Milton Keynes Powered Two Wheeler Strategy

February 2003

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MILTON KEYNES COUNCIL

Contents

1. INTRODUCTION

Powered two wheelers (PTWs i.e. motorcycles, scooters, mopeds and cyclemotors - see annex one for full classification) can play an important role in the development of a fully sustainable integrated transport system. PTWs offer an affordable and flexible form of personal transport for journeys which are difficult to undertake by other sustainable modes such as walking, cycling and public transport. Although powered two wheelers are not totally 'green' they offer significant environmental advantages over the private car.

Both the Transport White Paper: 'A New Deal for Transport: Better For Everyone' (DETR, 1998) and the 'Guidance On Full Local Transport Plans' (DETR[a], 2000) have acknowledged the role of PTWs. The government has also established an advisory group for motorcycling with the aim of "providing expert advice to inform the development of future policy". However, unlike cycling, there is no national strategy for PTWs.

2. THE IMPORTANCE OF POWERED TWO WHEELERS

We recognise that PTWs are a separate class of road user with their own particular perspectives and needs. PTWs are an alternative to the private car for trips where the availability of public transport is limited and walking or cycling impractical. PTWs offer similar flexibility to the car but are generally cheaper to buy, tax and insure and have lower operating costs. Within urban areas they can move freely and are able to park in small spaces. They are an affordable way to increase mobility and widen access to employment and local services.

2.1 *Fuel and energy consumption*

PTWs consume significantly less fuel than private cars so they are therefore ideal in an urban environment as well as for longer trips such as commuting and touring (Tables 2.1.1 and 2.1.2).

Table 2.1.1
Typical comparative fuel consumption figures

Vehicle	Fuel consumption
50c.c 2 stroke scooter (auto)	90.60 mpg
125c.c 4 stroke motorcycle	118.12 mpg
125c.c 4 stroke scooter (auto)	113.00 mpg
250c.c 4 stroke scooter (auto)	76.00 mpg
500c.c twin cyclinder motorcycle	53.40 mpg
1300c.c saloon car	31.60 mpg (urban cycle)
2800c.c saloon car	21.50 mpg (urban cycle)

Source: Potter (Vital travel statistics, OU 1997)

Table 2.1.2 Primary energy consumption of major transport modes		
Vehicle	**Megajoules per vehicle km**	**Megajoules per passenger km**
Moped	1.5	1.4
Motorcycle	1.8	1.6
Petrol car (1.1 Ltr)	2.5	1.4
Petrol car (2.9 Ltr)	5.0	2.9
Average stage bus	12.5	1.4

Source: adapted from Hughes 1993 and ACEC 1976 - Vital travel statistics, Potter 1997.

2.2 *Reduced journey times*

In free flowing traffic PTWs record similar journey times as cars. However, in congested areas PTWs take up less road space and can filter between lanes to keep moving. Table 2.2.1 shows sample journey time advantages that PTWs have over other modes of transport:

Table 2.2.1 Sample journey times by mode	
Journey 1: a 34 mile trip from Hertfordshire to West London	
Mode	**Time**
Car	1 hour 15 minutes
PTW (650c.c Honda motorcycle)	50 minutes
Public transport	1 hour 45 minutes
Journey 2: a 7 mile trip in Greater London	
Mode	**Time**
Car	45 minutes
PTW (125c.c Yamaha scooter)	20 minutes
Public transport	1 hour 10 minutes

Source: Top Gear Magazine, 1999

3. WIDER POLICY

The use of PTWs supports the vision in our Sustainable Integrated Transport Strategy (SITS):

> "*We aim to open up Milton Keynes by making it a place where everyone can afford to move around conveniently, where economic, social and cultural life can flourish, whilst damage to our environment is minimised*." (MKC, 1999).

The Local Transport Plan (LTP) 2001/2-2005/6 (MKC[a], 2000) recognises that promoting the use of PTWs will help meet the following SITS objectives:

- all people should be able to move around conveniently and safely, regardless of their circumstances, with those able to pay doing so, and,

- to ensure that Milton Keynes' economic prosperity is enhanced by our new transport policies by helping people to travel when and where they want, but in more environmentally friendly ways.

The LTP states (MKC[b], 2000) that, in promoting the use of PTWs, we will:

- consider the needs of PTWs in the design and implementation of all schemes;
- provide and promote adequate parking for PTWs;
- consider the use of PTWs in bus lanes, and,
- encourage their safe use through education, training and publicity.

