

IHIE Briefing Note On Motorcycling Issues and 'LTP2' Second Edition Full Guidance on Local Transport Plans

The recent publication of the Second Edition of the Full Guidance on Local Transport Plans should act as a valuable resource for local authorities as they prepare their second round of LTPs. However, the IHIE believe it appropriate to issue this briefing note on motorcycle issues and 'LTP2' ahead of the imminent consultation on the national strategy for motorcycling and the publication of the IHIE 'Engineering Guidelines for Motorcycles' in April 2005 in order that local authorities fully consider motorcycles in their forthcoming LTP submissions.

Local authorities need to ensure that their LTPs are balanced towards all alternative modes of transport, not just walking, cycling and public transport. The full inclusion of motorcycles in LTP2 submissions can contribute to local authorities meeting the 4 main 'targets' of LTP2

Congestion; Road Safety; Air Quality and Accessibility

This means that the role of motorcycling should receive proper consideration and a full and unambiguous inclusion of measures for motorcycles in Local Transport Plans is essential in order to improve safety, improve accessibility for this important non-car mode and improve security for motorcycle users.

Despite a sharp increase in KSI numbers in 2003, motorcycle casualty rates continue to fall year on year and per mile travelled. The chance of a rider having an accident is at its lowest for over 10 years.

Early casualty number returns for 2004 indicate a significant fall in both killed and seriously injured riders during a year where indications are that motorcycle mileages continued to rise.

The Guidance takes a broader based view of the preparation of LTPs than perhaps was the case with the initial full guidance (2000). Although it avoids many specifics, recommendations still encompass a number of transport modes, with motorcycling included in these.

The guidance's expectation is that local authorities should consider the needs of motorcyclists in the development of LTPs and draws specific reference to motorcycling in two key places:

Paragraph 45

"In developing their programmes, local transport authorities are expected to show that they have considered the services and facilities they provide to all users of local transport networks. LTPs must therefore not only provide solutions and opportunities for drivers, walkers, cyclists, and bus and tram users, but also taxi and private hire vehicles, freight and distribution vehicles, coaches, motorcyclists, wheelchair users and equestrians."

Paragraph 59

***"Motorcyclists** - The use of motorcycles and other powered two-wheelers is on the increase; greater use of this mode could potentially deliver congestion, accessibility and air quality benefits. However, the potential of this mode has been undermined by a continued association with poor road safety outcomes. There has been a significant increase in the numbers of motorcyclists being killed or seriously injured, including younger people in the urban environment and the relatively recent phenomenon of older riders on larger motorcycles riding on rural roads. Authorities should work to understand the nature of the issue and work with police, motorcycling groups and health services to promote interventions. Where urban transport strategies include special measures to take account of increased motorcycle use, authorities should consider how to mitigate risks to motorcyclists from a variety of sources and any the risk they may pose to other road users. Interventions should aim to reduce vulnerability at the same time as improving accessibility for motorcyclists."*

Why consider motorcycles in LTP's?

Motorcycle use is on the increase and commuters are increasingly using this mode for a number of reasons To avoid traffic congestion; To avoid overcrowded and often unreliable public transport; To compensate for a lack of public transport provision; To reduce journey times; To retain flexibility in personal mobility.

Ignoring motorcycles in the LTP will not make them go away. In addition, the approach of ignoring motorcycles in policy and planning has arguably led to a situation where the vulnerability and risk associated with motorcycle use has been unnecessarily sustained. Instead, LTPs should ease accessibility for motorcycle users, improve security at parking locations and initiate road safety programmes that are motorcycle user orientated. The national motorcycle strategy will shortly be consulted upon. Additionally the Final Report of the Ministerial Advisory Group for Motorcycling provides a valuable resource (http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_030137.pdf).

