

# **“MOTORCYCLE POLICY”**



**OCTOBER 2004**

**CONTENTS** **Page No.**

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<b>Preface</b>	<b>3</b>
<b>1. Introduction</b>	<b>4</b>
<b>2. Transportation Strategy</b>	<b>5</b>
<b>3. Policies:</b>	
Strategy	7
Road Safety	8
Education & Training	9
Traffic Management	10
Highway Design	10
Highway Maintenance	11
Car Parking	12
Tourism	13
Open Spaces	14
Working with Other Organisations	15
<b>Summary of Policies</b>	<b>17</b>
<b>APPENDICES</b>	
<b>A</b> Central Government Position	<b>19</b>
<b>B</b> The Local Transport Plan (2001-2006)	<b>22</b>
<b>C</b> Supplementary Planning Guidance on Parking Guidelines	<b>26</b>
<b>D</b> Motorcycle Statistics for Poole	<b>28</b>

## PREFACE

This document is one of a series explaining the transport policies for POOLE. They are reviewed to take account of changes on Government advice and the needs and aspirations of the people of Poole.

<b>TITLE</b>	<b>PUBLISHED/UPDATED</b>
TRANSPORTATION STRATEGY	June 1999
Passenger Transport	August 2003
Cycling	December 1998
Parking	October 2004
Rail Freight Sites	March 2002
Motorcycling	October 2004
Walking	July 1999

In addition to these Policy Documents, the first **Local Transport Plan** (7 volumes) for 2001-2006 was published in 2000/2001. This gives a five-year programme of transport schemes, and sets targets and performance indicators for all modes of travel throughout the Bournemouth, Poole, Christchurch conurbation.

There are also Supplementary Planning Guidance documents associated with the Poole Local Plan. Those with a significant transport content are as follows:

<b>SUPPLEMENTARY PLANNING GUIDANCE</b>	<b>PUBLISHED</b>
A Design Guide (includes advice on street layouts)	August 2001
Travel Plans	April 2003
Parking Guidelines	February 2004

SPG documents are available from Strategic Planning Services, Civic Centre, Tel. 01202 633298

A number of advice leaflets are published annually, including maps of bus services, and cycle routes. Individual copies of leaflets are free, although a charge may be made for bulk orders. Please contact Transportation Services, St.John's House, Serpentine Rd., Poole, Tel.01202 262002

# 1. INTRODUCTION

Since the early 1990's Transportation Policy has been changing in the recognition that "designing and building roads for the motor car" is no longer sustainable. The first Bournemouth and Poole Transport Package was developed in 1994. Following Local Government Reorganisation (in 1997) the whole of the Bournemouth, Poole and Christchurch conurbation was included in the Local Transport Plan for 2001-2006 submitted to the Government in July 2000.

No specific mention of motorcycles was made in any Policy until the Poole Transportation Strategy of 1999 stated that:

"All developments will be required to provide appropriate parking facilities for cyclists, **motorcyclists** and disabled drivers."

It was not until 2000 and the Guidance on the Local Transport Plan that a statement on motorcycles was made and this is given in full in Appendix B

This policy document applies to all motorised two-wheeled vehicles (and those with side cars) that are licensed for use on the Highway.

## **Poole's Vision, Mission and Core Values**

The Council's vision for the future is to strive for excellence, using the following

- Public focus
- Efficiency
- Openness
- Partnership
- Leadership
- Equality

The priorities, set by the Leader of the Council and the Chief Executive, are to cherish and create:

- Our young people
- A vibrant economy
- A clean, green and safe Poole
- Our community
- Our health and well-being

In the development of this Policy for motorcycles the Council has taken the opportunity to recognise the part the use and promotion of motorcycling has to play in the development of the Borough.

# 2. TRANSPORTATION STRATEGY

An effective transport system is essential to the future prosperity of Poole and the quality of life for its residents. The present rapid growth in car ownership and our increasing dependence on this travel mode are beginning to pose a threat to our health and the economy and environment of our beautiful town. The challenge we now face is to develop integrated transport systems that are effective, acceptable and environmentally sustainable.

