

Easy rider

Improving motorcycle safety on London's roads

March 2016



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Translations

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Note on terminology

In this report, we predominantly use the term ‘motorcycle’ to refer to all ‘powered two-wheeler’ vehicles, including scooters or mopeds. ‘Motorcyclist’ refers to all riders of such vehicles. Where a distinction is being drawn between different types of vehicle, this is specified in the text.

Chair's foreword

There are around 100,000 motorcyclists in London. Although this represents only a minority of London's road users, riding a motorcycle is clearly a very popular way for Londoners to get around the city, and for delivery companies to efficiently navigate their way through congested traffic. It is vital we make sure they can do so as safely as possible.



Arguably motorcyclists have been overlooked in public discussion about road safety in recent years. However, 27 motorcyclists were killed on London's roads in 2014, a death toll that is unacceptably high, and part of a bigger picture of collisions and injuries affecting motorcyclists, many of them life changing in their seriousness. Any safety agenda for London's roadscape must feature tackling this issue as a priority.

In our investigation of this topic we spoke to a large number of motorcyclists – over 1,200 riders responded to a survey we conducted – as well as road safety experts, industry representatives and training providers. This has highlighted a number of priority areas for the Mayor and TfL to focus on if significant progress is to be made to reduce casualties.

Our first priority has to be to engage young riders. There is nothing wrong with young people riding a motorbike or a scooter for fun, as long as they do so responsibly and have access both to adequate training and the necessary safety gear. TfL has more work to do to reach this group.

The design of London's roads is detrimental to motorcyclists in some respects. As competition for road space increases, there is a risk that motorcyclists are forced into closer contact with other vehicles. TfL's decision to open up bus lanes to motorcyclists on major roads has helped to rectify this situation in some areas, but the failure to convince many London boroughs to do the same has created confusion and inconsistency. It is time TfL finished what it started seven years ago, and secured motorcyclist access to all bus lanes. But access to London's bus lanes is a privilege and with it should be a reinforced call to motorcyclist to ensure they drive responsibly, staying within safe speed limits, for their own sake and for the sake of other vulnerable road users like cyclists.

We should remember that motorcycle safety is not just a matter for motorcyclists. It is right that we acknowledge motorcyclists are disproportionately involved in collisions that injure other road users. Equally, motorcyclists themselves are endangered, for instance, by motorists who fail to look properly when turning at a junction. Awareness campaigns need to be continued and intensified to address this.

Our report comes at the end of the current Mayor's term of office. But we will be sharing it with London's new Mayor and urging a renewed focus on motorcycle safety in the coming years.

Valerie Shawcross CBE AM
Chair, Transport Committee

Executive summary

Motorcyclists are one of most vulnerable road user groups in London, along with pedestrians and cyclists. A significant number of motorcyclists have told the Transport Committee that they do not feel safe riding in London, and considering recent casualty data it is clear why this is the case.

Around 17 per cent of those injured on London's roads — and 24 per cent of serious casualties — are motorcyclists, despite this mode accounting for a very small minority of traffic. There is recent evidence, too, that the number of motorcyclist casualties in London is growing again, following a period of decline. It is also the case that collisions with motorcyclists are a risk faced by other vulnerable groups, such as pedestrians.

Transport for London (TfL) and partner organisations have been making significant efforts to make motorcycling safer in London, including through the recent Motorcycle Safety Action Plan. It is obvious that these efforts have not had the same level of media or political attention as schemes to promote the safety of cycling in London. But it would be wrong to view this issue as a competition between different modes. For the most part, making London's roads safer is to the benefit of all road users.

Our investigation has identified a number of areas where TfL needs to focus if it is to make motorcycling safer in London. We recommend that TfL makes these a priority in an updated Motorcycle Safety Action Plan, accompanied by a dedicated budget:

- 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.

We call on the next Mayor to work with TfL to deliver these priorities. In addition, we also urge the Mayor to focus on the issue of traffic congestion in London. Heavy congestion is a danger to motorcyclists, as well as other vulnerable road users. Motorcycles may in fact be a part of the solution to this issue, particularly if more journeys by commercial vehicles can be undertaken by motorcycles. The next Mayor's transport strategy should set out long-term plans to reduce congestion.

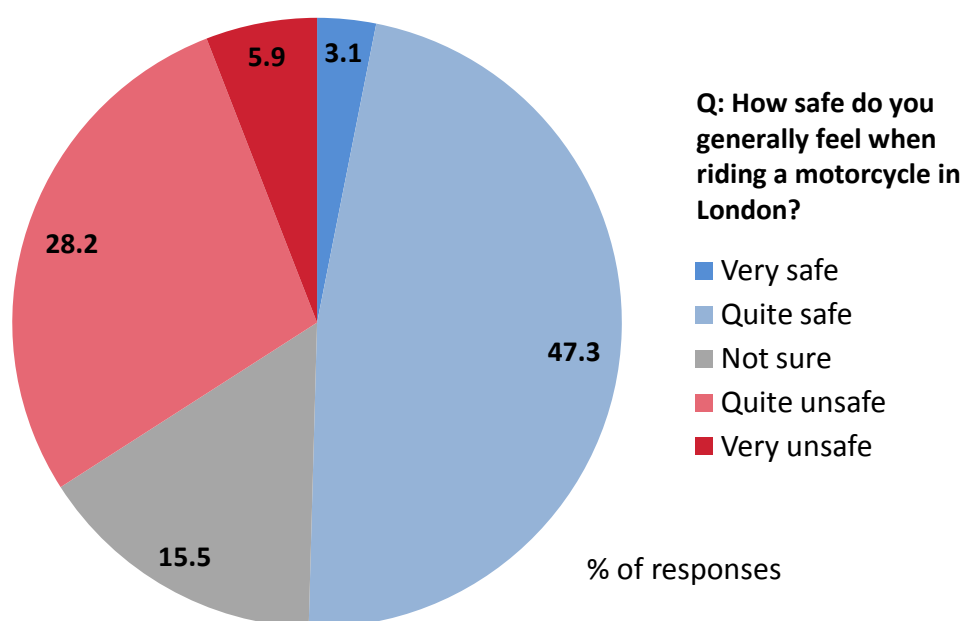
1. Vulnerability of motorcyclists

Motorcyclists are one of the most vulnerable road user groups in London, along with pedestrians and cyclists. They experience relatively high levels of casualties, and many have reported safety concerns to the Committee during this investigation.

In 2013, the Mayor set a target to reduce the number of people killed or seriously injured on London's roads by 40 per cent by 2020.¹ This target has already been met, and the Mayor has now updated it to aim for a 50 per cent reduction.² Not all road users have experienced the same level of improved safety, however.

According to our survey of over 1,200 motorcyclists, over a third said they generally felt unsafe while riding in London, as shown in Figure 1.³

Figure 1: Over a third of motorcyclist survey respondents feel unsafe on London's roads

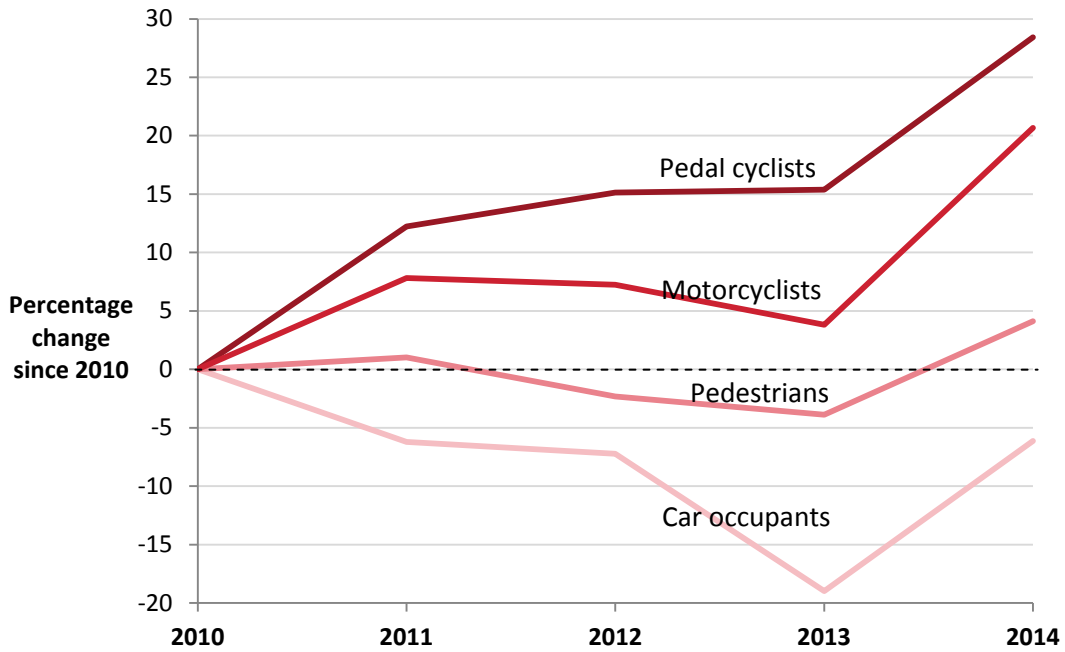


In our survey, we also asked riders to share their experiences of being involved in collisions and 'near misses'. Their responses revealed that, in the past two years:⁴

- One in five motorcyclists has been involved in a collision (20 per cent).
- Just over three in five motorcyclists have been involved in a near miss incident (62 per cent).

