

Biker's Guide to North Yorkshire

Get the positioning right here.

**And you
won't end up
HERE**



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Welcome to the first edition of the Biker's Guide to North Yorkshire.

This guide gives you information on staying safe on our roads.

Over the last 6 years, there have been 71 bikers killed and 541 seriously injured on our roads in North Yorkshire. We want this booklet to help you avoid having a mishap.

It gives you information on:

- Maps and advice on riding stretches of road where bikers regularly come to grief
- Information on bike care and kit
- First Bike on Scene First Aid Courses
- Riding tips, including group riding
- Information on Bikesafe courses which will improve your skills
- Possible traffic offences
- Crash data

Bike care



Looking after your bike and carrying out these simple checks before each ride could save your life.

Tyres

Make sure your tyre pressures are correct and adjust them if you carry a passenger or extra luggage. Check you have enough tread and remove any grit.

Chain

Check the tension is correct. Oil the chain regularly and check the sprockets for uneven wear.

Brakes

Never let your pads wear down to the minimum specified by the manufacturer – this will often be indicated by a colour marker on the pads. Neglected pads can result in life threatening damage to brake discs.

Suspension

Make sure you have set the suspension correctly for the type of riding you are doing. Getting it wrong can be dangerous as well as uncomfortable.

Lubrication

Check your oil levels including the hydraulics. Grease or oil all moving parts of the bike.

Servicing

Make sure you follow the recommended maintenance schedule. Getting the brake fluid changed regularly is particularly important.

First Bike on Scene



The First Bike on Scene™ course was set up by North West Ambulance Service and has been specifically designed to provide the knowledge and skills needed to deal with the initial management of a patient involved in a road traffic accident.

Bikers are encouraged to give casualties necessary basic life support in the event of an accident whilst waiting for emergency services to arrive.

The course instructs the students to:

- Understand trauma and the mechanism of injury
- Understand how to protect the scene and the injured rider
- Demonstrate basic life support
- Understand the correct procedures for spinal management
- Demonstrate the correct procedure for removing a crash helmet

To book a place on a local course go to
www.firstaid-training.com/firstbikeonscene

Get ready for the roads

Get the right kit

Always ride with jacket, trousers, gloves and boots which will give you some protection if you come off. Always buy the best you can afford.

Always try a helmet for size and fit before you buy. Wear it long enough to make sure it is comfortable. The most important consideration for better head protection isn't the brand name or how it looks, its getting the right fit.

A comprehensive study of motorcycle accidents across Europe showed that up to 80% of helmets don't fit properly and 12% of helmets were lost during an impact. Wearing a helmet that fits correctly dramatically increases your chances of surviving a crash. Visit sharp.direct.gov.uk to make sure that the helmet you want to buy has got a high safety rating.

Be in right place at the right time

The middle of the lane is generally the best place to be but be guided by traffic conditions. Choose a position that maximises your view of the roads and the amount of time other road users can see you.

When turning, take up your road position early so other road users can see what you are trying to do.



Read the Road

Become an expert at reading the road and spotting biker hazards. Inspection covers, shiny asphalt, painted lines, mud, leaves are all things you need to avoid if you can.

Always scan the road as far ahead as you can. Look for clues in the distance that tell you what the road is about to do. Signs, lampposts and hedges can help you read the direction of the road. Remember, where you look is where you go.

Ride at a speed that will allow you to slow down and stop within the distance you can see to be clear. This is especially important on roads you know well. The right speed will depend on conditions. Be on the look out for stray animals, cyclists, horse riders and farm vehicles.

Become an expert of manoeuvres

Be on full alert when negotiating bends, junctions, overtaking and crossing junctions.

Take a 'lifesaver' glance over your shoulder before making a move. Make sure you know where other road users are.

Always remember that the best way to negotiate a bend is slow in and smooth out. Wait until you can see the exit before applying power. Don't be pressurised to ride into a bend faster than you are comfortable with.

Practise braking at different speeds. Start slow and build up confidence, so that in a real emergency you can slow down and avoid the hazard.



Riding in groups

Group riding is a popular pastime, but is not without its risks. A significant number of motorcyclist casualties have occurred when riders are in a group. If you decide to join a group ride, please keep in mind the following points:

Ride to the bike behind you

One of the main factors in crashes while in a group is when riders try to keep up with the bike in front. This can easily be avoided if you ride to the bike behind you rather than the bike in front – keep the bike behind you in your mirrors all the time.

