

# Transport Select Committee 'Our Future Transport' appeal for ideas

## Submission by The Motorcycle Action Group

Submitted by: Colin Brown, Director of Campaigns and Political Engagement

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Much is made of a multi-modal future for transport, with different modes serving different purposes. We agree this is the right way ahead, but current policy manifests as promotion of a narrow list of favoured modal choices. This shortlist approach focuses on restricting the use of private motorised transport in favour of walking, cycling and public transport. Other existing, and emerging, alternatives to the motor car are overlooked, and their potential contribution suppressed. This is demonstrated in almost all depictions of the sustainable travel hierarchy which routinely omit powered two wheelers (PTWs).

Current transport policy focuses on private motorised transport's unwanted impacts. There is a notable lack of nuance in policy terms to allow for exploration of mitigating those impacts whilst continuing to exploit the unique flexibility and convenience that private motorised mobility offers.

Whatever the overarching view of private motorised transport, there is growing urgency to disaggregate the one size fits all policy - to create a considered approach for sub-sections within this monolith. In a period of significant change to the way our transport system operates, we cannot afford to throw the baby out with the bathwater. There is some understanding of this truth with the discussion on L-category vehicles (a classification that is dominated by the traditional motorcycle, but does also cover what is currently a vanishingly small constituency of small, lightweight three and four wheeled vehicles).

Whilst micro mobility may be increasingly recognised as the blurring of lines between cycling and motorised transport, it looks set to be legalised by placing it into the L-category stable by creation of an L-zero group. However, there is little - if any - policy for traditional PTWs on which to base a meaningful policy framework for micro mobility. This lack of policy just across the line separating cycling and motorised transport has created a no-man's land into which the micro-mobility sector is set to be thrown.

The logical solution for closing the policy gap is to start by creating meaningful policy to support the increased use of traditional PTWs. There is evidence for the capacity of PTWs to assist in the reduction of congestion, tail-pipe carbon and air pollutant emissions, and full life cycle carbon emissions. This is a mode of transport that is already well established and available to serve these ends. Only once this existing and legal modal choice, within a truly multi-modal future, is properly accommodated can we hope to arrive at a balanced approach for emerging micro mobility vehicles.

The proposal is thus that the Transport Committee firstly evaluate any current policy for PTWs in a genuinely multi-modal future of transport. We would expect this will reveal that there is no in-depth policy, and therefore a significant opportunity for progress in transport policy is being overlooked. The second step will then be to consider proposals to expedite a filling of the policy hole.