

Lincolnshire County Council

Motorcycling Strategy 2010

Executive Authorisation

June 2010

1. Introduction

1.1 This document sets out the County Council's strategy for all powered two-wheelers, including mopeds, motorcycles and scooters. It is a supporting document to the main Local Transport Plan for Lincolnshire.

1.2 In producing this strategy, several important national documents have been taken into account:

- the Government's Motorcycling Strategy, published in February 2005 by the DfT, which recognises :
 - the benefits for riders, including independence and mobility, widening employment opportunities and affordability
 - the increasing popularity of motorcycling, both for commuting and leisure use, highlighting the role it has to play within the transport system
 - the vulnerability of motorcyclist and the need to make motorcycling a safe, enjoyable experience.
- the Institute of Incorporated Highway Engineers' (IHIE) Guidelines for Motorcycling which provide a web-based reference point for advice on motorcycling issues. Government advice is for Local Authorities to refer to this guidance when developing strategies.
- the DfT's Compendium of Motorcycling Statistics (2008 update) which provides a comprehensive source of statistics on motorcycles and motorcycling. Other sources of both DfT and local statistics have also been used.

1.3 For ease of reference, the term 'motorcycle' is used throughout this document to cover all types of powered two-wheelers.

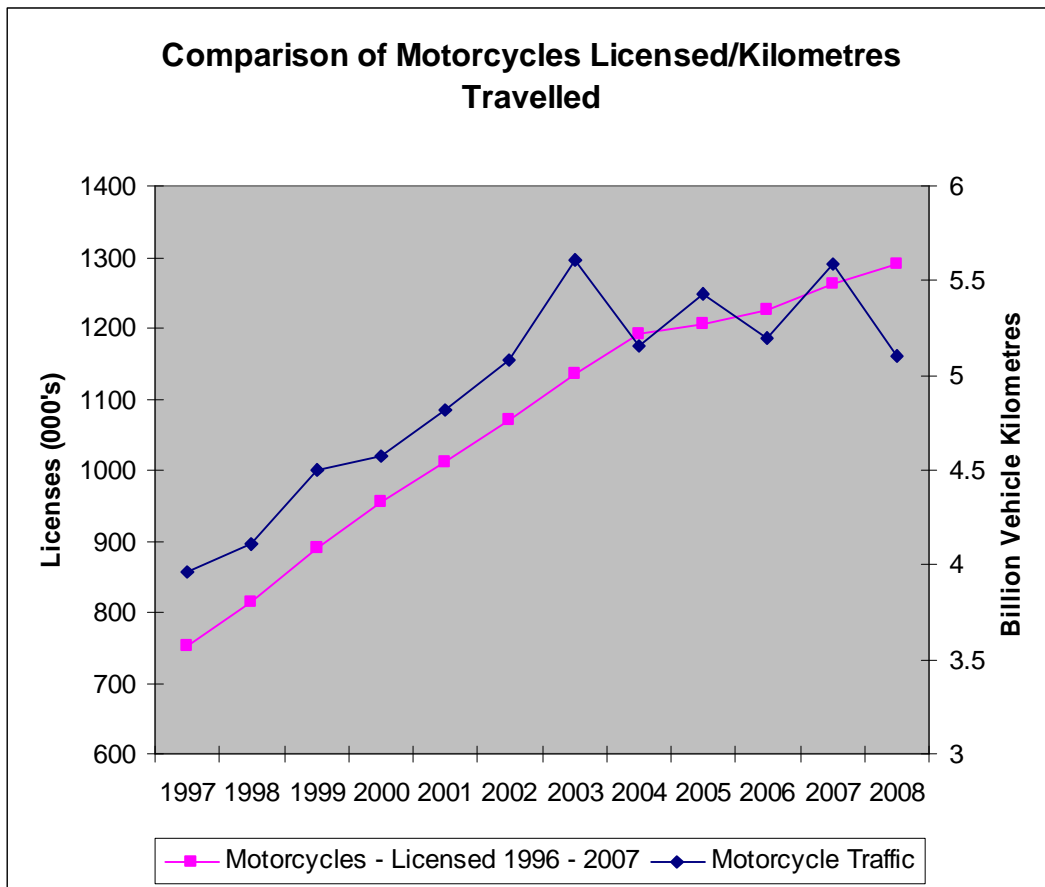
2. Background

2.1 Motorcycling in Great Britain has experienced marked peaks and troughs over the last 50 years. Motorcycle traffic rose from 4.4 billion vehicle kilometres (vkm) in 1950 to a peak of 10 billion vkm in 1960. By the early 1970s, it had fallen to less than 4 billion vkm, before rising again to 7.7 billion vkm in 1980.

