mental health benefits from Trail Riding with a single average trail ride of 5 hours achieving 235% of the NHS recommendation for weekly exercise.
- Trail Riding has been found to achieve all five steps of the NHS guidance on mental wellbeing.

Cultural & Sporting Heritage

Motorcycling and Trail Riding has been an integral part of Britain's cultural heritage since motorcycles first became commercially available in 1896 with many iconic brands associated with the country.

- Motorcycling was, and still is a social enabler providing individuals with personal mobility for both work and recreation.
- A rich sporting heritage that still thrives today across a variety of disciplines can trace their origins to events on unsealed roads such as the Edinburgh trail in 1901.
- Historic riding events attract a large amount of public support and spectator attendance which are great for local communities and economies.

In addition to the NMC Manifesto we call on Members of Parliament to

Improving clarity and public awareness: Better inform the public as to the availability of their public roads by uniting the unsealed road network under the single term Green Road.

Improve access: Create a more comprehensive, coherent, and connected Green Road Network by recovering lost access to public roads. Plus providing targeted funding to authorities to improve the maintenance and availability of Green Roads.

Digitally sign post Green Roads: Support for the TRF's Green Road Map project as a public mapping asset to improve information relating to public access for all users and reduce the potential for inadvertent illegal/irresponsible motorcycling.

Greater recognition of Trail Riding: Greater recognition for the active recreation of Trail Riding as an important and integral part of the nations' cultural heritage. Acknowledging its positive value, contribution and benefits that it delivers to communities, local and national economies as well as the health and wellbeing to those that participate.

Support fair and proportionate regulation of motorcycle access: Successive reviews of existing regulations have recognised that denial of access does not work on those who ride illegally and that persecuting the 99% of responsible users is unreasonable. Regulation needs to be fair and proportionate, recognising that 62% of motorised traffic on unsealed roads is landowner and large agricultural vehicles that would continue should excessive restriction be introduced.