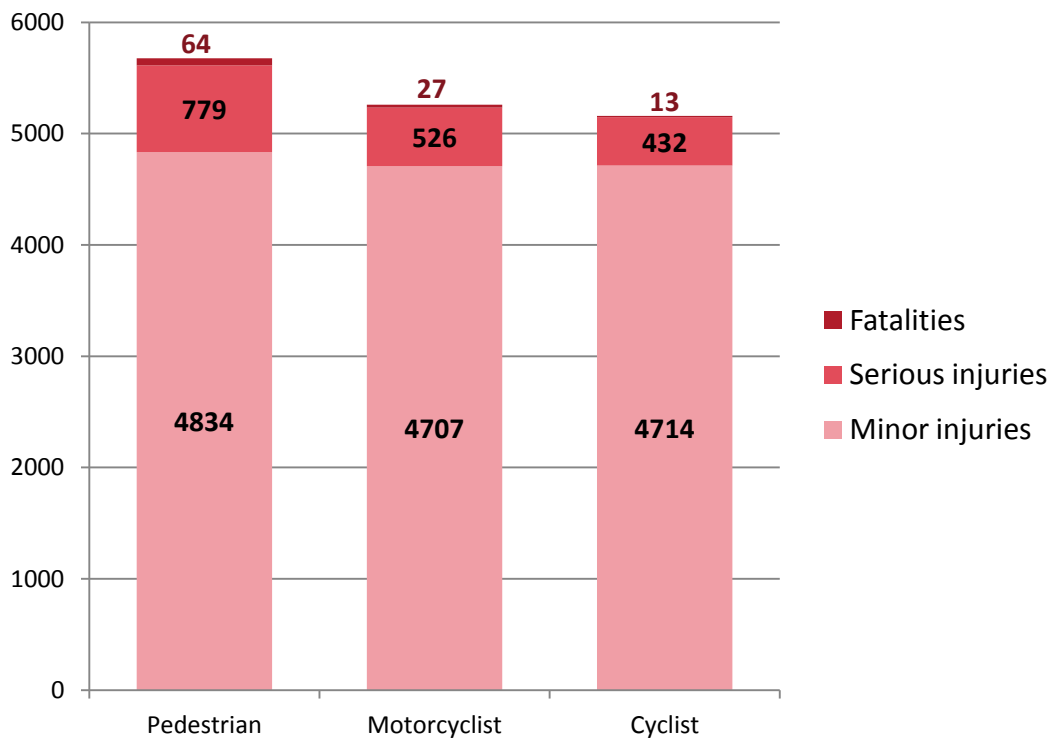
While casualties among motorcyclists are currently lower than previous peaks, they have been growing over the past five years. In 2010, 4,337 motorcyclists were injured on London's roads. By 2014, this had grown to 5,233, an increase of 21 per cent. Figure 2 shows how the number of casualties has changed across different transport modes in London since 2010.

Figure 2: Motorcyclist and cyclist casualties have increased significantly in the past five years⁵



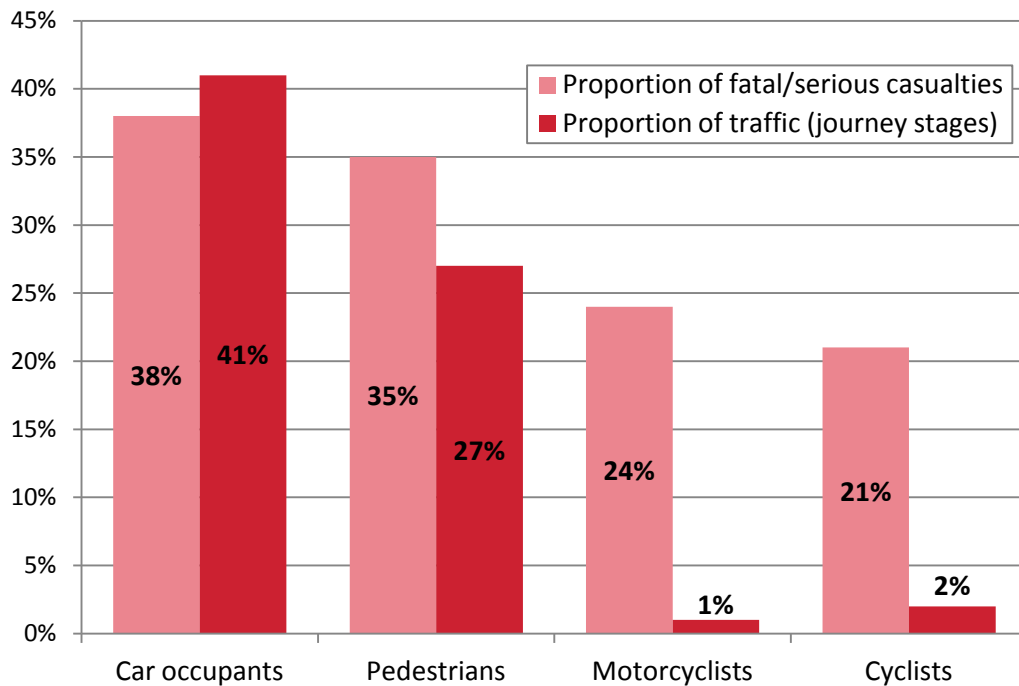
The level of motorcyclist casualties in London is broadly in line with those among pedestrians and cyclists, the two other groups of vulnerable road users in London. They have similar numbers of overall casualties, and of fatal and serious casualties:

Figure 3: Pedestrians, motorcyclists and cyclists experience similar numbers of casualties in London (2014)⁶



All three of these groups experience a relatively high level of casualties, considering their modal share in London. While car occupants have more overall casualties, this is proportionate to the number of car journeys undertaken. As Figure 4 shows, the likelihood of being killed or seriously injured on London’s roads is disproportionately high for both motorcyclists and cyclists.

Figure 4: Vulnerable road users experience a disproportionate level of casualties (2014)⁷



The increase in motorcycle casualties is not simply the result of more people riding motorcycles in London. TfL data shows that the number of motorcycle trips increased 4.1 per cent from 2013 to 2014, although the number had fallen slightly in the previous two years.⁸ Craig Carey-Clinch of the Motorcycle Industry Association (MCIA) told the Committee in October that there had been an increase in commuting by motorcycle in London in particular, although argued this change was not sufficient to fully explain the increase in casualties.⁹

It should also be noted that other vulnerable road users are injured in collisions with motorcyclists. In 2014, nine per cent of injuries to pedestrians on London’s roads involved a motorcycle. This is relatively high considering the low modal share of motorcycles. In contrast, four per cent of pedestrian injuries involve pedal cycles. This may indicate that pedestrian collisions with cyclists are less frequent, or that they are less likely to cause injury.¹⁰ These figures do not necessarily indicate that motorcyclists were at fault in the collisions.

The trends for motorcyclist casualties in London are worrying. Motorcyclists are injured at a disproportionate rate, given their modal share, and casualties are on the increase. Clearly, this should be a priority issue for the Mayor and TfL. In the remainder of this report we explore some specific concerns and suggest ways to increase safety.

2. Collision data

Developing new safety initiatives for London's roads requires comprehensive information on how and why collisions occur. Policy-makers need to know the circumstances involved in a collision to identify trends and make effective interventions to prevent them in future.