Accordingly, the Borough of Poole, in conjunction with its neighbours Bournemouth Borough Council and Dorset County Council, has adopted a Local Transport Plan that has the shared **Vision** of:

**"an integrated transport system that is safe, sustainable and accessible for all and that will assist in achieving a quality of life that is of the highest standards"**

The councils developed six overarching **Objectives** to support this vision and these can be summarised as follows:

- Environment:** Reduce the environmental impact of travel and promote Community health.
- Safety:** Improve safety and security for all who wish to travel.
- Economy:** Support an efficient and prosperous local economy with growth in appropriate areas.
- Accessibility:** Provide equality and accessibility for the whole community.
- Integration:** Promote integration between different modes of travel and link to land-use planning.
- Community and Neighbourhoods:** Maximise the ability of neighbourhoods to support the needs of their residents.

Based on these overarching objectives the councils have adopted a co-ordinated package of policies to achieve the following aims:

- 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;
- Maximise the capacity of the existing transport network to carry people and goods rather than vehicles.
- Promotion of public transport use, cycling and walking.
- An improvement in air quality.

The need for a specific statement to be made about motorcycles in Transportation Policies and Strategies is accepted and a clear intention was made in the LTP to deliver this (refer to Appendix B). Although delayed this Policy Document sets out the Councils position with regard to motorcycles so that in future development and new infrastructure can take proper account of this mode of transport.

### 3. POLICIES

#### STRATEGY

Nationally, the general consensus seems to be that motorcycles are a good form of transport for those who would otherwise be travelling by car alone, in that they take up less road space therefore cause less congestion. Indeed, mopeds and scooters can be a more affordable mode of transport in terms of fuel and oil consumption, cost of repairs, road tax etc for those who find owning a car too expensive and who live away from public transport links.

However, concerns are threefold: **environmentally** motorcycles are still fossil fuel powered therefore contribute to the problems associated with road transport and pollution; they tend to be more noisy than cars and are considered to be a greater contributor to the **noise pollution** problem, and in terms of **safety**, there is a growing problem with motorcycles involved in collisions and not just in terms of the increasing number of people who return to biking after a period of some years.

It is acknowledged that all new motorcycle design must pass regulations on noise pollution, which is rechecked at each MOT. 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.

On the face of it, it might be considered that the problems outweigh the benefits but motorcycle should 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 use their cars alone.

The use of scooters as part of Business Travel Plans has been used successfully to reduce car use in new developments and it is hoped that this example will be used more widely.

#### POLICY MC1

**The Borough of Poole will promote the use of motorcycles as an alternative to the car through the TravelWise programme, but not as an alternative to more sustainable forms of transport such as walking, cycling, bus, rail and others forms of mass public transport.**

## **ROAD SAFETY**

The casualty rate in Poole for motorcycles is not favourable in comparison with other areas. Out of 91 Local Authorities in 2001/02, Poole was 24th worst in terms of motorcyclists killed or seriously injured per 100k population. In comparison Bournemouth was 35th, but Dorset was top of the list (i.e. the worst.) However, there is probably an under-reporting of motorcycle casualties 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, now within easy reach of London since M3 link improvements.

Proposals for Education and Training are dealt with in a subsequent section of this Policy document.

In Poole's Local Road Safety Policy Casualty Reduction Programme, the casualty ranking system includes factors which take account of accidents involving motorcyclist casualties.

Unofficial motorcycling web sites which encourage racing along certain routes within the area do not help the accident situation and the Police are aware of this practice and take action when appropriate.

The financing of Road Safety schemes primarily comes from Central Government through the Local Transport Plan and the allocation of this money is given on a priority basis to those areas with the most fatal or injury accidents. It is possible to ensure that all highway improvement schemes consider the needs of motorcycles (e.g., location of street furniture, design of crash barriers etc.) but unless scarce local resources are transferred to the Local Safety Scheme Budget it will be impossible to target motorcycle accidents specifically.

The Safety Audit of all new schemes will consider the specific needs of motorcycles.

## **POLICY MC2**

**The Borough of Poole will seek to improve the safety of motorcyclists on the Highway by the targeting of accidents involving motorcycles within the Programme for Local Safety Schemes**

## **Education and Training**

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 it is considered that improved driving skills promoted by a sustained programme of Education and Training would make a significant impact on the accident rate.

The Borough of Poole actively promotes Compulsory Basic Training for motorcyclists through approved training schools and the Road Safety Education Officer visits schools on a regular basis taking the message of Road Safety to all users of all ages.

It is considered that young people, especially as they approach the age of driving, should be given priority so that the message about safe, defensive and confident driving and riding is learned at an early stage. This driver/rider education programme will be supported by promotional literature either produced by the Department for Transport or by the Borough.

