

Dear Sir/Madam,

Please find below remarks from the Motor Cycle Industry Association (MCI) in relation to the Outer London Commission's consultation on the extent that Outer London has the potential to contribute to the economic success of London as a whole.

MCI's remarks are in relation to transport policy matters.

Yours sincerely

Craig

### **Outer London Commission Consultation**

#### **Some remarks from the Motorcycle Industry Association (MCI)**

The Motor Cycle Industry Association (MCI) is the UK trade association that represents the manufacturers and importers of mopeds, motorcycle and scooters; the suppliers and distributors of associated goods and services. The MCI can be described as representing the non-retail sector of the UK motorcycle industry, though the Association has good links with retailers through the manufacturing members dealer networks. With approximately 150 members, MCI represents approximately 90% of the UK industry. The Motorcycle industry in the UK today employs in excess of 15,000 people, both directly and indirectly supporting sectors. The UK industry turns over in excess of £3billion per annum; a not insignificant industrial sector of the UK economy.

MCI is delighted to offer remarks to the Outer London Commission and offers headline views regarding the role of motorcycling and also some comments on broader issues relating to transport policy and the role of Powered Two Wheelers (PTWs) within this.

The outer London suburbs face unique transport challenges. A public transport system designed for radial travel, into and out of Central London, struggles to meet the travel needs of the residents, the employers and retailers therein. It is widely recognised that Outer London is one of the most car-dependent travel systems in the UK. The MCI believes that the Powered Two Wheeler is uniquely placed to help resolve these difficulties, offering as it does the flexibility of the automobile but with a far smaller carbon footprint. The P2W tackles congestion by enabling longer trips currently carried out by car to be undertaken on a mode which demands far less road and parking space. DfT statistics confirm that commuters who travel by P2W complete their journeys in sometimes half the time of other modes, thus gaining significant economic benefits.

MCI urges the Commission to innovate by fully recognising the potential role of Powered Two Wheelers in its work on transport policies. In general terms, MCI feels that unless transport policy moves from the 'ideological' to the 'fully integrated' it will be impossible to realise sustainable and coherent solutions to many of the transport problems we face. All transport modes, including PTWs, should be

regarded as tools within the transport policy toolbox. All modes offer key components to the structure of a properly managed and integrated transport policy, but if some are left out of the toolbox, key aims cannot be successfully realised.

Transport policy since 1997 has never been 'integrated' despite all that has been said on the subject. It has never been anything more than 'favouratist'; supportive of some modes, critical of others for ideological reasons. MCI considers this to be the key reason why transport is in the mess that it is now.

MCI offers a vision which is a departure from some of the accepted policy norms of the last 11 years, but contends that if the Commission is serious about addressing key transport policy issues along the lines set out in the proposed goals, then a critical view needs to be taken of the policy path (over several decades) which has led us to the current situation.

### **MCI Suggestions**

- Real investment in transport.
- Utilise the full range of modes in the transport 'toolbox'.
- Proper management of transport, not transport demand management by ideological constraint.
- Exempt PTWs from charging schemes in order to recognise the Co2 advantage of this mode of transport.
- Recognise that, as New PTWs produce on average 30% less Co2 than the new car fleet does on average, a shift to P2W is a shift to low-carbon transport.
- Safety: London boroughs needs to devise specific PTW strategies in order to reduce PTW road casualties.
- Recognise that despite continuing concerns about the number of collision fatalities among motorcyclists, motorcycling overall is getting safer, casualty rates per mile travelled have fallen by 27% since the late 1990s, and that although PTW deaths rates have not improved as much as other modes, there is no more chance of getting killed on a motorcycle now, than there was ten years ago.

- Provide choice through utilisation of all modes, including PTWs.
- Equality of opportunity should not be based around a narrow set of ideologically constrained transport policy criteria.
- more flexible 'on demand' small bus journeys.
- better and lower cost motorcycle parking facilities at public transport interchanges.
- Extensive introduction of small mini bus services, which serve residential and shopping areas, can integrate with main public transport modes, with flexible and 'on demand' routes which can be varied according to demand from users.
- reversal of failed 'demand management' policies which have led to additional traffic congestion. (poorly phased traffic lights, no right turns, traffic funnelling etc) Free flowing traffic means less congestion and lower Co2 outputs per mile travelled by all vehicles.
- bus lanes, should only be installed where disproportionate car traffic congestion will not be the result.
- Bus lanes should be open to PTWs as a default decision (unless there are special circumstances), given the positive safety and accessibility benefits on all road users. PTWs do not disrupt bus timetables and recent research from Transport for London shows that such a measure will have a positive benefit to cyclist and pedestrian safety.
- Motorcycling should be mainstreamed in all transport policies as a legitimate mode of transport.

### **Conclusion**

MCI believes that current transport policy has not only failed to recognise that user and business mobility is a basic right which should be at the heart of transport policy, but also underestimated the vital role

played by road transport in modern economies. As many as 90% of people in the UK travel by road.

So far, all attempts to reduce car road traffic have failed. As evidenced by the statistical data available, forcing narrow concepts, such as “demand restraint” upon citizens should now be considered as policy choices that, in the narrow ideological fashion that have so far been applied, have been proven wrong.

Therefore, MCI believes that the focus should be on policy measures fully compatible with the real demand-oriented needs of UK citizens and businesses across London. Action is needed to re-orient transport policy within the framework of a more systematic approach, without favouring arbitrarily one or the other transport mode, whilst at the same time applying realistic and economically viable principles, such as:

- **Fair and equal competition** between and within transport modes.
- **Freedom of choice** by users/business and accordingly the respect of rights and choice of users to select the most appropriate transport mode for their mobility needs.
- **Transport efficiency** encouraging the most suitable and effective mode of transport according to the circumstances.
- **Integration**, in particular in urban areas of **Powered Two-Wheelers** (PTW's) in transport policy.

Motor Cycle Industry Association

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