

Consultation Responses to Draft Motorcycle Strategy. 4th March 2010	
Respondee	Comments
WLDC	Comment on dedicated motorcycle parking on the ground floor of Beaumont Street multi-storey car park which are free of charge.
CPT - Keith McNally	1. Support objectives outlined in Section 4 2. Actions under 5.3 & 605 appear sensible 3. 6.8. Support pragmatic approach outlined in 6.8 and request to be consulted in development in local policies.
PEDALS	<u>Objectives</u>
	Main comment on second objective. The aim should <u>not</u> to be to encourage more motorcycling.
	PEDALS strongly supports improving safety but opposes encouraging motorcycling on safety grounds. Concentration should be on making travel safer for existing motorcycles.
	Encouraging motorcycling undermines promotion of sustainable travel, cycling and walking are safer, quieter, healthier and less polluting.
	First objective should read "to minimise" not "to reduce"
	<u>Previous policies</u>
	Strategy should include brief review of previous policies. After 5.3 the effectiveness of previous policies should be discussed.
	<u>Resources</u>
	Details of resources available to implement strategy should be included.
	<u>Parking</u>
	Action 1. Should be strengthened, with specific timescales, towns and locations.

	6.4. Strategy should clarify that there should be signing both to, and at, parking.
	<u>Bus Lanes</u>
	Clarify whether cyclists in Lincolnshire are allowed to use bus lanes.
	Correct to point out the conflict with cyclists if motorcycles are allowed to use bus lanes.
	<u>ASLs</u>
	Need to explain our current thinking on motorcycles and ASL's
Boston Motorcycle Riders Assoc.	<u>Section 1</u>
	No observations
	<u>Section 2</u>
	2.4 Support and welcome the views expressed in this section
	2.6 Comment on govt targets being met and KSI's actually falling in relation to an increase in motorcycling.
	<u>Section 3</u>
	3.2 Clarification required on breakdown of stats on over 500cc bike involved in accidents.
	3.8 Welcome launch of Wheels to Work scheme. Would like to be involved with its launch.
	<u>Section 4</u>
	Objective 1. Welcome initiatives to reduce the number of accidents but cannot support any policies that do not have a sound provable basis or those that may be discriminatory towards motorcyclists
	Please clarify who are targeted user groups.
	Objective 2. Fully support this objective and would welcome the opportunity to comment upon any initiatives considered.

	<u>Section 5</u>
	Would like more information on Bikesafe initiative.
	<u>Section 6</u>
	6.3 Strategies for parking should include reference to signing.
	6.7 Request to review the section as we have reference incorrect data.
	<u>Other comments</u>
	BMRA have engaged in a number of the stated road safety initiatives either individually or as a club but feel an opportunity is being lost for clubs and individuals to do more
	A face to face forum for Lincolnshire may help in the preparation, introduction and effectiveness of any initiatives considered to meet the objectives.