

Reported Road Casualties in Surrey 2015 Young Motorcyclists (under 25 years old)



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Introduction

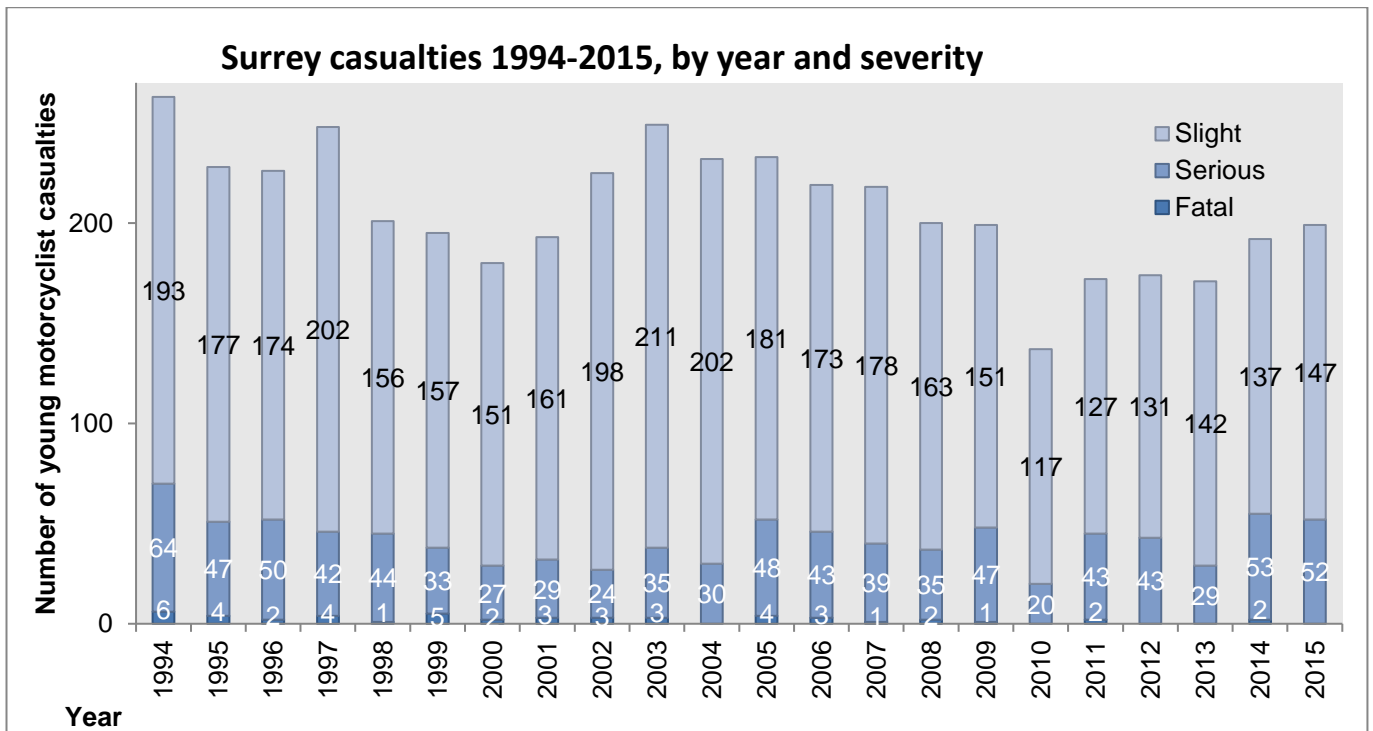
Previous analysis of motorcycling casualties has shown that about one third of all motorcyclist casualties in Surrey were below the age of 25. More detailed analysis is presented here to show the characteristics of the collisions resulting in injury to this group.

