Motorcycle Action Group

Powered Two Wheelers and Local Transport Plans

Ideas for inclusion by the Motorcycle Action Group

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Foreword

The Motorcycle Action Group (MAG) is keen for local transport planning to be seen as a vital and essential public service that can be relied on not just to solve problems, but to deliver equality of opportunity to all.

Therefore as a representative of Powered Two Wheelers (PTW – motorcycles – scooters – mopeds) MAG is contacting councils to define the needs of PTWs and their riders in Local Transport Plans.

Local Transport Plans need to fulfil the needs of all road users and recognise that all modes of transport within a transport hierarchy are a viable option and MAG's strategy is that PTWs can:

- Offer a viable transport alternative.
- Aid sustainable transport.
- Represent a significant transport mode.
- Can help achieve shared targets.

There is no single 'type' of person who rides a PTW, users come from every walk of life coming from the same cross-section of the community as the users of any other transport mode.

MAG therefore supports the government position that local transport planning is seen as a vital and essential public service that can be relied on not just to solve problems, but to deliver equality of opportunity to all.

Within the complexity of transport use and planning, differing transport modes face concerns from many quarters with regard to road safety, none more so than PTWs. MAG is addressing these concerns through various means, including supporting training initiatives, such as BikeSafe, and addressing attitudinal changes to riding in both urban and rural conditions. MAG would stress that local authorities must play a crucial role in PTW casualty reduction strategies aimed at all road users.

The design and maintenance of the highway infrastructure must be taken into careful consideration as it is a key factor for PTW safety. Regard needs to be given to junction design, sight-lines, road maintenance, the location of street furniture, together with potholes and inconsistencies in the road surface which can present major hazards to PTW users.

MAG's main recommendations for PTWs in Transport plans include:

- Safety campaigns.
- Parking – sufficient and secure.
- Bus lane and advanced stop line access.
- Highway design.
- Transport Forums.

These are outlined in more detail in the following document and are also available in a stand alone Powerpoint presentation by contacting MAG UK.

If you would like any further information then please contact our Local Transport Plan co-ordination officer, Gerard Livett, on 020 7226 6999, or by e-mail via director-gl@mag-uk.org

Trevor Baird
Director Of Public Affairs (MAG UK)

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My name is Gerard Livett and I am the Greater London Regional Representative of the Motorcycle Action Group.

This presentation is aimed at highlighting some of the issues relating to Local Transport Plans that are of interest to motorcyclists, and putting forward some suggestions as to what could be included in your LTP.

The term motorcycle is used to cover any type of Powered Two Wheeler, including scooters and mopeds.

Why should PTWs be included?

- Government guidance requires it
- PTWs represent a viable transport alternative
- PTWs can aid sustainable transport
- PTWs represent a significant transport mode
- PTWs can help achieve shared targets

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Policies for Powered Two Wheelers and their users need to be included in Local Transport Plans.

Guidance issued by the Department for Transport notes that:

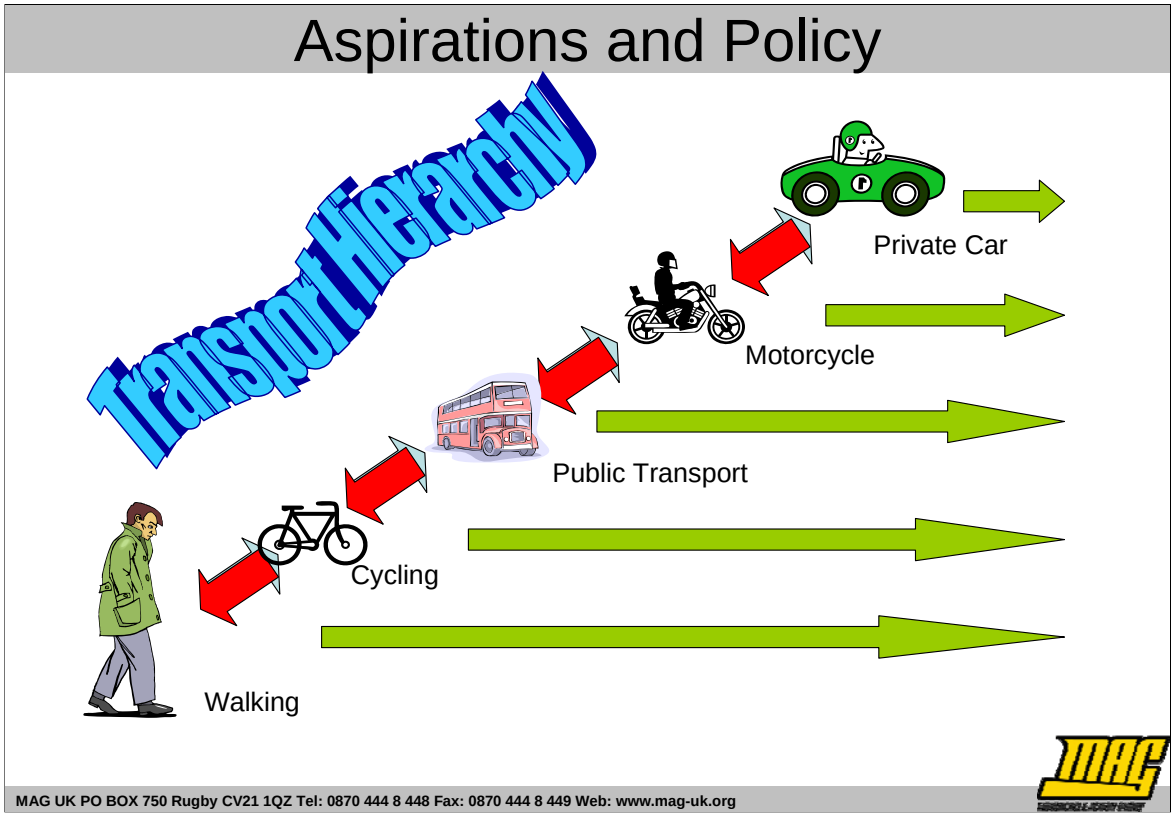
Local transport authorities are expected to show that they have considered the services and facilities they provide to all users of local transport networks, including motorcyclists.

