

Casualties v Risk

Challenges and successes delivering more people walking and cycling more safely



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Everyone



Public domain:
US Government



Everyone

“The thought of my child cycling to school terrifies me. No, there’s no way I’d allow that”

Hannah, Fort William focus group comment (CAPS, 2008)

Questions

1. Should we value perception of safety more?
2. How do we adapt our thinking to new design approaches?
3. Is relative risk of injury more important than casualty numbers?



1. Should we value perception of safety more?

Type of incident	How long, on average, before a regular UK commuting cyclist would experience it
Death	8,000 Years
Reported serious injury	400 Years
Reported slight injury	67 Years
Any injury (reported or not)	20 Years
Harassed/abused	3 Weeks
'Very scary' incident	1 Week
Any non-injury incident	One day or less

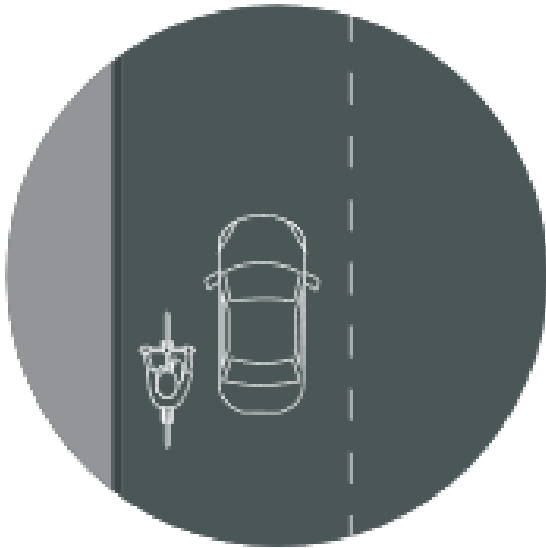


People cycling slowly (<8mph)
X3 more incidents
than people >12mph

Exposure to 'danger' far
greater than is revealed by
casualty indicators

1. Should we value perception of safety more?

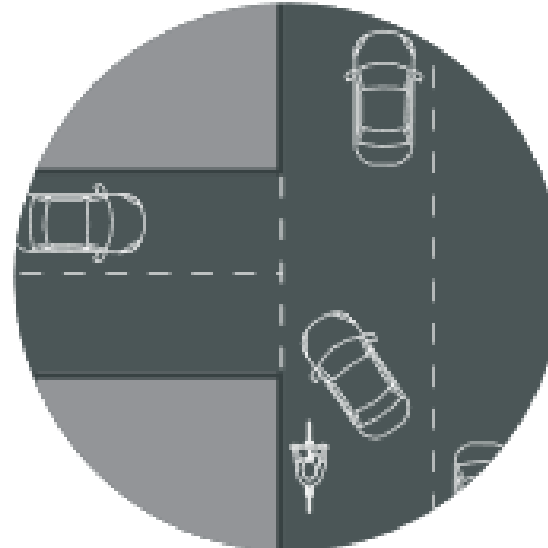
PROBLEMATIC PASS 29%



A close pass is when a motorist gives too little space when overtaking a cyclist.

#OpClosePass

NEAR LEFT / RIGHT HOOK 38%



When a motorist (or cyclist) turns left / right across the cyclist's path.

1. Should we value perception of safety more?

Waltham Forest



1. Should we value perception of safety more?

A child born in Waltham Forest today will **live 6 weeks longer** than one born in 2006...

