

Stockton-on-Tees

Local Transport Plan 2006 to 2011:

Motorcycling Strategy

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N.B. In this Strategy, the term 'motorcyclists' is used to cover users of all powered two-wheeled vehicles.

Chapter 1: Introduction

Background

Motorcycling provides a viable alternative to the private car for many commuter journeys, and can provide benefits in terms of accessibility, economy, congestion, and air quality. Motorcycling as a transport mode can therefore make a small, but valid contribution to many of the themes of the Central Government/Local Government Association's Shared Priority for Transport. Motorcycling is also a leisure choice for many, and this needs to be taken into account.

This Strategy sets out to show how we will cater for the needs of motorcycling as a legitimate and viable transport mode. It details the context in which it is set, considers the strategic issues that need to be addressed, and outlines an Action Plan for its delivery.

Despite its potential benefits, motorcycling as a transport choice does have special needs, especially in terms of safety and vehicle security, which need specialist knowledge and consideration.

Aim and Objectives

The overall **Aim** of this Strategy is:

“Planning for motorcycling – a viable transport choice”

To meet this aim, the **Objectives** of this Strategy are:

- To provide a safe, efficient and well maintained road network, that takes into account the special needs of riders of motorcycles;
- To reduce the actual and perceived dangers to motorcyclists;
- To provide more and better motorcycle parking facilities, to remove theft as a barrier to motorcycling as a transport choice;
- To develop an on-going consultation process with motorcyclists;
- To develop and implement a suite of 'soft' measures including education, publicity and training to enable motorcyclists to use our road network with confidence and at lower risk; and
- To include motorcycles in our promotion of travel planning and sustainability issues.

Chapter 2: Context

National Context

Motorcycles and Policy

Motorcycling, after many years in decline, has seen a recent rise in popularity – with two sectors in particular seeing a significant rise in sales: Scooters, and sports/leisure machines. In cities across the UK, scooters in particular are increasingly being used to beat the traffic jams, parking and congestion charges, and fuel price rises. Similarly, use of large and powerful machines is currently a very popular leisure activity at evenings and weekends.

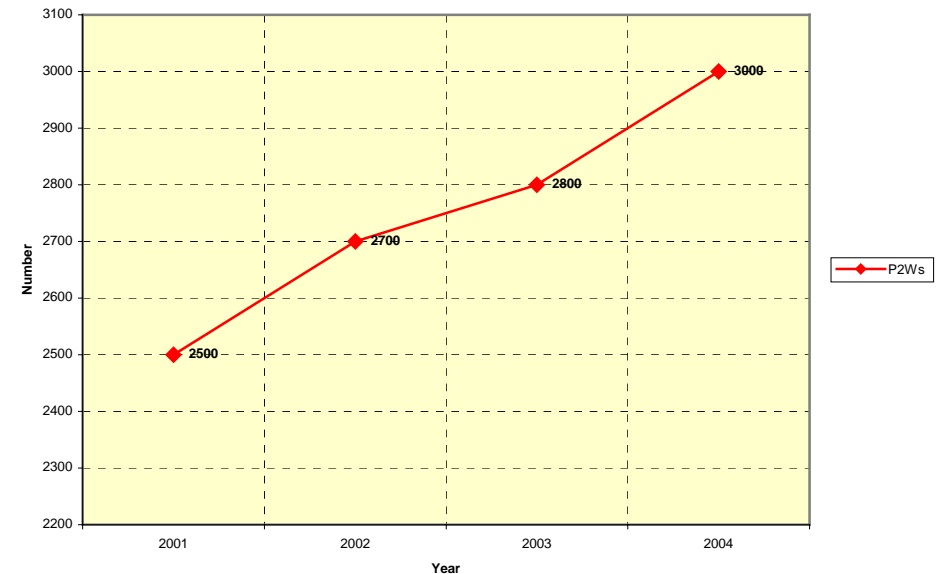
In 'A New Deal for Transport: Better for Everyone' (DETR, 1998) Government identified a potential role for motorcycling in the future transport mode mix, and this was confirmed in the "Transport 10 Year Plan (DETR 2000), where motorcycles "...can also offer a flexible and affordable alternative to the car for some local journeys, and therefore play a part in an integrated transport policy. This can, for example, make more efficient use of road space in congested town centres and provide a cheaper alternative for people on low incomes in rural areas".

