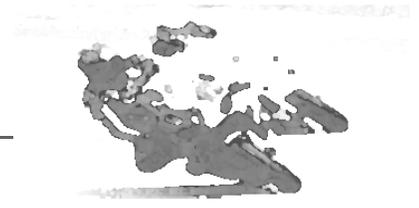


North Lincolnshire Council

Powered Two Wheelers Strategy

January 2006





Executive Summary

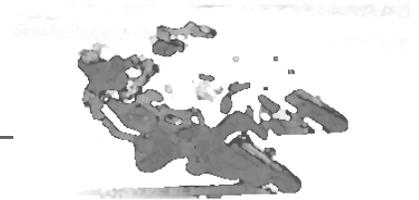
Introduction

This is a transport strategy for all powered two-wheel vehicles, including scooters, mopeds and motorcycles, for the North Lincolnshire Local Transport Plan area. The strategy has been prepared by North Lincolnshire Council in close liaison with the North Lincolnshire Motorcycle Forum and has been informed by extensive consultation with users and stakeholders. It is intended to cover the use of powered two wheelers on North Lincolnshire roads and therefore does not extend to off-road facilities.

The strategy recognises that the powered two wheeler can provide an alternative means of transport for some journeys, especially where public transport is limited. The strategy does however acknowledge the large proportion of road casualties in relation to their numbers and that in the North Lincolnshire area casualties have increased. The main aim of the strategy is to encourage the increased safer use of powered two wheelers.

The authority recognises that the development of a motorcycle strategy is only one of the elements of an integrated transport strategy and there is a need to balance the needs of all road users. When providing for powered two wheel vehicles, concerns must not be created for other road users and that when carrying out improvements for other road users the impact on motorcycles is fully understood.

To achieve the objectives of the strategy, they will be delivered through the Local Transport Plan 2006 – 2011 and beyond. The action plan (**see appendix 1**) has been developed to guide the implementation of the strategy and details specific actions that will be carried out by the local authority, and reviewed through the Local Transport Plan process.



Contents

Executive Summary

1. Introduction

2. The Policy

- 2.1 The National Story
- 2.2 Benefits
- 2.3 Disadvantages
- 2.4 Advisory Group on Motorcycling

3. Casualty Trends

- 3.1 Casualty Figures

4. Environmental Issues

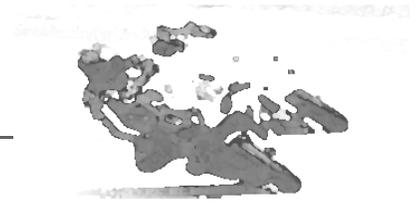
- 4.1 The Environment
- 4.2 Congestion
- 4.3 Emissions
- 4.4 Air Quality
- 4.5 Noise
- 4.6 Anti - Social behaviour

5. Safety

- 5.1 Road Safety
- 5.2 North Lincolnshire Motorcycle Forum
- 5.3 Training
- 5.4 Licensing
- 5.5 Bikesafe
- 5.6 Security and Theft
- 5.7 Parking for Powered Two Wheelers
- 5.8 Design Measures
- 5.9 Travel Planning
- 5.10 Road Hazardous
- 5.11 Driver Improvement Scheme

6. Monitoring

- 6.1 Monitoring and Review



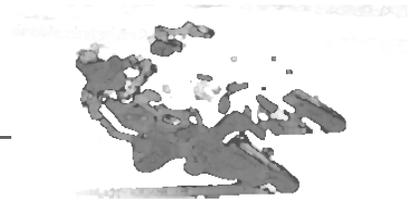
Contents

Appendix 1 - North Lincolnshire Council Action Plan

Appendix 2 - North Lincolnshire Council Road Safety Strategy

Appendix 3 - 10 Point Information Package for Motorcyclist

Appendix 4 - Parking facilities for Powered Two Wheelers



1.1 Introduction

This strategy has been developed by North Lincolnshire Council and the North Lincolnshire Motorcycle Forum in response to the Government's White Paper, A New Deal for Transport: Better for Everyone (1998) which highlights the contributions the Powered Two Wheelers (PTW) can make towards an integrated transport strategy.

It is designed to offer a clear way forward to incorporate the needs of powered two wheeled vehicles in the Local Transport Plan and presents the issues to be addressed and methods of tackling them. Motorcycles are between two and five times more fuel-efficient than cars, produce half of the carbon dioxide emissions and up to a third of the carbon monoxide emissions of unleaded motor vehicles. This form of transport has been on the periphery of the transport debate but can provide a key contribution in reducing car travel.

The strategy has been produced to encourage the safe use of PTW's in North Lincolnshire. The objectives of the strategy are to:-

- Reduce road casualties by improving safety for PTW's
- Improve access and facilities for PTW users
- Improve PTW road safety awareness amongst all road users; and
- Work with others to develop a better understanding of the role of PTW's as a mode of transport.



2.1 The National Story

The National Motorcycling Strategy, published in February recognises that an increasing number of people are turning to motorcycles and scooters in order to beat congestion as well as riding bikes just for the sheer fun of it.

The strategy aims to ensure that:

- Motorcycling is recognised as a “mainstream” mode of transport
- Transport planning and infrastructure decisions fully take motorcycling into account
- Motorcycle design continues to improve
- The attitudes and behaviour of both drivers and motorcyclists is focused on looking out for each other.
- Pre-test and post-test reviews, including a review of the delivery of the Direct Access Scheme.

2.2 Benefits

- Affordable alternative to the car
- Provides independence and mobility
- Widens employment opportunities, especially where public transport is limited
- Provides quicker travel for riders in congested areas
- Enjoyment of motorcycling
- Environmental benefits

2.3 Disadvantages

- Motorcyclists are more vulnerable road users
- There is a need for safety training
- A need for educating car users
- Motorcycles are more at risk of theft
- Bad weather conditions

2.4 Advisory Group on Motorcycling

The Government’s White paper on the Future of Transport, “A new Deal for Transport: Better for Everyone”, recognised that mopeds can provide an alternative means of transport for many trips and that they offer an affordable alternative to the car. The White Paper also acknowledged the potential benefits offered by motorcycling for the environment and for congestion. However, it recognised that these were dependent on a number of factors and that the role of motorcycling in an integrated transport strategy raised some important and complex issues, including safety and environmental impact.

The Government concluded that it require & advice on these issues and it therefore established the advisory Group on Motorcycling. The first meeting was held on the 6 May 1999. Its membership is made up of five task forces to examine

- Vehicle safety and security,
- Integration and traffic management
- Environmental

Chapter 2 - The Policy

- Fiscal issues, statistics and
- Research



Department for
Transport

The Government's Motorcycling Strategy



Further details of the Advisory Group on Motorcycling can be found on www.dft.gov.uk

Objective
“To help achieve government targets”



3.1 Casualty Trends

Motorcyclists represent a large proportion of road casualties in relation to their numbers. They make up only around 1% of the road traffic, but suffer around 20% of deaths and serious injuries nationally and around 15% of Killed and Seriously injured (KSI's) in North Lincolnshire .