Opportunities should be taken to widen the circulation of this literature through recognised outlets such as Approved Motorcycle Training Schools, Retail outlets and at special events such as on the Quay on Tuesday nights.

Active support by the Borough to National Campaigns would also help to get the message across and support for these campaigns could be sought from retail outlets and Approved Training Schools so that limited resources could be made to reach a wider audience.

### **POLICY MC3**

**The Borough of Poole will seek to improve the information for and education of prospective motorcyclists through a comprehensive programme of training and education.**

### **POLICY MC4**

**The Borough of Poole will actively promote the Training of motorcyclists by Compulsory Basic Training through co-operation with approved training schools.**

Both policy MC3 and MC4 aim to make sure that young and inexperienced motorcyclists will be 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 given local conditions and circumstances.

## **Traffic Management**

Currently in the Borough of Poole there are no specific traffic management measures that cater for motorcycles. As far as Traffic Regulation Orders are concerned motorcycles are treated as cars although exceptions are made for buses and cycles.

Nationally there have been a number of trials with the incorporation of motorcycles in Traffic Management measures. These include the use of Bus Lane and Advance Stop Lines (for cycles) and although not unanimously adopted by Highway Authorities their inclusion should be seriously considered. We will wait for full 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. It is anticipated that a small number of trial schemes will be undertaken and reported back to Members in future before a blanket decision across the Borough is taken.

It should 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 as with other Traffic Calming measures can be a hazard to motorcycles in certain conditions. Their design, as with all Traffic Calming measures, will give consideration to motorcycles and other Powered Two Wheelers.

## **POLICY MC5**

**The Borough of Poole will consider the use of motorcycles in Bus Lanes once definitive advice is received from the Department for Transport.**

## **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 in the following order: pedestrians; people with disabilities; cyclists; public transport users and finally cars. It is suggested that motorcyclists fit into this hierarchy between public transport and private motor cars and that any design should consider the needs of motorcyclists accordingly.

Apart from the general layout of the Highway the needs of motorcyclists should to be considered in the detailing other aspects such as the positioning of street furniture, lamp columns, crash barriers, guardrailling, structures etc.

## **POLICY MC6**

**In the design of Highway Improvements the Borough of Poole will give due consideration to the needs of motorcyclists and prioritise the design criteria in the following order:**

**Pedestrians**

**People with Disabilities**

**Cyclists**

**Public Transport**

**Motorcyclists**

**Private Motor Cars**

## **HIGHWAY MAINTENANCE**

There are currently no aspects of work undertaken on Highway Maintenance that specifically caters for motorcycles. It should 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 lengths of braking etc., this applies to road studs, bitumen bonding, manholes etc. The use and positioning of these needs careful consideration both at the design and maintenance phases.

We recognise that the driving line that most motorcyclists take is in the centre of the running lane therefore Highways Inspections should take special note of this.

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

Temporary road works can cause a variety of potentially hazardous situations and examples of these 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 manholes with poor ramps and signing.

## **POLICY MC7**

**The Borough of Poole will pay attention to the needs of motorcycles when carrying out Highway Inspections and in the carrying out of Highway Maintenance works.**

## **PARKING**

### **ON-STREET**

Not all available space is used at on-street Pay & Display car parks areas and the Borough would welcome the use of any spare space being fully utilised. Designated motorcycle bays could use up small areas of on-street parking where a car would not fit in.

The use of wide footways and verges for motorcycle parking could be a danger to the blind and may create problems when issuing tickets to car drivers who park on pavements/verges nearby. The encouragement of this practice could also lead to abuse elsewhere if not properly controlled. However there may be other areas on the Highway that could be utilised for motorcycle parking. For example, there will often be spaces available in the vicinity of transport interchanges (bus and rail) which can be modified to meet the needs of motorcyclists.

### **POLICY MC8**

**The Borough of Poole will maximise the number of on-street parking spaces provided for motorcycles by designating areas in controlled parking zones that are too small for cars to be marked out for motorcycles and the consideration of other under utilised areas of Highway.**

### **OFF-STREET**

Parking for motorcycles within all Borough of Poole Surface Car Parks is free and all Council car parks make provision for motorcycles or have facilities nearby. A complete list is given in Appendix D. To facilitate access to Multi-Storey Car Parks for motorcycles would require a separate entrance/exit or the shortening of the entry/exit barriers. The former would be very expensive and in some cases impractical and the latter option would be a health and safety hazard as a result of the lowering barrier potentially causing injury.

