



## Motorcycle Survey 2015

**REPORT TO:** The Motorcycle Task Force

**TITLE OF REPORT:** Motorcycle Survey 2015

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### **Acknowledgement:**

*Our grateful thanks to Phil Hurd, a local independent motorcyclist, who was instrumental in the preparation of this survey and provided a riders perspective, specialist knowledge and expert advice.*

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**Key purpose:** to provide an overview of the findings, conclusions and recommendations from the 2015 Motorcycle Survey.

### **Introduction**

The Motorcycle Survey is the first of its kind, commissioned by The Motorcycle Task Force and produced by NCC Business Intelligence and Performance Improvement. This survey aims to generate unique insights into the views and behaviours of Northamptonshire citizens in relation to motorcycles.

Looking at people's behaviours and attitudes related to motorcycles has a number of different potential implications. Some of the areas of focus of the survey are:

- The demographic characteristics of motorcycle users and the wider population
- Motorcycles verses cars as a mode of transport
- Commuting habits of citizens
- Opinions: bus lane use
- Opinions: stop lines
- The barriers to using motorcycles as a mode of transport.



## Executive Summary

There has been an overwhelmingly positive response to the Motorcycle Survey 2015 with over 600 respondents completing the survey. The survey was commissioned to better understand local motorcycle use, travel habits as well as attitudes to local roads policy and personal safety and training.

The majority of respondents hold a car licence (96%) but are also motorcycle licence holders (78%). The majority of respondents were male and 89% were over 35 years of age. 72% of respondents own at least one motorcycle. The survey found that the majority of riders use their motorcycle for leisure (96%), mainly at weekends rather than for commuting (49%) and less than one third of riders using their motorcycle on a daily basis.

Interestingly, riders cited the main barrier to using a motorcycle more regularly for commuting as the risk posed by poor weather. The condition of roads was a concern for 63% of respondents.

In terms of road use policy, 82% of respondents agreed that motorcyclists should be able to use bus lanes in the county. Given the high number of motorcyclists responding to the survey, this is a significant finding. Motorcyclists felt strongly that this would reduce the need for more dangerous overtaking and help to alleviate congestion on busy roads. Over half (56%) of respondents thought that moped users should be able to use advanced stop lines where they are in place and currently only used by pedal cycles. This view was less strongly held by non-motorcyclists (44%).

A key element of the survey was to understand more about views on motorcycle training. There was strong interest from respondents in affordable (£50 or less) post qualification training courses, provided these were limited to preferably half a day (100% preference) or a day (80% preference). If free training was made available all respondents would be willing to take it up.

Road safety was a key element of this survey. Almost half of riders (48%) had been involved in a collision with another vehicle. Emergency Services were regularly involved with Police attending over half of these collisions. 74% of collisions were found to result in injury with referral to Accident and Emergency hospital treatment required in a significant amount of injuries – this is despite more than 9 out of 10 riders wearing full personal safety equipment.



## Survey Summary – Key findings

### The Demographic Characteristics of the Sample

- The majority of respondents (over three quarters) were male.
- There is a wide range of ages contained within the sample: with a large proportion being respondents who are in the older age brackets. The age distribution reflects a typical distribution of motorcycle users in the UK to a high degree of correlation.

### Cars verses Motorcycles: Usage

- 96% of the sample respondents had a car licence compared to only 4% who did not have one.
- 94% of the sample had access to a car/van, compared to only 6% who did not.
- 78% of respondents have a motorcycle licence of one kind or another.
- 85% of the respondents had ridden a motorcycle and 84% had ridden as a pillion passenger.
- Nearly three quarters of the sample (72%) respondents owned a motorcycle, compared to 28% who did not.
- The highest proportion of motorcycles owned is one (42%), although a significant amount own more than one.
- By far the most common use is leisure (96%), followed by touring (56%) and commuting (49%).
- Less than a third of the respondents use their motorcycle everyday (29%), with 42% using at the weekend. The high levels of weekend use correlate strongly with the high levels of leisure use and the higher number of motorcycle collisions over weekend periods.

### Commuting Habits and Barriers to Motorcycle Use

- The vast majority of respondents drive to work in a car (54%). Just under one fifth of the sample travel to work on a motorcycle.
- The majority of motorcycle users never use their bike to commute (44%). Although 29% commute on their motorcycle either one or two days a week.
- Distance is not a significant barrier to commuting for motorcycle users, as 65% suggested that they would be willing to commute a distance of 20+ miles on their motorcycle.
- Inclement weather (68%) was the highest barrier to commuting using a motorcycle followed: lack of secure parking facilities (57%), lack of changing facilities at work (37%) and higher personal risk (32%).
- 78% of the sample who did own a motorcycle said that they did not use it as their main mode of transport, compared to only 22% who did.
- The top four barriers to using motorcycles generally (not commuting) are: poor road surfaces (63%), hazards of other road users (59%), vulnerability in traffic (54%), and inclement weather (54%).



### Highways Policy

- 82% of the sample responded that they thought motorcycles should be allowed in bus lanes. Unsurprisingly motorcycle riders were a lot more likely to think this. Despite this 57% of non-motorcycle users did support the argument that motorcycles should be allowed in bus lanes.
- The reasons given for motorcycles being allowed to ride in bus lanes mainly focus on the argument that it would alleviate traffic and that it was less dangerous than overtaking using the white lined area in the middle of the road. Several respondents cited that trials in other areas had proven to be successful, such as London and Bristol. There has also been a trial more locally in Bedford.
- The reasons given for motorcycles not being allowed to ride in bus lanes mainly focus on the dangers associated with their use. Many respondents suggested that motorcycles using bus lanes would result in higher likelihood of crashes between buses and motorcycles, especially due to buses stopping in the bus lane. Also it was suggested that motorcycles do not cause much congestion due to their small size and the number of them on the roads, so the alleviation of congestion may be minimal.
- 56% of the sample responded that they thought mopeds should be allowed to use advanced stop lines designed to be used by pedal cycles. The views of motorcyclists and non-motorcyclists differ slightly with 59% of motorcycle licence holders agreeing with the use of advanced stop lines for moped compared to only 44% of non-motorcyclists.
- The main reason given to support the argument is that allowing mopeds to use stop lines means that they can more safely move off in front of traffic in the same way as cycles. The idea that because mopeds are faster than cycles but slower than motorcycles is often cited by respondents.
- One of the main arguments against this is that allowing mopeds in stop areas is dangerous because it means that cars would overtake them twice due to their slower speed (as the moped repositions in front of cars at traffic lights). It was also suggested that it would cause resentment by cyclists and car users, and there were several responses which criticised the driving ability of mopeds, claiming they took more dangerous risks on roads.

### Post Test training

- 60% of motorcycle users in the survey had undertaken post test training of some kind. Evidence suggests that this is very high compared to the prevalence in the general population: this is probably mainly due to the older age bandings of respondents to the survey. There are high representations of IAM/RoSPA (32%), other (31%) and Bikesafe (29%), 40% of the sample had not undertaken any post test training; the types of reasons given for not taking post test training include: already having significant experience as a motorcycle user, a lack of motivation to do so



due to not seeing the benefits, as well as the time and cost associated with the post test training.

- There is significant demand for additional post test training in motorcycle users (80% of motorcycle riders would partake in low cost training in the county).
- Making post test training 4 hours long would appeal to 100% of those interested, whereas if this were changed to 12 hours, this would put off around 56% of the respondents. Training of 8 hours in length should appeal to 80% of the sample.
- Making post test training free of charge would mean 100% of the sample would take it up, and as 15% said they would not be willing to pay anything for it, setting the cost at £50 would mean 85% would probably attend. If post test training was more than £75 this would mean that 67% of the sample would not be willing to take it due to the expense being too high.
- Large numbers of the sample listed both evenings and weekends (49%), and a large proportion also suggested just weekends, although not very many respondents ticked only evenings (6%) suggesting that if only one of the two options can be given, priority should be made for provision of weekend training.

### Motorcycle Safety

- The percentage of people who wear all the possible safety clothing is higher than 90%.
- The amount spent on protective clothing varies significantly in the sample with a range of from £20 to £3,500.
- 48% of the motorcycles users in the sample had been subject to a road collision whilst riding their bike, compared to 52% who had never had one.
- For those who had been in a road collision, in 54% of the cases the police had been in attendance at the scene of the collision. Of the respondents who had been in a road collision, 74% had been injured in this collision, compared to 26% who had not.
- The severity of the injuries varies significantly within the sample, with everything from minor injuries to severe trauma. Equally the number of injuries received varies vastly across the sample, with as many as ten injuries in one case. Accident and emergency is by far the most common pathway treatment wise, with 56% of respondents stating this.
- Of those who were injured in the road collision just over half (51%) required time off work, compared to 49% who did not. The length of the time taken off work varies significantly: from one day to two years. The rate of people stopping riding as a result of their injury is very low, with only 4% of the sample who had been injured stopping riding their motorcycle as a consequence.

**The findings which are summarised in this executive summary are expanded upon in the next section, giving the full detail behind the research methods, the views that were expressed in the survey, as well as further analysis and context.**



## 1. Research Methods

The motorcycle survey was administered using a variety of opportunistic, snowball and random selection methods. The surveys were advertised using a range of media outlets such as The Informer, contacts of the Motorcycle Task Force and relevant social media. The aim of this was to produce a response rate which was as large as possible whilst targeting some particular elements of the population (motorcycle users) in a stratified way.

### Response rates

There was a good response rate to this survey, in total there were 602 respondents who completed the majority of the Motorcycle Survey. The target population in Northamptonshire aged 16+ is 564,800 people according to the most recent ONS population estimates<sup>1</sup>. To test whether a random sample of 602 of these 564,800 people truly represents the views of the wider population, confidence levels and margins of errors are calculated.

To achieve a margin of error of +/-5% at a 95% confidence interval for a target population of 564,800 people, a sample size of 384 is required. This is the normal requirement for Social Sciences research like surveys to be considered representative of the population. The fact that this survey had 602 responses means that the associated margin of error would actually be a maximum of +/-3.99%. This means that if 50% of respondents say something, then we can be confident that between 46.01-53.99% of the wider population would say the same thing.

Whilst this response rate is very good and would be generalisable to the wider population, the significant disclaimer must be put that this is based on the sample being random. There are quite a few reasons why this survey can be demonstrated to not be a random sample. The proportion of males and motorcycle users in the survey is a lot higher than exists in the wider population for example. Bearing these limitations in mind, this survey can perhaps better be viewed as a very accurate representation of the views of motorcycle users in Northamptonshire, which also captures the views of some non-motorcycles users. This is a result of the marketing (and name) of the survey: you are a lot more likely to fill out a survey on motorcycles if you have an active interest in them. It does not negate the importance of this survey it merely gives an appropriate context from which to view the results.

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<sup>1</sup> [ONS mid 2013 based predictions](#)

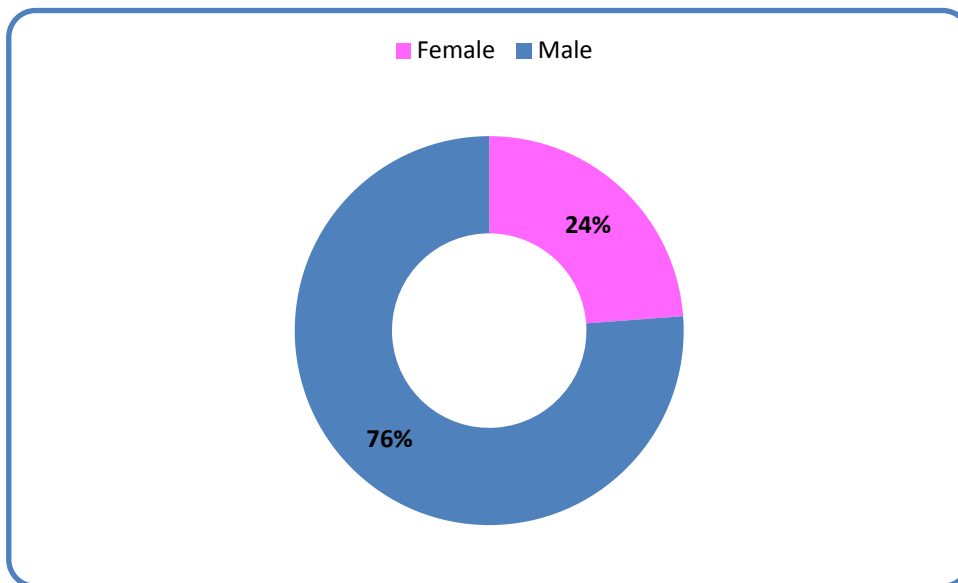
### 3. Results

#### The Demographic Characteristics of the Sample

The gender split of the sample respondents is illustrated in figure 1 beneath. It is clear that the majority of respondents (over three quarters were male). This means that there are reasons to doubt that this sample is truly representative of the wider population: as ONS estimate that around 49% of Northamptonshire's population is male and around 51% is female.

This may be because the majority of respondents to the survey are motorcycle users and are consequentially much more likely to be male. For example according to a recent (March 2014) Freedom of Information Request there are, in Northamptonshire, 5,333 female full (category A) motorcycle licence holders (8.24%) compared to 59,398 male full licence holders (91.76%), so this probably explains the disproportionate amount of male respondents in the sample.

**Figure 1: Gender**

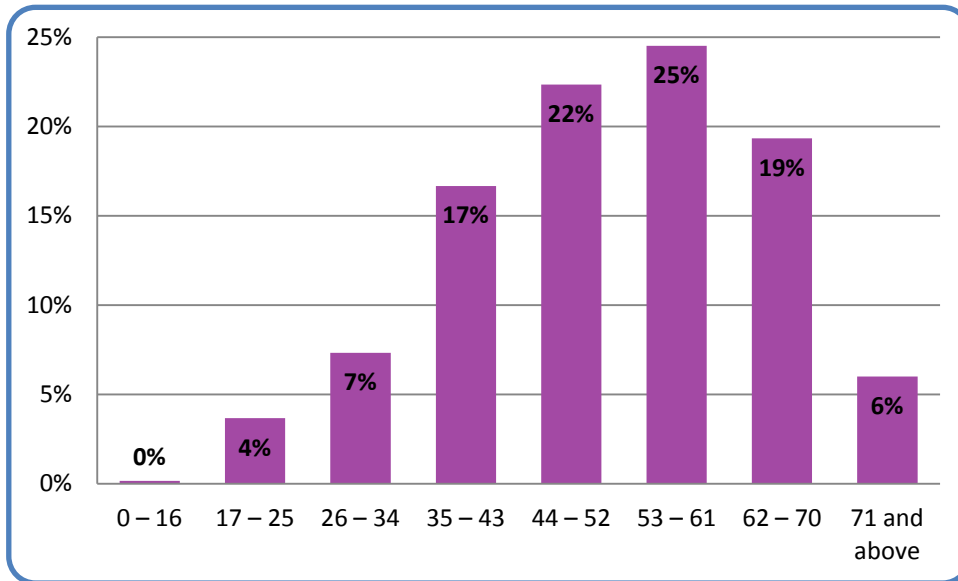


The age breakdown of the sample respondents is illustrated in figure 2 below. This shows that there are a wide range of ages contained within the sample. It also shows that there are large amounts of respondents who are in the older age brackets. This is reflected in other research about the demographics of motorcycle users, for instance one study found that nearly a third of respondents were aged between 41 and 50 years old<sup>2</sup>.

<sup>2</sup> <http://www.cambriantires.co.uk/bridgestone-survey-data-looks-at-uk-bikers/>



Figure 2: Age

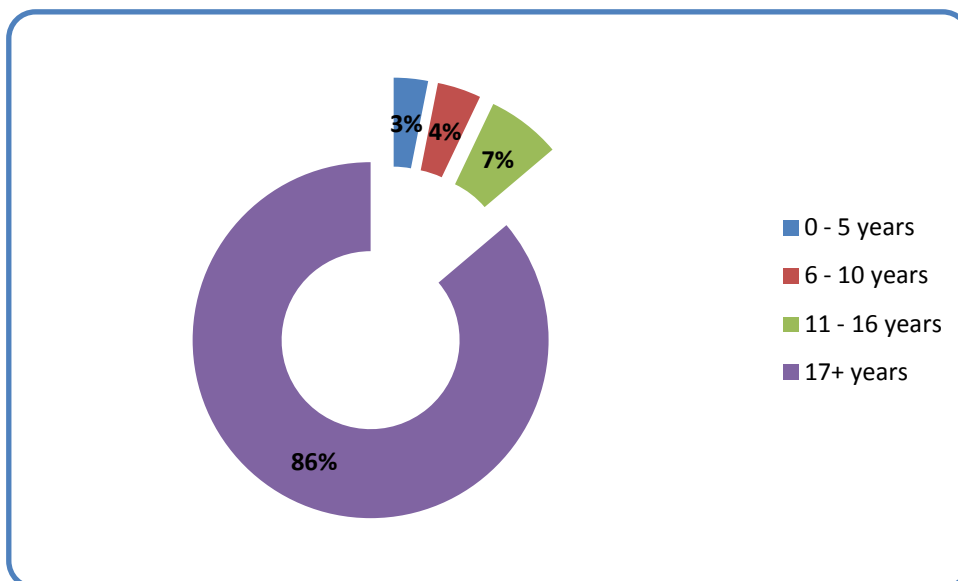


### Cars verses Motorcycles: licences, use and miles driven

The vast majority (96%) of the sample respondents had a car licence compared to only 4% who did not have one. In terms of access: again the vast majority (94%) of the sample had access to a car/van, compared to only 6% who did not.