Ride your own ride

If you drop off the group, don't be tempted to ride beyond your abilities. If the rider in front of you is quicker, don't succumb to peer pressure and get out of your depth trying to keep up.

Overtaking

The other main factor in group riding crashes occurs whilst riders are trying to overtake other traffic to keep up with the leader. To reduce the risk, give the rest of the group time to catch up by backing off until followers are also past.

It's tempting to follow the rider in front when they overtake. Always make your own decision based on the conditions you are experiencing at that time – never rely on the observations or actions of other riders in your group.

Pass other vehicles one at a time, not as a group. Each rider will have better visibility ahead, spend less time on the wrong side of the road and have more time and space to react if something goes wrong.

Plan ahead

Plan regular fuel and food stops at least every 90 minutes. Devise a plan for on-road communications; agree signals for low fuel, road hazards, upcoming turns etc. Never turn off the road unless you are sure the follower has seen you.

Ride in staggered formation when possible

When road width permits, ride on alternate sides of the lane you are travelling in. This not only enhances visibility but also helps to create a safer space around each bike.








Take regular breaks

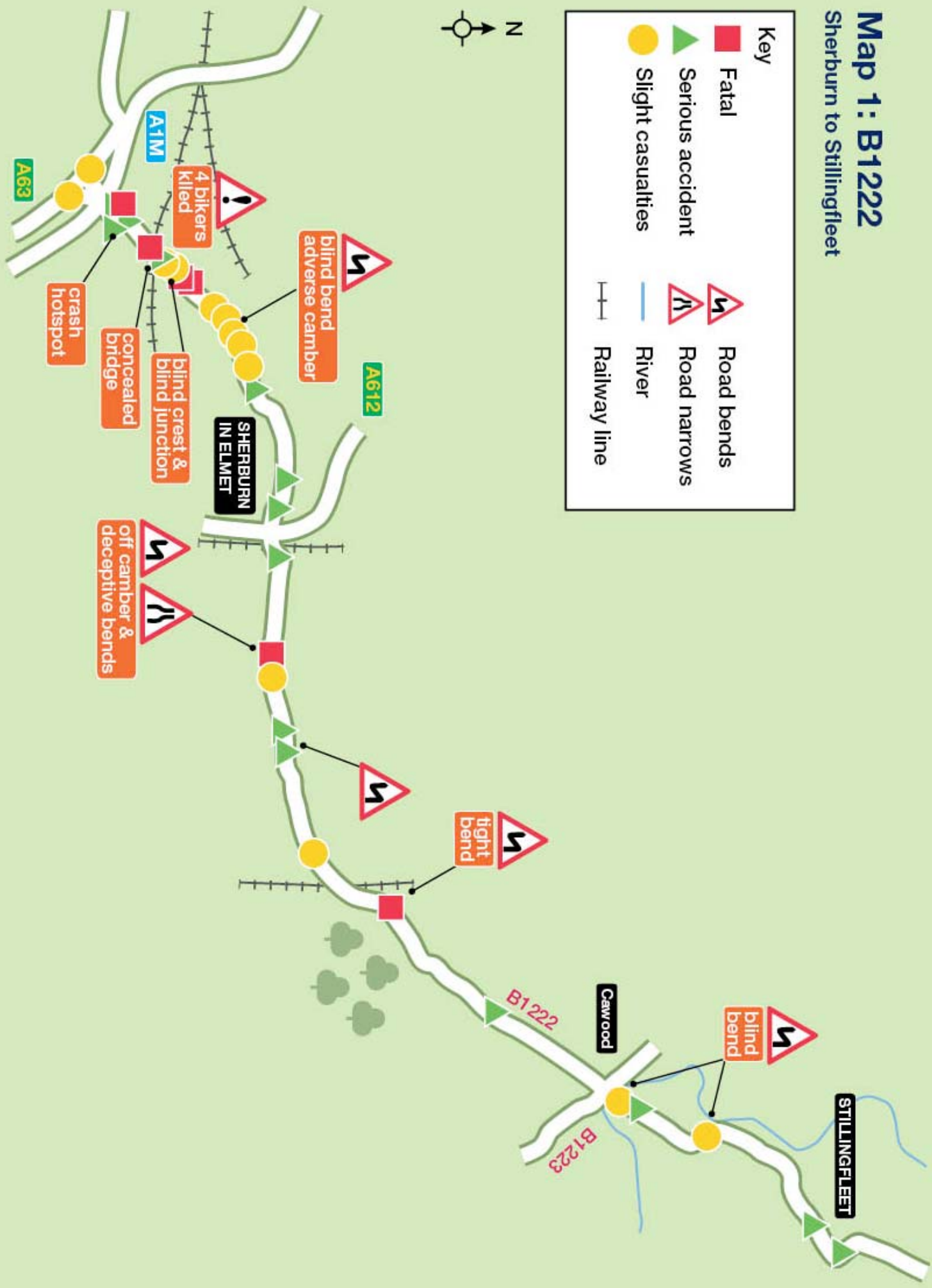
Group riding can be more stressful and tiring than solo riding. Fatigue has caused many biker crashes, especially on the way home from a group ride. Take regular breaks and reduce your speed when you recognise you are losing concentration.

