

Wiltshire Local Transport Plan 2011 – 2026

Powered Two-wheeler Strategy



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2011-2026

Powered Two-wheeler Strategy

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1 Powered two-wheelers

- 1.1** After several decades of declining use, powered two-wheelers are now increasing in popularity due to their low emissions, fuel economy, ease of parking and ability to beat congestion. Motorcycles and mopeds now account for 5% of motor vehicles. However, motorcyclists make up a disproportionately high percentage of road casualties and are a priority group for Wiltshire Council's Road Safety Partnership. So the council must accommodate this growth in use while continuing to reduce casualties.
- 1.2** 'Powered two-wheelers' refers to all motorcycles, scooters and mopeds. The terms 'powered two-wheeler' and 'motorcycle' are used interchangeably in this document. This document sets out Wiltshire Council's action plan for all powered two-wheel vehicles for the period 2010-2026.
- 1.3** There is also an emerging market for electric powered motorcycles, scooters and pedal cycles. Electrically assisted pedal cycles (EAPCs) are discussed in Wiltshire Council's Cycling Strategy. These come under the 1983 EAPC regulations and can legally be ridden where ordinary pedal cycles are allowed, but only by someone aged 14 years or more. They are not classed as motor vehicles for the purposes of road traffic legislation. The requirements for a conventional (single-seat) assisted bicycle are that it:
- has a motor not capable of exceeding 200 W continuous output;
 - weighs not more than 40 kg unladen;
 - has pedals that can propel the machine; and
 - has a motor that does not apply power above 15 mph.
- 1.4** Vehicles which exceed these requirements are classified as motor vehicles and covered by the Powered Two Wheeler Strategy. These powered two-wheelers are not allowed to use cycle paths or other routes where motorised traffic is prohibited.

Wider context

National context

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen

- 1.5** In this White Paper (2011), the Government sets out a vision for transport as an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. Key goals are:
- Enabling economic growth by improving access to jobs, shops and services, supporting the tourism industry, improving the public realm and improving resiliency.
 - Promoting social mobility through improved accessibility.
 - Reducing carbon emissions.
 - Promoting road safety and improving health through increasing activity levels, improving air quality and tackling noise pollution.
 - Realising wider environmental benefits

- 1.6** The strategy puts an emphasis on enabling choice and encouraging people to make sustainable transport choices for shorter journeys. It recognised that motorcycles can form an alternative to the car for some journeys and highlights the ability of Wheels to Work schemes to improve accessibility. These schemes usually loan mopeds to people aged 16-25 to enable them to travel to work or training. They are particularly important where public transport is limited and long distances discourage active travel modes.

Delivering a Sustainable Transport System

- 1.7** In this document (2008), the Government has set out its five broad transport goals:
- to support national economic competitiveness and growth, by delivering reliable and efficient transport network;
 - to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
 - to contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
 - to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
 - to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The Government's Motorcycling Strategy

- 1.8** The strategy (DfT, 2005) aims to mainstream motorcycling, so that all the organisations involved in the development and implementation of transport policy recognise motorcycling as a legitimate, safe, affordable and increasingly popular mode of transport. It recommended a number of improvements for improved motorcycle design and testing in order to improve safety and reduce emissions. It also recommended further research into issues such as allowing PTWs to use bus lanes and advanced stop lines. A number of guidelines have been issued as a result of this research as set out below.

IHIE Guidelines for Motorcycling

- 1.9** These guidelines (IHIE, 2007), sponsored by the Highways Agency and DfT, recommend:
- Mainstreaming PTWs in Local Transport Plans.
 - Including PTWs in travel planning and smarter choices.
 - Providing secure and appropriately sited parking facilities.
 - Including both engineering and non-engineering methods in strategies.
 - Prioritising planned road maintenance and ensuring rapid response to fault reporting.
 - Consulting with riders in the development and implementation of strategies.
 - Ensuring PTWs are considered in Road Safety Audits.

Traffic Advisory Leaflet 2/07 The Use of Bus Lanes by Motorcyclists

1.10 This guidance from DfT advises that local authorities should determine whether it is appropriate for PTWs to use bus lanes on a case-by-case basis.

European Emissions Standards.

1.11 The European Commission has proposed new emissions standards and compulsory reporting of emissions for all L category vehicles i.e. motorcycles, mopeds and similar vehicles. This will bring the emissions of powered two wheelers in line with cars.

