

# **Motorcycle Action Group**

## **Lobby**



**Manchester**

**Congestion Charging for Motorcycles**

**3rd July 2007**

## **Foreword - Lobby**

Recent reports in the motorcycle press and local papers have stated that the proposed congestion charging scheme for Manchester, has initial plans to include charging for motorcycles.

This document outlines the response from the Motorcycle Action Group (MAG UK) and gives riders the opportunity to lobby decision makers and those with influence.

It sets out the reasons for an exemption for motorcycles<sup>1</sup> based on compelling evidence that they do not cause congestion as has been demonstrated in London, Durham<sup>2</sup>, Stockholm<sup>3</sup> and as outlined in proposals for congestion charging in Edinburgh<sup>4</sup>.

The purpose of this response is based on a question that MAG put forward to the Greater Manchester Passenger Transport Authority and that was recently answered by the authority on their website.

Question: "Would motorbikes be exempt from any congestion charge?"

Answer: "It is possible Motorbikes will pay less than cars - this is still being considered"

## **Motorcycle Action Group MAG UK**

The Motorcycle Action Group (MAG UK) is a lobbying organisation that exists to represent, protect and promote the interests and rights of motorcycling.

MAG is a member of the Federation of European Motorcyclists Associations (FEMA)<sup>5</sup> comprising of 23 national riders' rights organisations from 18 European countries.

MAG represents riders nationally, mainly via its representation to Parliament, and Government agencies through the National Motorcycle Council which deals specifically at present with the delivery of the "Governments National Motorcycle Strategy"<sup>6</sup>

MAG is organised through a national structure of twenty regions with riders represented locally by local groups. In this case the North West region is represented by Blackpool Area - Liverpool & West Lancashire - Red Rose - Wirral & Chester and Manchester Local Groups.

## **Background to Congestion Charging**

The proposal for a traffic charging scheme by the Association of Greater Manchester Authorities (AGMA) is aimed to overcome the increasing problems of congestion in this city.

The Greater Manchester Passenger Transport Authority has stated<sup>7</sup>, "We can bid to government for a 3 billion pound package of local transport investment and local congestion charging. If we're successful, this would be the biggest and most far-reaching transport investment programme ever launched outside London."

All the local authorities within the Greater Manchester area met at the end of January and agreed in principle to a charge on 15 roads. Although the bid is to be submitted later this year the decision to make the bid to Government appears to be due to be made at the end of July 2007.

If AGMA does decide to submit a bid at the end of July, a formal (second stage), statutory consultation, as set out by the Department for Transport will be undertaken. This will include full consultation around each and every individual scheme proposed in the TIF (Transport Innovation Fund) bid outlined on May 25th.

No congestion charging could be introduced before there has been significant improvement in Greater Manchester's public transport. A first phase system could be in place by late 2012.

Trevor Baird Public Affairs Director (MAG UK)

<sup>1</sup> In this document, the term motorcycle is intended to include all powered two wheelers: motorcycles, scooters and mopeds.

<sup>2</sup> Durham has had its own mini-congestion charge since 2002.

<sup>3</sup> Edinburgh in their proposal for a congestion charging scheme in 2005 excluded motorcycles from charges.

<sup>4</sup> <http://www.roadtraffic-technology.com/projects/stockholm-congestion> Exemptions to the charge include emergency vehicles, buses, diplomatic vehicles, disabled persons vehicles, military vehicles, hybrid or electric cars, motorcycles and mopeds, and foreign-registered vehicles

<sup>5</sup> FEMA [www.fema.ridersrights.org](http://www.fema.ridersrights.org)

<sup>6</sup> National Motorcycle Strategy Document <http://www.mag-uk.org/content/pr/2005/february/DFTMotorcycleStrategy.pdf> pdf 343KB

<sup>7</sup> [www.gmfuturetransport.co.uk](http://www.gmfuturetransport.co.uk)

## **The Lobby - Local**

This section of the lobby is for "local" riders i.e. those who are directly affected by the proposed congestion charging scheme.

Although an email is fast and easy, try to send a letter.

We are always conscious that standard letters can get ignored. For maximum impact every letter needs to be personal.

