

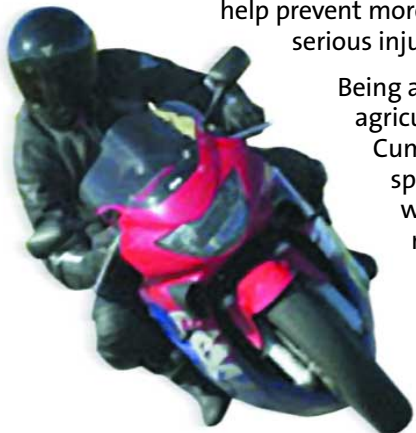
# COMMITTED TO KEEPING BIKERS ALIVE

Cumbria Safety Cameras (CSC) is committed to reducing the number of deaths and serious injuries on the county's roads. It believes there is substantially more to achieving this aim than using enforcement at the 50 hotspots within Cumbria that have a higher than average incidence of fatal and serious injury accidents.

CSC has no wish to spoil the enjoyment of motorcyclists coming into the county and riding in some of the most beautiful scenery in the UK - all of the CSC management are current or past bikers. It merely wishes that motorcyclists would ride in such a manner that ensures they can come back next year - and following years.

By analysing statistics surrounding the deaths and serious injuries involving motorcyclists in Cumbria we can provide a useful insight into motorcycling behaviour and driving patterns that will enable motorcyclists to act and help prevent more deaths and serious injuries.

Being a predominantly agricultural county, Cumbria has its own special hazards which can cause major headaches for motorcyclists and some of these are included in this leaflet.



## MOTORCYCLE SAFETY CHECKLIST

**HELMET** Approved safety helmet that lets you see as far to the sides as necessary. Make sure the fit is snug and the helmet has no obvious defects such as cracks, loose padding or frayed straps. Also, never wear a helmet that has been involved in a crash or dropped on the ground.

**CLUTCH, THROTTLE, BRAKES** Make sure they work smoothly. Throttle should snap back when let go. Brakes should feel firm and hold the motorcycle when applied.

**TYRES** Check the air pressure and tread before every ride.

**FLUIDS** Check fuel, oil, brake fluid, and coolant (when applicable).

**LIGHTS** Check brake lights, indicators, head and tail lights.

**HYDRAULIC FLUIDS** Check sight windows when accessible. At a minimum, check weekly.

**MIRRORS** Clean and adjust mirrors before starting out.

**HORN** Make sure it works.

# DON'T CRUNCH AFTER LUNCH 2007

## WHILE RIDING IN CUMBRIA

- Watch out for game birds and other wild animals such as deer, badgers, rabbits and hares
- Look ahead for mud and diesel left behind by agricultural vehicles
- Allow for slower vehicles such as tractors and cars whose occupants are enjoying the scenery
- Be prepared for cars parked on blind bends

## CUMBRIA SAFETY CAMERAS

Carleton Hall, Penrith  
Cumbria CA10 2AU

Tel: 01768 217 477

info@cumbriasafetycameras.org

[www.cumbriasafetycameras.org](http://www.cumbriasafetycameras.org)



## Cumbria Safety Cameras would like to thank motorcyclists riding in the county for riding safely and with consideration during 2006.

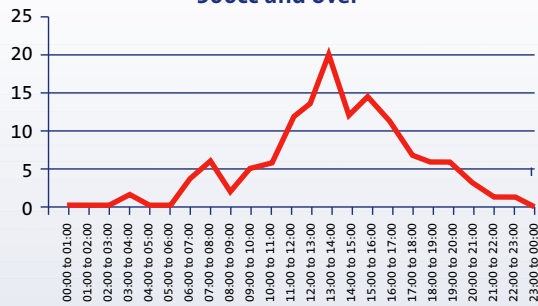
Last year was marred by the level of fatal casualties from incidents involving powered two wheeled vehicles. In 2006 13 persons died from such collisions (12 riders and one pillion passenger). This is set against a level of only two Fatal casualties in 2005. This high level of fatal casualty almost accounts for the rise between 2005 and 2006 and forms a significant proportion of all deaths on the county roads - 22% of all deaths came from a powered two wheel collision).