Key findings

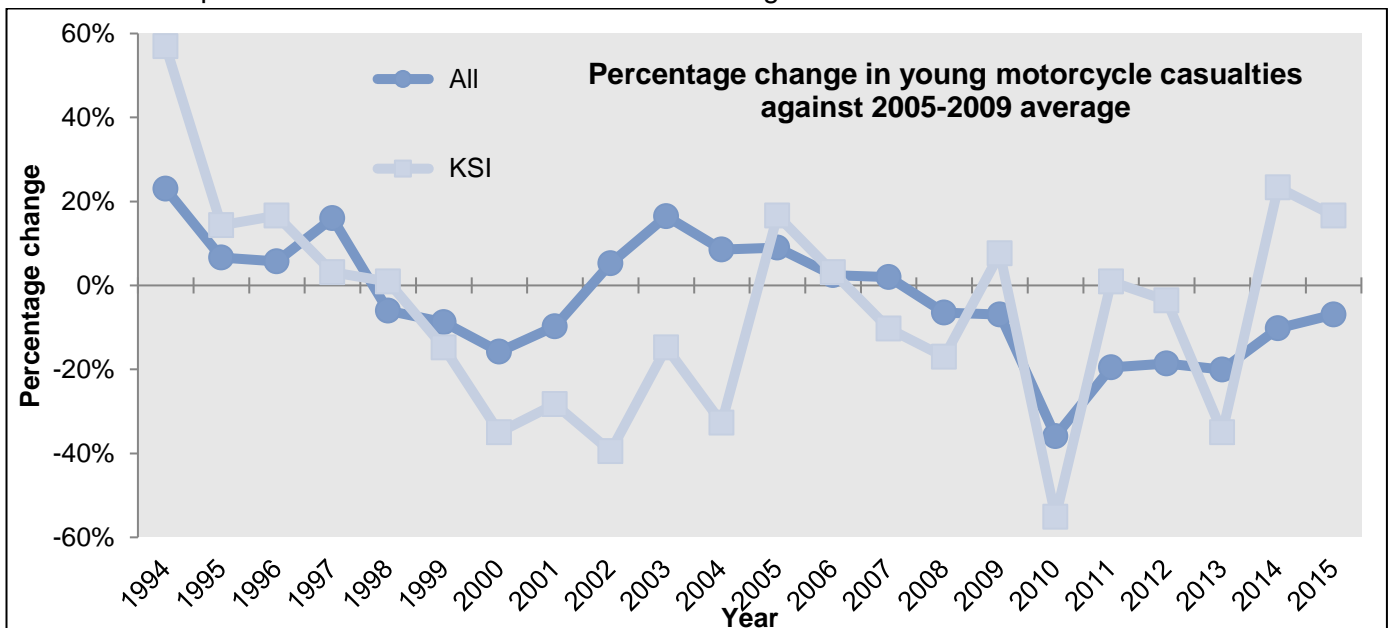
- In 2015, in Surrey, 52 young motorcyclists were seriously injured, and 147 were slightly injured, an overall total of 199 casualties. This constitutes about one third of the total number of motorcycling casualties in 2015. There were no fatalities.
- Over the last 10 years the annual number of fatal casualties has fluctuated between zero and four. There has been a general increasing trend in the total number of casualties since 2010 and there were more serious injury casualties in the last two years compared to any other year since 1994.
- Most casualties take place on weekdays with a clear morning peak and longer late afternoon /evening peak. The number of casualties within each month fluctuates from year to year and is likely to be affected by changes in weather.
- The vast majority of casualties are male, and 17 year olds were the most frequently injured.
- Two thirds of casualties took place on 30mph speed limit roads and two thirds took place in urban areas.
- Just under half took place away from junctions. A large proportion also took place at non-signalised give way junctions, with about a half of these being at T-junctions.
- Reigate & Banstead and Guildford were the Boroughs in Surrey with the highest number of casualties in 2015. There is some fluctuation in the numbers within each Borough or District from year to year due to the smaller numbers involved.
- Most young motorcyclists were injured while riding smaller powered motorcycles.
- Nearly two thirds of young motorcycle casualties occur in collisions involving two vehicles and just under a third are single vehicle collisions involving the young motorcyclist only.
- Of the two vehicle collisions, the most frequent scenario involved the involved the “other” vehicle turning right whilst the young motorcyclist was “going ahead”.
- Of the single vehicle collisions, most involved the motorcyclist “going ahead” or “going ahead” on a bend, with more on a right hand bend than a left hand bend.
- The most frequently applied “contributory factors” applied to young motorcycle casualties include:
 - inexperienced or learner driver/rider
 - failed to look properly
 - failed to judge other persons path or speed
 - slippery road (due to weather)
 - poor turn or manoeuvre
 - loss of control
 - travelling too fast for the conditions
- By far the most frequently applied “contributory factor” applied to other drivers involved in collisions resulting in injury to young motorcycle casualties was “failed to look properly”, with the factor “poor turn or manoeuvre” also applied more frequently than others.