Therefore you may wish to start your letter with:

I am writing to you as a motorcyclist regarding the proposed congestion charging scheme in Manchester.....

And then pick out relevant points from the included MAG response. You may have other issues that are personal to you that you may wish to add, but remember please keep letters polite and courteous.

A "simple" statement would be: 'MAG is of the opinion that motorcycles can assist in delivering the shared priority of reducing congestion'.

MAG's definition of a highway is "a route which all persons, rich or poor, can use to pass and re-pass as often and wherever they wish without let, hindrance or charge" and endorses the European Parliament's RETT (Transport Committee) statement which:

"Supports the use of all forms of public transport and improved mobility or pedestrians, including those facing barriers to access to transport, notably disabled persons and older/elderly persons, motorcyclists and cyclists, through institutional investment, subsidies and legislation reflecting this preference; emphasises the vitally important role played by local passenger services in terms of mobility and sustainable transport in towns and cities and regions, and stresses the major responsibility of local authorities in this connection."

Even if you write to just one person, it would help. Please forward any responses to Trevor Baird at MAG UK, PO BOX 750, Rugby, CV21 3ZR or email [public-affairs@mag-uk.org](mailto:public-affairs@mag-uk.org)

## **Greater Manchester Passenger Transport Authority**

You can comment on the congestion charging proposals on the Greater Manchester Passenger Authority website at [www.gmfuturetransport.co.uk](http://www.gmfuturetransport.co.uk)

The direct link is <http://www.gmfuturetransport.co.uk/opinions.php>

Or you can write to them at:

GM Future Transport  
c/o GMPTE  
2 Piccadilly Place  
Manchester  
M1 3BG

## **Local Councillors<sup>8</sup>**

Manchester is made up of 32 wards, or electoral areas. Each ward has three councillors.

### **Finding your Councillor**

Councillors are elected to represent the citizens of their ward. They are your point of contact within that ward for any issues relating to the local community.

If you know your councillor's name you can select them from this list at <http://www.manchester.gov.uk/localdemocracy/councillors/name.htm>, otherwise you can select them from a list of wards. <http://www.manchester.gov.uk/localdemocracy/councillors/ward.htm>

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<sup>8</sup> <http://www.manchester.gov.uk/localdemocracy/councillors/index.htm>

## Manchester Members of Parliament

All Manchester MPs can be contacted at:<sup>9</sup> the contacts are also listed in the following.

<p><b>Blackley Constituency -</b> <b>Graham Stringer (Labour)</b> <b>City Wards</b></p> <p>Higher Blackley, Charlestown, Cheetham, Crumpsall, Harpurhey, and Moston</p> <p><b>Contact</b></p> <p>Martin Connolly for Graham Stringer MP</p> <p>The Constituency Office North Manchester Sixth Form College Rochdale Road Harpurhey MANCHESTER M9 4AF</p> <p><a href="mailto:ramsaya@parliament.uk">ramsaya@parliament.uk</a></p>	<p><b>Central Constituency</b> <b>Tony Lloyd (Labour)</b> <b>City Wards</b></p> <p>Ancoats/Clayton, Ardwick, Bradford, City Centre, Hulme, Moss Side, Miles Platting/Newton Heath and Whalley Range</p> <p><b>Contact</b></p> <p>c/o Tony Lloyd MP House of Commons London SW1A 0AA</p> <p><a href="mailto:lloydt@parliament.uk">lloydt@parliament.uk</a></p>
<p><b>Gorton Constituency</b> <b>The Right Honourable Sir Gerald Kaufman (Labour)</b> <b>City Wards</b></p> <p>Fallowfield, Gorton North, Gorton South, Levenshulme, Longsight and Rusholme</p> <p><b>Contact</b></p> <p>Nicola Cootes c/o Sir Gerald Kaufman MP House of Commons London SW1A 0AA</p> <p><a href="mailto:cootesn@parliament.uk">cootesn@parliament.uk</a></p>	<p><b>Withington Constituency</b> <b>John Leech (Liberal Democrat)</b> <b>City Wards</b></p> <p>Burnage, Chorlton, Chorlton Park, Didsbury East, Didsbury West, Old Moat and Withington</p> <p><b>Contact</b></p> <p>Constituency Office Staffed between 10 am - 4 pm</p> <p>8 Gawsworth Avenue Didsbury M20 5NF</p> <p><a href="mailto:leechj@parliament.uk">leechj@parliament.uk</a></p>
<p><b>Wythenshawe and Sale East Constituency</b> <b>Paul Goggins (Labour)</b> <b>City Wards</b></p> <p>Baguley, Brooklands, Northenden, Sharston, Woodhouse Park</p> <p><b>Contact</b></p> <p>Paul Goggins MP House of Commons London SW1A 0AA</p> <p><a href="mailto:gogginsp@parliament.uk">gogginsp@parliament.uk</a></p>	<p>Find out if these MPs are your local Member of Parliament (MP) and how to contact him or her using the Government online Constituency locator. <a href="http://www.upmystreet.com/commons/">http://www.upmystreet.com/commons/</a></p>

