

London Assembly Transport Committee

Submissions to Motorcycle Safety investigation

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Attention Rebekah Canning, Project Officer

My name is Clive Friend. I drive a car, ride a motorcycle (RoSPA advanced qualified rider) and a bicycle. I am responding to your request for feedback from motorcyclists which was mentioned on the SERV (Bloodbikers) website.

I used to drive a car frequently in London but now do so rarely except for a regular 3 week stint each year driving a Wimbledon courtesy car (8 years to date) and other occasional events such as London 2012 and European cup football. If I drive into London during the day I usually use my motorcycle. I also make regular journeys for SERV. I rarely cycle in London.

Like any regular London driver I have seen many changes, particularly in the recent growth of two wheel traffic. It has been very encouraging to see the effort being put in to improve the lot of cyclists and I am heartened that motorcyclists are now receiving consideration. I feel that there is considerable opportunity to encourage two wheel travellers into a mutually beneficial relationship. If motorcyclists were permitted to use the boxes at the front of traffic light queues there would be a double benefit. Motorcyclists filtering would have a clearly approved place to wait and would be away very promptly so making a minimal contribution to delays. Cyclists might be wary of such a move but the presence of powered vehicles with their greater size and audible exhausts would help to prevent terrible accidents such as that which befell Mary Bowers who was run down by a truck while waiting in a "protected" box. Obviously guidance would need to be drawn up regarding priorities and positioning but I feel certain the change would be mutually beneficial. Cyclists would need to regard motorcyclists as their protectors and motorcyclists to feel a duty of care to their slower brethren, it could work! A cyclist turning right would probably feel safer if protected from cars and trucks by a motorcycle alongside.

A further improvement would be to end the anomalous access to bus lanes. I have never managed to understand why motorcycles are excluded from certain bus lanes. There is no obvious logic to this. Every bike forced to wait in line is another enforced and unnecessary delay at the next light.

The provision of more cycle lanes can only be a good thing but I would ask too for consideration of anything which would make it easier for motorbikes to filter and thereby lessen traffic queues.

There is obviously much room for improvement in education. Some cyclists and to a lesser extent I think, motorcyclist ride with abandon as if the rules are not for them. This mindset needs to be changed. For motorcyclists there is the excellent Bikesafe course run by the police. A similar scheme for cyclists would be hugely beneficial and both should be heavily promoted and encouraged.

Visibility is also an obvious issue. Too many two wheel users reject high vis clothing. They do not seem to see how much longer it takes to spot other "abstainers" and realise that this is them too. This in my view would be a great contribution to safety. With reference to the above, maybe a high vis vest which advanced qualified riders could wear with pride might make some contribution?

Finally, a thought on cycle lanes where there is not room for dedicated protected lanes which would work not just in London but nationwide. Wherever possible, provide a cycle lane of adequate width, delineated by a broken white line, **regardless of providing room for larger vehicles to pass** and make it very clear that the cycle lane is available to all traffic at all times but that anybody passing a cyclist **must pass clear outside the line**. I have been driven into the verge by truck drivers who think killing a cyclist a lesser evil than crossing a double white line. Such a provision would make the law clear. Highway code advice on passing cyclists is routinely ignored. This would enforce the advice. It might be more beneficial outside the city but somebody has to give a lead.

Clive Friend,

[REDACTED],

[REDACTED]

Improving Motorcycling Safety in London

Response by East London Advanced Motorcyclists (ELAM), an IAM Group

In this paper, we have used the term PTW (Powered Two Wheeler) in preference to “motorcycle” to emphasize the point that many riders opt for vehicles that do not conform to the conventional image of motorcycle (e.g. scooter, moped).

Q1. What should be the main priorities of Transport for London for improving the safety of motorcyclists in London?

Safety measures should be prioritized by the existing GLA/TfL research which has done an excellent job in identifying most high-risk PTW riders. No priority is implied by the order of ELAM’s answers.

A1a. Enforcement action against those defined by the TfL Motorcycle Safety Action Plan as “Self-assured attention seekers” and “All about image”.

A1b. Enforcement action against aggressive commuters (who may not fall into any existing TfL category). Such riders are usually creature of habit, following the same route daily along major transport arteries such as the A20, A3, A405, A12, often filtering at inappropriate speed and coming into conflict with vehicles changing lanes. They are unlikely to do so in the presence of marked police vehicles. Such riders may require phased and targeted activity by Roads Police, returning to key locations on a regular basis:

- Phase 1. Identify persistent offenders on a specific route from the roadside/overbridges (perhaps with the aid of traffic cameras), noting their usual times to commute.*
- Phase 2. Targeting that route with unmarked bikes at relevant times to enable enforcement action to be successfully undertaken.*

A1c. Support for post-test training by BikeSafe, Voluntary bodies (e.g. the IAM and RoSPA) as well as professional training bodies. This should include the sharing of research findings and training material designed to support TfL’s initiatives.

A1d. Support for measures that increase awareness of PTWs amongst non-riders, perhaps through advertising campaigns.

A1e. Addressing the high proportion of BAME riders involved in PTW collisions. This may require a cadre of appropriate role models and trainers to be developed, as conventional rider training initiatives may not appeal to such riders.

A1f. Finding solutions to the excessive number of “perpetual CBT” riders on PTWs below 125cc, who never undertake training other than re-taking CBT every two years to revalidate their provisional licence, and thus are unaware of best practice in safe PTW use.

Q2. How can road design in London be improved to increase safety?

*A2a PTW characteristic manoeuvrability allows them to make better progress through congested traffic. At pinch points such as the Blackfriars Underpass, narrow lanes can result in PTW riders attempting to filter inappropriately. It appears that similar problems are emerging along the new Cycle Superhighways. **Road schemes should ensure that benefits for one set of vulnerable users (e.g. cyclists) should not be at the expense of another (e.g. PTWs)***

A2b. Accidents continue to occur where road users approach roundabouts too quickly to spot vehicles approaching with right of way (relevant to Annex A SMIDSY and Saccade Scanning). Paradoxically, safety could be improved by reducing visibility with longitudinal barriers on the approach to the roundabout (an example of a successful project is on the A303 in Hampshire). This measure would reduce accidents for both PTW riders and other vehicle drivers.

A2c. Conflict with other road users often occurs at or near automatic traffic signals, where PTWs are bunched with car drivers after having filtered past a traffic queue. Problems for cyclists have been reduced by the introduction of cycle reservoirs. Since cycle reservoirs can only be effectively approached from the nearside, they are rarely more than half used. Experimental PTW lanes in Newham allowed riders to filter past traffic down the centre of the road to use the right half of the cycle reservoir. This approach could significantly reduce conflict if adopted more widely.

A3d. Certain stretches of TfL road such as the A12 Link Road and tunnels on the A405 are currently prohibited to moped riders despite the fact that such machines would be capable of maintaining the normal speed experienced by traffic on such roads. Often the sign for the prohibition is not visible until the rider is already in a one-way stretch of road and could not back out! Such prohibitions seem to result from historic use of the road (e.g. A102M), and ignore the issue that the alternative routes for a moped rider involve congested roads where they are more at risk than on the dual carriageways. These prohibitions should be reviewed and, if appropriate, rescinded.

Q3. What can be done to increase awareness of motorcyclists among other road users?

A3a. See Annex A on SMIDSY and Saccade Scanning.

Q4. What has been the impact of the policy of allowing motorcycles to access bus lanes?

A4a. Contrary to initial expectations, accident rates between PTWs and cyclists have got no worse since both groups have been granted shared access to bus lanes. Indeed, relationships appear to have improved between the majority of cyclists and the majority of PTW riders in such lanes as the result of increasing mutual respect of one another's needs. (However, there are always exceptions!)

*A4b. Access to bus lanes could be improved by a consistent rollout across London Boroughs, some of whom refuse to review a long-standing local policy decision in the light of evidence of successful implementations within TfL and elsewhere. This can be particularly confusing where a road alternates between TfL and local authority control. **Where TfL contributes to the cost of new local initiatives (e.g. "Little Holland" in***

Waltham Forest), they should consider mandating PTW access to associated bus lanes.

A4c. It was unfortunate that despite the announcement that all red route bus lanes would be open to PTW riders, road signs at a number of these lanes did not reflect the policy for almost two years, leaving PTW riders (and those tasked with enforcing bus lane regulations) unsure of the legality. It is to be hoped that a more consistent approach is now in place.

Q5. How can the skills of motorcyclists be improved? What, if anything, should be done to increase take-up of post-test training?

A5a. Contrary to the popular image of PTW riders as risk-takers, a significant number undertake post-test training. 40% of those who undertake the IAM's Advanced Test are PTW riders, despite PTWs only comprising 1-2% of road traffic. Those who undertake post-test training are less likely to be involved in collisions, and their collisions generally result in less serious injury. It is therefore important that we encourage riders to progress beyond DSA standards. Support for post-test training bodies could be increased by positive input from TfL to social media and explicit mentions in PTW safety advertising.

A5b. The majority of post-test training focuses on all-round PTW use. However, this is inappropriate to the needs of many "in town only" PTW riders. A joint team could be established between TfL, BikeSafe and voluntary trainers to deliver an inner city on-road training package aimed at such riders.

A5c. Many riders who come to East London Advanced Motorcyclists for post-test training seem unaware of guidelines for safe filtering in traffic. It would be beneficial for such guidelines to be developed and promulgated/advertised to training bodies and riders. The IAM will gladly work with TfL and BikeSafe to develop such guidance.

A5d. Outside of London, there is more interchange between BikeSafe and local voluntary training bodies. For example in some counties surrounding the Capital, IAM observers deliver BikeSafe assessments alongside Traffic Police riders. Such an arrangement in London could provide extra resources to help BikeSafe reach a greater number of riders.

Q6. How can the use of Personal Protective Equipment (PPE) be increased among motorcyclists?

A6a. Many new riders have little concept of PPE when they consider taking up riding. Whilst the need for weather protection is well understood, few give a thought to the consequences of accidents. Better information on the need for PPE would ideally form a part of both the motorcycle theory test and CBT. This will require action at national level, involving liaison with DfT Road Safety Branch and DSA.