1.12 The proposed enforcement dates are shown below:

Euro level	Enforcement dates		
	New Types (optional)	New Types (obligatory)	Existing Types (obligatory)
Euro 3 ⁽¹⁾	1 July 2013	1 January 2014	1 January 2015
Euro 4 ⁽²⁾	1 January 2015	1 January 2017	1 January 2018
Euro 5 ⁽³⁾	1 January 2018 ⁽⁴⁾	1 January 2020 ⁽⁴⁾	1 January 2021 ⁽⁴⁾

(1) Euro 4 for motorcycles (Category L3e) (2) Euro 5 for motorcycles (3) Euro 6 for motorcycles (4) Subject to Commission review

Local context

Wiltshire Local Transport Plan

1.13 The Local Transport Plan (LTP) sets out a long-term transport strategy, a shorter-term implementation plan based on a realistic assessment of available funding and a number of theme and area transport strategies. In addition, the LTP provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire.

1.14 The first Wiltshire LTP (LTP1) was published in July 2000 and covered the five year period 2001/02-2005/06. The second Wiltshire LTP (LTP2), published in March 2006, then covered the five year period 2006/07-2010/11. The third Wiltshire LTP (LTP3) covers the period 2011/12-2025/26.

1.15 The LTP3's strategic objectives are:

No.	Objective
SO1	To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO2	To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail.
SO3	To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
SO4	To minimise traffic delays and disruption and improve journey time reliability on key routes.

No.	Objective
SO5	To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO6	To make the best use of the existing infrastructure through effective design, management and maintenance.
SO7	To enhance Wiltshire's public realm and streetscene.
SO8	To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
SO9	To reduce the impact of traffic speeds in towns and villages.
SO10	To encourage the efficient and sustainable distribution of freight around Wiltshire.
SO11	To reduce the level of air pollutant and climate change emissions from transport.
SO12	To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO13	To reduce the need to travel, particularly by private car.
SO14	To promote travel modes that are beneficial to health.
SO15	To reduce barriers to transport and access for people with disabilities and mobility impairment.
SO16	To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.
SO17	To improve access to Wiltshire's countryside and provide a more useable public rights of way network.
SO18	To enhance the journey experience of transport users.

Road Safety Strategy 2011

1.16 The LTP includes a number of theme strategies including road safety. The Wiltshire and Swindon Road Safety Partnership is committed to making Wiltshire's roads safer and to reducing casualties from road traffic collisions. The Government has set out a strategic framework for road safety and sets out the increased freedom given to local authorities in assessing and acting on their own priorities. In view of this framework the Wiltshire Road Safety partnership has agreed to set local targets for casualty reduction of a 40% reduction in KSI by 2020 based on the 2005/09 average.

Killed or seriously injured	2005/09 Average	2020 (-40%)
Wiltshire Highway Network*	234	141

*Excludes Highways Agency motorways and trunk roads and Swindon Borough Council highways

- 1.17** The council's road safety strategy is based on the proven approach of education, enforcement and engineering. Many of the interventions improve safety for motorcyclists, by improving the road environment or improving rider and driver behaviour. The interventions include the nationally recognised and successful Bikesafe 'Love to ride...Ride to live' programme. Bikesafe addresses rider attitude and rider skills and includes observed rides with police motorcyclists. Participants are offered information and advice regarding further motorcycle training. There are 8 sessions each year from April to October and additional sessions for the military. Bikesafe is operated in partnership with Wiltshire police and Swindon Borough Council.

Local Development Framework

- 1.18** The Local Development Framework (LDF) is a term used to describe a portfolio of planning documents which deliver spatial planning at the local level. The Wiltshire LDF contains a series of documents including the Wiltshire Core Strategy which sets out the general spatial planning vision and objectives of the LDF and includes 'strategic site allocations'.
- 1.19** The vision for Wiltshire in 2026 as set out in the emerging LDF core strategy is:

Wiltshire 2026 spatial vision

By 2026 Wiltshire will have a much more sustainable pattern of development, focused principally on Trowbridge, Chippenham and Salisbury. Settlements of all sizes will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel, an improvement in accessibility to local services, a greater feeling of security and the enhancement of a sense of community and place. This pattern of development, with a more sustainable approach towards transport and the generation and use of power and heat, will have contributed towards tackling climate change. Housing, employment and other development will have been provided in sustainable locations in response to local needs as well as the changing climate and the incorporation of exceptional standards of design. Wiltshire's important biological and built environment will have been safeguarded and, where necessary, extended and enhanced to provide appropriate green infrastructure, while advantage will have been taken of the county's heritage to promote improvements in tourism for economic benefit.

Community Plan

- 1.20** The Wiltshire Community Plan (2011-2026) sets out the way in which the council will work with other partners and with local communities to achieve shared ambitions for the future of Wiltshire. The plan has the following priorities:
- Creating an economy that is fit for the future
 - Reducing disadvantage and inequalities
 - Tackling the causes and effects of climate change
- 1.21** Work will be targeted in these three areas and together they will help to achieve the vision.

Community Plan vision

The vision for Wiltshire is to build stronger and more resilient communities, and greater localism lies at the heart of this. We want to encourage and support communities to take the initiative to strengthen their ability to deal with local challenges and issues in creative ways which are tailored to their unique circumstances.