Our strategy for PTWs expands our Local Transport Plan and is closely linked to the Milton Keynes Countryside Traffic Management Strategy (March 2001).

Policy T1 of the Milton Keynes Local Plan Second Deposit Version (October 2002) states: "development proposals should meet the needs of transport users in the following order of priority:

(i) pedestrians and those with impaired mobility

(ii) cyclists

(iii) users of public transport and taxis, and motorcyclists and

(iv) others".

4. AIM OF THE STRATEGY

The aim of this strategy is to improve conditions for users of PTWs in Milton Keynes and to encourage their greater use. However, the intention is not to encourage people to switch to PTWs from more sustainable options such as walking, cycling or public transport.

5. THE EXISTING NETWORK

Milton Keynes is served by a unique highway network of high capacity grid roads, on which the national speed limit applies. These grid roads are often dual carriageways and offer a variety of route choices to destinations within Milton Keynes. Originally designed to offer unrestricted access to the city some are now suffering from congestion, particularly where main routes access the city (M1, A509, A5, A421 and A422) and within the city centre itself. Away from the grid roads, lower capacity roads give access to homes and services and the large areas of surface parking within the city centre. Pedestrians and cyclists are generally separated from the motorised traffic via a network of Redways (combined cycle/footways) and pavements.

The high capacity and speed of the grid roads gives good access to the city centre and other routes. The narrow width of PTWs allows them to avoid congestion by splitting lanes. However, many grid roads are starting to age and defects, hazardous to PTWs, are often the result.

Parking within the city is generally surface level although recent years have seen the introduction of several multi-storey car parks. Since October 2002 PTW users have been able to park their machines in secure bays at 44 locations around Central Milton Keynes (CMK). There is no charge to use these bays.

In the older district centres and urban area grid squares, the road network is more traditional. In general, facilities for PTWs are very limited in these areas.

The existing network within Milton Keynes has specific characteristics that could be used to benefit users of PTWs. The high capacity of dual carriageway grid roads can be used to re-allocate road space to specific user groups. Unlike a single carriageway, it is relatively easy to have lanes that give priority to cyclists, buses, and high occupancy vehicles. Where possible, PTWs should also benefit from priority schemes.

6. ISSUES AND MECHANISMS FOR IMPROVEMENTS

6.1 *Safety*

The government's national road safety strategy: 'Tomorrow's Roads – Safer for Everyone' (DETR[b], 2000), highlighted safer motorcycling as an area of concern requiring action. The government's strategy is:

- to improve training and testing for all learner riders;
- to publish advice for people returning to motorcycling after a break and people riding as part of their work;
- to ensure the quality of instruction;
- through training and testing, to help drivers become more aware of how vulnerable motorcyclists are;
- to promote improvements in engineering and technical standards which could protect motorcyclists better and
- to work with representatives of interested organisations, in an advisory group, to look at issues of concern.

PTWs are one of the most vulnerable groups of road users. Figures from the Department for Transport show that while PTWs represented only 1% of all road traffic in 1998, they accounted for 14% of those killed or seriously injured, (DETR[c], 2000). Traditionally authorities have been reluctant to encourage use of PTWs because fatality rates are high when compared to other motor vehicles.

However, figures for the last ten years have shown a decline in casualties. In 1999 there were 547 fatalities, 45% lower than the 1981-85 baseline average and total PTW casualties have declined by around 60% (DTLR[a], 2001). The figures include a modest increase in the number of accidents in recent years following increases in new registrations of PTWs.

A study undertaken in Greater London (Booth, 1989) revealed that in 62% of accidents involving a PTW and another motor vehicle, the other vehicle was at fault. A similar study in the West Midlands (Sandwell MBC, 1989) showed the figure to be 57%. Training and education of all road users, not just users of PTWs would seem to be the way forward. There is a case for a national campaign to raise awareness of PTWs. Training for riders of PTWs is discussed in detail in Section 6.2.

At a local level, any opportunity to raise awareness of PTWs among road users should be explored. MKC's draft road safety strategy includes the adoption of a 'Think Bike' slogan. This complements the 'Think' slogan promoted by the then DETR in its road safety strategy launch, which all local authorities use where possible on publicity material. Road safety education programmes will include a section on PTWs tailored to the needs of the target audience. In particular the gradual increase in casualties in the age groups between 30 and 59 (DETR[d] 2000), which may be the result of travelling longer distances or returning to motorcycling after a break, needs to be addressed.

