

PEDAL CYCLIST AND MOTORCYCLIST CASUALTIES

To: **Highways and Community Infrastructure Committee**

Meeting Date: **17 March 2015**

From: **Graham Hughes, Executive Director, Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To provide additional information about motorcyclist and pedal cyclist deaths and serious injuries as requested by the Committee.**

Recommendation: **Committee is asked to note the initiatives being taken in respect of both infrastructure and road user education and training to reduce the risks to cyclists and motorcyclists**

<i>Officer contacts:</i>	
Name:	Graham Amis
Post:	Performance and Information Manager
Email:	Graham.Amis@cambridgeshire.gov.uk
Tel:	01223 715931
Name:	Amanda Mays
Post:	Road Safety Manager
Email:	Amanda.Mays@cambridgeshire.gov.uk
Tel:	01223 715923
Name:	Mike Davies
Post:	Team Leader – Cycling Projects
Email:	Mike.Davies@cambridgeshire.gov.uk

Tel: 01223 699913

1. BACKGROUND

- 1.1 The Finance and Performance (F & P) report presented to Highways and Community Infrastructure Committee on 20th January highlighted an increase in people killed or seriously injured (KSI) in road accidents up to the end of September 2014.
- 1.2 The F & P report highlighted that, in particular, there had been an increase in pedal cyclist and motorcyclist casualties, and that this was likely to be related to an increase in travel by these modes. The report noted that pedal cycle use in Cambridgeshire has increased significantly over recent years.
- 1.3 It was also outlined in the report that, whereas the number of car occupant KSI casualties during the first nine months of 2014 was less than 40% of the total during the same period in 2000, the number of pedal cyclist KSI casualties was nearly 20% higher than 14 years ago. It was also noted that, in general terms, the picture is similar nationally as well in that increased levels of cycling have resulted in more cyclist casualties.
- 1.4 Members expressed concern about more cyclists and motorcyclists being killed or seriously injured and requested a further report to the March Committee meeting outlining in more detail casualty trends for pedal cyclists and motorcyclists, together with information about what is currently being done and what more could be done to reduce the toll.
- 1.5 Further information on the casualty trends is outlined in Section 2 below, with details of initiatives and interventions in Section 3.

2. TRENDS

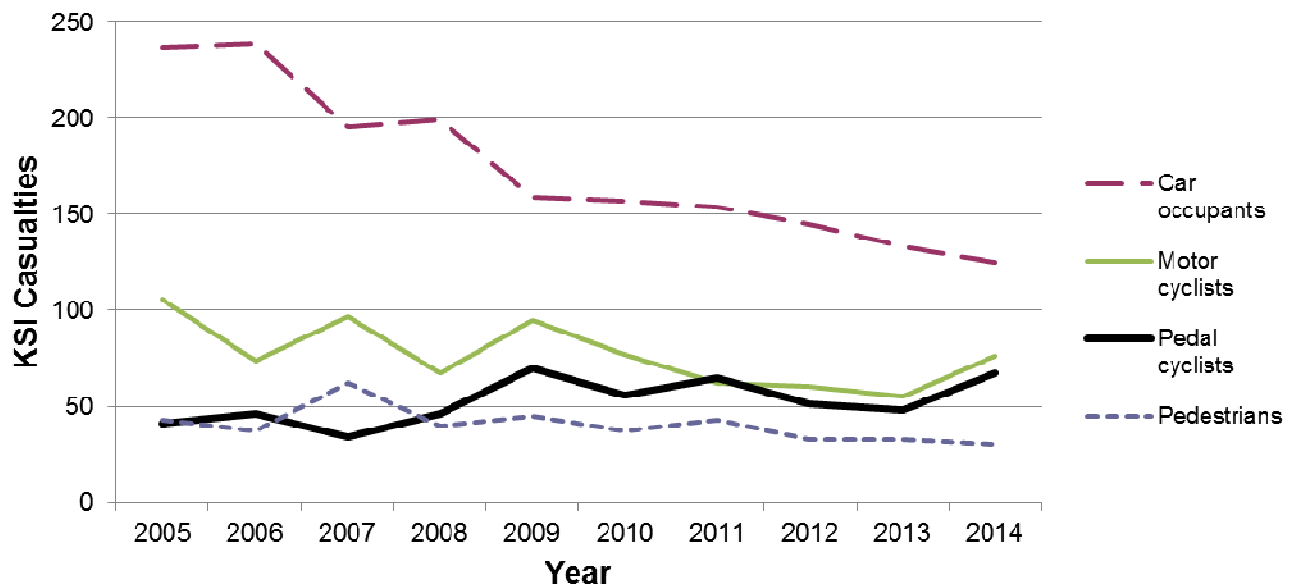
KSI Casualty Trends Over Time

- 2.1 Trends in KSI casualties over the past ten years are shown in Table 1 and Figure 1 below. The figures for 2014 are provisional at this stage.
- 2.2 It can be seen that there was an increase in pedal cyclist and motorcyclist KSI casualties in 2014. It should be noted that road accidents are random events, and the figures can fluctuate from one year to the next, but, over the longer-term, pedal cyclists are the only category to exhibit an increase.