Certain Car Parks have provision for motorcycles by means of hoops fixed to the ground which Motorcycles can be chained to for extra security (some are in a separate concrete hard standing area).

### **POLICY MC9**

**The Borough of Poole will increase the number of motorcycle spaces in Public Car Parks where demand exceeds provision and increase the number of secure spaces.**

## **NEW DEVELOPMENTS**

As transportation strategy changes, the way parking provision has been allocated within new developments has also had to be amended in line with the latest guidance.

Supplementary Planning Guidance 'Parking Guidelines for Poole' was issued in March 2002 and, for the first time, the need to provide adequate and secure spaces for motorcycles is clearly stated.

It is felt that the minimum level of provision for motorcycles in commercial development should 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 development will be encouraged at the expense of space for private motor vehicles used for single occupancy.**

## **TOURISM**

Motorcycles and The Borough of Poole have a special relationship based on a weekly special event for visiting motorcyclists. "Castrol Dream Machines" was initiated in 1997 and now typically 2500 motorcycles gather along the Quay from the Custom House to the Old Lifeboat Station on busy summer nights.

The event is an important part of Poole Tourism's summer events programme and has also provided promotional opportunities for Poole Speedway.

Although Poole Tourism have declined commercial approaches for trade stands on the Quay there have been opportunities for local companies when they have been able to add value by bringing international motor cycle racing personalities and their machines as exhibits.

The event is well managed and there are few problems. However, with such large numbers attending it is inevitable that occasional problems will occur with individual riders 'show-boating' from time to time. However there generally exists a culture of mutual respect between motorcyclists and local residents. The event also attracts significant numbers of local residents and visitors just to view the machines. It has become firmly established on the Poole special events calendar.

The popularity of Poole with motorcyclists can extend beyond Tuesday evenings and this requires careful management techniques. There is an area of free parking on Poole Quay which can accommodate up to 40 motorcycles.

Parking problems have occurred in the past; however, the new parking enforcement team has had a clear, positive impact offering advice to motorcyclists as to where to park.

The Poole Tourism Partnership believes that the existing balance of motorcycles is about right. There is a strong preference that the balance of the image of Poole Quay should not be compromised by a possible reputation as a 'motorcycle haven'. The sea-wall, removal of car parking spaces and recent new openings of al fresco cafes and restaurants have created a contemporary and continental buzz to the Quay which now offers unspoiled views across the harbour and to the commercial port.

## **POLICY MC11**

**The Borough of Poole will continue with measured support of Tourism events that promote the use of motorcycles on Poole Quay.**

## **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.
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 etc. is related to bikers creating their own access.

Generally it is an offence (under The Countryside and Rights of Way (CROW) Act 2000) to drive motorbike on any land other than a road (without lawful authority) the offence being under the Road Traffic Act. Under CROW it is also an offence for third parties to damage any Sites of Special Scientific Interest (SSSI) and the Council now has a statutory duty to conserve the special features of an SSSI. English Nature could take legal action against the Council if an SSSI deteriorated by allowing motorbikes to spoil it.

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. As a result of this there has been Fixed Penalty Fines issued and motorcycles seized

The police advice is to ask the public to report problems to the police and ask that details are passed to their traffic section. Hopefully, if they 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 being prepared by the authority ought to recognise and address the issue.

## **POLICY MC12**

**The Borough of Poole will seek to protect areas of public open space and environmental sensitivity by preventing access by all unauthorised motor vehicles and publicising any fines for illegal use.**

## **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 Police, the Driving Standards Agency, the British Motorcycle Federation and many others will be able to guide officers and riders towards the best advice locally and nationally.

There are few officers within Transportation who ride motorcycles, so it is a good idea to use all 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 motorcycle thefts. The Police and motorcycle groups highlight this issue, finding a lack of secure, well-lit facilities assists thieves. We aim to collaborate with the Police, reputable organisations and individuals to provide the right sort of facilities for riders. It may be possible to organise a "Bike Watch" Scheme.

