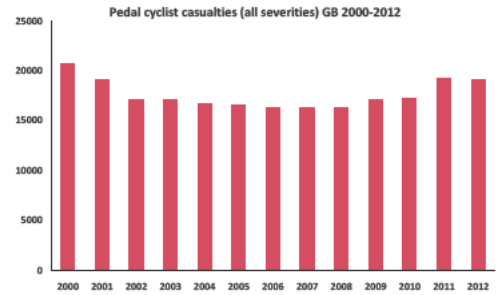




### Overview

- The overall number of reported pedal cycle casualties (of all severities) was 19,091 in 2012, broadly unchanged from 2011.
- This total is 16 per cent higher than the 2005-09 average and is the second highest since 2001.



- The number of pedal cyclists who were seriously injured in 2012 rose by 4 per cent to 3,222 compared to 2011.
- This marks the eighth consecutive annual rise in pedal cyclist serious injuries and the highest number of serious injuries since 1997.



- A total of 118 pedal cyclists were killed in Great Britain in 2012 – the highest since 2007. This was a 10 per cent increase from 107 in 2011 but is still 9 per cent lower than the 2005-09 average.

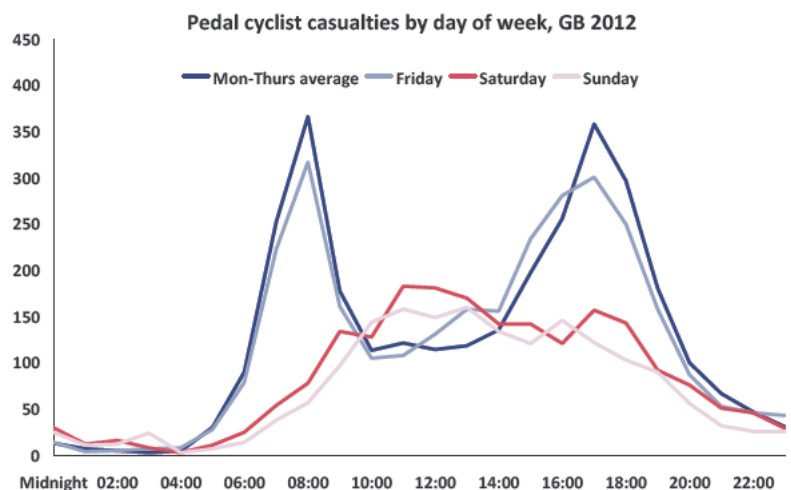
- Pedal cycle traffic has also been on the increase in recent years showing a rise of over 12 per cent compared to the 2005-09 average to 3.1 billion vehicle miles in 2012.
- The DfT National Travel Survey suggests that the growth over this period is actually closer to 23 per cent.

	Rate per billion vehicle miles		
	Killed	KSI	All
Bus or coach	4	119	1,923
Car	3	38	498
Pedestrian	38	535	2,257
<b>Pedal cycle</b>	<b>38</b>	<b>1,074</b>	<b>6,142</b>
Motorcycle	116	1,884	6,828

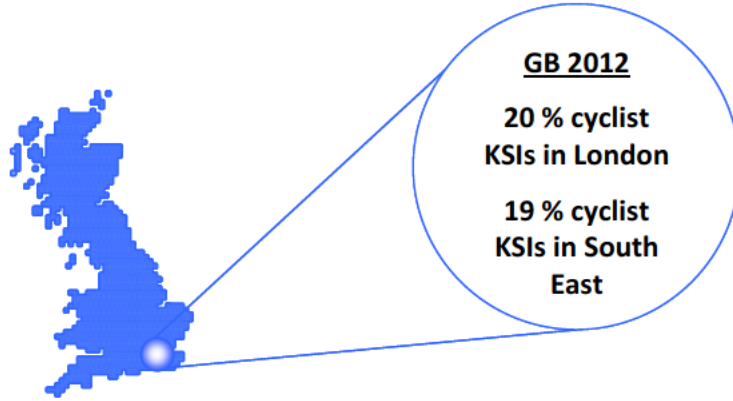
- Per mile travelled, a cyclist is no more likely to be killed than a pedestrian – in 2012 for both modes of travel there were 38 fatalities per billion miles travelled.
- Using data from the DfT National Travel Survey we estimate that there is approximately one cyclist killed or seriously injured (KSI) for every 100,000 hours of cycling and one fatality for every 3million hours of cycling.