For many a motorcycle is a transport mode of choice. Many parts of the country are inaccessible by public transport, and for some journeys private transport is the most practical modal choice. While many urban areas have excellent transport links, not everyone who travels there enjoys the same access from their journey's starting point.

PTWs have much better fuel economy than cars. Because they are able to 'filter' in stationary or slow-moving traffic their engines are switched on for less time. They also cause minimal damage to the road surface itself.

Although they represent a small proportion of the total number of vehicles on our roads, PTWs fulfil a number of functions, including their use by the emergency services.

PTWs can help deliver the shared targets of tackling congestion, delivering accessibility, safer roads and better air quality, as well as other quality of life issues.



In the 1998 Transport White Paper, the government proposed the notion of a hierarchy of transport modes, from the 'most' to the 'least' sustainable. The aim was that this hierarchy be reflected in planning and transport related documents (DETR, 1998).

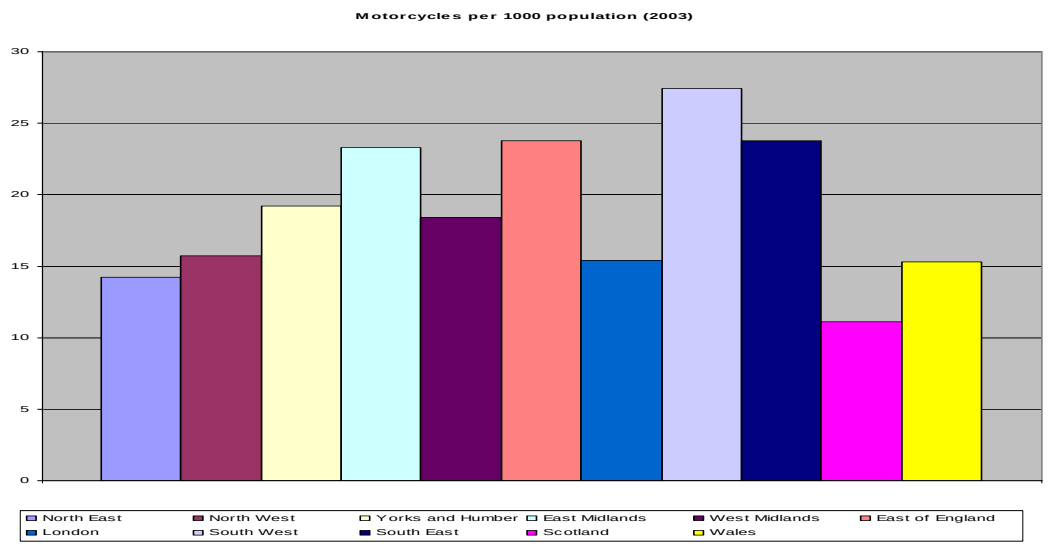
This (abbreviated) hierarchy is presented 'upside down'. The arrows moving up the page reflect how thinking is skewed by some members of the public, and even policy-makers, insofar as the aspiration is to strive from being a pedestrian also using public transport towards car ownership.

The main policy thrust, however, is to encourage modal shift from the top to the bottom (DETR 1998).

Indeed, many motorcyclists experience a perceived gain, in both financial and welfare terms, from modal shift away from cars and onto a PTW.

What the policy-makers rarely take account of is that, for some, all modes of transport are a viable option.