Primarily, information on the circumstances of road traffic collisions is written down by police officers at the scene using the STATS19 reporting form. Data is compiled and shared with TfL, and helps inform road safety schemes. But the data collected is not comprehensive or consistent enough, and takes too long to compile. As Craig Carey-Clinch of the MCIA suggested:

When you are looking at police officers and how they are trained to use STATS19, we know that tends to vary around the country. Most of them are very good but, in the heat of that particular situation, particularly if an officer has to deal with a very unpleasant, distressing situation, having to then immediately start collecting data and filling all of this in or even looking at somebody who has gone in an ambulance and trying to decide if they have a slight or serious injury and not actually knowing, can sometimes lead to some skews in the data.¹¹

David Davies of the Parliamentary Advisory Council on Transport Safety (PACTS) told us that at least 22 police forces around the country are now using digital devices to collect more accurate data on collisions, known as Collision Recording and Sharing (CRASH) devices.¹² The Metropolitan Police Service (MPS) is currently not one of them.

TfL told the London Assembly's Police and Crime Committee in February that the paper-based system for collecting information at the scene of a collision is *"in urgent need of modernisation and replacement."*¹³ Lilli Matson, Head of Strategy and Outcome Planning at TfL, told us they hoped to see the MPS using new digital devices in the future:

Our ideal is to get handheld devices for the police so that we do not have a three-month delay with handwritten information, which may be partial even though I know they are trying to do their best in the situation. We would like handheld devices so that we can have instant access to that data. That is our wish and that is what we are talking about. It would be much more free and flexible. The officers could record exactly what they see and it would not be limited.¹⁴

In 2013, the MPS told the Assembly's Budget and Performance it was aiming to introduce new mobile devices for officers during 2014/15.¹⁵ Progress has been slower than expected, with the MPS telling the Assembly's Budget and Performance Committee in January 2016 that pilots for new devices were still ongoing.¹⁶ It may also be the case that the use of body-worn cameras by police officers, currently being rolled out across the MPS, will help collect better information in the circumstances of a collision.¹⁷

When a collision results in a fatality, a richer set of information is collected than allowed in the STATS19 form, reflecting the more extensive investigations that are carried out. In part,

TfL's Motorcycle Safety Action Plan is based on research into the causes of fatalities taking place from 2006 to 2009 in London. According to the plan, TfL was to update this research in 2015, but it has told us that this work has not yet started because of issues accessing police data.¹⁸

Another source of information on motorcyclist casualties is the health service, for instance data from accident and emergency (A&E) departments collected for Hospital Episode Statistics. This includes information on injuries and their causes. Lilli Matson of TfL explained how this can supplement the police data:

*Other things we have been looking at are things like hospital episode statistics. Someone might have just a [minor incident] and it is not recorded in any police effort, but it is recorded if they then go to hospital. If we start collecting that data, again, we get a richer picture about where these incidents are happening.*¹⁹

The Mayor has recently announced a major initiative to use Hospital Episode Statistics data as a way of identifying and tackling crimes such as youth violence and sexual exploitation, noting that 17 out of 29 A&E departments now share their data with the police.²⁰ TfL included an action in the Motorcycle Safety Action Plan to make use of health service data to help identify ways to improve motorcycle safety. This was due for completion in 2014, but the project was delayed – TfL reports that a research study on hospital casualty data remains ongoing.²¹

Knowing why things go wrong is the first step toward putting them right. Although we are confident TfL understands many of the factors behind motorcycle casualties, we also believe there are opportunities to improve the information it receives. Research into the causes of motorcyclist fatalities should be updated, as TfL planned to do in 2015. We would also like to see the Metropolitan Police Service introduce digital devices for recording the details of all road traffic collisions in London, with this more accurate data also supplemented by casualty data from the health service.

3. Training and education

Improving the skills of motorcyclists is vital to improving their safety, as is educating other road users about how to avoid collisions. TfL has a number of initiatives in this area, which should be continued and extended where appropriate. A particular priority is to better engage young motorcyclists in training schemes.

We have heard during our investigation about a wide range of issues where expert advice and training can contribute to reducing motorcycle casualties, and casualties among other road users. Motorcyclists can benefit from advice on frequent types of collision experienced on London's roads and contributory factors, for instance the relationship between riding speed and collisions.²² In 2015 TfL initiated a 'Think! Don't ride too fast' campaign aimed at motorcyclists.²³ These topics are also covered in training schemes promoted or funded by TfL, as discussed further below.

Motorcyclists can also benefit from advice on the use of personal protective equipment (PPE), both to reduce the severity of injuries if they are involved in a collision and to increase their visibility on the road. Riders can receive this advice through formal training schemes, and TfL runs other initiatives on this issue as part of the Motorcycle Safety Action Plan, for instance to encourage motorcycle retailers to promote the use of PPE.

For other road users, public campaigns may seek to increase awareness of motorcyclists. For instance, drivers need to be aware that they may enter the path of a motorcyclist when changing lanes or turning into or out of a side road. TfL has run campaigns, such as the 'Share the Road' campaign launched in 2014 to increase awareness and understanding of vulnerable groups among all road users.²⁴

Training schemes

Motorcyclists can receive instruction in safe riding practice in a number of ways, including after they have obtained a motorcycle licence. Among the training available to riders is:

- All motorcyclists must undertake Compulsory Basic Training (CBT) to permit them to ride on public roads. This is generally a one-day course based in a classroom and on the road, delivered by a wide range of approved providers. Costs are met by the participant. If a motorcyclist has not passed a full motorcycle test within two years of completing CBT, they must undertake the course again.²⁵
- The Rider Intervention Developing Experience (RIDE) is a course to which motorcyclists are referred by police services, including the Metropolitan Police. It is offered to motorcyclists who have committed road offences, as an alternative to prosecution. The costs are met by the participant. It is a one-day, classroom-based course.
- BikeSafe is a course funded by TfL and delivered by the Metropolitan Police Service. Bike Safe is a national programme, which has been tailored for London by TfL and

the MPS. It is designed to improve behaviour management among motorcycle riders, and 'bridge the gap' between compulsory training, and the more advanced courses available. It costs £45 to attend, for a one-day course.

- Other specialist providers, notably the Institute of Advanced Motorists, offer a range of advanced training for motorcyclists.

Our investigation has considered in particular the BikeSafe scheme, as this is funded by TfL. The course consists of a classroom-based theory session and an assessed ride with MPS officers. During the classroom activity, the most common types of collision are explained, and riders are shown what to be aware of on the road. BikeSafe's five training centres are based on the outskirts of London so that they can take riders on different types of roads. A ScooterSafe course is also offered, aimed at scooter riders. Corporate packages are also available; for instance BikeSafe has provided safety training to drivers for the bus company Metroline.

"The BikeSafe course was fantastic but it's not that cheap. Most people are on scooters or motorbikes to save money."
Motorcyclist survey respondent

Attendance on BikeSafe courses has been growing.

BikeSafe aimed to recruit 1,146 participants in 2015, based on average performance in previous years. This target was exceeded by around 25 per cent, with 1,437 riders taking part; 123 of these riders participated in the ScooterSafe training. In a recent survey of BikeSafe attendees, 93 per cent said their road behaviour had changed as a result of the course.²⁶

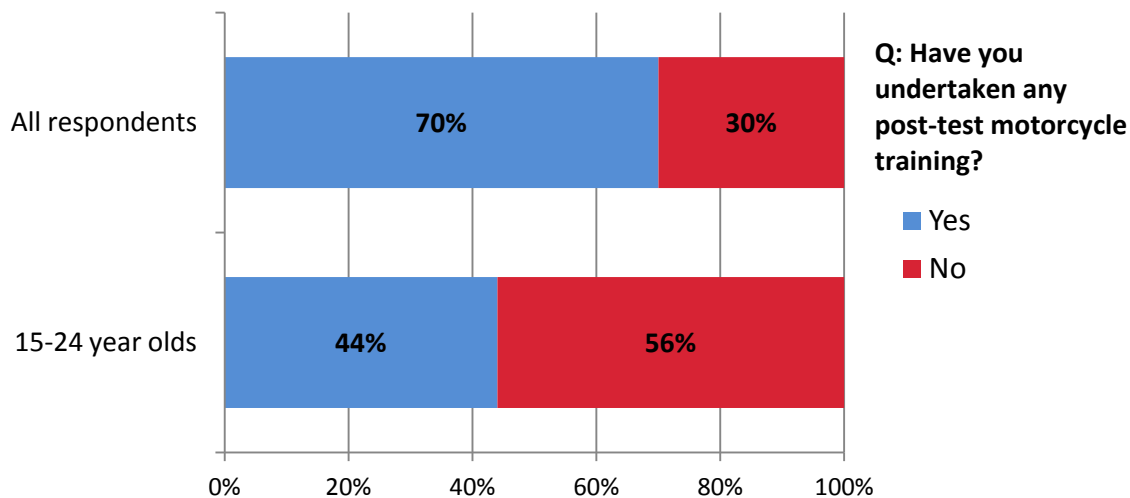
Young riders

One of BikeSafe's key challenges is a relative lack of participation among young motorcyclists. Lilli Matson of TfL told the Committee:

