



Bournemouth, Poole and Dorset Local Transport Plan

April 2011

Supporting Document – 9

Motorcycle Strategy



Foreword

Local Transport Plans (or LTPs) are comprehensive plans which look at the transport needs of the area and set out a way forward to deliver those needs through short, medium and long term transport solutions. They set out how transport can improve our safety and health, support our local economy, protect our environment and reduce carbon emissions and pollution. They also show how funding for maintenance and improvements are secured from central government. LTPs can consider improvements to all major forms of transport whether under the control of local councils or not.

The main LTP documents comprise a strategy for transport for the whole of Bournemouth, Poole and Dorset for the next 15 years and a separate implementation plan which contains detailed proposals for the next 3 years. A separate summary document has also been prepared. These are all available to view or download at:- dorset4you.com/localtransportplan, along with a full set of supporting strategies and related documents.

This document is one of a number of individual strategies that have helped inform the development of the Local Transport Plan. Each has been led by one of the LTP authorities and has generally followed a common structure and format. In many cases these strategies are live documents and will be further developed during the next few months as the Government further develops its own transport policies or as further analytical work is undertaken.

This document will be kept live and updated on a regular basis. If you wish to make comments on the document then email us at ltp@dorsetcc.gov.uk or alternatively telephone 01202/01305 221000.

You can also write to us at:-

Transport Planning Team (LTP)
Planning Department,
Dorset County Council,
County Hall,
Dorchester, DT1 1XJ.

**Bournemouth, Poole and Dorset
LTP3**

MOTORCYCLE STRATEGY



CONTENTS	Page
Preface	2
Introduction & background	3
This is where we want to be	4
This is where we are	4
The key challenges	5
This is how we will get there	5
Monitoring progress	16
Locally adopted strategies	As below:
1. Motorcycling – a recognized legitimate mode of transport (page 6) 2. Road Safety (page 2) 3. Appropriate Education & Training (page 8) 4. Appropriate basic training (page 8) 5. Traffic Management – bus lanes (page 9) 6. Hierarchy of need, infrastructure design & maintenance (page 10) 7. Highway Maintenance (page 12) 8. Parking – investigating space for two-wheeled vehicles (page 12) 9. Parking – providing parking for two-wheeled vehicles (page 13) 10. Parking – planning (page 13) 11. Tourism (page 14) 12. Open Space (page 15) 13. Crime reduction and partnership working (page 16)	
APPENDICES	
A. DfT Motorcycling Strategy 2005	17
B. LTP3 Road Safety Action Plan	19
C. Local Guidelines, planning etc	21
D. Motorcycling Statistics	22
E. Notes of meeting – illustration of consultation	23
F. Motorcycle Collision Statistics – summary data	25
G. Performance against targets & SWOT analysis	26

PREFACE

This document is one of a series explaining the transport policies and strategies for the SE Dorset Sub-region, Poole, Bournemouth and SE Dorset. These policies and strategies are reviewed to take account of changes in Government advice and the needs and aspirations of the people of the whole area.

Transportation Services, St John's House, Serpentine Rd., Poole BH15 2DX Telephone; 01202 262002, Email transportation@poole.gov.uk Website: www.boroughofpoole.com

Dorset Direct (Dorset County Council), PO Box 7184, Dorchester DT1 9ER Telephone; 01305 221000, Email; dorsetdirect@dorsetcc.gov.uk Website; www.dorsetforyou.com

Planning & Transport, Bournemouth Borough Council, Town Hall Annexe, St Stephens Road Bournemouth BH2 6EA Telephone; 01202 454896
 Email: highways@bournemouth.gov.uk Website; www.bournemouth.gov.uk

1. INTRODUCTION & BACKGROUND

Transportation Policy has been changing in recent years, recognising that “designing and building roads for the motor car” is no longer sustainable. The third local transport plan will set out a common approach to travel and transport for all SE Dorset Sub-region in this sub-region, Poole, Bournemouth and Dorset.

It was not until 2000 when guidance on the Local Transport Plan was provided that a statement on motorcycles was made. More up to date thinking came from the Department of Transport’s Motorcycle Strategy in February 2005, followed by a revised action plan in 2008.

This policy document has been revised and updated to fall in line with nationally recognised information and thinking. The policy and strategies here apply to all motorised two-wheeled vehicles (and those with side cars) which are licensed for use on the Highway.

One important note is that there are two major road types within the area; urban and rural roads. The style of riding/driving on these roads is somewhat different, and cannot be easily categorized into, for example, riding as a simple mode of transport (to work, for business ...) or as a leisure activity. (to a tourist destination or during the weekend).

Drivers and riders of motorcycles, scooters and other powered two wheelers are treated with equal importance, since the policy's principal aim is to ensure they will have a pleasant, safe experience as road users within this area.

One positive development (November 2010) is that a new Dorset Motorcycle (Casualty Reduction) Forum has been established. The terms of reference are being established, and the membership of the group decided. Once the DMF is fully functioning, then any changes to this strategy will be made after due consultation with this new group.