Objective

“To reduce casualties amongst PTW’s”

The road safety magazine THINK in March 2005, published various policy areas and aims. One of those policy areas was motorcycling.

The aim is to reduce the number of motorcycling casualties by promoting awareness of motorcyclist's vulnerability, by targeting urban motorcyclists, car drivers and leisure riders.

Key Message

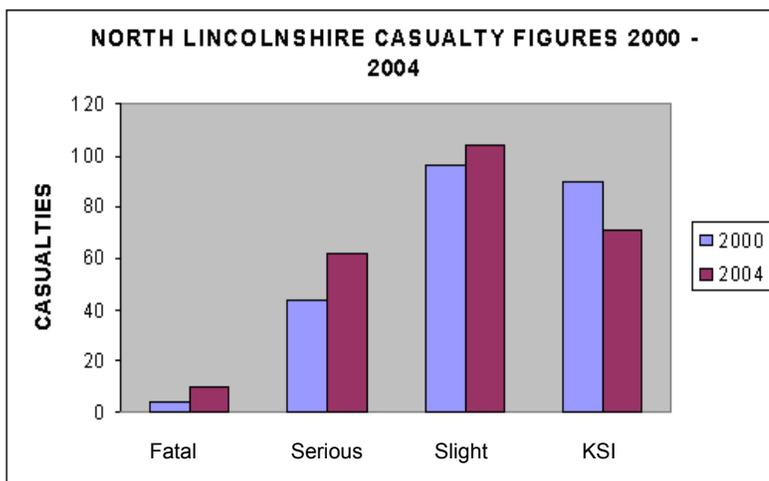
- **Motorcyclists and drivers need to watch out for each other**
- **Save racing for the track: give your bike the skills it deserves**
- **Ride defensively and expect the unexpected**

More information on the Road Safety Magazine can be found at: www.thinkroadsafety.gov.uk

3.2 KSI Figures

The Government's target is to reduce the number of people killed and seriously injured (KSI) by 40% by the year 2010, from a baseline set from 1994 – 1998. The Council's target reduction for KSI will be in line with the next Local Transport Plan 2005/06 to 2010/11.

The chart below shows the comparison between North Lincolnshire casualty and KSI figures in 2000 and 2004. Although there has been an increase in casualties the KSI figures show a reduction.





4.1 The Environment

Powered Two Wheelers are relatively light and have a low axle loading which causes less damage than most other motor vehicles. They also generally take up less road space than other vehicles, particularly in congested areas, and less parking space.

Motorcycles generally consume less fuel and therefore emit lower volumes of greenhouse gases than cars. The Council's LTP 2006/11 promotes the need to use more sustainable transport modes, and recognises the role that Powered Two Wheelers have to play in the environment.

Objective

“Promote Motorcycling as a preferred mode of transport, other than the car to help reduce congestion and improve air quality”

4.2 Congestion

Motorcycling has the ability to reduce congestion on the grounds that motorcycles take up less space than cars and are able to filter through stationary traffic. To switch between a single occupant car and motorcycle, has clear benefits. However, to switch from public transport to motorcycling would add to congestion levels, and consequently would not be in support of government and local targets.

Objective

“Encourage business to consider the needs of PTW's in travel planning”

4.3 Emissions

The motorcycle industry has made a vast improvement over the years, as PTW's are becoming cleaner and more environmentally friendly.

The advisory Group on motorcycling final report, which was submitted to Government in August 2004, explored the environmental impact of motorcycles. The Task Force found that:

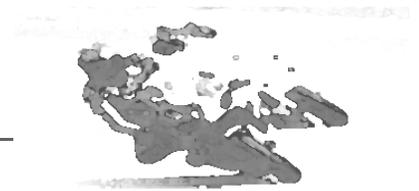
- **Climate change** - Motorcycles performed better than other vehicles in producing less carbon dioxide (CO₂) per passenger kilometre;
- **Pollutant emissions** – produced a lower volume of oxides of nitrogen (No_x) per passenger kilometre, and they performed less well than other vehicles in relation to carbon monoxide (CO₂) and hydrocarbons (HC).

The results of the study found that the emissions performance of motorcycles is seen to be better than cars.

4.4 Air Quality

The sources of pollutants in North Lincolnshire are mainly industrial, with traffic identified as being a less significant source of pollution than in many other areas of the UK.

On 6 April 2005, the Council held a consultation event on the second Local Transport Plan 2006/11, asking “What people's priorities were in



North Lincolnshire? When the results were analysed, air quality and the environment were ranked second. As a result the Council's aim is to make North Lincolnshire a place where everyone can enjoy a high quality environment and to protect and maintain the environment and minimise the environmental impact of transport.

Objectives

“Reduce transport related emissions by reducing traffic flows and making more efficient use of the network”

4.5 Noise

Noise is generated through a number of factors such as the vehicle itself and the friction between the surface and tyres. Complaints in the area have been made due to the noise of PTW's. This is a localised nuisance and the effect it has on local communities and business, has an adverse effect, especially in urban areas.

Objectives

“To seek and obtain land for recreational use, to reduce anti social behaviour amongst PTW's. “ *Motorcycle Forum*”

In past years exhausts were another source of complaint, but although regulations defined permitted noise limits, it was difficult to enforce without special equipment unavailable to police patrols. Today is a different story, as all new motorcycles must be fitted with exhaust systems and silencers stamped (“E-marked”) with the European Directive with which they comply.

The Motorcycle Retailers Association (MRA) produced a “declaration form” to be signed by customers and retained by the retailer whenever non-confirming pipes are purchased so that the customer is fully aware that such accessories are not legal on public roads.



Air Quality Monitor on Cottage Beck Road

4.6 Anti Social Behaviour

Tackling antisocial behaviour amongst PTW's isn't just about getting tough – it's about working together in partnership with various groups, organisations and communities and looking at ways in diverting people away from anti-social behaviour.

Objectives

“To work with local communities, town and parishes council, road safety partnership and other organisations to drive down anti-social behaviour amongst PTW's (see chapter 5)



5.1 Road Safety

At present there are indications that the proportion of trips made by powered two wheelers is beginning to rise. In 1998 over 5.2% of newly registered vehicles were powered two wheeled vehicles (4.7% in 1997) and there are an increasing number of people who rely on these vehicles to travel. For these reasons their needs are being incorporated into the Council's LTP and Local Plan strategies and considered when schemes are developed and implemented.

The Council's Road Safety Plan (**see appendix 2**) sets targets for the reduction in the number and severity of accidents involving powered two wheelers (PTW's). At present, the level of fatalities, according to Department for Transport (DFT) figures, is 36 times higher than for car users, therefore motorcycles can be considered a vulnerable mode of travel. Fatality levels nationally have halved however since 1997 and slight and serious accidents involving PTW's have fallen by 70% and 60% respectively.

The significant cause of accidents is the negligence of other highway users, particular car drivers turning right out of junctions injudiciously, failing to observe a motorcycle or a motorcyclist's right of way. Road surface defects (fuel spillage, potholes, wet roads / leaves, ice and debris left on the carriageway) are also contributory factors as well as driver error (failure to control the machine properly, failure to anticipate other traffic or pedestrians, non-compliance with traffic signs or road markings,

turning right injudiciously).