Map 1: B1222

Sherburn to Stillingfleet

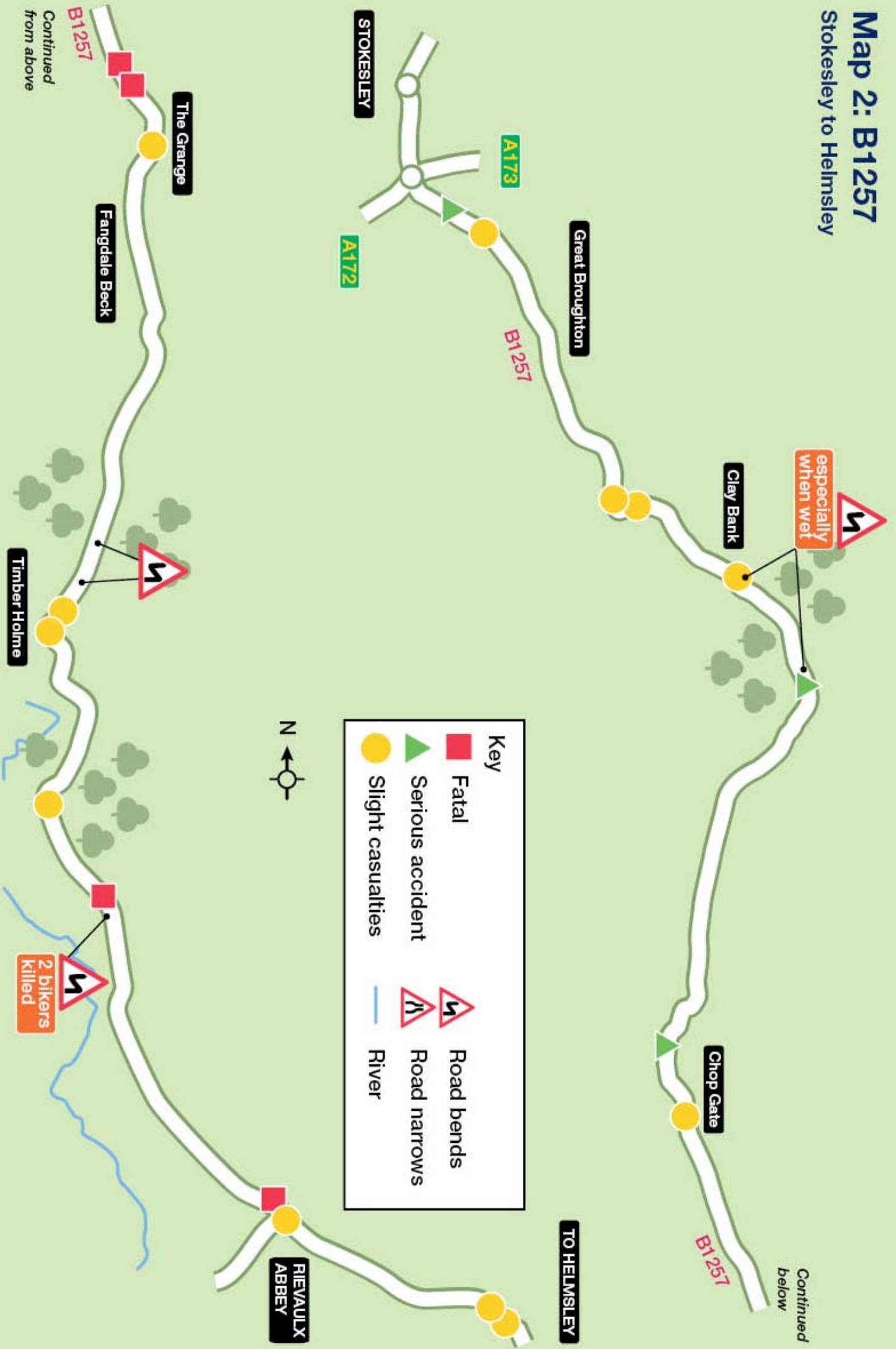
Key

	Fatal		Road bends
	Serious accident		Road narrows
	Slight casualties		River
			Railway line