The Highway Code advises wearing a white crash helmet, light coloured or reflective clothing and riding with dipped headlights (Rule 69) during the day. Within user groups, there is debate over the use of high visibility clothing and dipped headlights. Such measures must be approached positively and MKC will encourage riders to follow this advice. Any scheme to promote the use of high visibility clothing for pedestrians, cyclists or other vulnerable users (e.g. horse-riders) should also include users of PTWs.

Action

- Aim to maintain the decline in casualties amongst users of PTWs;
- to raise awareness of PTWs amongst all road users, including cyclists and pedestrians;
- adopt a 'Think Bike' slogan which can be used in road safety campaigns, transport policies and initiatives;
- include PTW issues in road safety education, with the approach tailored to suit the target audience;
- ensure that users of PTWs are included in any scheme or campaign to promote the use of high visibility clothing and
- publish advice for people returning to motorcycling after a break.

6.2 *Training*

The training and licence requirements for those wishing to ride a PTW are rigorous. Learners must pass a basic training course before taking their machine on the road and there are restrictions on the power of the machine at various stages. Training for riding a PTW must be carried out by a qualified instructor. This contrasts strongly with the learner car driver who, once they have a provisional licence, can drive on the highway with only the supervision of another licence holder aged 21 or over and who has held a full licence for at least 3 years.

Annex Two describes the requirements for obtaining a moped or motorcycle licence.

Training needs in the Milton Keynes area are mainly met by commercial organisations although the British Motorcyclist Federation (BMF) runs volunteer led training in some areas. There are also refresher and advanced training courses available from a variety of sources. Most PTW training organisations offer re-fresher courses, whilst some manufacturers (e.g. Honda) offer courses to customers purchasing larger machines. The Motorcycle Industry Association (MCIA) has put together its own programme 'The Edge', aimed at improving riding through a series of initiatives geared towards modern sports-bike riders.

Our Road Safety Section distribute a user-friendly leaflet (MKC[a], 2001) which sets out what training is required and gives a list of Driving Standards Agency (DSA) approved training bodies in the Milton Keynes area. RoSPA Advanced Drivers Association and the Institute of Advanced Motorists offer advanced rider training and testing. Advanced training has been shown to reduce accident involvement by up to 7 times. Both organisations have local groups covering Milton Keynes. Further information can be obtained from their websites: www.roada.org.uk and www.iam.org.uk.

'Bikesafe' is a national scheme that encourages riders, at all levels of ability, to undertake training. Through 'Bikesafe', dealers are encouraged to display information on locally based rider training schemes. A full list of participating dealers and training groups is also posted at the motorcycle-uk.com website.

Locally, the 'Wycombe Skidz' project offers pre-rider training for teenagers' aged 14 and over. The course is aimed at youth groups and covers maintenance, theory and practical riding skills. The project helps to reduce bike theft/illegal riding by local youngsters whilst helping them to ultimately become better and safer riders and drivers.

Action

- To continue to provide up-to-date information on required training, DSA approved training bodies and advanced training available in the Milton Keynes area, and,
- to publicise other training initiatives such as 'Bikesafe2000' and 'Wycombe Skidz' amongst target groups.

6.3 *Design and implementation of highway schemes*

Consideration of the needs of PTWs should be included in the design process as well as in highway audits or reviews. Improving safety for users should be the first priority but efficiency, recognising the manoeuvrability of PTWs, is also important. Consultation with local users should be encouraged to make sure that the full implications of the scheme are realised.

Practical considerations include improved junction design, introducing wider lane widths and the removal or re-siting of rigid features (e.g. street furniture and signs). Particular attention needs to be given to hazards near the apex or run-off point of bends. Schemes which introduce horizontal (e.g. chicanes) or vertical (e.g. road humps) traffic calming into the carriageway should be designed to allow safe passage of PTWs.

Giving PTWs access to priority measures such as bus lanes, bus gates or advanced stop lines should be considered if safer conditions for PTWs would result and primary users of the scheme (e.g. cycles and buses) are not disadvantaged. Clear signing which shows that PTWs are authorised users is needed to prevent abuse by non-authorised users. Currently PTWs are not allowed to use bus lanes in Milton Keynes but this should be subject to review.

