



“Safety in numbers”

More and safer cycling:
What’s the evidence and
How do we do it?

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More and safer cycling: Key arguments

- Cycling is good for our own health, and that of our communities and the environment
- Cycling is *not* “dangerous”
 - The risks are of cycling not that high:
 - It is bad driving, not cycling, which causes the danger
- Cycling gets safer the more people there are doing it!

So “more” AND “safer” cycling can ***and should*** go hand in hand: complementary not contradictory aims



Benefits of cycling: Health

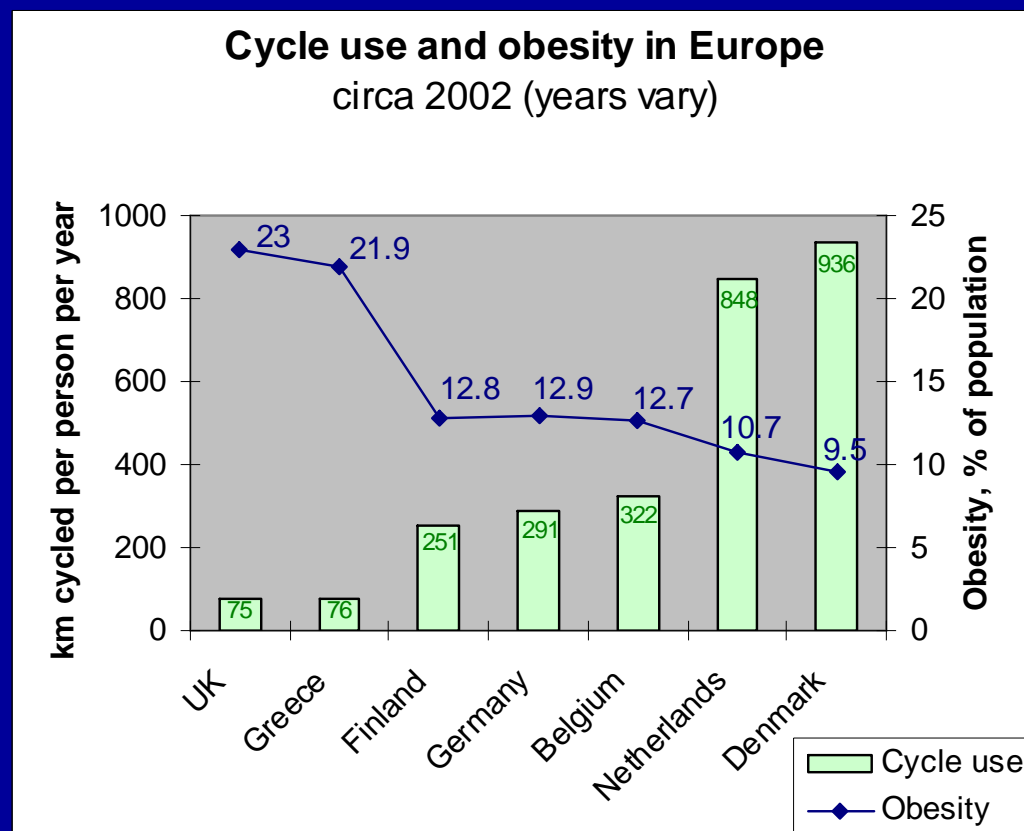
- Cycling in mid-adulthood gives you a level of fitness equivalent to being 10 years younger...
- ...and a life expectancy 2 years above the average





Benefits of cycling: Health

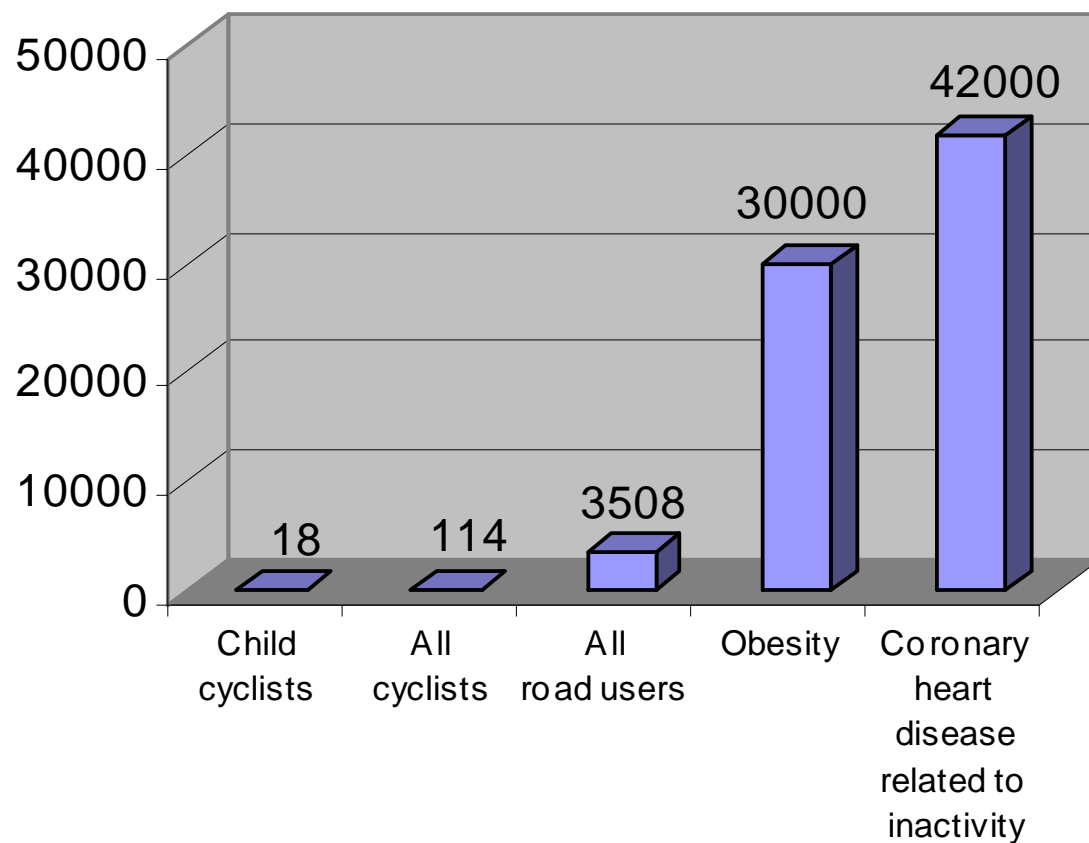
- Countries with low levels of cycling have high obesity
- 70% of women get less than the recommended level of physical activity