<sup>9</sup> <http://www.manchester.gov.uk/localdemocracy/mps/index.htm>

## Members of the European Parliament

You may also wish to contact these specific MEPs – this is not a full list of North West MEPs.. Although not a specific European issue, proposed congestion charging for motorcycles could have an effect in the future for riders across Europe.

We have picked these MEPs as a cross section of the political parties or either as spokespersons or leaders of their party in Europe.

<b>Gary Titley (Labour)</b>  Gary Titley MEP 16 Spring Lane Radcliffe Manchester M26 2TQ  <a href="mailto:gary.titley@europarl.europa.eu">gary.titley@europarl.europa.eu</a>	<b>Chris Davies (Liberal Democrat)</b>  87a Castle Street Stockport SK3 9AR  <a href="mailto:chrisdaviesmep@cix.co.uk">chrisdaviesmep@cix.co.uk</a>
<b>The Right Honorable Sir Robert James Atkins (Conservative)</b>  55 New Hall Lane Heaton Bolton BL1 5LW  <a href="mailto:ratkins@europarl.eu.int">ratkins@europarl.eu.int</a>	<b>John Whittaker (UKIP)</b>  7 King Street, Lancaster, LA1 1JN  <a href="mailto:northwest@ukip.org">northwest@ukip.org</a>

## National Lobby

This section of the lobby is for all riders and those who are directly affected by the proposed congestion charging scheme.

Ruth Kelly who is MP for Bolton West, has been recently appointed as the Secretary of State for Transport in Gordon Brown's new cabinet.

One of Ms Kelly's responsibilities will be to meet the challenge of rolling out a congestion charge across Greater Manchester.

We have also included details of the Shadow Transport Ministers from the Conservatives and the Liberal Democrats.

To keep letters and emails personal, pick out relevant points from the included MAG response. You may have other issues that are personal to you that you may wish to add but remember please keep letters polite and courteous.

## Contact

The Rt Hon Ruth Kelly MP, Secretary of State for Transport

Office Address	Constituency Address	Ministerial Address
House of Commons London SW1A 0AA  <a href="mailto:kellyr@parliament.uk">kellyr@parliament.uk</a>	Suite 4 Horwich Business Centre 86 Lee Lane Horwich BL6 7A	Department for Transport Great Minster House 76 Marsham Street London
<b>Theresa Villiers MP – Conservative</b>  Shadow Secretary of State for Transport House of Commons London SW1A 0AA  <a href="mailto:theresa@theresavilliers.co.uk">theresa@theresavilliers.co.uk</a>	<b>Susan Kramer MP – Liberal Democrats</b>  Shadow Secretary of State for Transport House of Commons London SW1A 0AA  <a href="mailto:kramers@parliament.uk">kramers@parliament.uk</a>	

## **Campaigns Website**

We have set up our Campaigns website which contains the information in this document.

Also on the site is a petition to sign and a rider poll.