In order to recognise this, and the contribution that motorcycles can make to both congestion and CO₂ reduction, the Government launched in February 2005 its 'National Motorcycle Strategy', giving detail of how this mode can contribute to the transport agenda, and also identifying the special needs that should be taken into account.

Local Context

Motorcycle Usage

As [Figure 2.1](#) shows, over the period from 2001 to 2004, the number of registrations of motorcycles within the Borough rose by 20%. This compares to an increase of 12.5% nationally and 15% in the Tees Valley area.



(Source: Department for Transport)

Figure 2.1: Motorcycles Licensed in Stockton-on-Tees, 2001 to 2004

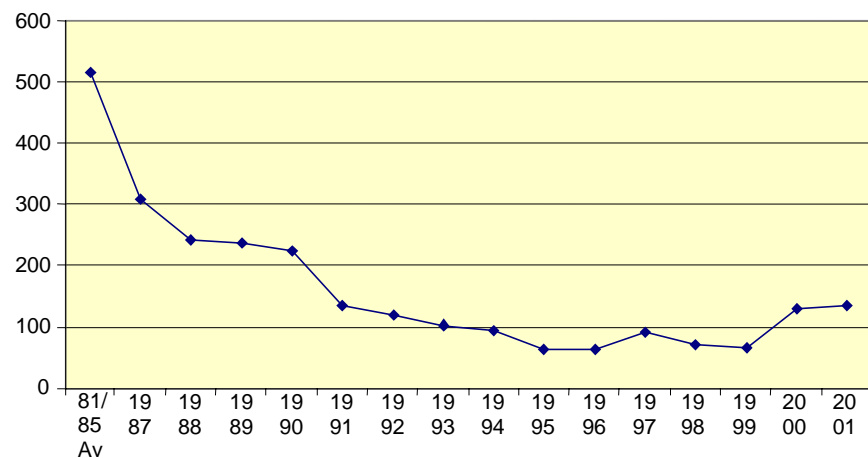
This popularity shows every sign at present of continuing, and could have knock-on effects in many areas e.g.:

- Rider casualties;
- Demand for training services;
- Demand for motorcycle parking; and
- Motorcycle theft.

However there could also be benefits in terms of congestion ease, accessibility and emissions reduction, particularly where a motorcycle journey replaces a single-occupancy car journey.

Motorcycles & Casualties

As the four former Cleveland Councils work in partnership with Cleveland Police on a number of motorcycling and training issues, it is reasonable to look at the casualty profile for this concise geographical area.

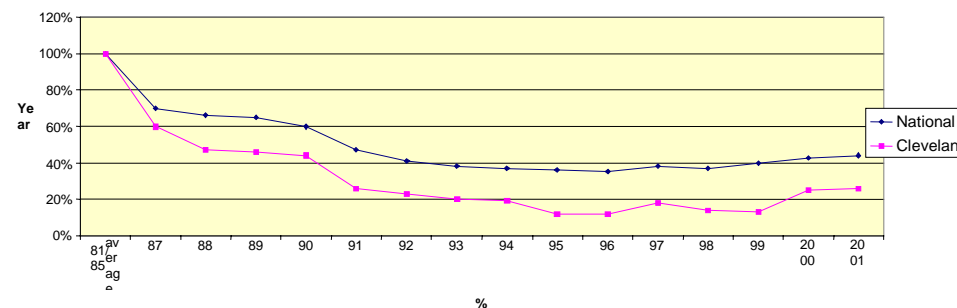


(Source: Road Accidents Great Britain, 2005)

Figure 2.2: Motorcycle Casualties in the Former Cleveland County Area, 1981/85 to 2001

Though casualty rates have declined over the years, motorcycling (in its various guises) remains the most risky form of transport, with fatality rates up to 30 times that of car drivers. Although motorcycles were able to well exceed their Y2000 casualty reduction targets, progress since then has been poor. As Figure 2.2 shows, against the more demanding 2010 targets, motorcyclist

casualties have been disappointing, rising in the last four years in contrast to other modal groups. However, as illustrated in Figure 2.3, the former Cleveland County area has performed better than the national average.