## **POLICY MC13**

**The Borough of Poole will work with Dorset Police and other specialist advisors to combat crime in relation to motorcycles.**

## **SUMMARY OF POLICIES**

### **POLICY MC1**

The Borough of Poole will promote the use of motorcycles as an alternative to the car through the *TravelWise* programme, but not as an alternative to more sustainable forms of transport such as walking, cycling, bus, rail and others forms of mass public transport.

### **POLICY MC2**

The Borough of Poole will seek to improve the safety of motorcyclists on the Highway by the targeting of accidents involving motorcycles within the Programme for Local Safety Schemes

### **POLICY MC3**

The Borough of Poole will seek to improve the information for and education of prospective motorcyclists through a comprehensive programme of training and education.

### **POLICY MC4**

The Borough of Poole will actively promote the Training of motorcyclists by Compulsory Basic Training through co-operation with approved training schools.

### **POLICY MC5**

The Borough of Poole will consider the use of motorcycles in Bus Lanes once definitive advice is received from the Department for Transport.

### **POLICY MC6**

In the design of Highway Improvements the Borough of Poole will give due consideration to the needs of motorcyclists and prioritise the design criteria in the following order:

**Pedestrians**

**People with Disabilities**

**Cyclists**

**Public Transport**

**Motorcyclists**

**Private Motor Cars**

## **POLICY MC7**

The Borough of Poole will pay attention to the needs of motorcycles when carrying out Highway Inspections and in the carrying out of Highway Maintenance works.

## **POLICY MC8**

The Borough of Poole will maximise the number of on-street parking spaces provided for motorcycles by designating areas in controlled parking zones that are too small for cars to be marked out for motorcycles.

## **POLICY MC9**

The Borough of Poole will increase the number of motorcycle spaces in Public Car Parks where demand exceeds provision and increase the number of secure spaces.

## **POLICY MC10**

The level of parking provision for motorcycles in commercial development will be encouraged at the expense of space for private motor vehicles used for single occupancy.

## **POLICY MC11**

The Borough of Poole will continue with measured support of Tourism events that promote the use of motorcycles on Poole Quay.

## **POLICY MC12**

The Borough of Poole will seek to protect areas of public open space and environmental sensitivity by preventing access by all unauthorised motor vehicles and publicising any fines for illegal use.

## **POLICY MC13**

The Borough of Poole will work with Dorset Police and other specialist advisors to combat crime in relation to motorcycles.

# APPENDIX A

## Central Government Position

In 2001 the Department for Transport, Local Government and the Regions published a report on Motorcycling and Congestion. The report was carried out by Halcrow Group Ltd., in association with the Centre of Transport Studies, University College London. Its conclusions were:

The effect of increased use of TWMV would have on congestion is complex. It depends on the mode of transport that the new motorcyclist would otherwise use. A TWMV clearly occupies less road space than a car, but a motorcyclist needs more space than a passenger using public transport.

By using virtual lanes between queues of traffic, motorcyclists avoid much of the delay experienced by other road users. Between one-fifth and one-half of TWMV reach the head of the queue of traffic at traffic signals and do not contribute any delay. This is because the TWMV move away from the stop-line faster than other vehicles and do not appear to impede the progress of other vehicles.

Many people recognise the benefits that TWMV travel brings in quick, reliable travel at reasonably low cost. However, an increase in TWMV use will result in more injury accidents and steps should be taken by highway authorities, other road users and motorcyclists themselves to reduce the risk of injury to TWMV users.

The effect of increased use of TWMV depends on the location and characteristics of the journeys and the people who change mode. This in turn can affect the balance between travel costs and savings and the increased accident risks.

This study is only an initial step in understanding the relationships between motorcycling and changes to congestion. We have identified a number of gaps in knowledge about the impact of TWMV in the road network. Further work is required to ensure sufficient understanding to make this assessment.

To date no further report on this work has been published.

## DEPARTMENT FOR TRANSPORT

### *Interim Report of the Advisory Group on Motorcycling*

It is evident that the DfT's position on Motorcycling is still being considered and that for this Policy Document there is no specific Government advice.

Relevant extracts of this document issued by the DfT in May 2001 are given below.

33. A research project is underway to look at the impact of Powered Two Wheelers (PTW) use on congestion. It has been argued that if more trips were done by PTW rather than by car there would be less congestion. The reasoning is that PTWs take up less road space, are able to filter between stationary traffic and move off quickly at junctions, and may thereby increase overall traffic throughput. Furthermore, as they spend less time stationary with their engines idling, emissions could be reduced. Research has not been done in this area in the past. It is recognised that this project will not provide the definitive answer to all questions posed with regard to motorcycling and congestion. The project will rely on modelling the changes based on existing models which were not originally developed to look at motorcycling issues. However, it will provide a first assessment of the order of impact on congestion that more motorcycling could have and may well point the way to further areas of research.