Where are motorcycles ridden?



Source: ONS (2004)

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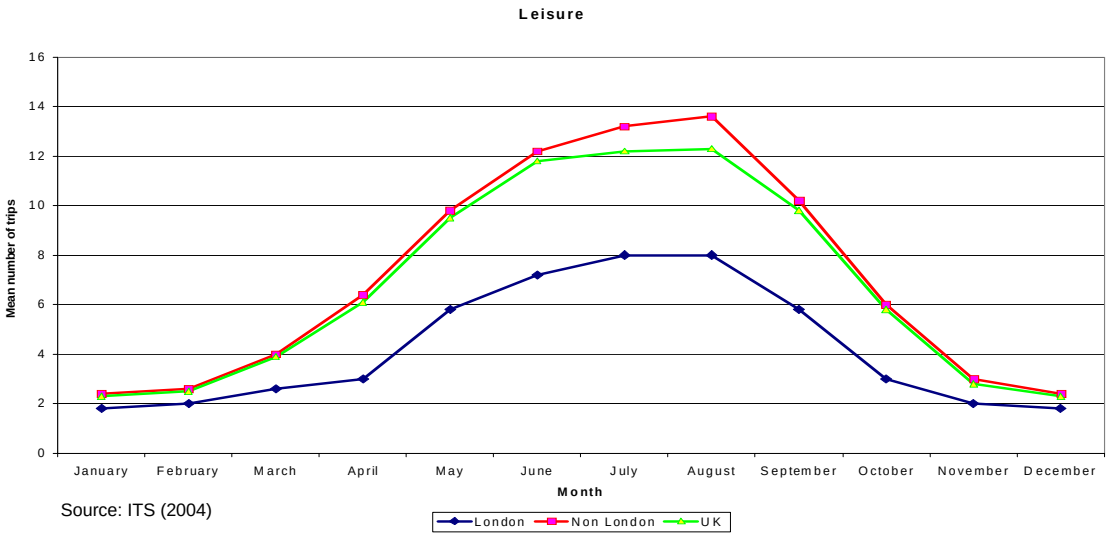
This slide is included to demonstrate that levels of motorcycle ownership are not uniform throughout the country. Rates of PTW ownership are highest in the South West and lowest in the North East. The figures for Scotland and Wales are included for comparison purposes.

The average rate of PTW ownership in England is 20.1 PTWs per 1000 population.

Who rides for pleasure?



Source: ITS (2004)

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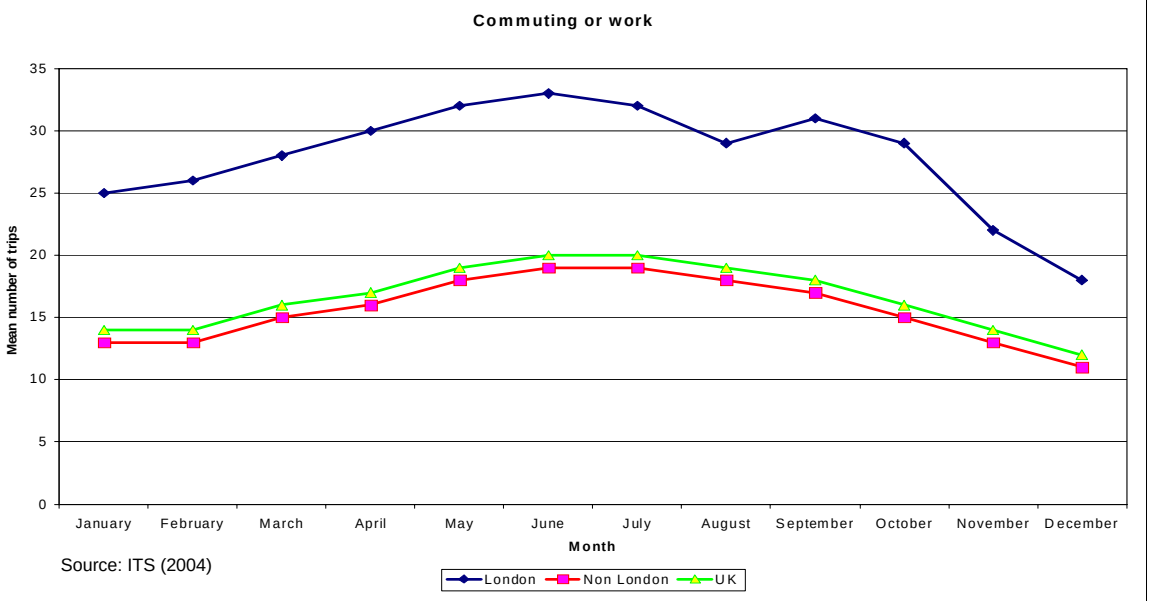
These figures, which come from a report by the Institute for Transport Studies at the University of Leeds, have been included to show how the rest of the country differs from London. They show that far more pleasure trips are made by non-London motorcyclists, and that many more take place during the summer months.

