

This document outlines the NMC's policy in more depth, considering detailed public policy in a number of areas which need to be developed as part of a Government Motorcycle Strategy.

This is a 'live' document, which will be further enriched as the NMC works and members liaise with Government on the areas it covers.

1. A positive position for motorcycling in transport policy, both now and in the future

- Create a government motorcycle strategy which properly and positively recognises the mode alongside other two wheeled transport.
- Full integration of motorcycling policy into wider policy areas, fully recognised and facilitated as a legitimate form of transport for commuting, logistics and leisure activity, which covers the three aspects of sustainability (Economic/Social/Environmental)
- Create a motorcycle policy delivery mechanism, with accompanying investment strategy. Create accountability for delivery at national and local levels.
- Policy Areas:
 - Motorcycling access to bus lanes by default, plus certain other dedicated lanes
 - Access to LEZ/ULEZ by default
 - Access to all parts of the road network regardless of age of motorcycle
 - Promote measures to reduce theft and encourage commuting, including secure parking.
 - Financial incentives to switch to PTWs
 - Promoting PTWs in remote rural communities? ('Wheels 2 work' schemes etc.)
 - Inclusion in employers' 'travel-to-work' plans
 - A national PTW czar
 - Improving use of statutory regulation of traffic (PSPO's/TRO's)

2. Road Safety and licensing - position motorcycling within the Safe System and the UN Five Pillars and advocate for a fair rider licensing regime

- Licensing
 - UK licensing regime post EU-Transition.
 - 'Navigating the maze'. Easing barriers for new riders
 - 'Beyond 3DLD'
 - Determine and encourage best practice in training and testing
 - Provision of licence tests
 - Protect existing EU benefits for riders
- Safe Roads and Roadsides (Engineering)
 - Highway engineering measures. Ensure road environment design never compromises motorcyclists safety and entitlement to ride.

- Safe Road Use and Safe Speeds (Education and enforcement)
 - Driver awareness/education about PTWs
 - Promotion of/support for post/test training/rider development
 - Access to mentoring
 - Highway Code Review
 - Proper messaging about risk
- Safe Vehicles (Impact of New Technologies)
 - Stakeholder status on work in advances to vehicle safety technology, including ensuring developments in automated vehicle systems do not compromise motorcyclists safety
 - Promote high standards in crash helmet and PPE markets
- Better Post crash response
 - Promote awareness of the needs of motorcyclists in post-crash trauma care
 - Support initiatives such as Biker Down
- Road safety research and investigation
 - 'Deep dive' research into crash causation/outcome mitigation, plus updates of in-depth studies. Fill gaps in existing research
 - Ensure anyone investigating traffic collisions has understanding of motorcycle handling characteristics

3. Quantify and highlight the benefits of motorcycles in the context of 3 pillar sustainability model (Economic/Social/Environmental)

- Demonstrate, develop and promote ways to maximise the established benefits
 - Physical health/obesity
 - Mental health
 - Traffic Congestion & Pollution
 - Personal Mobility
 - Social, educational and employment inclusion
 - Transport efficiency and journey times
 - Costs (inc insurance)
 - Positive economic impacts of motorcycle use (both motorcycle economy and wider economy), including motorcycle sport

4. Protection of heritage - the right to unrestricted highway access for older machines at all times; on and off road

- Banning or/charging classics in LEZs
- Continued unrestricted access to highways network
- Access to appropriate fuels
- Threat of eventual discontinuation of 40 year 'historic vehicle' status
- Potential for tightening MoT rules
- Restrictions (time, mileage limits) on the right to ride older bikes
- 'Sunset' provisions for all IC engined vehicles
- To better realise the full economic benefit of UK motorcycling heritage
- Better protection for heritage venues and access.

5. Be part of the debate on future transport, decarbonisation and new technologies

- Transport Decarbonisation Plan, other policies and 2050 targets
- Clean Air
- Road space restrictions/access to road space
- ICE phase out - a voice on timetables, process and legacy protections
- The evolution of the 'motorcycle'
- Autonomous Vehicles

6. Motorcycle access to both urban and rural areas, including green roads and protection of sport venues

- Access to private land
- Defend responsible and sustainable motorcycling access - Stopping TROs that restrict access to the countryside. Ensuring statutory regulation is used proportionally and fairly.
- Recognition of the Green Road Map by government (map of green roads/lanes)
- Continued access for sporting events, regulatory matters to secure this and related items (Includes better approach to Authorising Bodies and the Road Traffic Act).
- Improved environmental and heritage protection of green roads and minor tarmac roads, to secure the social, environmental and heritage benefits of motorcycling.
- LTCP's and LCWP's
- Covid-19 road closures
- Transparent and ethical regulation by local authorities
- Road space restrictions/access to road space
- Access to LEZs/ULEZs
- Securing meaningful safeguards for rationality and proportionality in legislation that affects motorcycling.

7. The position of motorcycling in a range of regulatory, technical and enforcement areas

- The impacts of EU-Exit on regulatory matters as they affect motorcycle users
- Transport Regulatory Review - defining what a 'motorcycle' is
- Fit for purpose registration plates
- Changes in planning law
- International regulations as they impact on motorcyclists
- Ensure mandatory vehicle insurance applies only to use in road traffic environments
- Vehicle Excise Duty
- Other running costs/taxes
- A structured and holistic way to deal with negatives:
 - Motorcycle Noise. Encourage a socially responsible culture across the whole of the motorcycle community (Determine if there would be benefit in shifting noise measurement to perceived decibels) Collective position on prohibiting illegal exhausts from events.
 - Antisocial use
 - Theft
 - Working with Police, NHS, and local government
 - ASBO solutions
 - Better security for riders