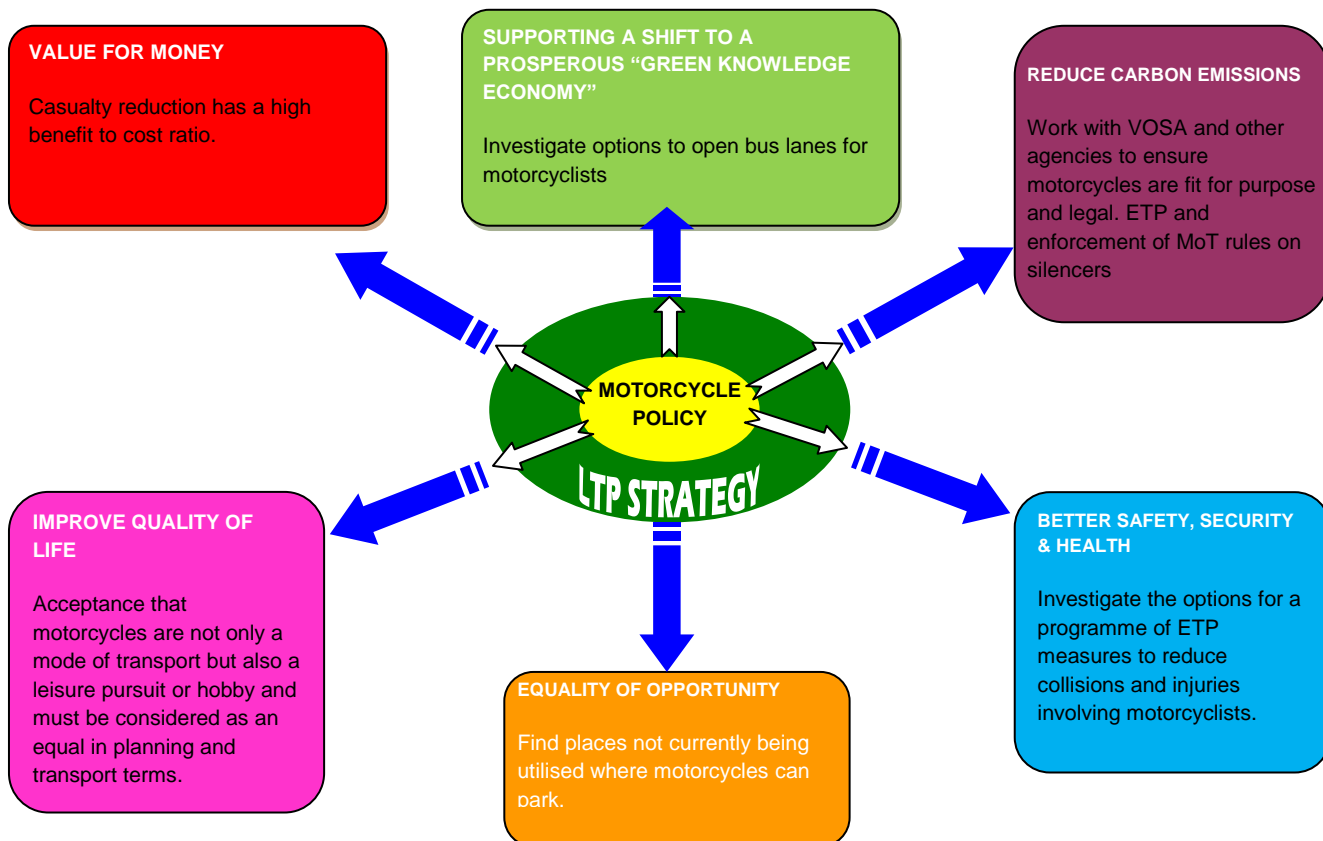
Other strategies are mutually supporting.

Related Strategy	Reference
Low Carbon Travel Strategy	LTP3-SS-?
Accessibility Strategy	LTP3-SS-?
Congestion Strategy	LTP3-SS-?
Road Safety Strategy	LTP3-SS-?
Tourism Strategy	LTP3-SS-?

Road users of different demographic groups will also be affected by this strategy.

Priority Group	Transport Issues
Newly qualified riders	Road safety
Older ‘born again’ bikers (who may ride for leisure only)	Motorcyclist behaviour, road safety, untested ‘modern’ riding skills
Motorcycle Commuters	Safe and secure motorcycle parking (at place of work and across each local authority area), road safety, integration with other modes of transport
Other motorists	Behaviour towards motorcyclists, road safety

2. THIS IS WHERE THE LOCAL AUTHORITIES WANT TO BE



An effective transport system is essential to the future prosperity of the country and the quality of life for all people. The continuing growth in car ownership and our dependence on motorised transport are beginning to pose a threat to our health, to the economy and environment. The challenge we must face is how best to develop integrated transport systems that are effective, acceptable to local people, facilitate healthy physical activity as well as being environmentally sustainable.

3 THIS IS WHERE THE LOCAL AUTHORITIES ARE NOW

The SE Dorset Sub-region (Borough of Poole, Bournemouth Borough Council and Dorset County Council, plus the district councils after consultation) have written a Local Transport Plan which will

- Assure better safety, security and health
- Tackle climate change
- Give equality of opportunity
- Improve the quality of life
- Support economic growth
- Give value for money

Based on these overarching principles, the councils have adopted a co-ordinated package of mechanisms and strategies to achieve the following:

- A change in the travel behaviour of the local population and visitors, in order to reduce environmental damage, to support the local economy and to reduce injury accidents;
- Improvements to the existing transport network to carry people and goods rather than vehicles.
- Better promotion and use of public transport and sustainable transport - cycling and walking.
- An improvement in air quality.

Riding/driving motorcycles and other powered two-wheeled vehicles in this area is a contributor to the local economy (Poole Quay Bike Nights, for example) as well as to guesthouses and hotels. Riders from this area are joined by those from other parts of the country. The infrastructure is not always perfect for leisure motorcycling, and this is addressed by aspects of this strategy. Evidence of this can be shown using the accident data collected by Dorset Police.

4 THE KEY CHALLENGES

The need for a specific statement to be made about motorcycles as a specific targeted mode of transport in all policies and strategies is accepted. There was clear intention in the first LTP to deliver this (refer to Appendix B).

Motorcycling is not viewed as inherently dangerous. There is, however, the recognition that driver/rider behaviour does contribute to accidents, as does the condition of the highways infrastructure, and this in all parts of the UK.

This part of the country does attract a substantial number of leisure bikers, simply due to its location, natural beauty and topography.

It is easier to consult and work with riders/drivers who live within the LTP area than visitors. One challenge is to share the message that motorcyclists are welcome in this part of the country, but that there are specific parts of the area which are accident hotspots. One example is that of an urban rider in a rural environment.

Driver behaviour, more specifically speed and skills, is the main factor which leads to an incident. Improvements in education by the local authority, as well as enforcement by the police will begin to address the outcomes of any interventions.

5 THIS IS WHAT THE LOCAL AUTHORITIES WILL DO

This document sets out the councils' collaborative position on motorcycles and other powered two-wheelers so that, in the future, developments and new infrastructure can take proper account of this mode of transport.

Nationally, the government's motorcycle strategy indicates that motorcycles are a good form of transport for those who would otherwise be travelling by car alone. They take up less road space consequently causing less congestion.

Indeed, mopeds and scooters can be a more affordable mode of transport in terms of fuel and oil consumption, the cost of repairs, road tax and insurance for those who find owning a car too expensive and who live away from public transport links. It is noticeable that there are increasing numbers of electrically powered two wheelers being bought.