The length which respondents had held their car licences for is illustrated in figure 3 below. There are evidently a lot of experienced drivers contained within the sample: with 86% having had a licence for 17 years or more.

Figure 3: the length of car licences

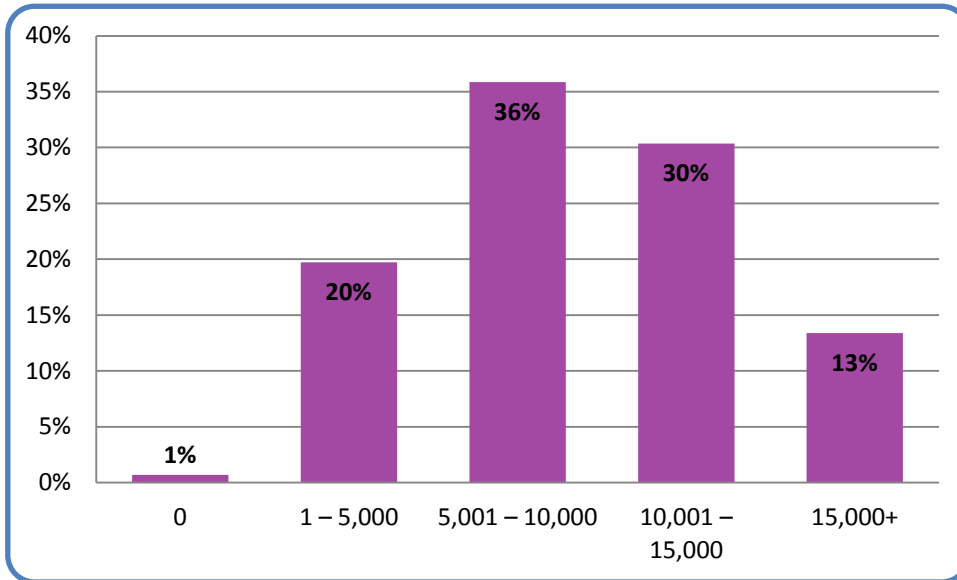






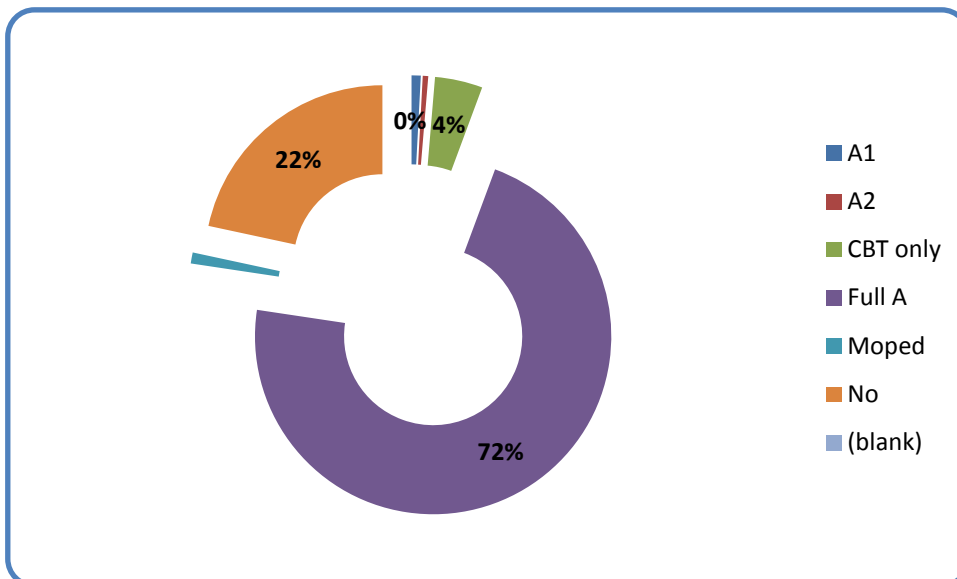
The average amount of miles driven in a car annually is illustrated in figure 4 beneath. The distribution is mainly balanced in the 5,001-10,000 miles (36%) and 10,001-15,000 miles (30%) categories: collectively 66% of the sample drive between 5,001-15,000 miles a year.

**Figure 4: The amount of miles driven: car**



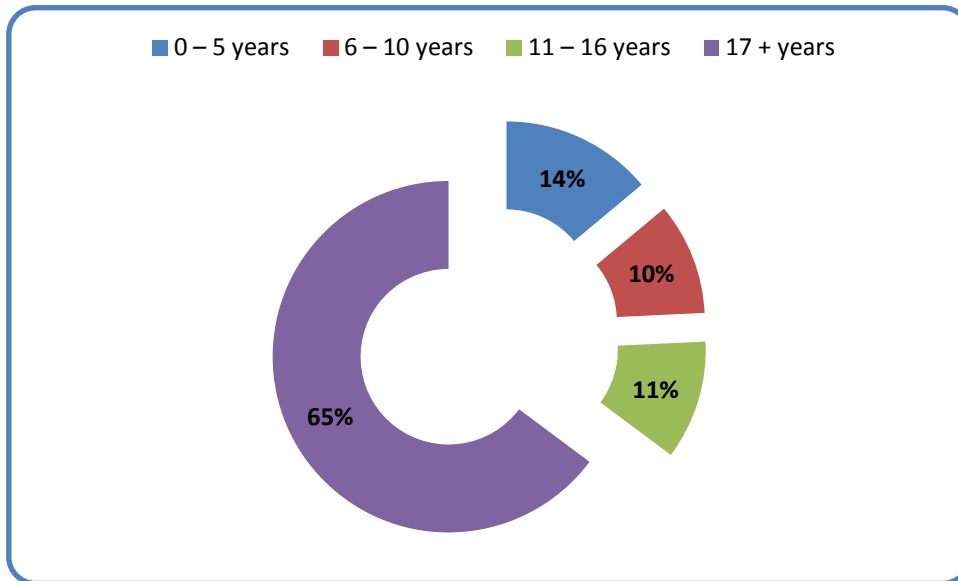
There is a lower percentage of the sample who possess a motorcycle licence of one kind or another (78%) compared to a car licence (96%). 85% of the respondents had ridden a motorcycle and 84% had ridden as a pillion passenger. The prevalence of types of licences within the sample is shown in figure 5 below.

**Figure 5: Motorcycle licence prevalence**



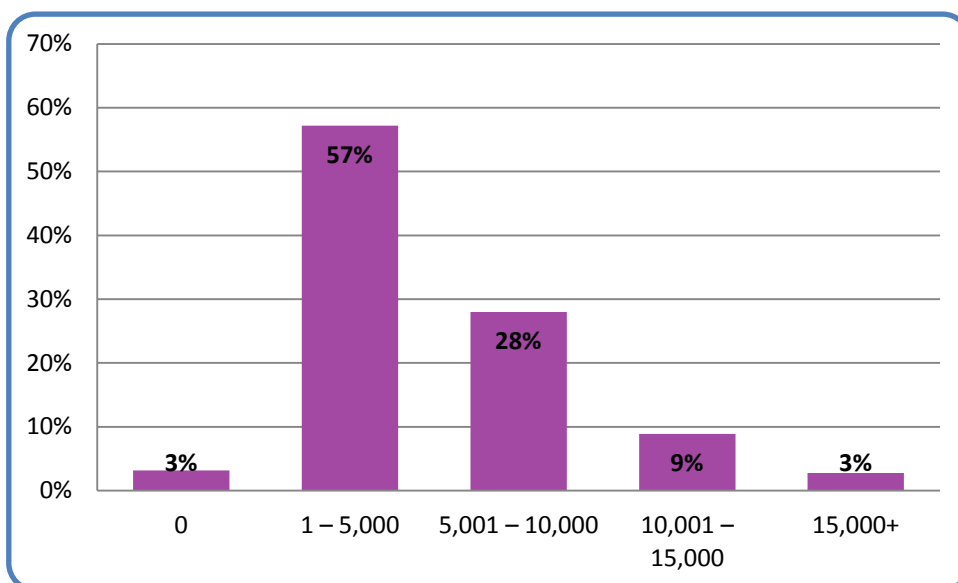
It is apparent that the vast majority of those who do have a licence have a full category A licence, compared to only 4% who have a provisional licence with compulsory basic training. The length of time which respondents had held their car licences for is illustrated in figure 6 below. Whilst the vast majority have held their licences for 17 years or more (as with car licences), the proportion who had held their licence for 17+ years is lower than for car licences (65% compared to 86% for cars).

**Figure 6: Length of Motorcycle licences**



The amount of miles driven on motorcycles (by those with a licence) is outlined in figure 7 below.

**Figure 7: The amount of miles driven: motorcycle**





By far the highest proportion of respondents falls into the 1-5,000 miles category (57%). Compared to the amount of miles driven by car, the amount by motorcycle is significantly less. For example only 40% of the sample drive bikes more than 5,001 miles, compared to 79% for cars.

### Commuting

The commuting habits of survey respondents are illustrated in figure 8 below. It is clear that the vast majority of respondents drive to work in a car (54%). Just under one fifth of the sample travel to work on a motorcycle. Figure 9 shows the responses to this question of the census for comparison.

Figure 8: how people travel to work

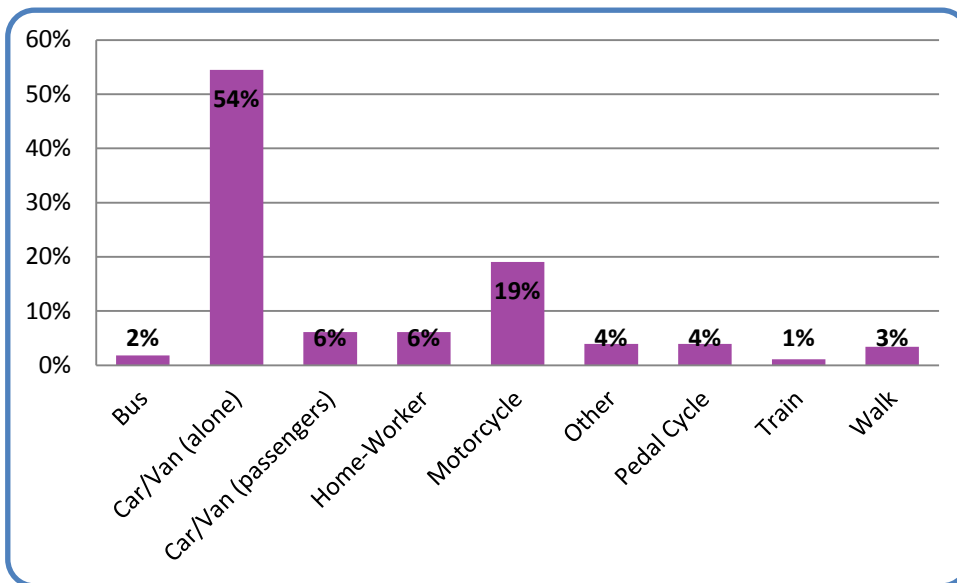
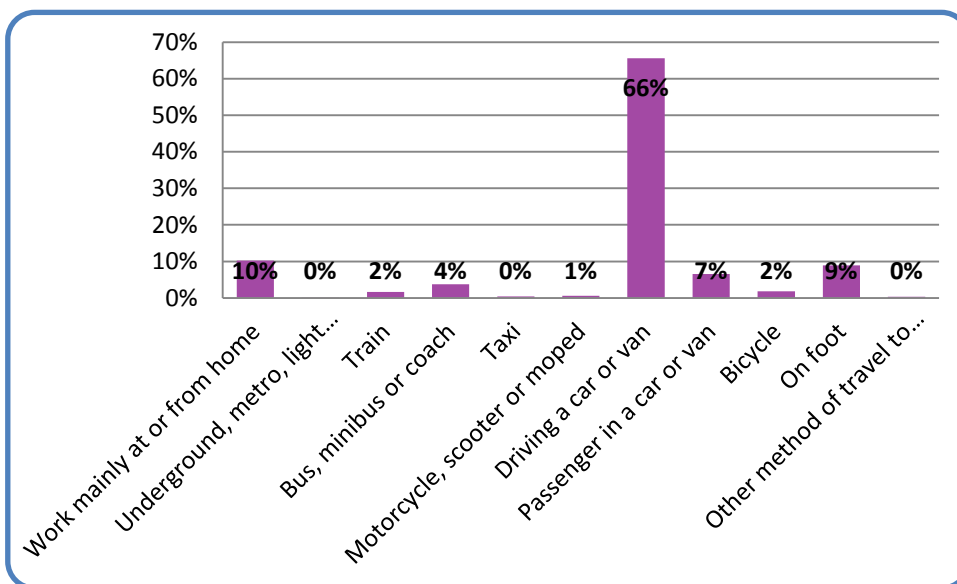


Figure 9: how people in Northamptonshire travel to work (2011 census)<sup>3</sup>



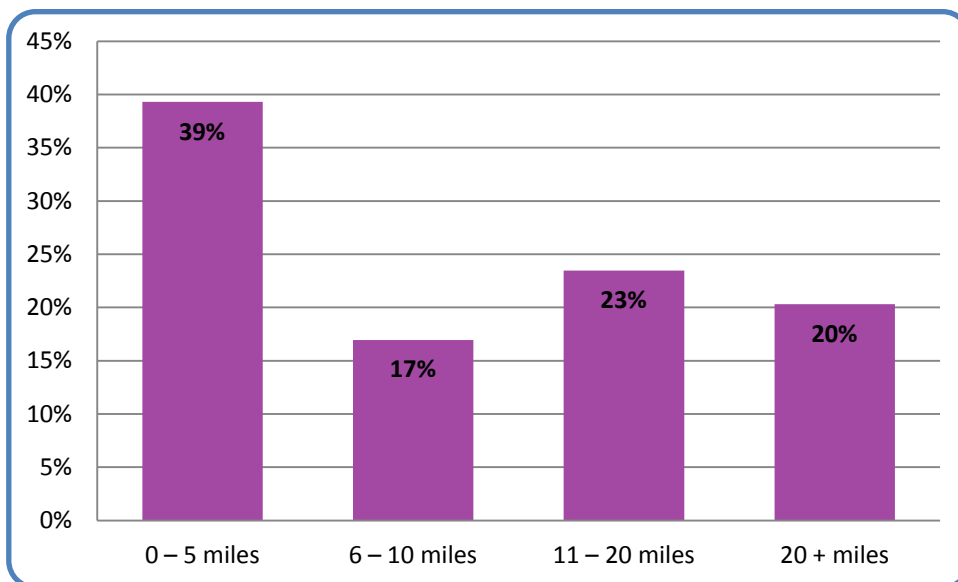
<sup>3</sup> [Census 2011](#)



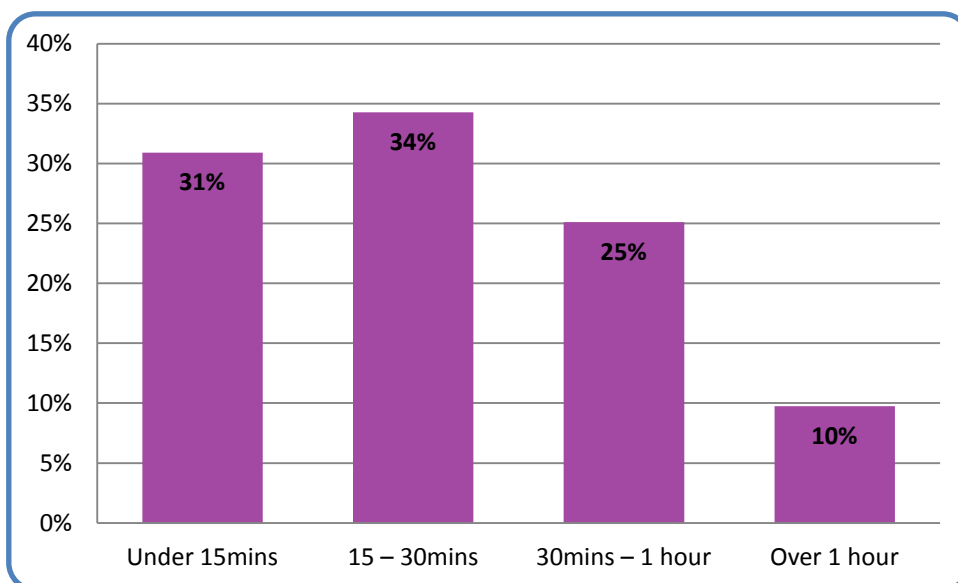
The census results (although dated) illustrate the nature of the sample being skewed towards motorcycle users. For example, 19% of the sample respondents said that they travel to work on a motorcycle, but in the census only 1% of Northamptonshire residents said that they travelled to work on a motorcycle, scooter or moped. This does not negate the value of the findings of the survey; it merely means that the results can be considered a good representation of the views of motorcycle users rather than the views of the wider Northamptonshire population.

Figure 9 below illustrates the average length of commute for all survey respondents and figure 10 shows the average time which it takes to commute.

