**Sample letter – please use and adapt as you feel necessary, via either email or post.**

**Please also send the summary of the manifesto below the letter.**

Your details

Candidate details

Date

**Motorcycling Matters**

***I Ride, I Vote***

Dear #####,

I am contacting you as a candidate in your constituency for the General Election. I am a local motorcyclists who is among approximately 5,000-plus other riders in your constituency. (*I am a member of #### motorcycling organisation*).

I am keen to know your views on motorcycling and would like to ask you to support the motorcycling manifesto ‘Motorcycling Matters’, which has been prepared by several leading UK motorcycling organisations. The manifesto sets out measures that need to be taken by the incoming Government which will deliver to ensure a bright, safer and more sustainable future for UK motorcycling.

As riders, we need a strategy which recognises the huge benefits that motorcycling brings to the UK’s future travel, commuting and environmental needs – plus supports the leisure, sport and heritage aspects of motorcycling. Motorcyclists also seek a future that recognises what riders want to ride, with full access to all roads protected.

As a local motorcyclist, I would also like to ask you to support (*Please insert here any issues you would like to personally raise*)

I attach a summary of the motorcycling manifesto below. A full version can be found at <https://motorcyclingmatters.co.uk/manifesto/> .

**Please Pledge Your Support**: I would like to ask you if you could support motorcyclists in your constituency by signing the motorcycling pledge, which can be found here: <https://motorcyclingmatters.co.uk/thepledge/>

I look forward to hearing from you.

(sign off)

**Motorcycling Matters**

***I Ride, I Vote***

**A Manifesto for Motorcycling and the future of transport.**

**A Summary**

With a core base of nearly 1.5 million regular riders and 3.5 million licence holders, on average 5,400 people per constituency, the £7 billion pound a year motorcycling sector boasts over 58,000 employees across 5,500 businesses, spread across UK parliamentary constituencies.

The motorcycling manifesto summarised below, sets the priorities for motorcycling that riders need government to deliver to ensure a bright and sustainable future for UK motorcycling. They are based on proposals from riders representative organisations who have asked their many thousands of members what they want. This can be summarised as a future that recognises what riders want to ride, where they want to ride and the ability to ride on safe roads, with infrastructure that supports motorcycling. Motorcycling organisations also seek an acceptance of the importance of UK motorcycling and the key contribution it can make to social mobility, economic growth and future environmental solutions.

But to deliver that future, we need action now. As well as a new vision for UK motorcycling, that fully recognises the vital role that motorcycling has to play in forging a more sustainable, efficient and greener transport future. We need a government committed to bringing motorcycling into the mainstream of future UK transport policy; to fully realise the benefits that motorcycling can bring to the UK’s future travel, commuting and leisure needs. The next government must provide the clarity of direction and the support that the sector needs to make the UK once again lead the world on all areas of motorcycling.

The manifesto for change centres around seven key priorities:

**Genuine Choice for Future Transport Needs**

Motorcycle use helps reduce congestion and pollution, while offering lower cost transport choice and mobility for work, education, leisure and tourism. They are a key part of the future of transport, which contributes to cleaner, greener and more mobile cities, plus increasing options for rural transport. Motorcycling needs to be brought into the mainstream of transport policy, recognised and facilitated as a positive low and zero polluting form of commuter and leisure travel.

**Improve Licensing, Training and Testing**

Current licensing requirements hinder access to riding due to their complexity, repetition and high cost which discourages potential riders and embeds a culture of ‘permanent learners’. They have also not improved safety -rider deaths have risen since they were introduced.

**Better and Safer Roads for Riding –** **Tackle the Scourge of Potholes**

Road infrastructure design guidelines for safer motorcycling are in urgent need of updating.. Motorcycling must also fully benefit from investment in ‘Vision Zero’ and ‘Safe Systems’ measures. Smart Motorways must be properly reviewed and any changes must take account of motorcycle safety.

Action is needed now to remove the significant danger from poor roads maintenance and potholes. A new government must demonstrate greater urgency by accelerating and increasing investment.

**Adopt a technology neutral approach to decarbonisation**

The road to net zero must be proportionate, pragmatic, and realistic. Mopeds and motorcycles have an important role to play in the future of transport and riders need flexibility and choice. All political parties should embrace a variety of emerging technologies, including e-fuels and hydrogen, not just battery electric.

**Protect and improve access to all types of highways – Default access to bus lanes**

Access to the full road network, designed to keep motorcyclists safe, needs to be secured and protected. There must be better and more equal treatment of motorcycling in the statutory regulation of traffic on both sealed and green roads.

Motorcycle access to bus lanes needs to be made a default measure to improve the safety of riders. Adequate free and secure parking provision must also be provided across all local authorities.

**Celebrate motorcycle sport.**

There needs to be greater recognition and support for the UK’s £1billion motorcycle sports sector and its position on the world stage. The same is needed for grass-roots sport and also the tourism economy. Regulations need to be amended to ensure that a level playing field of high-quality standards apply across the sport.

**Recognise the Cultural importance of the Motorcycle Sector**

As an important part of the UK’s cultural heritage, sport and recreation, there should be no time limit introduced on how long older bikes can be ridden on any road. Access to all highways needs to be maintained and the 40-year cut-off for historic vehicle status kept in place.

**This summary focuses on what is needed for moped and motorcycle riders A more detailed version of this manifesto, designed for policymakers and with links to further information, is available #here#**