34. The Department is keen to see proper monitoring and evaluation of the effect of PTWs in bus lanes. This is a practice that has developed in a number of local authorities. There have been concerns about the safety of other vulnerable road users if PTWs are able to use these lanes. The traffic implications also need examination. However, to date, no thorough evaluation has been done. DETR has therefore approached a number of highway authorities interested in the possibility of allowing PTWs into bus lanes with a view to participating in fully monitored trials over the next year or two. The Department is also preparing guidance for local authorities to set out what would be involved for them in participating in these trials in order to encourage them to take part.

35. Discussions have started between cycling interests, PTW interests and the Department about the possible use of advanced stop lines by PTWs as well as bicycles. Advance stop lines have been provided by many authorities as a means of helping cyclists to position themselves at the head of the queue at traffic lights, and particularly to help right turning cyclists to manoeuvre themselves to the correct position on the road. There are a number of issues to be addressed - safety, legality, capacity, purpose - when considering

the mixing of cyclists and motorcyclists in this situation, but discussions have started with a view to looking at whether and how such an idea could be taken forward.

To date no further report has been published on this work.

## APPENDIX B

### Guidance on Full Local Transport Plans (March 2000)

#### *Powered Two Wheelers*

- 4.6 *Mopeds and motorcycles can provide an affordable alternative means of transport for trips where public transport is limited and walking and cycling unrealistic, increasing mobility and widening employment opportunities. Local authorities should take account of the contribution powered two wheelers (PTW's) can make in delivering integrated transport policies, for example where they are being used in congested traffic conditions. Mopeds and small motorcycles may produce benefits if they substitute for car use, but the intention should not be to encourage people to switch from sustainable transport options – walking, cycling or public transport.*
- 1.34 *Local authorities should ensure that the relevant aspects of their LTP (including road safety, planning and social policies) take account of the needs of motorcyclists. They should consider specific measures to assist motorcyclists in making integrated journeys, such as secure parking at public transport interchanges.*
- 1.35 *Some authorities are allowing motorcycles into bus lanes. We need properly monitored pilot studies to reach conclusions about this practice. We have been encouraging proposals from authorities interested in conducting such pilots. A thorough examination of the traffic, safety and environmental implications for motorcyclists and other road users would help to inform decisions on the case for allowing motorcycles to use bus lanes. Some authorities have already expressed an initial interest. We will be approaching those who are keen to proceed to discuss the monitoring arrangements.*

## **The Local Transport Plan for Bournemouth, Poole and Christchurch 2001-2006**

The section on Motorcycles is given in full below.

### **5.7 MOTORCYCLES**

#### **POLICY**

- 5.7.1 *There is a need within the framework of this LTP to develop a set of policies that specifically take into consideration the needs of motorcycles, scooter and mopeds (the collective term “motorcycles” will be used for all groups of powered two-wheeled vehicles).*
- 5.7.2 *To date this group of “vulnerable” road users has been categorised under motor vehicles or cyclists, neither of which adequately covers the needs of motorcycles.*
- 5.7.3 *The debate on motorcycles is still running at a national level and there are several issues, such as motorcycle use of bus lanes, where the DETR are still seeking guidance from pilot schemes. Therefore, within this LTP, the needs of motorcycles will be considered and a strategy established at the earliest possible opportunity, following consultation, so that a set of policies can be adopted.*

#### **PROBLEMS AND OPPORTUNITIES**

*The Consultation process has highlighted the following Problems and Opportunities:*

- 5.7.4 *Probably one of the biggest problems, as stated earlier, is that motorcycles are all too often considered as cars or bikes and are not given proper recognition for their position in the transportation order.*
- 5.7.5 *As with cycles, the needs of motorcycles with regard to secure parking spaces and changing facilities at destination is often not properly addressed.*
- 5.7.6 *Motorcycles can provide an affordable alternative to motor cars where public transport provision is limited.*
- 5.7.7 *The environmental and congestion benefits of motorcycles are at the moment debatable. However, small motorcycles may produce benefits if they replace the use of a car, but not if people switch from walking, cycling or public transport.*