Joint Strategic Assessment

1.22 The ambition for the Joint Strategic Assessment (JSA) 2011-2013 is that it will provide the council and its eight Thematic Delivery Partnerships with a robust analysis of the issues facing Wiltshire. The JSA brings together issues in Wiltshire from across the public sector services. It also contains key information such as population size and geography building a single, accurate reflection - a single version of the truth. The five key areas for the JSA are:

- Children and young people
- Cancer and cardiovascular disease
- Lifestyle choices
- Health inequalities
- Ageing population

1.23 The 2011 Health Profile for Wiltshire shows the high rates of injuries and deaths due to road traffic collisions in Wiltshire as compared to England.

Wiltshire's Joint Health and Well-being Strategy

1.24 This strategy (draft 2012) published by Wiltshire Council and NHS Wiltshire sets out the following objectives for people in Wiltshire:

- Living for longer
- Living healthily for longer, and enjoying a good quality life
- Living independently for longer
- Living fairly, reducing the higher levels of ill health faced by some less well-off communities

Neighbourhood Plans

1.25 Under measures proposed in the Localism Act, government wants communities to come together to develop a Neighbourhood Plan which will set the context for development in their area. They will be able to:

- Choose where they want new homes, shops and offices to be built
- Have their say on what those new building should look like
- Grant planning permission for the new buildings they want to see go ahead

Wiltshire Council Corporate Plan

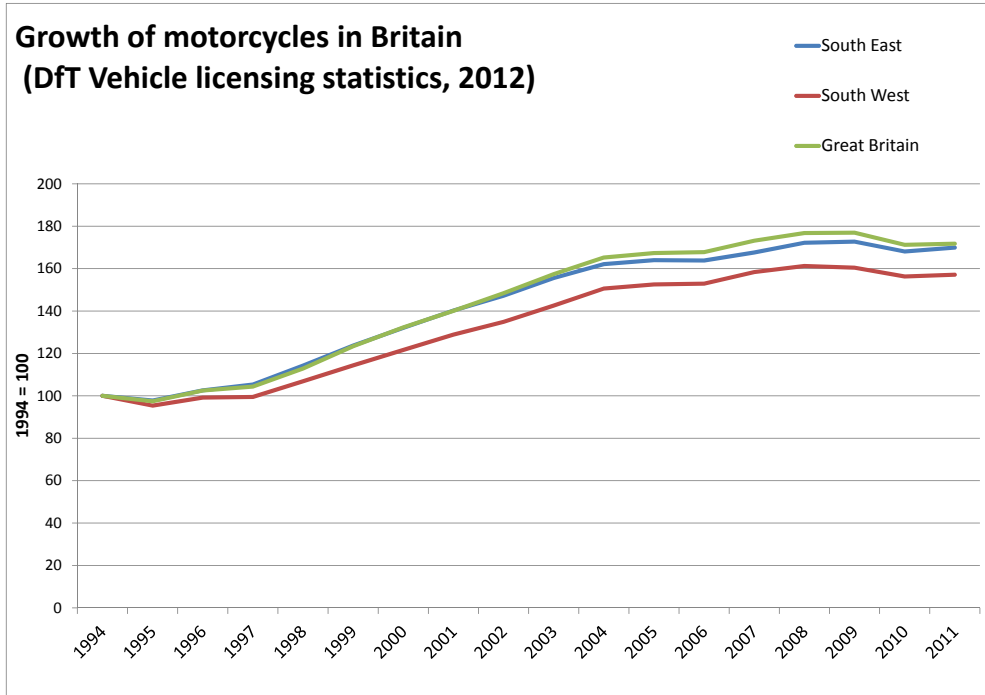
1.26 The vision of the Council's Corporate Plan 2010-2014 is 'To create stronger and more resilient communities'. Four of the nine priorities identified in this plan are:

- Improve our roads and road safety.
- Reduce our environmental impact.
- Achieve savings, be more efficient and ensure we deliver value for money.
- Focus on our customers and improve access to our services.