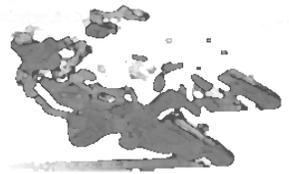
To address some of these safety weaknesses, campaigns needs to be carried out. The DFT is best placed to mobilise national campaigns, however local authorities can also contribute to this in their areas and North Lincolnshire Council will do this through its membership of North Lincolnshire Road Safety Partnership and the Motorcycle Forum. Motorcycling organisations can also contribute to this by running awareness campaigns and support for new (or "born again") motorcyclists.

Objective

"To look at ways to reduce accidents through promotion"

There is some controversy regarding the benefits of high visibility clothing due to cost, however on balance it assists in reducing the risk and severity of accidents. The Council will consider methods to promote this, incorporating it in campaigns to promote PTW safety with local companies advertising to subsidise the cost of safety clothing. Motorcycling issues will be more prominently featured in Travelwise campaigns.

The Road Safety Partnership has set out a five year plan and programme of key action, indicating their expected effectiveness and contribution to the road safety reduction plan target.



5.2 North Lincolnshire Motorcycle Forum

On 12th May 2005, the North Lincolnshire Road Safety Partnership launched their Motorcycle Forum “Wheels in Motion” after figures revealed a sharp rise in the number of riders seriously injured or killed in crashes in North Lincolnshire in 2004. In that year 50% of road fatalities in the area were motorcyclists.

In addition, 30 motorcyclists were seriously injured and 51 slightly injured over the same 12 months. The new forum will be carrying out a number of activities to reduce motorcycle accidents, which include: -

- Analysis of accidents records
- Investigation of what other police forces and highway authorities are doing
- Education and publicity programme
- Address problems caused for motorcyclists by other road users
- Address motorcycle problems more effectively in highway maintenance and highway design, and
- Address anti-social motorcycle problems, for example off-road biking. (see chapter 4)

The “Wheels in Motion” forum member’s, who represent local groups, users groups, training schools and the police were tasked into putting together a 10 point information package for motorists and motorcyclists to consider when out on the road” (see appendix 3).

5.3 Training

Training is a key feature of motorcycle safety. In the future, as part of the consultation process with motorcycle organisations, the Council will be seeking initiatives from the PTW industry and interest groups to develop.

Objective “Continue to support training organisations”

Compulsory basic training (CBT) was introduced in 1990, by Driver Standards Agency (DSA) to help reduce the very high accident rate among inexperienced motorcyclists. CBT must be completed before a learner moped or motorcycle rider is allowed to ride unaccompanied on the road with L-plates. It is aimed to reduce the accident rate by 33% amongst new riders in the first year after Compulsory Basic Training was introduced but achieved a 43% reduction.



Photo: CBT Training

Once a CBT is completed successfully, and the person has received a (DL196) certificate, they can carry on to take additional



training to pass a theory & practical tests and quality for a full motorcycle or moped licence.

More information on licensing, CBT and theory tests can be found at :

www.dsa.gov.uk

Objective

“Promote and encourage PTW riders to undertake training courses such as CBT and Advanced Training”

Direct and accelerated access

Riders age 21 or over, or those who reach 21 before their two year restriction ends, have other options.

Direct access

After taking CBT and the theory test, the practical test may be taken on a motorcycle with a power output of at least 35kW. A pass allows riders of any size of bike. All or part of the CBT course may be taken on either a learner bike or a large bike. Practice for the practical test on bikes larger than the learner bike specification is allowed provided the learner rider is :

- accompanied at all times by an approved instructor on another bike and in radio contact
- wear fluorescent or reflective clothing and follows all other provisional licence restrictions

Accelerated access

Riders who reach the age of 21, while still within the two year period where they are restricted to maximum 25 kW machines, but who wish to ride larger bikes need to pass a further test on a motorcycle of at least 35 kW. They may practice on bikes over 25 kW under the same practice conditions for direct access riders. They will revert to learner status while practicing (on a motorcycle greater than 25 kW) although test failure will not affect the existing licence.

5.4 Licensing

Full motorcycle licence

There are two types of full motorcycle licence:

- a light motorcycle licence (A1), which restricts riders to any bike up to 125 cc and a power output of 11 kW. The practical test must be taken on a bike of between 75 cc and 125 cc
- a standard motorcycle licence (A), is obtained if the practical test is taken on a bike of over 120 cc but not more than 125 cc and capable of at least 100 km per hour. After passing the standard motorcycle practical test, the rider will be restricted for two years to riding a bike of up to 25 kW and a power/weight ratio not exceeding 0.16 kW/kg. After this they may ride any size of bike



5.5 Bikesafe

Bikesafe is an initiative run by Police Forces around the UK who work with the biking community to help lower the number of motorcycle rider casualties. By passing on their knowledge, skill and experience, the police and other agencies (e.g. IAM and ROSPA) can help motorcyclists become safer and more competent riders.

Motorcyclists, of any experience or age, attend workshops where they are shown the type of protective gear to wear, and all the dangers of motorcycling, and basic mechanical information.

The motorcyclists are then followed on ride outs either by a police motorcyclist or by an advanced motorcyclist for about an hour, where positioning and any faults are pointed out.

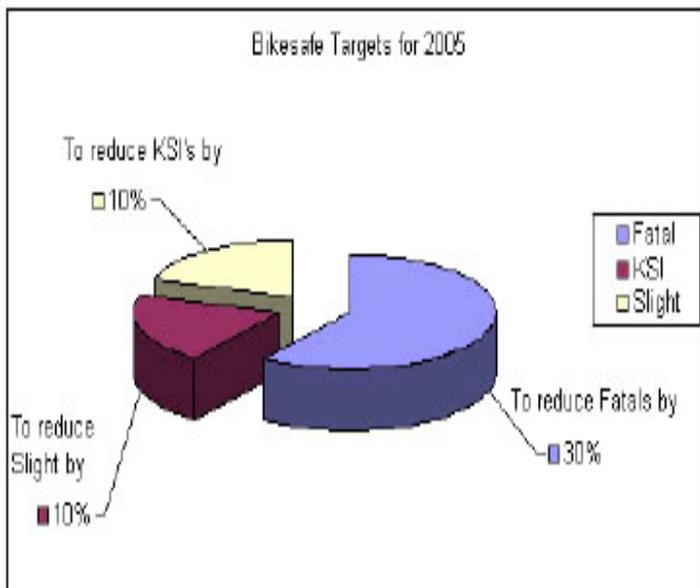
5.6 Security and Theft

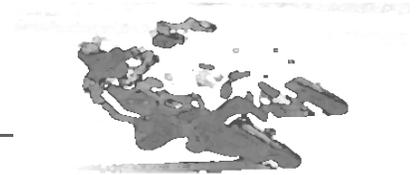
A PTW is over three times more likely to be stolen in than any other vehicle on the road and riders spend a high proportion of the cost on security equipment on machines. A low proportion of stolen machines are recovered (around 15%). Their comparatively modest size, weight and high monetary value result in PTW's being easy targets for opportunistic larcenists who can easily wheel them or transport them away in a light goods vehicles. Around 70% of theft is of small machines by young people. These can change hands frequently making it almost impossible to trace its history or prove it was stolen. All machines are at risk but this can be reduced by inconveniencing casual and professional thieves.