London riders are clustered into two groups by engine size, with peaks at the 51-150cc and 501-1000cc divisions. In non-London areas the proportion of smaller (0-150cc engine size) PTWs is less, with the non-London peak engine size being in the 501-750cc group.

Figures from the Department for Transport show that the majority of PTW users are male, although the proportion of female PTW users is growing.

The seasonal variation in PTW usage noted in this and the following graph needs to be noted by transport planners when undertaking transport surveys.

Who rides for work?



Source: ITS (2004)

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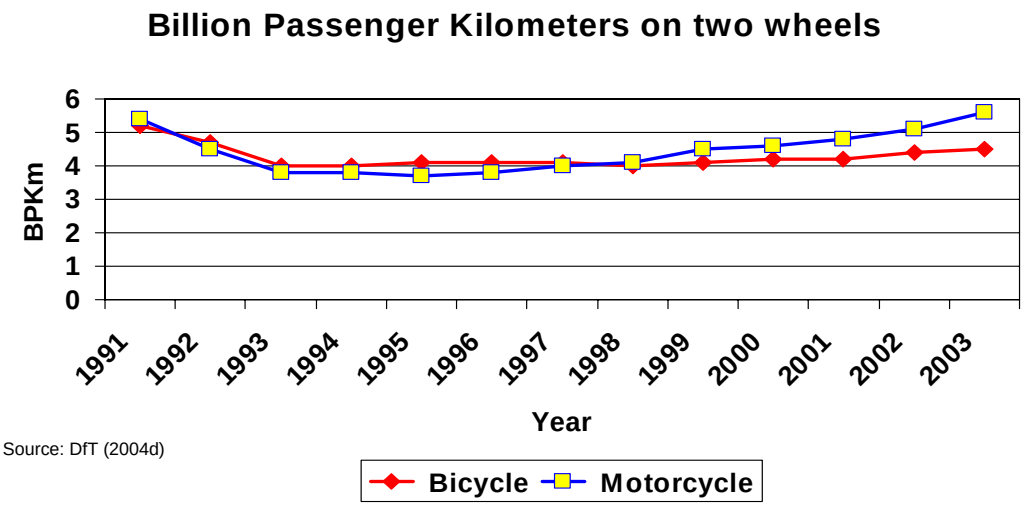
These figures, from the same Institute for Transport Studies report, show that there is a higher proportion of work-related PTW trips in London than in the rest of the country.

The same report also shows that PTW riders in London tend to be younger than those in other parts of the country. London riders are more likely to be single, in full-time employment and less likely to be in full time education or retired than non-London Riders. This is, in part, a reflection of the demographic differences between London and the rest of the country.

Who rides on two wheels?



Source: DfT (2004d)

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This chart shows that since 1993 there has been a growth in two-wheeled vehicle use.

However, the rate of increase in PTW use is greater than that of bicycle use.

Therefore, more consideration to the needs of PTW users needs to be given by Transport Planning Authorities.

DfT statistics show that the greatest increase in road traffic, however, is attributable to cars and light vans.

Who rides PTWs?

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There is no single ‘type’ who rides a motorcycle. The popular myth of a biker being a long-haired, bearded, unwashed scruff is a far cry from reality.

PTW users are everybody and anybody.

This first picture shows a group of motorcyclists on Albert Embankment in London, dressed in their protective clothing.

The second shows the same group dressed in their work clothes, and we can see that they are a mechanic, a nurse, a police constable, a credit controller, a concierge, a teacher and a sales executive (and mother).

Motorcyclists need to be included in Local Transport Plans because they come from the same cross-section of the community as the users of any other transport mode.

Economic Efficiency

- Essential for a world class country
- Efficient mode for commuting
- Used for dispatch of urgent materials, including medical supplies and organs
- Used by emergency services

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PTWs are essential for Britain to retain its world class economy.

Many users find the motorcycle an efficient way to commute to work. Given the high levels of congestion on the roads in our towns and cities, they are also a significant vehicle of choice for people whose work requires them to travel during the working day. Examples of this are health and social services workers, maintenance technicians, lawyers visiting clients and even piano tuners.

They are used for the distribution of urgent items, not just documents and fast food deliveries, but also potentially life-saving medical supplies and donated organs. They are currently also used for the carriage of passengers, including, on one occasion, the Prime Minister's doctor when Mr Blair became ill with stomach problems in 2003.

Motorcycles are used by the emergency services. The ability of a motorcycle to move through traffic enables the Police to patrol efficiently. The Paramedic bike service, for example, is often the first on scene and can make the difference between life and death. Motorcycles are also used by breakdown services.

