

- **Ministerial Appointments**

Following the recent government reshuffle, it has been announced that Secretary of State for Transport **Heidi Alexander MP** and Local Transport Minister **Simon Lightwood MP** will remain in their current roles. **Lord Hendy**, Minister of State for Rail, is also staying put but **Lilian Greenwood MP** has left the Department for Transport to take up a role as Under-Secretary at the Department for Work and Pensions. She is replaced as Parliamentary Under-Secretary for Local Transport by **Justin Madders MP**, who has been the MP for Ellesmere Port and Neston since 2015. He previously served as Parliamentary Under-Secretary of State for Employment Rights, Competition and Markets from July 2024 to September 2025. Before entering politics, he studied law at the University of Sheffield and worked as a solicitor, specialising in employment law. The National Motorcyclists Council (NMC)/BMF will be seeking an early meeting with the new Minister in the autumn to discuss key motorcycling issues.

- **International Six Days Enduro**

The BMF recently attended the Parliamentary launch of the 2027 FIM International Six Days Enduro (ISDE) at the House of Commons alongside Ministers, MPs, the Auto Cycle Union (ACU), NMC and other senior stakeholders.

The event highlighted:

- the return of the ISDE to the UK after almost forty years;
- the significant contribution motorcycling makes to the UK economy, tourism and sport;
- the importance of Government recognising motorcycling as an affordable and sustainable future transport option.

The BMF's attendance at the ISDE launch event provided a valuable opportunity to discuss motorcycling-related issues with Ministers, officials and motorcycling stakeholders while strengthening our relationships with key parliamentarians and sector leaders.

- **Tackling Anti-Social Riding**

The BMF and NMC have continued working with Government, police and partner organisations to distinguish legitimate motorcycling from illegal motorcycle and modified e-bike use; a growing problem causing significant concern for the general public and local communities. It is clear that the current training, testing and licensing regime has unfortunately pushed some young riders towards illegal, unregulated and unsafe riding, often involving illegally modified high-powered e-Bikes. We have responded positively to government proposals to significantly expand police and council powers through the Crime and Policing Act 2026 to seize and dispose of illegal bikes and vehicles being driven in an anti-social manner.

Separately, we have also contributed to the development of the NMC's forthcoming **Crime Strategy**, to be launched later this year, which sets out a comprehensive "10 Point Plan" to reduce motorcycle theft, whilst tackling anti-social riding and motorcycle-enabled crime. Our message remains clear: responsible motorcyclists should not be judged by the behaviour of those operating illegally, and the police and other enforcement bodies need to do more, with the support of the motorcycling sector, to tackle motorcycle theft, illegal e-Bike use and the growth in vehicles being used anti-socially and for criminal purposes.

- **Shifting the Dial: A Revised Strategy for Motorcycle Lobbying**

The BMF has been working closely with the NMC to "health check" our current approach to political lobbying; in particular, to better understand the barriers that currently stand in the way to

achieving our objectives for motorcycling, and how our approach might be updated and adapted, by bringing new allies on side and developing better evidence and data to support our key arguments. Working closely with the NMC over a number of years, we have been able to clearly set out the benefits that motorcycling offers in terms of lower emissions, reduced congestion, faster journey times and the provision of an affordable and efficient form of personal transport that supports a wide range of mobility needs. We have also strengthened our role within key government strategic working groups, raised our media profile and sought to establish partnerships at all levels of government, and with other road safety and transport partners, to advance the causes of motorcycling as a £7 billion sector that plays an important part in the success of the UK economy. Despite this, the Government continues to view motorcycling very much through a road safety lens – as a problem to be managed – particularly if the Government is to reach its target to reduce road traffic KSIs (killed and seriously injured) by 65% by 2035. As a sector, we are being heard at the highest levels. However, it is clear that an approach focused predominantly on protecting motorcyclists from adverse policy decisions, and responding to individual consultations launched by government, is not going to be sufficient to shift the dial to a position where motorcycling is genuinely seen as an important, legitimate and sustainable part of the UK's future transport system, alongside walking, wheeling, cycling, public transport and cars. We will be working over the coming months with the NMC to draw up a "10 Year Strategy" for motorcycling, which we will seek to align with the Government's recently announced "10 Year Vision" for Britain. Our aim is not simply to protect the future of motorcycling but to persuade government that the future of Britain needs motorcycling to achieve its economic, environmental and social objectives.