The Campaign website is at <http://tinyurl.com/2ezvav>

## **Manchester Congestion Charging Petition**

*"We the undersigned oppose any proposed charges for motorcycles regarding the Manchester Congestion charging scheme.*

*We urge the Greater Manchester Authorities to evaluate motorcycles as a viable, efficient and economic form of transport and exempt motorcycles from any charges.*

*We further ask that the Secretary of State for Transport - Ruth Kelly - to reiterate the principal aim of the Governments National Motorcycle Strategy.*

*"The principal aim of our strategy is to 'mainstream' motorcycling, so that all the organisations involved in the development and implementation of transport policy recognise motorcycling as a legitimate and increasingly popular mode of transport. We want to see an end to old stigmas and stereotyping – motorcycling can be a modern, practical way of getting around, and we all need to recognise it as such."*

*With the purpose that the Government exempt motorcycles, scooters and mopeds which are commonly referred to as Powered Two Wheelers (PTWs), in any charging schemes including Congestion Charges, Road Pricing, Road, Bridge and Tunnel Tolls."*

A paper version of this petition is included at the end of this document.

## **Rider Poll Manchester Congestion Charging**

Should motorcycles be exempt from the congestion charges as outlined in the Manchester Congestion proposals?

Yes they should be exempt

No they should be charged

They should be charged a reduced rate

## **Other Transport Modes**

The downside to the scheme is naturally enough, the increased cost to the motorist for those who have to use cars or vans to commute or to carry out their work.

Clearly this extra cost will represent an additional burden to those who must use cars or vans.

MAG has stated in the past that this can only be justified if the improvement to public transport and infrastructure significantly enhances the choices and level of services available to travellers.

While MAG's position must focus on motorcycling, others are campaigning against the proposed "Manchester travel tax".

The main opponents are "ManchesterTollTax.com." <http://www.manchestertolltax.com> and the National Alliance Against Tolls <http://www.naat.org.uk>

You may wish to visit their website and see what they have to say.

## **Conclusion**

We hope you will join us in lobbying on this important issue.

Whether you ride a Scooter, Tourer, Custom or Sportsbike, if it has two wheels this issue affects you!

Manchester could be the first city outside London and Durham to introduce congestion charging and levy a charge on motorcycles.

As other cities consider bidding for congestion charging schemes, Manchester is leading the way that others may follow.

Don't let Manchester be the first to charge motorcycles for the congestion that they do not cause!

### **West Midlands 30th Brum – National MAG Demo**

In association with "The Heart Of England Rally" join us in campaigning against the monumental threat of road pricing and all it stands for.

New schemes that will affect motorcycling such as EVSC, Number Plate Tagging, Driving Licences, Traffic measures, Congestion charges in most cities, the lack of secure parking, Stalling on bus lane usage, Multi occupancy car lanes.

These and more, are all proposed for the very near future.

### **Have Your Say!**

Join the demo to Centenary Square in Birmingham and let your voice be heard.

Make Councils and Government see that motorcycling is a viable alternative.

### **Where**

Meeting at "Old Hare & Hounds" Lickey Road, Rednal, Birmingham, B45 8UU

### **When**

Saturday 7th July 2007

Meeting at 12 noon - Riding into Birmingham at 1pm

See the MAG website for more details [www.mag-uk.org](http://www.mag-uk.org)