(Source: Road Accidents Great Britain, 2005)

Figure 2.3: Motorcycle Casualties, 1981/85 to 2001 Comparison between the Former Cleveland County Area and Great Britain

Locally, casualties showed a progressive decline from the early 80s to 1999, and – as Table 2.1 shows – by 2000 the Cleveland area was demonstrating the second best reduction in motorcyclist casualties in the country.

Authority	1981-85 Baseline			2000			% Reduction between 1981-85 and 2000
	Killed	Injured	Total	Killed	Injured	Total	
Lincolnshire	17	1,835	1,852	14	335	349	81.2
Cleveland	9	506	515	4	124	128	75.1
Gloucestershire	15	911	926	8	226	234	74.7
Northamptonshire	15	764	779	10	208	218	72.0
Humberside	19	1,358	1,377	6	381	387	71.9
Durham	8	405	413	4	118	122	70.5
Tyne & Wear	9	641	650	4	201	205	68.5
Devon	23	1,631	1,654	12	526	538	67.5
Staffordshire	23	1,364	1,387	12	447	459	66.9
Suffolk	18	944	962	7	312	319	66.8
Nottinghamshire	26	1,335	1,361	9	452	461	66.1
Kent	30	2,261	2,291	27	757	784	65.8
Bedfordshire	7	620	627	7	208	215	65.7
Avon	20	1,379	1,399	4	476	480	65.7
Hereford & Worcester	17	831	848	11	284	295	65.2
Northumberland	6	264	270	3	91	94	65.2
Norfolk	18	1,045	1,063	20	361	381	64.2
Surrey	26	1,738	1,764	13	621	634	64.1
Leicestershire	18	1,100	1,118	8	397	405	63.8
Cumbria	12	594	606	9	214	223	63.2
West Yorkshire	39	2,009	2,048	19	735	754	63.2
Hampshire	33	2,497	2,530	17	919	936	63.0
Greater Manchester	24	2,259	2,283	11	843	854	62.6
Shropshire	12	461	473	12	165	177	62.6
Dorset	14	945	959	10	353	363	62.1
Somerset	16	624	640	9	234	243	62.0
Wiltshire	15	871	886	9	330	339	61.7
West Midlands	27	1,965	1,992	9	755	764	61.6
Isle of Wight	2	205	207	2	78	80	61.4
Derbyshire	22	1,185	1,207	15	452	467	61.3
South Yorkshire	19	1,049	1,068	16	407	423	60.4
Oxfordshire	15	782	797	13	307	320	59.8
Lancashire	27	1,431	1,458	15	576	591	59.5
Cheshire	18	1,108	1,126	14	456	470	58.3
Cambridgeshire	16	908	924	11	378	389	57.9
East Sussex	12	818	830	9	341	350	57.8
Warwickshire	15	591	606	11	251	262	56.8
North Yorkshire	20	1,010	1,030	17	436	453	56.0
West Sussex	14	893	907	6	396	402	55.7
Berkshire	14	889	903	8	393	401	55.6
Hertfordshire	18	1,155	1,173	8	539	547	53.4
Merseyside	12	996	1,008	4	488	492	51.2
Essex	29	1,817	1,846	17	905	922	50.1
Buckinghamshire	12	688	700	7	365	372	46.9
Cornwall	10	476	486	8	254	262	46.1
Greater London	83	9,874	9,957	56	7,642	7,698	22.7
Great Britain	990	64,202	65,192	605	27,607	28,212	56.7

Table 2.1: National Motorcyclist Casualties

Whereas [Table 2.1](#) shows an impressive progress against targets, it does mean however that the new target, for 2010, is now based upon a particularly low base – 1994-98. Standing at a new base of 77, this means that even small numerical rises have a profound effect on the percentage.

Casualty figures specifically for the Borough, as illustrated in [Table 2.2](#) and [Figure 2.4](#), show a similar trend to those of the larger Cleveland area and, although numbers are fairly low, analysis shows a broad mix of user types. More detailed analysis is given in our annual Road Casualty Review.