Table 1 KSI Casualty Trends

Year	Total	Pedal cyclists	Motor cyclists	Pedestrians	Car occupants	Other
2004/05	493	51	103	45	264	31
2005-09 average	411	47	88	45	206	25
2010	339	56	77	37	157	12
2011	337	65	62	43	154	13
2012	297	51	60	33	145	8
2013	305	48	55	33	133	36
2014	319	67	76	30	125	21
2013 to 2014	+5%	+40%	+38%	-9%	-6%	
2005/09 Ave. to 2014	-22%	+41%	-13%	-34%	-39%	
2004/05 to 2014	-35%	+31%	-26%	-33%	-53%	

Figure 1: KSI Casualty Trends: 2005 to 2014



Levels of Cycling

- 2.3 Data from the Council's 26 automatic pedal cycle traffic counters show an increase of 12% in the level of cycling in 2014 compared with 2013. This gives an estimated increase of just under 50% in cycling since 2004/05, compared with an increase of 31% in pedal cyclist KSI casualties over the same time period.
- 2.4 As noted previously, the figures can fluctuate from one year to the next, and the changes would be different over different time periods, but the figures do indicate that the risk to an individual cyclist has reduced over the past ten years, and that the increase in cyclist casualties is due to an increase in the number of cyclists.

National Trends

- 2.5 On 11th February the Department for Transport (DfT) published provisional national road casualty statistics for the year ending September 2014.
- 2.6 In Great Britain there was an increase of 4% in KSI casualties compared with the previous year, with increases of 8% in pedal cyclist KSI casualties and 6% in motor cyclist KSI casualties.
- 2.7 Nationally, pedal cyclist KSI casualties are up by 38% since the 2005-09 average baseline. As in Cambridgeshire, they are also the only main road user category to see an increase over this period.

Pedal Cyclist KSI Casualties

- 2.8 83% of pedal cyclist KSI casualties are injured on urban roads (those with a speed limit of 40 mph or less).
- 2.9 50% of all pedal cyclist KSI casualties are injured on urban roads in Cambridge City.
- 2.10 The number of pedal cyclists killed or seriously injured on rural roads is relatively small,

with, for example, an annual average of two across Cambridge and Fenland.

- 2.11 The Council identifies cluster sites each year. The latest available cluster site list is based on accidents occurring during the period 2011 to 2013. This has been rescored based just on pedal cyclist accidents. The top ten sites are all in Cambridge. The top five are:
- Wadloes Road / Newmarket Road roundabout
 - Mill Road (700 metre length near Perowne Street)
 - Mowbray Road / Cherry Hinton Road roundabout
 - Fen Causeway / Lensfield Road double-mini roundabout
 - Barnwell Road / Brooks Road roundabout
- 2.12 A list of the Top 43 sites (those having a score of 5 or more) is attached as Appendix A.
- 2.13 92% of all fatal or serious pedal cyclist casualties are the result of collisions involving motor vehicles, including 78% involving collisions with cars. Only 6% are single-vehicle pedal cycle accidents with no other vehicles or pedestrians involved.

Motorcyclist KSI Casualties

- 2.14 In contrast with pedal cyclists, 58% of motorcyclist KSI casualties occur on rural roads, with 42% on urban roads.
- 2.15 19% of all motorcyclist KSI casualties occur on rural roads in South Cambridgeshire, followed by 16% on rural roads in East Cambridgeshire and 16% on urban roads in Cambridge City.
- 2.16 Motor cycle accidents are more dispersed and cluster less than pedal cycle accidents as the latter occur predominantly in built-up areas.
- 2.17 31% of all fatal or serious motorcyclist casualties are the result of single vehicle accidents with no other vehicles or pedestrians involved.