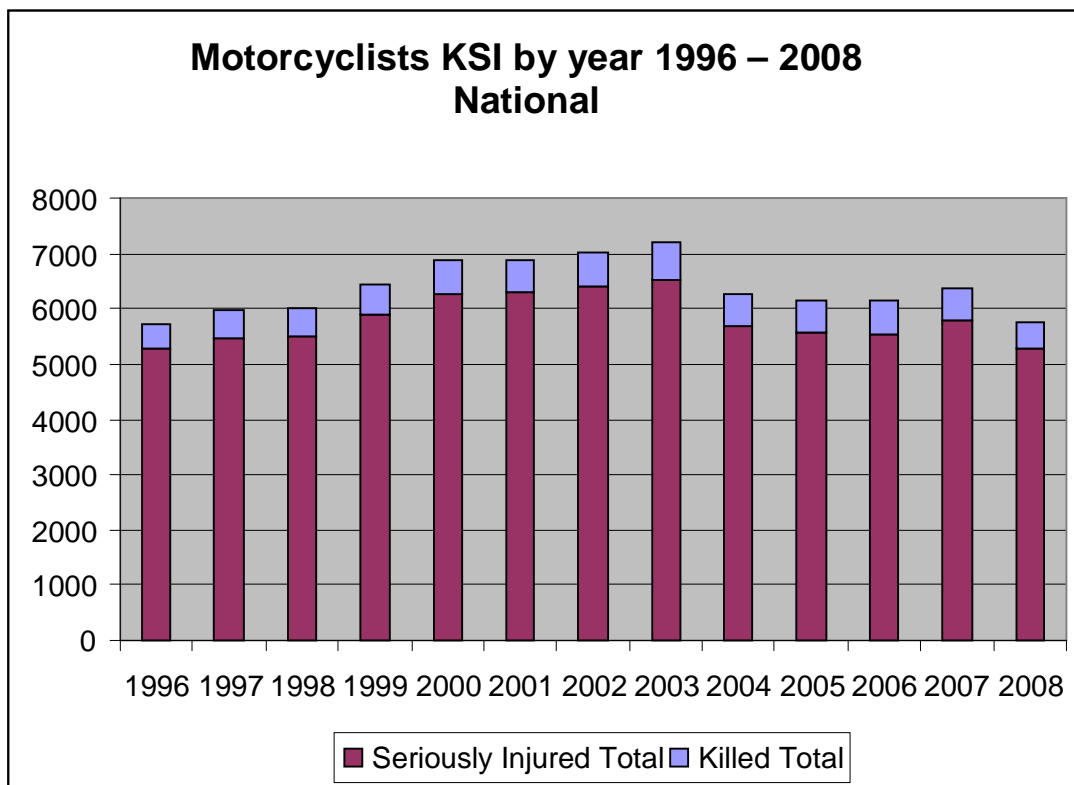
2.2 By the mid-1990s motorcycle traffic had declined again to 3.7 billion vkm, but has been steadily rising ever since. In 2008 the traffic figure stood at 5.1 billion vkm. This represents around 1% of all traffic.

2.3 Nationally, motorcycles licensed have increased substantially over the last ten years rising from nearly 750,000 in 1999 to 1.2m in 2009. This is set against a backdrop of an increasing number of kilometres travelled over the same period. The graph below shows the

relationship between motorcycles licensed and kilometre's travelled in the UK.



- 2.4 Motorcycles can offer an affordable alternative to the car, providing independence and mobility, and widening employment opportunities, especially where public transport is limited. They can also provide quicker travel for riders in congested traffic conditions.
- 2.5 Motorcycles are getting cleaner and, while their relative environmental performance has lagged behind the dramatic improvements achieved for passenger cars in recent years, the overall picture is moving in the right direction. Smaller machines have a clear advantage over cars in terms of carbon dioxide (CO₂) emissions. Smaller machines (e.g. engine capacity less than 400 cc) that dominate the urban/commuter sector, tend to have CO₂ emissions per kilometre travelled of less than half of those of the average car due to their far greater fuel economy.
- 2.6 However, the increase in motorcycling has led to increases in casualties. During 2008, 5767 motorcyclists were killed or seriously injured nationally. Motorcyclists are at a much greater risk of sustaining death or serious injury than other road users. The relative risk of a motorcycle rider being killed or seriously injured per kilometre travelled was 38 times higher in 2008 than for those travelling by car.

