

ITEM: CLOSE PASS INITIATIVE

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

1.1 This report provides an update on the potential for the 'close pass' initiative pioneered by West Midlands Police to be rolled out in the Royal Borough.

2. Supporting Information**Background**

- 2.1 A report was taken to the cycle forum meeting on 20 January 2018 highlighting the 'close pass' initiative developed by West Midlands Police. This involves a plain clothes officer cycling a pre-determined route to identify and record on video motorists who give insufficient room when overtaking. Offending motorists are then pulled over, shown the video footage of the incident and given the option of prosecution or a short educational session.
- 2.2 In its first year of operation, there has been a significant reduction in the number of close pass incidents reported to the police and it has been linked to a 20% reduction in cyclist casualties. As a result, it has since been adopted by several other police forces across the UK.
- 2.3 The cycle forum requested that the council approach Thames Valley Police (TVP) to request that 'close pass' initiatives be rolled out to the Royal Borough. The cycle forum also asked if TVP would be prepared to prosecute drivers on the basis of video evidence of 'close pass' incidents submitted by cyclists or third parties.
- 2.4 Inspector Louise Warbrick was subsequently attended the Cycling Action Plan Task and Finish Group meeting on 22 February 2018. She confirmed that TVP do run 'close pass' operations in conjunction with Hampshire Police, and are currently targeting locations with the highest numbers of cyclist casualties - currently these are Oxford, Portsmouth and Southampton. She has provided a copy of the leaflet that they use in the roadside educational sessions with motorists (see Appendix 1). TVP is analysing cyclist casualty data in the Royal Borough to determine if it justifies a local campaign.
- 2.5 Inspector Warbrick confirmed that TVP have recently introduced a facility to allow members of the public to report a traffic incident / offence online and to submit accompanying video evidence: <https://www.service.police.uk/report/report-a-road-traffic-incident>. Although close pass incidents are not explicitly mentioned, it can be used for this purpose.
- 2.6 It should be noted that offenders must be notified of the intention to prosecute within 14 days of the date on which the incident occurred. However, footage of incidents reported after this date can still be used to support an educational intervention.

- 2.7 Through the Safer Roads Partnership contract, the council has instructed its road safety consultant, Agilysis, to develop a proposal for a campaign to promote safe and considerate overtaking by motorists when passing cyclists. This should be designed so it can support any 'close pass' operation run by TVP or as a stand-alone initiative in the event that TVP is unable to allocate resources.
- 2.8 It is suggested that this includes:
- Purchase of a close pass mat (or borrow one from TVP)
 - Production of a leaflet
 - Production of a video / other multi-media content
 - Use of the above at road show events at local business parks / shopping centres
 - Use of roadside advertising sites (e.g. bus shelter displays) that are visible to passing motorists, targeting areas with the highest number of cyclist casualties
 - Use of roadside variable message signing on the approaches to the town centres and mobile signs at high risk sites.
- 2.9 A proposal is being put together on this basis and will be considered for funding as part of the council's 2018/19 road safety education programme.

3. Recommendations

- 3.1 It is recommended that the Cycle Forum notes the content of this report.**

Appendix 1: Thames Valley Police Close Pass Leaflet

Joint Operation Unit 'Give Space Be Safe' Campaign



How many cyclists are injured?

- **1,122 pedal cyclists have been killed or seriously injured** in Hampshire and Thames Valley during the last 3 years¹.

Who are the cyclists being injured?

- **Adult male commuters** account for 1/3 of these casualties.
- Pedal cyclists tend to be injured near to where they live.

Where are cyclists injured?

- **¼ of the pedal cyclist casualties are injured in Portsmouth, Oxford and Southampton.**
- 82% of the cyclists are injured on **urban roads.**
- 58% of the cyclists are injured **near a junction or roundabout.**

When are cyclists injured?

- 54% of the casualties are injured during the **morning and evening commute.**
- Almost all of the collisions occur in daylight or during the night on roads with street lights
- The collisions occur throughout the year with few seasonal trends

What vehicles are involved?

- Road traffic collisions where a pedal cyclist is injured nearly always involve a car or van.

What can be done to avoid these road traffic collisions?²

- 'Failed to look properly' is the most common cause of collisions
- The most important message is for all road users to be **considerate** and **respectful**, and to avoid confrontation

Motorists should

- Look properly & concentrate on the road
- Try to anticipate what other road users may do, cyclist may move out to avoid potholes or drains etc
- **Give pedal cyclists lots of room when overtaking**
- Give cyclists at least as much room as you would a car when overtaking, we recommend at least 1.5m clearance in slow moving traffic and a full car width at higher speeds
- Obey all traffic signals and road markings
- Do not overtake cyclists near a junction, pedestrian crossing, on a roundabout or at a pinch point
- Drive appropriately for the conditions

Pedal cyclists should

- Try to anticipate what other road users may do
- **Ensure they can be seen**
- **Obey all traffic signals and road markings**
- Ride appropriately for the conditions

Remember

- We all **share the road**
- We all want to reach our destination safely



¹ January 2014- December 2016

² Derived from contributory factors recorded for each collision

Joint Operation Unit 'Give Space Be Safe' Campaign



Highway Code

Rule 163

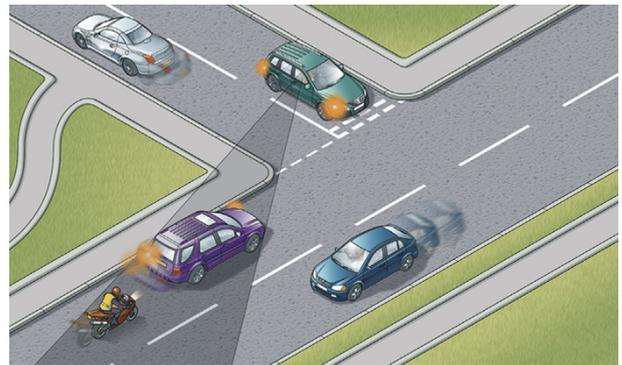
Overtake only when it is safe and legal to do so. You should

- not get too close to the vehicle you intend to overtake
- use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out
- not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle
- move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the left as soon as you can but do not cut in
- take extra care at night and in poor visibility when it is harder to judge speed and distance
- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road
- only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so
- stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left
- give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car



Rule 211

It is often difficult to see motorcyclists and cyclists, especially when they are coming up from behind, coming out of junctions, at roundabouts, overtaking you or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think. When turning right across a line of slow-moving or stationary traffic, look out for cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.



Rule 212

When passing motorcyclists and cyclists, give them plenty of room. If they look over their shoulder it could mean that they intend to pull out, turn right or change direction. Give them time and space to do so.

Rule 213

Motorcyclists and cyclists may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.