### When?

- Most pedal cyclist casualties occur on weekdays – 80 per cent in 2012 – with most of these occurring during the morning and evening peak periods (see Fig. 2).
- 29 per cent of pedal cyclists KSI casualties were during the summer months (June, July and August), compared to 25 per cent for the other road user groups, with fewer during the winter, reflecting the fact that cycle traffic is lower in the winter months.
- For child pedal cyclists almost 40 per cent of KSI casualties were in the summer months, coinciding with the main school holidays.



## Where?



- The majority (82 per cent) of cyclist casualties occur in **urban** areas; around three quarters of pedal cycle traffic was on urban roads.
- Per mile travelled, cyclists are more likely to be injured on an urban road than a rural road, but are **over 3 times more likely to die on rural roads**.
- London** accounts for almost a third of the recent increase in pedal cyclist KSIs, compared to the 2005-09 average.



## Who?

- In 2012, **men** accounted for 81 per cent of all cyclist casualties, 83 per cent of KSI casualties and 92 per cent of fatalities in 2012.
- Children** (aged 0-15) accounted for 12 per cent of all pedal cyclist casualties and 11 per cent of pedal cyclist **fatalities**. More than one fifth of children **killed** in road accidents in 2012 were pedal cyclists.

### Women

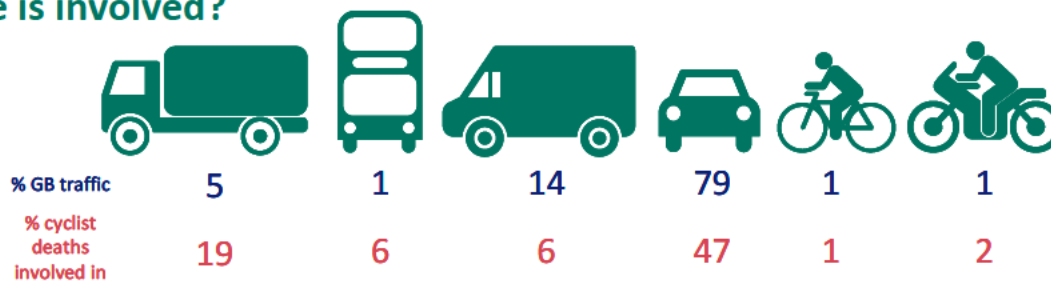


### Men



- Men** cycle further and make more trips - on average men make **twice as many** trips per year compared to women, and cycle almost **4 times** the distance women cycle in a year.

## Who else is involved?



Percentages may not sum to 100 due to rounding, single cyclist accidents, and "other" vehicle involvement.

The graphic above shows the proportion of traffic in Great Britain in 2012 for each of the main road user types, and the proportion of pedal cyclist deaths which those vehicles were involved in.

- Cars account for 79 per cent of traffic in Great Britain. They are involved in almost half (47%) of pedal cyclist fatalities.
- 19 per cent of pedal cyclists killed were in accidents involving an **HGV** – however HGVs account for only 5 per cent of Great Britain's traffic.

## Why?

Details of factors contributing to injury accidents are recorded by the police. The factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Whilst it is not possible to determine blame or a definitive "cause" from these, they can offer some insight into the common types of accident. An accident can have more than one contributory factor.

Contributory factor	Pedal cyclists	Other vehicles
No factor recorded for vehicle	51	27
Failed to look properly	23	51
Failed to judge other person's path or speed	10	17
Careless, reckless or in a hurry	8	12

In 2012, in accidents involving pedal cycles and one other vehicle:

- Cyclists were almost twice as likely to **have no contributory factors** compared to other vehicles.
- Other vehicles were more than twice as likely to be recorded as '**Failing to look properly**'.