Pedal cyclist casualties in Greater London

This fact sheet shows the scale and nature of road traffic collisions resulting in injury to pedal cyclists (P/C) in Greater London in 2003 (the latest year for which finalised data is available). Information is also provided on the longer-term trends between 1981 and 2003.

It provides background information to support the Government and Mayor of London’s target to reduce road casualties by the year 2010. The target in London for P/C casualties is a 40% reduction in those killed or seriously injured (KSI) by 2010 from a baseline of the average number of casualties for 1994-98.

The data provided is for personal injury road traffic collisions occurring on the public highway, and reported to the Police in accordance with the Stats 19 national reporting system. The pedal cycle category applies to those being ridden in the carriageway, a cycleway or pavement, and also applies to toy cars and toy tricycles in the carriageway. The category also includes electrically assisted pedal cycles.

London’s pedal cyclist casualty rate

In Greater London in 2003 there were 31,811 road traffic collisions, resulting in 38,430 casualties. Of these collisions, 3,039 (10%) involved injury to pedal cyclists, and resulted in 3,056 casualties (8% of all casualties). In Great Britain in 2003, there were 290,607 casualties recorded, of which 17,033 were pedal cyclists (6%). 18% of all pedal cycle casualties in Great Britain were injured in Greater London.

Table 1 shows P/C casualties by gender, severity and severity ratio (the percentage of fatal and serious injuries to all injuries) in Greater London in 2003. Of the 3,056 P/C casualties in Greater London in 2003, 2,616 (85.6%) suffered slight injury, 421 (13.8%) were seriously injured and 19 (0.6%) were killed. 79% (2,406) of casualties were male and 21% (650) were female.

<table>
<thead>
<tr>
<th>Severity of casualty</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12</td>
<td>7</td>
<td>19</td>
<td>14%</td>
</tr>
<tr>
<td>Severe</td>
<td>335</td>
<td>86</td>
<td>421</td>
<td>14%</td>
</tr>
<tr>
<td>Slight</td>
<td>2,059</td>
<td>557</td>
<td>2,616</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,406</td>
<td>650</td>
<td>3,056</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Pedal cyclist casualties by gender, severity & severity ratio in Greater London 2003
Annual trends 1981 to 2003

The following section shows changes in the number of pedal cycle casualties recorded in Greater London from 1981 to 2003. It should be noted that the City of London has been excluded from this long-term analysis, as its collision data was only available from 1986 onwards.

Figure 1 and Table 2 show the number of pedal cycle casualties by year and severity from 1981 to 2003.

Pedal cycle casualties have fluctuated over this period, going from a peak of 5,246 in 1982 to a low of 4,001 in 1987 (a 24% decrease). Numbers rose again to 5,102 in 1989, but since then the general trend has been downward, falling to an all time low of 2,985 in 2002 (a 43% reduction on the 1982 high). There was a very slight increase of 7 casualties (0.2%) in 2003 over 2002.

When comparing the 2003 figures with the 2010 target baseline (1994-98 average) there were decreases in both serious and slight casualties (-24% and -32% respectively). Fatal casualties increased by 29% although numbers remained relatively low (19 compared with the 94-98 average of 14). Fatal P/C casualties accounted for 7% of all fatal casualties in 2003. Overall P/C casualties of all severities decreased by 31% and KSI casualties fell by 23% from the 1994-98 average to 2003. Despite the overall decrease in KSI injuries, the severity ratio increased slightly over the last three years, 14% in 2001, 2002 and 2003 compared with the 1994-98 average of 13%.

To view these changes in casualty numbers in perspective, it is important to look at them in relation to changes in pedal cycle usage. This is considered in more detail on page 6.
### Table 2: Pedal cyclist casualties by year and severity in Greater London (excl. City of London) 1981 to 2003

<table>
<thead>
<tr>
<th>Year of accident</th>
<th>Collisions</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>4,173</td>
<td>31</td>
<td>452</td>
<td>3,758</td>
<td>4,241</td>
<td>11%</td>
</tr>
<tr>
<td>1982</td>
<td>5,200</td>
<td>20</td>
<td>580</td>
<td>4,646</td>
<td>5,246</td>
<td>11%</td>
</tr>
<tr>
<td>1983</td>
<td>5,091</td>
<td>26</td>
<td>540</td>
<td>4,556</td>
<td>5,122</td>
<td>12%</td>
</tr>
<tr>
<td>1984</td>
<td>4,703</td>
<td>26</td>
<td>553</td>
<td>4,149</td>
<td>4,728</td>
<td>12%</td>
</tr>
<tr>
<td>1985</td>
<td>4,164</td>
<td>26</td>
<td>703</td>
<td>3,461</td>
<td>4,190</td>
<td>17%</td>
</tr>
<tr>
<td>1986</td>
<td>4,015</td>
<td>18</td>
<td>621</td>
<td>3,399</td>
<td>4,038</td>
<td>16%</td>
</tr>
<tr>
<td>1987</td>
<td>3,979</td>
<td>25</td>
<td>622</td>
<td>3,354</td>
<td>4,001</td>
<td>16%</td>
</tr>
<tr>
<td>1988</td>
<td>4,062</td>
<td>24</td>
<td>674</td>
<td>3,389</td>
<td>4,087</td>
<td>17%</td>
</tr>
<tr>
<td>1989</td>
<td>5,080</td>
<td>33</td>
<td>742</td>
<td>4,327</td>
<td>5,102</td>
<td>15%</td>
</tr>
<tr>
<td>1990</td>
<td>4,461</td>
<td>19</td>
<td>615</td>
<td>3,854</td>
<td>4,488</td>
<td>14%</td>
</tr>
<tr>
<td>1991</td>
<td>4,259</td>
<td>17</td>
<td>623</td>
<td>3,646</td>
<td>4,286</td>
<td>15%</td>
</tr>
<tr>
<td>1992</td>
<td>4,198</td>
<td>17</td>
<td>537</td>
<td>3,677</td>
<td>4,231</td>
<td>13%</td>
</tr>
<tr>
<td>1993</td>
<td>4,128</td>
<td>17</td>
<td>485</td>
<td>3,655</td>
<td>4,157</td>
<td>12%</td>
</tr>
<tr>
<td>1994</td>
<td>4,336</td>
<td>15</td>
<td>480</td>
<td>3,871</td>
<td>4,366</td>
<td>11%</td>
</tr>
<tr>
<td>1995</td>
<td>4,450</td>
<td>14</td>
<td>521</td>
<td>3,937</td>
<td>4,472</td>
<td>12%</td>
</tr>
<tr>
<td>1996</td>
<td>4,246</td>
<td>18</td>
<td>571</td>
<td>3,682</td>
<td>4,271</td>
<td>14%</td>
</tr>
<tr>
<td>1997</td>
<td>4,323</td>
<td>11</td>
<td>560</td>
<td>3,781</td>
<td>4,352</td>
<td>13%</td>
</tr>
<tr>
<td>1998</td>
<td>4,208</td>
<td>12</td>
<td>595</td>
<td>3,627</td>
<td>4,234</td>
<td>14%</td>
</tr>
<tr>
<td>1994 to 1998 average</td>
<td>4,312.6</td>
<td>14.0</td>
<td>545.4</td>
<td>3,779.6</td>
<td>4,339.0</td>
<td>13%</td>
</tr>
<tr>
<td>1999</td>
<td>4,057</td>
<td>10</td>
<td>469</td>
<td>3,604</td>
<td>4,083</td>
<td>12%</td>
</tr>
<tr>
<td>2000</td>
<td>3,414</td>
<td>13</td>
<td>399</td>
<td>3,026</td>
<td>3,438</td>
<td>12%</td>
</tr>
<tr>
<td>2001</td>
<td>3,228</td>
<td>21</td>
<td>434</td>
<td>2,795</td>
<td>3,250</td>
<td>14%</td>
</tr>
<tr>
<td>2002</td>
<td>2,973</td>
<td>18</td>
<td>387</td>
<td>2,580</td>
<td>2,985</td>
<td>14%</td>
</tr>
<tr>
<td>2003</td>
<td>2,975</td>
<td>18</td>
<td>414</td>
<td>2,560</td>
<td>2,992</td>
<td>14%</td>
</tr>
<tr>
<td>% change 1994-98 average to 2003</td>
<td>-31%</td>
<td>-29%</td>
<td>-24%</td>
<td>-32%</td>
<td>-31%</td>
<td>-</td>
</tr>
</tbody>
</table>

### Gender

Figure 2 shows pedal cycle casualties by gender in Greater London (excluding the City of London) from 1982 to 2003. The greatest proportion of P/C casualties was male, with an average of 79% per year over the period. The male-female split has remained constant during this time. Both male and female P/C casualties have shown a general downward trend, although the fluctuations are more marked in males. Both sexes decreased by 43% from 1982 to 2003. Male P/C casualties decreased by 32% from the 1994-98 average to 2003, while females decreased by 27%.

