

# The Government's motorcycling strategy: Revised action plan

## Introduction

In February 2005, the Department for Transport (DfT) published the Government's Motorcycling Strategy. This was developed with the full involvement of motorcycling groups representing the views of industry and users through the Advisory Group on Motorcycling, which was established in 1999 and produced its final report in 2004.

The theme for the Strategy is to facilitate motorcycling as a choice of travel within a safe and sustainable transport framework. The strategy sets out a framework for action over the next few years. Many of these actions are for central Government to implement; some are for local Government while others are for stakeholders, such as manufacturers, retailers and user groups to pursue.

The Government's Motorcycling Strategy is being taken forward by the National Motorcycle Council (NMC), which includes representatives of motorcycle user groups, manufacturing, retailing and training industries as well as local government and Department for Transport officials.

Four NMC sub-groups have been set up to oversee the implementation of the Strategy's actions. These are:

- Road Safety and Publicity
- Technical, Engineering and Environmental Issues
- Training, Testing and Licensing
- Traffic Management, Planning and Transport Policy

Membership of the NMC and its sub-groups includes representatives from: Motor Cycle Industry Association (MCIA), British Motorcyclists Federation (BMF), Motorcycle Action Group (MAG), Despatch Association, Motorcycle Rider Training Association (MRTA), Motorcycle Retailers Association (MRA), RAC Foundation, Institute of Highway Incorporated Engineers (IHIE), Kill Spills Group, Association of Chief Police Officers (ACPO), Local Authority Road Safety Officers' Association (LARSOA), Transport for London (TfL), and the Department for Transport (DfT) and its agencies, Driving Standards Agency (DSA), Highways Agency (HA), Vehicle Operator and Services Agency (VOSA).

The four sub-groups are taking the strategy actions forward and meet regularly, to discuss progress. Key achievements include:

- A new TV and radio campaign from 2006 aimed at car drivers with the message "take longer to look for bikes".
- Think! sponsorship of the British Superbikes Championship.
- Research on fatigue, training and drivers' attitudes to motorcyclists.
- A new safety rating system for motorcycle helmets.
- A leaflet raising awareness of the dangers of diesel spills;
- An online motorcycle users' survey on tyres, brakes and mirrors;
- A voluntary register of approved Post Test Motorcycle Trainers.

- An Enhanced Rider Scheme offering insurance discounts to licensed riders who take further training with an approved instructor.
- New guidance to local authorities on Use of Bus Lanes by Motorcycles.
- Guidance to highway authorities on motorcycle-friendly infrastructure.
- Use of motorcycle-friendly crash barriers on parts of the HA network.

In March 2007 the Transport Select Committee published its report on its inquiry into the Government's Motorcycling Strategy, to which the DfT responded in June 2007. We gave an undertaking to review and publish revised actions. The NMC has since been working on revising the action plan contained in the 2005 Strategy.

Our overall Strategy remains as set out in 2005. This revised action plan contains two parts. Firstly, it includes our new action plan, as agreed with the NMC. This sets out what we and our partners will be doing over the next few years to take forward the Strategy.

The 42 new actions are grouped thematically, according to each of the four NMC sub-groups that will oversee their delivery. This updates the actions in the 2005 Strategy, taking account of changes since then. Some of the original actions have been completed, others are ongoing, many have developed over time and need to be revised to reflect the latest progress, while some new issues have arisen requiring entirely new actions.

The second part of this document sets out in more detail progress with the original actions in the 2005 Strategy. As well as explaining what we have done so far, this provides the background to the new action plan and the changes that have been made.

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>ROAD SAFETY AND PUBLICITY</b>				
<b>R1 - DfT to continue sponsorship of BSB in 2008 season and use the Think Academy to promote road safety messages to leisure motorcyclists. DfT to undertake evaluation of 2007 activity.</b>	Apr - Oct 2008	DfT - CD	xxxviii - Review of DfT involvement in sports sponsorship and its effectiveness at communicating road safety messages to key target audiences.	1-2 years
<b>R2 - DfT advertising to continue to develop, focusing on the most dangerous situations and behaviours.</b>	Ongoing, reviewed annually	DfT - CD	xxxix - DfT advertising to continue to develop, focusing on the most dangerous situations and behaviours.	1-2 years
<b>R3 - DfT to continue to publish an annual calendar of Think campaigns. Other organisations, including BMF, MAG, MCIA, LARSOA and Bikesafe, also publish calendars of their activities. Links will be provided between these websites in order to cross-refer between the calendars.</b>	Ongoing, reviewed annually	DfT - CD, MCIA, BMF, MAG, LARSOA, Bikesafe	xl - For 2005 DfT to publish a calendar showing both national and local initiatives conducted by local government and non-government stakeholders throughout the year.	1-2 years
<b>R4 - Engage with the press to discuss how they can work with us so that irresponsible riding which endangers the riders themselves and other road users is not encouraged.</b>	Annual review of progress	MCIA, DfT - CD	xli - Engage with the press to discuss how they can work with us so that irresponsible riding which endangers the riders themselves and other road users is not encouraged.	1-2 years
<b>R5 - Place a greater emphasis on different types of motorcycling, providing a wider picture of motorcycling possibilities in the UK.</b>	Annual review of progress	MCIA	xxi - A greater emphasis on the merits of other motorcycle models as alternatives to sports bikes, providing a wider picture of motorcycling possibilities in the UK.	1-2 years
<b>R6 - Complete and publish research projects on rider fatigue; on driver attitudes to motorcyclists; on rider training.</b>	2008	DfT - RUS	xxiii - Consider undertaking research into the effects of fatigue in motorcyclist accidents and driver skills, knowledge and attitudes in relation to motorcycle safety.	1-2 years
			xxv - We have commissioned in-depth research that will investigate current motorcycle training courses to identify good practice and look at subsequent accident rates following different training regimes.	Already implemented
<b>R7 - Consider further research to be commissioned in 2008/09 and in 2009/10.</b>	Annual review of research programme	DfT - RUS	<i>NEW ACTION</i>	