Council's through good practice and encouraging developers through Transport assessment guidance can assist in this. For example, PTW parking bays can be constructed in conspicuous locations so that machines are left in a busy public place by day and well lit parking areas at night.

Motorcyclists are encouraged to vary parking areas therefore Councils need to provide a range of motorcycle parking areas with anchor points so that riders can secure their machines. They should also engage the steering lock. The Council support and encourage manufactures to fit these as standard to all machines along with alarms. Anti-theft measures need to be

Chart 2: National Bikesafe Targets for 2005





integrated into motorcycle manufacture at the design stage and dealers at the point of sale should offer advice on security products and fit data tags as standard to all machines.

Objective

“Seek to provide more secure parking and storage facilities within North Lincolnshire”

Where possible, motorcycle parking areas should be accompanied with lockers so that riders can store protective clothing, crash helmets etc rather than attaching or storing them with their machines.

Objective

“To seek and implement funding into PTW facilities”

In addition, security marking as many parts of the motorcycle and accessories with the vehicle ID number, registration number or riders postcode is also advisable and the responsibility of the owner. The police and local authorities may also run sustained campaigns to encourage this as a PTW theft prevention measure.

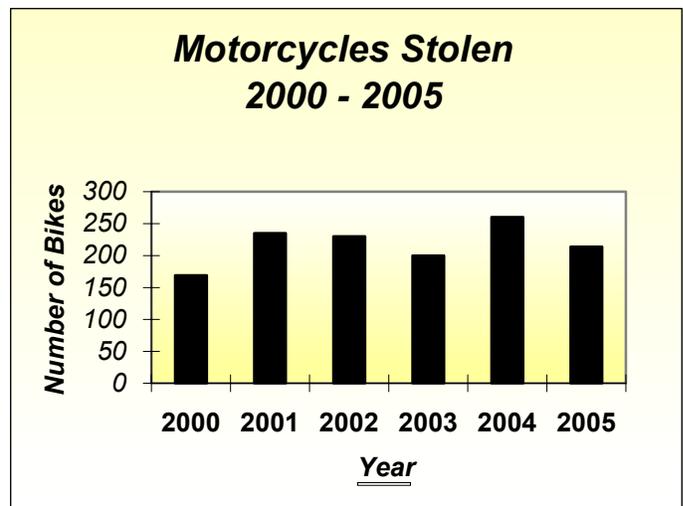
Until recently Humberside Police and the local authority ran a project where, in a controlled environment, young people with an interest in motor vehicles were responsible for maintaining vehicles which they were also allowed to ride. It was particularly focused on youths with a history of vehicle crime who were given an outlet to focus and develop their interests. This scheme ceased to operate in the late 1990's, despite its success in controlling and reducing local vehicle crime. Such schemes

offer a low cost method of direct action against vehicle crime by focusing young people's interest in motorcycles.

Objective

“The Council will support and encourage the development of similar youth offending projects in the future”

Chart 2: Motorcycles Stolen from 2000 - 2005



Figures have been supplied by Humberside Police

At the end of 1999 the Crime Investigation System changed, where they were longer and more detailed. This has had an impact on the crime inputting which started to fall behind. The problems escalated in 2001 - 2003 reaching its worst in mid 2003 when approximately 60% of crimes coming in remained skeletons.



5.7 Parking for Powered Two Wheelers

There is an inadequate supply of dedicated and secure motorcycle parking spaces at present in North Lincolnshire. PTW are no different from cars in that they require somewhere to park once they have arrived at their destination. As a more sustainable form of transport to the car, they should also be given priority over the car. Riders are also shoppers and visitors to town centres and the availability and quality of parking influences where they spend their money.

National campaigns such as “Are you doing your bit” and Travelwise are encouraging people to travel more sustainably. Therefore, the same provision at transport interchanges, “park and ride” sites should be made for motorcycles as are provided for car users.

As well as being well lit and located where passers by provide “casual surveillance”, motorcycle parking areas should also, where CCTV cameras are in place, be covered by them. Anchor points should not be located where they pose a hazard to people with impaired mobility and be robust enough to defeat attempts to lift them out of the ground or be breached with cutting tools.

Objective

“Continue to work with developers on Town Centre projects, to provide secure parking for PTW’s”

There are 18 car parks in Scunthorpe and Ashby, (**see appendix 4**) which provides motorcyclists with parking facilities, and a further two car parks, one in Brigg and the other in Barton upon Humber

Objective

“To monitor Scunthorpe and Ashby car parks on the use of PTW’s”



5.8 Design measures

Being two wheelers, motorcyclist are more susceptible to difficulties and hazards created by the design, construction, maintenance and surface condition of roads. It is essential that the particular needs and vulnerability of powered two wheeler are considered by Highway Engineering.

The Council has a major role in investigating what measures it can introduce to improve safety for motorcyclist. As part of design and maintenance, the authority follows various guidance on best practice, which sets the importance and consideration of all road users, particularly vulnerable road users, for example motorcyclists. To reduce fatal and serious accidents on our roads, the Council's highway engineer and design teams, follow various guidance from Highway Agency "Design Manual for Roads and Bridges - Volume 7: Section 4: Surface Treatments, New Roads and Street Works Act 1991 - Specification for the Reinstatement of Openings in Highways and Guidelines Document for the Assessment and Certification of crack Sealing Systems for Highways.

As well as the highway design and maintenance, the council's traffic and road safety activities in the area comes under the heading "passive safety", which includes the removal of trees from bends, the relocation of signs and other street furniture away from bends or the replacement of posts with frangible materials that sheer on impact.

Bend warning signs in the form of chevrons have been replaced with "Chevroflex", which deflects on impact without causing further injuries to motorcyclist have been used extensively throughout the authority, and we continue to introduce these at new sites. We also remove trees and shrubs from junctions to improve sight lines on exits and may even purchase land to assist in these measures.

Nationally crash barriers are now accepted as being a serious danger to motorcyclists, and this is another area which the authority are involved. And at present, there is no UK safety products available to address this problem."

Objective

"Continue to implement good practice, through design works and road safety"



5.9 Travel Planning

As part of North Lincolnshire Local Plan, Green Travel Plans (T5 & PPG13) have an important part to play in implementing travel plans into the work place.

The council's role is to encourage business and organisations that either employ or attract a large number of visitors to draw up a green travel plans.

Powered two wheelers have a substantial part to play in travel planning. As they are more cost environment and help reduce congestion.

Objective

“To promote PTW's as a sustainable mode of transport, through travel planning”

5.10 Road Hazardous

The Council is well aware of the concerns, regarding bad weather conditions, white lining, potholes and diesel spillage's, when it has an impact on KSI's.