![Fig 2: Pedal cyclist casualties by gender in Greater London (excl. City) 1982 to 2003](image-url)
Age

Table 3 and Figure 3 show P/C casualties by year and age (banded) in Greater London from 1981 to 2003.

While the percentage of casualties in the 60 years and over age band has remained quite constant over this time period (averaging 4% per year), the proportions in the under 16, 16-24 and 24-59 year groups have shown marked changes.

On average, 20% of P/C casualties were under the age of 16. However, numbers in this age group have been decreasing steadily with the percentage falling from 31% (1,311 casualties) of the total in 1981 to 13% (389 casualties) in 2003.

Casualties in this group decreased by 50% from the 1994-98 average to 2003.

A similar pattern is apparent in the 16-24 year group, with the percentage of casualties in this group falling from 27% in 1981 to 15% in 2003. There was a decrease of 45% from the 1994-98 average to 2003.

The situation in the 25-59 year age group shows the opposite trend, with the percentage of casualties rising from 29% in 1981 to 63% in 2003. Numbers of casualties in this group were on an upward trend from 1,243 in 1981 to a peak of 2,434 in 1997. However, numbers have been falling since then, and there was a decrease of 19% between the 1994-98 average and 2003.

Table 3: Pedal cyclist casualties by year and age (banded) in Greater London (excl. City of London) 1981 to 2003

<table>
<thead>
<tr>
<th>Year</th>
<th>Under 16</th>
<th>16-24</th>
<th>25-59</th>
<th>60+</th>
<th>Total</th>
<th>% aged 16</th>
<th>% aged 25-59</th>
<th>% aged 60+</th>
<th>% change 1994-98 to 2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>1,311</td>
<td>1,147</td>
<td>1,243</td>
<td>202</td>
<td>338</td>
<td>31%</td>
<td>27%</td>
<td>29%</td>
<td>5%</td>
</tr>
<tr>
<td>1982</td>
<td>1,346</td>
<td>1,641</td>
<td>1,745</td>
<td>224</td>
<td>290</td>
<td>26%</td>
<td>31%</td>
<td>33%</td>
<td>4%</td>
</tr>
<tr>
<td>1983</td>
<td>1,344</td>
<td>1,579</td>
<td>1,698</td>
<td>200</td>
<td>301</td>
<td>26%</td>
<td>31%</td>
<td>33%</td>
<td>4%</td>
</tr>
<tr>
<td>1984</td>
<td>1,227</td>
<td>1,316</td>
<td>1,690</td>
<td>187</td>
<td>308</td>
<td>26%</td>
<td>28%</td>
<td>36%</td>
<td>4%</td>
</tr>
<tr>
<td>1985</td>
<td>948</td>
<td>1,228</td>
<td>1,508</td>
<td>196</td>
<td>310</td>
<td>23%</td>
<td>29%</td>
<td>36%</td>
<td>5%</td>
</tr>
<tr>
<td>1986</td>
<td>865</td>
<td>1,190</td>
<td>1,538</td>
<td>156</td>
<td>289</td>
<td>21%</td>
<td>29%</td>
<td>38%</td>
<td>4%</td>
</tr>
<tr>
<td>1987</td>
<td>897</td>
<td>1,140</td>
<td>1,518</td>
<td>178</td>
<td>268</td>
<td>22%</td>
<td>28%</td>
<td>38%</td>
<td>4%</td>
</tr>
<tr>
<td>1988</td>
<td>879</td>
<td>1,209</td>
<td>1,599</td>
<td>163</td>
<td>237</td>
<td>22%</td>
<td>30%</td>
<td>39%</td>
<td>4%</td>
</tr>
<tr>
<td>1989</td>
<td>948</td>
<td>1,421</td>
<td>2,199</td>
<td>184</td>
<td>350</td>
<td>19%</td>
<td>28%</td>
<td>43%</td>
<td>4%</td>
</tr>
<tr>
<td>1990</td>
<td>853</td>
<td>1,181</td>
<td>1,968</td>
<td>175</td>
<td>311</td>
<td>18%</td>
<td>26%</td>
<td>44%</td>
<td>4%</td>
</tr>
<tr>
<td>1991</td>
<td>865</td>
<td>1,086</td>
<td>1,873</td>
<td>165</td>
<td>297</td>
<td>20%</td>
<td>25%</td>
<td>44%</td>
<td>4%</td>
</tr>
<tr>
<td>1992</td>
<td>828</td>
<td>1,008</td>
<td>1,974</td>
<td>160</td>
<td>261</td>
<td>21%</td>
<td>24%</td>
<td>47%</td>
<td>4%</td>
</tr>
<tr>
<td>1993</td>
<td>712</td>
<td>927</td>
<td>2,130</td>
<td>123</td>
<td>265</td>
<td>17%</td>
<td>22%</td>
<td>51%</td>
<td>3%</td>
</tr>
<tr>
<td>1994</td>
<td>785</td>
<td>849</td>
<td>2,275</td>
<td>118</td>
<td>339</td>
<td>18%</td>
<td>19%</td>
<td>52%</td>
<td>3%</td>
</tr>
<tr>
<td>1995</td>
<td>867</td>
<td>894</td>
<td>2,241</td>
<td>122</td>
<td>348</td>
<td>19%</td>
<td>20%</td>
<td>50%</td>
<td>3%</td>
</tr>
<tr>
<td>1996</td>
<td>772</td>
<td>819</td>
<td>2,290</td>
<td>133</td>
<td>257</td>
<td>18%</td>
<td>19%</td>
<td>54%</td>
<td>3%</td>
</tr>
<tr>
<td>1997</td>
<td>775</td>
<td>779</td>
<td>2,434</td>
<td>138</td>
<td>226</td>
<td>18%</td>
<td>18%</td>
<td>56%</td>
<td>3%</td>
</tr>
<tr>
<td>1998</td>
<td>708</td>
<td>786</td>
<td>2,353</td>
<td>133</td>
<td>254</td>
<td>17%</td>
<td>19%</td>
<td>56%</td>
<td>3%</td>
</tr>
<tr>
<td>1994 to 1998 average</td>
<td>781.4</td>
<td>825</td>
<td>2,318.6</td>
<td>128.8</td>
<td>264.8</td>
<td>18%</td>
<td>19%</td>
<td>53%</td>
<td>3%</td>
</tr>
<tr>
<td>1999</td>
<td>720</td>
<td>694</td>
<td>2,336</td>
<td>122</td>
<td>211</td>
<td>18%</td>
<td>17%</td>
<td>57%</td>
<td>3%</td>
</tr>
<tr>
<td>2000</td>
<td>489</td>
<td>551</td>
<td>2,049</td>
<td>113</td>
<td>236</td>
<td>14%</td>
<td>16%</td>
<td>60%</td>
<td>3%</td>
</tr>
<tr>
<td>2001</td>
<td>423</td>
<td>503</td>
<td>2,006</td>
<td>115</td>
<td>203</td>
<td>13%</td>
<td>15%</td>
<td>62%</td>
<td>4%</td>
</tr>
<tr>
<td>2002</td>
<td>395</td>
<td>426</td>
<td>1,884</td>
<td>104</td>
<td>176</td>
<td>13%</td>
<td>14%</td>
<td>63%</td>
<td>3%</td>
</tr>
<tr>
<td>2003</td>
<td>389</td>
<td>452</td>
<td>1,879</td>
<td>89</td>
<td>183</td>
<td>13%</td>
<td>15%</td>
<td>63%</td>
<td>3%</td>
</tr>
</tbody>
</table>

% change 1994-98 average to 2003: -50% -45% -19% -31% -36% -31% - - - -
City of London

Data for the City of London is only available on the LAAU ACCSTATS database from 1986 onwards. Table 4 and Figure 4 show P/C casualties in the City of London from 1986 to 2003.