However, concerns are threefold:

- Environmentally motorcycles are still fossil-fuel powered and therefore contribute to the problems associated with road transport and pollution.
- They tend to be noisier than cars and are considered to be a greater contributor to the noise pollution problem.
- Motorcyclists feature disproportionately in casualty figures. They represent 20 per cent of road fatalities but typically less than 2% per cent of all traffic. In some rural areas more than 2% of all commuters are motorcyclists, 30% more than in the conurbation, and they are travelling significantly further to their place of work than those in the urban areas. A quarter of KSI casualties in the combined area are motorcyclists/moped or scooter riders
- taken from LTP3

It is acknowledged that all new motorcycle design must pass regulations on noise pollution, which is rechecked at each MoT Test. These fall in line with car 'noise pollution' levels. 'Noisy' motorcycles are due to the owner customising their exhaust system and therefore this is a legal matter.

At first glance, it might be considered that the problems outweigh the benefits but motorcycling will still be promoted to those for whom using other forms of more sustainable transport (public transport, cycling, walking) is not appropriate, and who might otherwise drive their cars as sole occupant.

Scooters as an alternative to the car (as written into Business and Residential Travel Plans) have been used successfully to reduce car use and it is hoped that this example will be used more widely.

Policy MC1:

Poole, Bournemouth and Dorset (the SE Dorset Sub-region) will support the use of motorcycles as an alternative to the car for personal transport, but not as an alternative to more sustainable forms of transport, walking, cycling, bus, rail and other forms of public transport.

ROAD SAFETY

The casualty rate in the sub-region for motorcycles may not be favourable in comparison with other areas. The tables showing KSI (Killed and Seriously Injured) data are shown in Appendix G below.

However, one difficulty in ascertaining absolute data is under-reporting of motorcycle casualties. It is thought that this is due to the fact that bikers are often reluctant to report accidents to the Police. It is known that the ambulance services have dealt with casualties that are not recorded on any accident reporting form. This accident problem is exacerbated possibly because of the large amount of leisure biking in the area.

Proposals for education and training are dealt with in a subsequent section of this policy document.

The joint action plan (see Appendix C) recognises factors within the casualty ranking system which take account of accidents involving motorcyclists.

Unofficial motorcycling web sites which encourage racing along certain local routes within the area do not help the accident situation. Dorset Police are aware of this practice and take action when appropriate, as do other forces with similar problems.

The financing of Road Safety schemes comes from Central Government through the Local Transport Plan. The allocation of funding through the LTP is made on a priority basis to those areas which are of major concern, such as engineering schemes to minimise fatal or injury collisions or Education, Training and Publicity measures which can be shown to bring results.

It is essential to ensure that all highway improvement schemes consider the needs of motorcycles (e.g., location of street furniture designed to be passively safe, design of crash barriers etc.). Unless scarce local resources are transferred to the Road Safety Budget it will be impossible specifically to target motorcycle accidents. The Road Safety Manager in each local authority will develop a business case for an increase to the allocation of resources for highway safety engineering measures.

The Safety Audit of all new schemes will consider the specific needs of motorcycles. This will be one element of the bid for funding.

The SE Dorset Sub-region recognises the expertise of a national body. RoSPA has outlined some of the most common factors resulting in motorcycling accidents:

- Failure to negotiate a left-hand bend on rural roads
- Failure to negotiate a right-hand bend on rural roads
- Collisions at junctions
- Collisions while overtaking
- Loss of control

Measures to raise awareness of these will also be considered as aspects of driver improvement programmes. In Bournemouth, these 2007 data show local accident patterns.

Main Causation Factor	Percentage of Motorcycle Collisions*
Failed to look properly	15%
Loss of control	14%
Failed to judge other person's path/speed	11%
Careless, reckless or in a hurry	11%
Poor turn/manoeuvre	10%
Learner/Inexperienced driver	9%
Going too fast for conditions	8%
Slippery road	6%
Sudden braking	5%
Following too close	4%
Exceeding speed limit	4%

Policy MC2:

The SE Dorset Sub-region will seek to improve the safety of motorcyclists, by targeting strategies to avoid collisions involving motorcycles within the programme for safety schemes and through education and driver improvement programmes.

EDUCATION, ENFORCEMENT AND ENGINEERING

The high accident rate amongst motorcyclists has long been a cause for concern. While measures on the highway may go some way to alleviating this problem, collision data reveals that over 90% of collisions involve rider/driver error.

Through the Dorset Road Safe partnership, the Education, Training and Publicity (ETP) group have developed a range of initiatives to raise awareness of hazards; to demonstrate the potential consequences of involvement in collisions; and to encourage riders to take part in post-test skills programmes, including Bike Safe Dorset (currently for larger bikes only and mainly on rural roads); advanced riding schemes; and Ride Outs on high risk routes.

These initiatives and active support for national/regional campaigns contribute to a reduction in the likelihood of motorcyclists being involved in collisions by raising awareness and skill levels.

Young riders have been identified as 'at risk' in the young driver/rider problem profile, and will no doubt feature in the PTW Problem Profile as well. The needs of these people are different from those of leisure riders of larger bikes which are catered for by Bike Safe and Ride Safe. A specific ETP initiative is required, targeted at young drivers/riders in urban areas.

All SE Dorset Sub-region (and their partners) actively promote Compulsory Basic Training for motorcyclists through approved training schools. One action point which could be recommended is visiting secondary schools on a regular basis, taking the Road Safety and safer driving/riding message to all young drivers/riders of that age-group.

It is considered that young people, especially as they approach the age of driving, will be given priority so that the message about safe, defensive and confident driving/riding is learned at an early stage.

This driver/rider education programme is supported by promotional literature either produced by the Department for Transport or by the local authorities.

The local authority road safety teams and their partners will incorporate publicity ventures and campaigns in their delivery/action plans. If other opportunities to work with driver/riders arise, then these will be discussed and if deemed appropriate, will be taken

Active support for national campaigns by the road safety team would also help to get the message across to drivers/riders. Support for these campaigns will be sought from retail outlets and Approved Training Schools so that limited resources could be stretched to reach a wider audience. Other opportunities (as resources permit) to inform members of the public about motorcycling will be taken.

Policy MC3:

The Dorset Road Safe ETP group will regularly evaluate any initiatives developed to ensure that they are appropriate and address the issues identified by collision analysis.