Key Meetings Attended

- **Agilysis ("Better evidence informs better policy")**

The BMF and NMC have held further meetings with Agilysis (a specialist UK-based transport safety consultancy and data analytics company) to discuss the development of a comprehensive motorcycle statistical compendium. As part of this work, we shall be calling for more funded research to be carried out to identify the causes behind a rise in motorcycle fatalities. The project with Agilysis aims to bring together existing Government datasets into a single, coherent evidence base, allowing a far clearer understanding of, for example, how, where, and why motorcycle collisions occur. The resulting analysis will help ensure future lobbying is driven by evidence and data rather than assumption, enabling more targeted improvements to rider training, road engineering, enforcement and public education.

- **London Vision Zero Summit**

The London Vision Zero Summit marked the launch of London's updated five-year "Vision Zero Action Plan". Organised by Transport for London (TfL), the Metropolitan Police, and the Greater London Authority, the summit and subsequent action plan set out 43 essential actions to eliminate road deaths by 2041.

Updates were given on progress to reduce road casualties across London. This was largely attributed to the introduction of 20mph speed limits on many streets, alongside more Low Traffic Neighbourhoods, School Streets and pedestrianised areas. It is likely that lower speed limits will be rolled out across wider areas of London. Car and motorcycle casualties have fallen, while cycling casualties have risen. This has been attributed to the fact that more people are now cycling. The BMF has continued to argue that if government actively supports motorcycling, as a key, sustainable, future transport option, and this in turn leads to an increase in the number of motorcyclists on the road, then the risk of injury or death should actually fall through the "safety in numbers" effect. As motorcycles become more common, drivers are more likely to adapt their visual scanning habits and notice smaller, two-wheeled vehicles, thereby reducing future SMIDSY incidents.

The increase in the number of oversized cars on London's roads was also discussed. Larger cars are reducing road space for other road users and increasing the risk for vulnerable road users. The BMF suggested that proposals to reduce personal transport options in outer London will not advance very far unless the public transport network is significantly improved, and that is likely to be some time in the future.

Since the Summit, it has been announced that the Roads Policing Unit is to be disbanded with responsibilities transferred to other teams. It remains to be seen how this decision will affect roads policing across London.

- **Motorcycle Focus Group Scotland**

The BMF attended a recent meeting of the road safety partnership that includes Transport Scotland, Police Scotland, and other key rider representation groups, to discuss ongoing work to reduce motorcyclist casualties on Scottish roads. This work includes training and enforcement initiatives and wider work to improve road design and infrastructure to deliver improved rider safety. Discussions centered around ongoing road safety campaigns targeting motorcyclists during the summer touring season, as well as information campaigns specifically targeting drivers to increase their awareness of motorcyclists and other vulnerable road users. Police Scotland's overarching strategy is to align regional road maintenance and safety protocols with the broader framework of Scotland's national safety goals. The BMF gave an update on our own campaign for safer riding in Scotland, launched earlier this summer, which sets out recommended riding protocols for riders to enhance their overall safety whilst riding on Scottish roads.

- **BBC Media**

Following the publication of the interim 2025 road casualty figures showing a 13% increase in motorcyclist fatalities, the BMF was invited to provide live commentary on BBC Radio. This enabled the BMF to present key messages to a national audience, including:

- the need for stronger Government action;
- improved rider training;
- greater driver awareness;
- better road maintenance;
- renewed motorcycle awareness campaigns such as Think Bike; and
- increased investment in motorcycle safety.

The BMF interview, that was broadcast throughout the day, demonstrated that the BMF is increasingly regarded as an authoritative voice on motorcycle policy and road safety.

Looking Ahead

Parliament went into recess on 16 July with MPs due to return from their summer break on 1 September 2026. The Party Conference season will then run from mid-September. The Prime Minister has already set out his intention to reshape government and its policy agenda. It is likely that the Prime Minister will set out major new government policies during the forthcoming conference season. When those policies become clearer, particularly regarding the Government's proposals for transport and motorcycling, the BMF and NMC will be ready to engage with both new and existing Ministers.

Our priorities will include:

- influencing the further development of the new Road Safety Strategy;
- continuing our work through the Department for Transport's Motorcycle Strategic Focus Group;
- supporting publication of the NMC Crime Strategy;
- progressing product safety reforms, particularly regarding combatting the rise in fake motorcycling PPE;

- continuing lobbying on motorcycle training, rider safety and headlight glare;
- strengthening government recognition of motorcycles within future transport policy; and
- expanding engagement with members, affiliated clubs and industry partners.

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