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>R8 - DfT will provide support for local police enforcement strategies when requested to do so.</b>	Annual review of policing strategies	DfT - RUS	xlii - Support local enforcement strategies against a significant minority of motorcyclists who routinely fail to comply with road traffic law, as an integral part of police programmes on motorcycling.	1-2 years On-going
<b>R9 - Issue and keep up to date a compendium of motorcycle statistics.</b>	Annually	DfT - NTSB	i - Issue and keep up to date a compendium of motorcycle statistics.	Already implemented. Ongoing
<b>R10 - Continue to measure motorcyclist casualty rate and consider use as an indicator as part of the review of the post 2010 road safety strategy.</b>	Statistics published annually, review Summer 2009	DfT - SR, RUS	xxii - Measure motorcyclist casualty rate as a secondary indicator to the number of casualties.	1-2 years
<b>R11 - Complete implementation of Greenaway recommendations on uninsured driving. Introduce system of Continuous Insurance Enforcement.</b>	2010	DfT - LRI	xliv - Professor Greenaway made 20 recommendations to reduce the incidence of uninsured driving. DfT has accepted all the recommendations and is working with the Home Office, Police and Insurance Industry to take these forward	Already implemented Ongoing Legislation
			<b>Completed actions</b>	
			xxxvi - In reviewing the Highway Code, consider greater attention to motorcyclists in the drivers section about vulnerable road users requiring extra care.	2-5 years
			xxxvii - The proponents of a road safety GCSE in Great Britain to present their case to the Qualifications and Curriculum Authority (QCA).	1-2 years

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>TECHNICAL, ENGINEERING AND ENVIRONMENTAL</b>				
<b>E1 - A campaign led by the motorcycle industry, retailers and rider user groups to encourage riding responsibly and to reduce noise by using only legal exhaust systems.</b>	Summer 2010	MCIA, MRA, BMF, MAG	iii - A campaign led by the motorcycle industry, retailers and rider user groups to encourage riders to keep their machines road legal for noise.	1-2 years
<b>E2 - Consider the feasibility, user acceptance and potential for improved safety, security and environmental performance that an assessment programme for motorcycles could deliver.</b>	End - 2010	DfT - TTS, MCI, MAG, BMF, MRA, MRTA.	xiii - Consider the potential for improved rider safety that an assessment programme could deliver for motorcycles.	2-5 years
			xii - Work with stakeholders to consider the MAIDS project and any other relevant research.	1-2 years
			ii - Manufacturers to promote the benefits of the environmentally better performing bikes, as well as continuing to improve emissions performance.	1-2 years
			xiv - Support motorcycle manufacturers and retailers initiatives to improve rider knowledge of braking systems. Investigate potential road safety problems caused by poor quality replacement brake linings.	1-2 years
			xliii - Consider what can be done to align the requirements for motorcycles with those for cars with reference to European requirements for anti-theft devices; and potential benefits of a security-rating scheme similar to that currently available for cars.	2-5 years
<b>E3 - Engage with the tyre industry to develop and disseminate information and guidance regarding selection of suitable motorcycle tyres.</b>	Spring 2009	MRA	xv - Review current practice of purchasing tyres and engage with the tyre and motorcycle retailers to reach conclusions. Investigate whether risk justifies an additional tyre requirement for the MOT.	1-2 years
<b>E4 - Monitor research into improved conspicuity of motorcycles.</b>	Summer 2010	MCIA	xvi - Gather evidence to ensure that motorcyclist safety is not undermined should wider application of daytime running lamps be proposed. Assemble evidence to quantify the problem of the visibility of direction indicator tell-tale lamps.	2-5 years

<b>New action</b>	<b>Date for new action</b>	<b>Action Owner</b>	<b>Previous Action in 2005 Strategy</b>	<b>Date in 2005 strategy</b>
<b>E5 - Motorcycle retailers to raise awareness with riders on the importance of the right clothing to reduce injury and improve conspicuity</b>	End - 2009	MRA, MCI, DfT, MRTA, BMF, MAG	xvii - Support collaboration by user groups, trainers and retailers to promote correct helmet fitting. Motorcycle retailers to raise awareness with riders on the importance of the right clothing to reduce injury and improve conspicuity.	Ongoing 1-2 years
<b>E6 - Investigate opportunities to improve rear vision for motorcyclists.</b>	Spring 2009	DfT - TTS, MCIA	xviii - Investigate with user representatives the issue that some machines are fitted with mirrors that give them poor rear vision.	1-2 years
<b>E7 - Continue collecting A-pillar specific data as part of the "On the Spot" accident studies in order to quantify the risk from increasing width of windscreen A-pillars on newer cars.</b>	Summer 2009	DfT - TTS	xix - Carry out research to help quantify the potential accident risk from increasing width of windscreen 'A' pillars on newer cars.	2-5 years
<b>E8 - Work with stakeholders to develop best practice / supplementary information on clearing road contaminants (e.g. diesel).</b>	Spring 2010	KillSpills	xx - Work with interested organisations to develop a clear understanding on the road safety risk of diesel spillage and develop solutions.	2-5 years