A6b. Meanwhile, TfL may wish to consider poster campaigns for use by training bodies, advertisements in relevant publications (e.g. PPE clothing which has survived a collision with significant damage alongside messages "What if the rider had only been wearing shorts?" "Yes, the gloves are ruined, but they saved Justine's hands.")

A6c. Encourage PTW suppliers to offer "all-in" deals that include appropriate PPE in the advertised cost of a machine.

A6d. Work with innovators (e.g. London College of Fashion) to produce PPE garments that are easy to put on and remove; that are suitable for summer wear (e.g. mesh for airflow but armoured at impact points; that can be stowed along with helmets in/on bikes when parked.

Q7. How can the police better enforce rules of the road to improve motorcycling safety?

A7a. See Answer A1b.

A7b. Use more forward-facing ANPR devices so that officers don't antagonize the majority of law-abiding PTW riders by stopping them simply because an ANPR reader is only aimed at front number plates.

A7c. Ensure that there are sufficient traffic officers on the road to deal with unsafe road users rather than relying on cameras and unthinking administrative processes enforcing "the rules".

Q8. What impact has TfL's Motorcycle Safety Action Plan been on the safety of motorcycling in London?

A8a. We await evidence from TfL on the effects of the Plan. It would be helpful if an annual progress summary could be posted on the website alongside the Plan to show which actions have met their target, together with links to documented outcomes. It would also be helpful if there were bilateral web links between the pages for GLAs Road Safety Committee and those for TfL's Road Safety team.

Q9. What can London learn from other cities in the UK or overseas about improving the safety of motorcycling?

A9a. Belgium, where filtering was formerly illegal, now seems to have embraced the practice. PTW riders filter with apparent caution, where possible using hazard flashers (not all PTWs have them). There appears to be peaceful co-existence with other vehicle users.

A9b. In the Netherlands, mopeds (which may be lower-powered than in the UK) are allowed to use the same lanes as bicycles, segregating slow-moving vehicles from other traffic. There does not appear to be animosity or conflict between the two groups of road users, and adds to the safety of moped riders, who are often comparatively young.

A9b. The National Police Chief's Council has evidence from other countries that a greater PTW share of a nation's vehicle stock leads to lower PTW fatalities per 10,000 PTWs in circulation. Making better provision for the use of PTWs increases visibility and awareness amongst other road users, whilst reducing road congestion. Thus, better provision for PTWs would lead to increased awareness, lower accident rates, and reduced congestion, leading to even greater awareness – a virtuous circle. GLA and TfL could therefore improve PTW safety by increasing the number of PTW bays, and other facilities such as repair shops. At present, the latter are being priced out of London by rocketing rents for commercial premises – but this is sadly not a matter within the purview of the Road Safety Committee!

Many Cyclists and PTW riders are familiar with the term SMIDSY – it refers to an accident where the other party says immediately afterwards, “Sorry, Mate, I Didn’t See You”.

At the meeting of GLA’s Transport Committee on 15 October, the Chair rightly mentioned the statistic that there is a disproportionately high representation of PTWs in collision with pedestrians. It is unfortunate that this observation was not linked by those present with the other statistic that there is a disproportionately high representation of PTWs in collision with other vehicles. The difference in outcome, of course, is that when a PTW collides with a pedestrian, it is usually the pedestrian that suffers, whereas when in collision with another vehicle, it is the PTW rider that suffers – the nature of the accident is the same, but the most vulnerable road user receives the worse injuries.

If considered together, the two statistics suggest that both pedestrians and other vehicle drivers fail to see approaching PTWs. It would be interesting to see if similar statistics exist for cycle collisions.

It is important to recognise that other road users do not set out deliberately to ignore PTW riders and cyclists; it is a natural consequence of the way in which a human eye functions – the *saccade scan*. This has been set out in a useful paper by John Sullivan of the RAF, available at <https://dl.dropboxusercontent.com/u/90471/1211%20Road%20Survival%20Guide%20Final.pdf>.

Whilst PTW riders should not be held responsible for other road users’ failure to see them, Sullivan’s paper suggests some measures that can be taken to improve visibility. Some of his suggestions may not always be appropriate – in certain circumstances, for instance, the solid block of hi-viz yellow on a jacket may be less effective than the more patchy pattern of a hi-viz Sam Browne or similar belt; at night-time, fluorescent material is ineffective; reflective patches are much better. Unfortunately Sullivan’s suggestion of using flashing lights on cycles is not an option currently available to PTW riders, as it would contravene the Road Vehicle Lighting Regulations.

However, a significant piece of research commissioned by TRRL in 1980, http://www.trl.co.uk/reports-publications/trl-reports/Report/?PF_NAME=daytime_motorcycle_conspicuity, found that the most significant way of improving PTW conspicuity was the use of *two* daytime running lamps (the separation presumably helping others to judge the PTW’s approach speed). Research has been carried out in other countries with similar results. Sadly this has largely not been acted upon, although the latest generation of BMW motorbikes have two lamps illuminated at all times.

The London Bikesafe team are to be congratulated on incorporating a presentation on defensive riding techniques relevant to Sullivan’s paper into their one-day sessions popular with London riders. However, this is currently unavailable outside of Bikesafe, so post-test training bodies are not being encouraged to deliver the same accident-prevention message.

CONCLUSIONS

1. Merely raising awareness of PTW riders may not be successful unless it addresses ways for road users to overcome the problems of saccade scanning. This might with benefit be included in the theory and hazard awareness training for new licence-holders. This would require National implementation, and this requires GLA/TfL to liaise at National level with DfT Road Safety Directorate and DSA. This would be a long-term project.

However, changes to new driver training will neither reach the vast population of existing drivers, nor will it influence non-drivers. One potential solution is to devise cinema and TV advertisements that highlight the need for multiple “looks” rather than a single “glance”. *Since PTWs accidents are over-represented in accidents both with pedestrians and other*

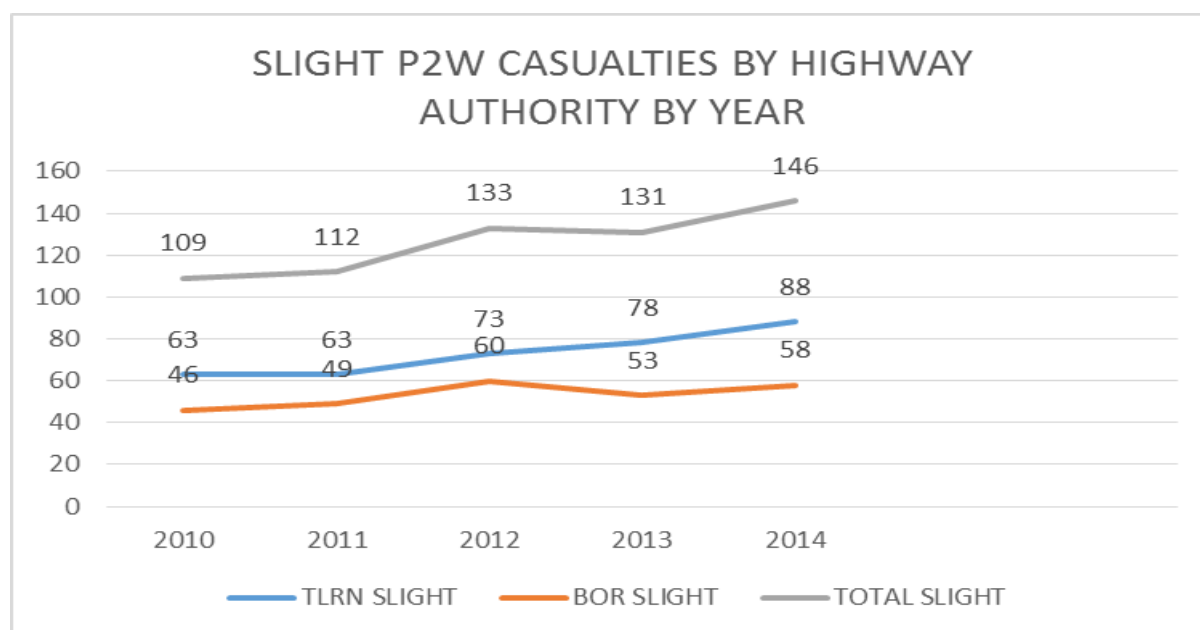
road-users, it might be effective if the advertisements show consequences for “someone else (PTW rider) as victim” and also as “viewer (pedestrian) as victim”.

2. The Bikesafe presentation on Saccade scanning could, with benefit, be shared with post-test training bodies and motorcycle training organizations preparing PTW riders for the DSA test.
3. Further research could be carried out to find ways of encouraging PTW riders to fit a pair of forward-facing non-flashing daytime running lamps, (e.g. on mirror mounts) to improve conspicuity in line with the TRRL research.