When implementing schemes, consideration should be given to the safety of PTWs and other vulnerable road users passing through roadworks or amended road layouts. Contractors should be encouraged to provide adequate signing and illumination, particularly in unlit areas.

Action

- Consider the needs of PTWs when designing schemes and undertaking audits;
- to review, on a periodic basis, the current exclusion of PTWs from existing bus lanes and to consider allowing access to future priority schemes;
- provide adequate signing and lighting when schemes are being implemented and
- include PTW user groups in new highway scheme consultations.

6.4 *Highway surfaces, maintenance and cleansing*

PTWs are more sensitive to defects in the road surface than other motorised vehicles. Potholes, loose chippings and poor surfaces are all potential sources of danger.

One of the key Best Value Indicators for Milton Keynes Council is the percentage of dangerous damage to roads and pavements made safe within 24 hours of the authority becoming aware of the problem. In 2000/01 Milton Keynes Council responded to 95.7% of reported damage within the time limit; the 2006/07 target is set at 100% (MKC[b], 2002). Road users, including PTWs,

need to be aware of how to report defects if they are to benefit from the promise of a speedy response.

Loss of control through skidding is one of the most common causes of accidents involving PTWs. Good design can help minimise the risk and efficient drainage reduces pooling of hazards such as water, diesel and ice. Ensuring repairs are to a high standard is also important but difficult given the number of different companies undertaking work on public highways. Care should be taken in the choice of materials and repairing the road surface with tar and chippings should be avoided in high-risk positions. Other surface features such as expansion joints, access covers and road markings can be made safer by specifying high friction products and ensuring that differences in the height of surfaces is minimised.

The regular removal of debris and contamination, particularly diesel, from the road surface benefits all two wheelers. Sweeping is particularly important in areas not travelled by general traffic as the line taken by PTWs differs to that of other road users. Carriageway haunches, bends and central areas around islands or other obstacles are all areas to which special attention should be paid.

Action

- Improve the response rate for reported damage to roads and pavements;
- to encourage users of PTWs to report defects through raising awareness of who to contact;
- to ensure that all road repairs undertaken by council contractors are completed to a high standard and to consider the use of high friction materials where necessary and
- to respond promptly to reports of debris and contamination.

6.5 *Parking*

PTWs are of relatively modest size and weight but often have high monetary value and this makes them particularly vulnerable to theft. The best deterrent when parking is to secure the machine to a fixed anchor point, similar to those provided for cycles.

In October 2002 the council installed 44 secure PTW parking bays for up to 132 PTWs to be parked free of charge. These were installed at the same time as the new car parking charges scheme was introduced. Table 6.5.1 shows the number of PTWs parked in 2000 and 2001. Counts of the new PTW bays will start in December 2002 (and then every quarter), the results of these surveys are published in the council's annual transport monitoring report.

Table 6.5.1
MK parking surveys: powered two-wheelers at 1300 Tuesdays

	2000	2001	2002	% change
March	42	30	47	12%
June	41	40	53	29%
September	61	54	-	-11%
December	-	51	-	-
Average	48	44	50	4%

Source: MKC Transport Policy Team (2001)

The Avebury, Food Hall and Theatre multi-storey car parks are all holders of the 'Secure Car Park' award but do not have provision specifically for PTWs. Spaces for PTWs in these 'easy to monitor' car parks could be considered. CCTV is already installed in some areas of surface parking in CMK and ensuring that PTWs can be parked in view of the cameras is an important step towards improving security.

Major attractions, such as the Railway Station, Xscape, The Centre: MK and Midsummer Place could benefit from additional facilities such as storage for clothing and helmets. Combined stands and lockers have been installed by other authorities and are worth considering when planning parking for these areas.

In older district areas, free parking for all vehicles is likely to remain. There is still, however, the need to provide secure parking for PTWs. Any scheme that involves parking or the opportunity to include secure parking (e.g. town centre enhancements or pedestrian schemes) should try to include facilities for PTWs.

Encouraging developers and employers to provide secure parking for PTWs is very important. This may form part of the work of the Sustainable Transport Manager in Milton Keynes and could be incorporated into Travel Plans. Planning approvals and parking standards for proposed developments can also be used as a way of ensuring adequate parking provision.

