Push Bikes The Birmingham Cycling Campaign
Reporting Close Passes workshop

The workshop covered five main areas:
1. **Preparing Video**
    a. Trim to a reasonable length [including the 'One minute before incident' question]. Do not manipulate in any other way.
    b. Date and time stamp [accurate or note it's not]
    c. Upload separate stills highlighting important features [detail of junction, or single moments in incident. Do add additional useful information.

2. **Description of what happened [the narrative]:**
    a. Factual and unemotional language
    b. Clear and structured account
    c. Focused on, and evidencing offending behaviour.
    d. Identify Highway Code rules broken.
    e. Highlight the danger caused and to whom. [including I was in fear or inconvenienced]. Idea of consequential danger.

Narrative order:
    i. Where, in what position, to where, at what speed?
    ii. I did this; the driver of numberplate did this; my response was this.
    iii. Risks [or risk mitigation] factors, including lights and clothes

WM Police example:
    I was driving my car along the A660 towards Leeds. I was traveling in the inside lane when the offending vehicle approached really fast from behind me, then overtook me on a double white line. It was raining and the roads were very wet and visibility was poor due to the rain and spray of the road. As the vehicle passed me it was very close to me and I thought it might hit my wing mirror. It pulled back in very close to the front of my vehicle and I thought it was going to clip the front of my car, in fact I had to brake to avoid a collision. The vehicle then drove away at speed and I didn't see it again.

3. **Highway Code rules**
    • Highway Code rule H1 [vehicles that can cause the greatest harm bear the greatest responsibility to take care and reduce the danger they pose to others]
    • Highway Code rule H3 [Wait for cyclists to pass a junction before turning]
    • Highway Code rule 72 [cycling position in road]
    • Highway Code rule 163 ['door's width from the parked cars'/ 'give way to oncoming vehicles before passing parked vehicles' / guided to give 1.5m safe distance]
    • Highway Code rule 170 'remain behind cyclists … at junctions'

4. **Using autofill and developing a template narrative**
    Using web browser autofill function

5. **Estimating road, lane and car widths**
    Using Google Maps measuring function

Workshop narrative example:
I am a qualified Bikeability cycling instructor with a full driving licence for 45 years.
Incident at X' Y". I was cycling down Lichfield Rd in the bus lane at over 20mph. as I approached the red lights at the junction, I filtered passed the queuing cars to the advanced stop line just ahead of BXY12RED (Highway Code rule 160 alerts drivers to be aware of filtering cyclists). On green, I accelerated on my ebike swiftly to 22mph and took primary position in the lane as I approached the next junction (Highway Code rule 72).

Towards the end of this stretch of the bus lane, the driver of BXY12RED started to overtake, even though it was too late to execute a safe left turn. They failed to follow the rule not to overtake approaching a junction (Highway Code rule 167) and failed to observe the rule to 'not turn at a junction if to do so would cause the cyclist … to stop or swerve (Highway Code rule H3). I was forced to swerve to the left in the bus lane to avoid colliding with BXY12RED. I was turning left, but was unable to signal as this would have meant taking one hand off my handlebars when I needed to brake sharply to fall back from the lorry.

It took 110m and 15 seconds for the driver of BXY12RED to catch me up, providing plenty of time for the driver to observe I was riding in the Bus Lane, even if that had not already been clear at the advanced stop line. I was highly visible, with HiVis top, four daylights, one flashing and one constant front and back. A less experienced cyclist may have continued in the lane, or turned left without reducing speed and the HGV would have collided with them. The driver of BXY12RED close passed at 0.1m. when drivers are guided to give 1.5m (Highway Code rule 163). [The lane is 3.5m wide, I was riding at 2.1m to my right shoulder from the curb, and the lorry was at 2.2m from the curb at its closest point]. There is a cycle lane immediately after the turn and there would have been no delay to the progress of the lorry if they had waited to make the turn. This HGV driver was careless to the danger to me and did not fulfil the driver's responsibility to a vulnerable road user (Highway Code rule H1).

Links:

West Midlands Police close pass cycling initiative
https://www.west-midlands.police.uk/your-options/close-pass-cycling

Nextbase national reporting portal
https://nextbase.co.uk/national-dash-cam-safety-portal/

Numberplate finders
https://vehicleenquiry.service.gov.uk/
https://www.carveto.co.uk/
https://partialnumberplate.co.uk/

Highway code
https://www.gov.uk/guidance/the-highway-code
https://www.highwaycodeuk.co.uk/