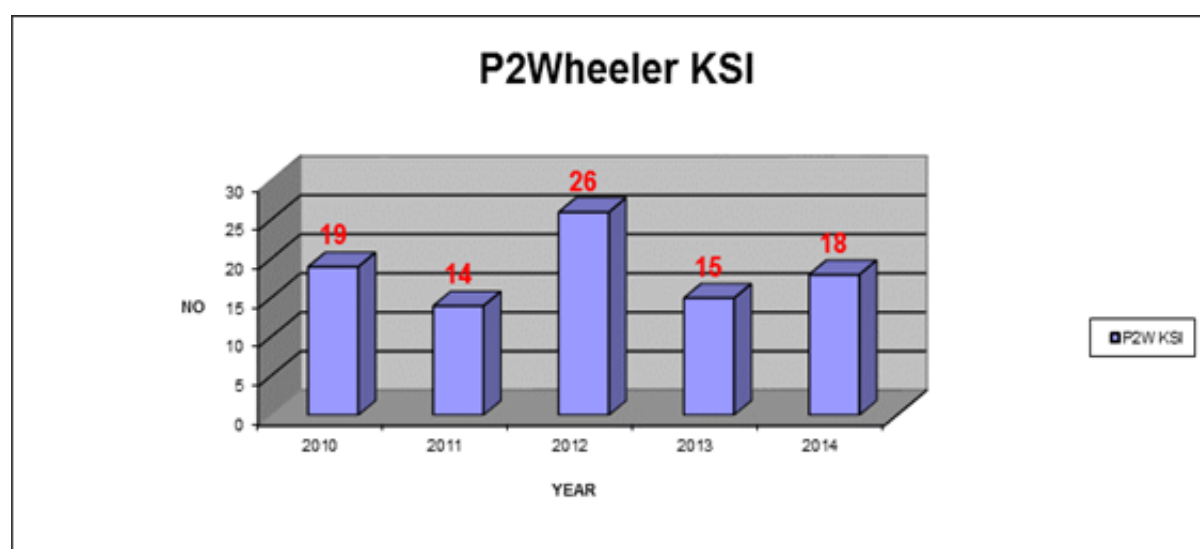
London Assembly Transport Committee Investigation into Motorcycle Safety

Road safety is a priority in Hackney, the note below gives information on Hackney's progress on reducing powered two wheelers casualties. It also gives information on the initiatives that have been implemented and any future initiatives that we are planning to carry out in order to reduce the number of casualties within this modal group. We have also responded to the issues currently being raised by the Transport Committee.

Hackney has been working to reduce the number of powered two wheeler casualties as this is a key priority area. Our accident data show that in the last couple of years the number of powered two wheeler slight casualties in Hackney has been steadily increasing.



As it can be seen in the graph below Hackney needs to explore being more effective in maintaining a downward trend in the number of Killed or seriously injured casualties”



Hackney has been leading on a number of road safety initiatives in order to engage P2W riders in Hackney. These have been mainly education led.

Motorcycle Awareness workshop: By attending this workshop riders receive 50% off their CBT (Compulsory Basic Training) course. The workshop is advertised in our local newspapers such as Hackney Today, Hackney Gazette, Libraries, Doctors' Surgeries and Motorcycle Retailers.

The workshop covers different areas of interest to first time riders: These the following key areas:

CBT training – what to expect on the training day, contents of the course, licence requirements, how to book etc.

Road incidents and road safety awareness – different cc , which bike is best for you, the scan & plan method, the main reasons for incidents and how to avoid collisions – urban and rural road layouts, laws regarding motorbikes

Protective equipment – Important items required, how to select the best one, high viz

Full motorbike licence – How to progress – extra training through different courses and how to select best trainers, information on intermediate trainer for both scooter and motorcycle

Various – Parking, red routes, websites available for further information, apps for motorbike riders

Bikesafe Pit stop: Working in Partnership is a key requirement for our Road safety team. Our Bike safe Pit stops are organised with London Fire Brigade and Metropolitan Police Safer Transport Teams. At the pitstops the team engage with riders especially learner riders, the team encourage riders to book onto Bikesafe courses plus information on our CBT promotions. Last year 87 riders registered interest in Bikes Safe and 10 signed up on CBT/Motorcycle awareness workshops. The uptake on the BikeSafe initiative is around 50%. Last year Hackney working with LB of Haringey carried out a joint borough PTW initiative offering BSL vouchers to riders who live, work or study in either borough.

Hackney has been working closely with Transport for London as we are one of the priority boroughs for reducing P2W casualties. Our engineers and road safety officers will be attending workshops discussing the new Urban Motorcycle Design Handbook and we are keen that all our engineers attend this workshop so that the needs of riders can be taken onto consideration when designing a scheme.

Hackney welcomes the idea of CBT providers to be accredited to ensure there is a consistent standard delivered in London. Hackney has one CBT supplier called Scooter Den which we work with regularly and will be encouraging this retailer to gain accreditation.

Hackney is keen to be one of the engagement boroughs for the stop and engage with rider day. Hackney welcomes Operation Cubo within our borough. Hackney is also keen to run Biker Down events in the borough as another avenue to engage riders on safe riding and skills they need in case they are involved or come across a collision.

Bus Lanes

Clearly TfL do allow motorcyclists to ride in bus lanes but Hackney does not. At the time that TfL made decision to change to allow this the Council were not convinced that the evidence of the safety issues had been fully considered nor was there a compelling case to make this change. Hackney objected to the changes at the time.

Hackney's Road safety Plan

Hackney's Road safety Plan has a number of initiatives that we are seeking to maintain / implement over the next couple years:

- Ensure that sites with high occurrences of P2W rider injuries, and especially during wet conditions or where skidding was a factor are included in sites to be considered for inclusion in the annual safety schemes programme
- Ensure that the specific needs of motorcyclists are included in Road Safety Audits undertaken
- Support and promote motorcycle safety campaigns developed by TfL following publication of the Motorcycle Safety Action Plan
- Continue to support and promote Bikesafe offering the course free of charge to all residents of Hackney in order to encourage safer riding and reduce the number of P2W casualties
- Continue to subsidise CBT courses and promote gift vouchers for Bikesafe courses to encourage enrolment, and advertise motorcycle events in local newspapers and other means such as local radio
- Continue to hold motorcycle pit stops and seek out new venues close to P2W collision hotspots
- Continue to support the 'THINK! Motorcycling' campaign and concentrate on partnership working to communicate road safety message more effectively amongst P2W riders
- Target promotional materials to benefit adult P2W Riders by displaying them along popular commuter routes into and out of Central London

1. What should be the main priorities of Transport for London for improving the safety of motorcyclists in London?

The continuation of its support to increase enforcement and engagement with riders. Close working relationship with boroughs especially boroughs that have a high P2W casualty record. Also encouraging boroughs to work together on key collision routes to the City in organising publicity campaigns and education / enforcement initiatives.

To understand and engage with motorcyclist representatives so that schemes are not designed where it puts riders in an unsafe position. This is especially important at junction and cycle improvement schemes. We support greater emphasis on the needs of vulnerable road user's on the driving test.

2. How can road design in London be improved to increase safety?

We need to ensure that in improving the highway for cyclist especially at junction we don't put motorcyclist at risk by reallocating space solely for the use of cyclist. The Motorcycle Handbook will be useful in promoting best practice amongst engineer. We would like to see regular revision of this handbook as well as conference /seminar being organised where we can focus and promote good practice similarly to what is being done with cyclists

3. What can be done to increase awareness of motorcyclists among other road users?

Continuation of TfL's media campaigns, engagement with the public on the same level as we have done with cycle safety for an example exchanging places, communicating the message that drivers are most often unable to judge the speed of motorcycle Support the police to implement the Ride scheme. TfL to work with the boroughs and allow them to advertise their campaigns and the DfT campaigns on the TRLN.

4. What has been the impact of the policy of allowing motorcycles to access bus lanes?

As Hackney has not allowed motorcycles in bus lanes we are unable to comment on this from a borough perspective. Transport for London's pilot show that the results were inconclusive for motorcyclists' safety in reference to being allowed in or out of bus lanes. Therefore Hackney does not see any justification to change its current policy without conclusive evidence to show a benefit for riders. The constant inconsistencies across all boroughs is confusing to Riders and Drivers and where riders are allowed to ride in bus lanes it causes conflict as they return from the nearside into the main flow of traffic. This also causes them to undertake and continue this filtering process of undertaking and overtaking in traffic. They will continually be in the blind spots of all vehicles making themselves even more vulnerable.

5. How can the skills of motorcyclist be improved? What, if anything, should be done to increase take-up of post-test training?

The Ride Scheme used outside of London has proven to reach those “difficult to reach riders” which are over represented in casualties. TfL need to work with the Met Police to implement this scheme in London. Lobby Parliament to get the Highway Code into the CBT course as the theory test for drivers. Work with trading standards and get all fast food outlets using delivery service via scooters or motorcycles to have a Work Related Road Risk Policy to ensure that all riders are road legal and have attended Bikesafe – Scootersafe courses.

Work with retailers to ensure that new purchasers of all P2W receive safety advice re clothing and attend Bikesafe/Scootersafe courses.

6. How can the use of Personal Protective Equipment (PPE) be increased amongst motorcyclists?

We would like to see the cost of PPE being reduced. No one should be able to purchase a P2W without having the basic safety PPE equipment

7. How can the Police better enforce rules of the road to improve motorcycling safety?

Hackney would like the amount of “RIDE” referrals being implemented. These bespoke rider improvement courses, with one for speeding and one for riding with undue care and attention would improve rider behaviour in the borough and reduce risk taking. This information needs to be disseminated to the borough, so that they are aware of which section of our community and locality are being targeted so that we can carry out localised education engagement.

8. What impact has TfL’s Motorcycle Safety Action plan been on the safety of motorcycling in London?

There clearly is an increase in publicity both targeted at motorists and other road users. It would be beneficial to find out what impact these messages are having amongst riders and drivers. The additional resources to the Police in carrying out Bike safe and Biker Down needs to be continued. Tfl needs to investigate the fatal and serious casualties at a greater depth to allow us to understand exactly what the risk factors are and what can be achieved and reduce the number of P2W fatalities.

9. What can London learn from other cities in the UK or overseas about improving the safety of motorcycling?

London needs to work closely with M.I.C and ensure that they learn from best practice which is carried out in other parts of the country and joining counties. There is a great deal of transient riders using London’s roads every day but living outside of London there is a

greater need for partnership working and route analysis. London should set up a forum for Motorcyclist and listen to those that are using the roads every day plus P2W retailers just as they have set up and consulted cyclist and HGV's.

London Assembly – Motorcycle Safety survey

London Road Safety Council, written submission:

1. What should be the main priorities of Transport for London for improving the safety of motorcyclists in London?

LRSC:

The highest proportion of collisions with motorcyclists riding in London occurs at junctions. More research is needed to understand the reasons behind this pattern of collisions, identifying possible causes and offering possible solutions.

We would like to see Transport for London focusing more on?