To help reduce the impact of potholes, highway maintenance repairs 100% of all dangerous potholes within 24 hours.

White lining is a major concern to motorcyclist, because of the lack of skid resistance. The Council recognises the need to come up with alternative measures, as does the government.

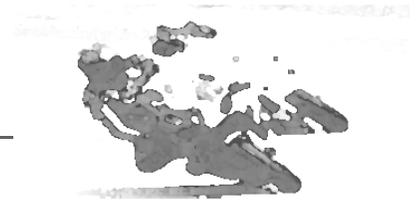
Street furniture, such as road signs, lamp posts or bus stops etc close to the Carriageway can cause a rider further injury if they have an accident. A rider wearing full protective clothing has an accident resulting in sliding on the highway is more likely to be seriously injured if they hit an object than if they gradually slide to a halt. The authority knows it is out of the question to remove every single obstacle but it is possible to limit their number, protect them and avoid dangerous locations such as the outside of bends or the apex of junctions.

5.11 Driver Improvement Scheme

Four local councils (North Lincolnshire, East Riding, Hull and North East Lincolnshire) jointly run the Driver Improvement Scheme on behalf of Humberside Police. The scheme provides an alternative to prosecution for some car & motorcycle drivers who have been involved in a crash where they have been driving without due care and attention.

Studies have shown that where a driver has been involved in such a crash, they are much more likely to be involved in similar incidents in the future than someone who has not.

The scheme recognises that prosecution does not address the driving faults that led to the



6.1 Monitoring and Review

In order to understand the impact which PTW's is having in North Lincolnshire, and the extent to which the objectives are being achieved, a series of annual monitoring process.

The Council will focus on monitoring PTW activity through the following:

- Use of automatic and manual counts
- to put together baseline data for North Lincolnshire, so that we can check the trends of PTW's
- sites that can be integrated into other transport monitoring
- To monitor the attitudes and behaviour of both drivers and PTW's activities through North Lincolnshire Motorcycle Forum "Wheels in Motion".
- To monitor aims and objectives through the Local Transport Plan process.



APPENDIX 1

NORTH LINCOLNSHIRE COUNCIL ACTION PLAN



APPENDIX 1

NORTH LINCOLNSHIRE COUNCIL ACTION PLAN

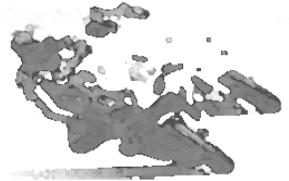
North Lincolnshire Council Objectives (through the Road Safety Partnership)	Action Taken or Planned by Council	Action Taken or Planned by Motorcycle Forum
<p>1. To reduce casualties among PTW's in line with the government's 2010 casualty reduction targets</p>	<p>Formation of Motorcycle Forum Motorcycle safety campaigning Member of 'Roadaware' Partnership To research alternative, additional funding sources</p>	<p>Development of motorcycle 'Ten Safety Tips' for riders and drivers Provision of motorcycle road safety advice to highway authority Development of safety posters for future campaigns Research into motorcycle safety initiatives in other areas Development of Motorcycle Forum web-site Research into principal causes of motorcycle accidents Establishment of effective communication links with other relevant bodies Provision of motorcycle related advice to highway maintenance engineers and highway designers Research supplier information provided to purchasers of small m/cycles</p>
<p>2. To reduce by 50% the number of ASB calls for service related to m/cycle activity</p>	<p>Establish an off-road facility for m/cycling in North Lincolnshire (See also Objective 5, below)</p>	<p>In the short term, promote existing facilities in other areas Raise awareness amongst the general public of relevant issues</p>
<p>3. Promote motorcycling as a preferred mode of transport other than the car, to help reduce congestion and improve air quality</p>	<p>'Wheels 4 U' and 'The Scooter Scheme' Researching advice in government's Motorcycle Strategy and the IHIE Guidelines for Motorcycling and using to inform own strategy development Assess need for provision of secure motorcycle parking facilities</p>	<p>Provided advice to council on this matter Assist, as resources allow, with needs surveys</p>
<p>4. Encourage business to consider the needs of PTW's in Travel Planning</p>	<p>Through Local Planning and Policy procedures</p>	<p>No action</p>

North Lincolnshire Council Objectives (through the Road Safety Partnership) continued....	Action Taken or Planned by Council	Action Taken or Planned by Motorcycle Forum
5. To establish a dedicated facility for recreational use, to reduce anti-social behaviour amongst PTW users	To produce a draft Business Plan	To assist with the production of the Business Plan
6. Increase the numbers of riders undertaking advanced m/cycle training	Promote 'Bikesafe' workshops, IAM and ROSPA training	Promote 'Bikesafe' workshops, IAM and ROSPA training
7. To raise awareness amongst the public of a range of m/cycle issues (e.g. safety, ASB, training opportunities, available services)	Publicity through Scunthorpe Telegraph and Direct magazine	Include in the Forum's Web-site Consider Bike Night to be organised by Forum



APPENDIX 2

NORTH LINCOLNSHIRE ROAD SAFETY STRATEGY



NORTH LINCOLNSHIRE COUNCIL

HIGHWAYS AND TRANSPORT SERVICE

LOCAL TRANSPORT PLAN 2006/11 ROAD SAFETY STRATEGY

North Lincolnshire Council is fully committed to achieving the government's 2010 road casualty reduction targets. Indeed 'Aim 1' of the Highways and Transport Service's '4 Aims' is to exceed those targets.

The council is unlikely to achieve this on its own though, and, prompted by a relatively high number of killed and seriously injured (KSI) casualties in 2001, we joined forces with other key local organisations to form:

The North Lincolnshire Road Safety Partnership



Signing up to the North Lincolnshire Road Safety Partnership at Pittwood House, Scunthorpe on 14th February 2002

From left to right: Margaret Serna, Chief Executive, Lincolnshire Ambulance Service NHS Trust, Chief Superintendent Trevor Sheard, Divisional Commander, 'B' Division, Humberside Police Dr Michael Garnett, Chief Executive, North Lincolnshire Council Mick Spink, Area Manager, The Highways Agency Roy Williamson, Chief Fire Officer, Humberside Fire Brigade

(Since the formation of the Partnership, the Scunthorpe Telegraph has also become a partner and plays a key role in promoting road safety throughout the area).



The objectives of the Partnership are:

- promoting safe road use and respect for other road users
- working with young people to develop skills, understanding and safe attitudes to the road
- providing advice and information on all aspects of road safety
- to raise awareness amongst all road users of what causes accidents
- improving the road infrastructure through engineering projects at identified problem locations
- tackling poor driving through enforcement, education and publicity

Key benefits of the Partnership include:

- increased public awareness of road safety issues through significant increases in media coverage and use of the 'friendly' services (i.e. fire brigade and ambulance service) to support publicity
- better value for money for local residents through more effective utilisation of resources (e.g. partner organisations representing each other at meetings, reduced bureaucracy through answering correspondence on behalf of partners)
- better quality service for local residents through improved decision-making (e.g. by joint working on engineering projects and enforcement operations)
- for the partner organisations themselves, improved working relationships, communications and knowledge (e.g. joint working on accident investigation, joint planning of road safety initiatives / programmes of work and information sharing. Facilitated through police casualty reduction officer part-time co-located in council's traffic and road safety team offices)

A strategic management team oversees the work of the Partnership. The management team meets every three months to monitor performance, review / set future targets, approve initiatives and ensure adequate resources are available for the Partnership to function effectively. The team comprises senior representatives from each of the partner organisations and is chaired by the council's Cabinet Member for Environment and Transportation.