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>TRAINING TESTING AND LICENSING</b>				
<b>T1 - Delivery and monitoring of the impact of the 2008 motorcycle test as required by the second EU driving licence directive, ensuring sufficient provision for testing is available.</b>	Dec-2009	DSA	<i>NEW ACTION</i>	
<b>T2 - Consult on a trainer registration scheme as part of the 3rd Directive implementation and ultimately as part of the development of a single quality assurance scheme for all motorcycle instruction.</b>	Summer 2009	DSA	xxxi -There will be a DSA consultation before a trainer registration scheme is implemented. Compulsory registration of trainers provided for in the Road Safety Bill	Legislation
<b>T3 - Produce summary report on results and recommendations of Direct Access review.</b>	May 2008	DSA	xxvi -Review pre-test training and the Direct Access Scheme. Extend the exercise with a view to delivering a better CBT.	1-2 years
<b>T4 - Consult on improvements to Compulsory Basic Training and implement as appropriate.</b>	Summer 2009	DSA		
<b>T5 - Consult on improvements to Direct Access Scheme and implement as appropriate.</b>	Summer 2009	DSA	xxix -Develop national standards for training, and for post-test training for licence holders, especially newly qualified riders, those upgrading their bikes, and those returning to motorcycling after a break.	1-2 years
<b>T6 - Promote the take-up of Register of Post Test Motorcycle Trainers (RPMT) and Enhanced Rider Scheme (ERS).</b>	On-going reviewed quarterly	DSA		
<b>T7 - DSA to work with the insurance industry to promote the Enhanced Rider Scheme to riders.</b>	On-going	DSA	xxxii -Ensure that the insurance industry is kept abreast of training developments so that insurance discounts can be considered by the industry.	1-2 years
			xxxiii -Once DSA has developed post-test training, present the arrangements to the Pass Plus Board to be considered as the basis for extending the scheme to motorcycles.	1-2 years
<b>T8 - Agree programme for development and publication of interactive training aids such as CD-ROMs or DVDs.</b>	Autumn 2008	DSA	xxviii -Work in partnership with motorcycling interests to develop a range of interactive training aids such as CD-ROMs or DVDs.	2-5 years
			xxiv -Continue to give a greater focus to the requirement for drivers to recognise the need to look out for motorcyclists.	Already implemented. Ongoing

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>T9 - Implement the motorcycle element of the third EU driving licence directive, taking account of options identified during the consultation.</b>	2013 - consultation 2009 legislation 2011	DSA	xxvii - Undertake a public consultation on a range of options for improving pre-test training after the EC's proposals for driving licences have been promulgated in a Directive.	1-2 years
<b>T10 - Speed awareness courses to be rolled out across England</b>	End 2009	DfT - RUS	xxxv - Undertake research to develop guidelines for best practice on 'Speed Awareness' courses.	1-2 years
<b>T11 - Monitor pilot scheme for new rider improvement course and consider wider implementation in light of evaluation</b>	2009	DfT - RUS	xxxiv - Powers being taken in the Road Safety Bill for the Courts to be able to offer riders a Driver Improvement Course, in conjunction with a reduction in the normal disqualification or penalty points.	Legislation
			<b>Completed actions</b>	
			xxx - Undertake research to establish training best practice with a view to opportunities for trainers to gain professional qualifications to establish their credentials as trainers. DSA is working with MCI and training industry to develop competences for trainers.	Ongoing 1-2 years

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>TRAFFIC MANAGEMENT PLANNING AND TRANSPORT POLICY</b>				
H1 - IHIE will update its guidelines on the provision for motorcyclists on the highway in the light of experience and research.	Annually	IHIE	v -Publicise the Institute of Highway Incorporated Engineers (IHIE -guidelines on the provision for motorcyclists on the highway, with local highway authorities and Highways Agency; and keep under review need for further guidance in the light of experience and research.	1-2 years
H2 - Revision of the Traffic Signs Regulations will include motorcycles as a permitted variant on bus lane signs.	2010	DfT - TM	x -Review Local Transport Note 1/97 "Keeping Buses Moving" during 2005 and include consideration of the position on motorcycles as part of that review in the light of the results of research.	1-2 years
H3 - Review research reports on motorcycles in bus lanes	2009	DfT - TM, TfL		
H4 - Carry out trials into the effects of allowing motorcycles into advanced stop lines with a number of Local Highway Authorities.	2009	DfT - TM	xi -Carry out further trials into the effects of allowing motorcycles into advanced stop lines before making any decisions.	2-5 years
H5 - Ensure that motorcycles receive appropriate attention in future reviews of planning guidance documents.	Ongoing	DCLG	vii -Ensure that motorcycles continue to receive appropriate attention in future reviews of planning guidance documents.	Ongoing
H6 - Pursue supplementary documents on motorcycles to use alongside Code of Practice on Maintenance Management. Pursue development of easily accessible co-ordinated reporting system for public to alert Highway Authorities to maintenance problems.	2009	DfT - RLTSF	vi -Revise the Code of Practice on Maintenance Management to take account of motorcyclists.	1-2 years
H7 - DfT to ensure motorcyclist representatives' involvement in the development of future local transport guidance, prior to consultation, by December 2008.	End 2008	DfT - RLTSF	viii -Recommend that local authorities give proper consideration to appropriate provision for motorcyclists in their Local Transport Plans.	
H8 - DfT to develop and publish guidance on the inclusion of motorcycles in workplace travel plans by the end of the 2008/09 financial year.	Mar-09	DfT - NWEMD	ix -Review the general guidance on Travel Plans and Government guidance to Departments.	1-2 years

New action	Date for new action	Action Owner	Previous Action in 2005 Strategy	Date in 2005 strategy
<b>H9 - DfT to include reference to motorcycles in future guidance and other documents published by DfT relating to sustainable travel where appropriate.</b>	End 2009	DfT - NWEMD		
<b>H10 - Highways Agency to continue to include motorcycles as a mode of transport to be addressed in its Safety Action Plan. Ensure that the particular needs of motorcyclists are taken into account, where appropriate, in the design, management and maintenance of the motorway and trunk road network.</b>	End 2009	HA	iv -Highways Agency will be including motorcycles as a mode of transport to be addressed in its Safety Action Plan. Ensure that the particular needs of motorcyclists are taken into account, where appropriate, in the design, management and maintenance of the motorway and trunk road network.	1-2 years
<b>H11 - Investigate reporting options for diesel spills and other highway defects. Disseminate options for tackling diesel spills.</b>	2010	KillSpills	<i>NEW ACTION</i>	

## **REPORT ON PROGRESS WITH THE 2005 ACTIONS**

### **Action i) - Issue and keep up to date a compendium of motorcycle statistics.**

The latest annual compendium of motorcycle statistics was published by the Department on 13 December 2007.