- Better junction design?
- Motorcyclist friendly infrastructure
- Bespoke Media campaigns?
- The promotion of Hi Vis wearing amongst riders.
- Greater emphasis on the vulnerable road user within the current driving test?

LRSC: A consistent policy across London to allow motorcyclists into all bus lanes. Currently motorcyclists are allowed into some bus lanes and not others, creating confusion amongst riders. By allowing motorcycles into all of London's bus lanes, will enable the motorcyclist to make safer and easier progress by blending within the traffic.

2. How can road design in London be improved to increase safety?

LRSC:

We would like to see roads built with less street clutter including pedestrian barriers, traffic islands and bollards that at night are rarely adequately lit due to design and crash damage.

We would Street Inspectors trained to understand and identify hazards for the motorcyclists on or near the carriageway to include traffic calming measures and poor street design. (CPD modules created and offered through the IHE)

Hazards In the carriageway can include pot holes, sunken man hole covers, especially at junctions / roundabout's, over use of paint, white paint, horizontal banding or patching, poor carriageway resurfacing. (CPD modules for traffic engineers and RS auditors)

Traffic calming measures tend to be designed to slow the car driver however these can have disastrous effects for the motorcyclist avoiding the traffic calming feature, often placing the rider on the crown of the road with the potential of meeting head on traffic. (CPD modules for traffic engineers and RS auditors)

3. What can be done to increase awareness of motorcyclists among other road users?

LRSC:

We would like to see bespoke media campaigns, greater emphasis on the vulnerable road user within the current theory and practical driving test.

We would like to see more riders encouraged onto the road as they are green and help to reduce traffic congestion, more riders will help to make motorcycling safer.

We would like to see Compulsory Road Safety education delivered into the school curriculum, practical and theory work focusing on the vulnerable road user.

4. What has been the impact of the policy of allowing motorcycles to access bus lanes?

LRSC:

We understand from Transport for London's pilot studies the results were inconclusive for motorcyclists safety in reference to been allowed in or out of bus lanes.

We would like to see a consistent policy throughout London allowing motorcycles in all bus lanes.

5. How can the skills of motorcyclist be improved? What, if anything, should be done to increase take-up of post-test training?

LRSC:

Bike Safe

Firstly do not de-value post test training by making it free of charge; In London the Bike safe assessment ride continues to prove very popular .We welcome the continued Bike Safe promotion made to London riders, and businesses, with a view to encouraging more assessment and post-test training amongst riders.

Approved register of motorcycle trainers

We understand Transport for London working in partnership with the Motorcycle Industry is currently creating a register of approved motorcycle training bodies, we welcome this approach to improve the long term quality of training and instruction.

We would like to see further discussions with Insurance companies securing reduced premiums for post-test training and the wearing of PPE to include HI-Vis.

6. How can the use of Personal Protective Equipment (PPE) be increased amongst motorcyclists?

LRSC:

This is perhaps the most difficult question to answer?

New rider:

The cost of PPE is very expensive and has an image problem with the younger rider, technology is also not that well understood in terms of benefits to the rider.

The price range of PPE is often vast from ten of pounds to hundreds of pounds, but what do you need to pay for a basic level of protection?

We would like to see research undertaken for airbag technology in clothing, leading to a DfT SHARP type of system for riders. Riders need to understand what level of protection they are buying for their style of riding?

Pillions:

We would like to see the rider have a responsibility for his pillion in terms of PPE perhaps in the same way a driver ensures his passengers are wearing seat belts?

We would like to see more bespoke advertising promoting the wearing of PPE & Hi Vis clothing.

7. How can the Police better enforce rules of the road to improve motorcycling safety?

LRSC:

We would like to see more plain clothed police on motorcycles with a stronger emphasis on education.

We would like to see more "RIDE" referrals and bespoke rider improvement courses, with one for speeding and one for riding with undue care and attention.

We would like to see the courts educated, so they understand the need for this type of education.

We would like to see greater encouragement to attend compulsory Bike safe courses for low level traffic offences.

8. What impact has TfL's Motorcycle Safety Action plan been on the safety of motorcycling in London?

LRSC:

We would like to see more targets focusing on motorcycle safety.

We think it's important to remember that the Motorcycle Safety Action plan is part of the wider 40% KSI reduction to be achieved by 2020; we fully support the need for targets.

One of the greatest successes of TfL's Motorcycle Safety Action plan has been through their partnership working, especially with the DfT and MCIA.

We would like to encourage TfL to continue their projects within mainland Europe and at home.

We would like to encourage more partnership working to address the safety of motorcyclists throughout London.

9. What can London learn from other cities in the UK or overseas about improving the safety of motorcycling?

LRSC:

We feel the safety of motorcyclist's increases with more riders on the road as drivers start to "think!" bikes!

We would like to see the continuation of all London's motorcyclists exempt from London's congestion charge.

We would like to see more secure and convenient parking for motorcycles.

London Road Safety Council

From: [REDACTED]
To: [Transport Committee](#)
Subject: Not so Easy Rider
Date: 06 January 2016 12:56:54
Attachments: [image002.jpg](#)

Sir,

We wish to make submission in regard to the above and specifically in respect of Item 6:

'How can the use of Personal Protective Equipment be increased among motorcyclists.'

-

Protective equipment for motorcyclists has evolved from a traditional Barbour jacket, cork hat, goggles and gauntlets into a sophisticated market incorporating lightweight and high performance technical materials providing both weather protection as well as impact and abrasive resistance to a greater or lesser degree.

These items however are not included in VAT Notice 701/23 which is HMRC interpretation of Item 3, Group 16, Schedule 8 of the VAT Act 1994, VAT is chargeable at 20%. Helmets, which meet a Standard established 30 years ago are rated at 0%.

In 2013 BSEN Standards were established (BSEN 1621: 2013) for protective clothing for motorcyclists. These standards established specifically the requirements for 4 separate classes of protection.

My company is the UK distributor for mechanically activated inflatable air jackets for motorcyclists which is certified by a Notified Body to meet the Class 4 requirements, the only manufacturer to do so.

Class 4 protection provides 20 times better impact resistance than a Class 1 protector.

All of our products provide protection from behind the helmet to the Coccyx in 0.08 of a second and as well as supporting the spine protect against whiplash. Some models also protect the chest as well.

Models retail from £299 to over £600. This includes the current Value added Tax.

It has been established that every fatality costs the State well in excess of £1 million. In London alone therefore it can be assumed that fatalities for motorcyclists in 2014 cost the State a minimum of £27 million, not including the costs of seriously injured casualties.

At a VAT take of 20% it would have required sales of ¼ million units of the most expensive safety air jackets to offset this cost. **Every year.**

-

There are only 1.4 registered motorcycle licence holders in the UK, some of whom are inactive.

-

The additional tax cost therefore is an effective disincentive to motorcyclists to invest in certified safety clothing which has the potential to save the State money.

-

Entreatments to HMRC and to the Government for a full or partial dispensation have been stonewalled since these are considered an EU matter over which the Government apparently has neither authority nor influence.

We would seek support from the Committee to encourage the Government to actively pursue a change in the VAT rate for BSEN Certified safety clothing for motorcyclists to reverse this anomaly and in turn reduce the KSI casualties in line with TfL's SSfL target and to the benefit of the nation as a whole.

I trust that the foregoing is clear. If there are any queries or clarification required, please do not hesitate to contact the undersigned.

CGR Hardy - Director
Motoairbag (UK) Ltd
Unit 3, Alva Industrial Estate
ALVA, Clackmannanshire
FK12 5DQ
T:0141 611 5010
www.motoairbag.co.uk



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London Motorcycle User Casualty – Analysis by residency

Provided to the GLA Transport Committee by Road Safety Analysis Ltd and PACTS, November 2015

Summary

- Almost all (94%) of the collisions in which London resident motorcycle users were injured between 2009 and 2014 took place on London's roads. However, only around a quarter took place in the constituency in which the resident lived.
- Riders of machines over 125cc were more likely (12%) than riders of machines 125cc and under (3%) to be injured outside of London.
- 24% of all motorcycle user casualties injured in London lived outside the capital. They are more likely to be riders of machines over 125cc.

Understanding where motorcyclists live, particularly those involved in injury collisions, can be valuable for targeting safety campaigns.

Details

The PACTS *Constituency Road Safety Dashboard* (www.pacts.org.uk/dashboard/) reveals casualty rates (by population) across the parliamentary constituencies of Great Britain. It uses information from the Department for Transport's STATS19 collision statistics from 2009 to 2014 to present information on casualties suffered by residents of each constituency, rather than looking only at collisions occurring within the area. The Dashboard also provides an analysis of progress over the last six years, comparing each constituency against the national average.

Data for London resident motorcycle casualties (all severities) are shown in Table 1 and further analysis (including KSIs) in Table 2. These data are for all motorcycle user casualties (riders and pillion passengers and aged 16 or over) who were injured in road traffic collisions between 2009 and 2014 and who live in a London constituency. Table 1 shows that **only two** of the 73 Westminster Parliamentary Constituencies in London have a relative casualty rate that is **lower** than the national rate (*Ruislip Northwood and Pinner* and *Cities of London and Westminster*). It means that residents across London, after accounting for population figures, are more likely to be involved in an injury collision as a motorcycle user, compared to national figures. It is important to note however that the data are **not** adjusted for exposure (miles ridden). Higher casualty rates are therefore likely to reflect higher levels of motorcycle usage as well as any increased risk per mile travelled.

The Dashboard also shows relative progress in casualty reduction by comparing motorcycle user casualty rates for constituency residents for 2012-2014 with 2009-2011. The percentage reductions for each constituency have been compared to national reductions. **Nineteen** of the 73 constituencies saw reductions in motorcycle user casualties (all severities) amongst residents that were **faster** than the national rate.

Information on where motorcycle user casualties live can be valuable for targeting safety campaigns.

- Almost all of the collisions in which London resident motorcycle users were injured between 2009 and 2014 took place on London's roads (94%) – but not necessarily in the constituency in which the resident lived.
- There are differences according to engine size. Whilst 97% of London resident casualties on motorcycles up to 125cc were injured in London, those on larger machines were more likely to be injured outside of London (12% of those on machines over 125cc).