Congestion

- PTWs exempt from congestion charge
- PTWs do not cause congestion
- Can provide a solution to overcrowded roads
- PTW safety improved

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Congestion charging schemes currently exist in central London and Durham. Consultation is on-going about a proposed western extension to the London congestion charging zone.

A third scheme is proposed for Edinburgh, subject to approval in the referendum.

In all three schemes PTWs are exempt from the charge because they aid in reducing congestion.

MAG would urge that if any local congestion charging scheme is proposed then PTWs should be exempt because they do not cause congestion.

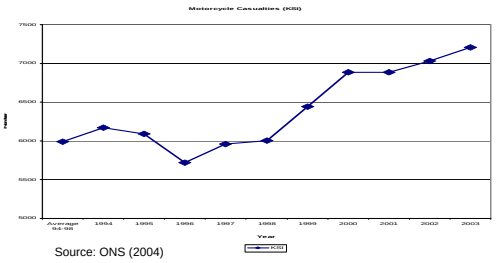
MAG further argues that PTWs should be exempt from road-user charging schemes. A PTW occupies far less of the road-space than a car. It also causes negligible damage to the road surface, unlike heavier vehicles. In their representations to Transport for London regarding the London Congestion charge, MAG successfully argued that PTWs can cause less congestion than a slow-moving bicycle in a narrow traffic lane as the bicycle can cause delays to other vehicles behind it, whereas the PTW is capable of moving at the speed of the prevalent traffic flow.

Since the introduction of the congestion charge in London, there has been an increase in PTW use, but a decrease in PTW casualties, not just in the C-charge zone, but throughout Greater London, despite an increase in PTW use. This could be because there are fewer cars to collide with PTWs, the most common cause of urban PTW accidents. This suggests that there are safety benefits to PTW users if congestion-charging schemes are introduced.

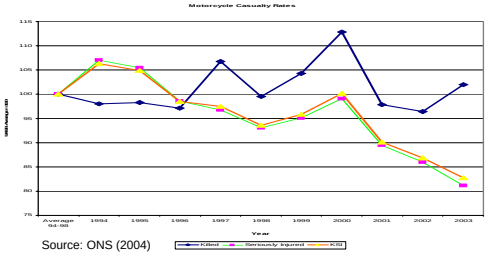
MAG is of the opinion that PTWs can assist in delivering the shared priority of reducing congestion.

Road Safety 1

- Concern over accident figures
- KSI rates are falling
- No room for complacency
- Casualty reduction strategies required



Source: ONS (2004)



Source: ONS (2004)

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MAG is very concerned over accident figures. If present trends continue, the Government's target of a 40% reduction in Killed and Seriously Injured (KSI) numbers from the 1994-1998 average by 2010 will not be achieved for any class of road vehicle.

This first graph shows PTW casualties from 1994 to 2003. As can be seen, the figures have increased. The increase in 2003, the last year for which full data are available, can, in part, be attributed to the prolonged period of dry weather. The summer was exceptionally dry and long. The 'fair weather' biking season began early and continued late.

National figures for PTW casualties show that although KSI numbers have increased since 1994-1998, the KSI rate per vehicle kilometre is falling. In this graph, casualties have been expressed as a rate per passenger kilometre, with the 1994-1998 average indexed at 100 in all cases. More detailed analysis shows that the Killed rate has increased while the Serious Injury rate is falling. Your attention is drawn to the steady fall in the Seriously injured rate since 2001, when the Bikesafe programme was rolled out nationally.

Provisional figures for 2004 show that both the Killed and Seriously Injured accident rates have fallen, but that does not leave room for complacency. As MAG's President Ian Mutch has said, 'Motorcycling should be a way to enjoy this world, not a short cut to the next.'

All transport planning authorities should prepare and promote PTW casualty reduction strategies. Such strategies need to be aimed at all road users, not just PTW users.

Road Safety 2

- Casualty reduction strategies required
- Driver and pedestrian awareness programmes
- Promotion of BikeSafe
- Diesel Spills Kill!

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As mentioned earlier, all transport planning authorities need to implement PTW casualty reduction strategies, as part of the general road safety strategy. This is one of the shared priorities in the full guidance of Local Transport Plans.

These need to concentrate not just on PTW users, but all other road users as well. Part of this can be through driver and pedestrian awareness programmes.