**Figure 9: Length of commute (all types)**



**Figure 10: Time taken to commute (all types)**

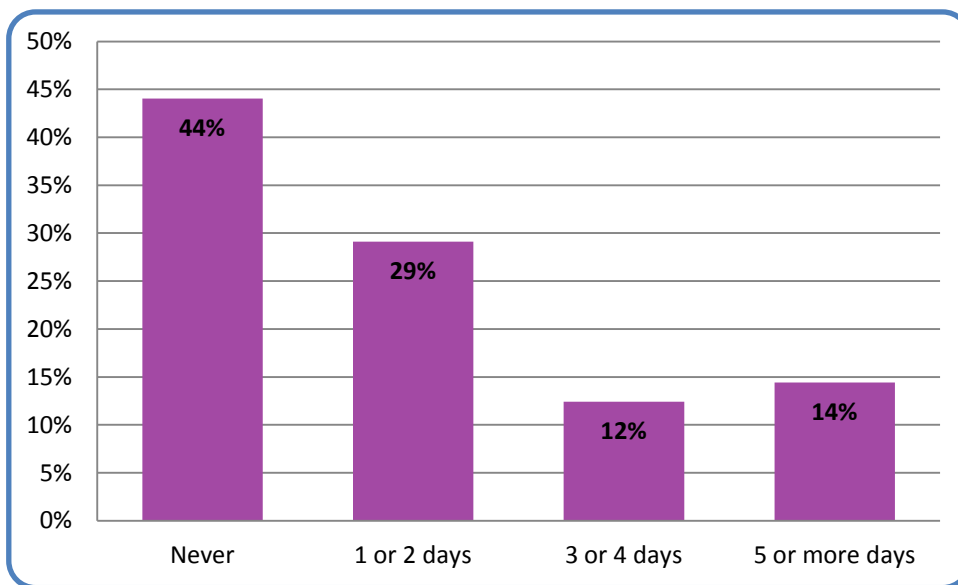




There is a wide range of distribution of distances covered, with the biggest proportion falling in the 0-5 miles category (39%). Similarly the average length of time taken to commute is widely distributed, with the highest proportion falling in the 15-30 minutes category. However the results are so widely distributed that the three lower time categories all represent at least a quarter of respondents.

The commuting habits of motorcyclists from the survey are shown in figure 11 below, as well as the distance which motorcycle users are willing to commute on their motorcycle (figure 12).

**Figure 11: how often to motorcycle users commute on their bike**



**Figure 12: How far motorcycle users are willing to commute on their bike**

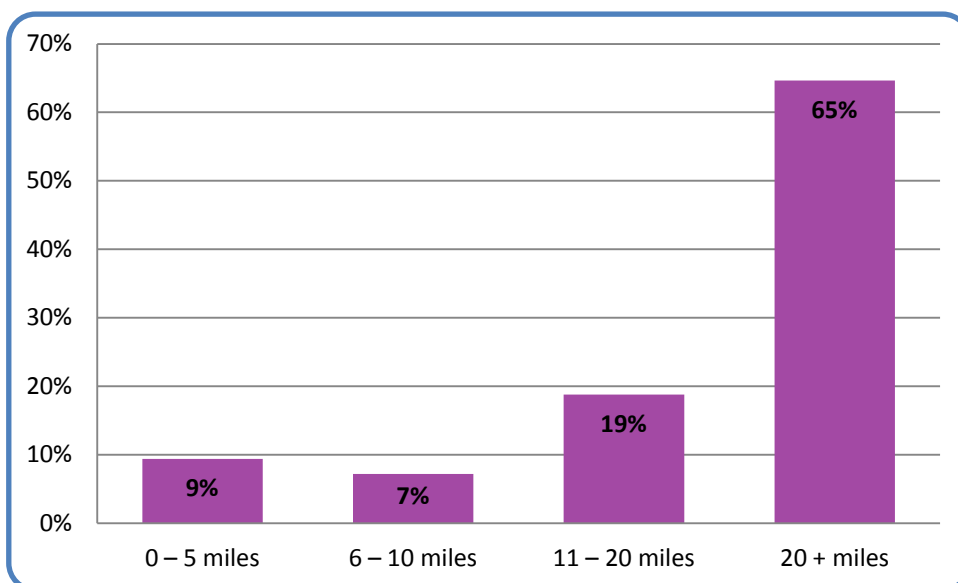
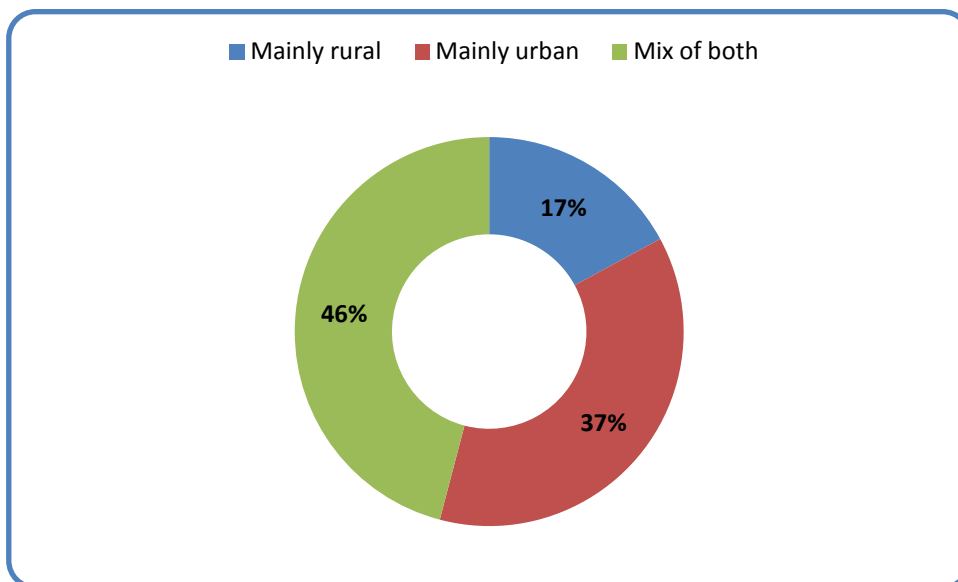


Figure 11 shows that the majority of motorcycle users never use their bike to commute (44%). Despite this however 29% who commute on their motorcycle either one or two days a week, the second most popular response. Figure 12 illustrates that on the whole, distance is not a significant barrier to commuting for motorcycle users, as 65% suggested that they would be willing to commute a distance of 20+ miles on their motorcycle.

The distribution of rural/urban roads used for commuting is displayed in figure 13 below. The largest proportion of respondents commuted on a mixture of rural and urban roads (46%), with the second most prevalent being urban (37%). Only 17% use only rural roads during their commutes.

**Figure 13: Commuter road types used**



Enjoyment of commuters was extremely varied. 25% of respondents found their commute enjoyable, 23% found it stressful, 42% found it neither and 10% had no opinion.

### Opinions: Bus Lanes

82% of the sample responded that they thought motorcycles should be allowed in bus lanes. There is a correlation coefficient of +0.33 between having a motorcycle licence and thinking that motorcycles should be allowed in bus lanes, which means unsurprisingly that if you are a motorcycle rider you are more likely to think this. To give this more context, below is the answer to the bus lane question, split by whether or not the respondent had a motorcycle licence.



Opinion	Have a licence	Do not have a licence
Think motorcycles should be allowed in bus lanes	88%	57%
Think motorcycles should not be allowed in bus lanes	12%	43%

This illustrates that whether or not you ride a motorbike has a large bearing on your opinion of whether they should be allowed in bus lanes. Although despite this 57% of non-motorcycle users did support the argument that motorcycles should be allowed in bus lanes.

The reasons given for motorcycles being allowed to ride in bus lanes mainly focused on the argument that it would alleviate traffic and that it was less dangerous than overtaking using the white lined area in the middle of the road. Several respondents cited that trials in other areas had proven to be successful, such as London and Bristol. There has also been a trial more locally, in Bedford.

However of the flipside the reasons given for motorcycles not being allowed to ride in bus lanes mainly focus on the dangers associated with their use. Many respondents suggested that motorcycles using bus lanes would result in higher likelihood of crashes between buses and motorcycles, especially due to buses stopping in the bus lane. Equally pertinent was the view that motorcycles do not cause much congestion due to their small size and number of them on the roads, so in reality the alleviation of congestion argument may not be true.

Looking at the research paper by London Transport<sup>4</sup> the views reflected in this survey are evidenced to be accurate on both fronts. The research concludes that the trial of letting motorcycles use bus lanes has achieved its objectives of decreasing journey times for motorcycle users and reducing vehicle emissions. On the other hand there are also significant warnings: that motorcycle speeds (and speeds over the limit) have gone up, and so have accidents involving motorbikes. In reality there is no definitive answer as to whether letting motorcycles use bus lanes is something that should be encouraged: a balanced view acknowledges the potential benefits and limitations associated with the deployment of the policy.

### Opinions: Stop lines

56% of the sample responded that they thought mopeds should be allowed to use advanced stop lines designed to be used by pedal cycles. There is a correlation coefficient of +0.12 between having a motorcycle licence and thinking that mopeds should be allowed in stop areas designed for cycles,

<sup>4</sup> <http://www.tfl.gov.uk/cdn/static/cms/documents/motorcycles-in-bus-lanes-independent-report.pdf>



which means that if you are a motorcycle licence holder you are slightly more likely to think this than if you are a car licence holder. To put this into further context, below are the views about mopeds in stop areas of motorcycle users compared to the rest of the sample.

Opinion	Have a licence	Do not have a licence
Think mopeds should be allowed in advanced stop lines	59%	44%
Think mopeds should not be allowed in advanced stop lines	41%	56%

This illustrates that the views of motorcyclists and non-motorcyclists differ slightly with 59% of motorcycle licence holders agreeing with the use of advanced stop lines for mopeds compared to only 44% of non-motorcyclists.

The main reason given to support the argument is that allowing mopeds to use stop lines means that they can safely move off in front of traffic in the same way as cycles. The idea that because mopeds are faster than cycles but slower than motorcycles is often cited by respondents as backing up this claim.

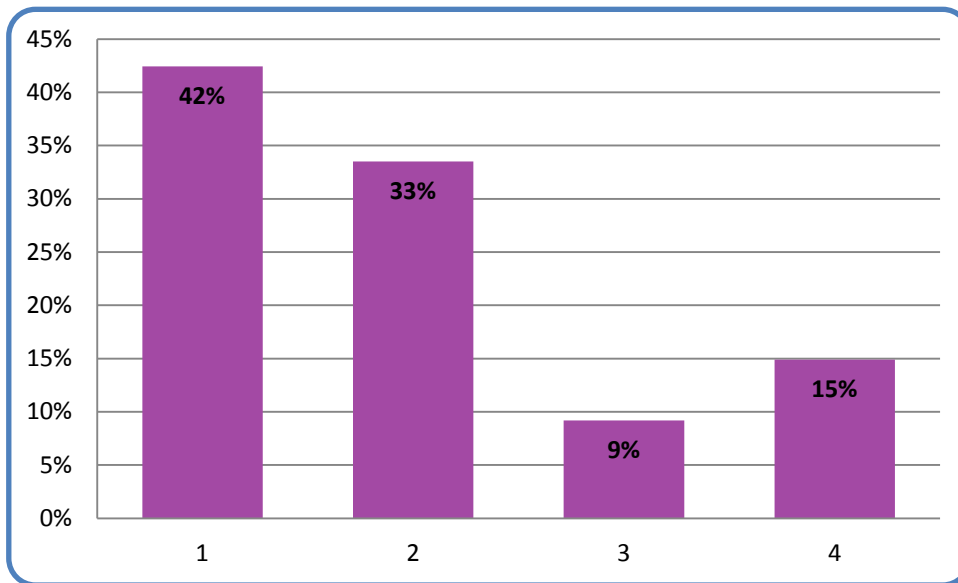
Conversely the main reasons which do not support the argument are pretty much in direct contradiction to those for it. Many argued that allowing mopeds in stop areas was dangerous because it meant that cars would overtake them twice rather than once due to their slower speed. It was also suggested that it would cause resentment by cyclists and car users, and there were quite a few responses which criticised the driving ability of mopeds and claimed that they took more dangerous risks on roads. Many respondents also pointed out the age demographic of moped users being the youngest and riskiest drivers. One of the most common responses against the use of mopeds in cycle stop areas cited the potential dangers to cyclists as the reason.

### Motorcycles: ownership

Nearly three quarters of the sample (72%) respondents owned a motorcycle, compared to 28% who did not. As previously mentioned, this is a far higher proportion than exists in the population of Northamptonshire (1%-4% depending on what research). Of those respondents who did have a motorcycle, the number of motorcycles they owned is illustrated in figure 14 below.



**Figure 14: number of motorcycles owned by those with at least one**

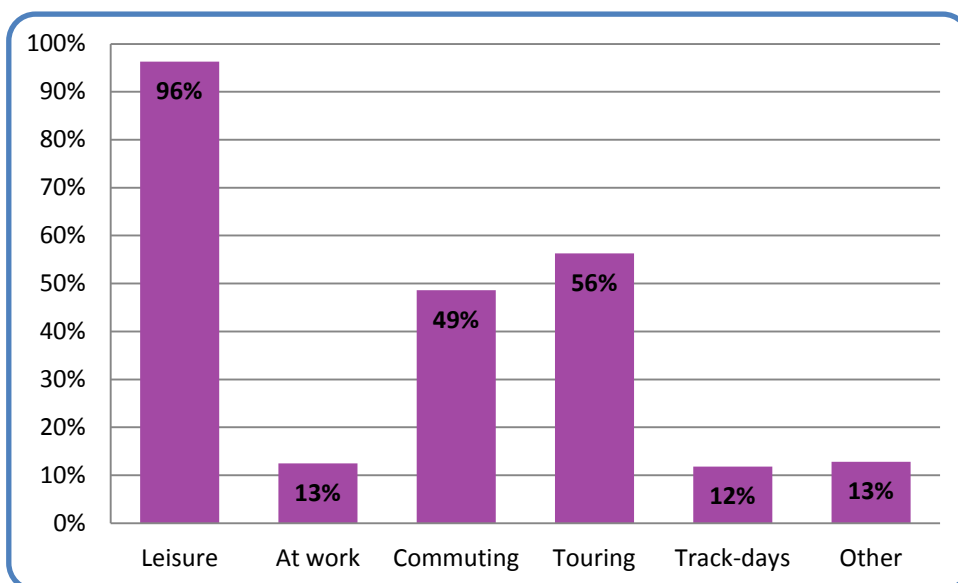


Clearly the highest proportion of motorcycles owned is one (42%), although a significant amount own more than one, with the collective percentage of respondents owning more than one bike being 58%. Also surprisingly a relatively large minority own four motorcycles (15%).

#### Motorcycles: types of use and frequency

The distribution of types of use of motorcycles is shown in figure 15 below. By far the most common use is leisure (96%), followed by touring (56%) and commuting (49%).

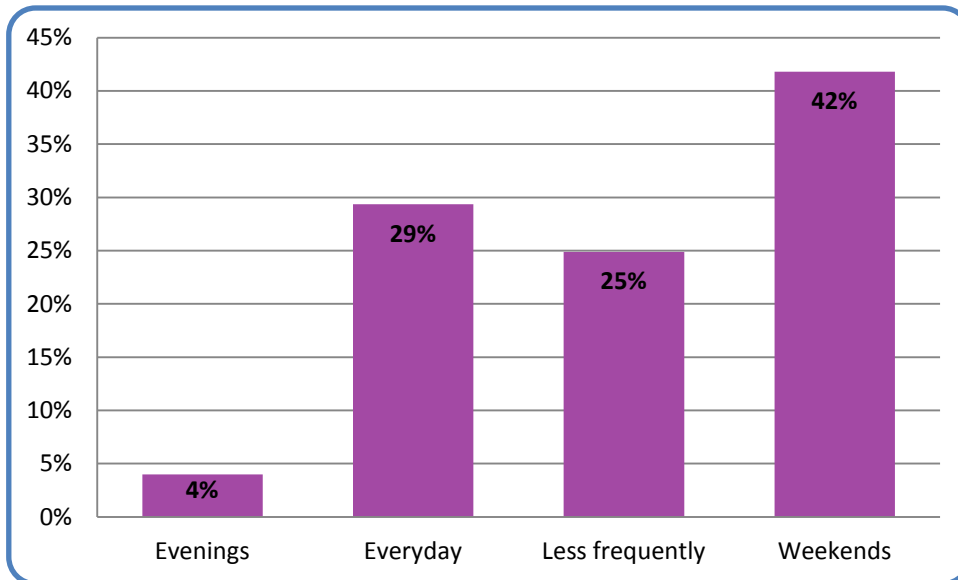
**Figure 15: What motorcycles are used for**





How often motorcycles are used by motorcycle owners in the sample is illustrated in figure 16 beneath. Less than a third of the respondents use their motorcycle everyday (29%), and the most common response was weekends (42%). The high levels of weekend use correlate with the high levels of leisure use significantly.

**Figure 16: How often motorcycles are used**



### The barriers to using motorcycles as a mode of transport

The 78% of the sample who did own a motorcycle said that they did not use it as their main mode of transport, compared to only 22% who did. Given the number of motorcycles that these respondents have and their general enthusiasm about motorcycle in the qualitative responses, this is a low amount use as the main mode of transport. This means that there must be significant barriers to using motorcycles as a main mode of transport. Many people only use a motorcycle for leisure.