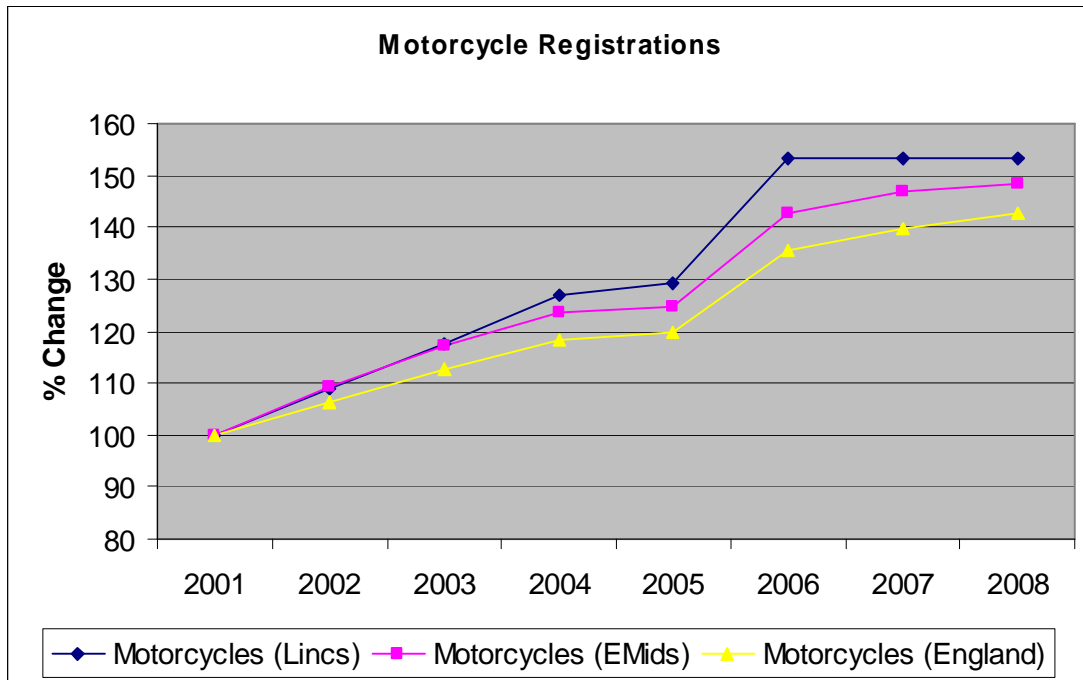


2.7 The number of motorcyclist riders killed or seriously injured in 2007 was 6.5% higher than the Government's baseline average figure for 1994-98. The biggest increases were amongst those aged 16 or between 40 and 69. Just over half of motorcyclist casualties occurred on A-roads. Most casualties occurred at weekends and between the hours of midday and 6pm.