Policy MC4:

The SE Dorset Sub-region will actively promote Compulsory Basic Training to school/college students and other young people through pre-driver education programmes in schools/colleges and Post-Test Development opportunities to motorcyclists through co-operation with approved training providers, driving schools or other appropriate media.

Both Policies (MC3 and MC4) aim to make sure that young and inexperienced motorcyclists will have been forewarned of the potential risks, and will have learned a number of skills to use whilst riding.

It is anticipated that this dedicated training will ensure that the rider will be able to ride in the most appropriate way initially for the local conditions and circumstances. It is anticipated that this will be a transferable skill, and that as the driver/rider ventures further afield, they will use the knowledge wisely and drive sensibly.

TRAFFIC MANAGEMENT

As this policy is being written, there are no specific traffic management measures catering for motorcycles. As far as Traffic Regulation Orders are concerned, motorcycles are treated as cars although exceptions are made for buses and cycles. One area, however, is an exception. Weymouth & Portland BC permits motorcycles in their bus lanes and have proposed similar exemptions in future additional bus lanes.

Nationally there have been a number of trials which will incorporate motorcycles in Traffic Management measures. These include the use of Bus Lane and Advance Stop Lines (for cycles). Although not unanimously adopted by Highway Authorities, their inclusion will again be seriously considered. We will wait for more guidance from the government before making a firm decision on whether to recommend that motorcycles use this facility.

It is proposed that consideration be given to allowing motorcycles to use Bus Lanes but not "Bus Gates" and other traffic signal controlled lanes which can only be operated by buses through electronic detection.

A number of trial schemes may be undertaken and reported back to Elected Members in the future before a decision can be taken. It could be that each trial will be considered individually before the decision is made on the principle of motorcycle priority measures.

It will be noted that the largest number of concerns highlighted during the consultation period were associated with the issue of the use of bus lanes.

The use of road humps across the whole carriageway can be a hazard to motorcycles in certain conditions (as with other vertical traffic calming measures). The design of all physical measures, as with all types of traffic calming procedures, will give consideration to motorcycles and other Powered Two Wheelers.

Advanced cycle stop lines

Advanced cycle stop lines are installed at signal junctions to allow cyclists to wait in a marked box ahead of queuing traffic to enable them to wait and set-off more safely. An increasing number of authorities are allowing motorcycles to use advanced cycle stop lines. This may be considered at signalised junctions, although allowing motorcyclists to use the ASL box may cause accidents if they 'undertake' or filter incautiously.

Policy MC5:

The SE Dorset Sub-region will reconsider the use of motorcycles in bus lanes as more definitive advice is received from the DfT. 'Traffic Advisory Leaflet 2/07 - The Use of Bus Lanes for Motorcycles' provides such advice.

Each local authority will, however, make its own decision having considered all relevant advice and guidance and discussed the principles with motorcycling and other road user groups.

HIGHWAY DESIGN

In the design of any scheme on the Public Highway the needs of all Highway Users is taken into consideration. The Local Transport Plan has set a priority order for highway users:

- pedestrians
- people with disabilities
- cyclists
- public transport users and finally
- cars.

It is suggested that motorcyclists fit into this hierarchy alongside pedal cyclists and that any design will consider the needs of both groups of vulnerable road users accordingly.

When planning the general configuration of the highway, the needs of motorcyclists will to be considered relating to features such as the positioning of street furniture, lamp columns, crash barriers, guardrailling, and other structures. Street furniture will be selected if it is designed to be passively safe.

One important note is that there is little that can be done to specifically reduce the speed of motorcyclists alone, as they have the ability to take different lines through chicanes or ride between raised cushions while maintaining higher speeds than other vehicles. In this case, education, training and enforcement are the best tools rather an expensive vertical and horizontal traffic calming measures.

The difference between urban roads and those in rural areas is noted, along with the recognition of the differing needs of known and anticipated road users. Agricultural vehicles, for example, will cause a set of problems for drivers/riders which may be unknown in town. Mud on the road is one obvious example. Those with responsibility for the roads and the information-sharing will be reminded through this policy to note that the needs of all road users are to be considered equally.

Policy MC6:

When planning and designing highway improvements, the SE Dorset Sub-region will give due consideration to the needs of motorcyclists and prioritise the needs and wants of road users in the following order:

- Pedestrians
- People with disabilities
- Cyclists and Motorcyclists
- Public Transport Users
- Cars

Note. Highways/Transportation designers and engineers will recognize that there are differences between urban and rural routes and plan/budget accordingly. (See LTP3 Priority Theme D)

HIGHWAY MAINTENANCE

Road Safety Managers are not aware of any aspects of work undertaken by highway maintenance that specifically cater for motorcycles. It will however be appreciated that the safety of all road users is considered in the planning and implementation of the highway maintenance works programme.

All “shiny” surfaces are bad for motorcycles, especially on bends and on stretches of road where a driver/rider is more likely to need to brake hard or make acute manoeuvres.

Examples of ‘shiny’ materials or surfaces:

- road studs,
- bitumen bonding,
- inspection covers
- excessive white lining

The use and positioning of these and other surface features and treatments need careful consideration both at the design and maintenance phases.

There are special skid resistant surface treatments, anti-skid materials and coverings for inspection covers available. These are more crucial to motorcycles than any other vehicle. (*Exploratory work is being done to assess road treatments, but no data is yet available.*)

We take note that the driving line that most motorcyclists take is different from that of other vehicles. Many motorcyclists make more use of positioning across the width of the road than cars or other vehicles and their line, particularly around bends can be quite different from that of other vehicles.

Those undertaking highways inspectors will take special note of this.

When roads begin to suffer underlying structural failure, this often results in "Wheel Rutting". This is caused by the continual running of heavy vehicles in one lane. It can be particularly dangerous for motorcycles.

Temporary roadworks can cause a variety of potentially hazardous situations.

Examples are:

- the use of metal plates with slippery surfaces;
- cables across the road at temporary traffic signals (especially when diagonally laid across the road);
- temporarily raised iron work with poor ramps and signing.

Special mention may be made to spills of fuel oil (diesel) and other road debris (e.g. slurry in rural areas) which will cause a major hazard to motorcyclists. The Highways Inspectors may be invited to review their procedures on highway cleansing, as will local transport concerns –e.g. bus operators over-filling at the beginning of the working day.

Policy MC7:

The SE Dorset Sub-region will take special note of the needs of motorcycles when carrying out highway inspections and in the carrying out of highway maintenance works.