Age Group	Year		
	2002	2003	2004
0-15	2	2	2
16-19	15	16	23
20-39	21	31	20
40-59	12	9	7
60-79	0	0	3
80+	0	0	0
Total	50	58	55

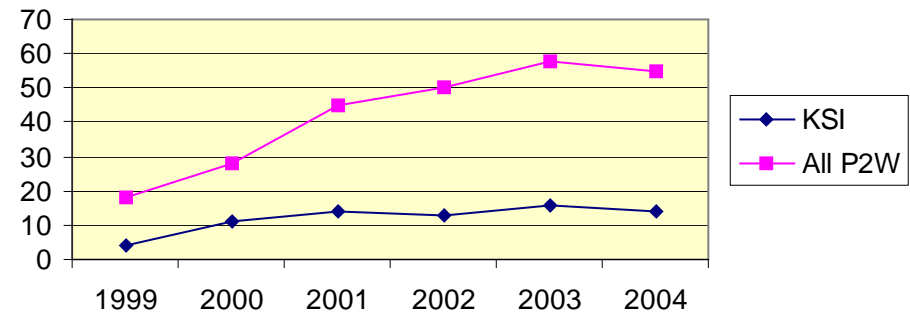
(Source: Cleveland Police)

Table 2.2: Motorcyclist Casualties in Stockton-on-Tees by Age 2002 to 2004

Analysis of casualty data from neighbouring North Yorkshire shows that a worrying number of riders from the Stockton and Cleveland areas are represented in their KSI totals (17 serious and 3 fatal), the great majority of these involving riders in the 30+ age group, and riding machines of 600cc+. North Yorkshire and similar rural areas are common destinations for leisure motorcyclists – predominantly on larger and higher-powered machines.

The casualty profiles both locally and regionally show two main tendencies:

- Urban collisions – typically involving younger riders, on smaller machines, and in collision with other vehicles, many of whom have ‘failed to give way’ (often termed ‘SMIDSY’s –Sorry Mate, I Didn’t See You); and
- Rural collisions – typically involving riders aged 30+, riding bikes of 600cc+, and frequently in loss of control/single vehicle collisions.



(Source: Cleveland Police)

Figure 2.4: Motorcyclist Casualties in Stockton-on-Tees, 1999 to 2004 KSIs and Total

Rider Licensing and Training Regulation

Riders of Motorcycles are subject to heavy regulation in terms of licensing and training requirements, including that of Compulsory Basic Training before access to the road; a specific theory test; and a practical riding test system before a license is granted. Depending upon the category of riding test taken, restrictions upon power outputs and/or engine capacity may also apply. The regulation of the training and testing requirements is under the control of the Driving Standards Agency, with delivery of the CBT aspects devolved to individual training schemes as Authorised Training Bodies.

Chapter 3: Strategic Issues

The Council's Long-Term Transport Strategy, as set out in the Second LTP, is based on the set of Core Aims and Objectives set out in [Table 3.1](#).

Motorcycles will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in green within the Table.

The remainder of this Chapter considers the Policy Areas within which Motorcycles' contribution to meeting the Core Aims and Objectives of the LTP will be focused.

Shared Priority Theme	Core Aims	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and food outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.
Congestion	To reduce the rate of traffic growth in the Borough.	Encouragement of more walking and cycling trips.
		Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	More efficient management and use of existing infrastructure.
		Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.
Air Quality	To reduce the risk posed to health by traffic related pollution.	Promote road safety education within the community.
		Maintain statutory air quality objectives across the Borough.
Other Quality of Life	To improve transport's contribution to our community's quality of life.	Implement measures designed to reduce PM10 levels across the Borough.
		Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
Promote healthier communities.		
		To provide recreational opportunities for a wider range of people, especially those without cars

Table 3.1: The Motorcycling Strategy's Contribution to Meeting the Core Aims and Objectives of the Long-Term Transport Strategy

Policy Areas

Motorcycle facilities

Road Design and Traffic Engineering

Current road design and traffic engineering practices are tailored to the general needs of all road users however, the stability and single-track nature of motorcycles (and cycles) produces factors that need special consideration, and riders are often presented with hazards that are of little consequence for drivers of 4-wheeled vehicles. In general, highways designers and traffic engineers have had little specialist training or guidance to cater for the needs of motorcyclists in particular, this being due to a lack of specific research until recently. Many riders of motorcycles consequently feel themselves to have been ignored by the professionals over the years.