3. INITIATIVES AND INTERVENTIONS

Cycling Infrastructure

- 3.1 Over the last 20 years many improvements and additions have been made to infrastructure for cyclists and pedestrians across Cambridgeshire. Early infrastructure provision often took the form of shared use paths or relatively narrow on-road lanes.
- 3.2 In recent years safer, more attractive infrastructure has been provided including high profile projects such as Willow Bridge in St Neots (the longest foot and cycle bridge in the country), Riverside Bridge in Cambridge and the wide cycle track alongside the Busway. Other innovations include advanced green signals at junctions, the City Council's 20mph projects, wider newly surfaced on-road lanes and a move to segregated cycle lanes such as those currently under construction at Hills Road and Huntingdon road, Cambridge.
- 3.3 As we go forward with numbers of cyclists continuing to increase, safety for cyclists, especially in busy urban areas of Cambridge, will need to look to more radical changes in infrastructure. Reallocation of road space, severing routes for motorised traffic, introducing separate traffic signal stages for cyclists and/or creation of traffic free zones to allow better and safer access for cyclists and pedestrians may be amongst the best available options.

This thinking accords with the Transport Strategy for Cambridge and South Cambridgeshire and the transformational objectives of City Deal.

- 3.4 The forward programme of cycling infrastructure is particularly ambitious and includes The Chisholm Trail, an off road, traffic-free, direct route extending across the City linking the two railway stations. There are also plans to provide further segregated cycling provision on busier roads and to improve junctions.

Driver Training and Awareness Campaigns

- 3.5 Road safety for cyclists and motorcyclists should not be looked at purely in isolation. The work of the County Council Road Safety Education Team with drivers and pedestrians is important when considering safety relating to cyclists and motor cyclists.
- 3.6 Education and training for drivers contributes to keeping riders safer. Making drivers more aware of riders and the issues they face can help them make better choices when driving. Cambridgeshire County Council's Road Safety Team offers cost-effective driver training to individuals, companies or other organisation's which can be tailored to specific needs including driving safely around cyclists.
- 3.7 Work in schools delivering road safety training such as "WalkSmart" and "ScootSmart" gives children a better awareness of the risks and ways to avoid them. This increases their general road sense which can only be a positive thing when they grow up and begin to cycle and ultimately drive.
- 3.8 Vehicle technology can also have a positive impact. Skanska, who the County works closely with as Cambridgeshire Highways, are fitting detectors to all of their HGV fleet in Cambridgeshire. These will alert drivers if there are cyclists in their blind spot. Similarly, Cambridge University is insisting that any contractor undertaking construction work for them has this technology fitted.

Cycling initiatives

- 3.9 There are a number of initiatives and interventions in place around the county, some led by the Road Safety Team, and some by the Cycling Projects Team.
- 3.10 Bikeability cycle training is available free to all schools in Cambridgeshire. It is funded by DfT, and the delivery is outsourced to Cambridge-based company Outspoken, and Witchford School Sports Partnership. The existing contract is due for renewal on 1st April 2015.
- 3.11 Level 1 (playground skills) and Level 2 (riding on the road in the local area) are delivered together generally to children in Year 6, and in some cases to Year 5 as well. Some funding has been available in recent years to run Level 3 (cycling through more complex junctions) and this has been delivered in secondary schools to Year 9 children.
- 3.12 Levels of Bikeability participation have grown in recent years as the scheme has become established. In 2011/2012 the number participating was 1878. This had grown to 3893 in 2012/13 and for this year the expected numbers are estimated to reach over 6,000.
- 3.13 Cambridgeshire County Council is one of a small number of local authorities who have been asked to take part in a pilot of an initiative called Bikeability Plus. Under this £25,000, DfT funded scheme, extra cycling activities and training will be added to the core Bikeability cycle training course to encourage further interest in cycling for children and their families.

- 3.14 Bikeability Plus will target a cluster of primary schools in the same area of South Cambridgeshire and be delivered by Outspoken Training. The aim of *Bikeability Balance*, (a six week course), will be to ensure that all Reception children at the chosen schools can push and glide on a balance bike. *Bikeability Primer* (learn to ride) aims to teach every Year 1 pupil (who wants to learn) to cycle without stabilisers. This will ensure that by Year 3, no children have been left out of the normal Bikeability Level 1 training and they can then progress through the levels as they go up the school. *Bikeability Fix* is a Key Stage 2 after-school club aimed at creating 100 young mechanics. Under *Bikeability Award*, schools and classes can compete to see who has increased the numbers of pupils, parents and teachers cycling to school the most, thereby winning stickers, smoothie bike events, and a cycle-powered cinema event.
- 3.15 The Cycling Projects team run and/or attend a number of events through the summer at which materials such as cycle maps are handed out. The cycle maps contain panels with road safety information on them.
- 3.16 Conflict between cyclists and pedestrians is an on-going issue on both the southern and northern sections of the Guided Busway. The Cycling Projects team have received many complaints about near misses and actual accidents on the maintenance track. To highlight the need for tolerance, and respect for the rights of all users to share this well used space, the team have developed a 'Respect' sign to be displayed near crossing points and busier stretches of the route. There will be two versions of the sign: a metal sign (350 x 260mm) mounted on existing poles (or new poles if necessary) at a height of 2300mm; or a pre-formed plastic rectangular marking (600mm wide) applied to the surface of the track. The signs are due to be put in place this Spring; they are being funded by Public Health monies designated for Road Safety Awareness signs.