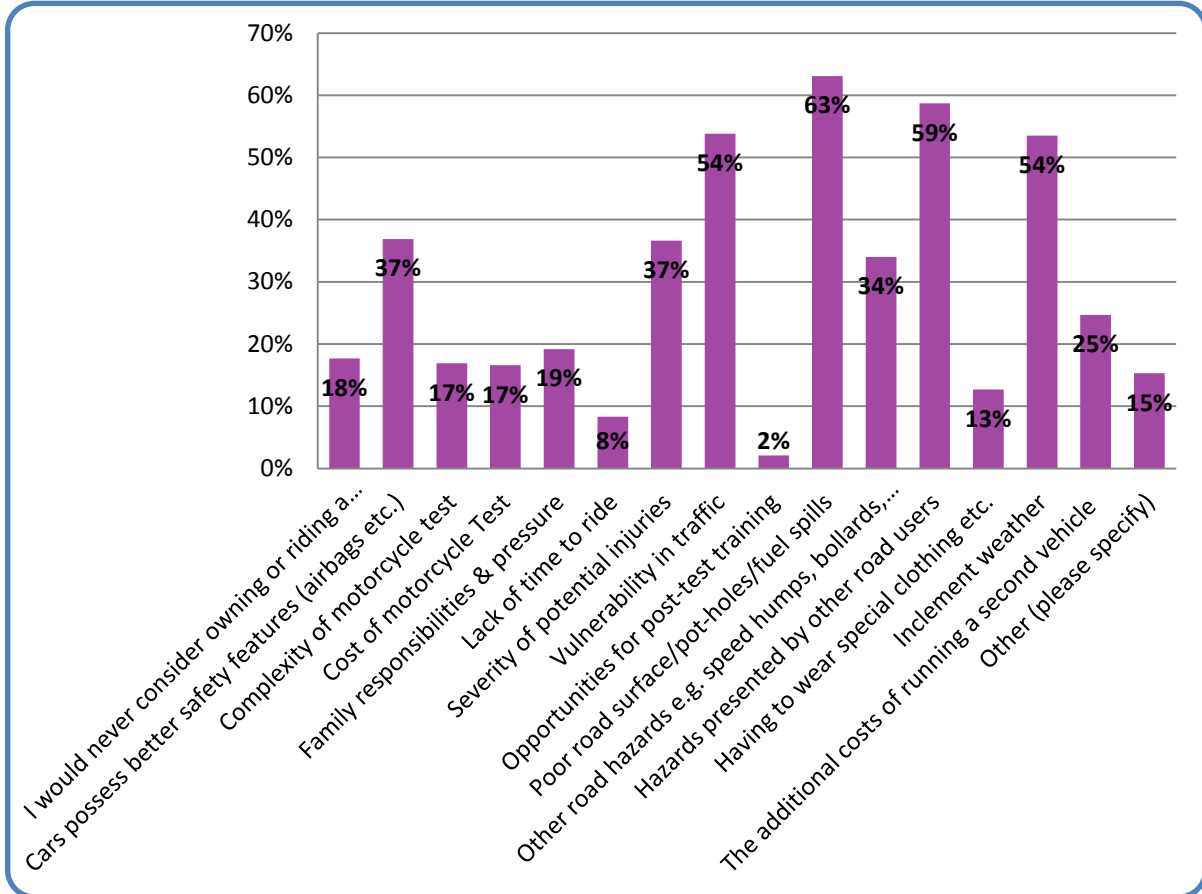
The barriers listed as preventing using motorcycles as a mode of transport (**not just commuting**) by all respondents are displayed in figure 17 below. The top four barriers listed are:

- Poor road surfaces (63%)
- Hazards of other road users (59%)
- Vulnerability in traffic (54%)
- Inclement weather (54%)



Only 17% of the sample list the complexity and cost of the test as a barrier and only 2% listed a lack of opportunities for post test training.

Figure 17: The barriers to using a motorcycle

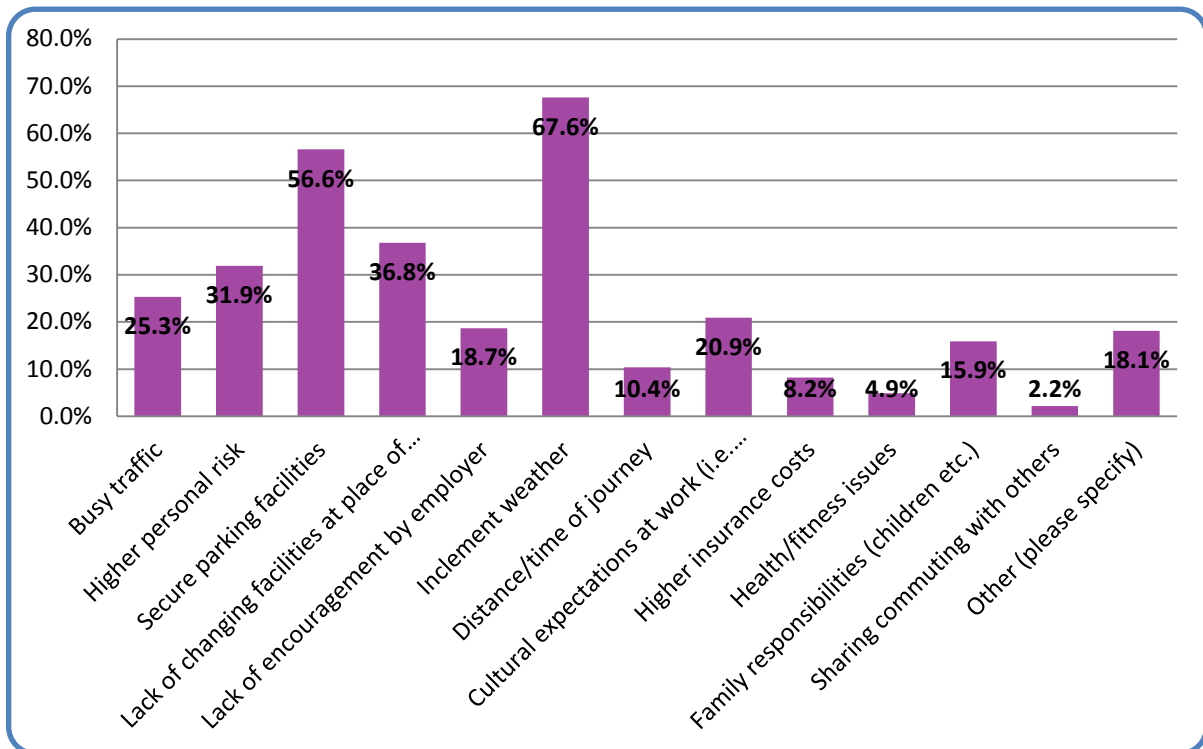


The barriers to using a motorcycle **for commuting** are displayed in figure 18 beneath. The main barriers listed are:

- Inclement weather (67.6%)
- Lack of secure parking facilities (56.6%)
- Lack of changing facilities at work (36.8%)
- Higher personal risk (31.9%)



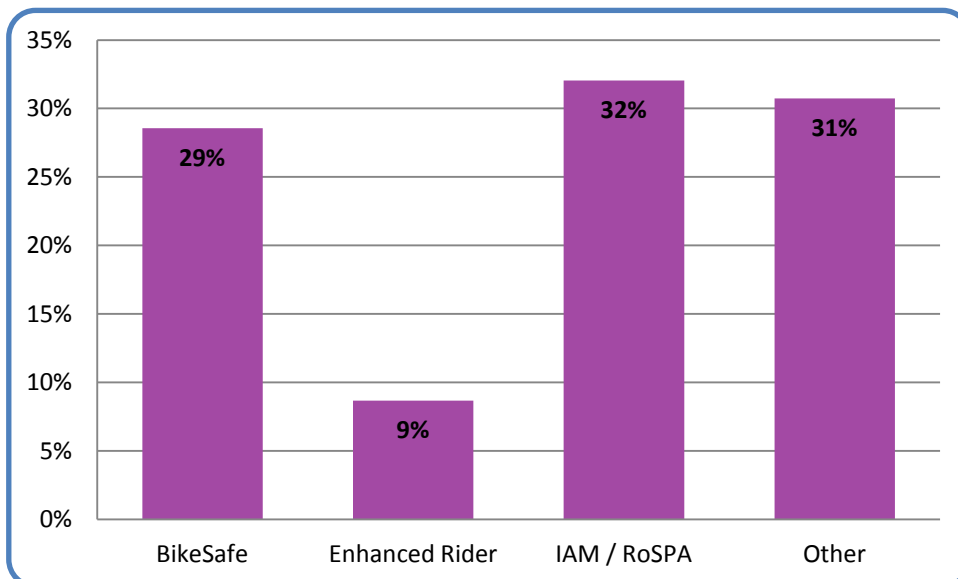
Figure 18: the barriers to using a motorcycle for commuting



### Post test training

60% of motorcycle users in the survey had undertaken post test training of some kind. Evidence suggests this is very high, due to the older age of respondents. The types of post test training which was listed are outlined in figure 19 below. There are high representations of IAM/RoSPA (32%), other (31%) and Bikesafe (29%).

Figure 19: Types of post test training

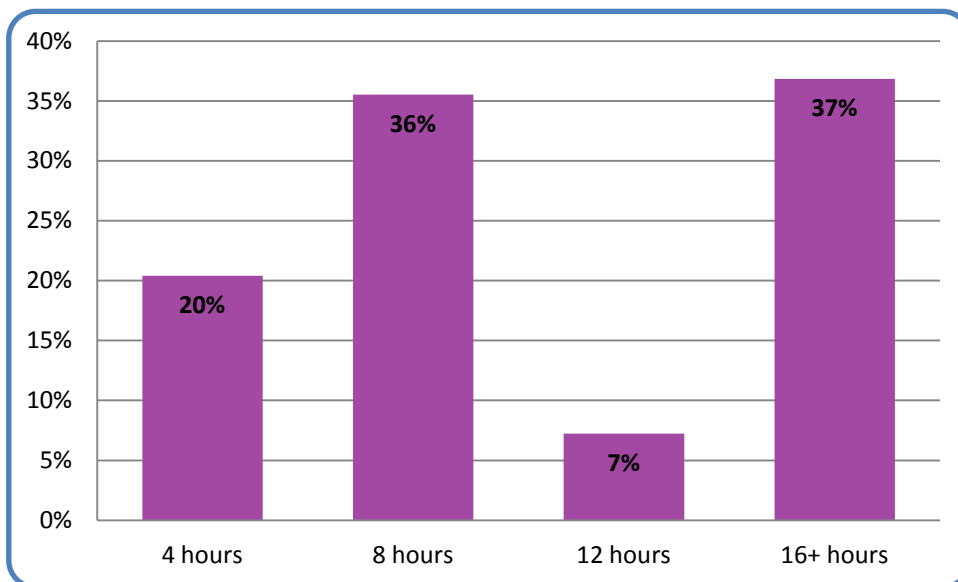




40% of the sample had not undertaken any post test training; the types of reasons given for not taking post test training include: already having significant experience as a motorcycle user, a lack of motivation to do so due to not seeing the benefits, as well as the time and cost associated with the post test training.

When asked: “If motorcycle rider improvement sessions for fully qualified riders were available in Northamptonshire, and at low cost, would you consider participating?” 80% of the respondents said yes. This indicates that there is significant demand for additional post test training in motorcycle users. The amount of time which the respondents who said yes indicated they would be willing to spend doing this training is illustrated in figure 20 below.

**Figure 20: the time people are willing to spend on post test training**



The amount of time respondents were willing to spend on post test training varies a lot. The most popular response was 16+ hours (37%), but there are also large numbers of respondents who indicated they would spend less time than this. Making post test training 4 hours long would appeal to 100% of those interested, whereas if this were changed to 12 hours, this would put off around 56% of the respondents. Training of 8 hours in length should appeal to 80% of the sample.

The amount of money people were willing to spend on additional post test training also varied significantly in the sample. This distribution is shown in figure 21 beneath. The most popular response was up to £50, with 43% of the respondents choosing this option, the second most common response was up to £100 (23%). Making post test training free of charge would mean 100% of the



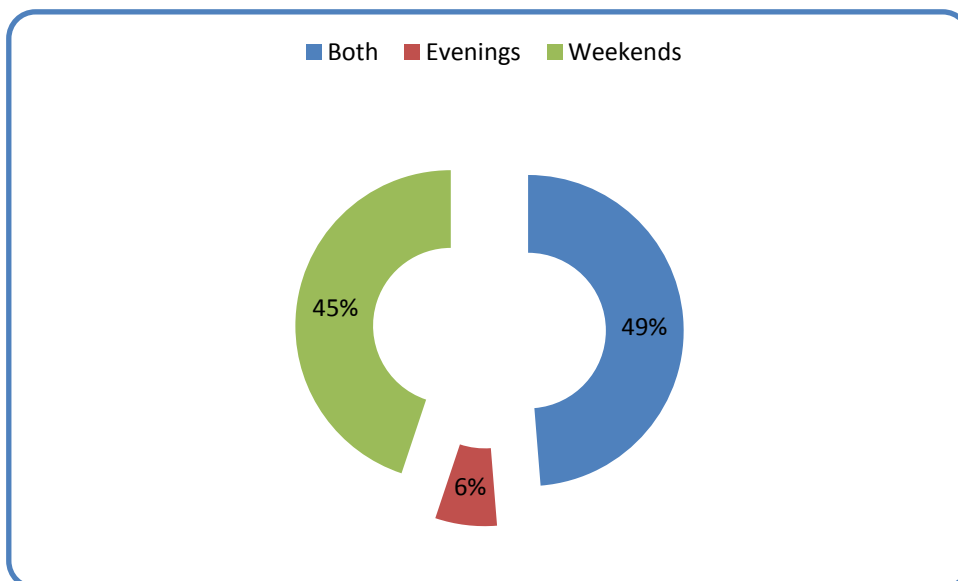
sample would take it up, and as 15% said they would not be willing to pay anything for it, setting the cost at £50 would mean 85% would probably attend. If post test training was more than £75 this would mean that 67% of the sample would not be willing to take it due to the expense being too high.

**Figure 21: the amount respondents were willing to spend on post test training**



The preferred times listed by respondents for post test training is shown in figure 22 below. Large numbers of the sample listed both evenings and weekends (49%), and a large proportion also suggested just weekends, although not very many respondents chose only evenings (6%) suggesting that if only one of the two options can be given, priority should be made for provision of weekend training.

**Figure 22: the preferred times for post test training**





### Safety: Protective clothing

There has been some degree of confusion over the design of this question, as initially the survey did not contain the option to select all of the protective clothing options. Consequentially shortly after the survey had gone live, this aspect was changed so that all of the above was included as a choice. Despite this 88.9% of the sample suggested that they wore all the types of safety gear listed in the question: jacket, boots and gloves. Because this figure is so high even though around 45 respondents did not get the opportunity to pick it, we can safely assume that the percentage of people who wear all the safety clothing is even higher than 90%. Although surprisingly, in the next question 15% of the sample suggested that they would consider riding a motorcycle without protective clothing, which may be concerning. The amount spent on protective clothing varies significantly in the sample with a range of from £20 to as much as £3,500.

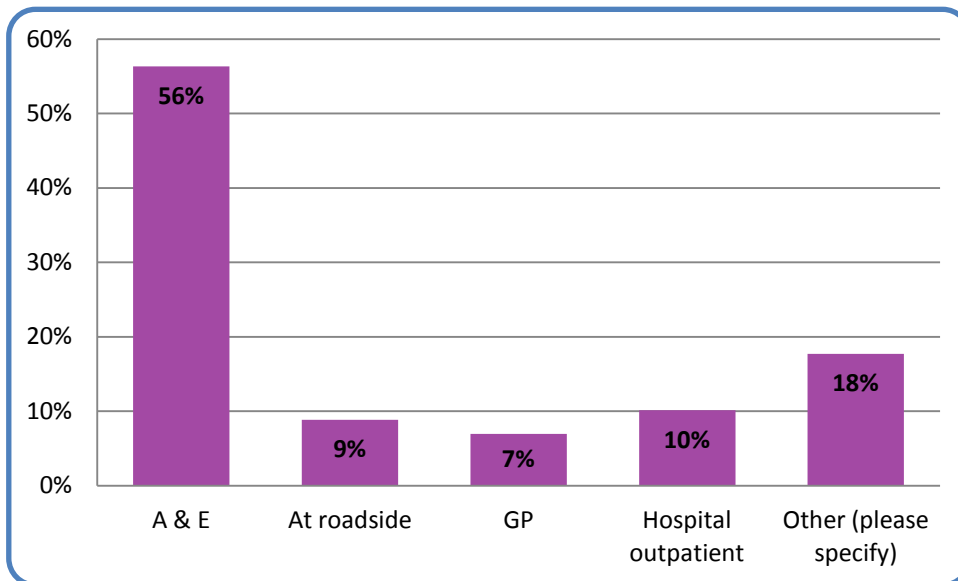
### Safety: Collisions

48% of the motorcycles users in the sample had been subject to a collision whilst riding their bike, compared to 52% who had never had one. For those who had been in a collision, in 54% of the cases the police had been in attendance at the scene of the collision.

Of the respondents who had been in a collision, 74% had been injured in this collision, compared to 26% who had not. The severity of the injuries varies significantly within the sample, with everything from minor injuries (like bumps and bruises), to major trauma (like breaking almost every bone in their body). Equally the number of injuries received varies vastly across the sample, with as many as ten injuries in one case.

Figure 23 below illustrates the range of treatments which people who were injured in a motorcycle collision received. It is clear that accident and emergency is by far the most common outcome treatment wise, with 56% of respondents stating this.

Figure 23: injury treatment



Note: of those listed as other, the vast majority self-treated due to the nature of the injury not being too serious.

Of those who were injured in the collision just over half (51%) required time off work, compared to 49% who did not. The length of the time taken off work varies significantly: from 1 day to as much as two years. The rate of people stopping riding as a result of their injury is very low, with only 4% of the sample who had been injured stopping riding their motorcycle as a consequence.

The attitudes of those who had been injured in a collision vary greatly. Many of the motorcyclists who had been injured cite the hazards presented by other drivers (often cars) as well as road conditions. A significant amount of the sample (from the free comments section) also acknowledges responsibility for the collision themselves. Many said that the collision had made them more cautious and more aware of the hazards presented by other vehicles.