Overall P/C casualty numbers in the City are relatively low, however, the general trend was upward from 1987, reaching a peak of 91 in 1999. Numbers fell in 2000 and then rose slightly in 2001 and 2002, falling again in 2003 to 64.

In terms of progress towards the 2010 target, a comparison of the 2003 figures with the 1994-98 average shows an overall reduction of 13% in all P/C casualties, but an 8% increase in KSI casualties.

Table 4: Pedal cyclist collisions and casualties by year, severity and severity ratio in the City of London 1986 to 2003

<table>
<thead>
<tr>
<th>Year of accident</th>
<th>Collisions</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>47</td>
<td>0</td>
<td>3</td>
<td>44</td>
<td>47</td>
<td>6%</td>
</tr>
<tr>
<td>1987</td>
<td>35</td>
<td>0</td>
<td>1</td>
<td>34</td>
<td>35</td>
<td>3%</td>
</tr>
<tr>
<td>1988</td>
<td>40</td>
<td>0</td>
<td>5</td>
<td>36</td>
<td>41</td>
<td>12%</td>
</tr>
<tr>
<td>1989</td>
<td>62</td>
<td>0</td>
<td>10</td>
<td>52</td>
<td>62</td>
<td>16%</td>
</tr>
<tr>
<td>1990</td>
<td>51</td>
<td>0</td>
<td>10</td>
<td>41</td>
<td>51</td>
<td>20%</td>
</tr>
<tr>
<td>1991</td>
<td>57</td>
<td>0</td>
<td>10</td>
<td>47</td>
<td>57</td>
<td>18%</td>
</tr>
<tr>
<td>1992</td>
<td>54</td>
<td>1</td>
<td>9</td>
<td>45</td>
<td>55</td>
<td>18%</td>
</tr>
<tr>
<td>1993</td>
<td>49</td>
<td>1</td>
<td>8</td>
<td>40</td>
<td>49</td>
<td>18%</td>
</tr>
<tr>
<td>1994</td>
<td>61</td>
<td>0</td>
<td>8</td>
<td>53</td>
<td>61</td>
<td>13%</td>
</tr>
<tr>
<td>1995</td>
<td>67</td>
<td>1</td>
<td>6</td>
<td>60</td>
<td>67</td>
<td>10%</td>
</tr>
<tr>
<td>1996</td>
<td>79</td>
<td>2</td>
<td>6</td>
<td>71</td>
<td>79</td>
<td>10%</td>
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<tr>
<td>1997</td>
<td>78</td>
<td>1</td>
<td>6</td>
<td>71</td>
<td>78</td>
<td>9%</td>
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<tr>
<td>1998</td>
<td>82</td>
<td>0</td>
<td>7</td>
<td>75</td>
<td>82</td>
<td>9%</td>
</tr>
<tr>
<td>1994 to 1998 average</td>
<td>73.4</td>
<td>0.8</td>
<td>6.6</td>
<td>66</td>
<td>73.4</td>
<td>10%</td>
</tr>
<tr>
<td>1999</td>
<td>90</td>
<td>0</td>
<td>13</td>
<td>78</td>
<td>91</td>
<td>14%</td>
</tr>
<tr>
<td>2000</td>
<td>68</td>
<td>1</td>
<td>9</td>
<td>58</td>
<td>68</td>
<td>15%</td>
</tr>
<tr>
<td>2001</td>
<td>72</td>
<td>0</td>
<td>10</td>
<td>62</td>
<td>72</td>
<td>14%</td>
</tr>
<tr>
<td>2002</td>
<td>77</td>
<td>2</td>
<td>7</td>
<td>68</td>
<td>77</td>
<td>12%</td>
</tr>
<tr>
<td>2003</td>
<td>64</td>
<td>1</td>
<td>7</td>
<td>56</td>
<td>64</td>
<td>13%</td>
</tr>
</tbody>
</table>

% change 1994-98 average to 2003

-13% 25% 6% -15% -13% -
Pedal cycle usage in Greater London

In order to gain a clearer picture of the extent of the P/C collision problem in London, it is important to look at casualty numbers in relation to pedal cycle movements.

Regular surveys of radial traffic movements in London are carried out which give useful indicators of the change in travel over time. These surveys measure 24-hour radial vehicle flows crossing the Greater London boundary and inner and central London cordons. Each cordon is measured every two to three years.

Figure 5 shows the radial cordons, combined 24-hour pedal cycle movements between 1980 and 2003. P/C movements across both the boundary and inner cordons have reduced over this period (-36% and -7% respectively). Numbers across the boundary cordon have been falling quite steadily from a high of 16,000 in 1986 to a low of 9,000 in 2001. Numbers across the inner cordon rose steadily from a low of 24,000 in 1987 to 31,000 in 1999 and then fell to 25,000 in 2002. P/C movements across the central cordon have been on a general upward trend for the last ten years, reaching a high of 65,000 in 2003. Cycle usage in this central area has increased by 41% between 1981 and 2003.
Pedal cyclist casualties in Greater London during 2003

The following section provides a more detailed analysis of P/C casualties in Greater London in 2003, including the City of London. This is the most recent year for which finalised data was available at the time of writing.

How many?
During 2003 there were 31,811 road traffic collisions resulting in personal injury reported to the Police in the Greater London area. Of these collisions 3,039 (10%) involved injury to pedal cyclists and resulted in 3,056 pedal cyclist casualties.

The majority of P/C casualties (85.6%) were slightly injured, with 13.8% suffering serious injury and less than 1% being killed. Most casualties (79%) were male.

What is the cost?
Based on the average cost of P/C casualties as detailed in DfT Highways Economics Note No.1, at June 2003 prices, the cost to the community of P/C casualties is estimated at around £117.5 million (approximately £123 million at June 2004 prices). The 3,056 P/C casualties recorded in 2003 averaged 8.4 per day, with a subsequent cost to the community of approximately £323,000 per day.

How old?
Table 5 and Figure 6 show the number of P/C casualties by five-year age bands, gender, severity and severity ratio in Greater London, 2003.

82% of P/C casualties of known age were aged between 10 and 44 years, with over 50% between the ages of 20 and 39 years. The highest numbers occurred in the 25-29 years (17%) and 30-34 years (16%) age groups, which accounted for one third of all P/C casualties. This was the case for both male and female casualties.

The highest severity ratios were found in the 0-4 and 75-79 years age groups (40% and 36% respectively). This might be due in part to the very low numbers of casualties in these groups (each less than 1% of known age), but also highlights the vulnerability of the young and old to more serious injury.
Table 5: Pedal cyclist casualties by age-band, gender, severity and severity ratio in Greater London 2003

