



10. Powered Two Wheeler Supporting Statement

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1. Setting the Scene

- 1.1 There are an estimated 25,000 Powered Two Wheelers (PTWs) in the JLTP area. PTWs, which include mopeds, scooters and motorcycles, can provide an alternative means of transport to the private car, can help reduce levels of congestion and improve transport choice, therefore increasing mobility and widening access to services.
- 1.2 In 2004, the number of PTW Killed or Seriously Injured (KSI) casualties increased by 68% on the 1994-1998 average and in 2004 accounted for 26% of all KSI casualties in the area. Nationally, evidence shows that whilst motorcycles constitute around 1% of total road traffic, they account for approximately 20% of KSI casualties.
- 1.3 PTW traffic has increased significantly over the past few years and nationally there has been a 49% rise in the period between 1998-2003. Much of this traffic is either for commuting or leisure purposes. In line with recommendations made in The Government's Motorcycling Strategy 2005, the local authorities will ensure that appropriate provision is made for PTWs within the context of the Joint Local Transport Plan.

2. Vision

To improve road safety for PTW users particularly through increased road safety awareness and increases in the number of people undertaking driver and rider training education. To promote PTWs as a viable transport choice and to therefore ensure that adequate provision is made for PTW users including the provision of secure parking for PTWs.

3. Powered Two Wheeler Strategy and the Shared Priorities

Congestion

PTWs use less road space than other vehicles and this is particularly evident in urban areas, where their inherent manoeuvrability can help PTW riders avoid traffic congestion and reduce journey times. Increasingly more commuters are using PTWs to avoid traffic congestion and reduce journey times.

Road Safety

Whilst motorcycling offers benefits for congestion and accessibility, motorcyclists are vulnerable in an accident and the severity of their injuries in an accident are often worse than those of vehicle drivers. This presents a challenging dilemma for highway designers and road safety professionals.

Accessibility

PTWs promote social inclusion as they provide an affordable alternative to the private car, particularly in circumstances where public transport is limited and walking and cycling unrealistic.

Air Quality

On average, the emissions performance of motorcycles compares favourably with that of cars, although on an individual basis this assessment is dependent on the pollutant under consideration, the type of motorcycle and the way it is ridden.

4. Issues

Road Safety

- 4.1 Although PTWs only constitute around 1% of total road traffic nationally, there has been a significant increase in the numbers of PTW users being seriously killed or injured, including those in the younger age groups. The proportion of PTW

casualties aged 16-20 years old increased from 23% in 1999 to 37% of all PTW casualties in 2004.

- 4.2 In 2004, excessive speed was a contributory factor in one-fifth of local PTW accidents, which resulted in death or serious injury.
- 4.3 Many accidents involving PTWs occur because car drivers fail to see motorcyclists when turning out of driveways, side roads and junctions. Nationally in 2003, 73% of all crashes involving a PTW also involved a car. Part of the problem is that car drivers do not expect motorcyclists to be in their blind spot and therefore do not look out for them. Awareness of the dangers faced by PTWs and how to avoid these dangerous situations needs to be promoted amongst PTW users and other drivers.

Congestion

- 4.4 The use of PTWs can reduce congestion as they can make more efficient use of road space, particularly in urban areas. PTWs provide a viable alternative to the private car and are a particularly attractive alternative for commuters in busy peak period traffic. Across the four authorities, PTWs constitute just over 1.5% of journeys to work, which is greater than the national average (1%).

Air Quality and other Environmental Issues

- 4.5 Smaller PTWs, which tend to dominate the urban/commuter sector, generally have lower CO₂ emissions per kilometre than the average car. More stringent emissions standards for new motorcycles are being introduced in 2006/07 and these are expected to further improve the emissions performance of PTWs. Legal standards and improvements in technology have also reduced noise levels from new motorcycles. Mopeds and small motorcycles can produce benefits if they substitute for car use.

Crime

- 4.6 Home Office statistics show that PTWs are three times more likely to be stolen than other road vehicles and stolen PTWs are more likely to be involved in accidents.
- 4.7 A lack of secure parking facilities and fear of theft can prevent the use of PTWs. To combat this, secure parking should be provided where appropriate to encourage PTW use. The JLTP authorities will continue work with the Police to promote safety issues.