PARKING

Motorcycle parking is available in many of the general parking areas across the sub-region, both on-street and in car parks of various types. A number of these are pay-to-park, and others free for all or free for motorcycles only. It will need to be discussed at sub-regional level by each of the local authorities' parking managers to reach a consensus and offer a consistent approach to motorcycle parking. One example is that in two district councils; in North Dorset and Purbeck District Car Parks motorcyclists must purchase and display a P&D ticket unless they park in a designated motorcycle bay.

On-street

Not all available space is used in Pay & Display car parks areas on the streets and the parking managers would welcome the use of any spare spaces. Designated motorcycle bays could use up small areas on-street where it could not normally be used for car parking.

If motorcycles are parked on wide footways and verges, this could be a danger to people with disabilities. An official will issue a PCN to a car driver who parks on pavements/verges and the same rule will apply to motorcyclists. Motorcycle parking will be properly controlled.

However there may be other areas on the highway which could be used for motorcycle parking.

For example, there will often be spaces available near bus and rail stations which can be modified to meet the needs of motorcyclists.

Policy MC8:

The SE Dorset Sub-region will endeavour to maximise the number of on-street parking spaces provided for motorcycles; designating areas in controlled parking zones that are too small for car use to be marked out for motorcycles only. They will also consider other underutilized areas of highway which could be adapted for use as motorcycle parking and storage for clothing and helmets.

NB Parking Managers will be invited to discuss the inconsistencies in pay-to-park.

(It may be possible to investigate the provision of facilities for motorcyclists to leave their clothing and helmets. Lockers with pay and go may be appropriate in a number of on-street locations, or free facilities like the existing bike bins may be appropriate.)

Off-street

Parking for motorcycles within all SE Dorset Sub-region' surface car parks is free. All council car parks make provision for motorcycles or have facilities nearby. To facilitate motorcycle access to multi-storey car parks would require a separate entrance/exit or the shortening of the entry/exit barriers.

Certain car parks have provision for motorcycles, with hoops fixed to the ground to which machines can be chained for extra security. (Some are in a separate concrete hard standing area).

Policy MC9:

The SE Dorset Sub-region aim to increase the number of motorcycle parking spaces in public car parks where known demand exceeds provision. They will also increase the number of secure spaces. If demand for secure parking increases further then parking services sections may be asked to find additional spaces.

New developments

As the built environment changes and there is more development, the way parking provision will be allocated has also been amended in line with the latest guidance.

Supplementary Planning Guidance was issued in March 2002. For the first time, the need to provide adequate and secure spaces for motorcycles is clearly stated. More guidance on this is due in the coming months – see appendix C

It is felt that the minimum level of provision for motorcycles in commercial development will be increased in order to encourage the use of motorcycles as an alternative to single occupancy car use.

Policy MC10:

The level of parking provision for motorcycles in commercial developments (for both business premises and in residential areas) will be maintained even at the expense of spaces for private motor vehicles where used for single occupancy.

NB Each local authority may interpret the planning regulations in slightly different ways according to the demographic profile. There is always the potential for each local authority to develop parking provision in different locations as circumstances dictate. Park and Ride facilities may be offered in locations around the sub-region which will not benefit all the councils.

TOURISM

All SE Dorset Sub-region have a special relationship with motorcyclists. The area is known for its scenic routes and there are events for visiting motorcyclists across the whole sub-region. Examples are the weekly Bike Night on Poole Quay, Weymouth, Dorchester (Clay Pigeon) and Bridport (West Bay).

It is important to recognise that Poole is not the only destination for motorcyclists. The County of Dorset as a whole is known as a major destination for visitors. There is an opportunity to explore social marketing using the 'Bike Safe' campaign to encourage safe, legal and sensible riding behaviour while informing potential visitors of the benefits of visiting the area at the same time.

Policy MC11:

The SE Dorset Sub-region will continue with measured support of tourism events that promote the safe and sensible use of motorcycles across the whole area. Appropriate examples; Poole Quay, Weymouth, Dorchester (Clay Pigeon) and Bridport (West Bay) are some of the better known leisure-oriented destinations for motorcyclists.

OPEN SPACES

Essentially there are two sorts of problems associated with the unauthorised use of open space by motorcycles:

1. Danger and disturbance to legitimate users of the open space or nearby residents, including perceived danger and disturbance. One major threat to the safety of the public is fire.
2. Damage to the site by erosion or even disturbance or injury to wildlife or stock. (Some sites are grazed as part of their conservation management).

In addition it is likely that a certain amount of the damage to fences and gates and other features which control access is related to bikers creating their own ways onto the piece of land.

It is an offence under the Countryside and Rights of Way (CROW) Act 2000 (which has incorporated Section 34 of the Road Traffic Act – see below) to drive any motorcycle or mechanically propelled vehicle on any land other than a road without lawful authority.

Under CROW, too, it is an offence for third parties to damage any Sites of Special Scientific Interest (SSSI) and all local authorities now have a statutory duty to conserve the special features of an SSSI. English Nature could take legal action against the council if an SSSI deteriorates by being spoilt by motorbikes.

It is obviously difficult to deal with illegal bikers. The police have had some success and have used their own off-road bikes to apprehend offenders. (See Legal Note below) As a result of this, a number of Fixed Penalty Fines have been given and motorcycles seized.

The police advice is to ask the public to report problems to them and ask that details are passed to their traffic section. It is hoped that if the police cannot respond immediately, they will record the data, analyse patterns and target problem areas. However, if problems are not reported, the issue may be assumed to have gone away.

The legal obligation on the Council with respect to an SSSI does not seem to solely relate to the Council as a landowner or manager. The Act relates to the authority exercising its functions and requires it to take "reasonable steps, consistent with the proper exercise of the authority's functions, to further the conservation and enhancement of the flora ... of ... the SSSI".

Therefore any motorcycle policy prepared by the local authority ought to recognise and address the issue.

Legal note.

The authority will issue a warning under Section 59 of the Police Reform Act 2002 if someone is “driving a motor vehicle (including motor cycles) in a careless/inconsiderate manner” i.e. driving on common land/moorland/land which is not part of the road/a footpath/bridleway/restricted byway contrary to Section 34 Road Traffic Act 1988.

Once a Section 59 Notice has been issued it lasts for 12 months. If person seen again driving that vehicle or another vehicle in the same way in that 12 month period the vehicle can be seized.

