

Motorcycles in bus lanes consultation.

Responding to the consultation as an individual requires that you answer just a few easy questions. We recommend answering online as opposed to downloading the response form which carries far more questions aimed at local authorities.

***** Note we recommend that in the free fields you do not copy and paste. Use your own words and always feel free to add additional ideas that we have not listed here. Obvious copy and paste responses are often ignored or combined as a single response by the analysts, so make your response count by using your own words *****

You will be prompted to give your name and email address and then indicate if you are responding as an individual or on behalf of an organisation.

If you select that you are responding as an individual you will be taken straight to the relevant questions as follows:

20. How far do you agree or disagree with the following statement: 'Local authorities should continue to be able to choose whether to allow motorcycles to use bus lanes on their networks'?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

MAG recommends answering 'Disagree' or 'Strongly disagree'

21. Provide an explanation for your reply.

This is an open field allowing you to state your reason for the answer to question 20

MAG recommends including some or all of the below points:

- The current devolved decision-making process is creating a chaotic national patchwork approach
- Uncertainty heightens risks for motorcyclists of unnecessary fines and potentially collisions.
- Certainty of a uniform policy will improve safety for all road users including cyclists and pedestrians
- Uniform policy will allow for consistent road safety messaging on bus lanes for riders and other road users

22. How far do you agree or disagree with the following statement: 'If it is safe to do so, motorcycles should be allowed to access bus lanes by default?'

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

MAG recommends answering "Strongly agree"

23. Provide an explanation for your reply

This is an open field allowing you to state your reason for the answer to question 20

MAG recommends including some or all of the below points:

- Consistency produces certainty which leads to less mistakes and safer roads for all
- Motorcycles do not delay busses when given access to bus lanes
- Motorcycles accessing bus lanes show reduced journey times thus reducing congestion and transport emissions

24. How far do you agree or disagree with the following statement: 'There are benefits in allowing motorcycles to use bus lanes'?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

MAG recommends answering “Strongly agree”

25. [Multiple answer] In your opinion, what are the benefits in allowing motorcycles to use bus lanes?

Improved journey times for motorcyclists

Improved safety for motorcyclists

Reduction in congestion on routes currently used by motorcyclists

Making motorcycling a more convenient form of transport

Another benefit:

MAG recommends that you select all four stated benefits plus “Another benefit” then add modal shift from motorcycles to cars as the definition of another benefit, or any other ideas you may think of.

26. How far do you agree or disagree with the following statement: ‘There are risks in allowing motorcycles to use bus lanes’?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

Answering Strongly agree or Agree will take you to question 27 below. Answering anything else will take you to question 28

We include question 27 to show what risks you are asked to agree with, but there is no opportunity to expand on the answer. Stating that these risks without explanation may be interpreted that you agree the risks outweigh the benefits.

MAG recommends answering “Neither agree nor disagree”

27. [Multiple answer] In your opinion, what are the risks in allowing motorcycles to use bus lanes?

Reduced safety for cyclists

Reduced safety for pedestrians

Slower bus journey times

Increased congestion in bus lanes

Another risk:

MAG recommends not answering this question but using question 28 to answer in depth.

28. Do you have any relevant information that you can share with us (research, studies, reviews, reports of trials, statistics)?

Yes

No

Don't know

MAG recommends answering “Yes” to allow access to the next question on evidence.

29. Supply your information.

[Attach any additional information to your return]

Comment:

You can provide a link to MAG’s document on motorcycle access to bus lanes (https://wiki.mag-uk.org/images/8/89/2018_10_25_PTW_Access_to_Bus_Lanes.pdf)

More importantly address the risk factors listed in Question 27 as follows:

Reduced safety for cyclists – motorcyclists are required by the Highway Code to adhere to speed limits and give 1.5m space when passing cyclists. If motorcyclists follow these guidelines there is no added risk to cyclists when they enter bus lanes.

Reduced safety for pedestrians – pedestrian safety is increased due to the expectation of there being a motorcycle in the lane. This risk is decreased by a consistent policy, not increased.

Slower bus journey times – motorcycles can travel at the posted speed limits and are not sufficiently prevalent to cause congestion of the bus lane: thus, motorcycles will not delay busses

Increased congestion in bus lanes – motorcycles only constitute 3% of all registered vehicles. They are not sufficiently numerous to create congestion in a bus lane.

30. Any other comments?

This is an open field.

MAG recommends that you mention some or all of the following points:

- Motorcycles can and should be given equal treatment as other two wheeled transport choices. Motorcyclists are vulnerable road users
- Motorcycles should be allowed access to all bus gates and other traffic filters where pedal cycles are permitted
- Modal shift to motorcycles should be promoted
- Bus lane access will increase modal shift from cars to motorcycles on congested city roads as new riders will feel less intimidated by larger vehicles in the same way that cyclists already benefit.