Much work is currently being done however to address this, and the publication by the IHIE of its "Guidelines for Motorcycling" in April 2005, has brought together a major body of research and good practice that should be utilised. As part of the Strategy therefore, engineers and technicians should be issued with these Guidelines, and training seminars set up as part of their continuous professional development. Such seminars should also be made available to our engineering partners.

Motorcycle Parking

Motorcyclists are often at a disproportionate disadvantage when it comes to vehicle theft. Scooters in particular seem to suffer high levels of theft, especially in urban areas. Our experience, and that of the local motorcycle/scooter retailers, is that many people (especially young people) have been subject to crime, and a sizeable proportion have given up ownership and riding, principally for this reason. Secure bike parking is seen as a very important issue for riders, and the provision therefore of an adequate supply of appropriate hoops, loops, locking points etc is important so that riders are not discouraged from using their bikes for commuting purposes. Similarly, the location of recommended motorcycle parking needs careful planning – whereas the amount of space required is minimal, riders are far more anxious than car drivers over the exact placement of parking facilities.

We therefore plan to carry out a full audit of motorcycle parking facilities, and work with local riders/groups to identify needs, desires and maximise best practise. Following this we will produce and implement an action plan, using the IHIE Guidelines, of improved secure motorcycle parking.

Road Maintenance

Road condition is an especially important factor for riders of motorcycles and scooters. Deterioration of surfaces, especially when the situation is localised and unexpected, can have a disproportionately great effect on riders' stability, and their machines' handling and braking abilities.

We therefore propose to conduct surveys of local riders' views on the condition and safety of our road network, to determine what measures are needed to increase riders' confidence and safety.

We have also developed, in partnership with the Highways Agency, a road fault reporting system involving the widespread distribution of Freepost-reply cards in which riders can report road defects which adversely affect them, and also to report on the exact nature of how these defects affect 2-wheelers. Highways Agency has funded the national production of 250,000 of these cards, which are available at motorcycle events, and via motorcycle and scooter dealerships. Successes – whereby reported defects have led to speedy repairs or improvements – are to be shown on the Handle It Or Lose It website.

Motorcycles and Climate Change

Travel Plans

A Travel Plan is a strategy to manage multi-modal access to the workplace, wherein a company or organisation must show how the travel and transport needs of its workforce and visitors must be planned for. In particular, employers must show how more sustainable modes can be encouraged.

Travel Plans are not required for all organisations, however they are now required to be submitted alongside planning applications for developments likely to have a significant impact on transport.

Motorcycling should be included as a suitable mode, and Travel Plans should reflect how motorcyclists needs are taken into account.

Stockton BC will provide an advice and guidance service to companies and organisations needing to submit a Travel Plan, as part of our ongoing development of a workplace travel plan service for all businesses in the Borough

Promoting sustainability

Considering the high-level of motorcycle activity within our service area, Stockton is uniquely placed within the Northern region to pioneer new forms of 2-wheeled transport. A range of innovative battery-electric and fuel cell electric motorcycles and scooters are being developed in Europe and the United States. These machines use innovative technology to deliver no/low-emission transport.

For new technology power units to succeed they need to be seen out and about on our road network. Due to our daily activities within motorcycle training and similar services, we would be in a position to have such demonstration vehicles in regular, probably daily, use. Suitably liveried, these would could deliver a high profile and practical promotion for new forms of sustainable transport, and also deliver, in-themselves, a contribution to reducing the Council's CO₂ output.

We will therefore seek funding via to purchase and put into regular use some of these machines, and showcase them in events and exhibitions across the Borough.

Motorcycle user needs

Motorcycle training

Stockton BC (and formerly as Cleveland CC) has a long history of motorcycle training and expertise in motorcycle issues. Cleveland Motorcycle Training Scheme was created in 1974 as a partnership between the Local Authority and local volunteer riders who train and qualify as instructors, and operate training centres across the former-County area as a public service.

Despite several legislative and structural changes over the years this arrangement still exists, with Stockton BC currently acting as Lead Authority for motorcycle training across the 4 new Unitary Councils, and local volunteer riders providing the instruction. The Cleveland scheme is now probably unique in the UK in its partnership working, and has operational teams of instructors in each Borough, involving about 50 regular staff. Instructors are recruited and trained by the Road Safety Team, who also carry out the overall management, direction and finance. Instructors are responsible for manning the Centres and training the students. The standard of training is monitored internally by a structure of specialist instructors, and externally by the Driving Standards Agency.