### Additional Themes

The Motorcycle survey included a free text box at the very end to allow any other comments or feedback about motorcycling in Northamptonshire. There was a very good response rate to this question with a huge range of issues and views explored. The full range of comments can be found in appendix 1 verbatim.





## Appendix 1

Please leave any other comments / feedback about motorcycling in Northamptonshire:

I have been Motorcycling for over 50 years and enjoyed every minute of it and would recommend it to every one

There need to be more free parking for motorcycles and somewhere you are able to leave your helmet securely.

I ride most days. It's practical for commuting and also tour abroad a couple of times a year. Some of Northamptonshire s roads are a disgrace - poorly designed junctions /potholes /slick banding on "repairs". This is especially irritating as I pay 2 lots of tax. Its expensive and complicated now for youngsters to get into biking, which is a shame. They are also vulnerable because 50's and even 125's get "pushed along" by other traffic. And "sorry mate I didn't see you" is just not good enough. Driving with your eyes closed is just as bad as drink driving. Bikesafe course was good. Police assessed ride was really helpful - and more fun than I expected.

Northamptonshire has some great roads for motorcycling, a truly lovely county.

The unofficial development of motor cycle routes should be discouraged. The road from Uppingham to Corby is one route in particular where you can be overtaken by many m/c either singly or as a group, all driving at great speeds. The highway is not a race track but there are many roads that attract the m/c users and as a car driver you are sometimes intimidated by the numbers and speed of fast moving small objects.

The major concern for me as a motorcyclist is the amount of potholes on the roads, this is both on main roads and country roads. Lighting is also an issue.

Several friends and family have had serious accidents while riding a motorcycle which was not their fault. I would feel too vulnerable on a motorcycle although in principle it would be more economical and environmentally friendly.

Road surfaces are frequently dangerous with potholes and gravel being the worst along with the Tar and throw down Gravel road "resurfacing" which is very dangerous for bikes. I'd lo e to cycle to work along the A6003 from Kettering to Corby but it's far too dangerous in the dual carriageway. CYCLE PATH PLEASE!!!!



Kettering's road system seems totally Inadequate particularly at weekends And rush hours.

The main roads in Kettering are generally diabolical with pot holes and uneven runs of tarmac where utility services have been updated i.e. Water mains

More secure parking. On street ground anchors when parking

I live in Market Harborough which is on the Leicestershire and Northamptonshire border. I travel mainly on rural roads in the surrounding areas and feel that the council do do an extremely good job where motorcyclists are concerned. Signage is generally good, mud on road etc. The biggest problem in this country is car drivers and what seems to be an "anti motorcycle" government. That is where things need to change, the support network for motorcyclists should be acknowledged more and things like this survey should be put out in the motorcycle press, MCN for instance. Anything that gets people thinking more on the road about motorcyclists and pedalcyclists can only be a good thing.

I currently live in London where motorcycle riding is common. However I have put my new postal code in as I'm moving to Stamford soon and I will be commuting into Northamptonshire daily. I made the commute from London by bike recently and the few areas I rode in were reasonably bike friendly.

Although I do not live in Northamptonshire I do frequently ride through the county. I applaud this survey as I believe that a lot more emphasis should be placed on promoting motorcycling and the benefits it has in general. The more two wheelers we have on the road then the more other road users will become aware of them, will become used to having us around and will respect us and our safety. There is still a huge amount of work needed to promote motorists' awareness of smaller more vulnerable vehicles and to educate them into the realities of being on two wheels and the additional hazards we have to deal with such as poor road surfaces, visibility and so on. There is also a huge imbalance and disparity in the way motorists and motorcyclists are dealt with in the justice system and this needs urgent redress. Like for like motorcyclists are consistently treated much more harshly than drivers - e.g. drivers are not jailed for killing motorcyclists yet motorcyclists have been jailed for excessive speed. I do not condone excessive speed in any way but there is a clear indication that there is an anti-motorcyclist bias in the justice system.

I don't live in Northamptonshire, but I have ridden within the county many times. I feel the biggest reason for a lack of motorcyclists on the roads in the UK is due to the weather, something we cannot change through a poll. That said, the increasing cost to getting into motorcycling is without doubt preventing new riders starting up, that and the pressure that society put on us about dangers, motorcycling can be dangerous, many things are in life, but our lack of encouragement to motorcycling prevents riders starting early and gaining valuable experience, which is primarily what will save lives. Campaigns about looking out for motorcyclists are great, they make non riders think and look for bikes, but all campaigns instill the 'danger' factor, perhaps additional campaigns highlighting benefits and the joy of motorcycling would encourage being onto 2 wheels!

I'm very impressed that a survey such as this is being submitted within Northants. I've ridden the roads of Northants for 20+ years and have enjoyed it. Long may it continue.



Good to see a local authority asking the questions! Bikes are one of the most powerful modes for decongesting roads, it's great to see someone even thinking about asking for their opinions. Couldn't have a word with your pals in Oxon too, could you?

Too few think bike reminders. Car drivers seem largely oblivious to motorcyclists. Lot of roads in bad condition or pot holes making bike riding unsafe

It's great that you're doing this. I would make one point though - whilst it's true that bikes are involved in a disproportionate number of KSI collisions compared to other countries, it's also true that KSIs generally are spiking (4%+ most recently) despite ever safer cars. I think there are issues here of wider driver behaviour, as well as the number of distraction in modern cars and a lack of traffic policing compared to days gone by. Certainly bikers often don't help themselves, but there is also a place for education of car drivers in this...to the benefit of all.

Potholes are a constant hazard. Especially around Corby where there are linear potholes where strips of tarmac meet. On roundabouts these can trap the front wheel and cause an accident

The poor road conditions on both main and country roads within the county. Some repairs to damaged road surface dangerous i.e smooth faces materials causing slipping .

Motorcycles offer no protection from injury or weather, are often overlooked by other road users, drivers of them are either overconfident and weave in and out of traffic causing chaos or unconfident/capable and slow down traffic. They should be able to observe the road speed limit and take the space of a car so they are seen at all times and not a hindrance to traffic.

The quality of road repairs and the number of excessively large potholes on the public highway, and on roundabouts in particular, is very poor across the county. These are extremely dangerous, especially at night, and could cause a serious accident. This also discourages me from riding on certain roads.

Our roads are amongst the most fun in the country to ride along, but the surfaces need much attention to reduce the dangers for all, but especially motorcyclists and pedal cyclists!

The conditions of the roads in this county make motorcycling considerably more dangerous. The inconsistent level of patching work and the uneven and patchy jointing of the repaired road surface has a severe and unnerving effect the handling of a motorcycle. I can only assume that the people responsible for the repair work do not ride motorcycles.



I live in Ruskin Road which has a road surface akin to some African dirt track, the pot holes and the surface are an absolute disgrace, and that is the first hazard faced when riding out. I went up north and when I returned I hit the "welcome to Northampton" sign and the first thing you see are massive pot hole The sign should say unwelcome to bikers in Northampton. Disgraceful.

a lot of popular biking routes in the area Inconsistent policing of motorcyclists in the area particularly speed related issues

The roads in Northamptonshire over the few years are terrible, potholes etc

I used to drive a car, I got fed up of the increased costs, congestion, etc, so I took my motorcycle licence when I retired at 49 and I have never looked back, it is the most cost effective means of travel for me with a FUN factor built in. Yes I still have a car which I have to use on the School run but I am training my 7 year old to be a Pillion passenger then the the car will be sold, If I absolutely need a car I can borrow the wifes or hire one. Improvement of road repairs needs to be addressed I believe the MCN ( Motorcycle News) has a petition to get our roads improved. I feel the powers to be forget that on 2 wheels the poor condition of the roads or of the repairs with excessive banding can cause bike accidents and deaths. Driver Education of both Car drivers and Motorcyclists maybe part of the Speed school when you have a captive audience.

Roads around Northamptonshire are in a very poor state and make riding dangerous.

MOTORCYCLES ARE THE GREATEST THING IN MY LIFE AND CAR DRIVERS SHOULD BE MADE TO LOOK HARDER FOR THEM . THE ARE THE ANSWER TO COMUTING AND PARKING AND WOULD EASE THE TRAFFIC JOKE ON A5 AND M1 J15 IN MORNINGS ETC . MORE NEEDS TO BE DONE TO ENCORAGE YOUNGSTERS TO TAKE TO THE ROAD , INSTEAD OF BEING TAXI,D EVERYWERE BY OVER PROTECTIVE PARENTS .

I'm keen to see more motorcycles on the road and being used as a form of transport. My experience is that the motorist is not always as considerate as i would hope and expect given how exposed a motorcyclist is. It's a fantastic pastime as well as a great (and sometimes cheap) way of moving around. If it weren't for the weather (and wearing a suit....!) I'd be on my bike all the time

The motorcycles I have experienced on the roads are well ridden, the riders appear to have excellent awareness of the space around them and although I don't have the gits to ride one alone, being pillion is fabulous!

too many cars on the road, poor road conditions are barriers for me ever wanting to ride a bike



Motorcycles upto 125 cc should be allowed to use cycle paths as well.

Using the A43 (a single carriageway) which is a main road, everyday to work and back, is a nightmare. In the car, a minimum hour has to be allocated just to travel 21 miles. On the motorbike, traffic conditions is not a priority, as there is the possibility of filtering. The roads however, majority is good, but quite a few potholes, and the council / road authorities do NOT have any concern for motorcyclists. Very current example : A pothole (like a drain) on Rockingham Road, by Sainsburys (Kettering), reported to the street doctor (ref number [727993]), comes back with the following reply - "site visited defects do not currently meet ncc intervention levels,will continue to monitor through highways safety inspections. Referred to Peter Lane". This particular "drain" may be nothing for a car driver, but for a motorcyclist it is a real hazard. In fact the motorbike wheel fits into the hole, and it is on the "driving" line that one will take to turn right from the traffic lights !! Is the council waiting for an accident to happen, and a motorcyclist or cyclist gets injured, to pass it onto the council's insurance company to pay the damages off? A council has to be pro-active, and not wait for accidents to happen. Until I see that happening, all these surveys are just ticking boxes and fulfilling targets.

Bikers frequently drive dangerously, over taking where it is not suitable to do so, cutting people up, driving down the middle of a road and creating themselves a third lane, but if there is an accident it is the car drivers fault for not 'thinking bike'

I have only ever experienced one incident of a road user being intolerant of having a motorcycle filter to the front of the queue which, being a woman I found a little intimidating. We have quite poor road surfaces in our more rural areas. It's great that we have free parking for motorcycles in our car parks. Having a clear view of what people are doing in their cars is alarming (texting, shaving, etc) Northamptonshire has a very friendly motorcycle community who nod and wave at each other on the road, as they do up and down the country in general.

There are plenty of good roads to ride on, Silverstone is a good draw for other riders and would appreciate some rider courses run by the Police.The standard of car driving is as low in Northamptonshire, from a riders perspective, as most of the country.

We have some great roads in the area, although the surface can leave a lot to be desired. In general car owners are OK, although there are some idiots that simply fail to see you on the road.

I'll never be tempted to ride, but as a car driver I love to help biker chums make good progress - even when I can't.

As indicated I have owned a motorcycle in the past (1980's) when buying our first house and could not afford to run a car at the time to work. The commute was a 82 mile round trip each day which I did for one summer and one winter and was fortunate to only have one accident, where a car pulled out on me at a junction, lucky for me was not injured but the bike was damaged. I was surprised how dangerous motorcycling was and still think to this day because of this the test is very inadequate, and to think just because I had a full car driving licence it allowed me to get straight on my 125cc and use it on the roads without any testing or training. I live in a very small rural village 11 miles out of Northampton centre and the Sunday bikers come here for a drink in the pub especially in the summer and seem to want to make as much noise as possible, with their very loud exhausts at full revs when they leave, reaching probably double the 30mph speed limit, which is annoying and not saving the planet. I support responsible riders but are few and far between, but think the age limit should be



raised and thorough training should be given first. One thing I would say, my experiences riding my motorbike made me a much better car driver afterwards but because of the danger would never get on another bike again. To help save the planet people should not work so far from where they live which is what I did, this reduced my carbon footprint and my stress levels so hopefully will live longer.

I moved here from Surrey about 3 years ago. Drivers in Northamptonshire are less aware of motorcycles than in Surrey. Notable, drivers in Northamptonshire do not use their vehicles' indicators as much as drivers in other parts of the UK do.

The biggest fear as a motorcyclist is other drivers attitudes and the general standards of UK driving.

It's a beautiful county in which motorcycling for both business and leisure could thrive but I do absolutely understand the safety concerns. I have no particular view as to the relative safety of road conditions here compared to elsewhere but there are clear economic and environmental benefits to encouraging motorcycle use if these can be balanced out.

Now I live in a better area, I am saving up, for a Scooter, when I used to live in Kingsthorpe Grove, I had my Scooter stolen, now where I am lodging, there is a garage, so I will be able put it the garage, I find the surey very interesting.

People should get points on there licence for using phones when driving and the police MUST enforce this as everyday without fail I see lots of people on the phone driving.

This survey is taking place 20 years too late. The positive effects of commuting to work on a motorbike have been grossly underestimated for years. 10% more commuters on a bike instead of in a car could mean up to 40% less congestion. Also, road tax for motorbikes has been increased disproportionately certainly over the last 8 years (to pay for bigger pot holes?). General attitude to motorcyclists from car drivers is unhelpful and the chances for car drivers to be caught driving dangerously or using a phone whilst driving are very slim these days thereby increasing the risk to other road users. The environment is also suffering with more people in cars and less on bikes. Motorbikes are not always practical and the winter months are certainly not pleasant but motorbikes have been completely ignored in UK transport policy for a long time.

I believe every one should ride for for they are allowed in cars so they understand road conditions

Poor road surfaces are a major hazard for motorcyclists Awareness sessions for car drivers would be more advantageous than advanced sessions for bikers. Because they are vulnerable motorcyclists are usually far more aware of the road, weather, other traffic than other road users. Car drivers are still using their phones, playing with sound systems, fussing over children ( and this is a daily observation) and therefore create a much bigger road hazard and risk to safety



I don't know where Northamptonshire is in the UK but in Queensland Australia they have made filtering legal just recently and it should encourage people to use more bikes instead of cars.

I rarely ride my bike in the winter, hence questions regarding usage have had to be averaged over a year, as in dry summer weather, would ride most weekdays. Poor road services e.g. pot holes and poor road lighting significantly increase the risks of riding a motorcycle. These two features, unfortunately are found all too regularly throughout Northamptonshire, particularly in rural areas. There is generally very little provision for secure parking of motorcycles. Northamptonshire tries to give an image of being a 'green' county. Motorcycling is far more environmentally mode of transport than cars, but it seems Northants does very little to encourage use of motorcycles, including for its own employees. I have worked at both County Hall and JDH. There is some, but very limited secure under cover motorcycle parking at County Hall, JDH has even less provision and frequently the access is obstructed by other vehicles (usually Council vans). Not sure what, if any provision, there will be when 'Project Angel' is complete?

I think secure parking is the thing most of us motorcyclists worry about, it does not need to be any more than a sturdy rail to lock the bike to, preferably in plain view.

still not enough town centre motorcycle parks

At the moment as far as I can see, when driving, there does not appear to be a problem with motorcyclists.

Northamptonshire is a wonderful county to rise in as the roads (bar the road surfaces) and scenery are lovely - however other road users need to become MUCH more aware of bikers, perception of speeds and to take more care - as motorcyclists we are constantly having to think for other road users, trying to anticipate what they will do as many pull out of junctions, do not look in mirrors, are texting or on the phone while driving etc etc the list goes on - so general awareness needs to be improved

We are lucky in Northamptonshire there are numerous roads all over the county which are a pleasure to ride as long as you avoid the major routes. Pot holes are becoming a big problem finding one halfway round a bent could be fatal. Some speed limits introduced on country roads have been plain silly the 40 mph past Althorp House being one. Please sack the speed Nazis and replace with common sense. Observant drivers and riders are much safer than someone going slowly and not looking where they and other road users are going.

Encouraging motorcycling AND BICYCLING is a clear benefit to all road users, especially cars. Congestion could be cut at a stroke. Motorcycling (and bicycling) has been demonstrated to have obvious mental health benefits too. It encourages independence, sociability and timekeeping. It does however ruin your hairstyle.....

Advanced training for motorcyclists is not the answer. Advanced training by car, bus and truck and tractor drivers WILL result in fewer injured motorcyclists!!!





Danger of being hit by other road users is too high

the size and power of modern bikes should be controlled, as should max speed. living and working alongside the A422 west of brackley, we are increasingly seeing bikers riding in a reckless fashion at up to 3 times the speed limit on this road and putting other road users at extreme danger of injury or death by their insane speed and aggressive riding. these rural terrorists seem to be ignored by the police who couldn't fail to have heard the excessive noise from modified exhausts that many have fitted and the evil looking blacked out face visors that many sport on their helmets to add further menace to their image. all this is getting ordinary bikers a very bad name and action needs taking!

Use of motorcycles on rural roads is more hazardous because of (a) bad surface repairs, potholes etc, (b) mud and farm detritus left on roads regularly and routinely by farmers and contractors, (c) lack of awareness by other road users.

Please make it a priority to repair pot holes. In my car the worse that can happen is a puncture or damage to the alloy, on my bike I could be thrown off and killed. Another hazard is lorries who overfill their tanks then spill diesel at roundabouts. Too much attention is put on speed where in fact I have seen more low speed accidents due to the above.