### **Action ii) - Manufacturers to promote the benefits of the environmentally better performing bikes, as well as continuing to improve emissions performance.**

Manufacturers have made significant improvements to the environmental performance of motorcycles over the last ten years. The latest European emission limits came into force for new motorcycles in January 2007, providing for an average reduction of more than 40% in the emission of pollutants. Negotiations in Brussels continue to address the challenges of improved environmental performance and proposals for a further tightening of standards (Euro 4) are expected in 2009, these will include control of evaporative emissions. The European Motorcycle Industry (ACEM) and the Federation of European Motorcyclists' Association (FEMA) are planning a campaign to promote a new, clean, synthetic 2 stroke oil.

In addition, the motorcycle industry continues regularly to promote the environmental benefits of small and medium sized powered two wheeler use, as an alternative to the private car in congested urban traffic and the financial benefits achieved by exemption, for all two-wheeled vehicles, from the London congestion charge. Small engine capacity motorcycles and scooters are now among the UK's best selling models. More than 60% of all motorcycle use is now for practical rather than leisure purposes.

A review of consumer advice and information regarding fuel efficiency is on hold until the European Commission implements a fuel consumption / CO2 measurement within type approval as part of the forthcoming Euro 4 proposal.

### **Action iii) - A campaign led by the motorcycle industry, retailers and rider user groups to encourage riders to keep their machines road legal for noise.**

Motorcycles sold in the European Union are required to conform to international regulations on maximum noise emission that are quite adequate to avoid public nuisance from unmodified motorcycles. Public irritation with motorcycle noise almost exclusively comes from motorcycles which have been fitted, after the point of sale, with aftermarket systems designed for off road use. The use of these systems on the public road contravenes existing legislation.

Industry and riders' groups including the British Motorcycle Federation (BMF) and Motorcycle Action Group (MAG) are concerned at the negative image of motorcycling that is generated by the irresponsible and illegal use of competition systems on public roads. Demand for competition exhaust systems has fallen substantially in the past five years. However, it is considered that efforts to change the attitudes of recalcitrant riders, and fair roadside enforcement measures by the police, will further reduce the scale of this problem.

The BMF have presented a new UK initiative, supported by MRA, MCIA and MAG, to discourage the use of illegal exhaust systems. The campaign will encourage riders to keep noise to a minimum with a launch date of May 2008.

FEMA will participate in a pan-European campaign which will include a rider education programme on excessive noise.

**Action iv) - Highways Agency will be including motorcycles as a mode of transport to be addressed in its Safety Action Plan. Ensure that the particular needs of motorcyclists are taken into account, where appropriate, in the design, management and maintenance of the motorway and trunk road network.**

Motorcyclists have now been included as an integral part of the HA Safety Action Plan and included as a specific reference in the Safety Operational Folder. For example, the Guide to Route Treatment contains guidance on Road Restraint Systems and Where-You-Look-Is-Where-You-Go (WYLIWYG), as well as illustrating the use of consistent designs along a route and how driver education can be delivered alongside engineering improvements. The WYLIWYG principle can be applied to road safety engineering initiatives by using hazard marker posts to encourage riders (and other road users) to focus on the vanishing point on a bend and to prevent distraction by roadside objects.

The Agency has launched engineering and non-engineering initiatives to improve rider safety. On sections of the M27 and the M4, the Agency has installed BikeGuard, a new safety barrier system that utilises a metal panel, which, when fitted onto the upright barrier support posts, will help to protect riders who fall from their motorcycles. Following successful trials, any restraint system installed on the Agency's Network must now be compliant with risk-based TD19 - Requirement for Road Restraint Systems, DMRB Vol. 2. This Standard also offers designers a tool for determining the need for vehicle restraint systems, giving clear indications of the situations where these can be used.

As part of the Driver Information Programmes a specific programme 'Great Roads Great Rides' has been developed and over 500,000 copies of this DVD have been circulated to riders and key road safety groups for dissemination. The Highways Agency is actively supporting motorcycle safety campaigns, such as the 'Shiny Side Up Partnership' and 'Handle It Or Lose It', to raise awareness of appropriate riding and the need for additional rider assessment and training.

**Action v) - Publicise the Institute of Highway Incorporated Engineers (IHIE) guidelines on the provision for motorcyclists on the highway, with local highway authorities and Highways Agency; and keep under review need for further guidance in the light of experience and research.**

The IHIE guidelines were published in April 2005, and also publicised in the Traffic Advisory Leaflet on Motorcycles in Bus Lanes, published in February 2007. Since February 2008, the IHIE guidelines are available online at [www.motorcycleguidelines.org.uk](http://www.motorcycleguidelines.org.uk), which will allow wider dissemination of the information. The Manual for Streets, published by DfT and DCLG in March 2007,

also promotes the guidance under its section on Motorcycle Parking. We will continue to review the need for further guidance.

**Action vi) - Revise the Code of Practice on Maintenance Management to take account of motorcyclists.**

'Well-maintained Highways' - the revised code of practice for highways maintenance management, was published in July 2005 (The Stationery Office (TSO) £25, or available from [www.ukroadsliaisongroup.org](http://www.ukroadsliaisongroup.org)). The code of practice has a number of references to the needs of motorcyclists, and also makes cross-reference to the IHIE guidance mentioned in Action (v).

**Action vii) - Ensure that motorcycles continue to receive appropriate attention in future reviews of planning guidance documents.**

The Government's planning policies already ask local authorities to promote sustainable transport choices and to ensure that they have appropriate policies in place which ensure that development proposals promote the potential for walking, cycling and motorcycles. As is appropriate, it is for local authorities to decide on the details of the approach they wish to take and how their policies will apply to different modes of travel and locations in their area. PPG13, which is the central policy on planning for transport, already refers to motorcycles. There is also a brief reference in our draft new planning policy statement on planning for economic development in the context of parking provision. There are currently no plans to review PPG13. There is a clear commitment in our 2007 planning white paper to streamline national policy and reduce the amount of Guidance to local authorities.