5.7.8 *Although the number of motorcycle casualties is reducing nationally, there were 24,000 motorcycle users killed or injured in 1997 (7.5% of all casualties, and 14% of deaths and serious injuries). In built-up areas motorcycles are three times more likely to have an accident with a pedestrian than a car.*

5.7.9 *Motorcycle groups blame other road users for the high accident rate. The DETR have introduced “vulnerable road user” questions in the driving theory test and are considering how to improve road skills of motorcyclists. This is an area that the Councils can develop with motorcycle groups to reduce accidents, improve driving skills and improve the public perception of motorcyclists.*

4.6.1 *The advantages of motorcycles as a mode of transport needs to be explored and made available to the public in a co-ordinated education/advertising programme. Advantages are claimed to include:*

- 4 *Low integration costs*
- 5 *Reliability, convenience and flexibility for users*
- 6 *Lower pollution levels*
- 7 *Reduced congestion*
- 8 *Better fuel efficiency*
- 9 *More efficient land-use*
- 10 *Sustainability compared to cars*

## **AIMS AND OBJECTIVES**

5.7.11 *The use of motorcycles and their promotion within the LTP needs to conform to the overarching objectives set out by the DETR and also to come within the six objectives adopted by this LTP.*

5.7.12 *The use of motorcycles as an alternative to cars sits well within the strategy of the LTP provided that accidents are not increased as a result of inadequate driver training, etc. However motorcycles must not be seen as an alternative to more sustainable forms of transport such as walking, cycling and public transport.*

## **STRATEGY**

5.7.13 *At present no firm proposals have been established but consultation will obviously sit at the forefront of any early work.*

5.7.14 *There are several local and national bodies that serve the general and/or specific needs of motorcycles and one of these, the Motor Cycle Industry, offers the following areas for consideration for developing a strategy within LTPs:*

- 4 *Use of Forums to identify needs of motorcyclists in the local area*

- 5 *Safety objectives*
- 6 *Secure parking provision, both public and private*
- 7 *Facilities at modal interchange sites*
- 8 *Exemption from charges, e.g. tolls and parking charges*
- 9 *Use of bus lanes and HOV lanes*
- 10 *Use of cycle lanes at Traffic Signal Junctions*
- 11 *Exemption for restrictions to traffic (e.g. No Entry Except for Buses and Taxis) to be extended to motorcycles*
- 12 *Training Programmes*

## **ACTION PLAN**

4.6.1 *It is important that the consideration of motorcycles be actioned as soon as possible. Therefore a framework for integrating the needs of motorcyclists in the strategy of this LTP is set out below:*

	<i>ACTION</i>	<i>DATE</i>
1.	<i>Identify groups interested and appropriate for consultation</i>	<i>September 2000</i>
2.	<i>Establish a framework for consultation to reach all motorcycle users</i>	<i>December 2000</i>
3.	<i>Consultation Period</i>	<i>January-March 2001</i>
4.	<i>Establish Policy and Strategy with Implementation Programme for feedbacks to Motorcycle User Groups</i>	<i>March-May 2001</i>
5.	<i>"Feedback Consultation period"</i>	<i>May-July 2001</i>
6.	<i>Final Approval of Policy, Strategy and Programme for motorcycles</i>	<i>October 2001</i>

# APPENDIX C

## Supplementary Planning Guidance Parking Guidelines for Poole

### 2.0 OBJECTIVES OF THIS GUIDANCE

2.1 *This guidance on parking provision will be a major contribution to achieving the objectives of the Local Plan and the Local Transport Plan. Compared to previous guidance, there is a general reduction in recommended car parking levels with the one significant exception that four times more car spaces will be allowed for offices in the town centre.*

4.6 *Key objectives of the new guidance are:*

- *Providing developers with much more flexibility and choice*
- *Promoting suitable levels of shared car parking provision on intensive mixed use development in Poole town centre and lower levels of provision on other sites close to public transport nodes and local centres (where there are no adverse traffic impacts)*
- *Discouraging over-provision of car parking*
- *Encouraging parking provision for powered two wheelers (PTW's) and bicycles.*
- *Promoting a variety of design in residential areas, in accordance with 'Places, Streets and Movement'.*
- *Ensuring the safety of highway users and users of the development*
- *Improving standards of access for people with mobility difficulties*