Recently two parking places for motor cycles have been lost to development. Get more parking in place . Abington Street !!!!!!!!!!!!!!!!!!!!!

Most of the improvements to benefit traffic generally involve educating and training all road users to the dangers of inattention. As a m/c rider of many years the no.1 golden rule is - "Ride as if everyone else on (and off) the road is trying to kill you. Including your riding buddies."

Unreasonable imposition of 50 mph speed limits and speed cameras placed at "money making " positions make many motorists brake hard which makes riding a degree more difficult than it needs to be.

I stopped riding my Lambretta in 1963. I bought a car for £50. Two young friends of mine died at aged 19. On a 250 cc motorbike 200 yards from their home. Yet another two young guys died where I worked, both older.. My Brother who owned a motorbike ended up many times in Stanmore Orthopedic., no fault of his own, and yet other incidents of car driver faults. Yet more hospitalisation. So the thought of me or my wife taking to two wheels is remote ...

It annoys law abiding Motorcyclists even more than other members of the public to see illegal riders on illegal bikes, riding in illegal locations like parks. This needs more enforcement. Bike theft ( and vehicle theft as whole ) needs to be taken much more seriously by the Police ( being given a crime number is not sufficient ). Less Police persecution of law abiding motorcyclists. In my 30+ years of riding and driving ( and keep in mind my car mileage must outweigh my bike mileage 100 fold ) I've been stopped in a car once and on a bike fourteen times ; on every occasion, entirely legal on the bike. ( One 32 in a 30 speeding in the car ). Car driving standards are getting noticeably worse, why aren't the Police paying any attention to this. ( More Foreign drivers ? ). It should be as hard to get a Car Licence as it is to get a Bike Licence. CBT, stepped licences, age restrictions, power restrictions, etc. ( No disrespect to the Fire Brigade, but what input do they have regarding Bikes ?? ). Why don't Northamptonshire County Council allocate adequate funds to maintain their / our Highway





network properly. The County have commissioned their own Surveys in the past and Highways has come out as a very high priority issue by the Taxpayers of Northamptonshire. Why then, do NCC steal money out of Highways to prop up Education and Social Services etc, neither of whom manage their budgets properly. I do most of my riding these days abroad, in countries where Motorcyclists are welcomed for their independence and their spending power. I might commute to work on two wheels, if there was secure parking, changing facilities, secure lockers to leave expensive protective clothing. I welcome the fact that this survey is being commissioned.

Roads in a terrible state especially B roads but even A road have too bigger pot holes and are a serious risk to motorcycles. On a plus side though you are much better than Buckinghamshire CC who have the worst roads in this part of the country and when I have spoken to them they don't seem to care. So long as you are seen to follow up on this survey and take some positive steps that is great.

Motor cycles should be prevented from riding between the cars on dual carriage ways etc.

Two risks identified with motorcycling, small country lanes and areas of traffic congestion. We have both. Consider, the school run, shopping, taking elderly people to Dr's and Hospital appointments, transporting pets etc. etc. We have an aging population. The Statistics for over 65's in Northamptonshire in the next 10 years is staggering, the results of the pre-war baby boom. You need to concentrate more on the buses and how to get this age group mobile - more door to door services - and therefore feeling and acting younger, keeping them out of expensive Hospital care and remaining in their own homes.

They are the most inconsiderate people who use roads and expect you to move cover for them at any time. They have no time for other road users only themselves

Northampton is a old town with old roads which are not suited to two wheels.

The roads are in a bad state of repair and in some cases are unsafe for two wheel transport

I am a fair weather rider. I would never consider riding without my protective clothing. The roads around this county are particularly bad, pot holes etc. A motorcycle is not a toy, it is a very dangerous vehicle and should be ridden with great caution.

very poor roads many many in need of repair



As a car driver I try to be vigilant and allow motorcyclists room to manoeuvre and overtake when they wish to. However, I am getting very concerned about some motorcyclists lack of awareness whilst using some roads, especially tight bends. There have been numerous occasions when I have been driving on a tight left hand bend, to be confronted by a motorcyclist coming in the opposite direction, riding on the centre white line and tilted at such an angle that their bodies have been suspended over the wrong side of the road. These have been very scary incidences and almost caused me to go off the road into the verge whilst taking avoiding action. these incidences have left me quite shaken and wondering whether motorcyclists have any real concern for their or any other road users safety. I understand all your arguments for getting people out of cars and using other forms of transport to alleviate congestion, however, I live in an area where there is very little public transport and is likely to be reduced even further and I certainly will not start using a form of transport that I consider to be more dangerous than the car that I currently drive. If you want to encourage more people to use motorcycles, you also have to consider running a campaign to make motorcyclists more aware of the dangers they present if they do not follow the Highway Code or safe riding practices; they need to think about other vehicles, not just drivers of cars and lorries being asked to "Think bike", safety of all road users cuts both ways and should be considered by all users.

I do understand how many motorcyclists love their machines. Unfortunately too many motorcyclists are dead or injured.

Although I can see benefits to encouraging motorcycle use in busy urban areas for the purpose of tackling congestion, in general on higher speed roads, motorcyclists take greater risks in terms of speed and manner of riding and there is limited visible enforcement. I would have concerns that with an increase in motorcycle and moped use in terms of the likely increase in people being killed or injured. I would also have concerns on the effect on cycling as a form of commuting. In towns cycle facilities are still extremely poor meaning most cycling commutes still have to be undertaken partly if not fully on the road. By encouraging the use of motorbikes and mopeds, you could be putting off people from cycling as they tend to often use the same road space. e.g. filtering through traffic and now as suggested using bus lanes and advanced stop lines. A promotion of motorcycle and moped use would also have to go hand in hand with better education and enforcement for all road users.

I have no objection to motorcyclists although I would not now ride myself as I had quite a serious accident when I was younger. To encourage more motorcycling I believe we need investment in the network to make the roads safer eg visibility at junctions, improved road surfaces, less potholes and skid hazards

Most of my biking is leisure and on country roads which apart from the hundreds of potholes, mud on the road and loose gravel is a pleasure.

poor condition of roads

fix the potholes



a major problem for motorcyclists in this area is the poor condition of rural roads

Actual condition of road surface is better than Oxfordshire. I don't think some of the 50mph restrictions on some roads are necessary

Car drivers should receive more training on being more considerate to and more aware to motorcycles I would be pleased if you would send me details of advanced rider training.

I am seriously planning to aquire Motorcycle licence and own a bike.Its pleasurable to ride the bike and it save a lot of time with my daily communte(45+ miles-each way). Its a good investment for the future.Also good for the environment I am starting my training in March.

The problem in this county is hgvs,being held at 40 mph on A roads which forces ppl to overtake at risky places where if they were doing 55-60 they would be happy to stay in the queue,that's where I see accidents happen a lot. Slowing hgvs down has caused many accidents,I've even seen ppl in small cars overtake 2-3 hgvs in a row on the a43 between Kettering and Northampton,crazy.

the motorcycle test ,lgv and psv tests far exceed car licence tests this is the biggest problem undertrained car drivers for all road users

in the section about "barriers" that contribute to travelling by motorcycle it is very noticeable that road conditions,i.e poor maintenance, pot holes, poor street lighting, badly timed traffic lights, poorly situated traffic calming humps to name a few are not mentioned, this, I believe is either a deliberate avoidance of the obvious or a very poor and misguided oversight by the survey setter.

When riding I am more aware of hazards such as road surface. Also of my visibility to other vehicles. More concentration is required when on two wheels. It is a more involving experience and more fun!

Not aware of any first aid training for motorcyclists in Northampton unlike other counties



Summertime road dressing with gravel on minor roads that are popular to ride is major safety issue.

A well run and reasonably priced bike course, such as BikeSafe, would be ideal. General advertising and promotion to all users of the road, encouraging a better attitude to each other would be very useful.

Too many car drivers are not sufficiently trained and have very little understanding when it comes to traffic that is a motorbike and this is due to the current car test not adequately conveying the main points. Filtering, leaving sufficient space and not tailgating, awareness of why road positioning, better gauging of speed needed for bikes approaching. The road surface is maintained at a minimum with the cheapest options for renovation, like with the unrolled gravel is very dangerous while the gravel is being trodden in by the heavier traffic. I was in Wales last year and many roads being done like this and it was horrible like hell in fact - the A43/M1 J15a and A45 were done like that - very dangerous.

where are the parking placies in northampton with lock bars

please more education for car drivers

MORE! MORE! MORE! We need more bikers, BUT safety is paramount. Encourage it but push hard for everyone to do IAM, ROSPA, BikeSafe etc...

If our councilors want to encourage more bike users perhaps they should restrict their car allowance when bike more appropriate, is guildhall meetings etc come on jJH set an example!!!!

I hope you have done your research on the environmental footprint of a motorcycle, it's not just the emissions whilst in use that are damaging to the environment, What about the raw materials, manufacturing process, retailing, disposal at the end of life and the transport required during each stage of the life cycle. I suspect that what might be gained from lower emissions and lower fuel consumption will be lost elsewhere. Encouraging people to own more than one motorised vehicle (some families may continue to need a car) endorses consumerism and materialistic lifestyles to the detriment of the environment and the planet.

A plan for motorcycling does not make a joined-up transport policy.



The task force should also consist of members of the county's IAM and RoSPA groups. Some motorcycle parking such as the Grovesnor Centre isn't well thought out. The Grovesnor Centre parking is under a sloping roof and there is room for about 4-5 bikes and there are usually shopping trolleys in the bay. Having it on the same floor but on the opposite wall would provide more parking that would be easier to use. While I believe bus lanes should be open to motorcyclists these present a risk when vehicles are emerging from or turning into junctions, there should be signs at the start of bus lanes warning all vehicles of this if bus lanes are to be opened up. The condition of the roads is terrible in Northants, especially when utilities companies have dug up the road. There should be proper measures in place to ensure that repairs are made properly and last [for example the resurfaced A5 South of Towcester was resurfaced within the last 2 years and is breaking up and is potholed] or action taken to repair the road and charge the utilities company.

Motorcycling should be encouraged. Traffic in Northampton is getting worse, if we could get more people on motorcycles it would ease congestion and educate more drivers about road hazards etc. Having ridden a motorcycle on the road for over thirty years, I feel it has made me a better. Safer motorist.

Urban parking could be improved. EG at the top of Guildhall Road there is a bay for a number of bikes. Rarely used and certainly not to capacity as time is limited to 1 Hour [why?] I have commented in many consultations about transport that motorcycles are never mentioned in spite of a number of advantages as the reasons for this survey mentions.

I believe the signs should read THINK CAR not think bike as I so often see motorcyclists excessively speeding on open roads or weaving in heavy town traffic.

poor road surfaces are a menace, esp. manholes and drain damage. More on road safer thus spring summer autumn much safer than winter. Poor parking in town. Very poor in other large towns, where it exists poor sign posting. Traffic wardens do not help( they do not know where it is or the rules- I have asked them) NB this is the 2nd attempt as the first seemed to crash.

Think Bike - most accidents seem to occur at road junctions as bikers not seen! Needs another big safety campaign

This has to be the most hair brained idea I have ever heard of. The roads are grid locked every day during the ever lengthening rush hour. To venture out on 2 wheels would be an extremely dangerous exercise. The state of the road surfaces mean that a rider would need to swerve on a regular basis to avoid potholes. While at the same time being hemmed in by traffic. Being the distribution center that Northampton has become means the traffic that hems you in would consist of large trucks. A recipe for disaster if ever there was one. To even consider this as panacea to ease the traffic problem proves that some one is not living in the real world.

I am not being negative about training I am already a iam observer and so do regular training All car drivers should be made to go out on a motorbike to see what we have to put up with

Some roads are in a poor state during and after winter and this is potentially dangerous hazard to motorcyclists.



Some questions are un-answered. In summer I use my bike every day. In winter when the weather is good

Disappointed that your reference to members of the Motorcycle Task Force completely ignores the voluntary sector - ie IAM/RoSPa Would have thought that road conditions would be a factor to influence the use of PTW - some of the road surfaces in the county are diabolical and require too much attention to avoid damaged wheels Would also like to see targette educaiton for car/truck drivers rather than focussed completely on PTW - every accident I have been involved in whether on motorcycle or in car has been the fault of the third party I regularly have to take avoiding action [be it planned or otherwise] due to the actions of car/truck drivers who fail to pay attention to what is going on around them

Having been a bike courier and having travelled through the country I can say that many towns and cities are far more bike friendly than car but the car is the preferred method of transport. Why? Probably comfort, ease of access, ease of parking (a bike is unfortunately far easier to steal and the police have now rid of their bike crime department and where are the bike bays with proper security railings??) and less of a problem in different weather conditions. For myself, my daily commute is outside of congestion time. If I travelled in the more congested hot times I would be more tempted to use the bike. Storage is an issue for many people - its safer to have a garage for your bike but not everyone does so the risk of theft is greater therefore insurance is higher. There needs to be more incentives for riding - better parking which is free (or dirt cheap), proper insurance discounts for advanced /further training and maybe monetary incentives for using less congesting transport? And how about proper sentences for car drivers that kill bikers due to lack of attention? Biking is seen as being dangerous but the only dangerous people on the roads are the ones that don't pay attention. Education and further training incentives for all.

I cannot believe you would seriously consider motor cycles as a way of cutting vehicular traffic. Although I have a m/c licence & rode one in my youth I wouldn't dream of riding one these days. As a personal injury lawyer (retired) I actively discouraged my children from motor cycles, there are few second chances for m/cyclists & injuries can be catastrophic.

The think bike biker signs should be read by bikers not other road users. It is bikers who continually break the law and even are responsible for noise pollution in built up areas with their high pitched revving. Having driven in many European countries in the past few years in my motorhome one of the biggest problems in cities is the small motorcycle who's nature, no matter what gender or age, is to act without regard for any other road user. If you want to make a difference get your act together on a) A properly defined cycle way system as experience in nearby European countries last year.b) Proper signage that is easily read by cyclists, pedestrians and motorists. c) Take action against lawbreaking cyclists. The present arrangements must be one of the worst in the country.

I live in Ruskin Road Kingsthorpe Northampton, to say that it is a dangerous road is an understatement, this road needs resurfacing not just treading Tarmac into 40% of the roads disgraceful pot holes. Northamptonshire council have no regard to bikers and I'm sure this is a tick box exercise to say they have done it. As long as our delightful councillors have good roads outside their houses we will never get what we pay for in Council taxes

No better or worse than other areas, except those where the Chief Constable has a dislike of motorcyclists, the name Brunstrom comes to mind there.

A fantastic idea, although not a new one. Years ago the honda c90 cub was the working mans daily transport. Where I worked there was at least 15 parked in the sheds. 100 mpg, cheap road fund tax and low cost insurance. The insurance is the limiting factor for most 16-17 year olds, mopeds can be bought for less than a thousand pounds new and far cheaper second hand. Have you considered electric scooters and a possibility of encouraging people to use them, by offering a reduced charge for the electricity used to charge them whilst they are parked up? Might be a consideration as e le trip scooters are cheaper to insure and most do not require road fund licence, so that might be an option.



You'd be the first to introduce such a scheme as far as I am aware, good publicity perhaps.. The motorcycle despite the increased traffic in the town, is still the quickest way from A to B. Safe parking in the town - used to park at the top of the drapery outside PW Coldhams. Road surfaces are below standard and the worst will need to be addressed. Good luck.

The present lack of a sufficient bus lanes network in Northampton, generally precludes this as an option for improved motorcycling safety. Currently the overloaded road network throughout the Town results in any motorcyclist having to weave in and out of slow moving or stationary traffic which is a major safety hazard. This would be more than sufficient reason for any non rider, or previous rider, not considering this change of vehicle as being either safe, or financially viable.. Historically this issue and the lack of awareness of other drivers of a motorcycle results in cars, vans and HGV's all making manoeuvres that put the rider at extreme risk on roads both urban and rural. I am able to speak directly on this subject having on two occasions been involved in road traffic accidents on both occasions with LGV's making inappropriate turns without signals and this at a time some years ago when the road network was only lightly loaded! On both occasions witnesses confirmed my inability to avoid the dangerous collision one of which later resulted in a police prosecution of the offending driver and his subsequent conviction. As a Chartered Civil Engineer who for over 50 years has been involved with road design, construction and safety, the majority of which being in Northampton and the County, I cannot understand how the present County Council and its Officers could consider the proposition of such a hair brained scheme. It would appear that this is purely to achieve the unattainable objective of "Modal Shift". Clearly to achieve the County Council's objective of "Modal Shift" by just setting out an unworkable policy that drivers will change over to use of a motorcycle, is little more than "pie in the sky" !!!!

as riding a motor bike would mean helmet and special outer clothing I would not be suitably presented for the customer facing office environment I work in especially during the winter and inclement weather . having to transport a change of clothes every day would be really inconvenient and add 20-30 minutes to my day to have to changed and ready for work when I arrived

Financial incentives such as free training and free excise duty, free covered parking should be implemented to encourage commute by motorcycle. Ways should be found to provide safe and easy routes to work centres, not necessarily on existing roads, in places using footways if separation from pedestrian traffic can be guaranteed. Use of cycles and particularly electric assisted cycles should also be encouraged as above

Motorcycling is healthy and creates less congestion. If all car drivers were made to ride a motorcycle and pass a test on one before taking up car driving there would be much more awareness of the vulnerability of motorcycling and less accidents. Encourage folk to ride rather than drive and make car drivers much more aware of motorcyclists.

why would I trade a warm , safe car for a motorcycle?

They're far too dangerous. Motircyclists are a burden on the NHS. They should not be encouraged.

