

IRSO

East Midlands Area Group

The presentation below was given by Rob Bounds senior transport officer school travel plans Derbyshire County Council

at a cycle themed meeting held in Nether Heage Derbyshire on 25 March 2009.

The event was also attended by Mark Smith Training & Promotions Coordinator Cycle Derby

Statistics for cycling and cycle casualties were also considered for Stockport, Derby, Leicester and Leicestershire in order to share best practice, identify trends as well as positive outcomes.

DfT's provisional casualty statistics to the end of September 2008 suggest:

Pedal cyclist casualties are up 1%

Pedal cyclists killed or seriously injured are up 3%

Total road traffic fell by 1%*

Are more people swapping four wheels
for sustainable, cost effective and healthy two wheels
resulting in an increase in pedal cyclist accidents and casualties?

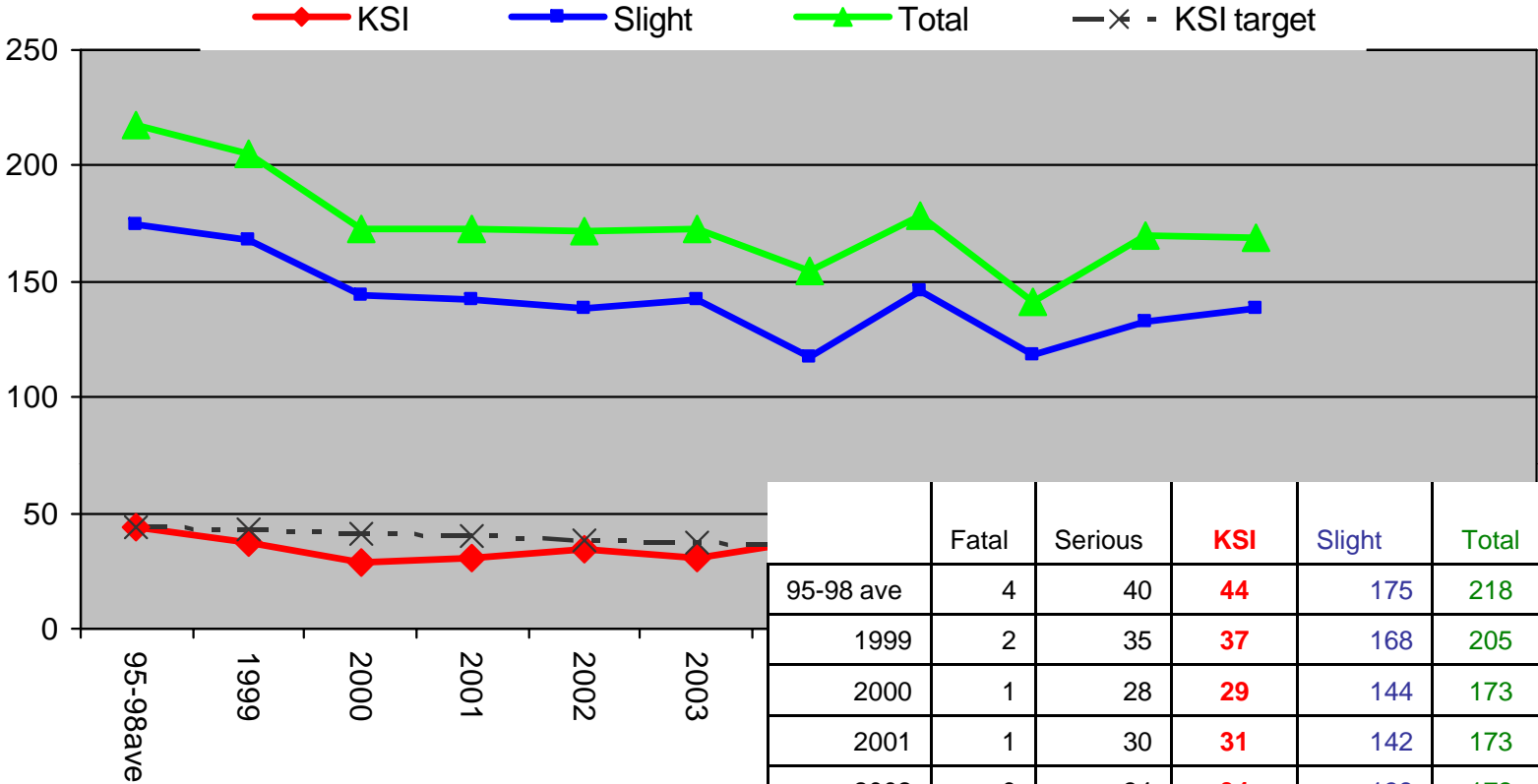
What's happening in Derbyshire?