Trends

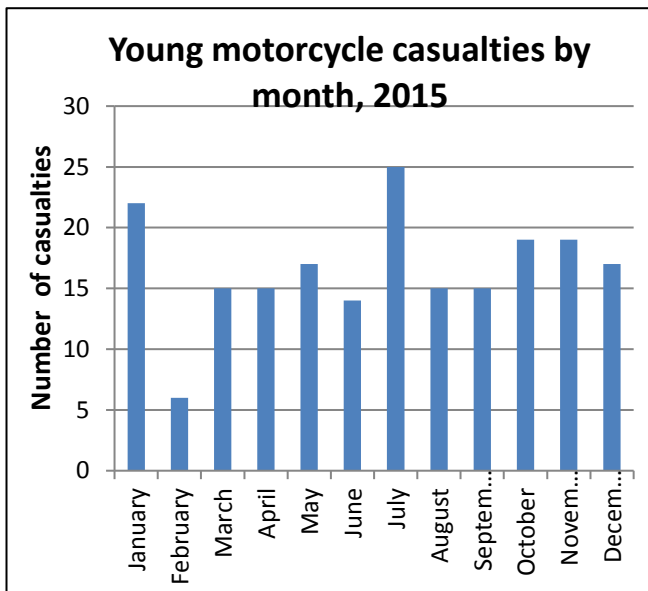
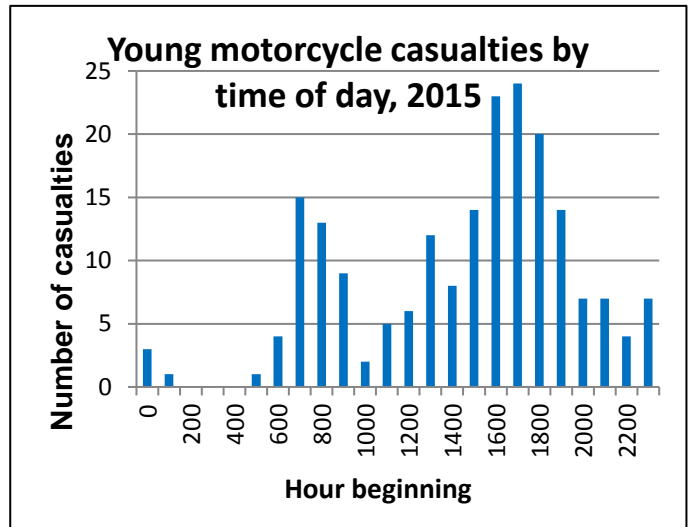
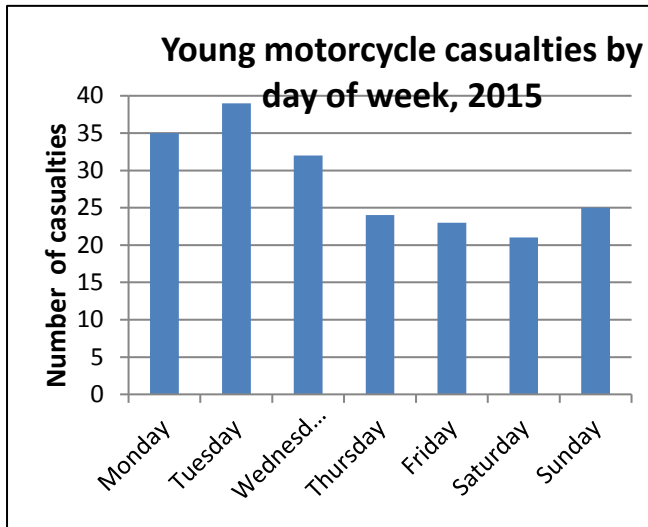
The annual number of fatalities has fluctuated between zero and four over the last ten years. Since 2010 the number of young motorcycling serious and slight injury casualties has followed a general upward trend (with some fluctuation in the serious injury category). Young motorcycle casualties have constituted about one third of the total number of motorcycling casualties for several years including the most recent year 2015 (199 young motorcycle casualties out of 575 motorcycle casualties in total in 2015).