Since the formation of the Partnership, its sphere of operation has widened significantly. Key developments include:

- joint working with adjacent authorities – particularly the Lincolnshire Road Safety Partnership and North-East



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- Lincolnshire Council – leading to sharing of ideas and information and also development of “route strategies” for safety campaigns and police enforcement
 - the formation recently of a sub-group, the North Lincolnshire Motorcycle Forum. The Forum’s role is to specifically address the disproportionately high (and increasing) number of serious motorcycle casualties in the region and nationally (see **Note 1** following this section). In addition to Road Safety Partnership members, the Forum draws on the knowledge and skills of the motorcycle community, and has members from the Institute of Advanced Motorcyclists, Ro.S.P.A. and C.T.B.
 - the development of the Road Safety Partnership’s Speed Management Strategy, designed to supplement the work of the Humberside Safety Camera Partnership, and target other high priority speeding locations
 - a significant increase in the quality and quantity of road safety education and publicity delivered to school children, young adults and local employers by partner organisations

Note 1:

TRL Report TRL629 2005 “Car Occupant and Motorcyclist Deaths” highlights the following in relation to motorcyclists:

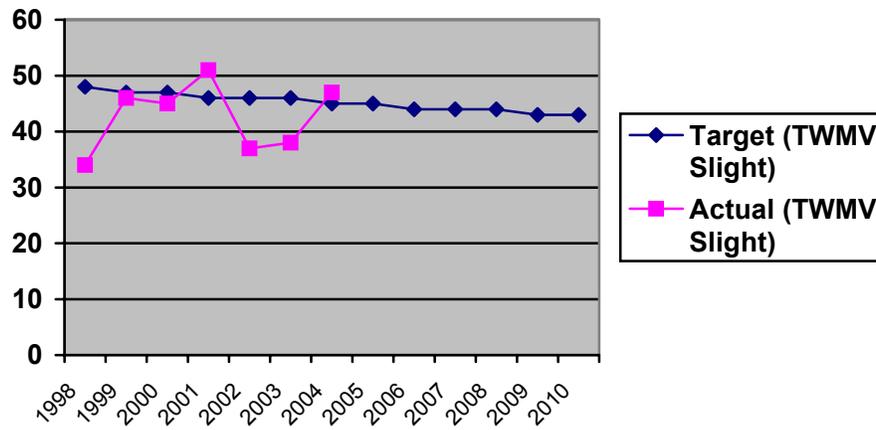
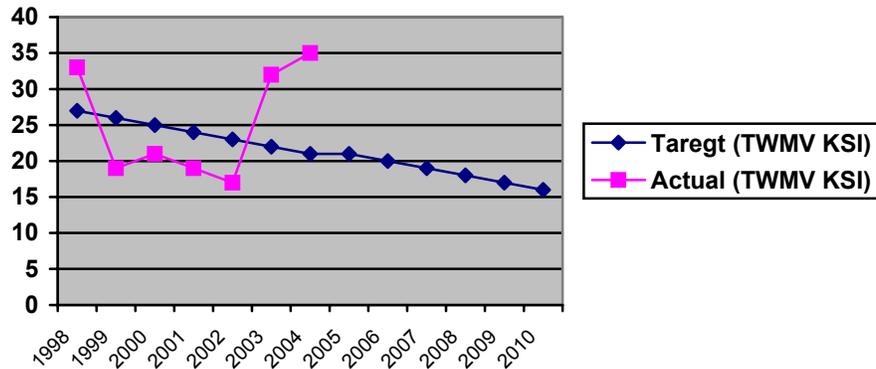
- between 1996 and 2002 there was a 38% increase in motorcycle fatalities
- 37% of motorcycle fatalities are due to excess speed
- 75% of motorcycle fatalities involve other vehicles
- drivers of other vehicles are responsible for 25% of motorcyclist fatalities (40% of these were ‘fail to give ways’)
- peak fatal motorcycle rates are between 15.00hrs and 18.00hrs at weekends
- there is a close correlation between motorcycle fatalities and the size of the machine, with the highest proportion of fatalities occurring on larger machines (conversely, other evidence* shows that there is a significant number of KSI’s in urban areas involving 16 to 19 year olds riding motorcycles of 125cc and under)

The above evidence is being used to inform our motorcycle casualty reduction strategy. Also, motorcycles are seen as an important alternative travel mode and, from a road safety perspective, we are keen to promote this by improving safety for motorcyclists. Government (Department for Transport) guidance* will assist in this.

(* “The Government’s Motorcycling Strategy 2005”)



The current position in North Lincolnshire with regard to motorcycle casualties is as follows:



Links to Other Work

The Partnership also contributes to the wider strategic agenda in North Lincolnshire through its representation on the Community Safety Partnership, alongside other organisations such as the Primary Care Trust (PCT), the Youth Offending Team (YOT) and the Drugs Action Team (DAT). This is an important role because there are clear links between our road safety work and the work of these other organisations. For example, serious road injuries require hospital treatment and take up hospital beds. Clearly, there are real benefits for the PCT if the number of these avoidable injuries is reduced. Each year there are approximately 30,000 people seriously injured on the roads in Britain. Assuming an average hospitalisation period of two weeks per casualty, this equates to over 1,100



hospital beds that are occupied full-time by people who have been involved in avoidable road traffic accidents.

In the near future the Partnership will have a key role to play in other council-wide strategic initiatives, for example the 'Children and Young Persons' preventative planning arrangements, which come into effect this September. North Lincolnshire Council's Social Services has been a significant driver nationally in the development of 'Children's Services' and representatives of the Road Safety Partnership have already met with colleagues in Social Services to plan how the Partnership will contribute to this initiative. Most obviously, reducing child injuries and deaths in road accidents will be a primary function.

To that end, the Road Safety Partnership particularly prides itself on the quantity and quality of road safety education and training provided for children and young people. This is covered in detail later in this strategy.

However, the joint working arrangements with Social Services that are currently being developed should lead to further improvements; for example, by improving access to road safety education and training for previously harder to reach groups such as children in care and foster parents (who do not currently benefit from anti-natal road safety initiatives that the Partnership runs). As well as safety, there are also potential health benefits for children that will result from this initiative. We are already looking at how our responsibilities to the Children and Young Persons Plan might impact on other highway policies. One example may be our provision of cycle routes. Currently, this provision is prioritised, with cycle accident sites as highest priority (this will most likely remain top priority). However, there may be greater priority given to completion of links to schools from the core cycle route network, because this has potential health benefits if children who currently travel to school in cars can be encouraged to cycle. There is more comprehensive information about what we are doing with regard to safety at schools later in this strategy.



