

Transport for London

Surface Transport Panel

Subject: Fatal Pedal Cycle Casualties in London

Date: 3 July 2012

1 Purpose

1.1 This paper summarises the most recent published data on pedal cycle fatal casualties, over the three year period 2008 to 2010, with a focus on age, gender and types of collisions. The paper also summarises findings from analysis of police fatals files relating to cycle collisions.

1.2 The Panel is asked to note the paper.

2 Background

2.1 TfL receives all recorded casualty and collision data for Greater London (as reported under STATS19) from the Metropolitan and City Police forces.

2.2 It must be emphasised that because of the relatively small numbers of cyclist fatalities, there are considerable year-on-year fluctuations in data.

2.3 Yearly casualty and collision data reports are finalised with the publication of the “Casualties and collisions in Greater London” factsheet at www.tfl.gov.uk/roadsafety. It is anticipated that casualty and collision data for London for the year 2011 will be published later this summer.

3 Overview of Pedal Cycle Fatal Casualty Data for 2008 – 2010

3.1 Appendix 1 summarises pedal cycle fatal casualties on London’s roads by gender, highway authority, age band and vehicles involved between 2008 and 2010.

3.2 Table 1 shows that pedal cycle fatal casualties fell by a third between 2008 and 2010, from 15 to 10. The greatest reduction was on the Transport for London Road Network (TLRN), where fatalities fell by two thirds from nine to three, while pedal cycle fatalities increased slightly on borough roads. There were no fatal casualties on Highways Agency roads within Greater London.

3.3 Considering the gender of pedal cyclist fatalities, Table 2 shows that between 2008 and 2010 the overall proportion was similar, with slightly more male fatalities. Overall, there has been a fall in male fatalities, but less change in the smaller number of female fatalities, with a peak in female pedal cycle fatalities in 2009.

- 3.4 Table 3 shows that the greatest proportion of fatal casualties was cyclists aged 25 to 59. This group comprises over two thirds of the fatalities between 2008 and 2010. The 16 to 24 age group made up about a fifth of fatal casualties and the 60+ age group, 11 per cent between 2008 and 2010. The under 16 age group made up only three per cent of pedal cycle fatalities between 2008 and 2010.
- 3.5 In 2010, 80 per cent of fatal casualties were aged 25 to 59, with the number of fatal casualties within this age group having fallen from 10 in 2008 to eight in 2010.

Other Vehicles Involved in Pedal Cycle Fatalities

- 3.6 Looking at the other vehicles involved in collisions in which a pedal cyclist was killed, Table 4 shows that between 2008 and 2010 the two largest categories of vehicles involved in such collisions, were cars and heavy goods vehicles (=> 7.5t). This highlights the disproportionate involvement of goods vehicles in such collisions, when considering the greater number of cars on London's roads compared with goods vehicles.
- 3.7 Between 2008 and 2010, eight heavy good vehicles were involved in fatal male pedal cycle collisions and nine fatal female pedal cyclist collisions. There has been considerable variability in this overall trend, with six heavy goods vehicles being involved in fatal collisions with female pedal cyclists in 2009 and none with male cyclists.

Considerations Affecting Figures

- 3.8 It is important to consider changes in cycling activity on London's roads when considering changes in cyclist fatalities, as this tells us about relative risk.
- 3.9 Between 2008 and 2010, cycle flow increased on the TLRN by 21 per cent and by 15 per cent in 2010 alone. The number of cycle journey stages has also increased, by 11 per cent between 2008 and 2010, to 0.54 million daily cycle trip stages.
- 3.10 Cycle flows have shown particularly sharp increases across the central London cordon, by 32 per cent between 2008 and 2010, with cycle flow across the inner cordon increasing by 18 per cent over this period.
- 3.11 It should be noted that men are much more likely to cycle than women. TfL's most recent "Travel in London" report shows that in 2010, 72 per cent of cycle journeys were made by men and 28 per cent by women. Men aged 25 to 44 are disproportionately more likely to cycle; while this group makes up less than a fifth of the population (19 per cent), they comprise more than a quarter of cyclists (27 per cent) and account for a third of all cycle journeys.