pedal cycle casualties

(Excluding Derby City)



What is the trend for cyclist casualties?



	Fatal	Serious	KSI	Slight	Total	Target	Ksi red
95-98 ave	4	40	44	175	218	218	44
1999	2	35	37	168	205	208	43
2000	1	28	29	144	173	199	41
2001	1	30	31	142	173	189	40
2002	0	34	34	138	172	179	38
2003	3	28	31	142	173	170	37
2004	2	36	38	117	155	160	35
2005	2	30	32	146	178	150	34
2006	1	22	23	118	141	141	32
2007	3	34	37	133	170	131	31
2008	2	29	31	138	169	121	29
2009							28
2010							26

Casualties per year

There is an overall decrease
 Doesn't reflect national picture
 not on target for KSI for 2008

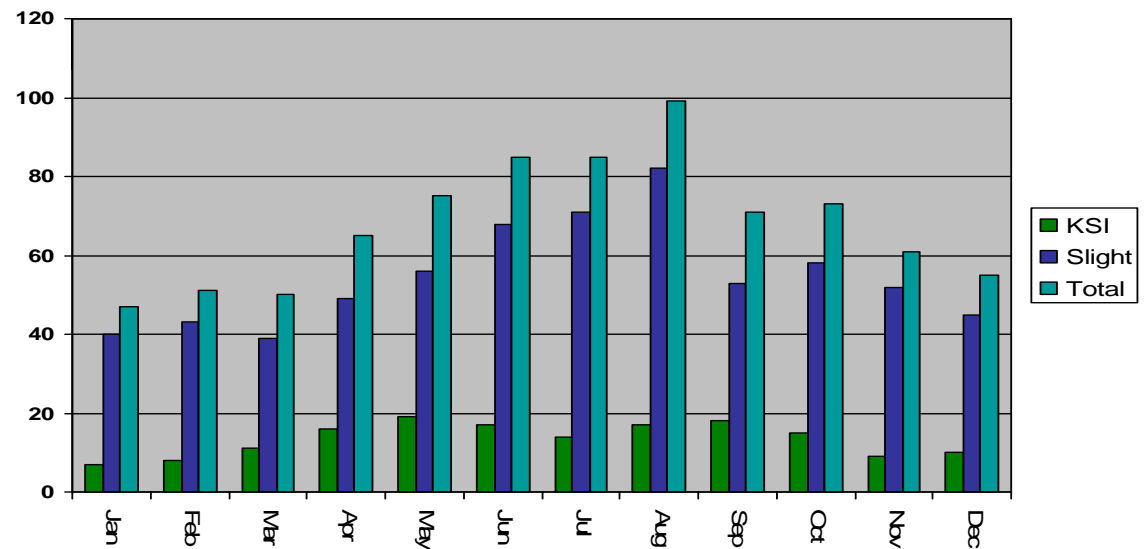
What time of year do most cycle accidents occur?

Prediction?

Summer?