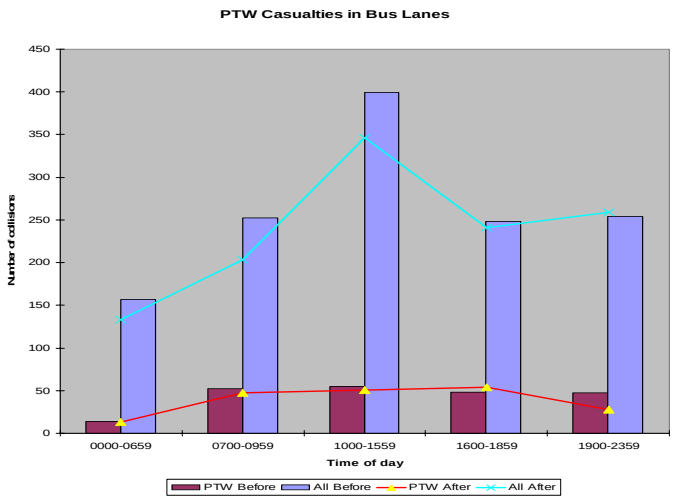
Bikesafe is a national scheme run in association with the Police which aims to assess riders' abilities and offer advice, through practical supervised experience, on safer riding. Bikesafe is fully supported by MAG. As noted in the previous slide, there has been a reduction in the casualty rate since Bikesafe was launched.

Such schemes, however, concentrate on the rider, and do little to educate other road users, who need to be educated as to safer road use that will reduce, not just PTW casualties, but other road casualties as well.

Another source of worry to motorcyclists is the spillage of materials on the carriageway, especially diesel, which makes the road as slippery as if it were covered in black ice. It is, however, less predictable. Part of the problem with diesel spillage is caused by the practice of over-filling tanks which then causes diesel to spill during cornering manoeuvres. MAG therefore supports the kill spills campaign, and urges guidance to be issued to haulage contractors, fuel depots and filling stations.

Casualties in Bus Lane Trial Sites

- Slight increase during hours of operation
- Overall reduction
- Use of lanes up
- Displacement effects
- Aggregate benefits



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This slide has been included because the London scheme is perhaps the most analysed of any in the UK.

In the bus lane trial operated by Transport for London there has been a slight increase in PTW casualties in bus lanes during the hours of operation of the bus lane, although this increase is 2.5%. If the figures for the period 7am to 7pm are examined, then there has been a 2% decrease in PTW casualties.

Observational studies of driver and rider behaviour show that non-permitted vehicles tend to avoid using bus or other priority lanes even outside their hours of operation. This effect has become more pronounced since the introduction of camera enforcement. The lack of consistency in hours of operation do not help. On the same road it is possible to find a bus lane that in one section operates at peak hours only (7am-10am and 4pm to 7pm) and in another has twelve hour restrictions (7am-7pm). This is a factor that Transport for London do not appear to have taken into consideration.

Use of the three trial routes by PTWs has increased dramatically, so the casualty rate, as expressed per passenger kilometre, has fallen significantly. This is again a factor that Transport for London do not appear to have taken into consideration.

Part of the increase in PTW use of the three trial routes can be attributed to displacement effects, with riders using these routes instead of alternative routes where bus lane use is not permitted. PTW casualties on the control corridors (used for creating comparative data) have reduced, but so has patronage.

MAG believes that if PTWs were permitted to use all bus lanes there would be net aggregate benefits to PTW users. Studies for other parts of the UK where full bus lane access is allowed has shown a reduction in PTW casualties, with no net dis-benefits to other bus lane users, especially cyclists.

If PTWs were permitted to use all bus lanes, the displacement effects noted earlier would be removed. When combined with falling accident rates, this would represent a major step towards achieving the government's target of a 40% reduction in casualties by 2010.

Parking

- Needs to be sufficient to meet demand
- 5-7 Bikes per car space
- Needs to be sensibly located
- Can be in redundant space
- Needs to be secure
- Should remain free of charge

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As with any other form of private transport, including the bicycle, motorcyclists need somewhere they can legally park at both ends of their journey.

There needs to be sufficient provision of PTW parking to meet reasonable demands, especially at employment, retail and leisure facilities. The first picture on the screen shows a full bike bay while nearby there were many empty car parking spaces. The cynical might argue that Councils deliberately under-provide PTW parking in order to increase their revenue from Penalty Charge Notices issued to those who are forced to park illegally.

PTW parking can be much more land-use efficient than car parking, with as many as 8 PTWs occupying the same space as a single car.

This second photograph shows a ‘double-depth’ parking bay. It is not uncommon for bikes in the section closest to the pavement to be boxed in. Councils should pay attention to the design and location of both new and existing PTW parking bays. Because of their size and manoeuvrability, PTWs can also park in redundant parts of the highway that are unsuitable for other uses.

Motorcycle theft is a major concern, with over 28,000 PTWs stolen in 2000 (ONS, 2004: 18). Smaller motorcycles and scooters are more likely to be stolen than larger machines ONS (2004: 16).

The provision of secure PTW parking facilities would help reduce levels of PTW theft. Such a reduction would also have benefits for police resources. Secure parking facilities should be provided wherever possible, and especially in areas of high PTW parking demand.