<table>
<thead>
<tr>
<th>Casualty age</th>
<th>Male</th>
<th>Female</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of known age</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>0.2%</td>
<td>40%</td>
</tr>
<tr>
<td>5-9</td>
<td>62</td>
<td>14</td>
<td>1</td>
<td>12</td>
<td>63</td>
<td>76</td>
<td>2.7%</td>
<td>17%</td>
</tr>
<tr>
<td>10-14</td>
<td>218</td>
<td>26</td>
<td>2</td>
<td>38</td>
<td>204</td>
<td>244</td>
<td>8.5%</td>
<td>16%</td>
</tr>
<tr>
<td>15-19</td>
<td>205</td>
<td>18</td>
<td>0</td>
<td>28</td>
<td>195</td>
<td>223</td>
<td>7.8%</td>
<td>13%</td>
</tr>
<tr>
<td>20-24</td>
<td>224</td>
<td>80</td>
<td>2</td>
<td>46</td>
<td>256</td>
<td>304</td>
<td>10.6%</td>
<td>16%</td>
</tr>
<tr>
<td>25-29</td>
<td>331</td>
<td>154</td>
<td>3</td>
<td>65</td>
<td>417</td>
<td>485</td>
<td>16.9%</td>
<td>14%</td>
</tr>
<tr>
<td>30-34</td>
<td>360</td>
<td>108</td>
<td>2</td>
<td>55</td>
<td>411</td>
<td>468</td>
<td>16.3%</td>
<td>12%</td>
</tr>
<tr>
<td>35-39</td>
<td>294</td>
<td>77</td>
<td>1</td>
<td>45</td>
<td>325</td>
<td>371</td>
<td>12.9%</td>
<td>12%</td>
</tr>
<tr>
<td>40-44</td>
<td>212</td>
<td>45</td>
<td>1</td>
<td>36</td>
<td>220</td>
<td>257</td>
<td>9.0%</td>
<td>14%</td>
</tr>
<tr>
<td>45-49</td>
<td>131</td>
<td>28</td>
<td>3</td>
<td>25</td>
<td>131</td>
<td>159</td>
<td>5.5%</td>
<td>18%</td>
</tr>
<tr>
<td>50-54</td>
<td>85</td>
<td>24</td>
<td>2</td>
<td>18</td>
<td>89</td>
<td>109</td>
<td>3.8%</td>
<td>18%</td>
</tr>
<tr>
<td>55-59</td>
<td>55</td>
<td>19</td>
<td>0</td>
<td>14</td>
<td>60</td>
<td>74</td>
<td>2.6%</td>
<td>19%</td>
</tr>
<tr>
<td>60-64</td>
<td>26</td>
<td>9</td>
<td>0</td>
<td>7</td>
<td>28</td>
<td>35</td>
<td>1.2%</td>
<td>20%</td>
</tr>
<tr>
<td>65-69</td>
<td>18</td>
<td>3</td>
<td>0</td>
<td>4</td>
<td>17</td>
<td>21</td>
<td>0.7%</td>
<td>19%</td>
</tr>
<tr>
<td>70-74</td>
<td>8</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>8</td>
<td>10</td>
<td>0.3%</td>
<td>20%</td>
</tr>
<tr>
<td>75-79</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>7</td>
<td>11</td>
<td>0.4%</td>
<td>36%</td>
</tr>
<tr>
<td>80-84</td>
<td>7</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>9</td>
<td>0.3%</td>
<td>11%</td>
</tr>
<tr>
<td>85-89</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>0.1%</td>
<td>33%</td>
</tr>
<tr>
<td>90-94</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>-</td>
</tr>
<tr>
<td>95-99</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total (age known)</td>
<td>2,253</td>
<td>612</td>
<td>18</td>
<td>402</td>
<td>2,445</td>
<td>2,865</td>
<td>100%</td>
<td>15%</td>
</tr>
<tr>
<td>Total (age unknown)</td>
<td>153</td>
<td>38</td>
<td>1</td>
<td>19</td>
<td>171</td>
<td>191</td>
<td>-</td>
<td>10%</td>
</tr>
<tr>
<td>Total</td>
<td>2,406</td>
<td>650</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
<td>3,056</td>
<td>-</td>
<td>14%</td>
</tr>
</tbody>
</table>

Table 6: Pedal cyclist casualties by severity and ethnic group in Greater London 2003

<table>
<thead>
<tr>
<th>Ethnic Group</th>
<th>Severity of casualty</th>
<th>% of known ethnic group</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>White-Skinned European</td>
<td>Fatal: 7</td>
<td>78%</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Serious: 255</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 1,476</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 1,738</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dark-Skinned European</td>
<td>Fatal: 1</td>
<td>5%</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td>Serious: 13</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 97</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 111</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Afro-Caribbean</td>
<td>Fatal: 1</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td></td>
<td>Serious: 31</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 232</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 264</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asian</td>
<td>Fatal: 2</td>
<td>4%</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>Serious: 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 66</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 83</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oriental</td>
<td>Fatal: 3</td>
<td>1%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Serious: 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 18</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arab</td>
<td>Fatal: 0</td>
<td>1%</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Serious: 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight: 11</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total (ethnic group known)</td>
<td>14</td>
<td>100%</td>
<td>15%</td>
</tr>
<tr>
<td>Ethnic group unknown</td>
<td>5</td>
<td>102</td>
<td>823</td>
</tr>
<tr>
<td>Total (ethnic group unknown)</td>
<td>19</td>
<td>421</td>
<td>3,056</td>
</tr>
</tbody>
</table>

Ethnicity

Table 6 shows the number of P/C casualties by ethnic group (based on the 6-point identification code used by the Police) and severity. 78% of P/C casualties of known ethnic group were white-skinned Europeans. This group had a severity ratio of 15%. The next highest ethnic group was Afro-Caribbean with 12% of casualties with known ethnicity. Unfortunately for more than a quarter (27%) of pedal cyclist casualties the ethnic group was unknown or not recorded.
Where?
Table 7 shows the number of P/C casualties by borough, severity and percentage change in KSI casualties in 2003 over the 1994-98 average.

Just under two thirds (61%) of P/C casualties were injured in inner London. This included over three quarters (79%) of fatalities, 56% of serious injuries and 62% of slight. The average severity ratio however was slightly higher in outer London (16% compared to 13%).

Regarding progress towards the 2010 casualty reduction targets, Map 1 shows the percentage change in P/C casualties killed or seriously injured in 2003 compared with the 1994-98 average. KSI casualties in outer London showed a 32% reduction on this baseline compared with a fall of just 14% in inner London.

Table 7: Pedal cyclist casualties by borough, severity and KSI percentage change in 2003 over 1994-98 average in Greater London