**Action viii) - Recommend that local authorities give proper consideration to appropriate provision for motorcyclists in their Local Transport Plans.**

The DfT guidance about second local transport plans (LTPs) issued in December 2004 emphasised four key policy areas for local transport planning - including improving road safety and tackling congestion. The Department provided feedback to local authorities about their provisional plans in December 2005, to help them develop the final versions. Many transport plans include policies and interventions related to motorcycling to help deliver policy priorities. Local authorities then submitted their final second local transport plans in March 2006, which the Department assessed. This assessment influenced the distribution of funding for 2007/08 to 2010/11 announced late in 2006. The RAC Foundation and MCIA have carried out a review of LTPs, which is due to report in the spring of 2008. The Department plans to update its local transport plan guidance by summer 2009.

In May 2008, the DfT issued a standard letter to local authorities about the implications of the Government's Motorcycling Strategy, and the 2008 local transport plan progress reviews. The letter listed some types of action local authorities might have taken, or may take in the future, and highlighted the importance of the Government's Motorcycling Strategy.

**Action ix) - Review the general guidance on Travel Plans and Government guidance to Departments.**

The Department completed a review of travel planning on the Government Estate in September 2005. The findings contributed to the development by DEFRA of new sustainable operations targets for Government Departments, announced in June 2006. These included a requirement to reduce carbon emissions from road vehicles used for Government administrative operations by 15% between 2005/06 and 2010/11. The DfT is updating its own travel plan, which includes specific reference to powered two wheelers. Guidance being produced in the future will include reference to powered two wheelers where appropriate. The consultants currently developing guidance on personal travel planning have been asked to consider how powered two wheelers could be included. DfT will also be developing guidance on the inclusion of powered two wheelers in workplace travel plans.

**Action x) - Review Local Transport Note 1/97 "Keeping Buses Moving" during 2005 and include consideration of the position on motorcycles as part of that review in the light of the results of research.**

A Traffic Advisory Leaflet (TAL) on Motorcycles in Bus Lanes (TAL 2/07) was published in February 2007. This guidance removes the presumption against allowing motorcycles access to bus lanes in Local Transport Note 1/97, based on the evidence provided so far. This enables local authorities to decide for themselves whether or not to allow motorcycle access to bus lanes.

**Action xi) - Carry out further trials into the effects of allowing motorcycles into advanced stop lines before making any decisions.**

The Department will carry out further trials to assess the effects of allowing motorcycles into advanced stop lines before making any decisions. There is scope for doing this work jointly with Transport for London and other local highway authorities, who have also expressed interest in this area. This project will start during 2008 and will take two years.

**Action xii) - Work with stakeholders to consider the MAIDS project and any other relevant research.**

A preliminary Department review of the literature on the Motorcycle Accident In-Depth Study (MAIDS) project was completed in Spring 2005. A further TRL report comparing MAIDS with the UK 'On The Spot' accident study has now been completed. Stakeholders have also considered the MAIDS project, including the Motorcycle Action Group (MAG) who supplied a critique of the final report highlighting concerns over the methodology used.

MAIDS data and information from stakeholders will be considered along with other relevant research and, collectively, these important pieces of evidence will inform development of the assessment programme mentioned under action (xiii).

The Department will continue to review motorcycle accident data and is currently funding the Transport Research Laboratory's (TRL) participation in a European Sixth Framework project "Powered Two Wheeler Integrated Safety" (PISa). This project will take account of motorcycle accident data from a number of sources, including "On The Spot", a UK accident study.

**Action xiii) - Consider the potential for improved rider safety that an assessment programme could deliver for motorcycles.**

The "EuroNCAP" car safety rating scheme has demonstrated the ability of consumer led programmes to make significant improvements to passenger car safety. The Department is reviewing whether a similar approach for motorcycles could deliver benefits to motorcyclists. Following recommendations from stakeholders, environmental, braking and security features will also be included in the feasibility review (see actions ii, xii, xiv and xliii).

A research project specification to assess the safety benefits of new motorcycle technologies has been prepared. This will assist the Department in gathering evidence to justify the promotion of new technologies as a safety feature in any future motorcycle assessment programme. Further research involving focus groups will assess rider acceptance of new technologies and possible routes to increase market penetration of the most effective safety systems.

**Action xiv) - Support motorcycle manufacturers' and retailers' initiatives to improve rider knowledge of braking systems. Investigate potential road safety problems caused by poor quality replacement brake linings.**

Motorcycle braking systems continue to improve with most major Japanese and European manufacturers offering advanced electronic systems, including anti-lock braking and combined braking systems, on many high specification machines. However, there is a lack of useful consumer information on braking systems and a need to assess user knowledge. This knowledge gap was addressed by gathering information via an online survey in the latter part of 2006, which also assessed riders' experience of replacement brake linings.

More than 800 riders participated in the survey, which concluded that the majority of participants claimed to understand the functioning of the above advanced systems. Also, brake pads were being selected based on sound judgement from reputable sources and, in general, braking problems were not an issue. However, young and inexperienced riders were under represented in the survey. This will be addressed via the focus groups mentioned in action (xiii).

**Action xv) - Review current practice of purchasing tyres and engage with the tyre and motorcycle retailers to reach conclusions. Investigate whether risk justifies an additional tyre requirement for the MOT.**

Motorcycle tyres offered for sale or supply in the UK must comply with international regulations on construction and marking. There is a concern that non-compliant tyres are being purchased at boot fairs or via the internet and that this could lead to road

safety problems. No evidence was produced to support this claim and so the Department investigated the extent of the problem by evaluating the current practices for tyre purchasing via the Motorcycle Survey, identified in action (xiv).

The survey revealed that participants were selecting their tyres based on sound judgement, from reputable sources, and had them fitted at established workshops. The majority were satisfied with their tyres, apart from wet weather performance, where poor road surfaces could be a contributory factor.

The group concluded that there was no merit in changing the motorcycle MOT inspection, however, the above mentioned survey did identify a lack of consumer information on tyres. The Motorcycle Retailers Association (MRA) is currently reviewing the provision of information and guidance on selection of suitable motorcycle tyres.