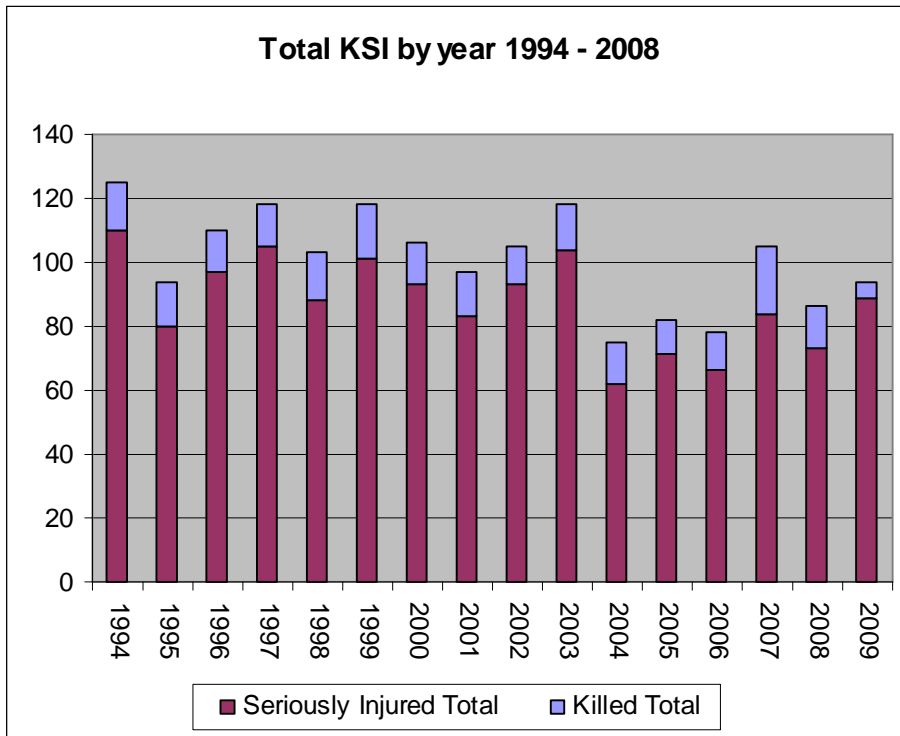
3. Lincolnshire Context

- 3.1 As a rural county Lincolnshire has always had a high proportion of motorcycle users, who often start young as motorcycling is seen as a cheap and convenient means of achieving personal freedom and mobility. There are several known "biker" routes in the County, regular bike night meetings in the summer and race meetings at Cadwell Park all of which make Lincolnshire attractive to motor cyclists from both in, and outside of the County.
- 3.2 Lately, as the general standard of living has increased there are many more mature drivers taking up motorcycling as a leisure activity. This is clearly reflected in the County's casualty statistics which show that the majority of motorcycle casualties involve "sports bikes (see paragraph 3.5 below) with an average rider age of 45 years. As a consequence the Lincolnshire Road safety Partnership directs many of its motor cycle road safety interventions to that particular user.

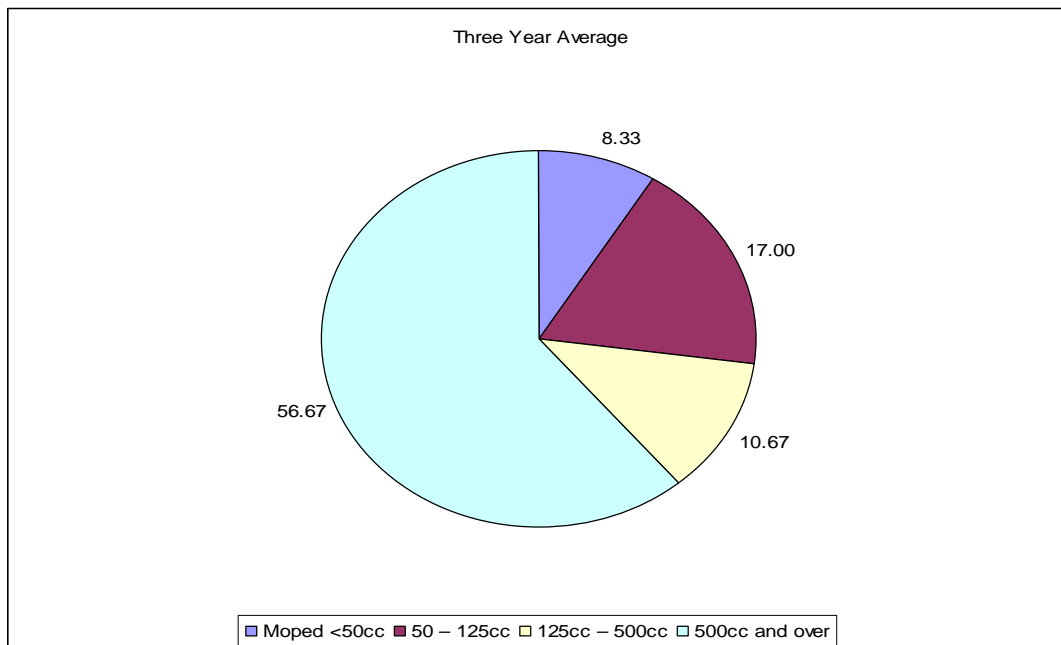
3.3 The graph below represents a comparison between Lincolnshire, East Midlands and England on motorcycle registrations. As can be seen from the graph there has been a marked increase in the registration of motorcycles since 2001 nationally with a greater increase in Lincolnshire over the national average.



3.4 The number of motorcyclists killed in Lincolnshire during 2009 was 5, which is a significant improvement when compared with the average of 11 to 14 that there has been each year since 2000 (with the exception 2007 when 21 motorcyclists died). The number of Serious Injuries amongst motorcyclists also remains high. The graph below illustrates the comparison between fatal accidents and serious accidents in the county since 1994.