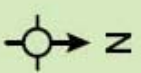
Map 2: B1257








Stokesley to Helmsley



Map 3: A59

Harrogate to Skipton

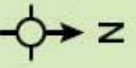


Key	
	Fatal
	Serious accident
	Slight casualties
	Road bends
	Road narrows
	River
	Railway line

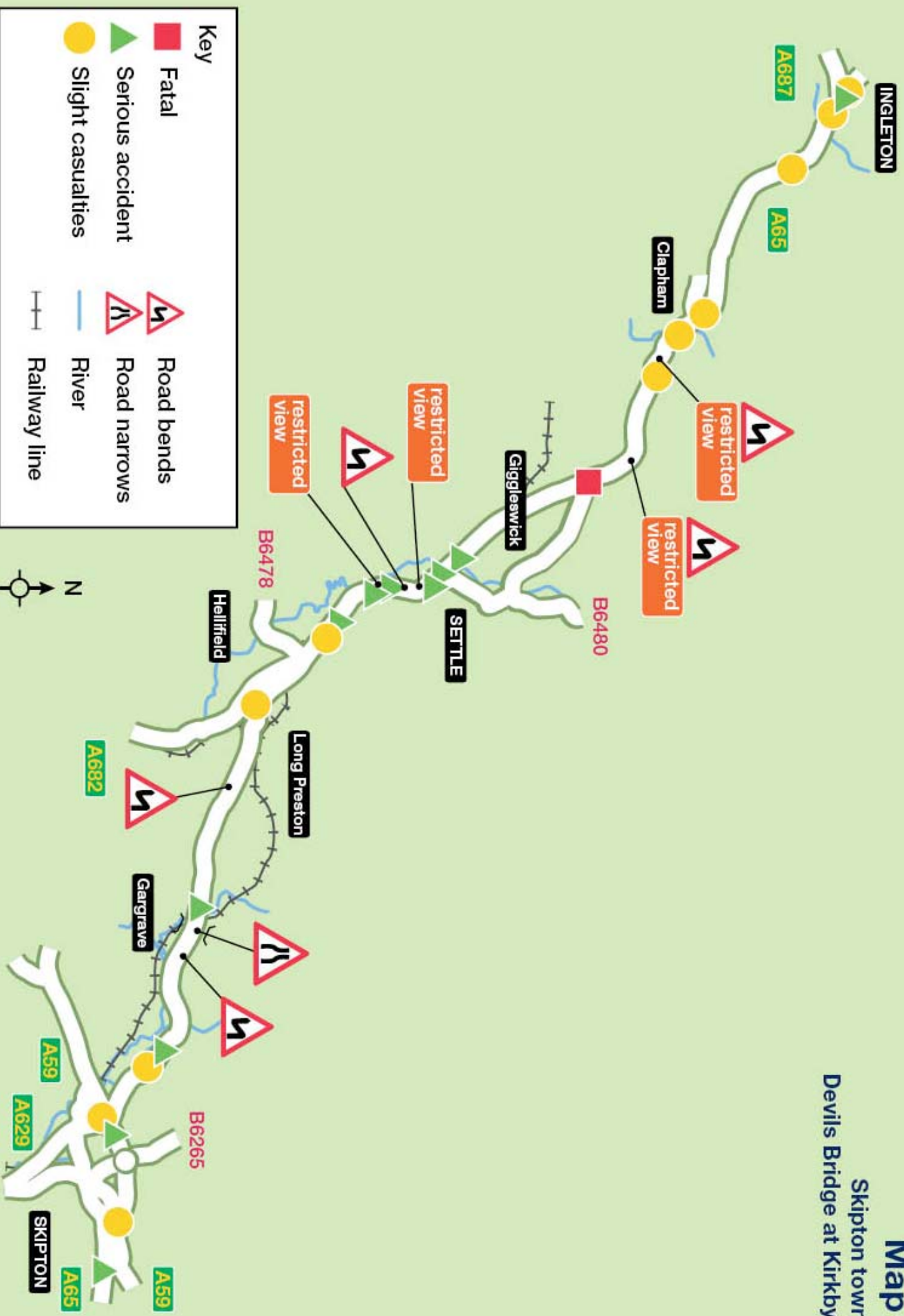
Map 4: A171
Whitby to Scarborough



Key	
	Fatal
	Serious accident
	Slight casualties
	Road bends
	Road narrows
	Railway line