2 Powered two-wheelers in Wiltshire

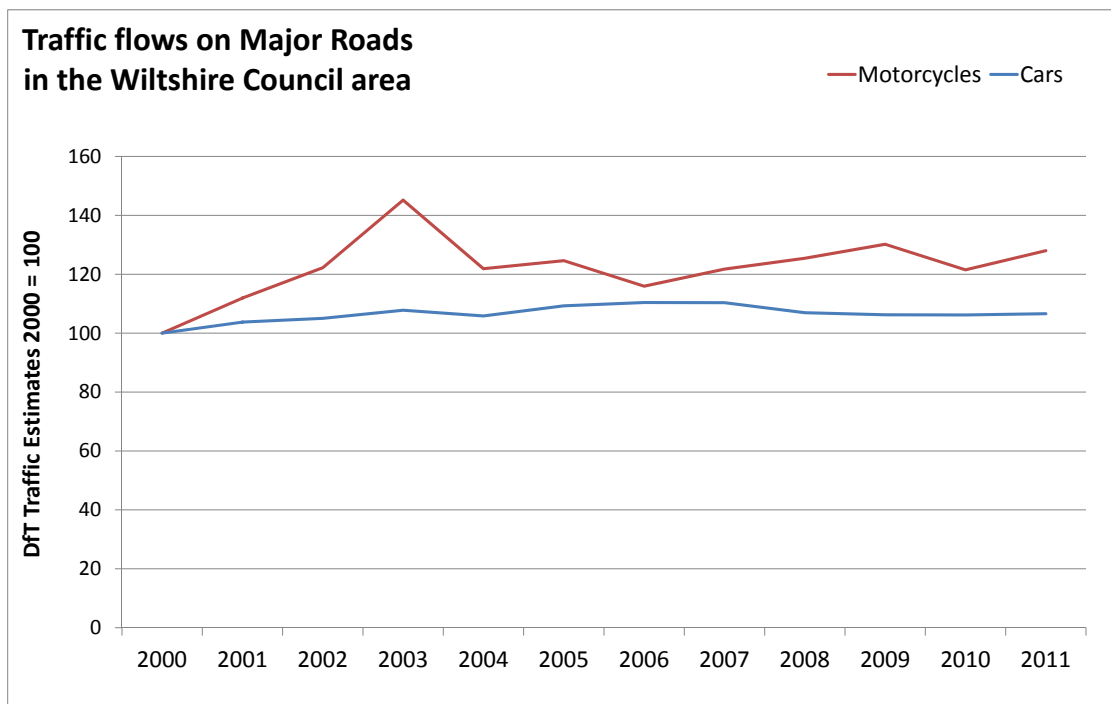
- 2.1 In the UK, the number of registered motorcycles grew by 22% between 2001 and 2011. While growth was rapid in the late 1990s and early 2000s, the number of motorcycles has been fairly static since 2006 as shown in Figure 2.1.

Figure 2.1 Growth of motorcycles



- 2.2 On A roads and the M4 motorcycle traffic has increased by 28% between 2000 and 2001 compared to 7% growth in car traffic.