The Department for Transport use the average number of casualties in the 2005-2009 period as a baseline for national monitoring and comparison. In 2015 in Surrey the percentage change in young motorcyclists killed or serious injured was an increase of 17% and a reduction of 7% for slight injury casualties compared with the 2005 to 2009 baseline average.



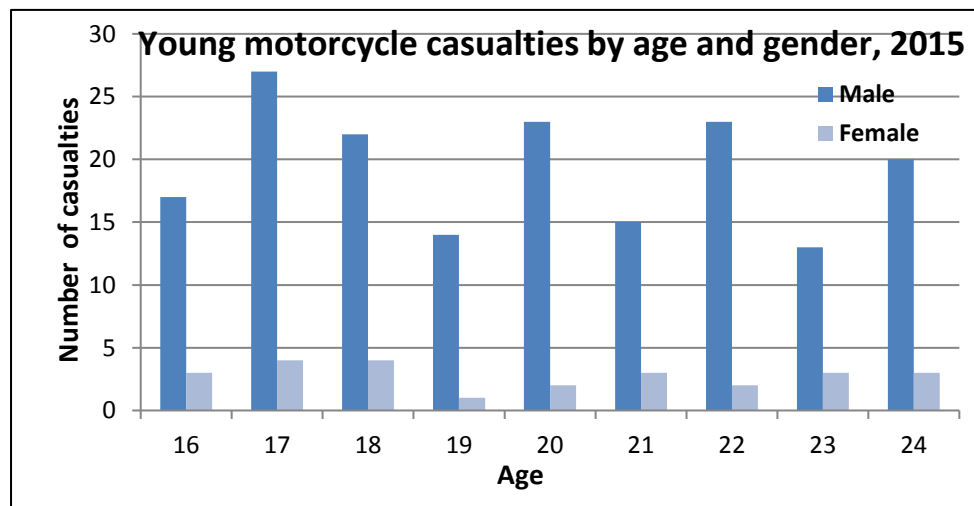
When?



Most young motorcycle casualties in 2015 were on weekdays at the beginning of the week, with a clear morning peak and longer late afternoon /evening peak. The monthly pattern for 2015 showed that most casualties took place in January and July.

Inspection of data for previous years (not shown here), shows that the pattern in the number of casualties by day of week varies from year to year. This could be simply due to random variation in the small numbers involved. The same is true with respect to the number of casualties by month. As well as random variation this could be due to changes in weather patterns from year to year.

Who?



The majority of young motorcycling casualties were male (174, 87%). Seventeen year olds were the most frequently injured.