- Looking at who is injured on London's roads, 76% of all motorcycle user casualties injured in London lived in the capital. This means that one-quarter of the casualties need to be engaged with outside of London.
- There are again differences according to engine size. Whilst most of those injured in London on machines up to 125cc were from London (81%), only 68% of those injured on machines over 125cc on London's roads were local residents.

London Boroughs face different challenges when it comes to motorcycle collisions. Recent analysis conducted by Road Safety Analysis for the London Borough of Newham found significant increases in recent years in the number of residents involved in injury collisions on small motorcycles. The initial analysis also found that only 26% of these resident riders had collisions in Newham itself – the majority were involved in collisions elsewhere in London. More in-depth analysis discovered unusual patterns within the analysis, including peaks between 6 and 9pm, particularly Fridays to Sundays. It also found a peak in riders aged 20-29 years old and that 29% were described as riding for work purposes. Whilst it cannot be confirmed, it could be that these riders are involved in hot food delivery. These patterns were not reflected amongst London riders of small motorbikes as a whole, although it could be that residents of other London boroughs exhibit similar traits. This particular analysis shows that risk is not universal nor necessarily the same across the capital.

Table 1 - Resident Motorcycle User Casualties (all severities) by London Constituency (Home Location)

Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
Brent Central	110542	138	801	223% higher	16% slower
Mitcham and Morden	83675	99	844	207% higher	5% slower
Croydon North	107444	105	1020	154% higher	19% slower
Hammersmith	96414	88	1092	137% higher	22% slower
Tooting	86776	79	1096	136% higher	17% slower
Streatham	98992	90	1102	135% higher	15% faster
Battersea	93124	82	1136	128% higher	13% faster
Chelsea and Fulham	87588	72	1225	111% higher	3% faster
Tottenham	105382	85	1247	108% higher	14% slower
Putney	76929	61	1272	104% higher	13% faster
Camberwell and Peckham	100973	79	1278	102% higher	4% faster
Dulwich and West Norwood	89152	69	1286	101% higher	7% faster
Vauxhall	99260	77	1295	100% higher	5% faster
Carshalton and Wallington	77191	60	1297	99% higher	4% slower
Walthamstow	87771	67	1307	98% higher	15% slower
Ealing North	94542	71	1329	95% higher	9% slower
Feltham and Heston	101591	75	1364	90% higher	40% slower



Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
Lewisham East	83035	61	1365	90% higher	10% slower
Eltham	73399	53	1376	88% higher	6% faster
Sutton and Cheam	79010	56	1407	84% higher	12% slower
Ealing Central and Acton	98624	69	1436	80% higher	9% faster
Bexleyheath and Crayford	70610	49	1446	79% higher	5% slower
Brentford and Isleworth	106236	73	1459	77% higher	17% slower
Hendon	100207	68	1474	76% higher	18% slower
Lewisham West and Penge	87036	59	1471	76% higher	17% faster
Ealing Southall	77712	53	1476	75% higher	23% slower
Kingston and Surbiton	100004	66	1511	71% higher	4% faster
West Ham	128133	84	1535	69% higher	15% slower
Croydon Central	91219	59	1542	68% higher	18% slower
East Ham	116963	76	1542	68% higher	66% slower
Richmond Park	95321	62	1537	68% higher	15% faster
Hornsey and Wood Green	105078	68	1553	67% higher	11% slower
Brent North	104888	66	1601	62% higher	35% slower
Leyton and Wanstead	85709	54	1597	62% higher	18% slower
Twickenham	91543	57	1597	62% higher	1% faster
Lewisham Deptford	94381	59	1609	61% higher	15% slower
Bromley and Chislehurst	72302	44	1637	58% higher	9% slower
Hampstead and Kilburn	110213	67	1657	56% higher	14% faster
Hayes and Harlington	88075	53	1678	54% higher	16% slower
Islington South and Finsbury	92951	55	1695	53% higher	13% slower
Finchley and Golders Green	99197	58	1705	52% higher	7% slower
Barking	92837	54	1714	51% higher	26% slower
Kensington	94874	55	1720	50% higher	1% slower
Old Bexley and Sidcup	71601	41	1732	49% higher	10% slower
Islington North	88080	51	1744	48% higher	11% slower
Chipping Barnet	91767	52	1765	47% higher	12% faster
Westminster North	97603	55	1791	45% higher	7% slower

[London Motorcycle Casualties]

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Constituency Name	Adult Pop	Annual Average Motorcycle Casualties (2012-2014)	Motorcycle Casualty Rate	Relative to national casualty rate	Relative to national Progress
Chingford and Woodford Green	72695	41	1795	44% higher	15% slower
Erith and Thamesmead	87229	49	1792	44% higher	3% slower
Hackney North and Stoke Newington	103407	57	1809	43% higher	7% slower
Bermondsey and Old Southwark	112734	62	1823	42% higher	8% faster
Dagenham and Rainham	80366	44	1827	42% higher	44% slower
Croydon South	92452	50	1837	41% higher	7% slower
Beckenham	72855	38	1917	35% higher	5% faster
Hornchurch and Upminster	85491	44	1928	34% higher	2% slower
Hackney South and Shoreditch	100395	51	1975	31% higher	19% slower
Ilford North	82536	41	2013	29% higher	29% slower
Wimbledon	78720	39	2019	28% higher	12% slower
Ilford South	102068	50	2035	27% higher	82% slower
Bethnal Green and Bow	107871	52	2061	26% higher	39% slower
Harrow East	84651	41	2056	26% higher	39% slower
Orpington	72339	35	2057	26% higher	28% slower
Romford	79560	37	2160	20% higher	20% slower
Harrow West	83744	39	2166	19% higher	4% slower
Uxbridge and South Ruislip	85683	39	2188	18% higher	19% slower
Enfield North	80069	36	2214	17% higher	1% slower
Holborn and St Pancras	117609	53	2233	16% higher	18% slower
Greenwich and Woolwich	91705	41	2246	15% higher	7% slower
Enfield Southgate	81617	36	2267	14% higher	12% slower
Poplar and Limehouse	109959	47	2365	9% higher	36% slower
Edmonton	86517	36	2414	7% higher	17% slower
Ruislip Northwood and Pinner	77859	27	2866	10% lower	2% faster
Cities of London and Westminster	100448	34	2954	12% lower	17% faster

Table 2 shows the total number of constituency residents who were injured as motorcycle user (all severities and killed or seriously injured) and the percentage who were involved in their collision on their local constituency roads. It shows that only **one quarter** were involved in collisions on their local roads (25% for all severities and 24% for KSI casualties).

[London Motorcycle Casualties]

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There is variation across constituencies: only 14% of the 233 motorcycle user casualties from Leyton and Wanstead were involved in collisions on roads in Leyton and Wanstead, compared to 37% of the 338 from Feltham and Heston who were injured in Feltham and Heston.

For KSI casualties, there was greater variation: only 6% of those killed or seriously injured from Harrow West (19 motorcycle user casualties) were in Harrow West at the time of their collision, compared to Poplar and Limehouse where 44% of the 18 KSI casualties were on constituency roads.

Table 2 - Resident Motorcycle User Casualties by London Constituency (Home Location), percentage collisions occurring within the constituency

Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
Barking	247	21%	30	23%
Battersea	342	28%	41	29%
Beckenham	167	19%	31	29%
Bermondsey and Old Southwark	269	30%	43	23%
Bethnal Green and Bow	241	28%	30	27%
Bexleyheath and Crayford	213	23%	32	25%
Brent Central	630	25%	60	25%
Brent North	300	29%	30	23%
Brentford and Isleworth	330	27%	45	24%
Bromley and Chislehurst	192	20%	31	23%
Camberwell and Peckham	349	30%	44	30%
Carshalton and Wallington	266	21%	37	19%
Chelsea and Fulham	315	37%	33	39%
Chingford and Woodford Green	183	28%	26	8%
Chipping Barnet	226	29%	26	23%
Cities of London and Westminster	152	34%	24	22%
Croydon Central	259	20%	41	22%
Croydon North	469	22%	61	26%
Croydon South	231	26%	33	18%
Dagenham and Rainham	200	28%	35	34%
Dulwich and West Norwood	307	17%	40	18%
Ealing Central and Acton	293	30%	37	35%
Ealing North	318	31%	40	33%
Ealing Southall	234	16%	25	16%
East Ham	358	15%	49	18%
Edmonton	151	21%	19	26%
Eltham	231	19%	30	27%
Enfield North	160	26%	21	24%
Enfield Southgate	164	20%	20	15%

[London Motorcycle Casualties]

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Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
Erith and Thamesmead	220	22%	22	9%
Feltham and Heston	338	37%	51	27%
Finchley and Golders Green	257	25%	30	27%
Greenwich and Woolwich	173	28%	24	25%
Hackney North and Stoke Newington	239	21%	21	14%
Hackney South and Shoreditch	223	24%	42	26%
Hammersmith	397	31%	51	33%
Hampstead and Kilburn	277	17%	37	19%
Harrow East	191	21%	21	24%
Harrow West	171	19%	19	6%
Hayes and Harlington	231	27%	40	30%
Hendon	313	27%	47	40%
Holborn and St Pancras	231	29%	27	19%
Hornchurch and Upminster	197	27%	35	20%
Hornsey and Wood Green	292	25%	44	30%
Ilford North	190	24%	26	12%
Ilford South	244	23%	25	16%
Islington North	217	27%	29	17%
Islington South and Finsbury	239	34%	24	38%
Kensington	231	30%	29	21%
Kingston and Surbiton	297	33%	52	35%
Lewisham Deptford	250	25%	24	29%
Lewisham East	267	21%	29	21%
Lewisham West and Penge	249	23%	33	27%
Leyton and Wanstead	233	14%	25	12%
Mitcham and Morden	451	16%	49	8%
Old Bexley and Sidcup	188	22%	29	10%
Orpington	151	22%	33	18%
Poplar and Limehouse	212	26%	18	44%
Putney	246	20%	35	26%
Richmond Park	263	25%	28	18%
Romford	163	23%	29	21%
Ruislip Northwood and Pinner	117	29%	22	18%
Streatham	388	21%	41	22%
Sutton and Cheam	251	26%	36	19%
Tooting	350	23%	39	31%
Tottenham	379	21%	43	28%
Twickenham	254	31%	40	30%