A recent study on motorcycles, congestion modal shift noted that motorcyclists are prepared to walk further from the parking location to the final destination if there are security measures. DfT (2004a:9)

PTW parking should remain free of charge. Councils should also consider exempting PTWs from controlled parking zone schemes.

Accessibility and Social Inclusion

- Potentially cheaper alternative to the car
- Available from age 16
- Personal security
- Useful in areas of low public transport provision
- ‘Wheels to Work’

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For some, a PTW provides a cheaper alternative to the car. The purchase and running costs make them accessible to people on a low income. In some cases, running a small PTW can be cheaper than using public transport.

PTWs are available from the age of 16, giving young people independence and relative freedom of movement.

Many vulnerable individuals find that a PTW, especially when used with protective clothing, gives them a feeling of personal security – freedom from being attacked either in a car or on public transport.

PTWs are useful in areas not well served by public transport. Many journeys that originate in such areas have their destination in urban centres that suffer problems of traffic congestion. As well as presenting transport opportunities to more rural inhabitants, use of PTWs can also help reduce the pressures on urban roads.

PTWs can assist people to be economically active in areas of low public transport provision. This has been recognised by the Department for Environment, Food and Rural Affairs through its ‘Wheels to Work’ scheme. This scheme is aimed at young people entering the labour market and helps remove the obstacle of lack of transport that can prevent them from working.

MAG is of the opinion that PTWs can assist in delivering the shared priority of accessibility.

Noise and Pollution

- PTWs produce more distinctive sound
- Noise limits imposed by EU Directive
- Problem with tampering
- Perceived safety benefits
- Risk compensation
- Emissions controlled by EU Directive
- Fuel consumption less than for cars

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Noise is something that can seriously affect people's quality of life.

PTWs produce a more distinctive sound and are often perceived as noisier even when not necessarily very loud. (GLA, 2004b: 90)

Modern bikes need to conform to noise limits imposed by EU Directive. It is also an offence to sell a silencer that does not have prescribed approval markings for use on the road.

Many riders feel that their machine does not sound right with a standard exhaust fitment and so will fit an off-road or 'race' can to alter the sound of their machine. MAG argued that if noise limits were set too low then a reaction from some riders would be to tamper with their machines and fit exhaust systems that were considerably louder than had previously been the norm.

Many riders believe that a loud exhaust give them safety benefits, by making other road users aware of their presence. The popular slogan is, 'Loud pipes save lives.'

The contrary argument is that creating excessive noise merely serves to annoy others. This can create anti-PTW sentiment which could result in anti-PTW measures being taken.

Observational studies have shown that placing greater reliance on external safety factors, such as a loud exhaust note, leads to an element of risk compensation or homeostasis: the greater the perceived safety benefit, the more risks a driver or rider will take. Similarly, with a quieter PTW, riders tend to ride more defensively and take fewer risks.

Enforcement of noise limits is beyond the remit of MAG.

PTW emissions have, in the past, been less regulated than car emissions. New PTWs now have to meet strict emissions limits as laid down by EU Directive.

In general, PTWs consume less fuel than cars. On a like for like basis (small car/small PTW, large car/large PTW), this assumption holds true. The other advantage that PTWs have over cars is that they spend less time stuck in traffic congestion and therefore produce fewer emissions while idling.

MAG is of the opinion that PTWs can assist in delivering the shared priority of air quality.

Traffic Calming

- Needs to be designed with PTWs in mind
- Over-reliance on speed humps
- Cushions
- Markings
- Position
- Maintenance

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Traffic calming measures need to be designed with PTW users in mind. TRL research shows that the most comfortable design of speed hump for PTWs is the round-top hump, although many councils are trialling the less 'comfortable' sinusoidal hump. This is in part because of the increasing ability of some twin-track vehicles to negotiate humps at higher speeds.

Where it is necessary to install humps, they should be constructed in such a manner as to achieve the desired slowing effect without putting too much strain on the rider. The jolting effect of the more severe humps is, from personal experience, greatly exacerbated when carrying a pillion.

Most traffic calming schemes have an over-reliance on vertical speed restraint measures, such as humps and cushions, as opposed to horizontal measures such as chicanes.

Observational studies show that, in general, PTWs negotiate humps at speeds between 15-17mph, less than the 20mph limit that the humps are trying to enforce. Other vehicles are able to negotiate humps at higher speeds, which can make PTW riders feel intimidated, and can lead to aggressive driving by either party – an outcome which is contrary to the aim of traffic calming.

Speed cushions have less of an impact on PTWs than humps: they can comfortably negotiate the gaps between the cushions.

Humps need to be adequately marked to allow PTW riders to see and anticipate them. The markings used should not adversely change the profile of the hump's surface. If paints are applied thickly they can create ridging effects that can cause 'white-lining'. This phenomenon is where the front of a PTW becomes temporarily unstable while the front wheel reacts to the uneven surface of the road.