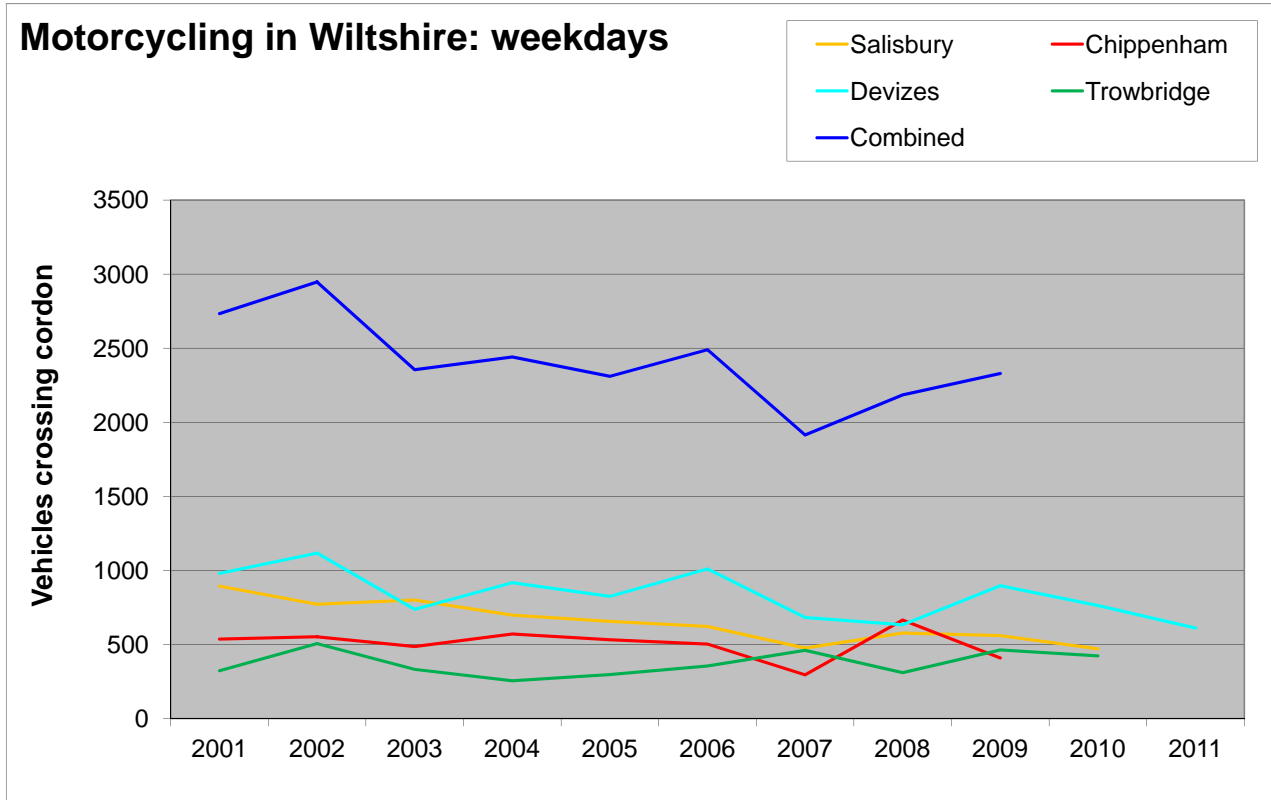
Figure 2.2 Traffic flow on major roads



2.3

However, weekday trips into the main urban areas of Wiltshire seem to have decreased since 2001. It is unclear whether this data is robust, but it may be that Wiltshire is behind the trend for England, as there is a greater incentive to use powered two-wheelers in areas which are more congested and have more restricted car parking such as London and Bristol. So out-commuting and through trips to these areas may be higher in Wiltshire than commuting trips into Wiltshire's towns. Or it may be that occasional leisure use is increasing (hence increased ownership) but regular commuting use is falling. Nationally leisure accounts for 12% of trips, while business and commuting accounts for 61% of trips.

Figure 2.3 Motorcycling in Wiltshire



2.4

The absence of motorcycle testing centres in Wiltshire may be limiting the growth of powered two wheelers. However, as petrol prices rise and there is increasing pressure on parking space, it is likely that powered two-wheelers will become increasingly popular. As the Government rolls out a network of electric charging points over the next decade, it is likely that electric vehicles will become more popular due to their low running costs.

3 Goals and objectives

3.1 Motorcycling affects the five overarching national transport goals that are outlined in the main LTP strategy document. There are also opportunities to tie in with other agendas and partners in these areas.

Safety, security and health

Safety

3.2 Motorcyclists are more at risk of injury or death as shown in Table 3.1 below. Motorcycles are more difficult for other vehicle drivers to detect due to their small size. The low number of motorcycles on the roads can also lead to lower awareness and inadequate checks being made by drivers of other vehicles. When motorcyclists are involved in a collision they are far more likely to be injured than other vehicle users due to the high speeds they are travelling at and the low level of protection.

3.3 Motorcyclists may also be more likely to be involved in road collisions due to poor driving skills or to increased risk-taking among certain sections of the motorcycling population. Inexperienced new riders and middle-aged riders returning to motorcycling are particularly at risk.

Table 3.1 Comparative risk of different modes of travel (Road Accident Statistics, DfT, 2012)

	Casualty rate per billion vehicle miles	
	Killed	Killed or seriously injured
Car driver	3	26
Pedestrian	42	542
Pedal cyclist	35	1035
Motorcycle rider	122	1868

3.4 In 2011, powered two-wheelers accounted for 11% of casualties in road collisions, but 22% of those killed or seriously injured (KSIs) in Wiltshire. 21% of all casualties and 20% of KSIs occur in the 16-19 age range. In 2011 there was a noticeable increase in casualties in the 20-24 age group.

3.5 Trends show that overall casualties are decreasing, but the rate of KSIs has remained approximately constant.

3.6 There is an approximately even split between rural and urban accidents, although fatal and serious collisions are more common in rural areas and slight injuries more common in urban areas.

3.7 61% of collisions occur at junctions and analysis of these incidents indicates that the actions of other road users are more frequently the primary cause.

3.8 National data (DfT, 2011) shows that:

- Over two thirds of motorcycle fatalities occurred in rural areas, compared to less than half for serious motorcycle casualties and under a third for slight motorcycle casualties.

- 34% of riders of motorcycles less than 50 cc involved in personal injury road accidents were 16 years old. A further 16% were 17 years old.
- For motorcycles greater than 500 cc, 51% of riders were 30–49 years old.
- 73% of motorcycle fatalities were riding motorcycles greater than 500 cc.
- Motorcycle casualties for all severities have declined between 2003 and 2010 with a slight increase in serious and slight casualties in 2011.

3.9 The council's road safety strategy has successfully reduced the number of PTW casualties through both engineering and non-engineering measures. There are limited opportunities to further improve safety through engineering measures. Passive road design (i.e. 'crash-friendly' road features such as lightweight sign-posts and clear-zones) can only prevent injuries and fatalities at lower speeds.

3.10 There is an opportunity to allow powered two-wheelers to use bus lanes where constructed in Wiltshire. There are currently only a small number of bus lanes in Wiltshire. Trials elsewhere in the UK have shown few statistically significant changes in casualties when motorcycles are allowed in bus lanes, either in terms of improved safety for motorcyclists or detrimental changes for pedestrians or cyclists. Preliminary evidence suggests that safety should be considered on a site-by-site basis.