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>City of London</td>
<td>1</td>
<td>7</td>
<td>56</td>
<td>64</td>
<td>13%</td>
<td>7.4</td>
<td>8</td>
</tr>
<tr>
<td>Westminster</td>
<td>1</td>
<td>47</td>
<td>257</td>
<td>305</td>
<td>16%</td>
<td>38.4</td>
<td>48</td>
</tr>
<tr>
<td>Camden</td>
<td>0</td>
<td>23</td>
<td>162</td>
<td>185</td>
<td>12%</td>
<td>31</td>
<td>23</td>
</tr>
<tr>
<td>Islington</td>
<td>4</td>
<td>21</td>
<td>156</td>
<td>181</td>
<td>14%</td>
<td>26</td>
<td>25</td>
</tr>
<tr>
<td>Hackney</td>
<td>0</td>
<td>19</td>
<td>121</td>
<td>140</td>
<td>14%</td>
<td>18.8</td>
<td>19</td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>0</td>
<td>11</td>
<td>68</td>
<td>79</td>
<td>14%</td>
<td>14.4</td>
<td>11</td>
</tr>
<tr>
<td>Greenwich</td>
<td>1</td>
<td>8</td>
<td>43</td>
<td>52</td>
<td>17%</td>
<td>9.8</td>
<td>9</td>
</tr>
<tr>
<td>Lewisham</td>
<td>1</td>
<td>7</td>
<td>77</td>
<td>85</td>
<td>9%</td>
<td>14.2</td>
<td>8</td>
</tr>
<tr>
<td>Southwark</td>
<td>1</td>
<td>24</td>
<td>168</td>
<td>193</td>
<td>13%</td>
<td>24.6</td>
<td>25</td>
</tr>
<tr>
<td>Lambeth</td>
<td>4</td>
<td>28</td>
<td>155</td>
<td>187</td>
<td>17%</td>
<td>36.4</td>
<td>32</td>
</tr>
<tr>
<td>Wandsworth</td>
<td>2</td>
<td>10</td>
<td>142</td>
<td>154</td>
<td>8%</td>
<td>32.8</td>
<td>12</td>
</tr>
<tr>
<td>Hammersmith &amp; Fulham</td>
<td>0</td>
<td>19</td>
<td>119</td>
<td>138</td>
<td>14%</td>
<td>20.2</td>
<td>19</td>
</tr>
<tr>
<td>Kensington &amp; Chelsea</td>
<td>0</td>
<td>13</td>
<td>93</td>
<td>106</td>
<td>12%</td>
<td>18</td>
<td>13</td>
</tr>
<tr>
<td>Total inner London</td>
<td>15</td>
<td>237</td>
<td>1,617</td>
<td>1,869</td>
<td>13%</td>
<td>292.0</td>
<td>252</td>
</tr>
<tr>
<td>% of Greater London</td>
<td>79%</td>
<td>56%</td>
<td>62%</td>
<td>61%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>0</td>
<td>4</td>
<td>59</td>
<td>63</td>
<td>6%</td>
<td>12</td>
<td>4</td>
</tr>
<tr>
<td>Redbridge</td>
<td>0</td>
<td>6</td>
<td>39</td>
<td>45</td>
<td>13%</td>
<td>12.4</td>
<td>6</td>
</tr>
<tr>
<td>Havering</td>
<td>0</td>
<td>3</td>
<td>29</td>
<td>32</td>
<td>9%</td>
<td>11.4</td>
<td>3</td>
</tr>
<tr>
<td>Barking &amp; Dagenham</td>
<td>0</td>
<td>6</td>
<td>21</td>
<td>27</td>
<td>22%</td>
<td>7.6</td>
<td>6</td>
</tr>
<tr>
<td>Newham</td>
<td>0</td>
<td>6</td>
<td>58</td>
<td>64</td>
<td>9%</td>
<td>10.6</td>
<td>6</td>
</tr>
<tr>
<td>Bexley</td>
<td>0</td>
<td>5</td>
<td>25</td>
<td>30</td>
<td>17%</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Bromley</td>
<td>2</td>
<td>14</td>
<td>50</td>
<td>66</td>
<td>24%</td>
<td>18</td>
<td>16</td>
</tr>
<tr>
<td>Croydon</td>
<td>0</td>
<td>6</td>
<td>62</td>
<td>68</td>
<td>9%</td>
<td>13</td>
<td>6</td>
</tr>
<tr>
<td>Sutton</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>31</td>
<td>29%</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td>Merton</td>
<td>0</td>
<td>10</td>
<td>45</td>
<td>55</td>
<td>18%</td>
<td>11.6</td>
<td>10</td>
</tr>
<tr>
<td>Kingston</td>
<td>0</td>
<td>8</td>
<td>41</td>
<td>49</td>
<td>16%</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Richmond</td>
<td>0</td>
<td>18</td>
<td>83</td>
<td>101</td>
<td>18%</td>
<td>21.4</td>
<td>18</td>
</tr>
<tr>
<td>Hounslow</td>
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<td>12</td>
<td>86</td>
<td>100</td>
<td>14%</td>
<td>19.2</td>
<td>14</td>
</tr>
<tr>
<td>Hillingdon</td>
<td>0</td>
<td>8</td>
<td>59</td>
<td>67</td>
<td>12%</td>
<td>19.6</td>
<td>8</td>
</tr>
<tr>
<td>Ealing</td>
<td>0</td>
<td>20</td>
<td>94</td>
<td>114</td>
<td>18%</td>
<td>20.6</td>
<td>20</td>
</tr>
<tr>
<td>Brent</td>
<td>0</td>
<td>12</td>
<td>53</td>
<td>65</td>
<td>18%</td>
<td>17.6</td>
<td>12</td>
</tr>
<tr>
<td>Harrow</td>
<td>0</td>
<td>5</td>
<td>22</td>
<td>27</td>
<td>19%</td>
<td>7.4</td>
<td>5</td>
</tr>
<tr>
<td>Barnet</td>
<td>0</td>
<td>14</td>
<td>57</td>
<td>71</td>
<td>20%</td>
<td>14.4</td>
<td>14</td>
</tr>
<tr>
<td>Haringey</td>
<td>0</td>
<td>9</td>
<td>44</td>
<td>53</td>
<td>17%</td>
<td>11.8</td>
<td>9</td>
</tr>
<tr>
<td>Enfield</td>
<td>0</td>
<td>9</td>
<td>50</td>
<td>59</td>
<td>15%</td>
<td>13</td>
<td>9</td>
</tr>
<tr>
<td>Total outer London</td>
<td>4</td>
<td>184</td>
<td>999</td>
<td>1,187</td>
<td>16%</td>
<td>275</td>
<td>188</td>
</tr>
<tr>
<td>% of Greater London</td>
<td>21%</td>
<td>44%</td>
<td>38%</td>
<td>38%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Greater London</td>
<td>19</td>
<td>421</td>
<td>2,568</td>
<td>3,056</td>
<td>14%</td>
<td>566.8</td>
<td>440</td>
</tr>
</tbody>
</table>

Transport for London Street Management 9
Map 1: Greater London - All pedal cyclists killed or seriously injured (KSI)
Percentage change from 1994-98 average to year 2003

-40% or better
-40% to -20%
-20% to 0%
0% to +20%
+20% or worse
### Table 8: Pedal cyclist casualties by borough, gender and age group in Greater London 2003

<table>
<thead>
<tr>
<th>Borough</th>
<th>Gender</th>
<th>Casualty age (banded)</th>
<th>Percentage of Greater London</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Under 16</td>
</tr>
<tr>
<td>City of London</td>
<td>55</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>Westminster</td>
<td>227</td>
<td>78</td>
<td>11</td>
</tr>
<tr>
<td>Camden</td>
<td>135</td>
<td>50</td>
<td>9</td>
</tr>
<tr>
<td>Islington</td>
<td>128</td>
<td>53</td>
<td>6</td>
</tr>
<tr>
<td>Hackney</td>
<td>108</td>
<td>32</td>
<td>12</td>
</tr>
<tr>
<td>Tower Hamlets</td>
<td>63</td>
<td>16</td>
<td>6</td>
</tr>
<tr>
<td>Greenwich</td>
<td>44</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Lewisham</td>
<td>73</td>
<td>12</td>
<td>17</td>
</tr>
<tr>
<td>Southwark</td>
<td>147</td>
<td>46</td>
<td>19</td>
</tr>
<tr>
<td>Lambeth</td>
<td>140</td>
<td>47</td>
<td>10</td>
</tr>
<tr>
<td>Wandsworth</td>
<td>105</td>
<td>49</td>
<td>7</td>
</tr>
<tr>
<td>Hammersmith &amp; Fulham</td>
<td>95</td>
<td>43</td>
<td>10</td>
</tr>
<tr>
<td>Kensington &amp; Chelsea</td>
<td>83</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td>Total inner London</td>
<td>1,403</td>
<td>466</td>
<td>124</td>
</tr>
<tr>
<td>% of Greater London</td>
<td>58%</td>
<td>72%</td>
<td>32%</td>
</tr>
<tr>
<td>Waltham Forest</td>
<td>51</td>
<td>12</td>
<td>17</td>
</tr>
<tr>
<td>Redbridge</td>
<td>38</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Havering</td>
<td>29</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td>Barking &amp; Dagenham</td>
<td>26</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>Newham</td>
<td>59</td>
<td>5</td>
<td>14</td>
</tr>
<tr>
<td>Bexley</td>
<td>26</td>
<td>4</td>
<td>18</td>
</tr>
<tr>
<td>Bromley</td>
<td>57</td>
<td>9</td>
<td>14</td>
</tr>
<tr>
<td>Croydon</td>
<td>60</td>
<td>8</td>
<td>19</td>
</tr>
<tr>
<td>Sutton</td>
<td>29</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Merton</td>
<td>53</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Kingston</td>
<td>37</td>
<td>12</td>
<td>8</td>
</tr>
<tr>
<td>Richmond</td>
<td>68</td>
<td>33</td>
<td>7</td>
</tr>
<tr>
<td>Hounslow</td>
<td>80</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Hillingdon</td>
<td>57</td>
<td>10</td>
<td>21</td>
</tr>
<tr>
<td>Ealing</td>
<td>97</td>
<td>17</td>
<td>16</td>
</tr>
<tr>
<td>Brent</td>
<td>55</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td>Harrow</td>
<td>23</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Barnet</td>
<td>64</td>
<td>7</td>
<td>18</td>
</tr>
<tr>
<td>Haringey</td>
<td>41</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>Enfield</td>
<td>53</td>
<td>6</td>
<td>15</td>
</tr>
<tr>
<td>Total outer London</td>
<td>1,003</td>
<td>184</td>
<td>265</td>
</tr>
<tr>
<td>% Greater London</td>
<td>42%</td>
<td>28%</td>
<td>68%</td>
</tr>
<tr>
<td>Total Greater London</td>
<td>2,406</td>
<td>650</td>
<td>389</td>
</tr>
</tbody>
</table>