3.5 The vast majority (57%) of motorcyclist KSI casualties are those riding 'sports bikes'; i.e. those over 500cc capacity, as shown on the graph below. The average (mean) age of the sports biker KSI casualties has been rising over the last few years from 35 in 2005 up to 41 in 2009. The chart below highlights how riders of bike over 500cc make up the highest proportion of victims of accidents since 2005.



- 3.6 A Countywide 'Wheels to Work' scheme is now in operation and is run by 'Access Your Future' a social enterprise. The scheme is funded by Lincolnshire County Council and via the Sustainable Community Strategy. The "Wheels to Work" scheme provides scooters for sale or on loan at minimal cost to people living in rural areas with no alternative means of travel to get to their place of work or training.
- 3.7 Historically coverage has been very limited in Lincolnshire with an initial 10 bikes in Market Rasen to 86 bikes across West Lindsey and North Kesteven. This scheme enabled nearly 300 people to access opportunities that otherwise would have been closed to them. The new scheme will provide equal access to work and training opportunities across Lincolnshire.

4. Objectives

- 4.1 Taking into account the issues highlighted in the preceding sections of this document, the following two overarching objectives have been adopted.

Objective 1 - to reduce the number of motor cycle casualties on Lincolnshire's roads by delivering educational, engineering and enforcement initiatives specifically targeted at those user groups.

Objective 2 - to improve facilities for motorcyclists and hence encourage greater use

- 4.2 These are discussed in more detail in the following sections.

5. Improving Safety for Motorcyclists

- 5.1 Improvements to road safety in Lincolnshire are overseen by the multi-agency Lincolnshire Road Safety Partnership (LRSP). The Partnership was formed in June 2000 following a Best Value Review of road safety and now comprises:

- Lincolnshire Police
- Lincolnshire County Council
- Lincolnshire NHS (Teaching) PCT.
- The Highways Agency
- Lincolnshire Probation Service
- Lincolnshire Fire and Rescue

- East Midlands Ambulance Service

5.2 The LRSP's vision is, "to enhance the quality of life for the road users of Lincolnshire by reducing the number of road collisions." One of its objectives is to set and achieve ambitious casualty reduction targets having regard to Government strategy and Guidance. The Government's casualty reduction targets are set out in, "Tomorrow's road safer for everyone." These require by *2010 to

- reduce by 40% the number of fatal and serious road casualties
- reduce by 50% the number of road casualties involving children
- a 10% reduction in slight casualty rates

* The Government has recently consulted on proposals for its ten year casualty reduction strategy beyond 2010. This is likely to result in the requirement to reduce fatal and serious injury casualties by a third from their 2004-2008 baseline average by 2020.

5.3 The Lincolnshire Road Safety Partnership has implemented a wide range of educational, engineering and enforcement initiatives targeted at this vulnerable road user group. Examples include:

- The erection of some 250 signs from the 'Shiny Side Up Partnership' (an East Midlands group focusing on reducing motorcycle casualties.) in a bid to both raise awareness of motorcycles amongst other road users and to support and inform the riders themselves. These signs are erected on a number of routes identified in Lincolnshire as either major sports bike recreational routes or routes with a history of motorcycle collisions over recent years.
- Operation Octane / STEALTH (**S**pecifically **T**argeted **E**nforcement **A**t **L**awbreaking **T**wo-wheeled **H**igh-end offenders) police enforcement specifically directed to routes which have a high incidence of motor cycle collisions.
- The use of motorcycle friendly collapsible signs (as opposed to those on traditional steel posts) at those routes with a history of bike collisions, such as the A631 between Gainsborough and Middle Rasen.
- Delivering the national police Bikesafe initiative. Bike safe is delivered on a monthly basis and provides:
 - Educational services to motorcycle riders via two hour multimedia class based activity.
 - Feedback to attendees with regard to their riding technique and skill after a practical exercise.

- Using funds available through the Rural Development Project to develop and implement a series of “Performance Plus” motorcycle training events at Cadwell Park racing circuit. The training consists of four workshops which deal with, road user behavior, vehicle handling, defensive riding skills and vehicle maintenance.
- Engaging with motorcyclists by attending various “biker” events such as race meetings at Cadwell Park, “bike nights” at several locations throughout the County and other events such as the “Motorcycle New” sponsored meet at Butlins.