**Action xvi) - Gather evidence to ensure that motorcyclist safety is not undermined should wider application of daytime lamps be proposed. Assemble evidence to quantify the problem of the visibility of direction indicator tell-tale lamps.**

DfT commissioned a review of EC research into dedicated daytime running lights (DRLs), including the effects on motorcycle conspicuity. The report was published on 14 November 2006 and is available at:  
[http://www.dft.gov.uk/stellent/groups/dft\\_control/documents/contentservertemplate/dft\\_index.hcst?n=17378&l=3](http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=17378&l=3)

The report suggests that it is possible to develop DRLs for wider use that does not reduce motorcycle conspicuity. However, the technical details of the implementation must be considered very carefully to ensure there is no adverse effect. We have used the results of this report to inform our response to the European Commission's consultation on proposals to introduce DRL across Europe.

The UK argued successfully against the introduction of Europe-wide requirements for all existing vehicles to use dipped headlamps during daylight hours.

However, mandatory low wattage dedicated daytime running lamps (DRLs) are still likely to reduce accidents and fatalities, with negligible negative impacts.

It has been agreed that, from early 2011, new types of passenger car and light van constructed to UN-ECE Regulation 48 standards must be fitted with dedicated DRL; with the same requirements for buses and large/heavy vehicles by summer 2012. This applies to new vehicle types only, not to vehicles already in use or new vehicles built under existing European Approvals.

The UK is now fully prepared to accept and implement the amended proposals, which are expected to reduce fatalities and other injury accidents by up to 6% each year, once dedicated DRL are fitted to all vehicles.

The MCI is currently monitoring industry (ACEM) research into improved conspicuity of motorcycles.

Evidence could not be found to support concerns about the visibility of direction indicator tell tails and so no further work will be undertaken on this issue.

**Action xvii) - Support collaboration by user groups, trainers and retailers to promote correct helmet fitting. Motorcycle retailers to raise awareness with riders on the importance of the right clothing to reduce injury and improve conspicuity.**

We recognise that improving head protection for motorcyclists is a key issue and we believe that a consumer information programme is an effective way of influencing the performance of safety helmets.

We are gathering advice and best practice regarding correct helmet fitting from industry experts and will make this available through the Department's new helmet test/consumer information programme (SHARP). The scheme, aimed at improving helmet performance and customer awareness, was launched at the NEC motorcycle show in November 2007 and the first batch of ratings for specific helmets will be available in Spring 2008.

**Action xviii) - Investigate with user representatives the issue that some machines are fitted with mirrors that give them poor rear vision.**

Motorcycles offered for sale in Europe must comply with minimum European requirements for rear vision. There is a concern that some machines, whilst complying with the relevant legislation, still provided poor rear vision.

The Department reviewed the extent of the problem by evaluating motorcyclists' experience with rear vision as part of the Motorcycle Survey, identified in action (xiv). The survey concluded that the majority of the participating riders had concerns with rear vision, with sports models being the most susceptible. The Department is currently investigating opportunities to improve rear vision for motorcyclists and will report in Summer 2008.

**Action xix) - Carry out research to help quantify the potential accident risk from increasing width of windscreen 'A' pillars on newer cars.**

DfT research has been undertaken, which established that while the A-pillar may have had an influence on an accident, other issues such as junction layout, street furniture and driver behaviour may also play a part. The results of this research were inconclusive.

The Department is conducting a review of relevant literature and on-going research in the UK and overseas to identify and critically assess key factors influencing the interactions between drivers and motorcyclists, and the relationship to the risks of accident involvement. A wide range of factors are being explored, including: A-pillar obscuration, conspicuity, blind-spot and 'Looked but failed to see' accidents.

The Department is continuing to collect evidence on this issue through our "On The Spot" (OTS) accident research programme in order to help quantify the risk.

**Action xx) - Work with interested organisations to develop a clear understanding on the road safety risk of diesel spillage and develop solutions.**

The Department is working with the Kill Spills organisation responsible for an annual award scheme recognising companies that seek to minimise diesel spills. The Department is also working closely with its agencies, in particular VOSA, to review existing roadworthiness measures for fuel and oil leakage.

KillSpills has reported a reduction in the number of spillage accidents but this may be due to awareness and not less spillage. They have had press releases published in various in-house trade magazines and designed and procured 200,000 warning leaflets, funded by DfT. The leaflets have been distributed at motorcycle events, in trucking magazines and to fleet operators (e.g. ASDA). KillSpills have asked the Highways Agency to help with distributing the remaining leaflets.

**Action xxi) - A greater emphasis on the merits of other motorcycle models as alternatives to sports bikes, providing a wider picture of motorcycling possibilities in the UK.**

The Motorcycle Industry Association (MCIA) is taking forward this action. Discussion is on-going with the motorcycle media. The proportion of all motorcycle sales that is sport bikes is declining. According to MCIA figures, they accounted for 46% of the market in 1997 (42,749 new registrations out of a total 93,289), falling steadily to 24.9% in 2007 (36,065 new registrations out of a total of 144,583). Over the same period, the share of the market accounted for by scooters has risen from 22% in 1998 (20,585 new registrations) to 30.3% in 2007 (43,812 new registrations). The total number of new registrations peaked in 2000 at 170,072, of which 34% (57,238) were sports bikes and 42% (70,603) were scooters. Further information is available on the MCIA website [www.mcia.co.uk](http://www.mcia.co.uk).

The European Motorcycle Industry (ACEM) has recently launched guidelines for the advertising and promotion of motorcycles by manufacturers and their subsidiaries. These guidelines are aimed at ensuring that images of aggressive or racing style images should not be featured where the motorcycle being advertised or promoted is being used on the public highway.

**Action xxii) - Measure motorcyclist casualty rate as a secondary indicator to the number of casualties.**

Motorcyclist casualty rates are regularly published in our annual report Road Casualties Great Britain. The latest edition including 2006 figures was published on 27 September 2007. The Department is currently considering its road safety strategy beyond the current road safety strategy period after 2010. This includes the consideration of possible new targets, including the potential use of rate based indicators.

**Action xxiii) - Consider undertaking research into the effects of fatigue in motorcyclist accidents and driver skills, knowledge and attitudes in relation to motorcycle safety.**

The review of motorcycle rider fatigue was published in February 2008. We are currently carrying out research on car driver skills and attitudes in relation to motorcycle safety. The first phase of this research, involving a review of relevant literature and research, and a survey of drivers, reported in May 2008. The second phase is due to be completed in February 2010.