Policy MC12:

The SE Dorset Sub-region will seek to protect areas of public open space and environmental sensitivity by preventing access by all unauthorised motor vehicles including motorcycles. They will also publicise any regulations concerning illegal use and the penalties attached to the illegal use of vehicles on public open spaces.

WORKING WITH OTHER ORGANISATIONS

We recognise that there are a number of other agencies and organisations, both public and private, which aim to promote the use of motorcycles. The Royal Society for the Prevention of Accidents, Dorset Police, the Driving Standards Agency, the British Motorcycle Federation and many others will be able to guide officers and riders towards the best advice nationally. Locally, the MAG have discussed potential inclusions and made recommendations. (See minutes of meeting in the appendices)

There are colleagues (and indeed Elected Members) within each local authority who ride motorcycles. Their local knowledge and experiences can be used in-house when schemes and projects are under consideration.

There is an ideal opportunity to work in partnership with them as well as with other agencies and organisations to refine and modify our policies as new safety legislation, equipment and materials come to light.

Government agencies too have a part to play. The Department for Transport’s “*THINK!*” campaign is an example of dedicated road safety promotion aimed at specific road users, including motorcyclists.

There are a growing number of thefts of and from motorcycles. The police and motorcycle groups highlight this issue. Drivers/riders often recommend addressing the lack of secure, well-lit facilities for the parking of their machines.

We aim to collaborate with the police, organisations known the authorities and individuals to provide the right sort of facilities for riders. It may be possible to organise a “Bike Watch” Scheme.

Policy MC13:

The SE Dorset Sub-region will work closely with partners including Dorset Police and other specialist advisors to ensure cohesive policies and to combat crime in relation to motorcycles

6 MONITORING PROGRESS

(See Appendix E for data breakdown)

The local authorities work in partnership with agencies (Dorset Police, Highways Agency ...) to collect and analyse accident and collision data via Dorset RoadSafe. This enables individual councils to make guided decisions on the local approach to, for example, highway improvements.

Appropriate driver/rider education and training programmes may be financially supported (if resources permit), according to the known number of motorcycles (according to the national transport survey/DVLA) on a ratio basis.

Schools and colleges with young people of an age to be considered as pre-drivers will be provided with appropriate teaching and learning materials, as well as information from the government about the pros and cons of PTW. The number of young people in this category and their school/college can be provided by the school census, as processed by the sustainable modes of travel to school section.

One innovation may be to invite suppliers of motorcycles to update road safety officers annually on the number of machines sold to local people. This will enable a check against the national database which is only supplied every two years. It will also facilitate closer contact between the rider/purchaser, local training companies/organisations and the ETP specialists in the local authorities.

(See Appendix H for Performance against targets)

The national indicators will be used to measure the minimum necessary and provide a breakdown of useful data to help decision making at both strategic and delivery level.

The local authorities, however, will continue to collect as much data as they see fit to give a fuller picture. This will enable them to carry out, for example, a social marketing exercise on leisure riding across the area to inform visitors of events and danger spots.

APPENDIX A

Department for Transport Motorcycling Strategy 2005

The DfT issued a comprehensive strategy in February 2005. One of the basic premises is that positive results will only be achieved when local authorities work in partnership with the police and other interest groups.

The government recognises that motorcyclists have the highest fatality rate of all road users, and that there is a need to address this. In May 1999, the Advisory Group on Motorcycling was set up to explore the place of the powered two wheeler in the contexts of safety, congestion and the environment.

The guidance issued subsequently to local authorities took note of what the AGM had recommended. The guidance advised that local transport plans should take account of the needs and wants of motorcyclists.

The SE Dorset Sub-region take note of the government recommendations and refer to the national strategy whenever there is a need to define or refine this local policy.

One example is the use of bus lanes. At the moment (August 2010), there is no regulation covering the use of bus lanes. Each local authority will decide how best to implement the government's recommendations.

The document provides a number of ideas which each local authority may choose to include in its own delivery of this local strategy, from how to counter theft to road safety education, training and publicity.

The link to the full DfT document is

<http://collections.europarchive.org/tna/20100408210701/http://www.dft.gov.uk/pgr/roads/vehicles/motorcycling/overnmentsmotorcyclingst4550.pdf>

It also includes the Institute of Highways Engineers recommendations. The link this doc is <http://www.motorcycleguidelines.org.uk/home.htm>

Within this context, the summary indicates that If motorcycles are to be accepted into the mainstream, then an adequate consideration of motorcycles within central and local government policies is vital. In particular it is important that:

Local Transport Plans will refer to the positive role that motorcycles can play, with motorcycle strategies focusing on the strengths of the mode and containing strategies to mitigate their weaknesses, including reducing their accident involvement rate

- Strategies will cover both engineering and non-engineering activities
- Consultation with riders is essential to ensure that strategies and initiatives meet the needs of the users.
- Good practice in including motorcycling as an integral part of Travel Plans will be followed where appropriate
- Secure and appropriately sited parking facilities will be provided at transport interchanges and journey ends to mitigate the likelihood of theft and minimise "unofficial" parking

- 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... interventions will aim to reduce vulnerability at the same time as improving accessibility for motorcyclists.” (DfT 2004c)

However, the Advisory Group still considers that bias by some institutions including local authorities, employers, regional government, educational bodies, environmental and safety pressure groups is contrary to improving PTW safety.

The danger of such bias is a failure to include PTWs in Local Transport Plans or Business Travel Plans, for example, or to adapt infrastructure to assist PTWs. The Group believes that all bodies with an interest in motorcycling will seek to remedy this bias. (Advisory Group on Motorcycling: Final Report to Government 2004, Page 10.)

The SE Dorset Sub-region intend to avoid the alleged bias against motorcycles through dialogue and forward planning using the local transport plan as a sound basis for providing education, training and publicity, an adequate infrastructure and an inclusive set of actions.

APPENDIX B

LTP3 Road Safety Action Plan (Extracts relevant to TWMVs)

Priority Theme B - Protecting Children & Young People

Short Term

Develop ETP measures to address data evidence of increasing numbers of young scooter and moped rider casualties as well as increasing numbers of pedestrians and cyclists in this age group.

Priority Theme C – PTWMV (motorcyclist) Casualties

Short Term

Address potential conflict between road safety concerns and Tourism/Economic aims to encourage/market Poole Quay Bikers' Nights events.