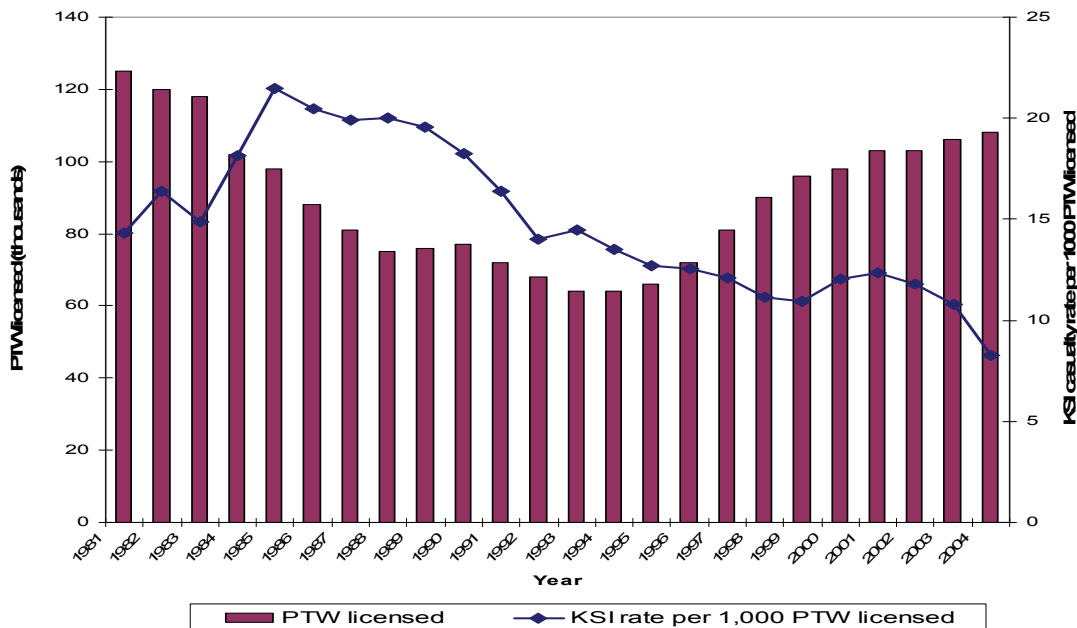
**Congestion charging and the exemption of motorcycles**

Congestion charging schemes currently exist in Central London and Durham. (Consultation is on-going about a proposed western extension to the London congestion charging zone). In both schemes motorcycles are exempt from the charge because it has been recognised that this form of transport effectively reduces congestion.

A motorcycle occupies far less of the road-space than a car. It also causes negligible damage to the road surface, unlike heavier vehicles. In their representations to Transport for London regarding the London Congestion charge, MAG successfully argued that motorcycles can cause less congestion than a slow-moving bicycle in a narrow traffic lane as the bicycle can cause delays to other vehicles behind it, whereas the motorcycle is capable of moving at the speed of the prevalent traffic flow.

Since the introduction of the congestion charge in London, there has been an increase in motorcycle use, and a decrease in motorcycle casualties, not just in the C-charge zone, but throughout Greater London. Research highlights that this is because there are fewer cars to collide with motorcycles, which is the most common cause of urban motorcycle accidents. This suggests that there are substantial safety benefits to motorcycle users if congestion-charging schemes are introduced.

**PTW user KSI casualties per 1000 PTW licensed in Greater London 1981 to 2004**



Source: TfL: (2004a) *Accidents and casualties on London's roads 2003*; TfL: (2005) *Casualties in Greater London during 2004*; TfL. London.) Ref. G. Livett  
 N.B. PTW includes motorcycles, scooters and mopeds

**Local Transport Plans (LTPs)**

Guidance issued by the Department for Transport on the second round of Local Transport Plans, states, in Part 2, paragraph 45: "In developing their programmes, local transport authorities are expected to show that they have considered the services and facilities they provide to all users of local transport networks. LTPs must therefore not only provide solutions and opportunities for drivers, walkers, cyclists<sup>10</sup>, and bus and tram users, but also taxi and private hire vehicles, freight and distribution vehicles, coaches, motorcyclists, wheelchair users and equestrians."

**Modal Choice**

<sup>10</sup> Significant emphasis has been given to cycling to work as an alternative means of transport, however this does not consider statistical evidence that only 2-3% of adults use a bicycle on a nearly daily basis. Most bicycle journeys are quite short; one quarter is of less than a mile, while the mean distance is 2.4 miles. (Assessing the actual risks faced by cyclists *Malcolm Wardlaw BSc MBA. December, 2002*)

The European Parliament's RETT (Transport Committee) supports the use of all forms of public transport and improved mobility or pedestrians, including those facing barriers to access to transport, notably disabled persons and older/elderly persons, motorcyclists and cyclists, through institutional investment, subsidies and legislation reflecting this preference; emphasises the vitally important role played by local passenger services in terms of mobility and sustainable transport in towns and cities and regions, and stresses the major responsibility of local authorities in this connection.