Perhaps not unexpectedly but unfortunately, the most at-risk or the ones with the highest accident rates are young groups, around 19- and 20-year olds. We are very aware that the BikeSafe product is quite difficult to get those groups to engage... we are struggling, to a degree, to really hit that target younger age group. We are looking at working with training colleges and working through the boroughs to try to encourage that age group to come along to training because that is actually who we need to target.²⁷

In our survey of motorcyclists we asked participants if they had undertaken any post-test training. The findings revealed that young people were significantly less likely to have undertaken training, as shown in Figure 5:

Figure 5: Young motorcyclists are less likely to have undertaken post-test training²⁸



There may be a number of reasons for the low engagement of young riders in BikeSafe. Many respondents to the Committee’s survey cited cost as a reason for not undertaking training, although young people are offered a discounted rate of £10 to attend the BikeSafe course. Publicity for the scheme may not reach young people in sufficient numbers. The Committee also heard at our event with BikeSafe that delivery of the scheme by police officers might discourage some young people from attending.²⁹

“I think you need to promote that BikeSafe is not police officers telling you off or lecturing you, it is police officers giving you good tips that... enable you to ride safer.”
Motorcyclist survey respondent

Some stakeholders have shared views with the Committee about expanding BikeSafe and reaching more young people. East London Advanced Motorcyclists (ELAM), a membership body affiliated to the Institute of Advanced Motorists, suggested working with voluntary bodies:

Outside of London, there is more interchange between BikeSafe and local voluntary training bodies. For example in some counties surrounding the capital, Institute of Advanced Motorists 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.³⁰

The Royal Borough of Kensington and Chelsea shared its experience of working with youth services to encourage take-up of CBT, which might be applied to BikeSafe:

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... [Since 2010/11] 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.³¹

Given the importance of engaging young riders to improve their riding skills and safety awareness, we would expect TfL to prioritise this group in its motorcycle safety projects. Several actions in TfL's Motorcycle Safety Action Plan were aimed at improving the safety of young riders. For two actions, the latest update from TfL suggests progress has been slower than expected:

- TfL planned *“to undertake a multi-modal research study into younger riders and drivers to better understand their attitudes and behaviour to safety which will influence future road safety initiatives in London.”* This study was due for completion in 2014, but has not yet been started, with TfL saying the need for the research is being kept under review.³²
- TfL planned to *“develop and pilot a new approach involving schools, colleges, universities, trainers, retailers and businesses in order to reach out to young riders who are most at risk.”* This pilot was due for completion in 2015, but is still under development, with TfL working with the London Borough of Lewisham to develop it.

Adequate safety instruction is vital for motorcyclists, especially for young riders, who both are more likely to be involved in collisions and less likely to undertake training. TfL has not yet undertaken promised research or a pilot programme with young riders that would almost certainly have provided valuable insight into this issue – these should be prioritised and completed before the next Motorcycle Safety Action Plan is agreed.

We want more young people to complete TfL's BikeSafe scheme, and feel it would be appropriate for TfL to set a target for achieving this. To help increase participation among young people, TfL should consider whether the delivery of BikeSafe and any outreach work should involve other organisations as well as the police.

4. Road space

With a growing population and economy, there is huge and increasing demand for space on London's road network. There have also been recent changes in the composition of traffic which alter the way London's roads are used.

London's road traffic is on the increase again after almost a decade of decline. Between 2006 and 2014, annual vehicle miles fell in London by seven per cent, largely because of the impact of the recession on economic activity.³³ However, it rose by two per cent in 2014, and this was noted as a potential contributory factor in the increase in casualties at the Committee's meeting on motorcycles safety.³⁴ The Mayor and TfL have recognised this problem and recently launched a new team of Road and Transport Enforcement Officers to focus on reducing congestion.³⁵

"Streets are too congested, leading to frustrated drivers not showing due consideration for motorcyclists."

Motorcyclist survey respondent

The Committee has identified two trends in particular that are contributing to congestion in London:

- The growth in private hire vehicles. Enabled by new technology, the number of private hire drivers in London has increased from around 59,000 in 2009/10 to over 95,000 today.³⁶ To tackle this issue the Mayor has requested that the Government legislate to allow TfL to introduce a cap on the number of private hire licenses issued by TfL, and more recently has proposed removing the Congestion Charge exemption for private hire vehicles.
- The growth in light commercial traffic. Van traffic in London increased by 12 per cent between 2010 and 2014, driven in part by a growth in internet shopping deliveries and restrictions on Heavy Goods Vehicles. The Committee has recently investigated this trend and made suggestions to reduce the impact of van traffic, including re-timing deliveries and establishing new consolidation centres.³⁷

There is potential for motorcycles to help reduce road congestion in London. In our investigation into light commercial traffic, the Committee heard that for some journeys motorcycles or pedal cycles could be used as an alternative to large vehicles such as vans. This may apply to parcel deliveries or tradespeople on service calls, for instance. Greater use of motorcycles where appropriate could reduce congestion by taking up less road space and allowing quicker movement through traffic. This may also help to reduce carbon emissions, especially if electric motorcycles or 'hybrid' motorised pedal cycles become more prevalent.³⁸

Congestion is an issue that needs to be addressed by TfL. It is a long-term problem that affects all road users, including motorcyclists. We would urge the next Mayor to prioritise measures to tackle congestion in their first Transport Strategy. This should include consideration of how motorcycles can help reduce congestion, particularly by encouraging their use as an alternative to larger commercial vehicles.

Bus lanes

One of the biggest concerns raised with the Committee during this investigation was the inconsistency in access to bus lanes for London's motorcycles. In 2011, following successful trials, TfL confirmed that motorcycles would be allowed to ride in bus lanes on all TfL-managed roads.³⁹ TfL manages around five per cent of London's roads; these are known as the Transport for London Road Network (TLRN) or red routes. The TLRN includes most of London's major trunk roads, consisting of 5 per cent of total road length in the city but carrying 30 per cent of traffic.⁴⁰

TfL's decision to allow motorcycles to ride in bus lanes permanently was based on a reduction in journey times and emissions for motorcyclists, and the lack of any adverse safety impact on other road users. Findings of two independent trial studies conducted by Transport Research Laboratory included:⁴¹

"One of TfL's best policies. Riding in the lanes is fine, but lack of consistency across London means it's not always clear which ones are open for motorcycles."
Motorcyclist survey respondent