Identify main issues through Problem Profiling and Social Marketing Techniques. Make available appropriate training for different groups of riders according to age, experience and need. Increase hazard perception awareness.

Address anti-social behaviour of certain riders in residential areas with cooperation of SNT's

Implement joint south-west / south-east DfT regional grant funding project for post-test riding enhancement for powered-two-wheelers.

Medium Term

Using PTW strategy, further engagement of user groups through new Road User Forums

Offer workplace training/refresher courses, including schools and colleges

Continue funding for BikeSafe courses and venues

Long Term

Increase the number of instructors on the Enhanced Rider Scheme (ERS) register

Seek to target engineering measures specifically at PTW riders, through development of Passive Safety policy and increased use 'forgiving roadside furniture' at PTW collision hotspots

Priority Theme D – Rural Roads

Short Term

Consider the potential for route actions on rural roads, including conventional signing, lining and special surfacing, whilst ensuring signing is legally compliant

Consider the use of vehicle activated signs (VAS), which have proved particularly effective at the approaches to isolated hazards, junctions and bends in rural areas

Consider the potential for time over distance cameras to contribute towards reducing excessive speeds and casualties, particularly on sections of main road where little traffic joins or leaves; Work with the police on the targeted enforcement of speed limits on routes where there are high instances of speeding deaths and serious injuries

Medium Term

Ensure that safety audits contribute towards a safe road environment

Consider the potential for substantial investments to improve safety, targeted towards key and hazardous junctions and sections of route, including the case for major schemes that would require specific regional prioritisation. Together with existing and emerging speed limit guidance we will carry out a comprehensive risk audit/assessment on each length of strategic rural road. To focus upon risks associated with bends and dips in the road and the visibility of road signs and the effectiveness of cat's eyes.

Ensure sufficient resources are targeted towards safety critical highways maintenance – including related to the skid resistance of carriageways and avoiding dangerous features in the roadside environment

Long Term
Investigate speed limits for all A, B and principal C roads, Investigate new 50mph speed limits on rural roads with high casualty history or collision potential.
Priority Theme E – Poor Road User Behaviour
Short Term
Identify Young Driver and Rider issues through Problem Profiling.
Support responsible road use and crack down on the irresponsible so that road users fear the likelihood of getting “detected” is greater. This will be supported by carefully planned and co-ordinated publicity and education activity.
Driver and rider training and awareness programmes will be expanded together with heightened publicity
Continue to support national THINK campaigns through posters and VMS sign messages
Medium Term
Continue to make available to road users the most appropriate educational materials from pre-school to young adults. Only those deemed to be attractive to schools, teachers, children and parents will be promoted and used
Seek to address the fact that increasing congestion will lead to increased driver frustration and risk taking and potentially avoidance of traffic regulatory signs.
Actively promote delivery of the new pre-driver qualification in safe road use
Deliver new campaigns based on a theme of road user responsibility in order to challenge complacency about road safety and encourage drivers and riders to make positive safety choices
Ensure that ETP materials used will be carefully co-ordinated, targeted and of the highest quality
Long Term
Shift the social norm in relation to dangerous driving speeds in the same way as drink-driving and non seatbelt wearing is viewed. Show support for responsible road use and crack down on the irresponsible
Improve risk perception among some drivers and riders, where it is currently lacking

Priority Theme F – Illegal and Inappropriate Speed
Short Term
Perception of and compliance with lower speed limits on Urban Dual Carriageways will be an issue as a result of completing the speed limit review. A minority of people continue to flout the law and persist in behaviour on our roads that puts themselves and others in danger. ETP measures will address these issues.
Aim is also to attain a safe distribution of speeds on urban dual carriageways and reduce the likelihood and severity of collisions on these roads.
Medium Term
Ensure new residential developments are designed to encourage lower speeds and reflect principles of Manual for Streets.
Long Term
Continue with the legacy of the ‘No Excuse’ campaign and develop strategies based on lessons learnt and review effectiveness of scheme in its new format.
Aim is to introduce more self-enforcing 20 mph zones or limits over time into streets that are primarily residential and which are not part of any major through route and also consideration in town or city streets where pedestrian and cyclist movements are high, such as by schools and shops.

APPENDIX C

Local guidelines - development control, streetscapes and parking.

The planning guidelines for local authorities in the sub region are under review. It is unlikely that there will be substantial change to the ratio of the number of users to the number of parking spaces. Current guidance is to allow for **X** motorcycle parking spaces per **Y** population. (tbc)

The development control officers & planning teams take note of the Manual for Streets guidance when giving guidance for developers and highways engineers. Parking generally is under review and any updated guidance will be incorporated into this policy as soon as it is available.

Future highways engineering schemes may well be assessed under IHE guidelines as well as to other relevant local and national standards.



APPENDIX D – Motorcycling Statistics

Motorcycle Casualty statistics for Poole, Bournemouth & Dorset – see Appendix G

Vehicle Flows & Ownership

Up-to-date statistics on all forms of transport are regularly published in the Annual Progress Report on the Local Transport Plan. Selected Data is given below.

Manual Counts on roads and at junctions usually differentiate between different classifications of vehicles (e.g., HGV, car, PTW, pedal cycle, pedestrian). However Automatic Traffic Counters (ATC's) which are located on a number of strategic roads across Poole have not always had the ability to identify different types of vehicles.

With technology improving the upgrading of sites and their replacement because of loop failure, highway improvements or other reasons has included the laying of loops in the road surface capable of differentiating between vehicles (classification loops). These together with upgraded Automatic Counters provide a regular picture on road usage across the area.