Statistics

Applying the government's 2010 casualty reduction targets to North Lincolnshire:

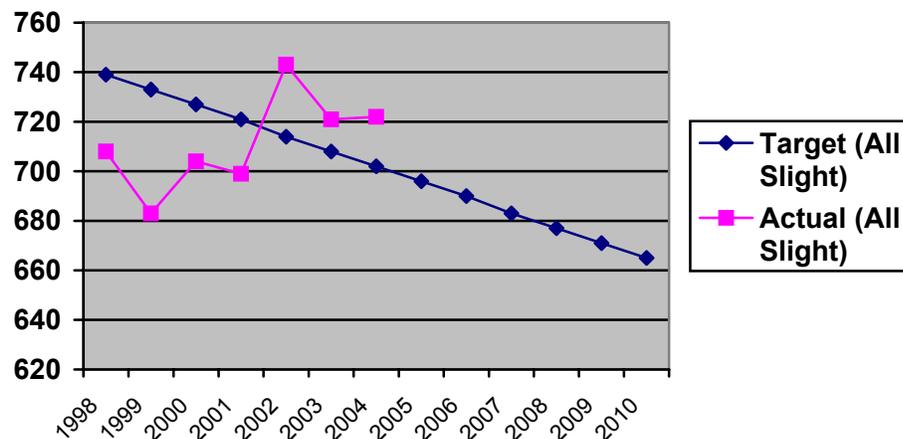
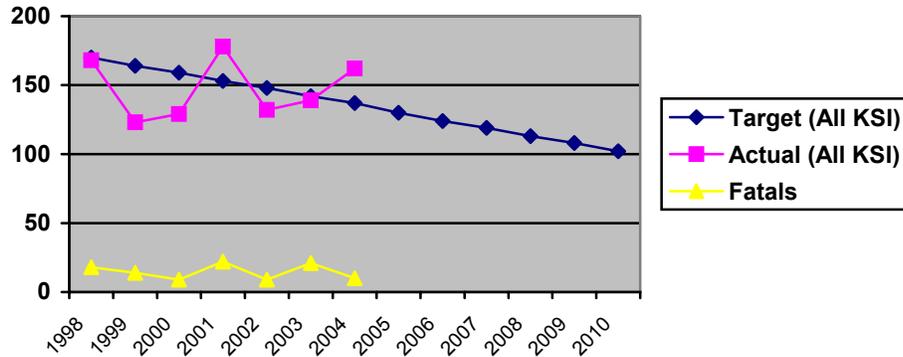
	KSI's	Slight	Child KSI (see Appendix 1)
1994 / 1998 Baseline figures are:	170	739	24
2010 Targets are:	102	665	12

By user category (KSI):	Pedestrians	Cyclists	TWMV's	Cars	Other
1994 / 1998 Baseline:	29	16	27	86	12
2010 Targets are:	18	10	16	52	7

By user category (Slight):					
1994 / 1998 Baseline:	66	75	48	500	51
2010 Targets are:	59	68	43	450	46



How are we doing?



With regard to the headline figure of overall KSI's, four of the six most recent years' figures have been better than the extrapolated 2010 target figures. However, following a significant drop in KSI's in the first year (1999), there has been an increasing trend thereafter.

Perhaps the most representative measure of achievement against the 2010 target is a comparison of average KSI's from the base year to the present. The average **target** figure (1998 to 2004) is **153 KSI** in North Lincolnshire. The average **actual** figure over the same period is **148 KSI**.



What are we doing to drive casualties down further?

In common with most other road safety organisations, the North Lincolnshire Road Safety Partnership provides engineering, enforcement, education, training and publicity solutions to road safety problems. However, we are keen not to just keep 'turning the wheel', delivering the same programmes every year unless we feel it is effective. The Partnership is a **dynamic organisation**, constantly questioning what it does and how it utilises its limited resources.

Recent examples of how we have changed our policies include:

- Moving away from large scale 'safe routes to school' schemes, which benefited only a relatively small number of schools, to smaller, more cost-effective improvements that benefit a larger number of schools
- Following recent Best Value review, reducing investment in engineering work to fund additional child road safety education and training programmes

There are, of course, finite resources available for delivering the above, so we have to prioritise our work and ensure it is targeted at the areas of greatest need (and greatest potential benefit). The use of information and intelligence is a key factor in achieving this.

Analysis of casualty statistics

The Partnership has details of all injury accidents that occur on the area's roads. This information is supplied by Humberside Police and is based on data collected on the 'Stats 19' forms that are filled in by police officers attending the scenes of accidents.

In recent years many of the 'quick win' accident cluster sites have been identified and successfully treated. A list of the principal sites, together with the casualty reductions achieved is provided below.

In recent years the accident clusters have become more fragmented and our strategy has been to move from 'single site' to 'route' treatments. This strategy has the advantage of providing more consistency for the road user once a route has been treated, for example in terms of surface characteristics, speed limits and warning signing at problem locations along the route. In some cases, such treatments have not been limited to a route within North Lincolnshire's boundaries. The joint working arrangements with adjacent authorities referred to earlier has resulted in extending treatments across authority boundaries for the complete length of a route. One example is the A15 'Red Route' signing between Lincoln and Scunthorpe. Such initiatives will be an increasing feature of our work in the future, both in terms of engineering, publicity and, hopefully, enforcement.



As well as local analysis of accidents, we take account of national intelligence, particularly in relation to causation factors. Against this background, we are currently examining whether the Partnership's publicity and enforcement campaigns are targeted in the most effective areas. Also, we have recently commissioned an external consultant to undertake an analysis of our local accident statistics in far more detail than has previously been possible. To this end, the consultant has developed an analysis programme, which we hope will be able to identify 'hidden trends'. Any significant identified trends will inform future programmes of work and, potentially, enforcement and publicity campaigns.

Of course one area of road safety work where detailed intelligence is successfully employed is the safety camera project. North Lincolnshire Council is a member of the Humberside Safety Camera Partnership. There are currently twenty-one safety camera sites in North Lincolnshire. In year one of the project, there was a 45% reduction in injury collisions and a 64% reduction in KSI's at North Lincolnshire safety camera sites. This was estimated to have realised a £1.27 million cost benefit saving. This is a most encouraging start and this council remains fully committed to the safety camera project. Public attitude surveys in the Humberside area have identified a high level of public support (80%) for the cameras. Further, when asked to rank a range of potential accident reduction treatments, respondents rated safety cameras as the most effective option at 'blackspots'.

