

## Questions for Organisations:

### What best describes your Organisation?

The British Motorcyclists Federation (BMF) formed in 1960 is one of the largest active motorcycling riders' groups in the world with around 214 affiliated motorcycle clubs giving the BMF a collective membership of over 65,000 riders. The BMF works closely with government Ministers and officials, and with numerous road safety organisations and other motorcycling and road transport organisations, including the Department for Transport, National Highways, The Parliamentary Advisory Council for Transport Safety (PACTS) and The Royal Society for the Prevention of Accidents (RoSPA), in order to represent motorcyclists' interests at local, national, and European level. The BMF's primary aim, through its collaboration and joint-working with Government, and through its numerous road safety partnerships, is to ensure greater awareness of the needs of the UK's motorcycling community and its 1.4 million riders and that this translates into effective safety improvements for motorcyclists in terms of wider road safety policy and highway design.

#### 1. In your opinion, how could the transport network be better joined up?

A National Integrated Transport Strategy needs to fully harmonise all multimodal transport options, including Powered Two Wheelers (PTW) and motorcycles, into a long-term strategy that facilitates the effective movement of goods and people, whilst also delivering on wider Government priorities. These include the need to kickstart economic growth, to protect the environment through support for cleaner and greener transport modes, and to improve public health and wellbeing, whilst breaking down barriers to opportunity, particularly where community transport options are currently insufficient or non-existent. Transport is a fundamental enabler to achieving all of these wider goals and cannot be considered in isolation. And, a truly integrated transport model should take into account the relative merits and benefits of all transport modes and technology options. Key elements in the transport "toolbox" such as the hugely versatile, zero-congesting and lower-polluting motorcycle have yet to be properly recognised as an affordable and easily accessible transport mode. Without an approach that takes into account all transport modes, together with existing and future technology options, true integration of the UK's transport network will not be achieved.

The proposed new transport strategy should not only tackle current challenges, such as ever-increasing congestion, which is bringing the UK's towns and cities to a grinding halt, but must also support wider plans to reduce traffic pollution in support of current 2050 Net Zero targets. Motorcycling has the potential to make a key contribution to both of these priorities. The strategy must also set out a clear plan for sufficient investment to improve inadequate and poorly designed roads infrastructure, moving away from the fragmented and inefficient transport model that is currently hindering both wider mobility and economic growth and a brighter future for both people and places.

To ensure the UK transport system is better joined-up, it must be considered as a holistic whole, and properly designed to meet the needs of a rapidly changing society. Previous long-standing demographics are changing. Many people are now choosing to move out of crowded towns and cities, with their expensive rents, unaffordable housing and high crime rates, to live in more rural areas, where sufficient and sustainable public transport and active travel options, for both individuals and businesses, are often lacking, underfunded, insufficient or impractical, and where personal transport options, including motorcycling, will remain a crucial part of any sustainable model for future mobility.

Latest data from the Office of National Statistics shows a significant and growing trend of people moving away from major UK cities. During 2023, around 860,000 people left London to live elsewhere in the UK, compared to the 730,000 people who settled in the UK capital over the same period. A similar pattern was seen across other major cities, including Leeds, Leicester, Coventry, Bristol and Sheffield. Nottingham and Manchester have similarly seen the number of residents fall by thousands, resulting in an overall population decline of 8,300 and 7,900. Growing rural communities will, in particular, need a well-funded and comprehensive public transport network for the future, which at the same time sits alongside personal transport options, where public transport is either insufficient or impractical, helping people not only to get around their communities on a day-to-day basis, but also supporting the communities of the future to fully access new jobs and opportunities and fully realise the economic, social and environmental benefits open to them.

Motorcycling has frequently been overlooked in previous government transport policy yet represents an accessible, affordable, cleaner and greener transport option than most other powered modes of transport. If properly supported by government, it has the real potential to foster social mobility, economic growth and improved safety on our roads as an important affordable and accessible travel alternative. Traffic congestion and pollution can be cut significantly now through a modal shift to motorcycles for both commuting and leisure purposes. But to deliver this modal shift a new integrated transport strategy needs to:

- Integrate PTWs and motorcycling within future government transport and planning policy at all levels
- Support the establishment of multimodal transport hubs that will enable easy switching between buses, trains, cycling, motorcycling and walking when travelling between and through urban and rural settings
- Establish secure, well-lit parking facilities for motorcycles both at town/city level and at the new transport hubs, with travel lockers provided at the hubs to allow motorcyclists to securely store their clothing and other protective personal equipment, such as helmets and gloves, before travelling onwards, for example, by public transport to their final destination
- Provide dedicated motorcycle carriages on long-distance trains to support future multi-modal journeys for commuting, the distribution of goods and services and for leisure purposes
- Put in place easy-to-access and subsidised motorcycle hire facilities at transport hubs, including train and bus stations and airports, to encourage the use of lower and zero-polluting PTWs and reduce congestion in towns and cities
- Enable Local Authorities to design transport solutions suited to their unique needs with close collaboration with local partnerships, businesses, motoring organisations, transport sector representatives and transport providers to ensure that a future transport strategy fully meets user needs and enables personal choice
- Provide ring-fenced funding for the improvement of roads and infrastructure to reduce the current danger to motorcyclists and other vulnerable road users from poorly maintained roads and potholes, to improve road infrastructure and signage for motorcyclists, and extend bus lane and advanced stop line access to motorcyclists as the default policy position to both reduce motorcycle rider vulnerability and encourage wider uptake of PTWs as a viable and sustainable transport choice

## **2. How could data be used to improve the transport network?**

By utilising predictive analytics, detailed transport modelling and real-time data from vehicles, traffic and environmental sensors and CCTV cameras, travel can be better streamlined to reduce congestion and pollution across UK towns and cities, to identify lower-cost transport choices and mobility for work and leisure, and significantly improve road safety for all road users. Motorcycle use can more than halve current CO<sub>2</sub> from private transport. The average CO<sub>2</sub> from motorcycles is 99g/km. For cars this is 210g/km. Data shows that greater motorcycle use can cut traffic congestion significantly - a 10% modal shift to motorcycles can reduce overall congestion by 63% whilst reducing pressure on transport infrastructure and parking. These benefits and data need to be incorporated into wider transport modelling and planning to improve the UK's transport network.