Table 8 shows P/C casualties by borough, gender and age group in Greater London 2003. Nearly three quarters of female P/C casualties (72%) were injured in inner London compared with just over half of male P/C casualties (58%). With regard to age, approximately two thirds of P/C casualties in the 16-24 and 25-59 year age bands were injured in inner London (63% and 68% respectively). The opposite was true for the youngest and oldest age bands, with approximately two thirds of the under 16 and 60 plus years being injured in outer London (68% and 67% respectively).
Table 9: Pedal cyclist casualties by road class, severity and severity ratio in Greater London 2003

<table>
<thead>
<tr>
<th>First road class</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>14</td>
<td>257</td>
<td>1,620</td>
<td>1,891</td>
<td>61.9%</td>
<td>14%</td>
</tr>
<tr>
<td>B</td>
<td>1</td>
<td>40</td>
<td>229</td>
<td>270</td>
<td>8.8%</td>
<td>15%</td>
</tr>
<tr>
<td>C</td>
<td>1</td>
<td>52</td>
<td>324</td>
<td>377</td>
<td>12.3%</td>
<td>14%</td>
</tr>
<tr>
<td>Unclassified</td>
<td>3</td>
<td>72</td>
<td>443</td>
<td>518</td>
<td>17.0%</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
<td>3,056</td>
<td>100.0%</td>
<td>14%</td>
</tr>
</tbody>
</table>

The Streets

Table 9 shows P/C casualties by road class and severity. Nearly 62% of P/C casualties were injured on ‘A’ class roads, 17% on unclassified roads, 12% on ‘C’ class and 9% on ‘B’ class roads. The severity ratio however was quite consistent across all road classes (15% on ‘B’ class and 14% on all others).

The majority (71%) of P/C casualties were injured on two-lane single carriageway roads. Nearly 98% of all P/C casualties occurred on roads subject to a 30mph speed limit. A 14% severity ratio was recorded against these casualties.

79% of P/C casualties were injured at or within 20m of a junction, which is higher than the 75% for all casualties in Greater London in 2003. Of these, 55% occurred at a ‘T’ or staggered junction and 23% at a crossroads.

Of those injured at a junction, 68% occurred where the junction control was ‘Give Way’ and 23% at a junction controlled by automatic traffic signals.

Table 10 shows P/C casualties by highway authority and severity. The majority (73%) of injuries occurred on borough roads. These consisted of approximately three quarters of serious and slight casualties (75% and 73% respectively). In regards to fatalities, just over half (53%) occurred on the Transport for London Road Network (TLRN). The severity ratio was 14% on both TLRN and borough roads.

Table 10: Pedal cyclist casualties by highway authority, severity and severity ratio in Greater London 2003

<table>
<thead>
<tr>
<th>Severity of casualty</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLRN</td>
<td>10</td>
<td>106</td>
<td>703</td>
<td>819</td>
<td>26.8%</td>
<td>14%</td>
</tr>
<tr>
<td>Borough Road</td>
<td>9</td>
<td>315</td>
<td>1,913</td>
<td>2,237</td>
<td>73.2%</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
<td>3,056</td>
<td>100.0%</td>
<td>14%</td>
</tr>
</tbody>
</table>
Table 11: Pedal cyclist casualties by road surface condition and severity in Greater London 2003

<table>
<thead>
<tr>
<th>Road Surface Condition</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>Total</th>
<th>% of total</th>
<th>Severity ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>16</td>
<td>381</td>
<td>2,360</td>
<td>2,757</td>
<td>90.2%</td>
<td>14%</td>
</tr>
<tr>
<td>Wet</td>
<td>2</td>
<td>37</td>
<td>245</td>
<td>284</td>
<td>9.3%</td>
<td>14%</td>
</tr>
<tr>
<td>Snow</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>0.2%</td>
<td>40%</td>
</tr>
<tr>
<td>Frost/Ice</td>
<td>0</td>
<td>2</td>
<td>7</td>
<td>9</td>
<td>0.3%</td>
<td>22%</td>
</tr>
<tr>
<td>Oil/diesel</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0.0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
<td>3,056</td>
<td>100.0%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Road surface/weather
Table 11 shows P/C casualties by road surface condition and severity. 90% of P/C casualties were injured on a dry road surface, 9% on a wet surface and less than 1% in snow, frost or ice.

92% of P/C casualties were injured in fine weather conditions and just under 5.5% in the rain. Both severity ratios were 14%.

When?
Figures 7, 8 and 9 show the number of P/C casualties by time of day, day of week and month in Greater London 2003. They also indicate the proportions occurring during the hours of daylight and darkness.

Time of day
86% of all P/C casualties were injured between 7am and 8pm. Within this 13 hour period there were two clear peaks which coincided with the traditional morning and evening peak periods. 23% of casualties were injured between 7am and 10am with a high of 310 (10%) between 8am and 9am. A further 36% of cyclists were injured between 4pm and 8pm. The highest single hour was between 6pm and 7pm with 323 casualties (11%), a third (33%) of these occurred in the dark. The low period for P/C casualties was between 1am and 6am which accounted for just 1% of the total. 78% of P/C casualties occurred during daylight hours compared to 22% in the dark.

Day of the week
83% of P/C casualties were injured on a week day, with over half (54%) occurring on a Tuesday, Wednesday or Thursday. 9% were injured on a Saturday and 8% on a Sunday. The highest proportion of cyclists injured in the dark (26%) occurred on a Saturday.

Month
44% of P/C casualties were injured in the four summer months – June to September, reaching a peak of 382 (13%) in July. This is likely to be related to the increase in cycling during these months of warmer weather and longer days. In contrast, less than a quarter (22%) of P/C casualties was injured during the four winter months – November to February.
Fig 7: Pedal cyclist casualties by time of day and light conditions in Greater London 2003

Fig 8: Pedal cyclist casualties by month and light conditions in Greater London 2003

Fig 9: Pedal cyclist casualties by day and light conditions in Greater London 2003
Table 12: Pedal cyclist casualties by vehicle manoeuvre, severity and severity ratio in Greater London 2003

<table>
<thead>
<tr>
<th>Vehicle manoeuvre</th>
<th>Severity of casualty</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
</tr>
<tr>
<td>Reversing</td>
<td>0</td>
</tr>
<tr>
<td>Parked</td>
<td>0</td>
</tr>
<tr>
<td>Going Ahead But Held Up</td>
<td>0</td>
</tr>
<tr>
<td>Stopping</td>
<td>0</td>
</tr>
<tr>
<td>Starting</td>
<td>0</td>
</tr>
<tr>
<td>U-Turn</td>
<td>0</td>
</tr>
<tr>
<td>Turning Left</td>
<td>0</td>
</tr>
<tr>
<td>Waiting to Turn Left</td>
<td>0</td>
</tr>
<tr>
<td>Turning Right</td>
<td>1</td>
</tr>
<tr>
<td>Waiting to Turn Right</td>
<td>0</td>
</tr>
<tr>
<td>Changing Lane To Left</td>
<td>0</td>
</tr>
<tr>
<td>Changing Lane To Right</td>
<td>2</td>
</tr>
<tr>
<td>Overtaking Moving Veh Offside</td>
<td>0</td>
</tr>
<tr>
<td>Overtaking Stat Veh Offside</td>
<td>0</td>
</tr>
<tr>
<td>Overtaking Nearside</td>
<td>2</td>
</tr>
<tr>
<td>Going Ahead Left Bend</td>
<td>0</td>
</tr>
<tr>
<td>Going Ahead Right Bend</td>
<td>0</td>
</tr>
<tr>
<td>Going Ahead Other</td>
<td>14</td>
</tr>
<tr>
<td>Total</td>
<td>19</td>
</tr>
</tbody>
</table>

**Manoeuvre**

Table 12 shows P/C casualties by manoeuvre and severity. By far the greatest number (79%) of cyclists was injured while the pedal cycle was ‘going ahead’. The next most common manoeuvre (7%) involved the P/C performing an overtaking manoeuvre. Vehicle movements and common conflicts with other vehicles resulting in fatal or serious injury to pedal cyclists are looked at in more detail in Tables 14 and 15.