5. Delivery Programme in the Plan period 2001/02 – 2005/06

- 5.1 In the period of the last LTPs:
 - South Gloucestershire Council in partnership with Avon and Somerset Constabulary developed a Road Safety Education campaign aimed at raising awareness of the vulnerability of motorcyclists and to promote safe and responsible driving. See Good Practice for more information.
 - The JTLTP authorities have worked with the Police and health services to



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promote safety issues and reduce risks to PTW users. Initiatives include the promotion of Compulsory Basic Training and Advanced Rider Assessment and training courses such as “Bikesafe” and “Ride to Arrive” which are run by Avon and Somerset Constabulary.

- North Somerset Council have provided a new off-street motorcycle park on Weston-super-Mare seafront.

6. Good Practice

In 2003, South Gloucestershire Council and Avon and Somerset Constabulary developed a Road Safety Education campaign to raise awareness about the vulnerability of motorcyclists and to promote safe and responsible riding.

The campaign targeted young motorcyclists and potential riders through advertising in local cinemas, on buses, and in secondary schools through targeted leafleting, with “Think before you Overtake” and “Ride at a Sensible Speed” as key messages.

Accident reports for the 3-year period 1999-2001 showed that many accidents involving motorcycles occurred because the car driver failed to see the motorcyclist. In an attempt to reduce casualties, the campaign introduced temporary road signs at nine accident “hotspots” to encourage drivers to become more aware of motorcyclists. The campaign was effective in reducing the number of accidents at sites where motorcycle awareness signs were introduced.

7. Strategy

The use of PTWs is on the increase and greater use of this mode could potentially deliver congestion, accessibility and air quality benefits. However, the benefits of this mode have been undermined in the past because of the associated poor safety

record. We will tackle the PTW casualty rate through comprehensive traffic management measures, education and enforcement and a range of other measures.

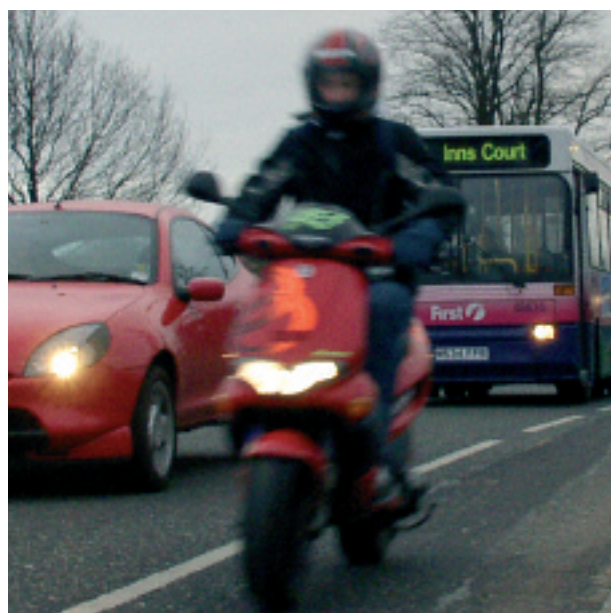
In the period of the JLTP the Councils will:

Seek to make powered two wheelers safer to use on the highway

- Consider extending PTW use of bus lanes and High Occupancy Vehicle Lanes.
- Maintain the highway network to a suitable standard for motorcycling.
- Continue to analyse accident records to identify accident concentrations.
- Consider the needs of PTW users in local safety schemes and other traffic management works.
- Work with the Police and motorcycling groups to gain a better understanding of the safety issues associated with PTWs.

Encourage driver training and education

- Support driver improvement initiatives and promote opportunities for advanced training courses and “Bikesafe” Days
- Promote Compulsory Basic Training.
- Investigate a “pre-rider” training programme and continue working with



those returning to PTWs after a break to improve safety.

- Support education and training programmes to promote greater awareness of PTWs by other road users.

Ensure adequate provision is made for PTW users

- Ensure development proposals include appropriate provision for PTWs.
- Work to ensure that Travel Plans include measures to encourage the use of PTWs where appropriate and that the developer/employer provides suitable parking and facilities for users.

Make PTWs safer to park in public locations

- Identify areas where there may be increased demand for PTW parking (e.g. transport interchanges).
- Ensure that PTW parking is safe and secure.
- Ensure that PTW parking is considered as an integral element of wider parking strategies.
- Work with the Police to improve provision of secure PTW parking facilities in appropriate locations.

8. Targets

There is no specific target for PTWs, but this strategy will contribute towards BVPI99x Total Number of Killed and Seriously Injured Casualties and BVPI99z Number of Slight Casualties.