The Scheme requires a support staff of 1 full-time clerical/admin + 0.5 Sc6 Road Safety Officer. These are financed proportionately by the participating local Authorities. The Scheme operationally is structured to balance expenditure against income. Despite several changes over the years both in legislative requirements and also in the motorcycle customer profile, the Scheme has been flexible enough to adapt to changes. Motorcycle training at initial level became compulsory in 1991 (CBT) and commercial schemes have set up in the area. The principal market for these has been on short, intensive courses – many only at CBT level - leaving a gap in the market for extended courses at weekends – where the Cleveland Scheme has its strength. The Scheme provides a full course of training to Test standard as the main option, in the belief that CBT-only does not provide a high enough standard for new learner riders.

Since 1974 the Scheme has trained over 20,000 new riders to driving test standard and beyond.

For April 2006 onwards, one of the Boroughs (Redcar & Cleveland) is to withdraw from the Partnership. We are currently restructuring for the remaining partners to be able to provide a wider package of services at lower cost. The emphasis over the period of this Strategy will be to concentrate more heavily upon specific rider development interventions including:

- Pre-test motorcycle training, using volunteer instructor teams;
- Post-test rider development (e.g. advanced training, returning-riders, etc);
- Specific target group interventions (scooter riders; high performance bike riders - HIOLI);

- Specialist motorcyclist road audit/inspection inspections; and
- Motorcycle strategy development.

'Handle It Or Lose It' is an initiative pioneered by Stockton to address the problems associated with by the major growth in usage of sports and high-performance motorcycles for leisure – especially in rural areas both with Stockton and the Cleveland area, and also in neighbouring rural counties like North Yorkshire. Whereas the great majority of such machines are used skilfully and responsibly, analysis of casualty data, and informal consultation with residents in these areas shows there to be 3 major issues:

- High and increasing numbers of casualties to riders of these machines;
- Perceived nuisance noise by a small but hard-core group of riders; and
- Perceived hedonistic and anti-social behaviour by a small, but hard-core group of riders.

The Handle It initiative (HIOLI) is an informal partnership between Stockton BC, Cleveland Police motorcycle section, and independent media agency Black & white Strategic Solutions, focussing on high profile and highly targeted promotion, an innovative and interactive website (www.handleitorloseit.com), and practical rider development coaching. The campaign has been pump-primed by both Revenue and Capital investment from Stockton, and several other local authorities have also supported. Much support has come from Cleveland Safety Camera Partnership, who have invested in a mobile exhibition unit for the campaign, and more investment has come from some other Camera Partnerships. In 2004 the Highways Agency joined the campaign by enabling the publication of county-by-county motorcycle casualty data to be presented on the website linked to a digital mapping system. HA have also commissioned the HIOLI campaign team to attend major motorcycle sporting events across the country throughout the 'season', this enabling to engage the target group directly.

Such has been the national response to the 'Handle It' initiative that in summer 2005 the campaign was awarded the Prince Michael of Kent International Road Safety Award. Additionally, HIOLI was part of SBC's successful LTP Centre of Excellence bid in 2005. In 2006 we will continue the development of HIOLI locally. We will respond to request to develop the initiative nationally, subject to further interest by the Highways Agency, and/or other Local Authorities, the motorcycle industry and major manufacturers.

'Twist & Go 4 It' is an initiative set up in response to a request by more urban local authorities to an emerging problem of scooter casualties, particularly to younger riders. Analysis of Stockton and Cleveland casualty data shows that this is becoming a problem here too. 'Twist' follows a similar, but appropriately targeted, approach with promotion, a website (www.twistandgo4it.com), and local training interventions. Support has recently come from the major high-street scootering magazine 'TAG'.

The Cleveland area has a strong local advanced riding provision via Cleveland Advanced Motorcyclists, and RoSPA Advanced Drivers, however the groups need some support to ensure their continuation. We will therefore work with these two groups and provide a support mechanism for sites and promotion, as required, in order to get as many riders as possible to undertake further skills development. We will further support this by extending the range of courses available via Cleveland Motorcycle Training Scheme to include such things as 'returning rider' courses', pre-advanced test coaching, 'cornering clinics' and similar.