Too many potholes and poorly surfaced roads are serious problem





The minor roads north of here are superb. As I am only out for enjoyment I have time to stay on them. I tend to see more horse riders than cars and I slow right down for them and they wave to thank me. To go south through Northampton town is not enjoyable so I try to avoid it. I know someone who went on an advanced course. Just him and the instructor. They drove on their motorcycles all the way to Scotland. My friend had a bad accident due to being frightened when the instructor overtook him at speed on a very sharp corner. This is why I prefer to gain my experience on my own.

It is difficult to find the motorcycle parking bays in Northampton. I have found traffic wardens unhelpful. Most do not have rails or bars to chain too. In Wellingborough, the secure parking for motorcycles in the market place, specially constructed 15 years ago, is now behind a sign saying no entry (this applies to the road next to it, but that is only known by locals)

I am a current committee member and ex chairman of the Northampton Section of the Vintage Motorcycle Club. We actively support the use of all motorcycles although riding old ones through town can be a bit tricky. We meet regularly throughout the year and cover routes across rural Northants and surrounding counties. The few issues we have are generally caused by inconsiderate car drivers who do not understand how much room a motorcycle may need to manoeuvre in. I would support a move to bring back something like the 'Look twice think bike' television campaign in order to awaken car drivers (who are not all British drivers these days) to help make biking safer and hence more user friendly. Thank You

The condition of the roads and the amount of traffic in Northampton makes using a motorcycle for commuting on a permanent basis a risk. Add to that the fact that businesses are not set up to allow motor cyclist changing areas or places to safely store their kit whilst working. Look at making bus services cheaper, more efficient and frequent. This could assist with modal shift.

Motorcycles are not a problem in Northampton because there are not very many of them. Hardly surprising when you consider how dangerous it is with so many intersections and traffic lights.

The state of the roads in the county are appalling and pose a very real threat to motorcyclists safety. Also the amount of diesel spills on the roads due to lorries with 'overfilled' tanks is another danger.

I cannot comment on riding in Northamptonshire but I find locally motorcycling is given a low priority. Potholes in roads that are inconvenient to car drivers are potentially lethal to bike riders. Little thought given to secure parking for Motorcycles in city centres and even at work places, often having to park in parking slots that are away from sight and hence insecure.

I have ridden motorcycles for long and short journeys since I was 16. If you ride sensibly they are an ideal way to get through traffic and also cover big distances and are great fun.

I would like to see more, on-street, clearly advertised motorcycle bay parking in Northampton, such as was lost at the top of Guildhall road.





Most of my motorcycling was in around the London Area and was my choice for commuting. Since moving to the Northamptonshire in 1979 I find it more dangerous to ride in the country as so many car drivers take liberties especially on little used lanes. It's also dangerous by car because of the same poor driving of the average driver. I have had a Land Rover come towards me, side ways on, out of control, who just managed to straighten up as he sped past me avoiding my Classic Car. It's a 60 mph road that I was doing about 10mph and he came over a blind hill far too fast! It's too easy to get a driving license. I don't use my cycle much now for the same reason. It's safer to cycle in London than locally.

Do not commute as have been retired for some years

In our recent traffic survey in November 2013, the percentage of motorcycles to all traffic (pcus) was 0.3%. That is 1 in 300. This demonstrates the total impracticability of motorcycles in our town due to narrow winding roads, pot holes, impatient car drivers, etc

I am retired,have joined Northampton Vintage Motorcycle Club,and enjoy sunday morning rides throughout the county.

In any county, the quality and upkeep of road surface quality is paramount. It's the best way a council can help and encourage motorcyclists.

Far too many roads have deteriorated alarmingly. Not only potholes, but often the edges are crumbling. Many junctions are badly designed. Incidents of dangerous driving/riding are too frequent, possibly due to a shortage of police road patrols. I do not accept that 'speeding' should constitute the major crime on the roads. Many set speed limits are somewhat unrealistic and clearly unnecessary. Drivers/riders would probably respect more sensibly applied limits.

I would like to see advanced training become compulsory.

Every car driver should experience being on a motorcycle. This would definitely increase their bike awareness.... and the importance of being aware of others on the road (would help with pedestrian awareness too).

Its easier to commute on the Motrocycle than Car just quicker easier and more enjoyable



The only reason I wouldn't take up the offer of additional training is because I'm already involved in providing it. I think that would be a great idea, and would be very supportive of any local initiatives to get more bikers through any sort of additional training.

I know that I live in Warwickshire but I live near to the Northants border and travel regularly on my bikes to Northampton where I have my servicing done and visit friends, so I think my comments are valid.

Whilst I applaud Northamptonshire County Council's proposed promotion of motorcycling, I am somewhat dismayed that the Motorcycle Only bay at the top of Guildhall Road in Northampton has been removed. Where are we supposed to park now?

The main problem I have is with the condition of the roads. Motorcyclists are more at risk from pot holes, uneven road surfaces, cross banding, etc. Whilst Street Doctor is good it is often slow to respond where a risk to a motorcyclist is greater than that to a car user. They are all given the same priority or otherwise. When I have specifically reported this no urgency is placed on the report. Also the installation of wooden barriers between carriageways at roundabouts is a hazard. I refer in particular to the roundabout between Tesco at Mereway and the J15a/Sixfields roundabout. By the old Blackwood Hodge site. This prohibits good vision across the roundabout and makes hazard perception and risk assessment impossible. Roundabouts are meant to improve traffic flow but this installation has the opposite effect. The whole ethos of advanced training, I have passed my advanced motorcycle test with the IAM, is for participants to be forward looking, taking into account potential risks as early as possible and acting accordingly. These ridiculous fences make this impossible. They only serve to slow down traffic, cause hesitation, congestion, confusion, etc thereby increasing the risk of accidents in particular rear end shunts as drivers generally anticipate feeding into the flow on a roundabout rather than stopping as if it's a T junction. I travel this way quite frequently and before the fences were installed traffic flowed freely now there is nearly always a traffic jam and the inherent risks associated with it. Please take them down and allow normal traffic flow to return.

road surface condition have not been addressed in this survey

Mend the potholes in the road. European roads are so much better than ours.

Last time I rode to Northampton I was surprised the bus lanes were not open to motorcycles as they have been for a couple of years now in Bedford and most other places I ride.

Need more motorcycle facilities around the area. For example train station one is the equivalent of about 4 car bays and no lockers or other means to store your helmet or clothes Or luggage.



Motorcycling in Europe is so much safer mainly because so many car drivers started at the age of 14 riding mopeds and are very 'bike aware'. The big challenge is the born again rider, the young rider and in the main the 'sports bike' riders that treat the road as a race track.

For a county that hosts world class motorcycle racing events, there is poor provision for machine security at NCC parking areas, and yet we have some of the best county areas in the country to attract weekend motorcyclists and their money.

Motorcycling should be encouraged, ideally with incentives that outweigh the problems / cost of getting a licence. Even if it's as simple as free, secure parking for bikes.

I ride motorbikes for work, covering many miles, I wear high viz clothing, but very regularly have 'near misses' with car/van and lorry drivers pulling out, suddenly changing lanes in front of me. Drivers should be made more aware of 'bikers' and the fact that we cannot suddenly swerve to avoid them or stop on a six pence. The quality/standard of driving in this area is appalling and the roads need to be policed better.

Everyone wins with more motorcycles and scooters on the roads of the county. It only takes a small percentage ride in two wheelers on the road for everyone to benefit. Accident rates for two wheelers drop, traffic congestion falls, parking is easier for everyone, pollution is reduced and it costs the county council almost nothing to implement. All those on two wheels need is some decent parking places, something to attach a sturdy lock to so their machines don't get stolen and it's sorted.

Motorcyclists in general have increased so other drivers do need to be made aware of motorbikes on the road. Also I think that motorcycle training needs to be at a good standard and training companies need to be surveyed to see if they are meeting the targets and requirements.

Stages of motorcycle licencing is a serious barrier to motorcycling, unlike a car having 1 practical test!

I'm far from local, but wanted to share my views and hope they helped. John.

This is a good initiative by Northamptonshire County Council. By encouraging motorcycling it would help to reduce road congestion and ease parking problems in town centres.



As a Residents Association we counted traffic over a period. We recorded thousands of cars, buses, lorries, vans etc. We estimate that 0.1% of this traffic was motorcyclists. Even less for the pedal cycle. You have a LONG way to go if this is to be part of a serious Modal Shift initiative. Northamptonshire is blessed with lovely lanes, now admittedly some are dominated by lorries to avoid bottlenecks. Motorcyclists would be mad to use these lanes.

I actually live in North Herts but applaud NCC for taking time to consider motorcycles as a solution to traffic problems. With the correct training and proper use motorcycles are a rewarding, safe and clean form of transport. Consideration should also be given to awareness campaigns for other road users to ensure they are considerate to motorcycles, cycles, pedestrians and so on. I'm a RoSPA Gold qualified motorcyclist with many years experience both on road and track and feel very strongly that education of motorcycles and their benefits would help local authorities solve many of their congestion, pollution and road condition issues.

Drivers of other motor vehicles need to 'Think Bike' a lot more than they do.

Road surfaces in Northamptonshire (and all over the country) are very poor for motorcycling. Large potholes, diesel on roundabouts etc. etc. Also, there are a lot of car drivers on the road who show no regard to the vulnerability of motorcyclists.

Fix the blooming potholes! It's a disgrace! I have to be so aware of every single pot hole, before I crash on them!

Northampton town can be very exciting for bikers, as the Council have placed lots of metal manhole covers on corners, and are great at compromising what we call the 'racing line'. There are of course, lots of dangerous potholes; and also areas where heavy traffic have left subsidence in their tracks that can take a person by surprise!

The A45 is a terrible road (especially up to wilby roundabout westbound) and is very dangerous for a motorcyclist especially during rush hour.

Its not just people on motorbikes that need to understand, its all road users need to change there out look on using the roads .

Road surfaces in the county are appalling for motorcyclists. Pot holes and poorly repaired surfaces make riding difficult, especially in traffic. Also the county police seem to be unduly biased toward perceived traffic and vehicle violations, than they do cars, lorries etc. As an example a potentially speeding or noisy motorcycle will attract more police attention, than a similar car.



Thanks for the opportunity to contribute

When having a family you become more aware of risks and safety conscious and as a result a lot of people give up riding. The most dangerous thing for a rider is cars pulling out of side streets without checking for bikes.

parking in Northampton is a challenge on a motorbike.

Very forward thinking of Northants CC to look into promotion of motorcycling.

The poor condition of the roads in Northampton has been very off putting to going out on the bike.

PLEASE sort the pot holes out and dont raise white lines high as they cause front wheel skipping.

I would ride a Motorcycle to work as it would be easier but i am probably more at risk on the road- I also cannot afford another vehicle as i don't want to get rid of my car as its useful for shopping

My daughter is almost 16 and would like to get a moped. We live in a rural area and I believe the risks are too great. The traffic goes too fast, with little regard to other road users, width of road or poor visibility. I also think she would be more vulnerable to assault as a young female.

Roads need to be better maintained and less use of surface dressing



Bikers are generally their own worst enemy. Whilst its only a minority there are far too many riders who put both their lives and others at risk by riding inappropriately.

motorcycles are a good way to reduce emissions and road congestion, and damage to roads, but this is not reflected in the cost of road tax. Some low emission cars are zero tax, and are subsidies by motorcyclists.

I believe motorcycle safety begins with car driver tuition, I would like to see that all driving instructors should be trained to ride and pass a motorcycle test. Having lived in London it may seem incongruous but I know taxi drivers who in general ride mopeds to do their training are in general very good drivers.

Roads are bad for potholes

Motor cycles would fulfill all the points raised as reasons for running this survey - particularly support less pollution and congestion. More bikes would raise awareness of riders and gradually make riding safer.

Car drivers should be restricted to lower CC car like motor bike tests ristraction are allowing a 17 year to drive a powerfull car is crazy ... Your handing them a loaded weapon .....

The roads are very bad for riders I ride an 1100 so I get to sit in the middle of the road a lot of the kerb sides edges are braking up We need education for car drivers on filtering and the legalities of it, I frequently get car drives pulling across to stop me doing it, It's a pity we don't have secure parking for bikes I would pay more knowing I had that, It would also be top if bikers you could use bus lanes at peek times get all off them safely out of the town centre Let's hope this helps northampton

I am not sure what it would give to me as in the past I have been a qualified instructor and also Gold RoSPA. Also done some track instruction too. I'd be interested in helping others. I do take people out sometimes to improve their riding. I give them basic advanced advice but work more on their riding and bike control. Obviously, if they want proper lessons, I advised doing advanced training but most don't want to commit or "join". I did a survey with people at work who ride, over 50 bikers and out of that, only one said he would actively look to get advanced lessons. Quite a few were interested in getting further lessons but didn't want a test or to "join" a group. I brought this up at our local RoSPA meeting and the arse (I am gods gift to motorcycling but have no people skills) totally poo poed on all my suggestions but now they have taken up the videos and intercoms. If you, do something, it's best to do it properly.

Road surfaces are awful, potholes, sunken and raised drain covers are dangerous. Lack of secure parking that is easy to get to is a nightmare. Going up and down multistorey car parks is lethal due to diesel etcbarriers dont open. Prehaps using the small bay by oliver adams in st georges row as a bike bay, no time limits. I organise a local biker event each year on behalf of my club, why not pop along and ask for feedback, or im happy to get feedback at local events for you.



The ever deteriorating state of our roads is a disgrace and potholes and patch repairs/overbanding are a particular hazard to motorcyclists. The imposition of blanket 50 mph limits on roads where a higher limit would be safe encourages lack of respect for limits generally. Limits must be appropriate. Better training for all road users would teach them to make progress up to the speed limit when it is safe to do so - improving traffic flow - but to reduce speed when conditions dictate. We need motorcycle-safe barriers on motorways and dual carriageways; the wire type used on the A43 M1-M40 are particularly dangerous.

Why should riders be forced to take extra lessons. What about the state of the roads and awareness of motorcycles for drivers. This survey is anti motorcyclist not pro. The design of roads need to accommodate riders

Motorcycles are more economic.. take up less room... less wear and tear on the roads

As an experienced motorcyclist I find the most hazardous things are poor state of repair to many roads, including main roads (what do we pay our road tax for) and even worse I peeps the lack awareness and consideration for motorcycles from other road users. I feel these would be two points very worth addressing, or at least make more of an effort to address than is currently being done so.

Why can a 17 year old teenager pass his/her test in any engine sized car and buy a Ferrari, Subaru, dad's Mondeo 2.5 diesel and a motorcyclist has to be restricted to a bike's break horse power. CHANGE THE LAW FOR UNDER 24 YEAR OLDS TO BE RESTRICTED BY HORSE POWER....

I love riding a often ride in a group for social events. The Northamptonshire countryside is beautiful but the road conditions are dire. Pot holes are a nightmare.

Motorcycles scooters etc should be the way forward .there are too many cars being used for the short ( and in many cases unnessesary journeys ) adding to higher pollution / congestion levels within are towns and villages. Parking is a huge problem and will be an even bigger issue in the future

A problem I see with increasing frequency, which affects all road users, but particularly motorcyclists, is the deteriorating state of the road surfaces around the county. Also in summertime verges are allowed to grow so high in rural areas that motorists find it hard to see approaching motorcycles. Where parking is specifically allocated for motorcycles there need to be secure fixings to allow them to chain to, motorcycles are too easy to steal otherwise, especially as no one appears to take any notice of a motorcycle being loaded into a van, even with an alarm activation.

Pot holes There's too many that are ignored



I think the potholes should be sorted out and car drivers should be made to ride mopeds for a minimum of six months before they are allowed to take a driving test.

After riding for many years the two main hazards to motorcyclists are bad car drivers (seem to be more than ever now due to lack of patrol cars on the road these days, speed cameras don't catch bad drivers!) and terrible road surfaces, some of the potholes I have seen are lethal.

I commute every day by motorcycle using a combination of rural, urban roads and the A14. Normally it's fine, although I can't filter on the A14 at the moment due to the roadworks. The only thing that usually stops me is standing snow or extremely icy conditions because there appears to be a grit shortage in this part of the county this year. There is a distinct lack of secure m/c parking in Kettering since the bus stops were built over the old m/c parking bays. By the way, question 26 is broken. You can't select more than one option.

Motorcycling is a pleasure in this county as drivers seem to be a bit more aware and accepting of bikes. However driver awareness can always be improved, as can pot holes.

Think it great that this tom of transport is being assessed and hopefully encouraged .

Motorcycling in Northamptonshire has a positive slant with signs reminding motorists to be more aware of motorcyclists. Maybe post test training for motorists should be considered to make them more aware of the vulnerability of PTW users. We are all aware that a large proportion of accidents involving riders of PTW is the fault of another motorist in a larger vehicle. Of course the consequences of car v PTW will be more severe than those of car v car. Question 24 did not have a suitable answer ofr me as I use my motorcycle when I please and not just at particular times of the week or day. I am a member of MAG and was the MAG rep for Towcester until the group folded. Please consider representation from riders rights groups onto the task force. I feel just involving the emergency services is grossly one sided. There is an attitude amongst some, I have been referres to as a 'donorcyclist' by senior ambulance staff in the past. I am more than happy to be contacted.

I live in Peterborough but ride through Northamptonshire regularly. Motorcycles are the solution & not the problem. we don't wrapping up in cotton wool, but education is required to other road users on SMIDSY, Spilt diesel, lane changing etc. Councils need to declutter roads, less road signs, that distract drivers, fill in pot holes and smooth rough road ways, what is not a problem for a car driver can have a motorcyclist off ie a shinny man hole cover on the riding line.

potholes

Motorcycling is not a cheaper alternative to car ownership use as we are taxed heavily compared to some cars 0 rate road tax. But it is fun and we can make good progress and travel a long distance in a short while without speeding or being reckless. The downside is the lack of awareness by drivers of other vehicles and ofcourse the hasards presented on the roads ie pot holes, diesel oil spills, mud, ice etc.