Action

- To consider offering additional facilities (e.g. lockers for clothing) in areas of high use;
- to make specific provision for PTWs when reviewing or creating parking in older district centres and
- to encourage developers and employers to provide secure parking and facilities for PTWs.

6.6 *Security*

The provision of secure parking needs to be combined with other measures designed to improve security for PTWs. Manufacturers are increasingly recognising the need to build-in security - immobilisers and factory fitted locks are now becoming more common. Datatag and other identity schemes are also becoming more popular. Table 6.6.1 shows the vehicle crime figures for Milton Keynes.

Table 6.6.1
Motor vehicle crime in Milton Keynes

	1998/1999	1999/2000	2000/2001	2001/2002
Theft from vehicle	4,541	4,161	2,394	2,960
Theft of motor vehicle #	2,055	1,929	1,283	1,198
Theft of powered two-wheelers	246	226	212	199
Theft of vehicle (unknown)	32	29	33	14
Total theft of and from	6,874	6,345	3,922	4,371

 # excluding powered two-wheelers
Source: Thames Valley Police (2002)

Campaigns run by the local police authority are also very effective. Milton Keynes already has a car park watch scheme where member car parks can phone, fax or page each other when known or suspected criminals are operating in an area. Raising awareness of the vulnerability of PTWs to theft within the scheme could be beneficial. Bike Watch schemes are also gaining in popularity and one neighbouring county, Northamptonshire has introduced their own scheme. Bike Watch brings together dealers, local groups and individuals in a programme designed to highlight the need for establishing rightful ownership of parts before they can be bought or sold.

Action

- To consider how local groups, businesses, the police authority and Milton Keynes Council can work together to improve security for PTWs.

6.7 *Involving users and consultation*

We are keen to encourage the involvement of users in formulating transport policies and schemes.

The Sustainable Transport and Road Safety (STARS) Forum represents the interests of over 100 local organisations including town and parish councils and user groups. North Bucks Motorcycle Action Group is represented at the STARS Forum.

Councillors, local organisations, clubs, businesses and other interested parties involved with PTWs have been involved in formulating this strategy. Further comments are always welcome and contact details are given at the end of this document.

Action

- To encourage those with an interest in PTWs to play an active role in formulating transport policies and schemes, and,
- to welcome any initiative which brings together interests of local users, rider organisations, clubs and businesses.

7. TARGETS AND MONITORING

Figures from the 1991 Census showed that PTWs accounted for 1.7% of all journey to work trips which took place within Milton Keynes. Journeys to work that involved travelling outside Milton Keynes were less at between 1.1% and 1.2%.

Journey to work SITS targets for PTWs are set at 1% for both 2006 and 2011. This is the same as the current average level of use within Milton Keynes and so has no forecast growth in the proportion of people using PTWs to travel to work. Table 7.0.1 below shows the modal split targets.

Table 7.0.1
Journey to work – modal split

	Census		SITS targets		
	1991	1997#	2001	2006	2011
Car	77%	77%	71%	62%	55%
Public transport	12%	12%	15%	20%	25%
Cycling	3%	3%	6%	10%	12%
Walking	7%	7%	7%	7%	7%
Motorcycling	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%

assumes same modal split as in 1991
Source: Census (1991) and SITS (1999)

However, as the total number of journeys to work is forecast to rise from 132,400 in 2001 to 162,500 in 2011 (MKC, 1998), this means the number of PTW journeys will rise accordingly. Journeys to work made using a PTW are forecast to rise from 1,300 in 2001 to 1,600 in 2011. Facilities within Milton Keynes need to be able to meet this increase in trips.

There has been a sharp increase in the number of PTWs licensed over the last decade. Registrations have risen from 650,000 in 1993 to 825,000 in 2000 (DTLR[b], 2001), with the majority of the increase being in smaller commuter machines. This reflects a rising trend in the use of PTWs for short-range journeys, particularly in urban areas. Journeys to work using PTWs may therefore increase above the current target levels of 1%.

Monitoring the use of PTWs in Milton Keynes will be very important. Data from the 2001 Census, standard traffic counts and specialist travel surveys (e.g. employer's surveys of staff) can all be used to determine changes in the use of PTWs.

Information on the use of PTWs, with data on accidents/casualties and thefts in Milton Keynes, should be included in the council's annual transport monitoring report.