Rider Improvement

Riders are far more likely to be the victim in a traffic collision, rather than blameworthy party. Blameworthy incidences do occur however and such riders are considered for prosecution via Section 3 of the Road Traffic act. In the Cleveland area, drivers and riders are most frequently offered a course of driver Improvement training as an alternative to a court appearance. Stockton acts as Service Provider for the Cleveland scheme, and since its inception in 1999 we have been able to offer a motorcycle option. Using the skills, experience and staff from our motorcycle training scheme, we offer this as a 1-day 1:1 option. Since the concept of Rider Improvement is just being developed as a wider initiative within the Association of National Driver Improvement Service Providers, this is an area in which we have pre-existing expertise.

We have developed a partnership with Cleveland Police whereby all riders involved in a collision, either as cause or victim, are visited by a Police motorcyclist to discuss the circumstances of the incident, and to offer advice and recommendation for further rider development training.

Enforcement

Sadly, the image of motorcycling in general can be tarnished by the behaviour of a small minority of riders. Appropriate enforcement is therefore an essential element in the strategic mix. Cleveland Police have a proactive motorcycle section who prefer an 'advise and warn' approach initially, rather than heavy-handed enforcement. We will therefore continue to work closely with Cleveland Police on joint enforcement/education initiatives.

Motorcycling and Road Safety Audit

The National Motorcycle Strategy, and the follow-up IHIE Guidelines for Motorcycling bring new information and ideas in the areas of highway design, traffic engineering and motorcycle parking. These new guidelines need to be disseminated to engineers and technicians before any motorcycle audit can be included in new schemes. We will therefore organise with IHIE for a training seminar for local and regional staff, and a P2W aspect will then be included in road safety audit of schemes. Additionally, by retaining a motorcycling specialism within the Road Safety Team, a practical view can be included.

Consulting Motorcyclists

Discussions held with the Highways Agency and the IHIE recently have highlighted a lack of specific technical information on highway design and maintenance matters in respect of the needs of two-wheelers, especially motorcycles. This information can only come from a data source involving reports from users, and so we are adopting a 2-fold approach:

- Consulting riders on a broad spectrum of issues via a local motorcyclists' forum; and

- Obtaining detailed information about where riders come off or crash on the road network, or where they have particular difficulties.

Motorcyclists' Forum

We have recently launched a Stockton Motorcyclists' User Group (SMUG) via the internet. This is an e-discussion group, very similar to the Stockton Cyclists User Group, and this will be followed up with the formation of a more formal group meeting ½ yearly. The advantage of this 2-pronged approach is that whereas some riders are prepared to attend meetings, others are not inclined to go to a formal meeting but would be prepared to express their views more casually. The use of e-consultation could bring very useful benefits. We will consult with our Tees Valley neighbouring Authorities to see if the SMUG initiative should be extended across either the Tees Valley, or the Lead Authority partnership.

Where Riders Crash

Highways Agency commissioned Stockton's Road Safety Team to create a specific report card for issue to riders, entitled 'Where Did You Go Down?' 250,000 of these reply-paid cards have been printed and are being issued across the country to riders, who can report road defects or similar that cause specific problems for riders. Highways Agency will use the replies to compile data for several purposes including possible design and maintenance specification updates, and for reporting to specific highway authorities for information/action. Examples of good response are soon to be publicised on the Handle It website under a 'Reported: Sorted' page.