I love to ride but everytime I hop on a bike I wonder if I'll get back safe! There are so many care free car drivers out there in there own little world,radio on,or on the phone or checking there hair wrapped in a steel shell sat right on my back wheel. I think all car drivers and hgv drivers should do a compulsory cbt, to get the feel and see what it's like to ride on our busy and fast roads! All so the state of the roads, riders have come of bikes hitting pot holes! This is not acceptable in this day and age,riding a motorcycle is like riding a push bike in the respect you need balance. The roads are so rough it's a real struggle to keep upright

I feel that car driver's in general hog the road and won't give motorcycle room to overtake in traffic.

This survey was clearly not written by a biker. Many of the questions do not make sense and I would question the validity of the results you obtain.

As I have said before .....Being a Motorcyclist makes me a MUCH better car driver...I know surfaces, road conditions and have a general awareness the average car driver lacks.

IAM run a training course for bikers in Northampton, they offer very good training and advice. I would recommend any biker new or old to join.

Some of the road surfaces are dangerous and need repair badly

I am constantly amazed by how many other activities car drivers participate in whilst driving

Biggest problems are bad road surfaces and other drivers attitudes when you go through traffic. The bad road surfaces may not just be potholes, it could be where the road has been repaired and left ridges in the road which you wouldn't notice in a car, but can throw the bike about. If the weather is about 4 degrees or more, then I tend to use the lanes to go to work, but below 4 degrees I use the main roads or motorway and these will have been gritted. Using the lanes or main roads then on a reasonably regular basis you can ride several miles where diesel has been spilt along the road, which isn't too safe for motorcyclists. I haven't noticed this as much when using the motorway, but this may be because of the higher speeds, the spills are farther apart rather than being constant.

I have been riding in Northamptonshire and beyond for over 50 years. the inexorable increase in traffic volume increases the problems motorcyclists have to face; good training helps to deal with this and needs to be encouraged. There has been a steady and significant deterioration in the condition of the roads which constitutes an ever increasing risk to all two wheeled vehicles, powered or pedal. Whilst this may be a funding issue, the consequential cost seems to be ignored. The main risk remains poor driving by car drivers, they often just do not see you, not maliciously just not aware. More two wheelers on the road would improve our visibility in the widest sense.



Only accidents I've ever had are due to ice on roads that have not been gritted, a fuel spill on a roundabout and potholes. Please fix and grit the roads.

Motorcycles and cycles do not have priority on the roads, they need these and a chance of attitude from car users .

I used a bike everyday, at the moment due to medical issues I am not doing and my journeys take twice as long, the roads in the county make bikes unsafe as the surfaces and pot holes are a big issue and make the bike unstable, people also do not understand "filtering" on bikes and are ignorant to the fact it is legal and try to block you or push you off!

Previous Q - read:- to participate as a trainer (observer) for advanced riding test - qualified via IAM. More training not required as already an advanced rider. Motorcycling is particularly hazardous in this county due to poor state of roads - potholes, over-banding, dirty road signs, overgrown foliage obstructing view of car drivers at junctions. Inappropriate speed limits in places, both too high & too low - the latter often being ignored. A review would be useful. Roundabouts -car drivers should be able to see traffic approaching from ahead and turning right. All foliage, trees and other obstructions should be removed from centre of these. Only drivers of larger, higher vehicles are able to see properly at some of them, leaving little time to react when entering them. Likewise, any solid barriers placed in centre of lanes approaching junctions and roundabouts should be removed to enable traffic to plan a safe entry in good time. Only low crash barriers should be present. Motorcyclists are particularly vulnerable if can't see or be seen. Facilities exist for cost-effective advanced rider training in Northamptonshire E.g IAM & RoSPA

It should be encouraged.

Potholes are a major problem, not fun to hit on a bike. Some road markings are poor at night (worn out markings, poor or non-existent cats eyes).

the state of the roads are generally awful except for the dual carriageways , pot holes and diesel spills being very common hazards. lack of police on roads to clamp down on bad driving at accident hotspots

The motorcycle test these days is a tough barrier for newcomers that is more discriminatory than that for car drivers who (for example) don't have any horsepower restrictions once they pass the test. The idea of post-test training for riders is ridiculous and again discriminatory. Why aren't there motorcycle awareness courses offered for newly-qualified car drivers considering most accidents are caused by cars? Motorcycle parking bays in Northampton town centre are poor and could be vastly improved. With the changes to the pedestrianisation in Abington Street, why is there no designated bike parking? It would be an ideal way to tempt people out of their cars if they could park in the very centre of the town. The bike parking bay near the Derngate is awful, it's too steep a hill to push backwards and reverse in to. I think the bike bays that there are are an afterthought.



Riding would be more enjoyable if the roads were fit for purpose. Too many ruts, holes and defects throughout the county for safe riding. The whole road system requires a complete overhaul/rebuilding. Encouragement should be given to ensure more use of two wheeled vehicles in the county.

I normally drive to work but during the spring summer i use my motorcycle where i can. I do feel quite vulnerable on my motorcycle and during my 15 minute commute to work i would probably see at least 20 people using mobile phones whilst driving. I don't think motorcycles are a danger to the road. I believe that car users do not know how to behave whilst a motorcycle is either overtaking or filtering through traffic. Maybe this could be included in the car test.

Don't actually notice there being many motorcyclists on Northants roads.

Although I live in Northants, most of my commute is in Warks. I don't have much experience of motorcycling in the county. Just a thought on the questionnaire, a significant number of motorcyclists will use their bikes more frequently in the summer months than the winter. No allowance was made for this in the structuring of your questions. For example, I may use my bike to commute every day in the summer but not at all during January.

Having passed my test at 19 I have had a motorcycle almost continually since. I used to ride all year round but now only in summer. The major factor in not riding through winter is the unpredictability of the road surfaces - especially the available grip levels on a number of corners and roundabouts on my commute to work. I have to drop my daughter to school in the mornings, and in summer I do this on the bike when possible, though this is tricky as the school cannot accommodate the helmet and safety clothing, so I have to take this away with me (thank goodness for top boxes). Another factor for avoiding using the bike more in summer is a lack of covered parking - it's bad enough riding in the rain, but coming back to wet bike that has been parked out in the rain all day is not a pleasant experience, and not great for the bike.

i believe motorists attitude towards motorcyclists needs changing, and promotion of we need more room as per cyclists if car owners pass us, and the effects of wet conditions have on motorcycle handling,

I can only commute on by motorbike if weather is good, as have nowhere at work to dry wet clothing. Therefore do not commute during winter months.

bike security is a big issue whether at home or out in town. persecution from petrol stations is a big issue with dual standards towards motorcyclists but not other members of the public, i never remove my helmet, especially in winter due to the helmet being dry and warm. on a blood bike i never get asked to remove my helmet but on my own bike i do. you don't want this kind of hassle commuting to work.

I know I'm not a resident of Northampton, but I sincerely hope you count my survey in your results. I love riding my motorbike and if any Council is going to encourage more bikers I'd love to get involved.



Motorcycles should be encouraged.

Delighted that the county has such an enlightened view of the potential advantages of PTW's in reducing road congestion and pollution. Your awareness of the position in Europe where there are fewer accidents involving bikes because at ten per cent of road users cars are much more are of them. Everyone benefits when more people choose to make their commute on two wheels.

I am a member of Northamptonshire Advanced Motorcyclists (IAM). Any post test training I feel is invaluable to keeping safer on the roads.

Road surface is more a concern to two wheelers than most other factors, it was in my accident. Potholes, broken verges, diesel and other viscous spillages cause more offs and bike damage than some of the other factors listed. More M/C use does require 'Bike Friendly' local legislation as well as National. Parking, bus lanes, and a more M/C friendly attitude overall would help? Advanced training should be encouraged and promoted as it did keep me at of A & E for many years until a diesel spill ruined my record. Schools should have M/C events where students could see what two wheelers can give (and take away) and with suitable parental permission, experience riding well before license age. It has to be 'cool' to ride?

The road surface is dreadful and often there is debris left by farmers, I have had to inform police on occasions where serious risk existed for riders. It is a pity there are not 'Tuc Tuks' cheaply available to us.

I was injured in Northampton by an uninsured foreign driver pulling out onto the wrong side of the road without looking while I was riding my motorcycle. This entire country need to change rules on foreign drivers. I am part of a 76 members strong motorcycle club and the vast majority of accidents we have suffered in the last 5 years, including 1 death, were caused by foreign drivers.

Companies should provide incentives for riding to work. Secure parking and changing facilities for instance.

Having not yet ventured in to Northamptonshire on the bike, not much, I do go often by car, my other half won't ride pillion on our weekends away.

If the police motorcycle riders could offer safety training or accompanied rides for advanced training that would be very useful, also advertising any ride safe courses and allowing the use of the bus lanes would be so helpful. Thank you for considering motorcyclists.



Motorcycles are great but mopeds that only do 35 miles p/h are dangerous. If you need to get out of a tight spot because a car hasn't seen you the moped is going to struggle to do that. Not to mention when they're doing 35 in a 60 and everyone is getting annoyed. They are dangerous and should only be for use in major cities....abroad.... If there weren't so many regulations after you have taken your CBT or if the regulations were easier to understand and if we didn't have to pay so much for the test and the all the gear needed to ride one I probably would have taken it by now. Northampton's roads are absolutely terrible and not motorbike fit. The speed bumps do nothing but ruin any vehicle no matter how slow they are driving.... Its all just one big joke and I wouldn't bloody bother!

More education needed for non bike riders who drive cars. Distance and space perception should also be a consideration for new drivers as many don't seem to understand the overall dimensions of there vehicle

Other road users are still not 'Bike' aware - more campaigns should be held to promote motorcycling and educate other motorists on how to drive safely and notice motorcyclists.

Please do all you can to encourage motorcycling in Northamptonshire and to make the roads safer for motorcyclists.

One of the dangers to motorcyclists is diesel spills and items left in the road.

This survey is flawed! I use my motorcycle and car 50/50. A point unable to tick the right boxes through out the survey, It's only for car drivers. In fact one of the questions about what safety equipment you wear only lets you tick one box!!! I wear all items by the way.

Question 26 only lets you tick one box when all should be available for selection. I'm afraid I don't know much about Northamptonshire, not living in the area, but I applaud your proactive approach.

Motorcycling is part of my life but does have its risks. One of the biggest hazards to motorcyclists are ignorant car drivers who put our lives in danger!

None



Poor road surfaces and lack of awareness by others is always a problem.

I'd argue that unless you are riding in a risky manner (filtering between traffic, legal, but risky) that a motorbike in traffic still takes up as much room as a car. Motorbikes are more efficient in terms of pollution and parking, but not for general traffic volumes. Particularly as a motorbike (not filtering) takes up as much room as a car, but can only carry 1-2 people, whereas a car in the same space could take 4-7 people.

Lockers for motorcycle gear at the station would be beneficial as it is uncomfortable travelling on the tube in all the gear and it is too heavy and boots degrade to walk any distance. I am about to test cycling in London wearing all my motorcycle gear - not ideal. My journey is to London which is too far to commute by motorcycle the entire way everyday so I have to use the train as well. Another limiting factor for journeys by motorcycle is the amount of stuff people may have to carry. I have to store clothes at work so my bag is a more manageable weight.

I have always wanted to ride, own and use a motorbike. When I lived at my parents I wasn't allowed to and wasn't even allowed to ride a bicycle as a child, so I can't ride bicycles. I have been a pillion passenger (Both a child, rarely in the 1980's and also more recently in 2011) and I've noticed that I (Could) ride a motorbike and it seems easier to handle than a bicycle. However the irony is that since I started renting on my own since 2005, I haven't been able to afford either lessons or a motorbike! I still would like to though and have a lot of respect for the motorcycle community. I have a driving licence (Since March 1998), but haven't driven since I passed my test and can't afford a car or the bus fares either, so I end up walking everywhere. Being a motorcyclist would improve my lifestyle and make things like travelling to work easier and quicker. I think there isn't enough provision for people to park their motorcycles either at work or in the town centre and with the parking bays at the top of Guildhall Road removed, I think it sends out the message that motorbike users aren't welcomed in Northampton town Centre.

Due to the riding style of too many, I would rather bikes were not on the road at all. They expect too much sometimes. They are dangerous, often ridden too fast, in blind spots, weave in and out of traffic, cut cars up through their manoeuvrability - especially coming up the outside of queues at lights and pushing in. The danger of being thrown off, hit, left with no cover if broken down, etc is not worth considering.

My Son owns and rides a motorcycle and his training was very good and he is very aware of hazards etc. I think this makes him a safer car driver too. Maybe we should all have to undergo motorcycle training to increase awareness and hence road safety from the motorcyclists view! The hazards are all too frequently caused by other drivers simply not looking, or even deliberately obstructing motorcyclists way - both of which I have witnessed

During my daily commute I am regularly following/seeing dangerous driving by mopeds and motorcycles. Today I followed one bike that was sitting in between two lorries in traffic, speeding up and slowing down, the lorries would not have been able to see this bike, and should they have needed to move over etc the bike was in a very vulnerable position. Additionally I have seen bikes weaving in and out of traffic with their hazards on. I find it distressing as well, that at major roundabouts bikes will come up on the inside of you in a car, will cut across the front of you when turning or will quickly pull in when trying to overtake causing myself and other road users to have to brake hard to avoid potential accidents. Thus causing more delays in the morning.

Use of chain barriers on dual carriageways is a severe danger to body if a bodily collision occurs with them. More secure facilities at free motorbike parking areas. i.e posts to securely chain your bike to.



Make it clearer to all road users whether motorbikes can filter through traffic.

I would sell my car and commute every day using my motorcycle if weather conditions were more favourable.

Pot holes and road condituions are more hazardous for motorcycles

I am sorry but your survey questions are ridiculously poor, ill thought-out and several areas repeat the questions. clearly done by a non-motorcycle rider I am appalled actually by how poor the questions and structure are ! how do you qualify a section where you ask us to tick what items of PPE you wear, bearing in mind any responsible rider will wear all, but it only accepts 1 answer !! Also your structure the questioning around 'all' types of motorcycle use, omitted Off-road (MX, Enduro, trials etc) and then ask if an accident 'stops' you ridding. failing to specify if this is on the highway ?

I think you need to look at some of your questions, I had issues answering a couple as the options were not correct for me. For example, the question about which motorcycle protective clothing you wear gave 4 possibilities (trousers, jacket, gloves, boots), but it would only let me select 1 answer, yet I wear all of these every time I go out on my motorcycle. Another example is the questions about how frequently I ride my motorcycle, at the moment it is Winter, so I do not ride it at all, I think you will find there are a quite a few fair-weather riders like me out there, who only ride their bike in the warmer weather (April to October).

As a parent of a 16 year old son I would not want him to ride a motorcycle as I consider this as unsafe; this says more about other road users than him.

Car drivers need more education that motorcyclists

It is dangerous anywhere , no different in Northamptonshire. The trouble with using your bike to commute is tha lack of facilities at destinations to stow all your necessary gear securely. What is ridiculous is that the Road Fund Licence for my bike is £50 per year and I do less than 1,000 miles yet the RFL for my diesel car is £30 per year and I do 5,000 miles per year in it and quite a long time stuck in traffic polluting the air. I know many business users who do in excess of 25,000 per year alone in their 2.0 diesel car and pay less than £100 RFL.

Protective clothing question only gives opportunity for one type - motorcyclist should be wearing all four - survey may not give a true picture for this aspect. Facilities in the workplace for storing protective clothing and helmet could be an issue - the move to hotdesking with limited storage could be a barrier for some motorcycle users.





The standard of driving needs to increase before we encourage more motorcyclists onto the road. The road conditions also need to improve dramatically. Pot holes and bad road surfaces are extremely hazardous to motorcyclists, mixed with the street lighting being taken out, making it difficult to see when you're riding at night is a recipe for disaster.

Poor questionnaire - check the question re protective clothing (only one option!). Speaks volumes about motorcycling in Northants if the questionnaire is published by someone who know nothing about the subject!! What about those of us who use the bike only part of the year? Where's the option to comment about the lack of parking for m/cs?

The general attitude towards bikers on the counties many roads is poor. A lot of car and can users see bikers as "competition" and often do nothing to keep them safe. Anything that could help with bike safety would be welcome.

Disappointed that only one box can be ticked for protective clothing. This will give misleading statistics. You should be able to tick them all. I adhere rigidly to ATGATT - All The Gear All The Time. I never ride without wearing purpose designed jacket and trousers, gloves, shoulder, knee, back and elbow protection + the best and most highly safely rated helmet on the market. The greatest danger to motorcyclists is inattention by car drivers. Also new riders do not appreciate just how dangerous the thoughtless actions of the average chatting, knob twiddling, phone using, coffee drinking, school run frenzy obsessed driver is to their health. Training is the key. It should be free to all new riders. Advanced training, IAM, should be available free to all existing riders. My own training includes the RAC/ACU 12 week course, Kirby Camp racing school, Institute of Advanced Motoring - Motorcycles, Isle of Man TT Marshals Association incident management course.

It's a shame that car drivers don't get to feel the effects of wind, rain etc in the same way that motorcyclists do, particularly those on smaller, lighter machines, and thereby make allowances when travelling close to them.

Only able to select one option on q26