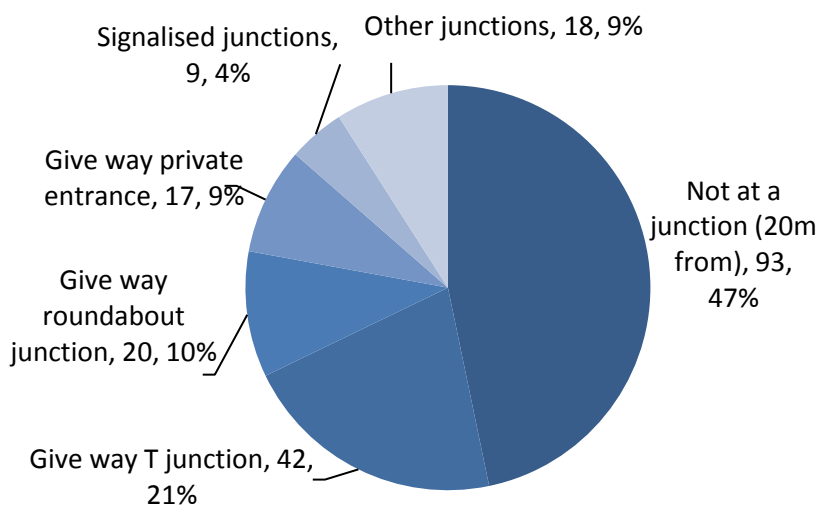
Type of roads and location?

About two thirds (131 or 66%) of young motorcycle casualties took place on 30 mph roads. About one quarter (51 or 26%) took place on A roads with a 30 mph speed limit. Only 31 (16%) took place on roads with a speed limit greater than 40mph. Two thirds of young motorcycle casualties took place in urban areas.

Young motorcycle casualties by speed limit, road class and urban/rural split, 2015

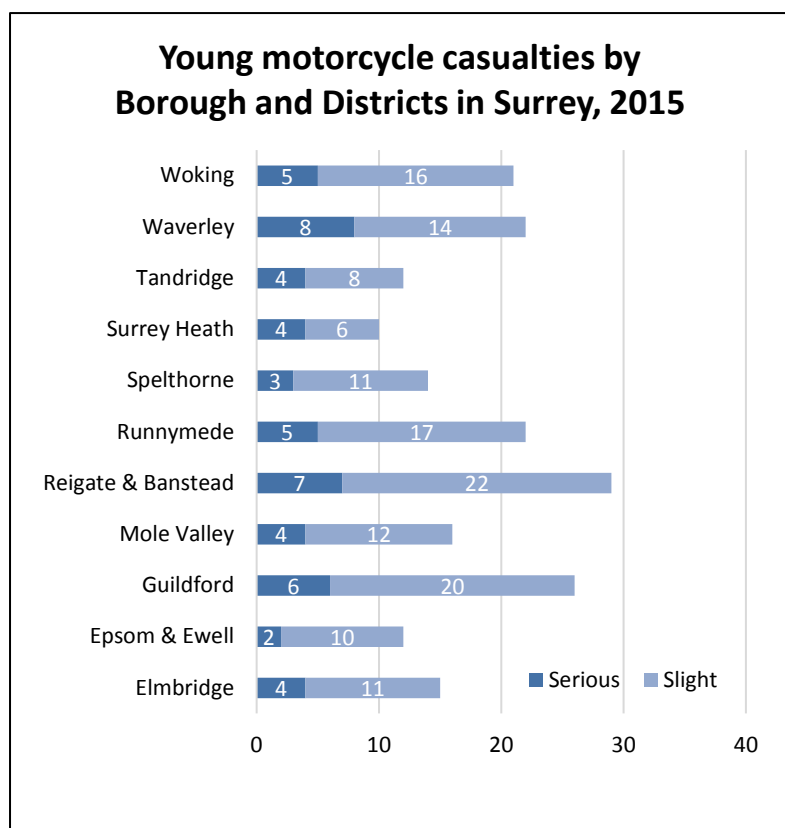
	20mph	30mph	40mph	50mph	60mph	70mph	Total
A		51	21	16	3	3	94
B		25	8	1			34
C		17	4		1		22
D	1	38	3		4		46
M/way						3	3
Total	1	131	36	17	8	6	199
Rural		20	24	13	8	6	71
Urban	1	111	12	4			128
Total	1	131	36	17	8	6	199