by engineering at a system-wide level



2. How do we adapt our thinking to new design approaches?

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South City Way, Glasgow

2. How do we adapt our thinking to new design approaches?

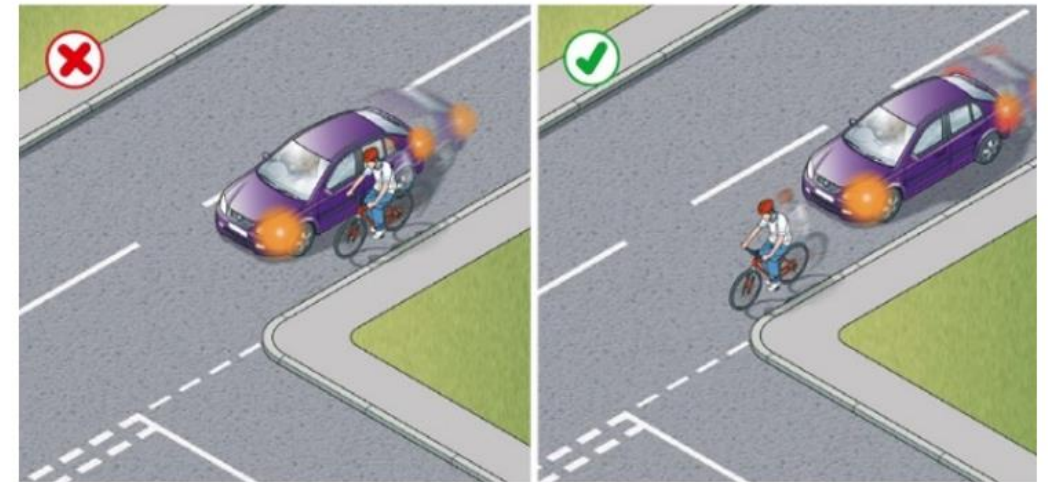
Highway Code (Driving Standards Agency (Great Britain), 2007, Rule 170)



NEAR LEFT / RIGHT HOOK 38%



When a motorist (or cyclist) turns left / right across the cyclist's path.



Highway Code (Driving Standards Agency (Great Britain), 2007, Rule 182).

2. How do we adapt our thinking to new design approaches?



2. How do we adapt our thinking to new design approaches?



3. Is relative risk of injury more important than casualty numbers?

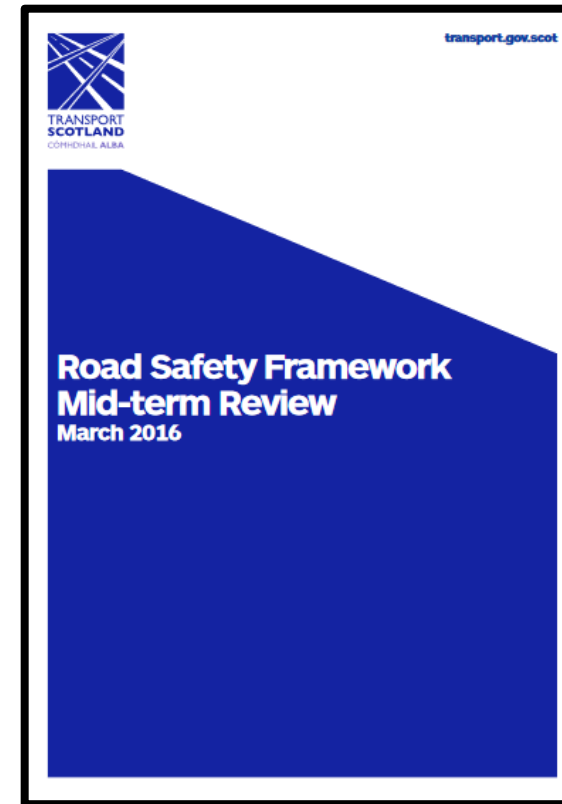
Could a focus on casualties place the Road Safety Framework in direct conflict with walking and cycling policy?

More people cycling and walking



<https://www.transport.gov.scot/active-travel/about-walking-and-cycling-policy>

Less casualties



3. Is relative risk of injury more important than casualty numbers?

Can we measure risk exposure by time or dist?

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Christie, Cairns, Towner, et al