Analysis of Police Collision Files

- 3.12 The Transport Research Laboratory (TRL) report "Analysis of police collision files for pedal cyclist fatalities in London, 2001 to 2006" examined 92 fatal pedal cycle collisions in detail and was published by TfL in 2010.
- 3.13 The report found that a higher proportion of female than male pedal cyclists were killed in London than compared to the rest of Great Britain and also

noted that fewer older (60+) and younger (aged under 16) pedal cycle fatalities occurred in London than compared to the rest of Great Britain.

- 3.14 Based on the sample of pedal cycle fatal files, a higher proportion of female pedal cyclist fatalities were in collision with heavy goods vehicles at junctions, in particular heavy good vehicles turning left or changing lane to the left. The report also noted that male cyclists were slightly more likely to violate red lights than female cyclists.
- 3.15 The report presented a number of detailed recommendations, including;
- (a) improve and/or install side guards on heavy goods vehicles;
 - (b) retrofit mirror and/or improve mirror configuration;
 - (c) raise awareness of cyclists by drivers;
 - (d) driver and cycle training;
 - (e) improved cycle conspicuity, cycle helmets; and
 - (f) speed management.
- 3.16 All of these measures are being taken forward by TfL under the auspices of the Cycle Safety Action Plan, published in 2010.

Construction logistics research and the safety of cyclists

- 3.17 TfL has also commissioned consultants TRL to conduct research into the construction logistics industry concerning the safety of cyclists. The research will be overseen by the TfL Cycle Safety Working Group. The key objectives of the research are to:
- (a) identify any safety issues relating to contractual and operational practices between construction developers and construction logistic operators;
 - (b) identify any primary or causal factors contributing to driver pressures and irregular driver behaviour;
 - (c) identify any safety issues relating to both new and existing vehicle specifications and design; and
 - (d) develop proposals in light of any issues identified and recommend solutions to identified problems.
- 3.18 Draft research findings will be available in July 2012, with the final report signed off for publication during the summer.

4 Recommendation

- 4.1 The Panel is asked to NOTE the paper.

5 Contact

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Table 1: Fatal pedal cycle casualties by highway authority (2008 to 2010)

Year	TLRN	Borough	Total
2008	9	6	15
2009	5	8	13
2010	3	7	10
Total	17	21	38
% change 2008 to 2010	-67%	17%	-33%

Table 2: Fatal pedal cycle casualties by gender (2008 to 2010)

Year	Gender		Total	% Male	% Female
	Male	Female			
2008	11	4	15	73%	27%
2009	3	10	13	23%	77%
2010	6	4	10	60%	40%
Total	20	18	38	53%	47%

Table 3: Fatal pedal cycle casualties by age band (2008 to 2010)

	Casualty age banded					Total	% aged	% aged	% aged	% aged
	Under 16	16-24	25-59	60 + over	Unknown		< 16	16-24	25-59	60+
2008	0	3	10	2	0	15	0%	20%	67%	13%
2009	1	3	8	1	0	13	8%	23%	62%	8%
2010	0	1	8	1	0	10	0%	10%	80%	10%
Total	1	7	26	4	0	38	3%	18%	68%	11%

Table 4: All vehicles involved in collisions where one or more pedal cyclist was killed (total 2008 to 2010)

Vehicles involved in P/C collisions	Number of each type of vehicle involved in collisions resulting in pedal cyclist fatal casualties		
	Male	Female	Total
Pedal Cycle	21	18	39
M/C <= 50cc	0	0	0
M/C 50-125cc	0	0	0
M/C 125-500cc	0	0	0
M/C > 500cc	0	1	1
Taxi	0	1	1
Car	12	3	15
Minibus (8-16 Passengers)	0	0	0
Bus/Coach	1	2	3
Other Motor Vehicle	2	2	4
Agricultural Vehicle	0	0	0
Light Goods (=< 3.5t MGW)	0	0	0
Medium Goods (3.5-7.5t MGW)	0	1	1
Heavy Goods (=> 7.5t MGW)	8	9	17
Sum of all vehicles involved in collisions resulting in one or more P/C casualty	44	37	81