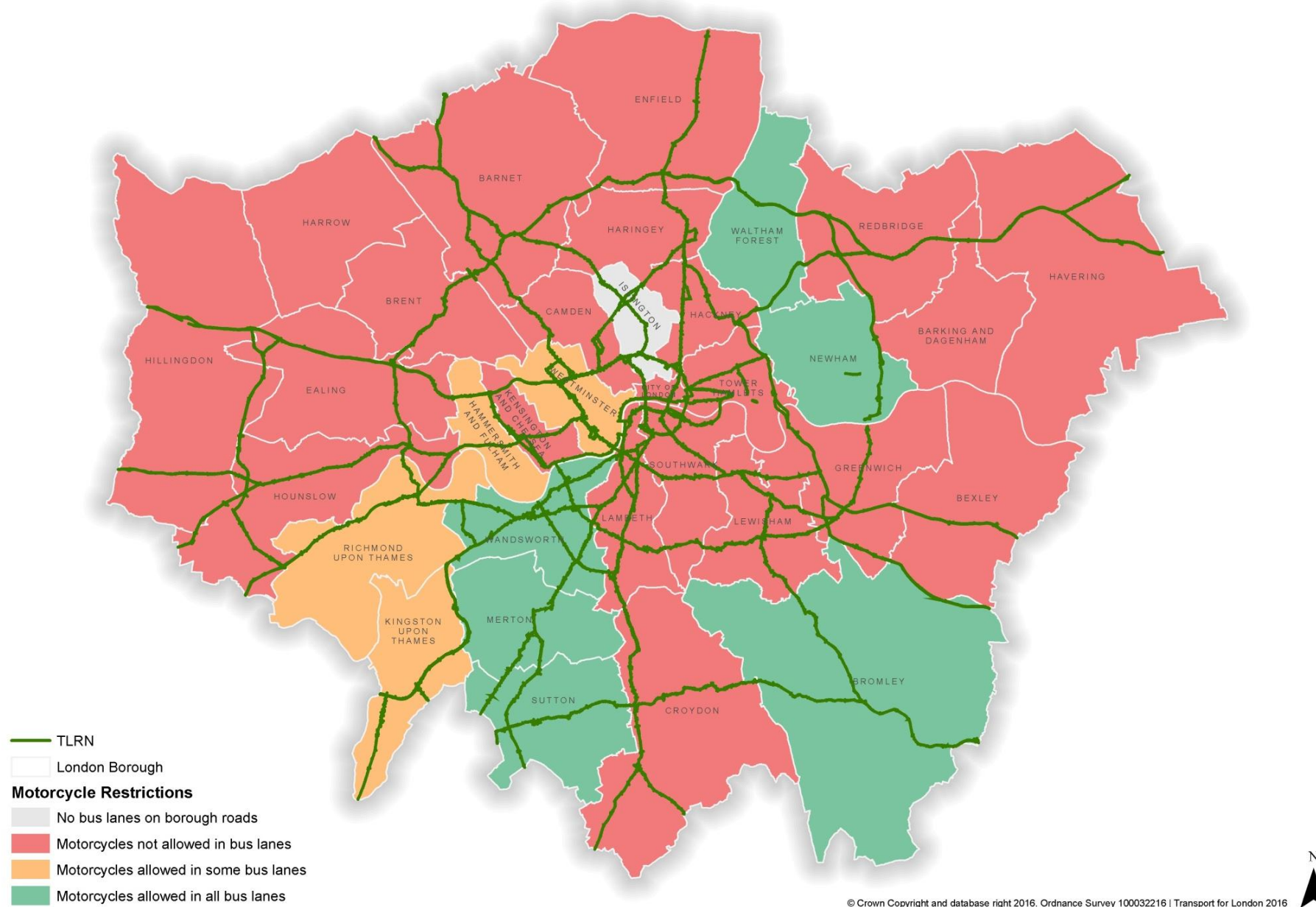
- There was no significant impact of allowing motorcyclists to ride in bus lanes on pedestrian collision rates.
- There was no significant impact of allowing motorcyclists to ride in bus lanes on cyclist collision rates, and there was no decrease in the number of cyclist using bus lanes.
- There was evidence of migration of motorcycles onto roads allowing bus lanes access from other, similar roads.
- The first study noted an increase in collisions for motorcyclists at trial sites, mainly involving cars turning into or out of side roads. In the second study it was shown that the increase in collisions in TLRN bus lanes was half the increase seen on the remainder of the road network between the two study periods.
- Average speeds of motorcyclists at trial sites increased, consistent with the hypothesis that motorcyclists used bus lanes to gain a journey time advantage.
- Bus speeds were unaffected by allowing motorcyclists to ride in bus lanes.

Ben Plowden, TfL's Director of Strategy and Planning for Surface Transport, summarised the findings at the time TfL's new bus lane policy was confirmed:

*The results of our latest trial show that the Mayor's policy of providing access to bus lanes along some of the busiest roads in London has delivered strong benefits for motorcyclists and in terms of improving the efficiency of the road network. The two trials have shown reduced journey times and environmental benefits with no significant safety issues thrown up for motorcyclists and other vulnerable road users.*⁴²

However, the benefits of this change are limited by the inconsistency in policy across London. While motorcycles can access all bus lanes on the TLRN, most individual boroughs do not allow access to bus lanes on borough-managed roads.

Figure 6: Motorcyclist access to bus lanes is inconsistent between London boroughs⁴³



In our survey of boroughs, 22 confirmed they do not allow motorcycles to ride in bus lanes on borough-managed roads. Six boroughs allow access to all bus lanes, while four allow access to some bus lanes (generally as part of trial schemes). The map in Figure 6 on the previous page illustrates all borough policies.

Vehicles allowed in bus lanes on the TfL Road Network

- Buses with at least 10 seats
- Licensed London Taxis (black cabs)
- Motorcycles (without side cars), mopeds and scooters
- Bicycles
- Tricycles (non-motorised, or motorised under 450kg, without side cars)

The London Borough of Hackney, which does not allow motorcycles to ride in bus lanes, explained its position to the Committee:

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.⁴⁴

Motorcyclists and other stakeholders have criticised the inconsistency in bus lane policies. ELAM suggested:

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.⁴⁵

Road Safety GB, which represents road safety professionals including officers working at all London boroughs, called for:

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, this will enable the motorcyclist to make safer and easier progress by blending within the traffic.⁴⁶

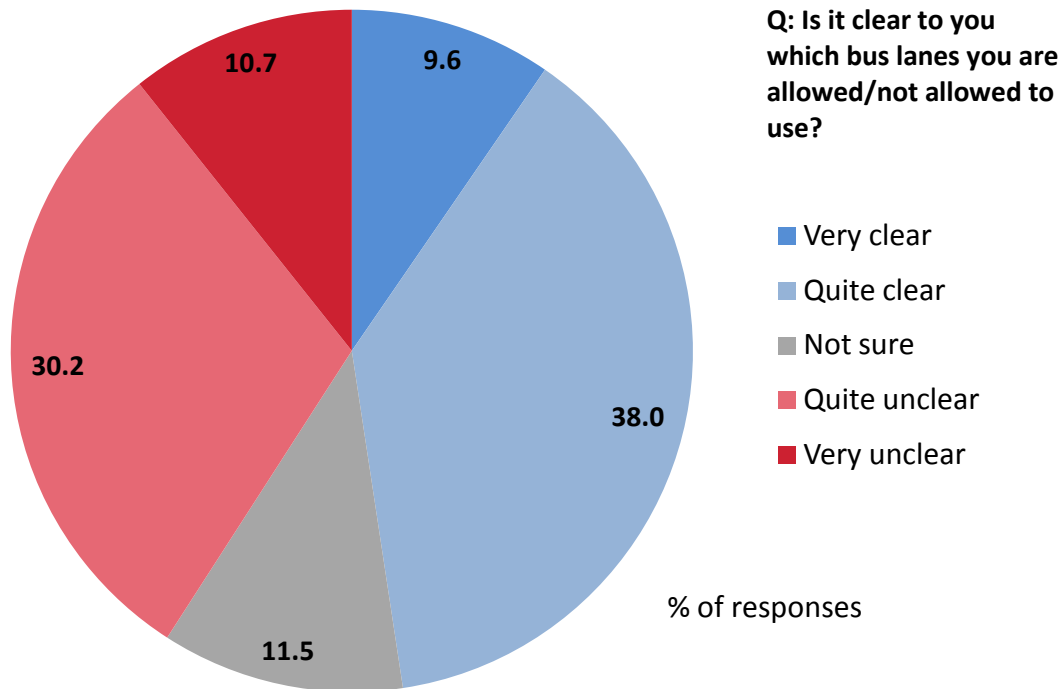
We asked motorcyclists in our survey about their experiences of riding in bus lanes in London. Over 40 per cent said it was not clear which bus lanes they were allowed to use, as shown in Figure 7 overleaf.

"Some bus lanes are allowed and others aren't. I spend more time looking for the signs than watching the road. It should be allowed at all times."

Motorcyclist survey respondent

TfL has regular and extensive contact with all London boroughs on road safety issues, not least with regard to the implementation of local road safety initiatives funded by TfL. Lilli Matson of TfL, told the Committee that it does encourage boroughs to allow bus lane access for motorcycles, and was recently successful in encouraging the London Borough of Wandsworth to do so. This initiative is not included in TfL's Motorcycle Safety Action Plan, however.