**Action xxiv) - Continue to give a greater focus to the requirement for drivers to recognise the need to look out for motorcyclists**

In January 2006, the Department launched a new THINK! advertising campaign reminding car drivers to 'take longer to look for bikes'. Many motorcycle accidents are collisions with cars at junctions and driver inattention is a contributory factor in many of those cases. This campaign will continue to be used in 2008. We will review the motorcycle publicity strategy in 2009 and we will consider the need for a new campaign.

DSA official publications already contain advice for other road users to recognise the need to look out for motorcyclists. This advice is reviewed and updated as new editions of the publications become available.

Each theory test contains questions about vulnerable road users, including motorcyclists. The film clips used in each Hazard Perception Test contain a variety of different developing hazards, including scenarios using either cycles or motorcycles. Each test contains at least 1 clip involving a 2-wheeled vehicle.

**Action xxv) - We have commissioned in-depth research that will investigate current motorcycle training courses to identify good practice and look at subsequent accident rates following different training regimes.**

This research has been completed and a report should be ready for publication by Summer 2008.

**Action xxvi) - Review pre-test training and the Direct Access Scheme. Extend the exercise with a view to delivering a better CBT.**

DSA has conducted a research project into the national standards for delivery of Compulsory Basic Training (CBT) and the Direct Access Scheme (DAS). The research is currently being considered within DSA to determine what actions should be taken forward. The results of the project should be available in Spring 2008 for wider comment. Once the results have had wider circulation an agreed action plan will be developed to take forward agreed recommendations.

**Action xxvii) - Undertake a public consultation on a range of options for improving pre-test training after the EC's proposals for driving licences have been promulgated in a Directive.**

The Third Driving Licence Directive was adopted in January 2007. The Directive allows four years from adoption to put in place legislation and a further two years before it takes effect, which will be by January 2013. Options on how this might be delivered and administered have been considered with stakeholder representatives during 2007. The DSA is planning a public consultation on the implementation of the Directive, which is expected to take place late 2008/early 2009.

In parallel with the CBT and DAS review DSA has undertaken a review of pre-test training and produced a draft report which is circulating internally to agree the recommendations.

**Action xxviii) - Work in partnership with motorcycling interests to develop a range of interactive training aids such as CD-ROMs or DVDs.**

Requirements of the training aids have been defined. DSA is working with the motorcycle industry to produce a new informative DVD, "Ultimate biking skills" aimed at riders throughout every stage of their riding career. This is currently under review and is planned for release in Summer 2008. Better Biking Skills – the Official DSA training guide was released in March 2008.

**Action xxix) - The DSA is working with the MCI to develop national standards for training, and for post-test training for licence holders, especially newly qualified riders, those upgrading their bikes, and those returning to motorcycling after a break.**

The DSA announced, on 26 October 2007, the results of the public consultation about a voluntary quality assurance scheme for motorcycle trainers who deliver developmental training to qualified motorcyclists. The Voluntary Register of Post-test Motorcycle Trainers was launched in February 2007 which set clear quality assured minimum standards for those engaged in post-test motorcycle training.

DSA, in conjunction with the motorcycle industry, devised a new package of training known as the Enhanced Rider Scheme (ERS), which was launched in November 2007. The scheme is intended to benefit all bike riders who have a full motorcycle licence, irrespective to the size of bike, or the experience level of the rider. They do not need to take a test or even any training if their skills are assessed as satisfactory. Riders who meet the agreed standards earn discounts on their insurance as a result.

**Action xxx) - Undertake research to establish training best practice with a view to opportunities for trainers to gain professional qualifications to establish their credentials as trainers. DSA is working with MCI and training industry to develop competences for trainers.**

The competency sets for all driving and riding instructors have been defined. Work on defining competency sets for all driving and riding instructors was completed in

Summer 2005. Trainers were kept informed about the progress of that work through regular updates in DSA's 'Despatch' magazine, which is made freely available to the driver training industry. The reports of the results of the work were published in March 2005 and are available on DSA's website.

This framework is currently being reviewed and re-presented in a format that mirrors that used by national vocational frameworks.

**Action xxxi) - There will be a DSA consultation before a trainer registration scheme is implemented. Compulsory registration of trainers provided for in the Road Safety Bill**

The Road Safety Act 2006 received Royal Assent in November 2006. Powers in the Act enable the Secretary of State to introduce a compulsory registration scheme for trainers. The DSA launched a voluntary post-test trainers register in February 2007. DSA is currently carrying out a root and branch review of driver training and testing and considering how that might affect driver and rider training. The intention is to develop proposals, in consultation with key stakeholders on how driver and rider training might be modernised to address better the needs of future road users. This work will include reviewing how trainers themselves are trained, assessed and quality assured and following informal consultation, it is proposed to launch a more formal consultation in 2009.

**Action xxxii) - Ensure that the insurance industry is kept abreast of training developments so that insurance discounts can be considered by the industry.**

Insurance discounts are now widely available for riders taking the Enhanced Rider Scheme (ERS). The DSA, with MCI will continue to work closely with the insurance industry to ensure their continued support, as well as encouraging the insurance industry to promote the ERS by including information in mailouts and on policy documentation where possible.

**Action xxxiii) - Once DSA has developed post-test training, present the arrangements to the *Pass Plus* Board to be considered as the basis for extending the scheme to motorcycles.**

The newly launched Enhanced Rider Scheme (ERS) is now available for riders of all abilities and levels of experience linked to insurance discounts. Therefore there is no longer a need for a specific 'pass plus' for novice motorcyclists.

**Action xxxiv) - Powers being sought in the Road Safety Bill for the Courts to be able to offer riders a Driver Improvement Course, in conjunction with a reduction in the normal disqualification or penalty points.**

The Road Safety Act 2006 received Royal Assent on 8 November 2006.

