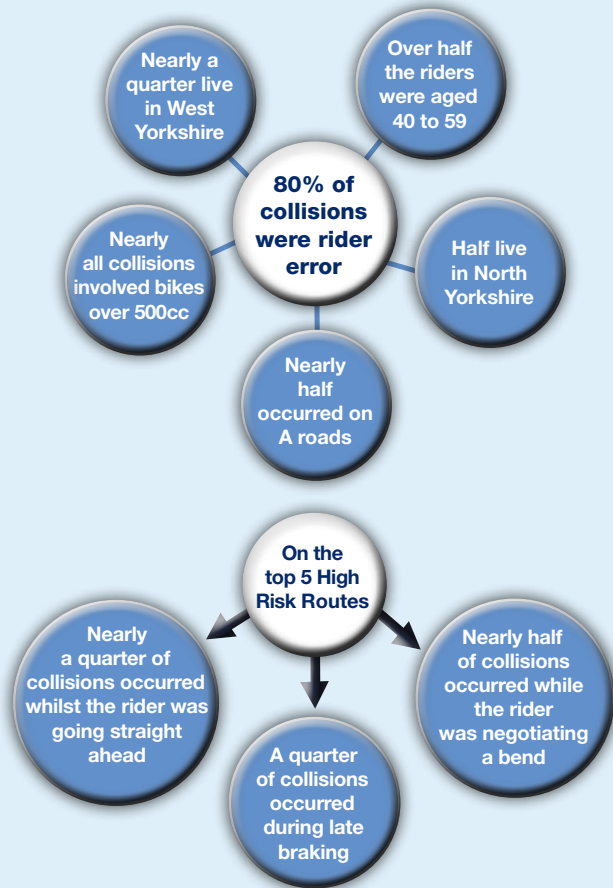


Biker's Guide to North Yorkshire



Motorcycle crashes in North Yorkshire

From 2008 to 2017, 104 motorcyclists were killed on rural North Yorkshire roads and 868 were seriously injured.



'**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 email info@bikesafeadmin.co.uk

Top 10 North Yorkshire high risk routes for motorcyclists, with number of collisions involving motorcyclists, 2008 to 2017



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Most biker crashes are caused by rider error not other road users – read the road

A useful way to help judge your approach speed and speed through corners is to use the 'Vanishing Point'. This is where, as you look into the corner, the two sides of the road (or verges) appear to meet. If you keep looking towards this point you're looking far enough ahead to ride smoothly and see problems early. But if you also notice whether this point is moving towards you or away, you have a crucial indication of what the corner is doing next. If the vanishing point is moving towards you, then the bend is tightening up and you need to roll off the throttle. If it's moving away from you, the bend is opening out.

BUT... Remember that the 'vanishing point' tells you nothing about the potential hazards beyond what you can see. If you read the hedges rather than the kerbs or if the verge changes width or doesn't follow the line of the road, it can lead to you thinking the bend is more open than it is. Corners where the road changes elevation are difficult to read – they can appear more open than they actually are, causing you to run in too fast.

- Ease off the throttle smoothly and get in the right gear early. Aim for a neutral throttle opening through the bend.
- Wait until you see the exit of the bend and can see where the road goes before applying the power.
- We all counter-steer without thinking about it, but some positive forward pressure on the inside bar will force the bike to turn quicker.
- If you lack confidence in cornering, you may turn in early to avoid having to turn hard later on. Turning in early may cause you run wide and veer into the roadside or oncoming traffic. Wait until you can see the exit of the corner before you turn in tighter. Find a speed that doesn't cause panic and practise turning in later.
- On a straight road with no other traffic practise braking with bent arms. In a stressful situation, it is natural to brace yourself for an impact but with bent arms you will have better control, find it easier to change direction and have more feel for the front tyre. Grip the tank with your thighs and try to move your elbows around. It you can't, you are hanging on too tight.
- On a straight road with no other traffic practise braking hard at different speeds. Start slow and build up as you get used to braking hard. This will not only give you confidence when you have to do it for real but will reduce your stopping distance in an emergency.
- Don't be pressurised by your mates, or the rider following you, to rush into a corner faster than you are comfortable with.

Never ride faster than the speed that allows you to stop in the distance you can see to be clear.



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