Action

- To monitor the use of PTWs within Milton Keynes using available data (2001 Census, traffic counts and travel surveys), and,
- Include monitoring of PTWs in the council's annual transport monitoring report.

8. REFERENCES

MKC, 1999 'A Sustainable Integrated Transport Strategy for Milton Keynes' (SITS); paragraph 3.2; P9; January 1999.

MKC[a], 2000 'The Local Transport Plan 2001/02 – 2005/06 Milton Keynes Council'; paragraph 2.5; p10; July 2000.

MKC[b], 2000 'The Local Transport Plan 2001/02 – 2005/06 Milton Keynes Council'; paragraph 5.1.7; p57; July 2000.

MKC, 1998 'Targets for the Sustainable Integrated Transport Strategy – Research Paper No.1'; Table 4: estimated number of work journeys; Milton Keynes Council Transport Policy Team; March 1998.

MKC[a], 2001 'Do you want to ride a moped or motorcycle?'; Milton Keynes Council Road Safety Team.

MKC[b], 2002 'Best Value Performance Plan 2002-2003'; p59; Milton Keynes Council; 2002.

DETR, 1998 The Transport White Paper: 'A New Deal for Transport: Better for Everyone'; Chapter 3: 'More choice – role of motorcycling'; Department for the Environment, Transport and the Regions; July 1998.

DETR[a], 2000 'Guidance on Full Local Transport Plans'; paragraphs 133-135; p40; Department for the Environment, Transport and the Regions; March 2000.

DETR[b], 2000 'Tomorrows Roads – Safer for Everyone'; paragraph 8.4; p64; Department for the Environment, Transport and the Regions; March 2000.

DETR[c], 2000 'Tomorrows Roads – Safer for Everyone'; paragraph 8.2; p64; Department for the Environment, Transport and the Regions; March 2000.

DETR[d], 2000 'Tomorrows roads – safer for everyone'; paragraph 8.8; p65; Department for the Environment, Transport and the Regions; March 2000.

DTLR[a], 2001 'Transport Statistics GB: 2001 Edition'; Table 4.15 – Road accident casualties by road user type and severity: 1990-2000; Department for Transport, Local Government and the Regions; October 2001.

DTLR[b], 2001 'Transport Statistics GB: 2001 Edition'; Table 3.1 – Motor vehicles currently licensed at end of year: 1990-2000; Department for Transport, Local Government and the Regions; October 2001.

Booth, 1989 'Characteristics of urban motorcycle accidents'; Booth; Institute of Motorcycling; 1989.

Sandwell MBC, 1989 'A study of motorcycle, moped and cycle use in Sandwell'; Sandwell Metropolitan District Council; 1989.

General references:

- 'Parking' – article in the Surveyor 23.5.02
- MCIA Smart Guide 2001
- Sandwell Strategy for Powered Two Wheelers
- Various leaflets from the BMF and the Department for Transport.

9. CONTACTS AND FURTHER INFORMATION

If you would like further copies of this strategy or wish to make comments, please contact:

Phil Caves
Assistant Transport Planning Officer
Environment Directorate
Milton Keynes Council
PO Box 112
Civic Offices
1 Saxon Gate East
Milton Keynes
MK9 3HQ

Tel: (01908) 252546
Email: Phil.Caves@milton-keynes.gov.uk

Further information on issues facing users of PTWs is available from:

The MotorCycle Industry Association (MCIA)
Starley House
Eaton Road
Coventry
CV1 2FH
Tel. 02476 250820 e-mail craig@mcia.co.uk
website www.mcia.co.uk

British Motorcyclist Federation (BMF)
14 - 16 Briton Street
Leicester
LE3 0AA
Tel: 0116 254 8818 e-mail enquiry@bmf.co.uk
website www.bmf.co.uk

Motorcycle Action Group (MAG UK)
Central Office,
P.O. Box 750,
Rugby CV21 3ZR
Tel 0870 - 444 8 448 e-mail central-office@mag-uk.org
website www.mag-uk.org

Annex one: classification of powered two wheelers

The following is a classification by power of the various types of powered two wheeler:

1. **Power assisted cycle** - up to 200W electrically powered. Available for 14+ year olds with no requirements for licence, registration, tax, insurance, MOT or helmet wearing.
2. **Moped** - up to 50cc and a maximum design speed of 45 km/h
3. **Light motorcycle** - up to 125cc and 11kW (14.6 bhp)
4. **Middleweight motorcycle / Super scooter** - includes 500cc twins of up to 60 bhp and scooters of a similar power of up to 650cc
5. **Large capacity motorcycle** - any motorcycle of over 500cc or 600cc.