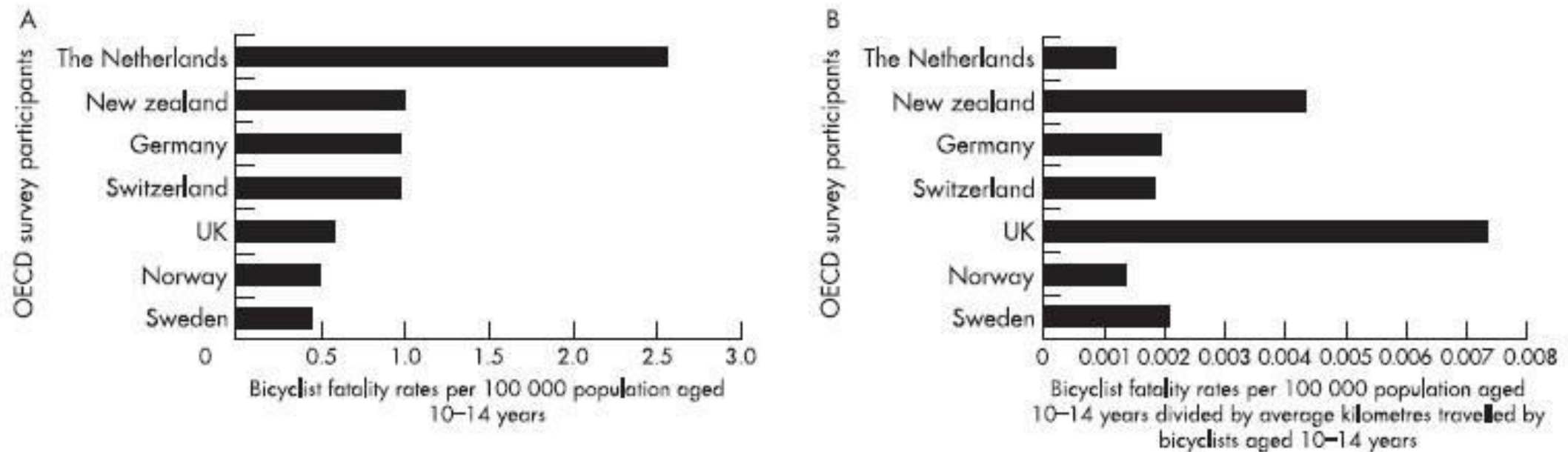


Figure 3 (A) Bicyclists aged 10-14 years: population-based fatality rates for a sample of Organisation for Economic Cooperation and Development (OECD) countries. (B) Bicyclists aged 10-14 years: population-based fatality rates expressed per unit of exposure for a sample of OECD countries.

3. Is relative risk of injury more important than casualty numbers?

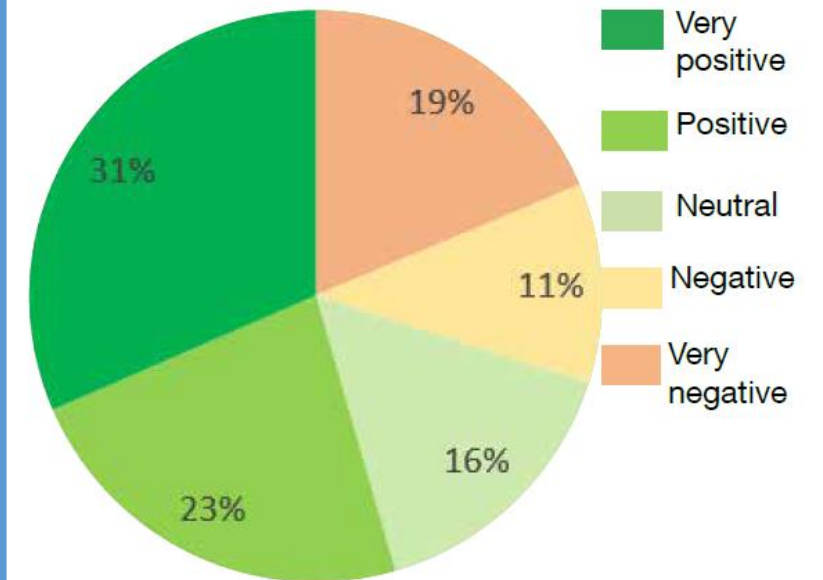
Edinburgh

- reduce 50% cyclist casualties per km;
 - reduce 40% ped casualties per km.
-
- Is there applicability for national level targets?
 - Can this be combined with Near Miss data?



Appetite for change

Battlefield, Glasgow



FigureXXX Public responses to Battlefield Rest design Option 1

1. Should we value perception of safety more? **Yes, but how?**
2. How do we adapt our thinking to new design approaches? **Over to you!**
3. Is relative risk of injury more important than casualty numbers? **At least as important, but how do we do it?**



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