Figure 7: Over 40 per cent of motorcyclist survey respondents are unclear which bus lanes they are allowed to ride in



Allowing motorcycles into bus lanes is a TfL policy with proven benefits for motorcyclists, without negatively affecting safety for other road users. Over four years after TfL launched its new TLRN bus lane policy with great fanfare, therefore, it is disappointing that such little progress has been made to make bus lane access consistent across London. The lack of coordination across London creates unnecessary confusion and risk, and makes no sense from the perspective of some individual road users. Many motorcyclists are clearly unsure of where and when they are permitted to use a bus lane.

While TfL’s policy of opening up bus lanes is the right one, the inconsistency it has created risks being counter-productive. We urge all boroughs review their policy on this issue, and also recommend that TfL works harder to convince boroughs of the benefits of allowing motorcycles access to bus lanes. In the next Mayoral term we expect to see a more pro-active approach to promote policy change across London, with a specific and timed objective set in an updated Motorcycle Safety Action Plan.

We recognise, of course, that this policy can only be implemented within the wider context of motorcycle safety initiatives. Riding in bus lanes does bring motorcyclists into contact with other vulnerable road users, and it is therefore important to encourage take-up of training and education schemes as discussed in Chapter 3. If TfL is successful in securing the rollout of bus lane access across London, it would be appropriate to undertake further public campaigns to ensure widespread awareness of this change. New research should also be conducted to update TfL’s trial studies and assess the impact of this change on all road users, and to establish best practice on issues such as signage.

5. Engineering

The dangers facing motorcyclists on London’s roads include the design and condition of the road itself. We have heard from many motorcyclists about features of road engineering in London that could be improved in order to reduce risk.

A number of experts at our meeting in October raised concerns about specific features of London’s roads. Dr Leon Mannings of the Motorcycle Action Group highlighted the example — also discussed in a submission by Road Safety GB — of speed cushions placed on roads with bends, which tend to encourage motorists to drive directly into the path of turning motorcycles:

The problem is that if designers of schemes look at slowing down traffic by putting speed cushions in do that and do not realise that it is creating two hazards, one is it can trip the [motorcyclist] up but the other one is – and it literally does happen – it encourages oncoming traffic rather than staying in its own lane to drive down the middle of the road.⁴⁷

One of TfL’s key motorcycle safety schemes is the production of new road design guidance, based on new Institute of Highway Engineers guidelines and tailored for London. TfL’s Motorcycle Safety Action Plan set out that this will be applied on all TLRN schemes. Boroughs will be encouraged to follow the same principles through the Local Implementation Plan process, through which TfL funds local road safety schemes. Graeme Hay of the British Motorcyclists Federation discussed the potential benefits of this initiative, particularly how it could bring about more consistency in road design and spread good practice across London:

“Raised road bumps or sleeping policeman are lethal for all road users. The pillows encourage drivers to be in the centre of the road causing many near miss head-on collisions. The bumps are dangerous for motorcycles, especially in wet weather.
Motorcyclist survey respondent

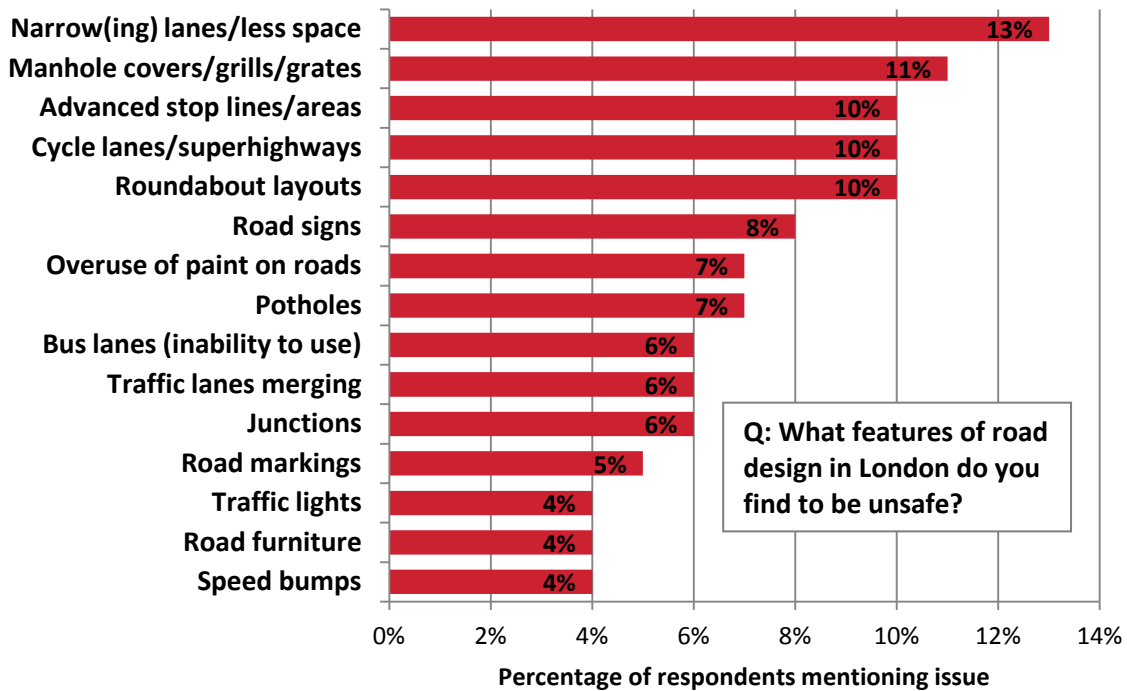
I very much support the preparation of the street design manual for motorcycle safety, which we are contributing to. One of the things that I think sets London slightly apart from most of the rest of the UK is the intensity of streets and the intensity of different authorities, the inconsistencies between road space availability. As a rider travels through London on and off of the TfL network and through various boroughs, there are areas of benefit and safety which are available on one network and not on another.⁴⁸

David Davies of PACTS stressed the importance of road maintenance in order to improve safety:

Huge amounts of attention and effort and so forth go into designing things and opening new schemes and so forth, which is all very important, but it is the quality of the construction and then the ongoing maintenance, which can be very important to safety and often gets neglected... there are potholes, road markings and making sure that signs and lines and so forth are kept up to date.⁴⁹

In our survey of motorcyclists we asked about what features of London’s roads they find unsafe. Figure 8 displays the issues that were mentioned most often by respondents when answering this question, and echoes the expert views we heard.

Figure 8: Motorcyclist survey respondents identified a range of unsafe features on London’s roads



The design of London’s roads has a big impact on the safety of riding a motorcycle in London. Clearly it is not possible to eliminate all risk, but features that present unnecessary danger to motorcyclists should be minimised. Roads must also be kept in a good condition in order to maintain as safe an environment as possible. We welcome the new design guidance TfL is developing for London and hope this is an opportunity to implement good practice across the capital. In this report, we have focused on key strategic concerns where TfL has a direct role, particularly bus lane access (see Chapter 3) and the changes associated with the introduction of segregated Cycle Superhighways.

Cycle Superhighways

Another significant change on London’s roads is the introduction of segregation between cycle lanes and general traffic as part of TfL’s Cycle Superhighways programme. Only a small minority of roads in London will be segregated, but these include some of the capital’s busiest roads.

There is widespread support among motorcycling stakeholders for measures to improve cycling safety in London. Often, road safety schemes designed for cyclists benefit all vulnerable road users. However, a number of organisations have expressed concerns about the implications of the new Cycle Superhighways for motorcyclists. The main concern is that the amount of space available to other road users is being reduced, therefore bringing

motorcycles into closer contact with other vehicles. As Dr Leon Mannings told the Committee:

...it is narrowing the space for powered two-wheelers. Whilst powered two-wheelers had access to the near-side section of a carriageway, where it was a bus lane in particular, that is being taken away. Therefore, we are going back to a position that is, in some sections of the Cycle Superhighway, even worse than it was before bus lanes were introduced because... the actual lane width being specified for what is called 'general traffic', which includes one-third of vulnerable road users who are powered two-wheeler riders, is being narrowed.⁵⁰

East London Advanced Motorists explained the specific risks of this:

Powered two-wheelers' characteristic manoeuvrability allows them to make better progress through congested traffic. At pinch points such as the Blackfriars Underpass, narrow lanes can result in powered two-wheeler riders attempting to filter inappropriately. It appears that similar problems are emerging along the new Cycle Superhighways.⁵¹

TfL accepts that lane widths are being narrowed along some stretches of new segregated Cycle Superhighways. Lilli Matson told the Committee that where this is the case, design guidance recommends that ambiguity is removed from road design. In effect, vehicles will be prevented from changing lanes to overtake — as motorcyclists may otherwise have done — by the introduction of solid white lines. It is expected this would reduce the speed at which motorcyclists can move through traffic.⁵²

The Committee has long supported the introduction of segregated Cycle Superhighways on London's roads, and continues to do so. It is a vitally important initiative aimed at reducing cyclist casualties and persuading more people to take up cycling. This will contribute significantly toward reducing congestion and pollution, and improving public health.