Locations of collisions involving young motorcycle casualties, 2015



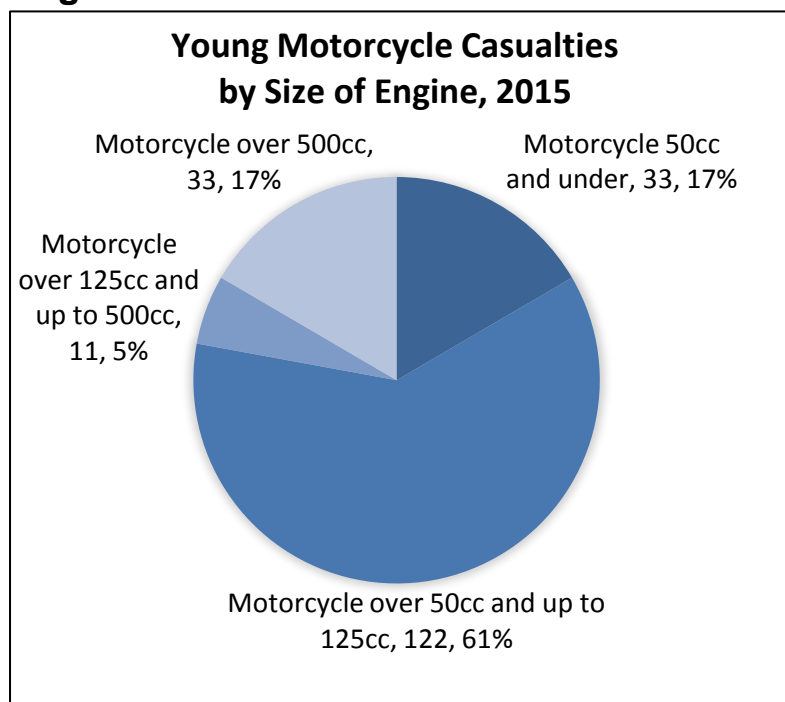
Just under half of collisions resulting in injury to young motorcyclists took place away from junctions (93, 47%). A large proportion also took place at non-signalised give way junctions (79, 40%), with most of these taking place at give way T-junctions (42, 21%).

Which Boroughs and Districts?



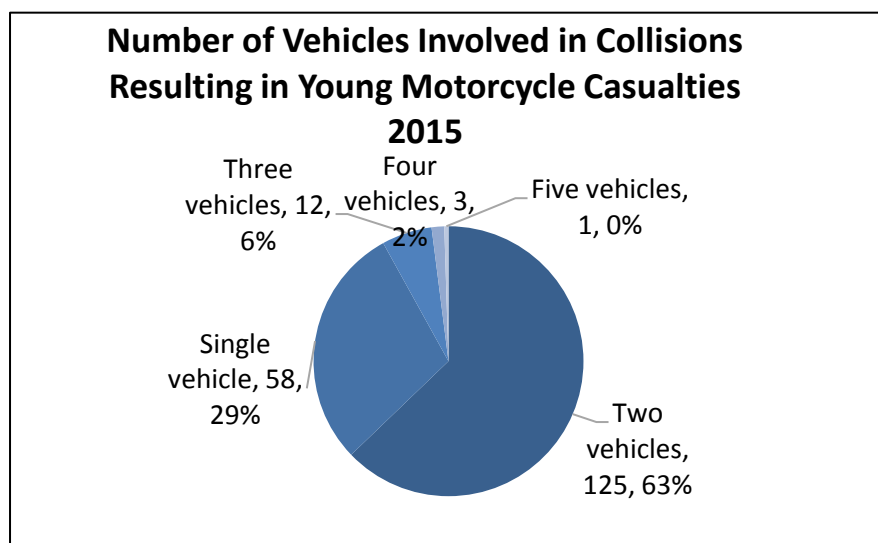
In 2015 the Borough or District with the greatest number of young motorcycle casualties was Reigate and Banstead (29), followed by Guildford (26). This is probably due in part to the size of these areas and the amount of urban 30 mph roads and traffic that exist in these areas. There is some fluctuation from year to year in the numbers within each District or Borough due to the smaller numbers involved.

Engine size?