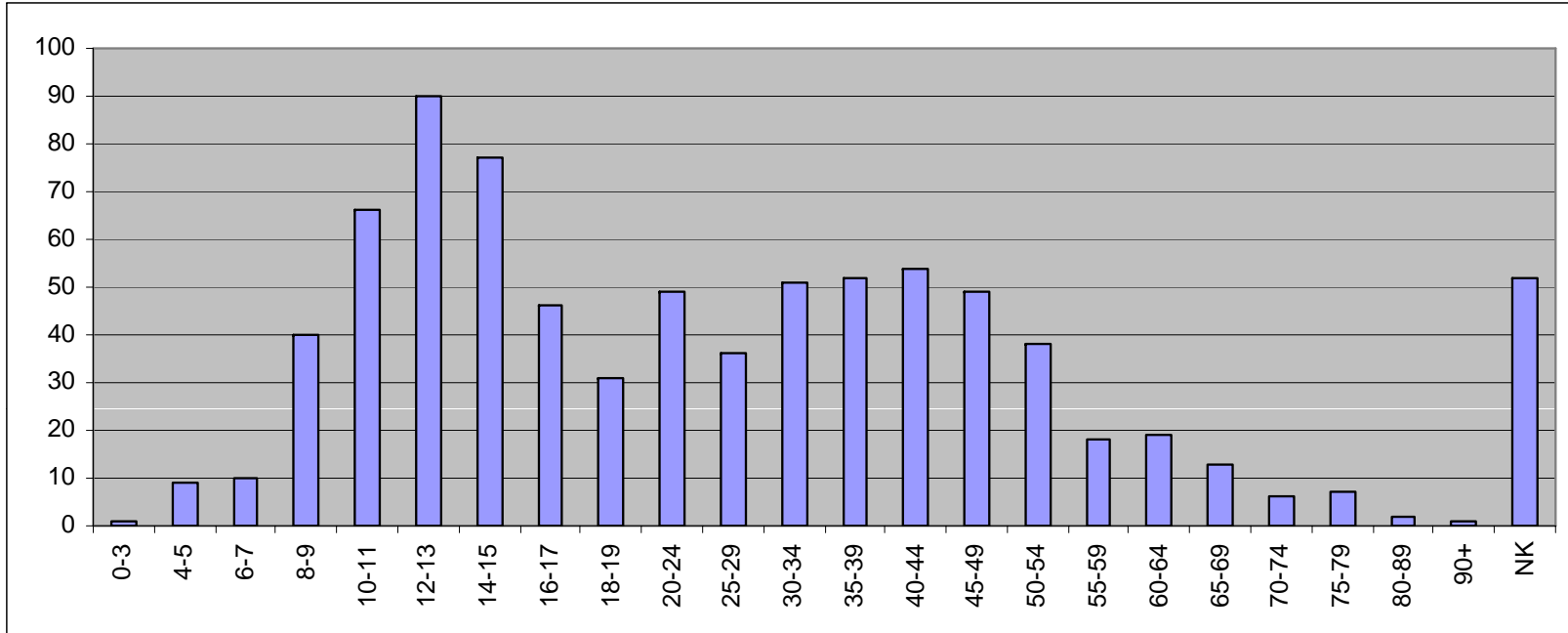
	Fatal	Serious	KSI	Slight	Total
Jan	0	7	7	40	47
Feb	0	8	8	43	51
Mar	1	10	11	39	50
Apr	1	15	16	49	65
May	0	19	19	56	75
Jun	3	14	17	68	85
Jul	0	14	14	71	85
Aug	4	13	17	82	99
Sep	0	18	18	53	71
Oct	2	13	15	58	73
Nov	0	9	9	52	61
Dec	0	10	10	45	55
Total	11	150	161	656	817

Monthly casualties between 2003 to 2007



Who is having the accidents?