Map 5: A65
 Skipton town centre to
 Devils Bridge at Kirkby Lonsdale



Road traffic offences

We want you to enjoy your riding in North Yorkshire and continue to be a responsible and respectful road user. However, if your riding draws attention from the Police, there are a number of potential offences they might have stopped you for.

- Registration plate not conforming to regulation. (i.e. wrong size / typing wrong style / no registration mark)
- Exhaust not conforming to regulations
- Defective tyres (i.e. tread too low)
- No helmet
- Tinted visors
- Contravening road signs
- No tax / fail to display tax
- No MOT
- No Insurance
- No driving licence / riding with a provisional licence
- Lights not working
- Speeding
- Crossing double white lines
- Careless riding
- Dangerous riding
- Causing death by careless riding
- Causing death by dangerous riding
- Causing death while not insured

The above is not a definitive list of offences and others can be committed. They can be dealt with in a number of ways and each carry their own penalties from vehicle defect rectification notices and fixed penalty notices to reporting for summons with the possibility of imprisonment if convicted. Some offences may also result in your motorcycle being seized by the police.

Motorcycle crashes in North Yorkshire

Between 2006 and 2010, 71 motorcyclists were killed on North Yorkshire roads and 541 were seriously injured.

In North Yorkshire in 2010:

- 91%** of motorcycle crashes involved bikes over 500cc
- 58%** of motorcyclists killed were aged 40 to 59
- 45%** of motorcycle crashes involved bikers who live in North Yorkshire
- 22%** of motorcycle crashes involved bikers who live in West Yorkshire
- 47%** of motorcycle crashes occurred on A roads

Top 5 high risk routes

- 44%** of motorcycle crashes on these routes occurred whilst the rider was negotiating a bend
- 15%** of motorcycle crashes occurred whilst a motorcyclist was going straight ahead
- 25%** of motorcycle crashes occurred during late braking

On average 76% of motorcycle collisions on these routes were caused by rider error.



'BikeSafe' is a nationwide police-led motorcyclist casualty reduction initiative that is run by the majority of forces throughout England, Wales, Scotland and Ireland. Large numbers of riders attend 'BikeSafe' sessions annually. 'BikeSafe' works toward Government casualty reduction targets in an effort to reduce the number of people killed and seriously injured in road collisions.

'BikeSafe' strategy is to engage with post-test riders in a conflict free environment to consider and analyse why motorcycle crashes are happening, including the attitudinal and motivational issues. There are fewer causes than you might imagine with five strong themes emerging throughout the country. Filtering, junctions, cornering, overtaking and group riding are the problem areas.

Really obvious things seem to be placing everyday riders in life threatening scenarios.

In the classroom, 'BikeSafe' can offer potential solutions to the most prevalent crash causes and thereafter, following an observed ride element, prepare an individual rider development report which can be taken to a post-test training provider. 'BikeSafe' is about 'Bridging the Gap' into accredited training.

Courses are normally two modules, a classroom theory session followed by a two hour observation ride, after which you will be given a written assessment of your riding and areas for improvement.

To book a course in North Yorkshire go to www.bikesafe.co.uk/Booking or ring 08444 151206 or email info@bikesafeadmin.co.uk

Poem

I'll tell you, as I can't tell my boy
Enjoy your bike, but it's not a toy
Full of power, it takes you to high speed
But, just for me, think, is there really a need?
The bends are there, ride them with skill
Stay on your side, so only time you kill
The crests, the lines, the open road
My lad saw them and sped when he should have slowed
Full leathers and helmet didn't save my son
I'm left now, another grieving mum
If not for yourself, ride carefully for them
Your loved ones, who want to see you again
Enjoy riding but don't push boundaries aside
Don't make today the day of your last ride.

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www.roadwise.co.uk