However, we recognise the legitimate concerns motorcyclists have about some newly segregated roads providing less space for general traffic. It is important that collisions are monitored closely on these roads for all types of user, and any findings reflected in the future development of the Superhighways scheme. In general, the new design guidance for motorcycle safety developed by TfL should be applied to all schemes where road layouts are changing, for instance in order to accommodate the safe filtering of motorcyclists.

6. Updating TfL priorities

Transport for London's key initiatives in this area are set out in the Motorcycle Safety Action Plan, published in 2014. As part of this investigation, we have assessed progress against the action plan. We found that while many actions have been completed, the timetable has slipped for some of the priorities.

There are a number of key actions where progress has been less than satisfactory. This includes:

- Actions to undertake research on young riders and piloting a new approach to engaging them (as discussed in Chapter 4).
- Updating research on motorcyclist fatalities (as discussed in Chapter 2).
- Working to bring together hospital and police data to improve understanding of how to prevent motorcyclist casualties (as discussed in Chapter 2).

Some initiatives considered by the Committee during this investigation, notably motorcycle access to bus lanes, are not featured in the action plan. A full summary of progress with the action plan, based on a submission from TfL, is included at Appendix A.

There is no dedicated budget for TfL to deliver this action plan. TfL's motorcycle safety initiatives are largely funded through the general road safety budget (Safer Streets for London programme). This budget amounts £258 million over the nine years from 2013/14 to 2021/22 (average of £29 million per year).⁵³

TfL's cycling programmes do have a specific budget of £913 million for a slightly longer period of ten years. However, the cycling and general road safety budgets overlap so it is not possible to provide a direct comparison of TfL's funding commitment. It is also the case that much of the cycling expenditure will help improve safety for motorcyclists and other road users, as well as cyclists.

TfL's Motorcycle Safety Action Plan includes a range of measures it has introduced to reduce motorcyclist casualties, often in partnership with other stakeholders. With the delivery period for the plan ending in 2016, TfL needs to start working on an updated version.

An updated plan needs to be underpinned by the latest casualty data and additional research promised in the existing plan. Based on our investigation, we would also recommend the following issues are prioritised in the plan:

- **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.

We would also recommend 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.

Finally, we also urge a 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.

APPENDIX

A. Motorcycle Safety Action Plan progress

TfL provided an update on progress with all of the measures in its Motorcycle Safety Action Plan. This is summarised below. A full version of TfL's update is included in the written submissions published alongside this report.

Action	Planned completion	Status
Reducing speed-related collisions		
Provide funding for a 40 per cent uplift in the activities of the Metropolitan Police's Motorcycle Tasking Team to clamp down on illegal and antisocial road user behaviour.	2014	Ongoing activity
Deliver safety campaigns to reduce speeding by motorcyclists.	2014	Ongoing activity
Install rear facing cameras on the A13 to enforce the speed limit. Ensure that all average speed camera trial locations will enforce the speed limit with rear facing cameras.	2015	Complete
Work with London's police to embed the use of Speed Awareness Courses for motorcyclists as an alternative to prosecution.	2016	Complete
Reducing right-turning vehicle collisions		
Produce hard-hitting safety campaigns to change road user behaviour that currently puts motorcyclists at risk.	2015	Ongoing activity
Produce new road design guidance tailored for London. Use the Local Implementation Plan process to encourage boroughs to apply these principles to their roads.	2015	In progress
Proactively trial new technologies designed to make motorcycling safer.	2016	Not started
Increasing enforcement and compliance with rules of the road		
Work with the Metropolitan Police to ensure that future monthly high visibility traffic enforcement operations will target motorcycle safety alongside that of pedestrians and cyclists.	2015	Ongoing activity
Work with the police to use alternative disposal schemes, such as the Rider Intervention Developing Experience, instead of issuing penalty charge notices for lower order offences.	2015	Ongoing activity
Fund ScooterSafe and BikeSafe rider assessment days for all high risk riders who have been involved in slight injury collisions in London.	2015	Complete
Work with the police to crack down on illegal bikes and riders, as well as cars, forcing them off the road.	2015	Ongoing activity
Increasing the use of personal protective equipment (PPE)		
Working with manufacturers, retailers and boroughs, advocate and encourage the increased use of PPE in order to reduce the severity of the injuries motorcyclists incur when involved in a collision.	2014-15	Ongoing activity

Work with the motorcycle industry and rider groups to improve awareness among riders on choosing and wearing helmets correctly.	2016	Ongoing activity
Lobby the government to include more makes and models of helmets in their Safety Helmet Assessment and Rating Programme.	2014	Complete
Improving motorcyclist skill and riding behaviour		
Develop and pilot a new approach involving schools, colleges, universities, trainers, retailers and businesses in order to reach out to young riders who are most at risk.	2015	In progress
The MCIA working with TfL, will increase the availability of post-test training through promotions, incentives and industry shows.	2015	Ongoing activity
Undertake a wide ranging review of Scootersafe and Bikesafe to ensure they reflect the most up-to-date evidence and best practice.	2014	Complete
Use the latest data analytics to ensure that its campaigns are targeted and delivered to the right groups and through the right channels.	2014-15	Ongoing activity
With the motorcycle industry, launch a new motorcycle courier and delivery rider code to protect those who use a motorcycle for work.	2015	Ongoing activity
Delivering in partnership		
Undertake a multi-modal research study into younger riders and drivers to better understand their attitudes and behaviour to safety.	2014	Not started
With the police, update the motorcycle fatality files research study to identify any emerging safety issues that lead to fatal collisions.	2015	Not started
With the MCIA, investigate motorcycle safety in European cities that have lower motorcycle injury rates than London.	2014	Complete
The Road Fatality Review Group will meet every two months and will use the latest 'Compstat' style approaches from crime analysis.	2014	Under review
Develop and fund new engineering guidance and training to up-skill London's road safety professionals.	2016	In progress
Enable boroughs to target motorcycle safety improvements are needed by providing information on high risk locations.	2015	Ongoing activity
The Road Safety Steering Group and Motorcycle Safety Working Group will define new areas of research and evidence, for instance bringing together hospital, trauma and police data.	2014	In progress
Lobby government for further safety and training elements to be included in the motorcycle CBT and licence test.	2015	Ongoing activity
With the government, the DVSA, industry and user groups, ensure that motorcycle training standards in London are industry-leading using the safest practices and equipment.	2016	In progress
Work with the motorcycle industry in Europe to continue to develop future designs and technology to improve motorcycle safety through trials and knowledge sharing.	2016	Not started

B. Notes

¹ Transport for London, *Safe Streets for London: the Road Safety Action Plan for London 2020*, 2013: <http://content.tfl.gov.uk/safe-streets-for-london.pdf>. The 40 per cent target applies to all transport modes combined. The baseline for the target is the average number of casualties in 2005-2009.

² Transport for London, *Mayor takes action to halve road casualties by 2020*, 9 June 2015: <https://tfl.gov.uk/info-for/media/press-releases/2015/june/mayor-takes-action-to-halve-road-casualties-by-2020>

³ Findings from the survey are available to download from the London Assembly website: <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications>

⁴ These figures are similar to those obtained by a recent TfL survey of motorcyclists, in which 67 per cent of respondents said they had experienced a near miss and 29 per cent a minor crash in the past 12 months. See Transport for London, *Motorcycle Safety Action Plan*, 2014: <http://content.tfl.gov.uk/motorcycle-safety-action-plan.pdf>

⁵ Transport for London, *Casualties in Greater London during 2014*, 2015; *Casualties in Greater London during 2013*, 2014; *Casualties in Greater London during 2012*, 2013; *Casualties in Greater London during 2011*, 2012; *Casualties in Greater London during 2010*, 2011; Department for Transport, *Reported road casualties in Great Britain: main results 2014 tables*, 2015. Available at: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

⁶ Transport for London, *Casualties in Greater London during 2014*, 2015: <http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf>

⁷ Figures do not total 100 per cent due to the exclusion of smaller transport modes, such as taxis and goods vehicles. Mode share is based on the number of journey stages undertaken by each mode (pedestrian mode share only includes complete journeys undertaken by walking). This method of calculation under-estimates the amount of motorcycle traffic, as motorcycles would be used for relatively longer journeys.