3.11 Advanced training and awareness campaigns are likely to have the greatest impact on casualties rather than engineering measures. This includes road safety awareness for drivers of other vehicles.

Health

3.12 Emissions from transport account for around 70% of air pollution in towns and cities. The levels of nitrogen oxides and particulates are a particular problem in Salisbury, Westbury, Bradford-upon-Avon and Devizes. This can have a significant impact on people's health, particularly those who are already vulnerable such as asthmatics or elderly people.

3.13 Motorcycles of all classes tend to have higher emission levels per kilometre, when compared to the average car, for carbon monoxide, particulates, benzene and 1,3-butadiene. Emissions per kilometre of carbon dioxide, nitrogen oxides, lead and sulphur dioxide are lower. Where motorcyclists can bypass traffic rather than sitting in a queue, they will also emit less pollution, but this is less likely to happen in narrow urban streets.

3.14 The new Euro standards are likely to reduce emissions, especially particulates. Electric powered bikes and motorcycles offer an even greater opportunity to reduce noise and air pollution, although uptake is likely to be slow and the impact is likely to be limited in Wiltshire. Overall, increasing the substitution of car trips for motorcycle trips is likely to have a beneficial effect on air pollution in Wiltshire if the use of newer vehicles is promoted.

3.15 For shorter journeys, active modes of travel i.e. walking and cycling have the potential to produce large health benefits. Using public transport also has benefits due to the short walking trips involved. Motorcycling is slightly more active than car driving, but does not produce the health benefits of these active travel modes. However, the National Travel Survey (2010) shows that motorcyclists tend to be making much longer journeys than cyclists (an average of 8 trips per week covering 88 miles by motorcyclists compared to 6 trips per week covering 16 miles by cyclists). It's possible that motorcyclists could be encouraged to

use more active modes by changing their destinations e.g. by shopping locally. However, it's also possible that motorcyclists tend to live further from amenities and having considered alternatives to the car, selected a motorcycle as the most practical option.

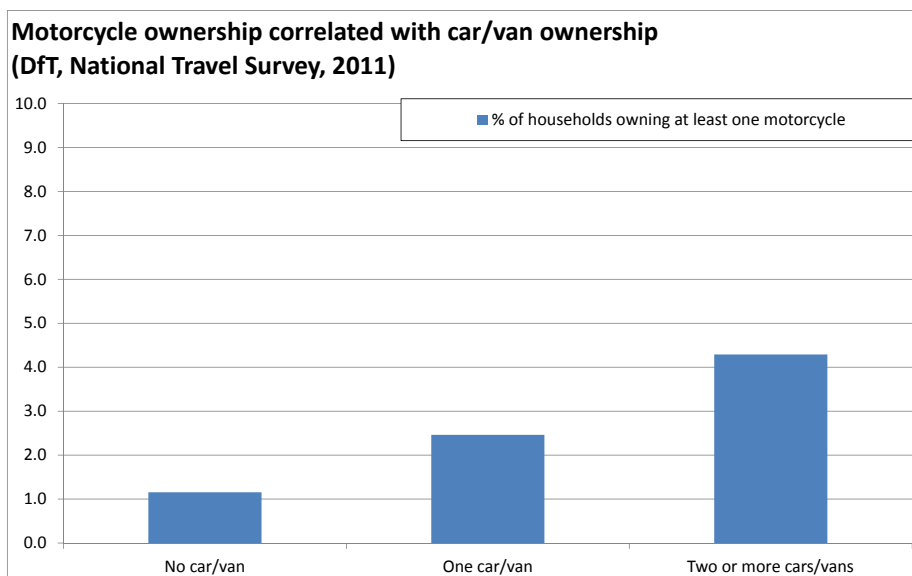
Security

- 3.16** Theft of motorcycles has risen nationally, although rates of theft are generally low in Wiltshire. Secure motorcycle parking can reduce theft rates. Riders can also be encouraged to use high security locks.
- 3.17** Motorcycle parking is free in council car parks and on-street throughout Wiltshire. There is some feedback from riders that the increased use of anchor points would be helpful. Anchor points or 600mm high rails are the most effective and can be used in combination with posts or waist-level rails to prevent a trip hazard being created.