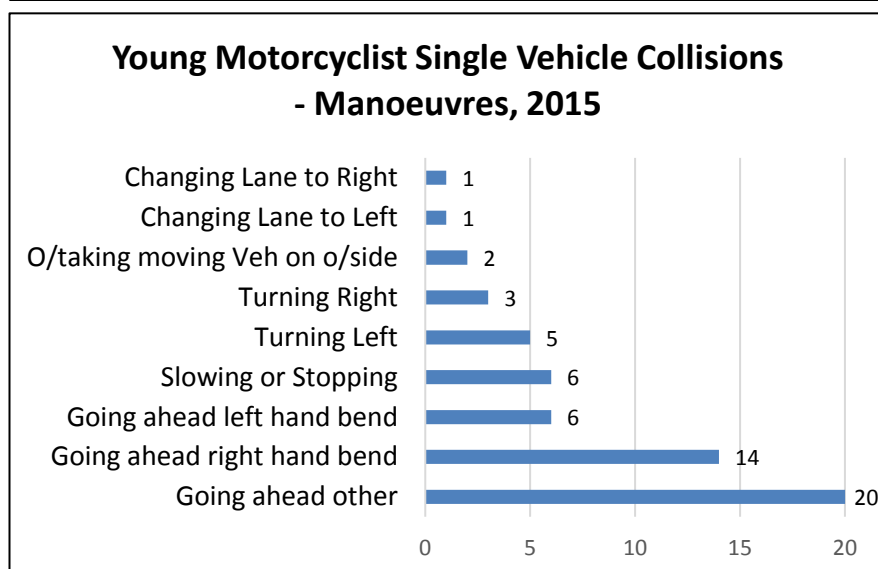


Most young motorcyclists were injured while riding smaller powered motorcycles (over three quarters were riding motorcycles of 125cc or lower). This is partly because there are restrictions on the size of engine that younger motorcyclists are allowed to use.

How: Vehicles and Manoeuvres?



Nearly two thirds of young motorcycle casualties occur in collisions involving two vehicles (125, 63%). Just under a third are single vehicle collisions involving the young motorcyclist only (58, 29%).



Of the 58 single vehicle collisions, 20 of these involved the motorcyclist “going ahead”, and 20 involved “going ahead” on a bend, with 14 on a right hand bend and 6 on a left hand bend.

The table overleaf details the manoeuvres being made by the young motorcyclist and the “other” vehicle in the 125 two vehicle collisions that were recorded in 2015. It can be seen that the most frequent scenario involved the “other” vehicle turning right whilst the young motorcyclist was going ahead (24 collisions). The second most frequent scenario involved both vehicles going ahead (20 collisions). The third most frequent scenario also involved the “other” vehicle turning right, and the casualty vehicle overtaking a moving vehicle on the off side. There were a total of 39 collisions involving the “other” vehicle turning right.

Manoeuvres of young motorcyclist's vehicle and other vehicle in two vehicle collisions, 2015

Young motorcyclist casualty vehicle manoeuvre	Other vehicle manoeuvre														Grand Total
	Changing Lane to Left	Going ahead left hand bend	Going ahead other	Going ahead right hand bend	O/taking moving Veh on o/side	Parked	Reversing	Slowing or Stopping	Starting	Turning Left	Turning Right	U Turn	Waiting to turn Left	Waiting to turn Right	
Changing Lane to Left			1					1							2
Going ahead left hand bend			1	3	1										5
Going ahead other	3	1	20			3		5	4	4	24			3	67
Going ahead right hand bend		1	1							1					3
O/taking moving Veh on o/side									1		10		1	1	13
O/taking stat Veh on o/side		1	1								3	2			7
Slowing or Stopping								4	1		1		1		7
Starting								1	2						3
Turning Left			2												2
Turning Right			4		1				1		1				7
Waiting to go ahead-held up			2				3	1							6
Waiting to turn Right			1					1							2
U turn			1												1
Grand Total	3	3	34	3	2	3	3	12	10	5	39	3	1	4	125

How: Contributory Factors?

