



NEWS

(Embargoed until 8.00 am, Thursday 14 April 2005)

Bringing bikers out of the blind spot

The launch today (14 April) of Institute of Highway Incorporated Engineers Guidelines for motorcycling means that transportation engineers and planners no longer have any excuse to ignore motorcycles in delivering the sustainable transport agenda.

“IHIE’s Guidelines for Motorcycling give engineers and planners the information and tools they need to take up the Government’s Motorcycle Strategy, so that they can facilitate motorcycling as a travel choice within a safe and sustainable transport framework”, said

Anthony Sharp, Chairman of the IHIE motorcycling guidelines steering group.

“Most engineers focus on the road safety record of motorcycling - understandable given the numbers killed and seriously injured - and blame the riders. But, just as with cycling, we can do a lot more to adapt the road environment to be bike-friendly”.

Craig Carey-Clinch of the Motor Cycle Industry Association took up the theme “Motorcycles are an inexpensive, environmentally friendly and effective means of transport but motorcyclists are highly vulnerable in traffic. Campaigns help but local transport plans need to develop a bike-friendly infrastructure. In doing so they will find they can also address the other LTP themes: congestion, accessibility and air quality.

By providing access to priority measures, adequate and secure parking, continued exemption from congestion charging and by applying engineering standards which recognise powered two wheelers, we can achieve the Government’s objective to mainstream motorcycling”.

Mike Mounfield, managing editor of the Guidelines, learnt to ride whilst writing the Guidelines. He commented that “the road environment is experienced in quite a different way by the motorcyclist than it is by drivers or cyclists. Designers and road safety auditors need to understand the motorcycle perspective”. Among the differences he highlighted were:

- motorcycles need consistent skid resistant surfaces, particularly at bends and junctions
- traffic schemes should not force bikes to brake and steer
- unprotected street furniture on bends can be dangerous
- the eye height of a rider is much higher than that of a car driver.

Other news-

- **David Rowe, TfL** gave a detailed report of shared bus lanes. The trials will continue as TfL considers there is insufficient data on whether benefits outweigh disadvantages to other road users. This is despite the Government’s statement that “experience suggests that shared use can be introduced with little or no detrimental effect on others”.
- **Wheels to Work** launched their toolkit which will assist authorities to set up schemes to help **socially disadvantaged** young people to access jobs.
- Products are available to fit over existing **safety fences/barriers** to minimise injuries at high risk sites.
- Clear guidance on surveying and providing **secure, on-street parking** is now available and much needed. A recent London survey found that in addition to a chronic shortage of parking, with most of London’s bays being above capacity, only 7% of parking bays provided anchor points despite the high level of bike theft.

Copies of the IHIE Guidelines for Motorcycling are available from IHIE, 58 Russell Square, London WC1B 4HS or secretary@ihie.org.uk

- Ends -

Press Enquiries

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Judith Walker, IHIE Secretary, 020 7436 7487 (Photos)

Craig Carey-Clinch, MCIA, 07979 757 484

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Photos available from IHIE of - Steven Norris, President of MCI and former Minister for Transport, launching the Guidelines - Paramedic bikes - and key speakers.

Notes to Editors

1. *IHIE is the professional qualifying institution for incorporated engineers and technicians in highways, traffic, transport and construction, delivering sustainable transport for the UK.*
2. *Press copies of **the IHIE Guidelines for Motorcycling** are available from IHIE.*
3. *“Motorcycle” is used to cover all forms of Powered Two Wheelers (PTWs) from the smallest moped, maximum speed 30mph, through scooters to the largest sports and touring machines.*

4. *The Guidelines steering group comprised*

Anthony Sharp, IHIE (Chairman)

David Brown, Highways Agency

Nich Brown, Motorcycle Industry Association

Craig Carey-Clinch, Motorcycle Industry Association

Marilyn Cranfield, Transport for London

Richard Olliffe, British Motorcyclist Federation

Suku Phull, Department for Transport

Steve Proctor, TMS (Coventry)

Alan Tilly, Transport Research Laboratory

Judith Walker, IHIE

Rosemary Welch, County Surveyors Society (Essex County Council)

Scott Wilson were the managing editors and main authors.

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