- 3.17 Staff from the Road Safety Team have manned Fresher's Fairs in Cambridge in recent years. These events are a good way to engage face-to-face with students who have just moved into the city. Cycle maps and other information is given out as well as useful conversations. From time to time events have been staged at secondary schools including interventions such as bike checks, BMX displays, discounted bike lights on sale, and talks. The approach is always to balance promoting cycling for fun and health as well as including key road safety messages.
- 3.18 Bike It is an initiative delivered in primary schools by Sustrans, currently funded through the DfT Local Sustainable Transport Fund (LSTF). Bike It Officers work with schools on a range of activities and projects around active transport. A Bike It Crew and Champion are appointed within the school and over time there is less intervention by the Bike It Officer with the crew and the Champion taking more of a lead.
- 3.19 Bike It has now been running in the county since 2009 funded in all cases through different DfT sources. Over 50 schools have now participated in Bike It with good results for modal shift from car to other modes.

In recent years the project has been targeted in the two areas funded by the LSTF namely Cambridge to Ely corridor and Cambridge to Huntingdon corridor. In April the geographic focus will move to Wisbech, St Neots to Cambridge corridor and the Cambridge to Royston corridor.

Motorcycling

- 3.20 There are a number of interventions aimed at reducing the risk of motorcyclists being involved in road traffic collisions, delivered by the County Council, partner organisations such as the Police or in collaboration.
- The Twist and Ride is a web-based campaign which Cambridgeshire County Council's Road Safety Team helped develop. It takes a light-hearted look at some serious issues. It signposts riders towards the range of advanced training that is available.
 - Cambridgeshire Road Safety officers attend the British Motorcyclists Federation (BMF) rally at Peterborough Showground together with Road Policing officers. They engage with riders face-to-face and provide information and discussion.
 - "Ride to Work Day" is run by the County Council and Police each year. This provides a chance to engage with regular motorcyclists and share information and training options.
 - Cambridgeshire Police deliver Bikesafe advanced motorcycle training. There are two events already programmed for the coming year.
 - DfT produces a suite of THINK! Campaign resources available for local authorities to use. The brand includes materials specifically aimed at motorcyclists. This is just one of several topics covered under the THINK! Brand. Others include cycling, rural roads, drink driving, seatbelts, mobile phone use, horses, speed, and child car seats.
 - Be bright, be seen is a message that is equally valuable for cyclists, motorcyclists and pedestrians. Conspicuity campaigns like this are run by the county in autumn to coincide with evenings become darker.
- 3.21 At the road side Cambridgeshire has used road side posters highlighting higher risk locations, or providing warning about activities such as overtaking.
- 3.22 County Council Road Safety Engineers investigate the causes of road traffic collisions to see if there are any ways to change the road environment to reduce the risk of collisions. Given the higher severity of many motorcycle crashes, looking for practical solutions to reduce casualties in these incidents is one of our high priorities.
- 3.23 In urban areas, such as Cambridge, mopeds and smaller machines are much more likely to be involved than on rural roads. Work with young riders has included work in colleges and schools to provide guidance on both riding and maintenance of their machines.
- 3.24 Cambridgeshire and Peterborough Road Safety Partnership funds two unmarked motorcycles which the police use for both targeted enforcement aimed at riders and for engagement with bikers at events such as the BMF Rally and our "Ride to work day".

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

More people cycling helps to reduce travel by car and consequently leads to a reduction in congestion and improved journey times, which benefits the local economy.

4.2 Helping people live healthy and independent lives

Cycling improves fitness and health, although cyclists are vulnerable when sharing road space with motor vehicles.

4.3 Supporting and protecting vulnerable people

One of the Council's key performance indicators for 2015/16, related to narrowing the deprivation gap, is to increase the level of cycling in Fenland, which would lead to improved health and fitness.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 Engagement and Consultation Implications

There are no significant implications within this category.

5.5 Localism and Local Member Involvement

There are no significant implications within this category.

5.6 Public Health Implications

The primary Public Health implications relate to our ETE shared priority: Reducing road traffic injuries and deaths

Source Documents	Location
Mapped accident data and Cluster Site List: 2011 to 2013	http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/136/road_safety