Casualty by age



Casualty by gender

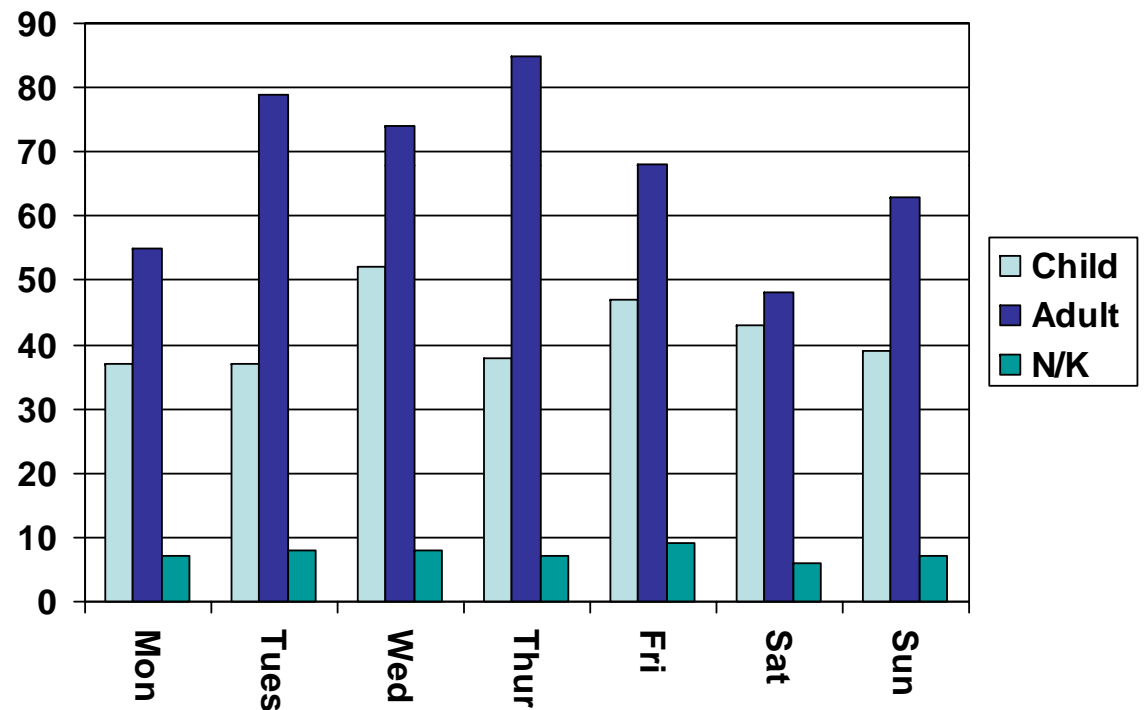
	Fatal	Serious	KSI	KSI %	Slight	Total	Total %
Male	10	141	151	94%	585	736	90%
Female	1	9	10	6%	71	81	10%
Total	11	150	161		656	817	

What day of the week do most accidents occur?

	Child	Adult	N/K	Total
Mon	37	55	7	99
Tue	37	79	8	124
Wed	52	74	8	134
Thu	38	85	7	130
Fri	47	68	9	124
Sat	43	48	6	97
Sun	39	63	7	109
Total	293	472	52	817

Monthly casualties

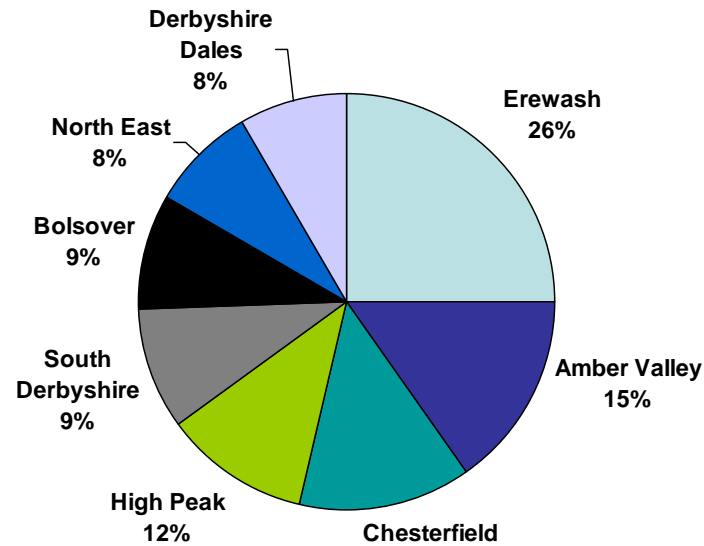
2008 compared to 2003-2007 average.