⁸ Transport for London, *Travel in London: Report 8*, 2015; *Travel in London: Report 7*, 2014; *Travel in London: Report 6*, 2013

⁹ Transport Committee meeting, 15 October 2015. The transcript of this meeting is available at: <https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=173&MId=5692>

¹⁰ Transport for London, *Casualties in Greater London during 2014*, 2015

¹¹ Transport Committee meeting, 15 October 2015

¹² Written submission from PACTS, November 2015

¹³ Written submission from TfL to the Police and Crime Committee investigation on road crime, January 2016

¹⁴ Transport Committee meeting, 15 October 2015

¹⁵ London Assembly, *Smart Policing*, 2013: https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Police%20technology%20report%20-%20Final%20version.pdf

¹⁶ Budget and Performance Committee meeting, 5 January 2016. The transcript of this meeting is available at: <https://www.london.gov.uk/moderngov/documents/b13612/Minutes%20-%20Appendix%201%20-%20Transcript%20of%20Item%206%20Police%20Tuesday%2005-Jan-2016%2010.00%20Budget%20and%20Performa.pdf?T=9>

¹⁷ Metropolitan Police Service, *Body worn cameras*, 24 November 2015: <http://news.met.police.uk/news/body-worn-cameras-139203>

¹⁸ Written submission from Transport for London, February 2016.

¹⁹ Transport Committee meeting, 15 October 2015

- ²⁰ Mayor of London. *Mayor leads dramatic rise in hospitals sharing data with the police*, 15 January 2016: <https://www.london.gov.uk/press-releases/mayoral/hospitals-sharing-data-with-police-0>
- ²¹ Written submission from Transport for London, February 2016
- ²² Presentation from BikeSafe, Transport Committee motorcycle safety event, 15 December 2015, Notes from this event are available at: <https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=173&MId=5695>
- ²³ Transport for London, *Motorcycle campaign launched to review casualties*, 9 March 2015: <https://tfl.gov.uk/info-for/media/press-releases/2015/march/motorcycle-campaign-launched-to-reduce-fatalities>
- ²⁴ Transport for London, *TfL asks road users to 'share the road'*, 11 July 2014: <https://tfl.gov.uk/info-for/media/press-releases/2014/july/tfl-asks-londoners-to-share-the-ro>
- ²⁵ The Driver and Vehicle Standards Agency reviewed CBT in 2015 and is aiming to introduce a number of improvements, such as stronger quality assurance of training providers. Driver and Vehicle Standards Agency, *Modernising motorcycle training*, 2 October 2015: <https://despatch.blog.gov.uk/2015/10/02/modernising-motorcycle-training/>
- ²⁶ Presentation from BikeSafe, Transport Committee motorcycle safety event, 15 December 2015.
- ²⁷ Transport Committee meeting, 15 October 2015
- ²⁸ Survey findings may over-estimate the total number of motorcyclists attending post-test training. The sample was self-selecting, meaning it is likely it will have been completed by many motorcyclists already engaged with a motorcycle organisation that offers or promotes training opportunities.
- ²⁹ Presentation from BikeSafe, Transport Committee motorcycle safety event, 15 December 2015
- ³⁰ Written submission from East London Advanced Motorcyclists, January 2016
- ³¹ Written submission from Royal Borough of Kensington & Chelsea, January 2016
- ³² Written submission from Transport for London, October 2015. TfL re-confirmed in February 2016 that this action had not yet been started.
- ³³ Department for Transport road traffic statistics: www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics
- ³⁴ David Davies, PACTS, Transport Committee meeting, 15 October 2015
- ³⁵ Transport for London, *Mayor and TfL launch new team to crack down on congestion*, 30 November 2015: <https://tfl.gov.uk/info-for/media/press-releases/2015/november/test1>
- ³⁶ Transport for London, *TfL sets out plans to modernise and enhance London's private hire industry*, 20 January 2016: <https://tfl.gov.uk/info-for/media/press-releases/2016/january/tfl-sets-out-plans-to-modernise-and-enhance-london-s-private-hire-indust>
- ³⁷ London Assembly Transport Committee, Letter to Transport for London, 8 February 2016: <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/commercial-traffic-london>
- ³⁸ Informal meeting with Motorcycle Action Group, January 2016
- ³⁹ Transport for London, *Motorcycles to be allowed permanent access to bus lanes*, 21 December 2011: <https://tfl.gov.uk/info-for/media/press-releases/2011/december/motorcycles-to-be-allowed-permanent-access-to-bus-lanes>
- ⁴⁰ <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes>. Maps showing bus lanes on the TLRN are available at: <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes>
- ⁴¹ Transport Research Laboratory, *Assessment of TfL's experimental scheme to allow motorcycles onto with-flow bus lanes on the TLRN*, 2010: <http://content.tfl.gov.uk/motorcycles-in-bus-lanes->

[full-report.pdf](#); transport Research Laboratory, *Motorcycles in Bus Lanes –Monitoring of the Second TfL Trial*, 2011: <http://content.tfl.gov.uk/motorcycles-in-bus-lanes-report.pdf>

⁴² <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes>. Maps showing bus lanes on the TLRN are available at: <https://tfl.gov.uk/modes/driving/red-routes/rules-of-red-routes/bus-lanes/motorcycles-in-bus-lanes>

⁴³ Based on responses to a survey of London borough road safety teams. Newham and Wandsworth are currently implementing a change in policy to allow motorcyclists to ride in bus lanes.

⁴⁴ Written submission from the London Borough of Hackney, January 2016. Written submissions received by the Committee are available to download via: <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications>

⁴⁵ Written submission from East London Advanced Motorcyclists, January 2016

⁴⁶ Written submission from Road Safety GB, January 2016

⁴⁷ Transport Committee meeting, 15 October 2015; Written submission from Road Safety GB, January 2016

⁴⁸ Transport Committee meeting, 15 October 2015

⁴⁹ Transport Committee meeting, 15 October 2015

⁵⁰ Transport Committee meeting, 15 October 2015

⁵¹ Written submission from East London Advanced Motorcyclists, January 2016

⁵² Lilli Matson, Transport for London, Transport Committee meeting, 15 October 2015

⁵³ Written submission from Transport for London, October 2015

C. Views and information

Committee meeting

The Committee met the following guests on 15 October 2015:

- Lilli Matson and Ben Plowden, Transport for London
- David Davies, Parliamentary Advisory Council for Transport Safety
- Dr Leon Mannings, Motorcycle Action Group
- Graeme Hay, British Motorcyclists Federation
- Craig Carey-Clinch, Motorcycle Industry Association

The transcript of the discussion is available at:

<https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=173&MIId=5692>

Informal meetings

Committee Members received a briefing on motorcycle safety initiatives in London from the Metropolitan Police Service, London Fire Brigade, and London Ambulance Service in December 2015. Notes of this event are available at:

<https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=173&MIId=5695>

Committee Members and officers also met informally with representatives of the Metropolitan Police Service, Motorcycle Action Group and Deliveroo.

Survey

The Committee conducted an online survey of London motorcyclists as part of this investigation, receiving approximately 1,300 responses. Detailed findings can be found on the publication page for this report via:

<https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications>

Submissions

Written submissions were received from East London Advanced Motorcyclists, London Borough of Hackney, London Road Safety Council, Motoairbag, Motorcycle Action Group, Parliamentary Advisory Council for Transport Safety (PACTS), Road Safety Great Britain, the Royal Borough of Kensington & Chelsea, Royal Society for the Prevention of Accidents, and Transport for London. A further 31 London boroughs confirmed their bus lanes policies in responses to Committee officers, as set out in Figure 5.

D. Transport Committee

Members

Valerie Shawcross (Chair)	Labour
Caroline Pidgeon (Deputy Chair)	Liberal Democrat
Kemi Badenoch	Conservative
Tom Copley	Labour
Darren Johnson	Green
Murad Qureshi	Labour
Onkar Sahota	Labour
Richard Tracey	Conservative

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