Tackling climate change

- 3.18** Powered two wheelers have a clear advantage over cars in terms of carbon dioxide (CO₂) emissions. The smaller motorcycles that dominate the urban/commuter sector tend to have CO₂ emissions per kilometre travelled of less than half of those of the average car. However, larger motorcycles can emit more CO₂ than some cars because they offer far poorer fuel economy. Motorcycles are reducing their emissions, however they are lagging behind the dramatic improvements achieved by passenger cars in recent years. Tighter European emissions standards will require both new and existing vehicles to produce less emissions by 2020.
- 3.19** While for some people a motorcycle may replace car ownership, people who own motorcycles are generally more likely to be multiple vehicle owners as shown in Figure 3.1 below. The CO₂ emissions of vehicle production can be as high as that of vehicle usage, so carbon reductions will be maximised where motorcycle owners are encouraged to reduce their overall vehicle ownership. For example, by promoting car share, car hire and car clubs to motorcycle owners. Conversely the promotion of these initiatives could be supplemented by promoting PTWs as a lower carbon option.

Figure 3.1 Motorcycle ownership



Supporting economic growth and competitiveness

- 3.20** Powered two wheelers can help to reduce congestion due to the fact that they take up a smaller amount of road and parking spaces. Leisure motorcycling can help boost tourism particularly in rural areas with around £570 million spent each year by motorcycle tourists in the UK on accommodation, food and drink.
- 3.21** A reduction in casualties will reduce costs for the NHS and emergency services. While many of the measures to improve safety and security for motorcyclists are low-cost, delivery is likely to be slow due to the pressure on funding expected over the next few years.

Quality of life and a healthy natural environment

- 3.22** Motorcycle users have a legal right to use byways open to all traffic in the countryside. Public rights of way are highways so users must comply with highway law. If users do not comply with highway law or use other public rights of way where they have no legal right, ie footpaths, bridleways or restricted byways, this is a matter for the police. For further information relating to the management of public rights of way, see Wiltshire Council's Countryside Access Improvement Plan.

Equality of opportunity

- 3.23** Powered two-wheelers have low start up, maintenance and fuel costs. Electric powered bikes and mopeds have particularly low running costs.
- 3.24** The Wheels to Work scheme run by Community First aims to improve accessibility to work, training and education. The scheme loans a moped and safety equipment to young people and the long-term unemployed who facing transport barriers. Community First also cover insurance and maintenance. While this scheme is small in scale, it provides an important service for those people who would otherwise be unable to access work or training. The scheme is funded with assistance from Wiltshire Council. There is an opportunity for the council to further promote this scheme through accessibility and smarter choices work.

4 Strategy

- 4.1** The council recognises that powered two-wheelers are a legitimate, safe, affordable and increasingly popular mode of transport. They are also a priority group for reduction of casualties.

Bikesafe

- 4.2** The council will reduce powered two-wheeler casualties as part of a broader road safety strategy, specifically:

- We will continue the BikeSafe programme along with broader interventions set out in the Road Safety Strategy.

- 4.3** The Wiltshire 'Bikesafe' Partnership was formed in the year 2000. The partners include, Wiltshire Police and the road safety, education/training sections of Wiltshire and Swindon Councils. Bikesafe is a National police-led initiative that seeks to engage with fully licenced riders of powered two wheelers(over 125 cc), to increase their awareness and to encourage a genuine desire to learn about safer riding.

- 4.4** The Partnership currently run eight, one day, sessions/events per year with a maximum of 24 riders per session. An average of 200 riders volunteer to attend per year. In addition to the above, special events, currently, three per year, are provided by the Wiltshire Partnership for Military personnel within Wiltshire. They are usually conducted at Tidworth with facilities provided by the Military. They are extremely well attended.

- 4.5** The aim of the Bikesafe programme to is to achieve:

A reduction in road casualties by helping riders identify their strengths and weaknesses in preparation for training, where necessary, by recognised providers of advanced training, e.g. IAM (Institute of Advanced Motor Cyclists) and RoSPA (Royal Society for Prevention of Accidents).

- 4.6** Each of the sessions/events in Wiltshire comply with the National Bikesafe curriculum with classroom inputs covering

- Attitudinal issues & collision causations
- Positioning, observation, hazard perception
- Braking, cornering, overtaking & filtering

They also include an 'on-road' observed ride/assessment with a Police advanced motorcyclist.

- 4.7** Historically, it has been the experience of most authorities in the country that it is more difficult to engage and encourage riders of powered two wheelers (under 125cc) to seek extra advice and training. Wiltshire is no exception to this experience.

- 4.8** However, we will continue to develop and deliver together with our partners and other interested training groups, road safety education/training programmes for colleges and secondary schools for riders of powered two wheelers (under 125cc). This will be delivered following their initial CBT (Compulsory Basic Training)

Infrastructure

Policy 1

The Council will continue to make improvements to road infrastructure including:

- Removing excessive street furniture and signs, which can be a hazard to riders, where the opportunity arises.
- When safety fences are replaced, consideration will be given to the use of motorcycle-safe designs.
- Replacement of ironworks (manhole covers) with non-skid surfaces where they are identified as a hazard.
- Minimising the use of surfaces such as lining that might cause powered two wheelers to skid.
- Ensuring that the needs of powered two wheelers are considered in road safety audits.
- Allowing motorcyclists to use bus lanes where there would be no detriment to safety.