Not weekend leisure cyclists

Where do the accidents occur?

Areas and Casualties



	Fatal	Serious	KSI	Slight	Total	%KSI	% slight
Erewash	1	38	39	166	205	24%	25%
Amber Valley	1	23	24	100	124	15%	15%
Chesterfield	2	14	16	93	109	10%	13%
High Peak	1	21	22	72	94	14%	12%
South Derbyshire	1	10	11	65	76	7%	9%
Bolsover	2	12	14	58	72	9%	9%
North East	1	12	13	56	69	8%	8%
Derbyshire Dales	2	20	22	46	68	14%	8%
Total	11	150	161	656	817	100%	100%

Are there more cyclists in one area compared to another?

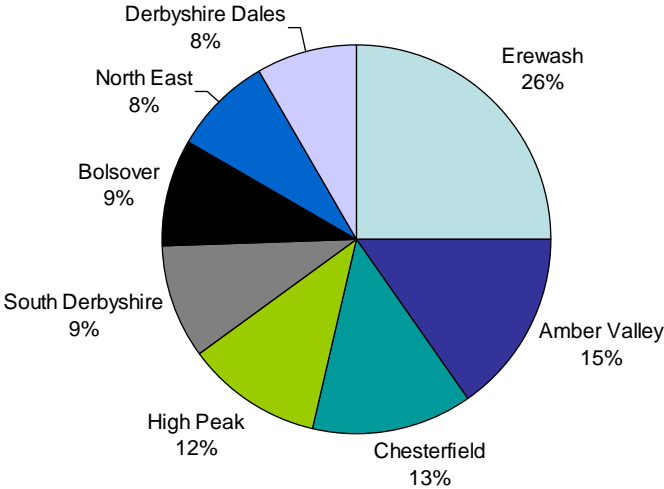
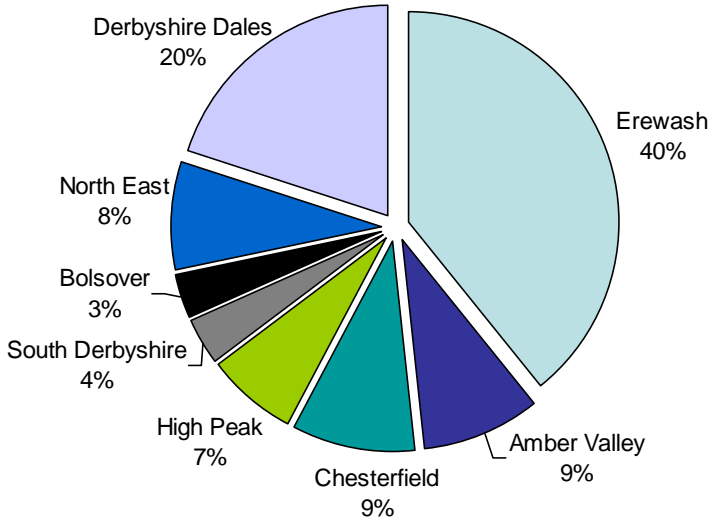
	Numbers cycling	%
Erewash	51	40
Amber Valley	12	9
Chesterfield	12	9
High Peak	9	7
South Derbyshire	5	4
Bolsover	4	3
North East	11	8
Derbyshire Dales	26	20
Total	130	

2007 citizen panel mode of travel to work data
 numbers cycling to work by area from sample of 1000 per area

Erewash has highest number of cyclist & cycling casualties.

Derbyshire Dales has one of lowest number of casualties but second highest number of cyclist.

Areas and Casualties



What is the rate of cycling to school?