Chapter 4: Action Plan

The Council's **Five-Year Motorcycling Action Plan** is illustrated in Table 4.1

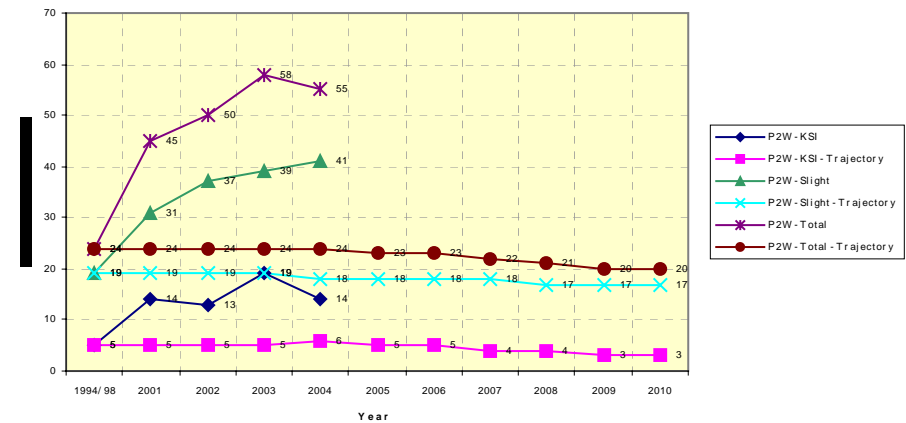
Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Motorcycle Facilities	<ul style="list-style-type: none"> Road Design and Traffic Engineering Motorcycle Parking Roads Maintenance 	We will issue engineers and technicians with the IHIE "Guidelines for Motorcycling", and training seminars will be set up as part of their continuous professional development. Such seminars will also be made available to our engineering partners.					
		We will carry out a full audit of motorcycle parking facilities, and work with local riders/groups to identify needs, desires and maximise best practise. Following this we will produce an action plan, using the IHIE Guidelines, of improved secure motorcycle parking, to be implemented through the lifetime of the Strategy.					
		We will conduct surveys of local riders' views on the condition and safety of our road network, to determine what measures are needed to increase riders' confidence and safety. From this we will develop an action plan to be implemented through the lifetime of the Strategy.					
Motorcycles and Climate Change	<ul style="list-style-type: none"> Travel Plans Promoting sustainability 	We will provide an advice and guidance service to companies and organisations needing to submit a Travel Plan, as part of our ongoing development of a workplace travel plan service for all businesses in the Borough.					
		We will seek funding to purchase and put into regular use at least two low/zero emission motorcycles, and showcase them in events and exhibitions across the Borough.					
Motorcycle Users' Needs	<ul style="list-style-type: none"> Motorcycle Training Rider Improvement Enforcement Motorcycling and Road Safety Audit 	We will extend the range of rider development courses available to include such things as 'returning rider' courses', pre-advanced test coaching, 'cornering clinics' and similar, and support voluntary motorcycle training groups.					
		We will continue, as Service Provider for the Cleveland Area, to offer a motorcycling option as part of our delivery of the National Driver Improvement Scheme, through the lifetime of the Strategy.					
		We will continue to work in partnership with Cleveland Police on joint enforcement/education initiatives.					
		We will, by ensuring suitable training for engineers and technicians to IHIT guidelines, that a P2W aspect will be included in road safety audit of schemes.					
Consulting Motorcyclists	<ul style="list-style-type: none"> Motorcyclist Forum Where riders crash 	We will continue to develop and improve our e-consultation through the Stockton Motorcycle Users Group, and will consult with our Tees Valley neighbouring Authorities to see if the SMUG initiative should be extended across either the Tees Valley, or the Lead Authority partnership.					
		We will, as managers of the "Handle it or Lose It" website, assist the Highways Agency in gathering rider feedback on collision locations and highway issues, and use the website to inform riders of problem and frequent locations, circumstances and advice. We will similarly provide examples of good highway design and maintenance practice.					

Table 4.1: Five-Year Motorcycling Action Plan, 2006/07 to 2010/11

Chapter 5: Targets and Indicators

Whilst the First LTP included targets to reduce total KSI and 'slight' casualties, there were no specific targets relating to vulnerable users, such as those riding motorcycles, despite the Council's promotion of this mode as more a sustainable alternative to the private car. As Figure 5.1 shows, the number of motorcyclist casualties has increased markedly compared to the 1994/98 baseline.

To address this situation, a new indicator covering motorcyclist casualties is being developed for the period up to and including 2010, in line with the national road safety targets. This indicator will be finalised during 2006, and progress against it will be monitored over the lifetime of the Strategy.



(Source: Cleveland Police)

Figure 5.1: Motorcyclist Casualties in Stockton-on-Tees Comparison of Actual Trends against Trajectories KSI, Slight and Total