Humps should not be sited where a PTW would have to negotiate them while performing a turning manoeuvre. The consequences of white lining, especially in the wet, could result in a loss of control of the bike.

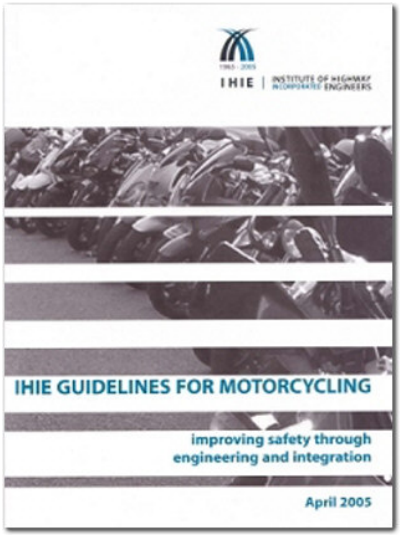
Traffic calming measures need to be properly maintained. Because they are often added many years after the construction and surfacing of a roadway, the materials of the two parts wear at different rates over time, causing pot-holes which may not be readily apparent until it is too late.

With some speed tables where the ramps are made of stone blocks, poor maintenance can lead to blocks becoming dislodged, with potentially life-threatening consequences.

Councils should have due consideration for all of the above factors when designing traffic calming schemes.

Highway Design

- Junction design
- Sight-lines
- Maintenance
- Street furniture
- Can affect PTW safety
- IHIE has produced guidelines for motorcycling



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Highway design and layout is crucial to the needs of PTWs.

Careful consideration needs to be given to junction design, sight-lines, road maintenance and the location of street furniture.

Many PTW accidents occur either at junctions or because the design of the highway obscures visibility of PTWs. Poor maintenance and repair of roads can lead to potholes and inconsistencies in the road surface which present major hazards to PTW users.

The Institute of Highway Incorporated Engineers has produced guidelines for motorcycling that were made available in April 2005.

MAG urges transport authorities to take their recommendations on board.

Bus Lanes and Advanced Stop Lines

- In use in many parts of the country
- On-going trial in London
- Proven Benefits
- More schemes required

- Designed to promote safety
- No evidence of conflict with cyclists

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One of the major policy initiatives of recent years has been shared access to bus lanes by PTWs.

Schemes have been successfully introduced in many council areas across the UK, including Bristol, Reading, Hull, Colchester and Northern Ireland. There is an on-going trial in Greater London, an analysis of which was presented earlier.

Figures from other areas of the country where PTWs are permitted to use bus lanes indicate that there is an overall increase in PTW safety as a result. Claims from other road user groups, and especially cyclists, that they would be adversely affected have also proved groundless.

MAG therefore recommends that the Council include a proposal to implement trial schemes to permit PTW access to bus lanes in the LTP.

There have also been on-going trials of permitting shared use of advanced stop lines, or cycle reservoirs, in the London Borough of Newham. Advanced stop lines are designed to give an element of protection to vulnerable road users. Although not classed as such by the World Health Organization, MAG believes that PTW users should be recognised as vulnerable, as even a minor collision can result in injury.

From the Newham trial there does not appear to be any evidence of conflict with cyclists. MAG therefore urges councils to implement trial schemes allowing PTW access to Advanced stop lines. This could have the additional benefit of keeping non-permitted vehicles out of the reservoirs.

Recommendations

- Safety campaigns
- Parking – sufficient and secure
- Bus lane and advanced stop line access
- Highway design
- Transport Forums

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MAG urges all transport planning authorities to institute safety campaigns aimed at reducing PTW casualties.

MAG urges that adequate secure PTW parking facilities are provided, at locations of proven need.

MAG calls for transport planning authorities, where they have not already done so, to institute trials to permit PTW access to bus lanes and advanced stop lines.

MAG urges authorities to implement the recommendations of the IHIE when their motorcycle guidance is published.

If the Council has no Transport Forum or Transport Liaison Group, MAG also calls on the Council to establish one. MAG recommends that such forums include representatives from all relevant stakeholders, including the emergency services, bus operators, cyclists and pedestrians as well as PTW users.

Finally

Thank you for listening

For more information, or to contact us, please follow the links below.

Contact MAG

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This is nearly always the most popular slide in a presentation.

I would like to take this opportunity to thank you for your time in either watching and listening to or reading this presentation.

If you would like more information about the Motorcycle Action Group then please visit our website by clicking the information button.

Clicking on the ‘Contact MAG’ button allows you to send us an e-mail.

References

- This slide is hidden in the on-screen presentation.
- It is included as it contains the references that were included in the notes elsewhere in the presentation

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