Example: POOLE TOWN CENTRE CORDON - PTW count on Town Centre Cordon 1999-2010 – 12 hour v 2 hour peak time travel

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1082	1166	1596	1405	1379	1743	1288	1452	2476	1944	1420	1890
85	92	130	115	113	127	96	123	122	105	128	97

Vehicle Ownership in SE Dorset Sub region

Motor vehicles licensed: by region and local authority 2006 – 2009

Year	Region/ Local Authority	Cars (thousands)	Motorcyclists (thousands)
2009	South Western Region	2,740	156
	Bournemouth	79	4
	Dorset	229	14
	Poole	76	5
2008	South Western Region	2,709	157
	Bournemouth	79	4
	Dorset	228	14
	Poole	76	5
2007	South Western Region	2,677	154
	Bournemouth	78	4
	Dorset	225	14
	Poole	75	5
2006	South Western Region	2,640	148
	Bournemouth	77	4
	Dorset	222	13
	Poole	74	4

APPENDIX E - Notes of Meeting between LTP Managers and Motorcycle Action Group (Draft)

Date:- 19/05/10; Location = St John's House Poole

In attendance:- LTP Managers:- Steve Williams (DCC); Phillip Shearing (BCC); Ken Pearce (BoP); Anthony Phillips (Motorcycle Action Group – based in Dorchester); Nick Brown (MAG central office)

Reasons for supporting/promoting motorcycles in LTP3

- Low carbon footprint so contributes to reducing carbon emissions/air quality
- Contribute to solving congestion
- Can contribute to improving accessibility especially in rural areas.
- Safety can be an issue but authorities need to address specific concerns where appropriate (Separate meeting to be held with DCC road safety officer)
- Can be promoted a minimal cost.
- Uses less road space/parking areas.

Suggestions for promoting/encouraging m/c use o& improvements for existing users

- Design standards should embrace IHE guidelines
- Lots of engineering issues pertinent to m/c useage (sites lines at junctions etc.)
- Better Training for design engineers (TMS consultancy can deliver training modules including one on design criteria for motorcycles)
- Encourage use of m/c for commuting within travel plans.
- Encourage use through free and secure parking; including box for kit.
- Encourage use at new Park and Ride sites at Dorchester & Weymouth (& SE Dorset.
- See IHE guidelines for more
- M/C's need to be allowed in bus lanes/advance stop lines?.
- Consider a motorcycle audit for new road layouts (or its inclusion in existing safety audits?)

MAG Concerns that should be addressed in LTP3

- Road condition issues:- M/C often ride on the crown or centre of the carriageway which may not be maintained as well or may be rutted.
- Issue of loose gravel on those parts of the carriageway where it has not been embedded into the tarmac.
- Use of "Banding" to seal cracks in road surface can cause skidding.
- New SMA surfacing can have a very low skid resistance when newly laid, also poor surfacing either new or old can lead to skidding accidents.
- Location of manholes at junctions or bends where turning is made can lead to skidding.
- Location of Street Lights and other street furniture would be better on the inside of bends to avoid serious impact injuries in accidents.
- Design of safety barriers. Wire fencing as on trunk road is designed for vehicles and is a nightmare for motorcyclists. New European standard for roadside barriers.
- Existing barriers need some retrospective work to make them safe.
- New cushioning systems being developed.
- Overfilling of vehicles with diesel causing spillages on the road. (NB DCC Fleet Managers:- Kevin Clarke is the Fleet Supervisor for Dorset Passenger Transport – He is

on 01305-225046 or K.R.Clark@dorsetcc.gov.uk, whilst Dorset Works Organisation also have fleets of vehicles. They should be contacted via the DWO Service Team at Charminster Depot, Wanchard Lane, Charminster, DT2 9RP; Email: DWOserviceteam@dorsetcc.gov.uk or Tel: 01305 228100.

Sections of DCC which have some influence over motorcycling

- Dorset Works Organisation – details as above
- Dorset Engineering consultancy:- These are an internal body but at arms length. They provide other divisions of Environmental Services Directorate and some external clients with a range of professional civil and structural engineering and street lighting and transportation services, including traffic counting: - Contact = Mike Winter on 01305 225304 or m.w.winter@dorsetcc.gov.uk
- Road Safety:- Engineering, Education and Enforcement. Contact = Robert Smith on 01305 224680 or r.smith@dorsetcc.gov.uk
- Travel Planning Contact = Chris Hook (Workplace Travel Coordinator on 01305 225141 or c.p.hook@dorsetcc.gov.uk
- Maintenance and Road Condition:- Contact = Jonathon Munslow (Asset Manager) on 01305 221840 or j.munslow@dorsetcc.gov.uk
- Car Parking:- Anne Marie Goodbody on 01258 450447 or a.goodbody@dorsetcc.gov.uk
- Street Lighting:- Contact = Rod Mainstone on 01305 225335 or r.l.mainstone@dorsetcc.gov.uk

Actions for LTP managers

- Contacts list as above. Poole to be sent separately.
- Revamped Motorcycling Strategy to be sent to Andrew Phillips by the end of June; seeking comments by the end of July. Sent 7th June.

Appendix G – Motorcycle Collision Statistics - Summary data –figures are still to be confirmed



Motorcycle Problem
Profile Stats.pdf

Appendix H

Performance against targets.

Each of the partners in the SED sub-region will have different local agreements, but common national indicators. For this strategy, the relevant ones are:

NI47 People killed or seriously injured in road traffic accidents

NI167 Congestion – average journey time per mile during the morning peak

NI186 per capita CO2 emissions within the local authority area.

To help focus work on achieving the aims and the measures of performance, here is a SWOT analysis of the current position.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Access to fine natural environments, including the coastline and countryside • Faster journey times than for car in congested peak conditions • Motorcycle parking and infrastructure promoted through the Development Control process • Established motorcycling groups • 50% growth in motorcycling trips from 2003/4 to 2007/8 in Bournemouth and Poole 	<ul style="list-style-type: none"> • Motorcycles not permitted in bus lanes • Motorcycle theft / vandalism • Lack of facilities at the journey destination (e.g. shower/ changing facilities) • Poor maintenance of some road surfaces • Lack of integration of motorcycling in highway schemes • High proportion and severity of motorcycle crashes • Some poor public perception of motorcyclists • Location of motorcycle parking in relation to destinations
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Contribution of motorcycling to sustainable tourism • Greater integration of motorcycling in land use planning • Expansion of bus priority and bus lane enforcement • Trialling of more innovative motorcycle initiatives e.g. motorcycle pool schemes, use of bus lanes • Safety and traffic management initiatives which improve the overall motorcycling environment • Growing importance of climate change agenda (promotion of motorcycling as lower carbon mode of transport) • Use of motorcycle friendly highway maintenance initiatives • Wheels2Work 	<ul style="list-style-type: none"> • Motorcycling perceived to be unsafe • Anti-social behaviour of minority of motorcyclists producing negative impact on the image of motorcycling • Lack of policy coverage in the emerging LDF's which promotes motorcycling • Public unwilling to accept motorcycling as a realistic alternative to the car • External factors such as fuel costs and weather conditions • Diminishing financial resources for road safety ETP, road maintenance and improvement