	2002	2003	2004	2005	2006	2007	2008
no. cycling to primary school	160	138	122	61	291	120	173
number with travel mode	38453	34947	32177	25472	45229	35839	46388
%	0.4%	0.4%	0.4%	0.2%	0.6%	0.3%	0.4%
no. cycling to secondary school	200	223	304	280	455	546	618
Number with travel mode	23832	21479	18749	14050	23924	33054	43175
%	0.8%	1.0%	1.6%	2.0%	1.9%	1.7%	1.4%

Note

Figures for 2002 – 2006 are based on hands up surveys

Figures for 2007-2008 are for school census and include under 5's and over 16's

Difficult to judge if cycling is increasing due to changing sample size

Police reporting of whether accidents are on route to school is poor.

Figures would suggest not many child cyclist casualties on the school journey.

Who is causing the accidents?

253 out of 817 cyclist or part fault

31% of accidents were attributed to the fault of the cyclist

230 child factors → 119 accidents

237 adult factors → 134 accidents

467 total → 253 accidents

Most common contributory factors linked to child cyclists – (0-15 years)

Failed to look properly – factor in 52% of accidents

Cyclist entering road from pavement – factor in 38% of accidents

Careless, reckless, in a hurry – factor in 22% of accidents

Failed to judge other person's path or speed – factor in 8% of accidents

Defective brakes – factor in 8% of accidents

Vehicle travelling along pavement – factor in 8% of accidents

Poor turn or manoeuvre - factor in 8% of accidents

Loss of control - factor in 8% of accidents

Inexperienced rider- factor in 6% of accidents

Disobeyed give way or stop sign – factor in 5% of accidents

**Most common contributory factors linked to adult cyclists
16 years and over (plus age N/K)**

Failed to look properly - factor in 34% of accidents

Failed to judge other person's path or speed - factor in 15% of accidents

Loss of control - factor in 14% of accidents

Poor turn or manoeuvre - factor in 13% of accidents

Careless, reckless, in a hurry - factor in 10% of accidents

Cyclist wearing dark clothes at night - factor in 9% of accidents

cyclist entering road from pavement - factor in 7% of accidents

Junction overshoot - factor in 5% of accidents

Not displaying lights at night - factor in 5% of accidents

Some more 'unusual' factors:

Impaired by alcohol (4%), illness (3%) distraction in the vehicle (1%) ?

What about the driver?

Don't know yet!

But guessing:

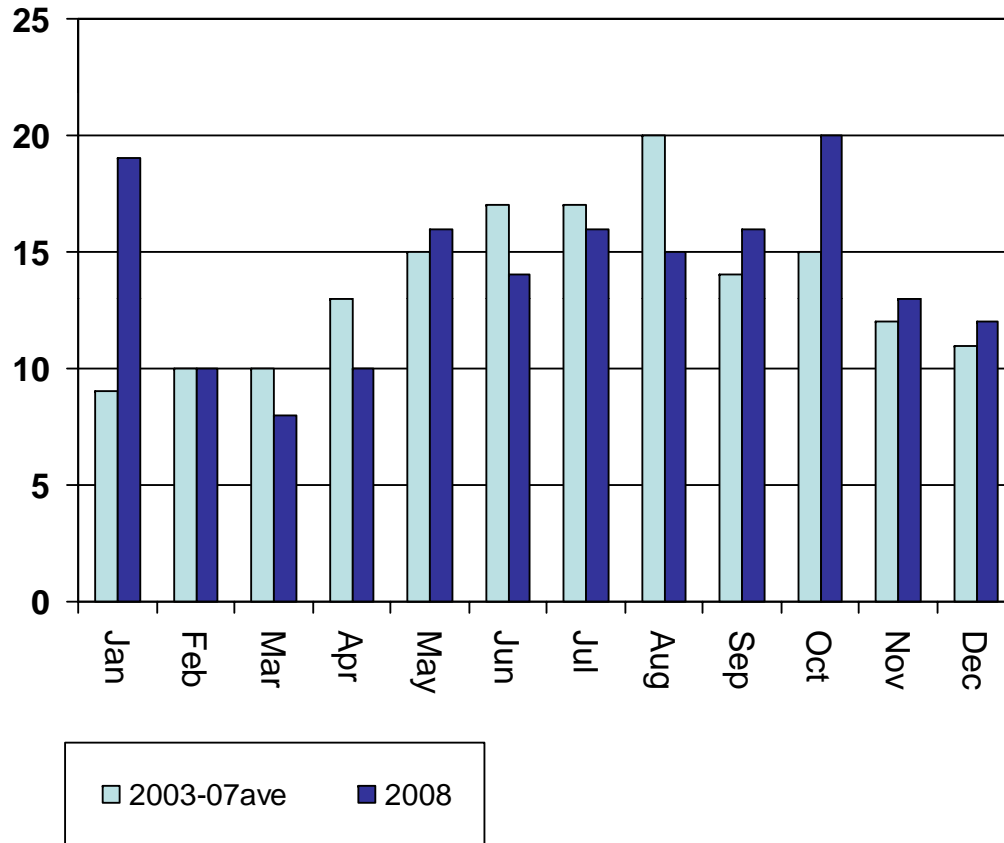
Looked & failed to see

Failed to judge speed of cyclist

What happening in 2008?

Monthly casualties 2008 compared to 2003-2007 average.

Why the peaks in Jan and Oct?



	2003-07 average	2008	
Jan	9	19	10
Feb	10	10	0
Mar	10	8	-2
Apr	13	10	-3
May	15	16	1
Jun	17	14	-3
Jul	17	16	-1
Aug	20	15	-5
Sep	14	16	2
Oct	15	20	5
Nov	12	13	1
Dec	11	12	1
	126	124	

A possible explanation.....

**More cyclists on the road all year round and
are being caught out in the dark evenings?**

January 2008 trends

Location

Erewash – 6 accidents – 32%
Amber Valley – 6 accidents – 32%
South - 1 accident - 5%
Chesterfield - 5 accidents – 26%
High Peak - 1 accidents – 5%

Age profile

<16 yrs – 3 casualties
17-25 yrs – 4 casualties
26-34 yrs – 4 casualties
35-43 yrs – 4 casualties
44+ yrs - 3 casualties

Severity

Slight – 89%
Serious – 11%

Time of day

Dark – 68%
Light – 32%

'blame'

Car – 58%
Cycle – 42%

weather

wet – 42%
dry – 58%

Contributory factors

26% due to cyclist wearing dark clothing

53% the driver failed to see the cyclist

but no mention that the cyclist was poorly visible

October 2008 trends

Location

Erewash – 2 accidents – 10%
North East – 1 accident - 5%
Amber Valley - 2 accidents – 10%
Bolsover - 2 accidents- 10%
South - 7 accidents - 35%
Chesterfield - 4 accidents – 20%
High Peak - 2 accidents – 10%

Age profile

<16 yrs – 3 casualties
17-25 yrs – 4 casualties
26-34 yrs – 2 casualties
35-43 yrs – 3 casualties
44+ yrs - 5 casualties

Severity

Slight – 80%
Serious – 20%

Time of day

Dark – 20%
Light – 80%

blame

Car – 55%
Cycle – 45%

weather

wet – 15%
dry – 85%

Contributory factors

25% the driver failed to see the cyclist

35% cyclist entering from pavement, failing to look or signal

Some other thoughts:

It's just a blip – don't panic!

It's one to watch – potentially a developing new trend – not simply related to dark nights.

Look at time of year by age group – are younger cyclists more prone to accidents during the summer months?

Do we need to target male cyclists – 18-40 age group to be more conspicuous on the road?

Do we need to provide refresher training for “born again” cyclists?

Do we need to remind drivers to look out for cyclists – or is the motorcycle safety campaign already doing that for us....