Policy 1a

The use of bus lanes will be decided on a case-by-case basis and will take into account the following factors:

- The presence or planned construction of segregated cycle facilities - where cyclists may use an off-road path of sufficient quality, there is less likely to be conflict in the bus lane.
- The width of the bus lane - a narrower lane may encourage motorcyclists to overtake by passing out of the bus lane and possibly risk conflict with other vehicles.
- The volume of buses likely to use the bus lane - a high volume of buses may make conflicts between buses and motorcycles or cycles and motorcycles more likely.
- The accident history of the area and the speed/volume of traffic in adjacent lanes.

Parking

- 4.9** Parking for motorcycles is free in on-street parking bays and in dedicated motorcycle bays within council-owned car parks throughout Wiltshire. However, motorcyclists must adhere to the time limits of the parking bay. If motorcyclists use a bay for cars in a council-owned car park, they will need to pay the normal fare. Motorcyclists will be encouraged to pay for such tickets by mobile phone as there is a risk that Pay & Display tickets can be lost.

Policy 2

The Council will seek to provide adequate levels of secure parking for powered two wheelers including:

- Continuing to provide free parking for powered two wheelers in on-street car parking bays and within dedicated motorcycling bays in council-owned car parks.
- Looking for opportunities to improve parking in on-street locations or council owned car parks by providing secure locking facilities or increasing the number of motorcycle bays where there is sufficient demand.
- Securing adequate levels of powered two wheeler parking in new developments through standards set out in Appendix 1.
- Encouraging provision of secure parking through workplace travel plans.
- Providing adequate levels of secure parking at council offices.

4.10 The Council will continue to involve users in developing and delivering road safety policies and infrastructure improvements. Motorcyclist user groups will be encouraged to collate feedback from their members and disseminate news of any consultations. This will:

- Allow riders to be consulted on major transport schemes such as bus lanes.
- Encourage riders to identify areas where parking could be improved.
- Encourage riders to identify areas where ironworks or potholes are particularly hazardous.

4.11 The Council will also promote the safe usage of powered two wheelers through the accessibility and smarter choices strategies, specifically we will

- Promote the Wheels to Work scheme.
- Promote the usage of powered two wheelers in travel plans where it is appropriate to do so and in combination with safety promotion.
- Promote the usage of electric vehicles.
- Promote PTWs as an option in combination with car clubs, car hire or car share and in combination with safety promotion.

5 Appendices

Appendix 1: Powered two-wheelers & mobility scooter parking standards

Current motorcycle ownership is approximately one per 35 people and 5% of all motor vehicles. Given the congestion benefits of motorcycles it is generally recommended that at least 5% of parking spaces should be for motorcycles. The minimum standards for Wiltshire are set out below.

Land use	Minimum parking standards
C3 Residential dwellings	There are no specific standards for residential developments. It is expected that residents would use a proportion of their car parking spaces for powered two wheelers. It may be appropriate to provide specific motorcycle parking where demand is likely to be high.
All other uses.	<p>1 secure space for every 20 car parking spaces.</p> <p>A minimum of 1 secure space to be provided where 10 or more car parking spaces are provided. If only one space is required, this may alternate as a car parking space, although the anchor point must be located safely to allow dual usage.</p> <p>If less than 10 car parking spaces are provided, it is expected that motorcyclists would use car parking spaces and no additional security measures are required although they are desirable.</p> <p>Exceptions may be allowed based on merit.</p>

Spaces provided should be at least 0.8m wide by 2m long with sufficient overhead space. It is not usually necessary to mark individual motorcycle bays within a motorcycle parking area. Spaces should:

- Have anchor points consisting of a rail or post at a height of around 60cm above ground level, and/or be within a restricted-access area.
- Have quality level surfacing,
- Be covered by CCTV and/or natural surveillance, and/or be within a restricted-access area.
- Be located away from drain gratings,
- Preferably be protected from the elements.

Further guidelines on location and design are set out by the IHE at www.motorcycleguidelines.org.uk

Mobility scooters

Where significant usage by mobility scooters is likely, provision must be made either within an external parking area or within the building. The parking must be under cover and close to the building entrance.

Spaces for powered-two wheelers may also be used for mobility scooters if the design is adequate i.e. if there is adjacent access to a footway. This will only be acceptable where usage of motorcycles is likely to be fairly low.

This document was published by Wiltshire Council Sustainable Transport Group.
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By email
transportplanning@wiltshire.gov.uk

Electronic version available at
<http://www.wiltshire.gov.uk/transportpoliciesandstrategies/localtransportplan3.htm>

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as large print and audio.

Please contact the council by telephone **0300 456 0100**,
by textphone **01225 712500**,
or email customerservices@wiltshire.gov.uk