

Subject: Motorcycle Safety

Report to: Transport Committee

Report of: Executive Director of Secretariat

Date: 9 March 2016

This report will be considered in public

1. Summary

1.1 This report asks Members to agree the Transport Committee's report on motorcycle safety.

2. Recommendation

2.1 **That the Committee agrees the report, *Easy Rider: Improving motorcycle safety on London's roads*, attached at Appendix 1.**

3. Background

3.1 The Committee held a meeting with representatives of Transport for London (TfL) and experts in motorcycle safety in October 2015. Subsequently the Committee agreed to further investigate this topic and publish a report.

3.2 The following terms of reference were agreed for the investigation:

- To assess progress against TfL's Motorcycle Safety Action Plan;
- To engage motorcyclists and motorcycling organisations to learn about safety issues in London and promote safe motorcycling; and
- To identify further steps the Mayor, TfL and partners can take to improve the safety of motorcycling in London.

3.3 Activities undertaken by the Committee to investigate this topic included:

- Calling for written submissions from stakeholder organisations;
- Conducting a survey of London motorcyclists, with over 1,200 responses; and
- Holding a motorcycles safety briefing event with the Metropolitan Police Service, London Ambulance Service and London Fire Brigade.

4. Issues for Consideration

- 4.1 The Committee's draft report on motorcycle safety, *Easy Rider: Improving motorcycle safety on London's roads*, is attached at **Appendix 1**. The Committee is recommended to agree the report.
- 4.2 The report sets out a series of conclusions on steps TfL and the Mayor should take to improve motorcycle safety. It proposes that TfL update its Motorcycle Safety Action Plan, recommending that the following issues are prioritised:
- We need a better understanding of why motorcyclist casualties occur. TfL largely relies on information recorded by police officers at the scene of a collision, which could be improved through the application of new technology by the MPS, and by supplementing it with information from the NHS.
 - The inconsistency across London in access to bus lanes for motorcyclists causes unnecessary confusion. TfL allows motorcyclists to ride in bus lanes on the roads it manages, but many boroughs restrict access on their own roads. While boroughs need to determine their own policies, a more proactive strategy is required from TfL to help ensure a common approach across the city.
 - Education is essential for increasing safe riding behaviour, such as riding at an appropriate speed and wearing protective equipment, to reduce casualties among both motorcyclists and other road users. Ongoing campaigns aimed at raising awareness of motorcyclists and preventing collisions are also vital.
 - The BikeSafe scheme from TfL and the Metropolitan Police appears to be effective at increasing safety awareness among motorcyclists and attendance is growing. A key priority is to increase the participation of young riders. TfL should set a specific target for this objective, and consider how it could work in partnership with organisations to reach young riders.
 - Good road design takes into account the needs of all vulnerable road users, and TfL's new design guidance for motorcycle safety is an opportunity to embed this principle. Motorcyclists have expressed concern about the impact of segregated Cycle Superhighways on London's roads, particularly the reduction in road space for other traffic. The Committee strongly supports the Superhighways programme, but recommends close monitoring of segregated roads to assess the impact on safety for other vulnerable road users, and the application of new design guidance for motorcycle safety to all schemes where road layouts are being modified.
- 4.3 The report also recommends that:
- TfL identifies a specific motorcycle safety budget as part of this process. We accept there is a large amount of overlap between road safety programmes aimed at different road user groups, and where appropriate this would be explained in any budgetary information. However, a dedicated funding stream would reassure motorcyclists that their safety is being prioritised and allow for TfL activity in this area to be monitored effectively.
 - The Mayor and TfL focus on reducing congestion on London's roads. Motorcycles may be a part of the solution to this issue, particularly if more journeys by commercial vehicles can be undertaken by motorcycles. This issue is clearly wider than the remit of the Motorcycle Safety Action Plan, of course. TfL should work with the next Mayor to ensure a focus on congestion reduction in their first Transport Strategy.

5. Legal Implications

5.1 The Committee has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no financial implications arising from this report.

List of appendices to this report:

Appendix 1: *Easy Rider: Improving motorcycle safety on London's roads*

Local Government (Access to Information) Act 1985
List of Background Papers: None
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