The police can record up to six contributory factors for any one collision and can assign these to any of the participating vehicles. These factors are subjective and are not necessarily the result of detailed investigation, but can give an indication of who and what may have contributed to the collision. The following table lists the number of times each contributory factor was applied to a young motorcycle casualty. It can be seen that the category “rider error or reaction” is the most frequent with “failed to look properly”, “failed to judge other persons path or speed”, “poor turn or manoeuvre” and “loss of control” as the most frequently applied factors. From the other categories the factors “inexperienced or learner driver/rider”, “slippery road (due to weather)” and “travelling too fast for the conditions” are the most frequently applied.

Contributory factors applied to young motorcyclist casualties 2015

Category	Contributory factor	No	%	Total (%)
Rider Error or Reaction	Failed to look properly	22	10	97 (46%)
	Failed to judge other person's path or speed	22	10	
	Poor turn or manoeuvre	21	10	
	Loss of control	20	9	
	Sudden braking	9	4	
	Swerving	2	1	
	Too close to cyclist, horse rider or pedestrian	1	0	
Behaviour or Inexperience	Inexperienced or learner driver/rider	23	11	36 (17%)
	Careless/Reckless/In a hurry	7	3	
	Nervous/Uncertain/Panic	3	1	
	Aggressive driving	2	1	
	Inexperience with type of vehicle	1	0	

Reported Road Casualties in Surrey 2015

Young Motorcyclists

Category	Contributory factor	No	%	Total (%)
Road Environment	Slippery road (due to weather)	22	10	34 (16%)
	Deposit on Road (e.g. oil mud chippings)	6	3	
	Road layout (e.g. bend hill narrow carriageway)	5	2	
	Poor or Defective Road Surface	1	0	
Injudicious Action	Travelling too fast for conditions	15	7	29 (14%)
	Exceeding speed limit	7	3	
	Following too close	6	3	
	Disobeyed Give Way or Stop sign or markings	1	0	
Vision affected	Vision affected by stationary or parked vehicle(s)	4	2	8 (4%)
	Vision affected by dazzling sun	3	1	
	Vision affected by rain sleet snow or fog	1	0	
Impairment or Distraction	Distraction outside vehicle	2	1	4 (2%)
	Impaired by alcohol	1	0	
	Driver using mobile phone	1	0	
Other	Various	3	1	3 (1%)
Total		211	100	211 (100%)

The next table lists the number of times each contributory factor was applied to a different vehicle that was involved in a collision resulting in an injury to a young motorcyclist. It can be seen that by far the most frequently cited contributory factor was “failed to look properly”, followed by “poor turn or manoeuvre”.

Contributory factors applied to other vehicles involved in collisions resulting in young motorcyclist casualties 2015

Category	Contributory factor	No	%	Total (%)
Rider Error or Reaction	Failed to look properly	51	45	81 (72%)
	Poor turn or manoeuvre	15	13	
	Failed to judge other person's path or speed	5	4	
	Failed to signal/Misleading signal	4	4	
	Sudden braking	3	3	
	Junction Restart	2	2	
	Too close to cyclist, horse rider or pedestrian	1	1	
Behaviour or Inexperience	Aggressive driving	6	5	11 (10%)
	Careless/Reckless/In a hurry	5	4	
Vision affected	Vision affected by stationary or parked vehicle(s)	7	6	9 (8%)
	Vision affected by vegetation	1	1	
	Vision affected by dazzling sun	1	1	
Injudicious Action	Disobeyed Give Way or Stop sign or markings	2	2	6 (5%)
	Travelling too fast for conditions	2	2	
	Exceeding speed limit	1	1	
	Following too close	1	1	
Road Environment	Road layout (e.g. bend hill narrow carriageway)	2	2	3 (3%)
	Poor or Defective Road Surface	1	1	
Special codes	Vehicle in course of crime	1	1	2 (2%)
	Emergency vehicle on call	1	1	
Pedestrian only	Dangerous action by ped in cway (e.g. playing)	1	1	1 (1%)
Total		113	100	113 (100%)