Constituency	No. of resident motorcyclist casualties 2010-2014 (All severities)	% occurring within constituency (All severities)	No. of resident motorcyclist casualties 2010-2014 (KSIs)	% occurring within constituency (KSIs)
Uxbridge and South Ruislip	181	28%	31	29%
Vauxhall	326	25%	33	33%
Walthamstow	298	25%	40	35%
West Ham	372	18%	43	16%
Westminster North	235	28%	19	37%
Wimbledon	175	23%	21	14%

From: Ian.Davies@rbkc.gov.uk
To: [Rebekah Canning](#)
Cc: Mark.Chetwynd@rbkc.gov.uk
Subject: FW: London Assembly Transport Committee - Investigation into Motorcycle Safety - Royal Borough of Kensington and Chelsea Response
Date: 08 January 2016 16:27:11

Dear Rebekah,

On motorcycles in bus lanes:

We only have two short lengths of bus lane in the Royal Borough, both on King's Road eastbound. One between Limerston Street and just east of Park Walk and the other between Cadogan Gardens and Sloane Square; motorcycles are not allowed in either of them. There were no personal injury collisions involving motorcyclists during the three years to the end of July 2015 (latest data available) along either length of bus lane.

On motorcycle safety in general:

In eight out of the last ten years (2005-2014), motorcyclists have been the road user group with the highest proportion of total casualties in the borough. In terms of killed or seriously injured casualties (KSIs), they were the highest in two out of the last ten years. It is very difficult to 'engineer' out the difficulties they encounter, other than making sure there are no obvious skidding issues for them (treated manhole covers etc. or move them away from motorcycle desire lines), care in selection of road surfacing material or to take care when locating street furniture that they could collide with when designing new schemes.

We think the main way to improve safety is through education and targeted campaigns - not just for motorcyclists, but for other road users as well to raise awareness of the issues facing motorcyclists. In the Royal Borough we have recently identified an issue of 'dooring' - two-wheeler riders colliding with opened car doors. The majority of the casualties covering the three years studied were cyclists, but around ten per cent were motorcyclists and we are developing a campaign to address the issue for both road user groups.

Following a spike in young motorcycle and scooter rider casualties in 2008, we developed a programme of basic safety awareness and participation in a Compulsory Basic Training (CBT) course, in partnership with the Youth Service, called the 'Transit'. We delivered it in Youth Centres to young people who want to learn to ride or are already riding with limited or no training or CBT certification. CBT is the compulsory legal minimum training any rider must do (usually a one day course) before riding alone with L plates fitted. In 2008/9 12 young people took part in a pilot course, in 2009/10 30 took part, since then, 60 young people per annum have participated, 340 participants in total. The course continues to be in high demand with the target audience and with youth centres who have acknowledged that CBT certification improves both the safety and the employability of their users.

Regards,

Ian Davies
Principal Traffic Engineer

Directorate of Transport & Highways
The Royal Borough of Kensington & Chelsea
Rm 114 Council Offices
37 Pembroke Road
London W8 6PW

Direct Tel: 0207 361 3487
Email: ian.davies@rbkc.gov.uk
web: www.rbkc.gov.uk

From: Rebekah Canning [<mailto:Rebekah.Canning@london.gov.uk>]
Sent: 05 January 2016 13:36
To: Transport Committee
Subject: London Assembly Transport Committee - Investigation into Motorcycle Safety

Dear Boroughs,

The London Assembly Transport Committee is investigating how to improve the safety of motorcycling in London.

As part of this, we are asking all London Boroughs to provide information about their policy in relation to the use of bus lanes on borough roads (i.e. not the TLRN). Please could you let us know whether you:

- a) Allow motorcyclists to ride in all bus lanes in the borough
- b) Allow motorcyclists to ride in some bus lanes
- c) Do not allow motorcyclists to ride in any bus lanes

Please feel free to explain your policy further, if you feel this would be helpful to the Committee. We would be grateful to receive submissions, however long or short, to transportcommittee@london.gov.uk.

Please pass this email to the relevant department if it has reached the incorrect person.

With best wishes,

Rebekah

Rebekah Canning | Project Officer

LONDON ASSEMBLY | City Hall | The Queen's Walk | London | SE1 2AA
Tel: 020 7983 6597 | rebekah.canning@london.gov.uk

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London Assembly – Motorcycle Safety survey

Road Safety Great Britain, written submission:

1. What should be the main priorities of Transport for London for improving the safety of motorcyclists in London?

RSGB:

The highest proportion of collisions with motorcyclists riding in London occurs at junctions. More research is needed to understand the reasons behind this pattern of collisions, identifying possible causes and offering possible solutions.

We would like to see Transport for London focusing more on?

- Better junction design?
- Motorcyclist friendly infrastructure
- Bespoke Media campaigns?
- The promotion of Hi Vis wearing amongst riders.
- Greater emphasis on the vulnerable road user within the current driving test?

RSGB: A consistent policy across London to allow motorcyclists into all bus lanes. Currently motorcyclists are allowed into some bus lanes and not others, creating confusion amongst riders. By allowing motorcycles into all of London's bus lanes, will enable the motorcyclist to make safer and easier progress by blending within the traffic.

2. How can road design in London be improved to increase safety?

RSGB:

We would like to see roads built with less street clutter including pedestrian barriers, traffic islands and bollards that at night are rarely adequately lit due to design and crash damage.

We would Street Inspectors trained to understand and identify hazards for the motorcyclists on or near the carriageway to include traffic calming measures and poor street design. (CPD modules created and offered through the IHE)

Hazards In the carriageway can include pot holes, sunken man hole covers, especially at junctions / roundabout's, over use of paint, white paint, horizontal banding or patching, poor carriageway resurfacing. (CPD modules for traffic engineers and RS auditors)

Traffic calming measures tend to be designed to slow the car driver however these can have disastrous effects for the motorcyclist avoiding the traffic calming feature , often placing the rider on the crown of the road with the potential of meeting head on traffic. (CPD modules for traffic engineers and RS auditors)

3. What can be done to increase awareness of motorcyclists among other road users?

RSGB:

We would like to see bespoke media campaigns, greater emphasis on the vulnerable road user within the current theory and practical driving test.

We would like to see more riders encouraged onto the road as they are green and help to reduce traffic congestion, more riders will help to make motorcycling safer.

We would like to see Compulsory Road Safety education delivered into the school curriculum, practical and theory work focusing on the vulnerable road user.

4. What has been the impact of the policy of allowing motorcycles to access bus lanes?

RSGB:

We understand from Transport for London's pilot studies the results were inconclusive for motorcyclists safety in reference to been allowed in or out of bus lanes.

We would like to see a consistent policy throughout London allowing motorcycles in all bus lanes.

5. How can the skills of motorcyclist be improved? What, if anything, should be done to increase take-up of post-test training?

RSGB:

Bike Safe

Firstly do not de-value post test training by making it free of charge; In London the Bike safe assessment ride continues to prove very popular .We welcome the continued Bike Safe promotion made to London riders, and businesses, with a view to encouraging more assessment and post-test training amongst riders.

Approved register of motorcycle trainers

We understand Transport for London working in partnership with the Motorcycle Industry is currently creating a register of approved motorcycle training bodies, we welcome this approach to improve the long term quality of training and instruction.

We would like to see further discussions with Insurance companies securing reduced premiums for post-test training and the wearing of PPE to include HI-Vis.

6. How can the use of Personal Protective Equipment (PPE) be increased amongst motorcyclists?

RSGB:

This is perhaps the most difficult question to answer?

New rider:

The cost of PPE is very expensive and has an image problem with the younger rider, technology is also not that well understood in terms of benefits to the rider.

The price range of PPE is often vast from ten of pounds to hundreds of pounds, but what do you need to pay for a basic level of protection?

We would like to see research undertaken for airbag technology in clothing, leading to a DfT SHARP type of system for riders. Riders need to understand what level of protection they are buying for their style of riding?

Pillions:

We would like to see the rider have a responsibility for his pillion in terms of PPE perhaps in the same way a driver ensures his passengers are wearing seat belts?

We would like to see more bespoke advertising promoting the wearing of PPE & Hi Vis clothing.

7. How can the Police better enforce rules of the road to improve motorcycling safety?

RSGB:

We would like to see more plain clothed police on motorcycles with a stronger emphasis on education.

We would like to see more "RIDE" referrals and bespoke rider improvement courses, with one for speeding and one for riding with undue care and attention.

We would like to see the courts educated, so they understand the need for this type of education.

We would like to see greater encouragement to attend compulsory Bike safe courses for low level traffic offences.

8. What impact has TfL's Motorcycle Safety Action plan been on the safety of motorcycling in London?

RSGB:

We would like to see more targets focusing on motorcycle safety.

We think it's important to remember that the Motorcycle Safety Action plan is part of the wider 40% KSI reduction to be achieved by 2020; we fully support the need for targets.

One of the greatest successes of TfL's Motorcycle Safety Action plan has been through their partnership working, especially with the DfT and MCIA.

We would like to encourage TfL to continue their projects within mainland Europe and at home.

We would like to encourage more partnership working to address the safety of motorcyclists throughout London.

9. What can London learn from other cities in the UK or overseas about improving the safety of motorcycling?

RSGB:

We feel the safety of motorcyclist's increases with more riders on the road as drivers start to "think!" bikes!

We would like to see the continuation of all London's motorcyclists exempt from London's congestion charge.

We would like to see more secure and convenient parking for motorcycles.