For many people a motorcycle is a transport mode of choice. Many parts of the country are inaccessible by public transport and for some journeys, private transport is the most practical modal choice. While many urban areas have excellent transport links, not everyone who travels there enjoys the same access from their journey's starting point, especially those who live in rural areas -- will always require personal powered transport.

Motorcycles are ideally placed to be part of an integrated transport strategy, providing an ideal transport solution for many who live too far from work to cycle in a reasonable time frame and who have little or no access to the current, poorly funded, public transport arrangements. They provide the viable alternative that many will need if they are to make the successful transition away from motor car use. There are very good reasons why motorcycles should be included in an integrated urban transport policy - and no compelling reasons why they should not.

Motorcycles cause a fraction of the damage to roads compared to other motorised transport, and thus are responsible for only a tiny percentage of the maintenance costs. Increased motorcycle use would require few changes to the current roads infrastructure. Land given over to car parking space can be used more efficiently.

Motorcycles occupy far less space on the road and three or more motorcycles can be parked in a single car parking space. Motorcycles play an essential role as the most practical means of personal transportation for those who cannot afford a car. Mopeds and other small commuter machines can return up 100 or more miles per gallon. Motorcycles consume between 55% and 81% less fuel than cars on the same journey and they require far less use of resources to manufacture (1/7th).

### **The contribution that motorcycles can make to a reduction in congestion**

While the Greater Manchester Passenger Transport Authority has stated that congestion charging is linked to improved public transport, the majority of vehicle users want to ensure they are able to preserve their freedom of movement and continue to be able to have the transport flexibility that many of them need, including the provision to carry a reasonable amount of personal cargo.

Motorcycles provide a convenient, economical and environmentally friendly form of personal powered transport, providing the ideal 'half way house' between the present traffic chaos and the transportation vision of the future.

As argued by government in response to the Select Committee Hearing on The Government's Motorcycle Strategy, motorcycles have lower emissions than cars<sup>11</sup>. Indeed, new motorcycles now have to meet strict emissions limits as laid down by an EU Directive. When this came into force in June 2003 several popular models were discontinued by the manufacturers as they did not comply with the Directive.

The other advantage that motorcycles have over cars is that they spend less time in traffic jams and therefore not only produce fewer emissions while idling and use less fuel. According to Motorcycle Industry research, journey times in London have been reduced by between 40-60% when travelling by motorcycle, moped or scooters<sup>12</sup>

Technological developments by all manufacturers mean modern motorcycles are among the most fuel efficient vehicles on the road today which, along with their space saving capabilities and improved safety record, means they provide a credible alternative to four wheeled personal powered transport.

Unfortunately, the motorcycle remains a largely misunderstood mode of transport, for far too long shrouded in clouds of misconception about both the nature of the machines themselves and the nature of the people

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<sup>11</sup> Government's response to the Select Committee, June 2007

<sup>12</sup> Ref: SMART guide, MCIA 2002.

who ride them. The reality is that motorcycles have long since evolved and modern motorcycles are clean, quiet, well designed and come in a variety of different styles.

Research carried out on behalf of Transport for London shows that in general, London motorcyclists have the following characteristics that *differentiate* them from other motorcyclists:

- They are slightly younger, but despite their age, they have a higher employment status and an associated higher income.
- but are more likely to own machines with an engine capacity less than 250cc.
- They are three times as likely to be commuter/work riders and half as likely to be leisure only riders.
- They are less likely to be riders who are returning to motorcycling after a break.
- They report choosing to ride a motorcycle mainly to avoid congestion and cite financial reasons for running a motorcycle.

Figures released by the Motorcycle Industry Association show that sales in the UK have tripled during the last five years. The encouragement of public transport is essential, but transport planners must understand that if the aims of to reduce congestion are to be realised, they need to recognise that the majority of people are unwilling to give up personal powered transport without a significant investment in the public transport infrastructure.

A motorcycle takes approximately 16 - 46% less time to cover the same trip through traffic congestion as a car. Even on longer trips a motorcycle can provide significant time savings for commuters. A medium capacity motorcycle is capable of undertaking long distance commuting, maintaining traffic speeds on main roads and motorways while being less affected by traffic congestion at peak times.