5.4 Ongoing work which will help develop future motorcycling safety initiatives includes :

- Lincolnshire Police have also entered into a tri-force cross-region motor cycle initiative involving Lincolnshire, Humberside and South Yorkshire police forces.
- The recently formed East Midlands Strategic Road Safety Group have also agreed to carry out a joint analysis of motorcycle collisions using the Marketing Analysis and Segmentation Tool (MAST) in order to investigate options for a regional approach to reducing motorcycle casualties.

Action: **Through the Lincolnshire Road Safety Partnership, the Council will continue to work towards reducing fatal and serious injuries to motorcyclists by implementing a variety of educational, engineering and enforcement initiatives.**

6. Improving Facilities for Motorcyclists

6.1 The two main issues which crop up regularly when considering the need for improved facilities to encourage motorcycling are:

- safe and secure parking
- the use of bus lanes and advanced stop lines

Parking

- 6.2 Concern is often raised regarding the vulnerability of motorcycles to theft when left parked. Nationally, a motorcycle is more than twice as likely to be stolen as a car with over 100 motorcycles are stolen ever day. Whilst the level of motorcycle thefts in Lincolnshire is well below the national average, some 255 bikes were stolen in the County during 2008/09. However, there has been some general reduction in the number of thefts in recent years (down by 25% from the figure of 336 for 2005/06).
- 6.3 Countywide, there is a mixed level of provision for motorcycle parking. The District Councils generally allow bikers free parking within their own off-street car parks. However dedicated bays are not the norm, apart from in Boston which has over 50 bays and in Lincoln, in Lucy Tower Street multi-storey car park where the charge is £2 all day. Dedicated on-street parking provision is very limited, with several spaces in Broad Street in Stamford being available.
- 6.4 At new developments, the County Council has set out guidance on the provision of parking for motorcycles as follows:
- A minimum of 1 space per 20 car parking spaces. Secure anchor points to which machines may be locked should normally be provided.
 - In general, parking for motorcycles should be:
 - flat, level and firm enough to prevent stands sinking into the ground
 - in a secure position regularly overlooked by staff or passers-by
 - as near to the entrance as the site layout permits
 - well signed and lit
 - ideally under cover, but if this is not possible, clear of trees, etc, to avoid falling sap, bird droppings, etc
 - positioned so as not to present a hazard to pedestrians, particularly those with impaired vision
 - designed to ensure they are not used by cars and other vehicles
- 6.4 In addition, at larger sites, developers will also be required to demonstrate that they have considered the additional needs of employees who use Powered Two Wheelers, such as lockers for storing crash helmets and clothing, and changing facilities as part of an overall Travel Plan.
- 6.5 In town centre locations, it may be preferable for developers to contribute towards the provision of motorcycle parking stands for general public use.

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| Action: | <ol style="list-style-type: none"> 1. The Council will continue to work with District Councils, developers and businesses when carrying out works and enhancements to improve parking facilities for motorcycles across the county. 2. The County Council will seek to improve motorcycle parking through its development control advice to district councils. |
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Use of Bus Lanes and Advanced Stop Lines

- 6.6 An increasing number of authorities are allowing motorcycles to use bus lanes, allowing riders to share the facility with buses, with several authorities investigating the potential for allowing motorcycles to use bus lanes. Experiments into allowing motorcycles in bus lanes and their contribution to casualty reduction in London were inconclusive. The Department for Transport advice included within 'Keeping Buses Moving', recommended against motorcycles normally being allowed into bus lanes. However, more recently authorities such as Sheffield City have allowed motorcycles into bus lanes following experimental trials.
- 6.7 Nationally, there continues to be much debate regarding the use of both bus lanes and advanced stop lines by motorcycles, with the Government continuing to review the merits of permitting this. Allowing motorcycles to use bus lanes could be detrimental as it may cause confusion to drivers of other vehicles who may incorrectly think that they can also drive in bus lanes. This would then increase the number of cars that violate bus lanes. There are also concerns regarding increased conflicts with pedal cycles.
- 6.8 Currently in Lincolnshire, there are only 5 relatively short lengths of bus lanes (3 in Lincoln and 2 on Roman Bank in Skegness) totalling just 1.1 kms. Motorcycles are not permitted to use these lanes. As the number of such facilities is very limited, the problem has not been a particular concern, but pressure may build as more of these schemes are implemented.

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| Action: | The County Council will continue to monitor the outcome of trials on the impacts of allowing motorcycles to use bus lanes and advanced stop lines carried out by other authorities and Department for Transport. Local policies relating to the use of such |
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facilities by motorcycles will be developed in light of the findings.