Notwithstanding the above, there remains a significant level of public concern about speed as a road safety hazard. Indeed the safety camera public perception survey found that 30% of people in North Lincolnshire equated 'road safety' directly to 'speeding' when asked to provide a spontaneous response. Also, 48% of respondents felt that traffic travelled too fast in their street. Other evidence such as feed back from public meetings and correspondence received supports these findings. TRL Report TRL629 2005 "Car Occupant and Motorcyclist Deaths" highlights the following:

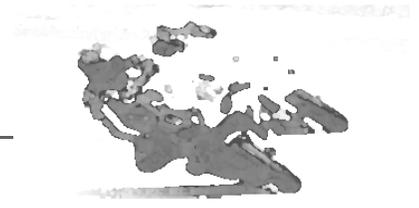
- the predominant failure leading to fatal road traffic accidents is loss of control by reason of excessive speed, accounting for 31% in motorcycles this figure is 37%



Against this background, the North Lincolnshire Road Safety Partnership has developed a treatment programme for a further twenty-four sites that have speeding and accident problems, but that do not qualify as safety camera sites. Every location we receive a complaint about is speed surveyed and the results, together with accident data, are assessed and prioritised using a points scoring system. The twenty-four highest priority sites each year then benefit from a treatment programme comprising vehicle-activated flashing signs, high visibility speed warning signs and police enforcement. Monitoring of the first year's sites showed an overall decrease in average speeds of between 2mph and 3mph at treated sites. Accident figures were not available at the time of writing. Monitoring will continue in order to establish long-term outcomes. Anecdotal evidence indicates a high level of public support for the strategy, and particularly the vehicle-activated flashing signs.

The future strategy of the Partnership in relation to speeding will be:

- **to continue to support the Humberside Safety Camera Partnership**
- **to continue treating additional sites in accordance with the North Lincolnshire Road Safety Partnership's speed management strategy**
- **resources permitting, to increase the numbers of treated sites in response to continued public concern about speeding**



Functions of the Partnership

Education, Training and Publicity

Engineering

- **Local Safety Schemes**
- **Safe Routes to School**
 - o **School Safety Zones**
 - o **School Travel Plans**
- **Highway Maintenance**

Enforcement

- **General**
- **Safety Cameras**
- **Speed Management Strategy**
- **Review of speed limits**

General

- **Researching national and international road safety developments**

The Role of the 'Aim 1' Working Group

Intelligence vs Intuition



Appendix 1

Child Road Casualty Statistics

Between 1996 and 2002 (inclusive) there were 851 children injured on North Lincolnshire's roads. This figure comprises:

- 711 slightly injured
- 135 seriously injured
- 5 killed

These were split between the following categories:

- 279 pedestrians
- 214 cyclists
- 326 in cars
- 8 on two-wheeled motor vehicles
- 24 others

13.8% (1 in 7) of **all** road casualties in North Lincolnshire are children

13.5% (1 in 7) of all **serious** road casualties in North Lincolnshire are children

4.5% (1 in 22) of all **fatal** road casualties in North Lincolnshire are children



APPENDIX 3

10 POINT INFORMATION PACKAGE FOR MOTORCYCLIST

Appendix 3



10 POINT INFORMATION PACKAGE FOR MOTORCYCLISTS

The Motorcycle Forum “Wheels in Motion” were asked “if they would put together a 10 point information package for motorcyclists to consider when out on the road”.

1. Be aware of the road conditions at all times.
Avoid where possible, manhole covers, tar bonding and loose gravel.
Be aware of changing road conditions at various times of the year i.e. Autumn leaves, after a prolonged dry spell, wet roads are more hazardous than normal.
2. Watch out for diesel spillages, particularly on roundabouts, bends and near filling stations. Use your eyes for visual signs and your nose for smell.
3. Consider the use of dipped headlights during daylight hours, wear high visibility clothing if possible.
MAKE YOURSELF VISIBLE TO OTHER ROAD USERS.
4. Ride defensively at all times, assume other road users may not have seen you.
5. Avoid aggressive riding and keep within the speed limits.
Do not antagonise others with your riding attitude.
6. When overtaking, ensure it is safe to proceed with the manoeuvre, give plenty of room to the vehicle being overtaken, and signal your intention.
7. When riding in built up areas, use shop windows as an aid to see oncoming traffic near bends.
Adopt a safe riding position and cover your brakes at all times to reduce the stopping distance.
8. When in the country, make the scenery work for you.
Which way do the hedges bend, scan over the hedges, where do the telegraph poles go. Can you see other vehicles in the distance. Adjust your speed if possible, to avoid arriving at junctions at the same time as others.
Remember a high number of collisions occur at junctions. The comment “I didn’t see you” is no good after the event.
9. A flashing indicator only proves that the bulb is working. Don’t assume a change of direction is imminent by other vehicles.
10. Always sacrifice road positioning for safety, and avoid tailgating.
DON’T FORGET THE 2 SECOND RULE



To address safety on the highway “Wheels in Motion” put together a 10 questions which motorists should ask themselves, when driving on the highway

MOTORISTS – ARE YOU BIKER FRIENDLY

Can you answer YES or CORRECT to the following

1. I always look over my right shoulder before overtaking, setting off, or opening the door
2. I always look for bikes at junctions
3. I always keep at least two seconds distance from the bike in front.
4. I never squeeze between oncoming vehicles and the bike I wish to overtake
5. When overtaking, I never cut in on bikes, **especially** in the rain.
6. I always look over my left shoulder when turning left and leaving a circle.
7. I never dazzle bikes with my headlights, either coming towards bikes or from behind
8. I never squeeze alongside a bike at junctions and run over the biker’s foot!
9. I always give room for bikes in a traffic jam.
10. I never use my screen wash or throw cigarettes out when there is a motorcycle behind me.



To address safety on the highway “Wheels in Motion” put together a 10 questions which motorcyclist’s should ask themselves, when riding on the highway

ARE YOU A GOOD MOTORCYCLIST

Can you answer YES or CORRECT to the following

1. I never overtake at junctions
2. I never overtake on unbroken white lines or bends
3. I never squeeze through between the oncoming vehicle and the one I am overtaking
4. I always wear a full set of good quality protective gear
5. I never ride in the blind spot of vans and lorries.
6. I never overtake on the inside of other bikes, especially on bends.
7. I always leave two seconds between me and the bike/vehicle in front
8. I always slow down when approaching bends
9. I never do wheelies/stoppies at bike nights which may endanger other people and jeopardise the future of such events taking place.
10. I never pass as close as possible to another bike or car to make them jump.



APPENDIX 4

PARKING FACILITIES FOR POWERED TWO WHEELERS



Appendix 4:

Parking facilities for Powered Two Wheelers

Car Park	Location
Alexander Road	Ashby
Collum Lane	Ashby
Ashby High Street 301	Ashby
Ashby High Street	Ashby
Albany Street	Scunthorpe
West Street	Scunthorpe
Dunstall Street	Scunthorpe
Bottesford Road	Scunthorpe
Carlton Street	Scunthorpe
Parish Car Park	Scunthorpe
Dean Avenue	Scunthorpe
Holme Street	Scunthorpe
King Street	Scunthorpe
King Street	Winterton Road, Scunthorpe
Mary Street	Scunthorpe
Roberts Street	Scunthorpe
Cottage Lane/ Chapel Lane	Barton upon Humber
Old Courts Road	Brigg
Market Place	Crowle
Chapel Court	Epworth
Kings Street	Epworth

North Lincolnshire Council provides free parking facilities for motorcyclist, as long as the motorcyclist parks in an allocated motorcycle bay. However, if motorcyclists park anywhere other than allocated bay, then normal parking charges apply.