




**BP2: Highway Features and Policy**

<b>Reference:</b> BP2 012	<b>Title of Project:</b>	<b>IHIE Guidelines for Motorcycling</b>
<b>Version:</b> 1	<b>Website:</b>	<a href="http://www.motorcycleguidelines.org.uk/home.htm">http://www.motorcycleguidelines.org.uk/home.htm</a>
<b>Brief Description of Project:</b>	<p>In 2005, the Institute of Highways Incorporated Engineers in the UK produced a set of guidelines for highway engineers and road safety professionals encouraging greater awareness of the needs of PTWs. The Guidelines were last updated in March 2008.</p> <p>The IHIE Motorcycling Guidelines have been produced in support of the Government’s Motorcycling Strategy whose central point is to ‘mainstream’ motorcycles into core transport policy.</p> <div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>The Guidelines are laid out in individual chapters that deal with specific areas as they relate to motorcycle use and suggest ways in which transportation professionals should consider and take account of the particular needs of motorcycles in their work.</p> <p>The requirements for safe use by motorcycles demand special consideration by the traffic engineer. Some features, benign to other road users, can present a hazard to motorcycles. Despite riders being susceptible to serious injury even in low-speed collisions, the specific safety needs of motorcycles with their reliance on an adequate and consistent friction between their tyres and the road surface are frequently overlooked by policy makers, planners, road designers and maintenance engineers.</p> </div> </div>	

	<p>The IHIE Guidelines set out to provide the necessary technical advice for road designers, maintenance engineers and other transport professionals to ensure that needs of motorcyclists are included in their operations.</p> <p>In addition to highway engineering/maintenance issues, the Guidelines also provide advice on the design of PTW publicity campaigns and the role of motorcycles in broader transport policy.</p> <p>The Guidelines are divided into 9 chapters:</p> <ol style="list-style-type: none"> <li>1. Introduction</li> <li>2. Policy</li> <li>3. Travel Plans</li> <li>4. Road Design and Traffic Engineering</li> <li>5. Motorcycle Parking</li> <li>6. Road Maintenance</li> <li>7. Road Safety Campaigns</li> <li>8. Motorcycles and Traffic Calming</li> <li>9. Motorcycles and Road Safety Audit</li> </ol> <p>IHIE have now included the guidance on a dedicated website which is easy to navigate and comprehensive in its coverage of the key issues.</p>
<b>Monitoring Data:</b>	The guidelines are based on safety audits and data from casualty studies and as such should address real collision causation factors. No specific casualty based monitoring is available.
<b>Results:</b>	The IHIE Guidelines have provided the inspiration for a number of other similar documents such as the ACEM PTW Road Design Guidelines and work in Australia.
<b>Key Effective Conclusions:</b>	<p>The structured approach to providing appropriate guidance to transport professionals, as evidenced by the IHIE document and website, provides a clear focus for positive PTW activity.</p> <p>The advice provided appears to be based on detailed collision/casualty studies and the results of safety audits in the UK.</p>
<b>Projects for Comparison:</b>	<p>Positioned for Safety, NSW (BP2 009).</p> <p>ACEM PTW Road Design Guidelines (BP2 011).</p> <p>Norwegian PTW Handbook (BP2 007).</p>
<b>Justification:</b>	The ACEM guidelines provide an overview of environmental/infrastructure collision causation factors identified from collision/casualty studies along with suggested counter measures. The detailed guidance, if applied, would contribute to eSUM WP3 BP2 objectives.