**Contributory factors**

Table 13 shows P/C casualties by the main accident and vehicle contributory factors for Greater London in 2003.

Both the accident and vehicle contributory factor variables are subjective but indicate the main factors involved in the collision. The accident contributory factor could apply to any of the vehicles involved in the collision and has been deemed, by the Police, to be the overriding factor in the collision. The vehicle contributory factor relates directly to the pedal cycle.

The top accident contributory factor, assigned to collisions resulting in 14% of P/C casualties was ‘Disobeyed Stop or Give Way sign or marking’. However, the top vehicle contributory factor (56%) was ‘going ahead normally’, i.e. the pedal cycle was not deemed to have caused the collision. Only 2% of P/C casualties were recorded as disobeying a Stop or Give Way sign thus implying that in the majority of cases, where a junction control was disobeyed, it was the other vehicle that failed to stop or give way.

See Tables 14 and 15 for further analysis of the conflicts between pedal cyclists and other vehicles.
Table 13: Pedal cyclist casualties by most common accident and vehicle contributory factors in Greater London 2003

<table>
<thead>
<tr>
<th>Accident Contributory Factor</th>
<th>Number of Casualties</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>207 Disobeyed STOP or GIVE WAY sign or marking</td>
<td>427</td>
<td>14.0%</td>
</tr>
<tr>
<td>209 Turn right injudiciously</td>
<td>387</td>
<td>12.7%</td>
</tr>
<tr>
<td>210 Turning left</td>
<td>246</td>
<td>8.0%</td>
</tr>
<tr>
<td>223 Negligently opening or closing door</td>
<td>229</td>
<td>7.5%</td>
</tr>
<tr>
<td>229 Riding off pavement</td>
<td>203</td>
<td>6.6%</td>
</tr>
<tr>
<td>224+225 Going too fast having regard to road environment or other road users</td>
<td>164</td>
<td>5.4%</td>
</tr>
<tr>
<td>216 Driving too close to the vehicle in front</td>
<td>161</td>
<td>5.3%</td>
</tr>
<tr>
<td>221 Changing lane injudiciously</td>
<td>152</td>
<td>5.0%</td>
</tr>
<tr>
<td>217 Driving too close to the vehicle alongside</td>
<td>122</td>
<td>4.0%</td>
</tr>
<tr>
<td>219 Overtaking on offside injudiciously</td>
<td>115</td>
<td>3.8%</td>
</tr>
<tr>
<td>0 Factor unknown</td>
<td>93</td>
<td>3.0%</td>
</tr>
<tr>
<td>238 Swerved/braked to avoid having an accident</td>
<td>81</td>
<td>2.7%</td>
</tr>
<tr>
<td>204 Disobeyed ATS</td>
<td>69</td>
<td>2.3%</td>
</tr>
<tr>
<td>305 Negligently opening or closing doors</td>
<td>53</td>
<td>1.7%</td>
</tr>
<tr>
<td>211 U-turning</td>
<td>49</td>
<td>1.6%</td>
</tr>
<tr>
<td>230 Riding across pedestrian crossing</td>
<td>42</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Contributory Factor</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>601 Going ahead normally</td>
<td>1,720</td>
<td>56.3%</td>
</tr>
<tr>
<td>229 Riding off pavement</td>
<td>183</td>
<td>6.0%</td>
</tr>
<tr>
<td>224+225 Going too fast having regard to road environment or other road users</td>
<td>181</td>
<td>5.9%</td>
</tr>
<tr>
<td>603 Turning normally</td>
<td>92</td>
<td>3.0%</td>
</tr>
<tr>
<td>238 Swerved/braked to avoid having an accident</td>
<td>87</td>
<td>2.8%</td>
</tr>
<tr>
<td>0 Factor unknown</td>
<td>81</td>
<td>2.7%</td>
</tr>
<tr>
<td>207 Disobeyed STOP or GIVE WAY sign or marking</td>
<td>66</td>
<td>2.2%</td>
</tr>
<tr>
<td>230 Riding across pedestrian crossing</td>
<td>55</td>
<td>1.8%</td>
</tr>
<tr>
<td>299 Other driver/rider factor</td>
<td>55</td>
<td>1.8%</td>
</tr>
<tr>
<td>600 Parked or stationary</td>
<td>54</td>
<td>1.8%</td>
</tr>
<tr>
<td>209 Turn right injudiciously</td>
<td>53</td>
<td>1.7%</td>
</tr>
<tr>
<td>220 Overtaking on nearside injudiciously</td>
<td>50</td>
<td>1.6%</td>
</tr>
<tr>
<td>221 Changing lane injudiciously</td>
<td>50</td>
<td>1.6%</td>
</tr>
<tr>
<td>219 Overtaking on offside injudiciously</td>
<td>37</td>
<td>1.2%</td>
</tr>
<tr>
<td>228 Riding on pavement</td>
<td>36</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

Common conflicts in pedal cyclist KSI collisions

Tables 14 and 15 show a listing of the main types of conflicts occurring in collisions involving serious or fatal injury to a pedal cyclist. The tables include a simple sketch representation of the conflict between the pedal cyclist (shown as a broken line) and the other vehicle involved (shown as a solid line). The information included in the tables was compiled from a manual analysis of the details of each pedal cycle KSI collision.

Table 14 (serious) summary

- 10% (the most common conflict) involved the door of the other vehicle being opened into the path of the P/C and the cyclist either hitting it or swerving to avoid it
- 9% involved the P/C riding off the footway into the path of another vehicle
- 9% involved the other vehicle turning right across the path of the P/C
- 9% involved the other vehicle turning left across the path of the P/C.

These most common conflicts further support the indication given by the contributory factors that the other vehicle was the primary cause of the collision in the majority of cases.

In 68% of all serious P/C collisions the main conflict was between the P/C and a car.
Table 14: Ranked analysis of the most commonly occurring conflicts between vehicles in collisions resulting in a pedal cyclist being seriously injured in London, 2003

<table>
<thead>
<tr>
<th>Conflict Description</th>
<th>Conflict between pedal cycle and:</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>P/C hits open door / swerves to avoid open door of other vehicle.</td>
<td>Powered 2 wheeler</td>
<td>Taxi</td>
<td>Goods over 3.5t</td>
</tr>
<tr>
<td>P/C rides off footway into path of other vehicle.</td>
<td>2</td>
<td>32</td>
<td>0</td>
</tr>
<tr>
<td>Other vehicle turns right into path of P/C</td>
<td>1</td>
<td>29</td>
<td>3</td>
</tr>
<tr>
<td>Other vehicle turns left across the path of P/C</td>
<td>0</td>
<td>22</td>
<td>1</td>
</tr>
<tr>
<td>P/C and other vehicle travelling alongside each other.</td>
<td>1</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>Other vehicle runs into rear of or reverses into P/C</td>
<td>3</td>
<td>17</td>
<td>2</td>
</tr>
<tr>
<td>Other vehicle disobeys junction control &amp; turns right into path of P/C</td>
<td>2</td>
<td>24</td>
<td>0</td>
</tr>
<tr>
<td>No other vehicle hit by P/C (although may be involved). Various manoeuvres or loss of control.</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>P/C runs into rear of other vehicle.</td>
<td>0</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td>Head on collision between P/C and other vehicle</td>
<td>2</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td>Conflict Description</td>
<td>Conflict between pedal cycle and:</td>
<td>Total</td>
<td>%</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>-------</td>
<td>----</td>
</tr>
<tr>
<td>Crossroads collision - other vehicle disobeys junction control &amp; collides with P/C</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>18</td>
<td>4%</td>
</tr>
<tr>
<td>Crossroads collision - P/C disobeys junction control &amp; collides with other vehicle</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>16</td>
<td>4%</td>
</tr>
<tr>
<td>Other vehicle changes lane to nearside across the path of P/C</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>14</td>
<td>3%</td>
</tr>
<tr>
<td>Other vehicle changes lane to offside across the path of P/C</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>9</td>
<td>2%</td>
</tr>
<tr>
<td>P/C rides across road at pedestrian crossing into path of other vehicle.</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>9</td>
<td>2%</td>
</tr>
<tr>
<td>Other vehicle disobeys junction control &amp; turns left into path of P/C</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>8</td>
<td>2%</td>
</tr>
<tr>
<td>P/C disobeys junction control &amp; turns right into path of other vehicle</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>7</td>
<td>2%</td>
</tr>
<tr>
<td>P/C loses control &amp; hits other vehicle - various manoeuvres</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>7</td>
<td>2%</td>
</tr>
<tr>
<td>Not known how collision happened</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>7</td>
<td>2%</td>
</tr>
<tr>
<td>P/C changes lane or turns right across path of other vehicle.</td>
<td>Powered 2 wheeler Car Taxi Goods under 3.5t Goods 3.5 to 7.5t Goods over 7.5t Bus or coach Other vehicle No other vehicle Multiple vehicle</td>
<td>6</td>
<td>1%</td>
</tr>
<tr>
<td>Conflict Description</td>
<td>Conflict between pedal cycle and:</td>
<td>Total</td>
<td>%</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>-------</td>
<td>----</td>
</tr>
<tr>
<td><em>P/C riding wrong way in one-way street hit other vehicle</em></td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td>Other vehicle U-turns into path of P/C</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>P/C disobeys junction control &amp; turns left into path of other vehicle</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>P/C changes lane to nearside across the path of other vehicle</td>
<td>Powered 2 wheeler</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>P/C in collision with pedestrian not on crossing</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td>P/C in collision with pedestrian on crossing</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>15</td>
<td>285</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>27</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>420</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

