

Powered Two-Wheeler Strategy consultation comments and responses

Comment	Response
Main document	
Mr Nick Hancock	
17.17 - There should also be driver education, not just rider education.	Driver education is covered in the main Road Safety Strategy.
18.4 - If the absence of motorcycle testing centres in Wiltshire is limiting the growth of PTW usage, then surely some thought needs to be given to increasing the availability of testing in Wiltshire.	Unfortunately Wiltshire Council has very limited ability to affect the location of testing centres.
19.10 - Only allowing access to some bus lanes introduces confusion amongst the users. If PTWs were allowed access to all bus lanes then this confusion is alleviated	Different councils have different policies about bus lanes. Bus lanes usually have differing restrictions such as when cars may or may not drive in them.
Appendices	
Anne Henshaw, Calne Area Transport	
<p>Appendix 1. Powered two-wheelers and mobility scooter parking Given the known demographics nationally, and within the county, there is no recognition that there will be a steadily increasing demand for housing which does not require car parking and people who do not want/cannot take buses. Therefore the minimum parking standards for mobility scooters, lacking at present, need to be clearly stated so that applications for developments take this into account when designing the layouts. 1 secure space for every 20 car parking spaces for mobility scooters will be too low particularly at large retail stores and supermarkets on town edges. Sharing space with motorcycles does not seem practical as it could lead to dispute. As with disabled car drivers there should be dedicated mobility scooter spaces.</p>	<p>The number of spaces required will depend on the exact location and type of housing. Providing space that can be adapted for mobility scooters is encouraged through Wiltshire Council's Core Strategy which requires homes to achieve a certain number of points from the Code for Sustainable Homes. Hea3 and Hea4 in the Code encourage space to be provided which could be adapted for mobility scooters. Sharing spaces with motorcycles is unlikely to be appropriate where there is high demand, but may be appropriate for smaller locations, particularly where the proportion of users of motorcycles and mobility scooters is difficult to estimate. The wording has been adjusted to reflect this. This policy may be reviewed in the future as more evidence emerges.</p>