**Action xxxv) - Undertake research to develop guidelines for best practice on Speed Awareness courses.**

Research reviewing the literature on successful interventions for speeding and other risky behaviours began in October 2005. The final report was published in March 2006. This recommended what speed awareness courses are most likely to be effective and what is the best way to evaluate the effectiveness of the courses once they operate.

The National Driver Offender Steering Group (NDORS), led by ACPO, agreed the guidance on these courses based on the research findings formulated by DfT. Police Forces and providers were consulted by ACPO on 8<sup>th</sup> February 2007, in Manchester. In September 2007, after reviewing the proposal the NDORS Steering Group recommended that ACPO agree a national course compliant with the guidance. In February 2008, ACPO ran a Police and Provider consensus Conference to alert those involved of the change and launch of the new course. ACPO Council agreed this would be the course and procedure nationally provided by forces as and when it is introduced. These courses are being rolled out now and it is ACPO's aim to have all forces providing this across England and Wales in April 2009.

**Action xxxvi) - In reviewing the Highway Code, consider greater attention to motorcyclists in the drivers section about vulnerable road users requiring extra care.**

A public consultation on proposed revisions to The Highway Code, including strengthened advice to drivers about road users requiring extra care, such as motorcyclists, was held between 15 February and 12 May 2006. After taking account of the consultation responses, the new edition of the Code was published on 28 September 2007.

**Action xxxvii) - The proponents of a road safety GCSE in Great Britain to present their case to the Qualifications and Curriculum Authority (QCA).**

In June 2006 The Motorcycle Industry Association (MCIA) issued "Links - connecting Citizenship and Road User Education", a teaching resource for Key Stage 4 (14 to 16 year olds) which provides lesson plans on road safety themes that can be used for teaching the Citizenship curriculum.

DfT has appointed educational consultants to develop a new suite of road safety educational materials, covering all age groups from 4 to 16, which will be developed by 2010.

In May 2008 DSA published a consultation paper called Learning to Drive, which sets out proposals for a major review in the way we learn to drive. The Consultation Paper explains the reason why change is important and how the public can be involved in the process. This includes proposals for a foundation course in safe road use. This will be an educational qualification, with a syllabus, a workbook, classroom learning and project work. This qualification will give those studying it a thorough grounding in safe road use. It will build on and support general road safety

education. We will monitor how engagement in this learning programme relates with other forms of road safety education.

**Action xxxviii) - Review of DfT involvement in sports sponsorship and its effectiveness at communicating road safety messages to key target audiences.**

The review of sports sponsorship was completed in January 2005. The Department has sponsored the British Superbikes Championship in every year since 2004. In 2006 we expanded our activities under the name "THINK! Motorcycle Academy", working with former champion John Reynolds and a range of manufacturers of vehicles and accessories to convey safety messages to this key audience. We are continuing with the sponsorship of BSB during the 2008 season and will continue to use the THINK! Motorcycle Academy to promote road safety messages to leisure motorcyclists.

**Action xxxix) - DfT advertising to continue to develop, focusing on the most dangerous situations and behaviours.**

A THINK! TV, radio and poster campaign 'Take longer to look for bikes', aimed at urban car drivers and motorcyclists, was launched in January 2006. The In Depth Study of Motorcycle Accidents (Road Safety Research Report no 54, November 2004) identified car drivers not seeing motorcyclists at junctions as a major cause of motorcycle casualties. This campaign will continue to be aired in 2008. We will review the motorcycle publicity strategy in 2009 and we will consider the need for a new campaign.

**Action xli) - For 2005 DfT to publish a calendar showing both national and local initiatives conducted by local government and non-government stakeholders throughout the year.**

The RAC Foundation took the lead on this action and produced a calendar which was circulated to members of the National Motorcycle Council in July 2007.

**Action xlii) - Engage with the press to discuss how they can work with us so that irresponsible riding which endangers the riders themselves and other road users is not encouraged.**

The Department continues to engage regularly both proactively and reactively with the motorcycling media. Initiatives that have been promoted to the media include the Enhanced Rider Scheme and the SHARP scheme. The THINK! Motorcycle Academy allows the Department to promote road safety messages in a media-friendly way and we will continue to maximise the opportunities this creates.

**Action xlii) - Support local enforcement strategies against a significant minority of motorcyclists who routinely fail to comply with road traffic law, as an integral part of police programmes on motorcycling.**

We are currently looking at rider risk aversion courses to fit in the police driver offender retraining portfolio, alongside driver improvement and speed awareness. This is being considered by the Department to make sure the best course is designed and implemented.

**Action xliii) - Consider what can be done to align the requirements for motorcycles with those for cars with reference to European requirements for anti-theft devices; and potential benefits of a security-rating scheme similar to that currently available for cars.**

Initially it was thought that the latest car anti-theft technology (electronics) could be transferred to motorcycles, however, motorcycles additionally require a device to prevent them from being lifted away. Various options have been considered, but practical problems were identified. For example, the carrying of heavy chains, U-bolts in the ground and the cost to the consumer.

We are investigating the feasibility of encouraging manufacturers to improve the security features fitted to new motorcycles under the motorcycle assessment scheme (see action xliii). MCI has agreed to review original equipment security features supplied with new motorcycles.

**Action xliv - Professor Greenaway made 20 recommendations to reduce the incidence of uninsured driving. DfT has accepted all the recommendations and is working with the Home Office, Police and Insurance Industry to take these forward.**

The Motor Insurance Compliance Action Board (MICAB) was set up with the Home Office, Police and insurance industry representation to oversee implementation of the recommendations in the Greenaway Report. The power to seize uninsured vehicles was included in Serious Organised Crime & Police Act 2005. The Road Safety Act 2006 included provisions to set up a scheme of continuous enforcement of motor insurance (CIE) and introduced a new offence of being the registered keeper of a vehicle for which no insurance is in force. The Act also included powers to clamp and impound vehicles contravening this new offence. Work will commence during 2008 on drafting required Regulations following public consultation and a full business case for the scheme will be developed. DfT is working with DVLA and the insurance industry in taking this forward. All other recommendations from Professor Greenaway's report have been implemented and we will continue to work with the industry to tackle uninsured driving.