## **3. How could technology be used to improve the transport network?**

Importantly, in developing a future integrated transport strategy, the Government needs to adopt a multi-path technology-neutral approach to decarbonisation, including the development of both biofuels and synthetic fuels and hydrogen to support a range of diverse journey types as decarbonisation progresses. The key benefit of these fuels is that they are useable in existing vehicles and can be engineered to improve efficiency and reduce particulates and other emissions as part of the road to Net Zero. That road must be proportionate, pragmatic and realistic with a recognition across transport policy planning that Internal Combustion Engine (ICE) motorcycles, with their already low lifecycle energy footprint, contribute just 0.46% to the UK's total domestic transport emissions. This minimal environmental impact can be further offset by the increased adoption of electrically powered PTWs in urban and sub-urban settings. Furthermore, when considering the whole life cycle of UK vehicles, from production through to

in-use and end of life, PTWs are significantly more environmentally friendly than a range of other transport modes, including electric cars. This technological advantage should not be overlooked in developing a transport model for the future, with mopeds and motorcycles having an extremely important transitional role to play in accelerating towards Net Zero. Key to the success of the Government's future transport model will be investment in and support for the development of PTWs, to get more people onto two wheels by improving access and removing current barriers to entry through the review of, and improvements to, the current outdated motorcycle training and licensing regime.

Electric Motorcycle charging infrastructure is currently poor and requires significant investment to ensure the availability of adequate charging stations and that the rollout of charging infrastructure keeps pace with a future increase in electric PTWs. Future planning must ensure that the right type and number of PTW charge points are provided in the right locations with no region or demographic left behind in the future rollout of EV charging infrastructure.

Digital design and construction, aligned with digitally supported operations across the road network to enable pre-emptive interventions, with all underpinned by greater use of AI, also needs to be fully exploited to make the UK's roads safer, improve road user experience, with better information for customers about journeys and transport options, and to ensure a safer, smoother, less congesting and lower polluting road network.

The future development of Autonomous Vehicles and Automated Driver Assistance Systems must be developed in full consultation with all road users and their representatives to ensure that developments in these areas do not increase the risk to other road users. Any automated vehicle must also always be capable of correctly identifying and responding to motorcycles, which regularly change lanes and position on the road whilst completing filtering and overtaking manoeuvres.

#### **4. How, if at all, would you improve the way decisions are made about the transport network?**

To fully unlock the significant benefits that motorcycling can offer to a future integrated transport strategy, motorcycling needs firstly and importantly to be fully integrated into UK transport policy planning so that decisions about the future UK transport network properly take into account a low polluting and zero-congesting transport option that offers an affordable and sustainable pathway to achieving both future mobility needs and 2050 Net Zero targets.

Current Government guidance to Local Transport Authorities advises that within local planning processes they should consider "all modes of transport." In addition, Lillian Greenwood the Parliamentary Under-Secretary of State for Future of Roads has stated that she wants to facilitate government action to enable more people to travel on PTWs, including motorcycles. However, at present motorcycling, which offers an affordable, greener and zero-congesting transport solution, is regularly overlooked, or scarcely considered, in UK transport planning. Current design guides and policy, such as the UK's National Design Guide and the National Networks National Policy Statement, do not even mention motorcycling. This has meant that the environmental and societal benefits that a modal shift towards motorcycles could offer have been mostly ignored in transport planning.

To support better informed decision-making on future transport policy and design, the Government should also mandate meaningful consultation with representative bodies of each transport mode, including motorcycling, in the development of national and local transport plans. For motorcycling, transport policy decision-making should be underpinned by a refreshed "Government Motorcycling Strategy", building on the previous strategy launched by the Labour Government in 2005, to facilitate the development of motorcycling as a key part of a future integrated national transport network.

Additionally, the Institute of Highways Engineers Motorcycle Guidelines which informs wider road network design must be revised and updated to better support decision-making around future roads design as part of the new National Integrated Transport Strategy.

Importantly, to deliver a 'fit-for-purpose' integrated transport model for the future, there needs to be effective cross-government collaboration in decision-making and the development of policy. Transport policies must align with housing, health and environmental policies to create an overarching cohesive strategy supported by long-term funding that is fully integrated with health and housing spending.

## **5. Any other comments?**

As part of a truly integrated national transport strategy motorcycling, which represents a transport sector valued at £7 billion, offers huge advantages over other forms of transport in terms of mobility, affordability, emissions, the reduction of traffic congestion levels, as well as general health and wellbeing. There is a real opportunity, as the Government develops its new future transport strategy, to fully unlock these benefits, recognising motorcycling as an important and sustainable travel option that can deliver on the Government's key challenges around economic growth, mobility and environment. With around 1.4 million regular riders, and 4 million people who hold a licence to ride a motorcycle or scooter, motorcycling represents an accessible, affordable, cleaner and greener transport option, which if fully supported will foster social mobility and economic growth. The BMF calls on the Government to fully recognise the valuable role that motorcycling can play in developing its new integrated transport strategy, including the path towards Net Zero.