* collisions involving three or more vehicles - the main vehicle in such collisions is recorded in the relevant column

**Table 15 (fatal) summary**
The most common conflict in fatal P/C collisions (32%) involved the P/C and other vehicle travelling alongside each other.

16% involved the P/C moving from the nearside to the offside across the path of the other vehicle. Two pedal cyclists (11%) were killed when either hitting or swerving to avoid a door being opened into their path.

In 42% of fatal collisions the pedal cyclist was in collision with a car and in 32% with a heavy goods vehicle (over 7.5 Tonnes).
Table 15: Ranked analysis of the most commonly occurring conflicts between vehicles in collisions resulting in a pedal cyclist being fatally injured in London, 2003

<table>
<thead>
<tr>
<th>Conflict Description</th>
<th>Conflict between pedal cycle and:</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Powered 2 wheeler</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Car</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Powered 2 wheeler</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Taxi</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goods under 3.5t</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goods 3.5 to 7.5t</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Goods over 7.5t</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus or coach</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other vehicle</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No other vehicle</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Multiple vehicle *</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P/C and other vehicle travelling alongside each other.</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>P/C changes lane or turns right across path of other vehicle.</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>P/C hits open door / swerves to avoid open door of other vehicle.</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other vehicle turns left across the path of P/C</td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Crossroads collision - P/C disobeys junction control &amp; collides with other vehicle</td>
<td>Powered 2 wheeler</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Other vehicle runs into rear of or reverses into P/C</td>
<td>Powered 2 wheeler</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Head on collision between P/C and other vehicle</td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other vehicle disobeys junction control &amp; turns left into path of P/C</td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Crossroads collision - other vehicle disobeys junction control &amp; collides with P/C</td>
<td>Goods over 7.5t</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>Powered 2 wheeler</td>
<td>1</td>
<td>8</td>
</tr>
</tbody>
</table>

* collisions involving three or more vehicles - the main vehicle in such collisions is recorded in the relevant column
Table 16: All casualties injured and vehicles involved in collisions in which a pedal cyclist is injured in Greater London 2003

<table>
<thead>
<tr>
<th>Casualty mode of travel</th>
<th>Severity of casualty</th>
<th>Casualty</th>
<th>No. of each vehicle type involved</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
</tr>
<tr>
<td>Pedal Cycle</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
</tr>
<tr>
<td>Powered 2 Wheeler</td>
<td>0</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>Car</td>
<td>0</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>Taxi</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bus Or Coach</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Goods Vehicle</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other Vehicle</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>19</td>
<td>425</td>
<td>2,688</td>
</tr>
</tbody>
</table>

All casualties arising from collisions in which a pedal cyclist is injured

This fact sheet has looked exclusively at pedal cyclist casualties, of which there were 3,056 arising from 3,039 collisions in 2003. Table 16 shows a breakdown of all the casualties that occurred in the 3,039 collisions where a pedal cyclist was injured. 97.6% of these casualties were pedal cyclists, with less than 1% of any other road user in the collision being injured.

There were a total of 5,969 vehicles involved in these 3,039 collisions. After pedal cycles, the most common vehicles involved were cars (2,214 or 37% of vehicles), then goods vehicles (300 or 5%).

Table 17: Comparative casualty rates by vehicular mode of travel in Greater London 2003

<table>
<thead>
<tr>
<th>Vehicular mode of travel</th>
<th>Casualty severity</th>
<th>Casualty rates per 100 million vehicle kilometres</th>
<th>Casualty rates per 100 million person kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Serious</td>
<td>Slight</td>
</tr>
<tr>
<td>Pedal cyclist</td>
<td>19</td>
<td>421</td>
<td>2,616</td>
</tr>
<tr>
<td>Powered two-wheeler</td>
<td>63</td>
<td>1,089</td>
<td>5,317</td>
</tr>
<tr>
<td>Car &amp; taxi</td>
<td>63</td>
<td>1,678</td>
<td>16,614</td>
</tr>
<tr>
<td>Bus or coach</td>
<td>5</td>
<td>218</td>
<td>2,120</td>
</tr>
<tr>
<td>Goods vehicle</td>
<td>3</td>
<td>84</td>
<td>730</td>
</tr>
<tr>
<td>Total#</td>
<td>153</td>
<td>3,490</td>
<td>27,397</td>
</tr>
</tbody>
</table>

# excluding pedestrians and other vehicles.

* Source: DfT National Road Traffic Survey data
† Estimates by TfL Network Performance
Comparative casualty rates by vehicular mode of travel

Table 17 shows comparative casualty rates by vehicular mode of travel for vehicle types where vehicle kilometre data is available. This gives a good indication of the relative risk to occupants of different vehicle types.

Pedal cycles had the second highest casualty rate per 100 million vehicle kilometres (563.6 for all casualties, 81.1 for KSI’s and 482.5 for slight) after powered-two wheelers (750.8, 133.7 and 617.1 respectively). Cycling represented 1.6% of estimated vehicle kilometres travelled and 10% of casualties. When compared with the rate for cars and taxis of 69.7 for all casualties, 6.6 for KSI’s and 63.1 for slight, the vulnerability of these two-wheeled modes of travel becomes even more apparent. When vehicle occupancy is also taken into account, the relative risk to pedal cyclists compared with car occupants is even greater.

Viewed as a casualty rate per 100 million person kilometres, the pedal cycle rate does not change, but the rate for car occupants falls to 46.5 for all severities, 4.4 for KSI’s and 42.1 for slight injuries.

Under-reporting of pedal cyclist casualties

It is well known that many personal injury road traffic collisions go unrecorded, either as a result of under-reporting - where casualties are not reported to the Police, or through under-recording – where reported casualties were subsequently not included in the STATS 19 database. This problem is particularly apparent in relation to pedal cycle casualties.

A study was undertaken by TRL on behalf of Transport for London in 2003 matching STATS19 data with hospital records in 3 London hospitals. This found the reporting rate for pedal cyclist casualties to be about 66-70% which is much higher than the national studies and provides the best current estimate of reporting levels in London. The reporting rate was defined as all casualties known to police divided by all casualties.

The data presented in this fact sheet includes only those casualties that were reported to the Metropolitan or City Police. The level of reporting should be kept in mind when considering the scale of the pedal cycle casualty problem.

References


Background Documents


4. DfT National Road Traffic Survey data

Copies of reports and research published by LRSU can be found at - http://www.tfl.gov.uk/streets/roadsafety-reports.shtml

Further information relating to cycling can be found at – www.tfl.gov.uk/cycles