2.3 *This guidance mutually supports other Plans and policies within the Borough and conurbation. Implementation of this guidance will:*

- *Contribute towards the Borough of Poole's Transportation Policy framework including 'reducing the environmental impact of travel and promoting community health.' See Appendix E.*
- *Contribute to Local Plan targets to limit climate change and promote more sustainable patterns of travel.*

- *Help meet LTP targets for road traffic reduction.*
- *Help meet the LTP objective to double cycle usage by the year 2002, using 1992 as a base, and then to double them again by 2012.*
- *To contribute to the infrastructure necessary to provide a conurbation-wide network of safe cycle routes.*

#### *Guidelines for Non-Car Modes*

- 4.6 *The guidelines for non-car modes of transport are quoted as minima, and may be exceeded. Provision for cycles and Powered Two Wheelers (PTW's) should be increased where car-parking provision is low. Provision of excessive spaces for non-car modes are very unlikely, and in any case would not generate significant traffic flows. Technical guidance on appropriate dimensions for car parking (including disabled) and cycle parking are given in Appendix C.*
- 4.7 *Separate marked spaces for cycles and PTW's will not normally be set out with houses, but for grouped parking provided with flats secure parking for both modes will be required. Where car-free housing is provided, specific provision for cycles will be an essential feature of the development.*
- 4.8 *Where a site does not allow full provision for non-car parking, the commuted payments system may be used to facilitate provision of the development.*

# APPENDIX D

## MOTORCYCLE STATISTICS FOR POOLE

### Vehicle Flows in Poole

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 on the following pages.

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 the Borough 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 Borough.

**POOLE TOWN CENTRE CORDON (2 Sites Added in 1997, Poole Park & Baiter)**

Survey Period	12-Hour				A.M. Peak			
Year	1999	2000	2001	2002	1999	2000	2001	2002
Vehicles	88435	90937	91218	94057	9427	9581	9587	9447
Bus & Coaches	1755	1796	1640	1649	143	139	133	126
OGV 1 & 2	2066	2202	2243	2091	174	214	197	182
PTWs	1082	1166	1590	1404	85	92	130	115
Cyclists	1811	1715	2207	2033	228	256	377	241
Pedestrians	6722	6337	8644	7831	819	825	1185	944
Rail Passengers	2687	2392	2467	2552	334	266	341	368

**POOLE THROUGH CORRIDOR (A35) (Surveyed Biannually from 2000)**

Survey Period	12-Hour				A.M. Peak			
Year	1999	2000	2001	2002	1999	2000	2001	2002
Vehicles	212723	208389	N/A	214408	20907	20884	N/A	20723
Bus & Coaches	4183	3958	N/A	4275	332	308	N/A	330
OGV 1 & 2	5338	4852	N/A	4938	436	436	N/A	410
PTWs	2840	2392	N/A	2993	282	241	N/A	300
Cyclists	1562	1460	N/A	1869	211	164	N/A	257
Pedestrians	N/A	3646	N/A	4399	N/A	384	N/A	608

**EAST/WEST SCREENLINE BETWEEN POOLE AND BOURNEMOUTH (2002 figures not available yet)**

Survey Period	12-Hour							A.M. Peak						
	1995	1996	1997	1998	1999	2000	2001	1995	1996	1997	1998	1999	2000	2001
Vehicles	128797	127590	125044	133495	131647	126915	126588	13238	13718	13375	14138	13876	13333	13471
Bus & Coaches	1378	1583	1393	1417	1626	1555	1498	121	137	127	130	156	144	122
PTWs	N/A	N/A	N/A	N/A	N/A	1679	1657	N/A	N/A	N/A	N/A	N/A	167	186
Cyclists	1204	1731	1280	1361	1166	1352	1199	157	199	181	185	185	156	180
Pedestrians	2840	2474	2714	2896	2275	2570	3471	563	306	430	443	396	290	431

## Vehicle Ownership in Poole

### VEHICLES LICENSED IN DORSET ('000s) 1986 to 2001 (includes Bournemouth and Poole)

YEAR	PRIVATE AND LIGHT GOODS	MOTORCYCLES AND MOPEDS
1986	268	21
1987	274	19
1988	288	18
1989	298	17
1990	304	16
1991	301	14
1992	306	13
1993	305	12
1994	308	12
1995	306	11
1996	319	11
1997	326	11
1998	334	13
1999	344	14
2000	351	15
2001	361	16