Given that stretches of main road and motorway have either reached or are fast approaching gridlock during peak commuter periods, an increase in motorcycle use can assist in reducing traffic levels without having to resort to environmentally damaging road building/improvement schemes. Motorcycles can in most cases easily extricate themselves from congested areas and in the event of breakdown they can be easily moved out of the traffic flow, further reducing incidents of congestion.

## **Conclusion**

In this document, MAG has aimed to set out all the reasons why motorcycles need to be exempt from Congestion Charging in Manchester.

There is compelling evidence that this form of transport can alleviate and offer an effective and efficient solution to the problem of congestion.

According to the Governments National Motorcycle Strategy, "The principal aim (...) is to 'mainstream' motorcycling, so that all the organisations involved in the development and implementation of transport policy recognise motorcycling as a legitimate and increasingly popular mode of transport. We want to see an end to old stigmas and stereotyping – motorcycling can be a modern, practical way of getting around, and we all need to recognise it as such."

FEMA's Green Paper On Urban Transport states that "motorcycling is an ideal means of transport in modern traffic, which offers major advantages to the transport mix as well as solutions to many problems present in urban centres" which is as pertinent in Manchester as anywhere else in Europe.

MAG believes that motorcycles can fulfill a significant role as part of an integrated transport policy by relieving traffic congestion and pollution, whilst enhancing commercial efficiency through cutting the length of journey times to work.

Overall MAG is surprised that the authorities in Manchester have even considered charging motorcycles, when the London congestion charging scheme has proved successful especially regarding motorcycles and hopes that common sense will prevail within the AGMA by exempting motorcycles from congestion charging.

## **Bibliography**

**National Motorcycle Strategy Document:**

<http://www.mag-uk.org/content/pr/2005/february/DfTMotorcycleStrategy.pdf>

**London Road Safety Unit: Research Summary NO4 January 2004:**

<http://www.tfl.gov.uk/assets/downloads/corporate/summary-No4-london-p2w-differences.pdf>

**Government's response to the Select Committee, June 2007:**

[http://www.network.mag-uk.org/documents/200706\\_UK%20Govt%20response%20MC%20strategy.pdf](http://www.network.mag-uk.org/documents/200706_UK%20Govt%20response%20MC%20strategy.pdf)

**Motorcycle Action Group: Inclusion of Powered Two Wheelers in Local Transport Plans**

<http://www.mag-uk.org/content/campaigns/motoinclusion/ltp-maguk.pdf>

**Motorcycle Action Group: Motorcycling Manifesto 2005**

<http://bikersarevoters.mag-uk.org/BAV2005/BIKERS%20ARE%20VOTERS%20MANIFSTO%202005.pdf>

**MAG Foundation Secure Parking Booklet:**

<http://www.mag-foundation.org/Parking/Index.php>

**Federation of European Motorcyclists Associations: Green Paper On Urban Transport**

[http://www.fema.ridersrights.org/docs/FEMA\\_consultation\\_urbantransport.pdf](http://www.fema.ridersrights.org/docs/FEMA_consultation_urbantransport.pdf)

**Federation of European Motorcyclists Associations: Position Paper on the EC Mid-term review of the Road Safety Action Programme**

[http://www.fema.ridersrights.org/docs/FEMA\\_position\\_midtermrev\\_RSAP.pdf](http://www.fema.ridersrights.org/docs/FEMA_position_midtermrev_RSAP.pdf)

**Federation of European Motorcyclists Associations: PTWs in Urban Transport**

<http://www.fema.ridersrights.org/docs/PTWsTownEN.PDF>

**Motor Cycle Industry: Congestion Fact Sheet:**

<http://www.mcia.co.uk/attachments/Documents/FACT%20SHEETcongestion%20fact%20sheet%2006.pdf>

**Institute of Highway Incorporated Engineers - IHIE Guidelines for Motorcycling:**

<http://www.ihie.org.uk/index3.asp?cat=6&d=2&pageid=937298>

**ACEM Guidelines For PTW-Safer Road Design In Europe:**

<http://www.acembike.org/html/docs/ACEM%20publications/ACEMinfrastructurehandbookv2.pdf>