Road Safety Great Britain

London Assembly Transport Committee – Motorcycle Safety TfL submission

1. Overview of motorcycle road safety in London

Overview

The Mayor's Transport Strategy highlights the Mayor's commitment to improving road safety in London. In June 2015 the Mayor stretched the Safe Streets for London target to reduce the number of people killed or seriously injured on London's roads from 40 per cent by 2020 to a 50 per cent target, compared to a baseline of 2005-09. This equates to a reduction of 14,000 casualties over the period of the current road safety action plan.

The safety of London's roads has steadily improved since TfL's formation in 2000, with the number of people injured having decreased by more than a third, and deaths and serious injuries have more than halved. Serious collisions and fatalities involving motorcycles have reduced by 56 per cent and 51 per cent since 2000.

Trips

Motorcycles, including mopeds and scooters, accounted for 1 per cent of trips in 2013, which is 2.2 per cent of vehicular traffic in London and 2.6 per cent of vehicular traffic on the Transport for London Road Network (TLRN). However, motorcycles represented 24 per cent of the total number of people Killed and Seriously Injured (KSI) casualties in 2014 and 21 per cent of fatalities, the second largest road user group after pedestrians.

Motorcycle casualties

In 2014 motorcycle KSI casualties increased by 3 per cent compared to 2013 while other vulnerable road users had declines in their casualty numbers. This shows that more work needs to be done to improve the safety of motorcycles in London. The key causes of collisions resulting in injury to motorcyclists are loss of control, excessive speed and other vehicles turning across their path and hitting them. While there has been a slight increase in sales and motorcycle traffic, these have not been enough to explain the increase in casualties. This single year on year increase in motorcycle KSIs needs to be seen in the context of longer term downward trend of motorcycle KSI casualties with a 34 per cent reduction in 2014 over the 2005-09 baseline period. The longer term decreasing trend shows that London has had a far greater reduction in motorcycle KSIs than the other English large cities (Birmingham, Liverpool, Manchester, Newcastle upon Tyne and Leeds) which have had an 16 per cent increase compared to the baseline period. In 2014 there was an increase of motorcycle KSIs of 3 per cent in London but of 17 per cent increase in other Large English cities.

Current picture

Nevertheless, we remain concerned by recent trends in the provisional STATS19 data for the months of January to May 2015 which show that with a rolling year average motorcycle KSIs are currently 6 per cent higher than last year.

To date there have been 30 confirmed motorcyclist fatalities in London (including pillion passengers) compared to the 27 in all of 2014 which itself was an increase from the 22 in 2013. Of the fatalities in 2015 18 of the 30 to date have had 'loss of control' mentioned in the crash description. Out of the 18 motorcycle fatalities involving loss of control, 6 occurred on the TLRN and 10 on Borough roads. Of the 30 fatalities, 12 have occurred on the TLRN and 15 on Borough roads.

2. Understanding the causes of motorcycle collision and casualties

Detailed analysis of STATS19 collision and casualty data, combined with exposure data (vehicle kilometres travelled), and an in-depth study of Police fatal files, informed the actions in both Safe Streets for London and the Motorcycle Safety Action Plan.

Of all road users, motorcyclists experience the highest level of risk of any other transport mode in London. Risk also changes with age, and 12 to 19 year old motorcyclists are at considerable higher risk of serious injury than 20 to 29 and 30 to 39 year olds.

However, motorcycling in London has become safer in recent years. In the 2014 annual road safety report a new risk analysis investigated two time periods, 2006 to 2010 and 2010 to 2014, this is shown in table 1 below. Running this analysis for motorcyclists only and splitting London into Inner and Outer areas shows that between these two time periods the KSI casualty rate has significantly reduced by 26 per cent in Inner London and 21 per cent in Outer London.

Table 1: Motorcycle KSI rates per billion km: inner and outer London

Area	Apr 06 – Mar 10		Apr 10 – Mar 14		Change
	Casualty Rate	Confidence Interval	Casualty Rate	Confidence Interval	
Inner London	1,964	1,841-2,088	1,454	1,350-1,559	-26%
Outer London	2,105	1,950-2,260	1,665	1,529-1,802	-21%
Total	2,026	1,929-2,122	1,551	1,468-1,634	-23%

This casualty analysis is one example of how TfL uses collision and casualty data and other sources of data to investigate and understand causation factors in motorcycle crashes. Other analysis has shown the spatial distribution of motorcycle collisions with more occurring in southern boroughs than northern ones.

Using collision conflict manoeuvres and the recorded contributory factors we know that the road environment is recorded as a being a factor in five per cent of motorcycle collisions. Other factors that play a role in the large majority of collisions are linked to:

- rider or driver errors
- visibility
- experience.

Detailed research into fatal collisions has shown that in 93 fatal investigations 64 per cent were estimated by the Police to be exceeding the speed limit at the time of the crash. Other key features of the collisions investigated were that:-

- 32 per cent of collisions involved no other vehicle
- 66 per cent were on main roads
- 45 per cent were 'loss of control'
- 22 per cent were cars turning across the path of a motorcycle
- 19 per cent of riders had less than one years experience

The full motorcycle fatal files research report can be found in Appendix 1

Research that segmented motorcyclists according to their level of risk and attitudes to safety has shown that there are distinct groups of riders who do not identify themselves as 'bikers' and therefore need to be targeted in different ways.

Further work has shown that of the five most common conflicts resulting in serious injury to motorcyclists involved another vehicle turning across the path of the motorcycle. Collisions involving only a motorcyclist and no other vehicle, where the motorcyclist lost control of the bike, were responsible for 26 per cent of motorcyclist fatalities and 14 per cent of serious injuries. 'Loss of control' collisions can occur from excessive speed or braking, rider error or the interaction of the motorcycle with the road surface, for example skidding.

3. Motorcycle Safety Action Plan

The first Motorcycle Safety Action Plan for London was published in March 2014. The plan supports Safe Streets for London and contains specific actions that when delivered will have increased safety for motorcycles in London.

The Motorcycle Safety Action Plan is based on ground-breaking research and analysis that has been undertaken by TfL to further our understanding of the level of risk experienced by motorcyclists in London. This has involved investigating Police fatal files, segmentation of motorcyclists into groups, considered flow information to understand risk and plotted out spatially where collisions are occurring.

As outlined in the plan, TfL is working with the boroughs, key stakeholders and all road users towards removing death and serious injury completely from the Capital's roads. A range of work is underway through the 29 actions, including:

- Reducing speed related collisions
- Reducing right turning vehicle collisions
- Increasing compliance with the rules of the road
- Improving the quality and increase the use of PPE
- Improving motorcyclist skill and riding behaviour
- Delivering in partnership

Actions were developed and agreed by the Motorcycle Safety Working Group which is now ensuring that the plan is delivered. Members of the group are the British Motorcycle Federation, Motorcycle Industry Association, Metropolitan Police and the Department for Transport. Working with the London partners, Transport for London are therefore taking proactive steps to address further the safety of motorcycles in the capital with many actions already underway.

Twenty four of the actions have already been completed or have had work started on them. The remaining five actions are being initiated to commence in 2016. Further detail on the status of each action can be found in Appendix 2.

4. Key recent activity in motorcycle safety by TfL

Engineering

Safe Streets for London has a focus on improving the safety of vulnerable road users in London as they represent 80 per cent of all KSIs in London and this changed the accelerated scheme policy. Every year collision investigation studies are undertaken on locations on this accelerated scheme list. Several locations include a high proportion of motorcycles and these will have remedial safety measures developed and implemented following the completion of their individual collision investigation reports. Locations include the A3 Wandsworth High Street junction with Garret Lane, Hogarth Lane/ Burlington Lane and Seven Sisters Road/ Hornsey Road.

All TfL engineering schemes are designed with safety in mind and all schemes are taken through our Road Safety Audit procedure. Moving further than this TfL has identified through detailed analysis specific highway design issues for vulnerable users and is developing a suite of guidance and training to improve the knowledge and skills of scheme designers.

The Urban Motorcycle Design Handbook that is currently being developed is one example of this approach. This handbook will identify key highway features, motorcycle riding characteristics and how road layout can influence behaviour and

compliment design advice available for pedal cycles and pedestrians. Stakeholders who attend the Motorcycle Safety Working Group have been intimately involved in the Design Handbook project at all stages.

Education

Bikesafe-London

The Bikesafe-London rider assessment day and enforcement activities by the Motorcycle Safety team has been extended through the action plan with an uplift of additional funding for Officer time (equivalent to four full time Officers).

Working with the Metropolitan Police Motorcycle Safety Team, local boroughs and our partner the Motorcycle Industry Association, Transport for London promotes Rider Skills Day for riding through London as part of Bikesafe-London and Scootersafe-London. These days have been attended by over 28,000 riders since 2003 and routinely score very highly for their relevance and safety content. The day helps any rider become a better rider for life with a combination of observed rides, interactive presentations, discussions and tailored advice from professional police riders will help upskill riders and get the most out of their riding, making them safer on London's roads. TfL is constantly developing and testing new approaches to getting hard to reach Bikesafe attendees to do a rider assessment day, for example offering discounted course to those involved in a non blame collision.

Rider Skills Days run out of four London locations;

- Bushey Sports Club, North London,
- The Warren, South London
- London Road, Romford, North East London
- Ashford, North West London

TfL has set a target of having 1,146 riders attend the course in 2015/16 and to date 1,055 have completed the day this financial year.

In recognition of the motorcycle safety initiatives and work by TfL and the Metropolitan Police, including Bikesafe-London were awarded the prestigious Prince Michael of Kent International Road Safety Award in 2011.

Enforcement

TfL is investing significant amounts of funds for additional and targeted enforcement action and supports the bespoke Motorcycle Safety Team. The Metropolitan Police Motorcycle Safety Team undertakes intelligence led, targeted enforcement in five boroughs, based on current motorcycle casualty risk rates and absolute casualty numbers. These boroughs are:

- Croydon
- Lambeth

- Lewisham
- Wandsworth
- Westminster

In 2015/16 there will be 180 dedicated motorcycle enforcement deployments where enforcement is targeted at motorcycles and other road users. Examples of the offences detected include exceeding the speed limit, defective bikes, worn tyres, drink or drug limits, careless or dangerous riding/ driving and mobile phone use.