The following details the recommended uses for the various categories. The numbers listed here relate to the numbers in the categories above:

1. Alternative to the pedal cycle for those not sufficiently fit to ride them or for distances where a pedal cycle is not entirely suitable.
2. Ideal for short distance urban transport or addressing social exclusion.
3. Best for short/medium distance commuting.
4. Ideal for long distance commuting.
5. Able to cover long distances rapidly but still suitable for commuting.

Annex two: training for users of PTWs

To become a learner rider you must either have a provisional licence for a motorcycle or moped or alternatively hold a full car licence. A provisional moped licence is available to those aged 16 or over whilst the provisional motorcycle licence requires the holder to be aged 17 or older. A full car licence automatically gives you provisional entitlement to ride as a learner motorcyclist. All three require the holder to have a valid compulsory basic training (CBT) certificate. Holders of a full car licence gained before February 2001 are automatically allowed to ride a 50cc moped without having to undertake training. Those who obtain their full car licence after February 2001 no longer have this entitlement and will have to undergo CBT before riding a moped.

A CBT certificate obtained on a moped is also valid for motorcycles once the holder has turned 17 and has the necessary licence. All full licences require both a theory and practical test to be passed.

Compulsory basic training (CBT)

The starting point for anyone wishing to learn to ride a PTW is the Compulsory Basic Training (CBT) certificate. It is illegal to ride a PTW on the highway unless the rider has a full motorcycle or moped licence or has a provisional licence/entitlement and a CBT. CBT covers basic theory, machine checks, safety considerations and riding skills and finishes with at least 2 hours of on-road riding in the presence of a qualified instructor.

CBT certificates are valid for 2 years, after which they must be renewed unless a full motorcycle or moped licence has been obtained. Holders of CBT certificates are allowed to ride as 'learner motorcyclists' and can ride a machine up to 125cc/11kW but must display L plates and cannot carry a pillion passenger or use motorways.

Theory test

Since 1st February 2001, if you hold a full car licence and wish to gain a motorcycle licence you will have to pass motorcycle theory and practical tests. The test consists of 35 multiple choice questions and around 40 minutes are allowed to complete it.

Full A1 Light Motorcycle Licence or Full Standard A Motorcycle Licence

If under the age of 21, learners can go from the CBT to take a full A1 light motorcycle test or a full standard category A test depending on the engine size of the machine.

A full A1 light motorcycle licence allows you to ride a PTW up to 125cc/11kW but you are restricted to this maximum size for the life of the licence. The test must be taken on a machine of between 75cc and 125cc.

The full standard category A licence allows you to ride a PTW up to 25kW for the first 2 years and then any size machine afterwards. The test must be taken on a machine of between 120cc and 125cc and it must be capable of 100 km/hr. After 2 years, the holder of a full standard category A licence can ride any size motorcycle.

Direct access scheme (DAS)
If the learner is aged 21 or over then can either take the previous described route to an A1 or A licence or instead can take the Direct Access Scheme (DAS). This requires the practical test to be taken on a machine of at least 35kW, after which any size motorcycle can be ridden straight away.

Accelerated access
There is also an Accelerated Access option for holders of a full A licence who are under 21 years old and wish to upgrade to a larger machine without waiting for the two year qualifying period.

Moped licence
A moped is a motorcycle that has an engine below 50cc, a maximum design speed of 50 km/hr and, if used before 1 August 1977, is capable of being moved by pedals.

A full moped licence automatically gives provisional motorcycle entitlement but the holder must be aged 17 or over.

Information on the different routes to obtaining a licence is given in the DETR leaflet 'So you want to ride a moped or motorcycle' available from the DETR, 201 Great Portland Street, London, W1N 6AB. Information can also be found on the DSA (Driving Standards Agency) website www.dsa.gov.uk

For details of local training organisations please contact the Road Safety Officer at Milton Keynes Council, Environment Directorate, PO Box 113, Civic Offices, 1 Saxon Gate East, Milton Keynes, MK9 3HN. Telephone:

01908 252327 or 01908 254221