Elements of a good LTP as it relates to motorcycling

Road Safety

1. A road safety strategy reflecting the needs of all road users and set against the context of strategies for safer communities, regeneration, danger reduction, and accessibility. This should include involvement with initiatives such as the police-led 'Bikesafe' programme among others.
2. Authorities should work to understand the nature of the issue and work with police, motorcycling groups and health services to promote interventions. Where urban transport strategies include special measures to take account of increased motorcycle use, authorities should consider how to mitigate risks to motorcyclists from a variety of sources (road conditions, poor accessibility) and any risk they may pose to other road users.
3. Interventions should aim to reduce vulnerability at the same time as improving accessibility for motorcyclists.
4. Targets should reflect national targets for casualty reduction, but tailored to local circumstances. In other words it would be unproductive to set a 40% casualty reduction target specifically for motorcycles in a climate where their use is increasing, The meeting of such a target would be unlikely. (National targets are for the total of all modes, not modal specific). Instead local authorities should consider additional targets for reduced casualty rates per mile travelled across different modes as this offers greater opportunities for success where mode shift takes place and would reflect the true road safety picture of the modes it was applied to.

Delivering Accessibility

5. Final LTPs should contain accessibility analysis and an accessibility strategy as it relates to motorcycle use. The forthcoming National Motorcycle Strategy and the IHIE engineering guidelines should assist in the preparation of these strategies.

Tackling Congestion

6. Metropolitan Authorities and a number of larger unitary authorities will be required to set congestion targets, based on improved data made available by DfT. The LTP2 Guidance mentions motorcycling as a specific mode and MCI fully expects Local Authorities to recognise the advantages motorcycles can offer in reducing congestion.

Better Air Quality

7. Where air quality issues are primarily transport issues, local Air Quality Action Plans should be integrated into the LTP. Reducing car dependency in favour of other modes, such as motorcycling is to be encouraged. The Department is also keen for authorities to lead by example.

The 2000 Guidance

The First Edition of the full guidance was of particular help in indicating how local authorities should consider the mainstreaming and integration of motorcycling and this original guidance still provides valuable guidelines as local authorities are developing LTP2.

Page 40, Full Guidance 1st Edition (2000)

POWERED TWO WHEELERS

133. Mopeds and motorcycles can provide an affordable alternative means of transport for trips where public transport is limited and walking and cycling unrealistic, increasing mobility and widening employment opportunities. Local authorities should take account of the

contribution powered two wheelers (PTWs) can make in delivering integrated transport policies, for example where they are being used in congested traffic conditions. Mopeds and small motorcycles may produce benefits if they substitute for car use, but the intention should not be to encourage people to switch from sustainable transport options – walking, cycling or public transport.

134. Local authorities should ensure that the relevant aspects of their LTP (including road safety, planning and social policies) take account of the needs of motorcyclists. They should consider specific measures to assist motorcyclists in making integrated journeys, such as secure parking at public transport interchanges.

135. Some authorities are allowing motorcycles into bus lanes. We need properly monitored pilot studies to reach conclusions about this practice. We have been encouraging proposals from authorities interested in conducting such pilots. A thorough examination of the traffic, safety and environmental implications for motorcyclists and other road users would help to inform decisions on the case for allowing motorcycles to use bus lanes. Some authorities have already expressed an initial interest. We will be approaching those who are keen to proceed to discuss the monitoring arrangements.

The DfT's General Approach To Motorcycling

When considering the second edition of the Guidance, it is important to note the developments that have taken in the development of motorcycling as transport since the first edition was published. The Ministerial Advisory Group for Motorcycling has now published its final report, with the DfT now committed to finalising the National Motorcycle Strategy within the next few months (possibly weeks).

Also important is the 2001 publication of a Traffic Advisory Leaflet on motorcycle parking and secure parking. This should be noted as a resource for local authorities. (TAL 2/02).

Other items to note as guidance for local authorities are the DfT guidance for local authorities who are considering experimental schemes to allow motorcycles into bus lanes (available upon enquiry to the DfT) and the Countryside Agency's 'Wheels to Work' scheme, under which a number of local authorities now provide mopeds to job seekers as a way of widening opportunities for young people and reducing social exclusion.

(http://www.countryside.gov.uk/Publications/articles/Publication_tcm2-4280.asp)

Further information and advice on LTPs and motorcycling is available from The Motor Cycle Industry association (MCI) Please call 0208 402 2862, or 07979 757484 for further information