In addition to this enforcement activity the Motorcycle Safety team, supported by Officers from the wider command, have designed and carried out several engagement operations

Enforcement against motorcyclist is complemented by the activity by the Roads Traffic Policing Command who target all road users through general activity and specialist operations such as operation Safeway (at priority junctions, two thirds of tickets to motorists, one third to cyclists) and CUBO (targeting uninsured car drivers).

Further, we have been supporting the Metropolitan Police Service with Operation Winchester, which has seen officers enforcing against illegal motorcyclist behaviour at key locations across London to improve road safety.

Finally, TfL is working with the Police to use RIDE (Rider Intervention and Developing Experience) a National Driver Offender Retraining Scheme supported by the Association of Chief Police Officers, for lower grade offences as an educational route of action rather than penalty points.

Marketing

TfL's road safety marketing campaigns have aimed to contribute to a reduction in KSIs over the years, at a time when both the population of London has been increasing and traffic on the roads was increasing also. They are effective at raising awareness of specific road safety issues and impacting on road users' attitudes and stated behaviour.

This motorcyclist safety campaign seeks to address the fact that speeding is a significant contributory factor in the majority of motorcycle collisions where no other vehicle is involved. It is aimed at P2W riders to ensure they do not ride in a way that endangers themselves or others by riding too fast.

The marketing activity has been running since its launch in June 2013 and run at regular intervals. Following the sixth burst, the campaign continues to support a rethinking of behaviour among campaign recognisers and it continues to have a positive impact on TfL's reputation / positivity among recognisers

- Campaign recognition remains high at 58%

- As before, there was fairly strong recall of the campaign messages to not ride too fast and to ride safely.
- Agreement on key attitudes of staying within the speed limit, motorcyclists ride too fast and should take more responsibility for their own safety are slightly higher among recognisers than non recognisers.
- Around three quarters of P2W riders agree that they “should take more responsibility for their own safety” - this has not increased over time.
- The advertising continues to support a rethinking of behaviour among campaign recognisers with high agreement (around 80 per cent or better) that it makes them stop and think about how they ride, the risks of riding too fast, the speed they ride, whether they sometimes ride too fast, to slow down in certain situations

The advertising has had a gradual downward trend in riders responding that they rode faster than they should have in the past week, at 44 per cent, from 55 per cent in June 2013 before the marketing first started.

Funding

Safe Streets for London was launched with an unprecedented budget of over £257m that will be invested in road safety over the course of the TfL business plan (to 2022).

The road safety budget is structured across six core work areas:

- Engineering
- Enforcement
- Education and Training
- Campaigns
- Innovation/ evaluation, and
- The Safety Camera replacement programme

TfL’s road safety investment is ever greater in practice than £257m, as parallel programmes including Cycle Superhighways, Better Junctions, Borough LIP schemes and the Freight and Fleet programme all contribute to casualty reduction.

Specific examples of TfL investment in road safety this year are:-

- £4.2 million invested this year in road safety marketing
- £700,000 will be directed on pedal cycle safety campaigns.
- £339,000 spent on motorcycle safety marketing advertising
- £850,000 of support to the Motorcycle Safety Team and its 12 Officers
- £2,584,400 of support to the Cycle Safety Team of 33 Officers who deliver cycle Exchanging places events, bike security marking and enforcement.
- £225,000 is being invested in the motorcycle education and training programme of activities by TfL
- £2,083,000 on pre, primary and secondary school road safety education
- Up to £3,000,000 is available for boroughs through Local Implementation Plan and Borough Cycling Programme funding for child cycle training.

Further information is located in Appendix 3.

Additional planned activity

TfL monitors collision and casualties on an ongoing basis. Following the early identification of an increase in motorcycle KSIs in 2014, and in the early part of this year, along with the continuing high number of fatalities TfL has decided to expand the number and range of its motorcycle safety efforts.

TfL is seeking to expand the success of existing initiatives, such as Bikesafe-London and the Motorcycle Safety Teams enforcement, and developing new initiatives in the short to medium term.

Young rider engagement

There are three Motorcycle Industry Association recommendations being considered – 1-2-1 route based training - risk training and a simulator - but no decision has been made on which to progress. The 1-2-1 training would be suitable for people who commute to work or college by motorcycle. The risk training would be suitable for all riders. The simulator is likely to appeal most to a younger audience who are more engaged with new technology and who would benefit most from being trained in a safe environment before riding extensively on the road. The simulator could be used as a training measure or as an innovative way of engaging with the audience and persuading them to have on-bike training.

Trainer accreditation

TfL plans to work in partnership with the Motorcycle Industry Association to increase the number of Approved Training Bodies (ATB) and riding instructors accredited through their accreditation scheme in London. Planning and negotiations are at an advanced stage. The aim is to increase the number of ATBs accredited in London by around 30 (there are currently only 5 fully accredited) with an even spread across London. The aim of the scheme is to raise the standard of Compulsory Basic Training provision across London in light of reports of poor standards being provided by some ATBs, with the overall outcome being to improve motorcycle safety through having better trained riders. This process will take around 2 years to complete and will be part funded by both TfL and the MCIA.

Biker Down

Biker Down was created by Kent Fire and Rescue Service www.bikerdown.info. It aims to give riders or 'Bikers' the confidence to deal with a motorcycle collision scene if they are the first to arrive. TfL along with the MPS and LAS will be working in partnership with the LFB to deliver Biker Down as a pilot in the borough of Lambeth. The pilot will be running from June to November at West Norwood Fire Station and will be evaluated to see if the scheme is delivering benefits to London riders. The evaluation is expected to be complete in February to inform any wider roll

out of the scheme across London. The sessions are four hours and comprise of 3 modules; scene management, first aid and Personal Protective Equipment

The first and third modules are delivered by the LFB with the LAS delivering the First aid module. The third module will be run slightly differently in London then in Kent. In London this module will be about setting the London scene; what collisions are common in London, how riders can reduce their injuries by wearing the correct PPE and then they will be sign posted to BikeSafe-London for further information on how they can make themselves safer when riding in London.

Appendix 1

Motorcycle fatal investigation report

Appendix 2

MSAP action tracker

Appendix 4

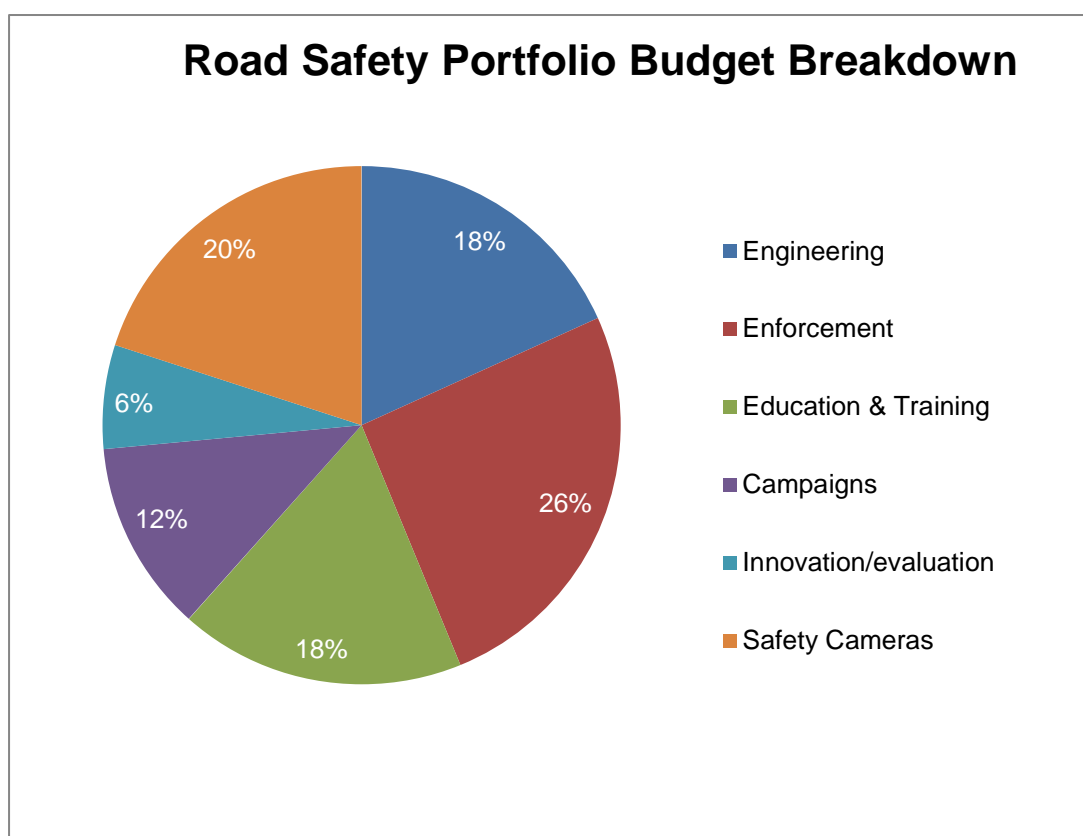
TfL Road Safety Budget

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	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
Engineering	4.2	4.8	4.1	5.2	4.9	5.2	6.3	6.2	6.3	47.2
Enforcement	8.2	8.2	8.2	6.5	6.5	6.7	6.9	7.1	7.4	65.7
Education & Training	5.6	5.4	4.7	4.8	4.9	5	5.1	5.2	5.2	45.9
Campaigns	2.8	3.6	3	3.4	3.5	3.3	3.4	3.6	4.1	30.7
Innovation/evaluation	1.3	1.8	1.9	1.9	1.9	1.9	1.9	2	2.1	16.7
Safety Cameras	0	5	25	21.5	0	0	0	0	0	51.5
	22.1	28.8	46.9	43.3	21.7	22.1	23.6	24.1	25.1	257.7