Despite this high level of fatal casualties, the actual numbers of KSI casualties dropped from 83 in 2005 to 75 which means that the total number of those receiving serious injuries as a result of a powered two wheeled collision fell from a 2005 figure of 81 to a low of 62 in 2006.

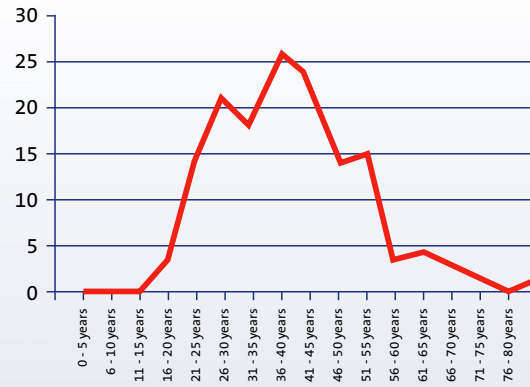
2006 has the lowest serious casualty totals for this class of collision for the last 13 years, but has the highest level of fatal casualties for the same period.

Elsewhere in the country SMIDSY (Sorry Mate I Didn't See You) remains a major causation factor, in Cumbria the primary causation factors remain loss of control, negligent overtaking, taking bends too fast and wrong course positioning.

Frequency of collisions by time of day in 2006 - 500cc and over



Age ranges of casualties



**During 2007 Cumbria Safety Cameras and Cumbria Constabulary remain committed to keeping deaths and serious injuries among motorcyclists as low as possible. To this end both agencies will be monitoring key routes in the county including the A686, A683, A6 and A65.**

## Major factors in motorcycle accidents are:

- Loss of control while cornering
- Other vehicle pulling into the path of motorcycle
- Overtaking and striking a turning vehicle
- Loss of control while braking
- Colliding with a stationary or braking vehicle
- Loss of control through road surface, object or animal in road
- Excessive speed

While excessive speed was a primary cause in some accidents, it is a factor in accidents involving lack of control while cornering and loss of control while braking.

# DON'T BE A TAIL END CASUALTY

Many motorcyclists regularly ride in groups either on a long tour or just a quick run through some country roads. It can however, be a recipe for disaster. Each year many riders are injured some seriously, as a result of a group ride gone wrong.

- The most common problem encountered by group riders is getting separated. The rider at the front is setting a reasonable pace; the guy at the back has to give it some to keep up with the group. It is often as a result of getting separated at traffic lights or simply not being able to go for the same overtake that everyone else was able to manage. Often these 'Tail End Charlies' have less experience and fewer riding skills and this, combined with what one Cumbrian motorcycle officer calls ego and peer pressure, often leads to serious accidents or worse.
- Planning the route in advance either by using maps or even just a verbal plan ensures everyone knows where they are going. Swap mobile numbers and plan coffee breaks for a chance to regroup
- Stops are a chance to refuel but think about food and drink that will give you energy not the type that converts this energy into digestion taking the edge off concentration. Don't Crunch After Lunch.
- Ride for yourself - follow-my-leader causes riders to take risks in an effort to catch up. Instead of getting sucked into overtaking moves, check the space you are aiming for is vacant, and you can get there safely. Select the correct gear, execute a smooth manoeuvre and be prepared to move back in if need be. This is one of the reasons to put the most capable riders at the back.
- Ride to the bike behind. This is the key to the whole concept of group riding.
- All you do is keep the rider behind you in your mirrors - slow down when you haven't seen the bike behind for a while. When they are visible, away you go again.
- Where necessary use the staggered formation instead of riding single file, taking up agreed positions in the squad. That way, each rider can form his own view of the road ahead. It also enables you to keep your shape and take up less space collectively on motorways, dual carriageways and negotiating big city road systems.