Cycling is healthy not dangerous

Deaths in Britain 2003





Safety in numbers

P.L. Jacobsen, Injury Prevention 2003;9:205–209

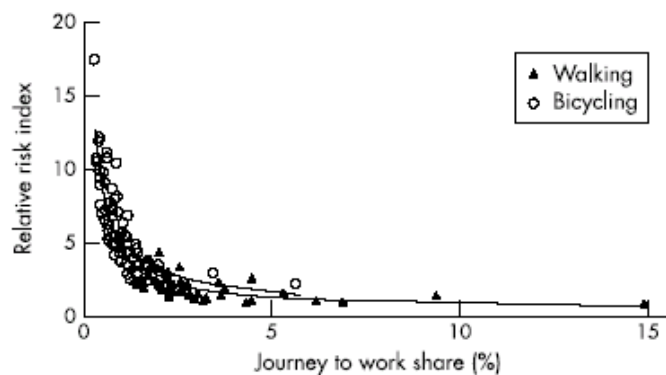


Figure 1 Walking and bicycling in 68 California cities in 2000.

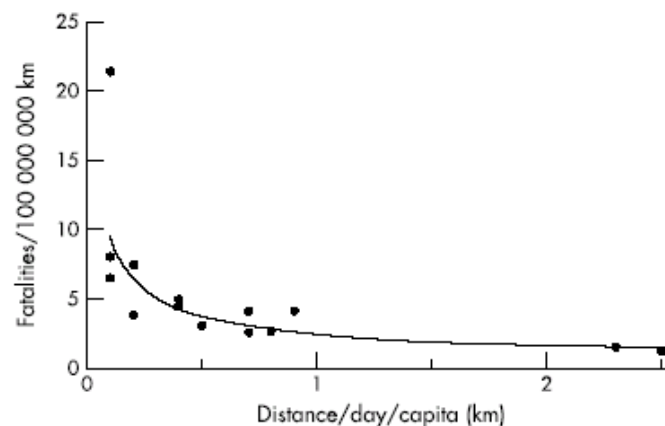


Figure 3 Bicycling in 14 European countries in 1998.

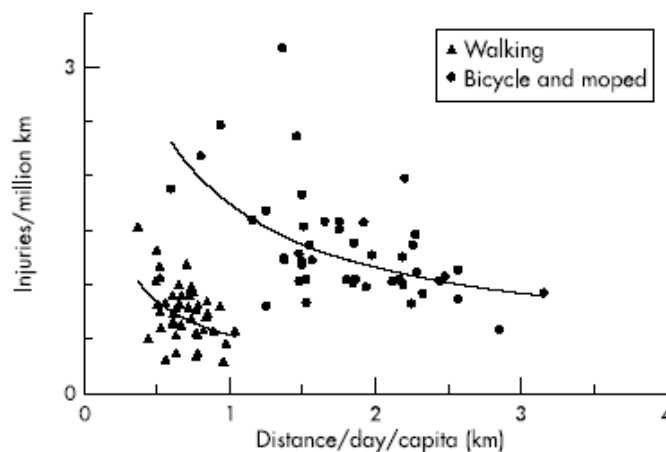


Figure 2 Walking and bicycling in 47 Danish towns in 1993–96.

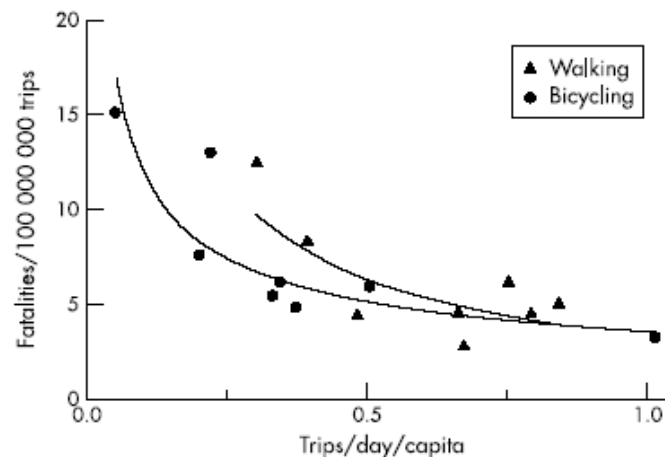
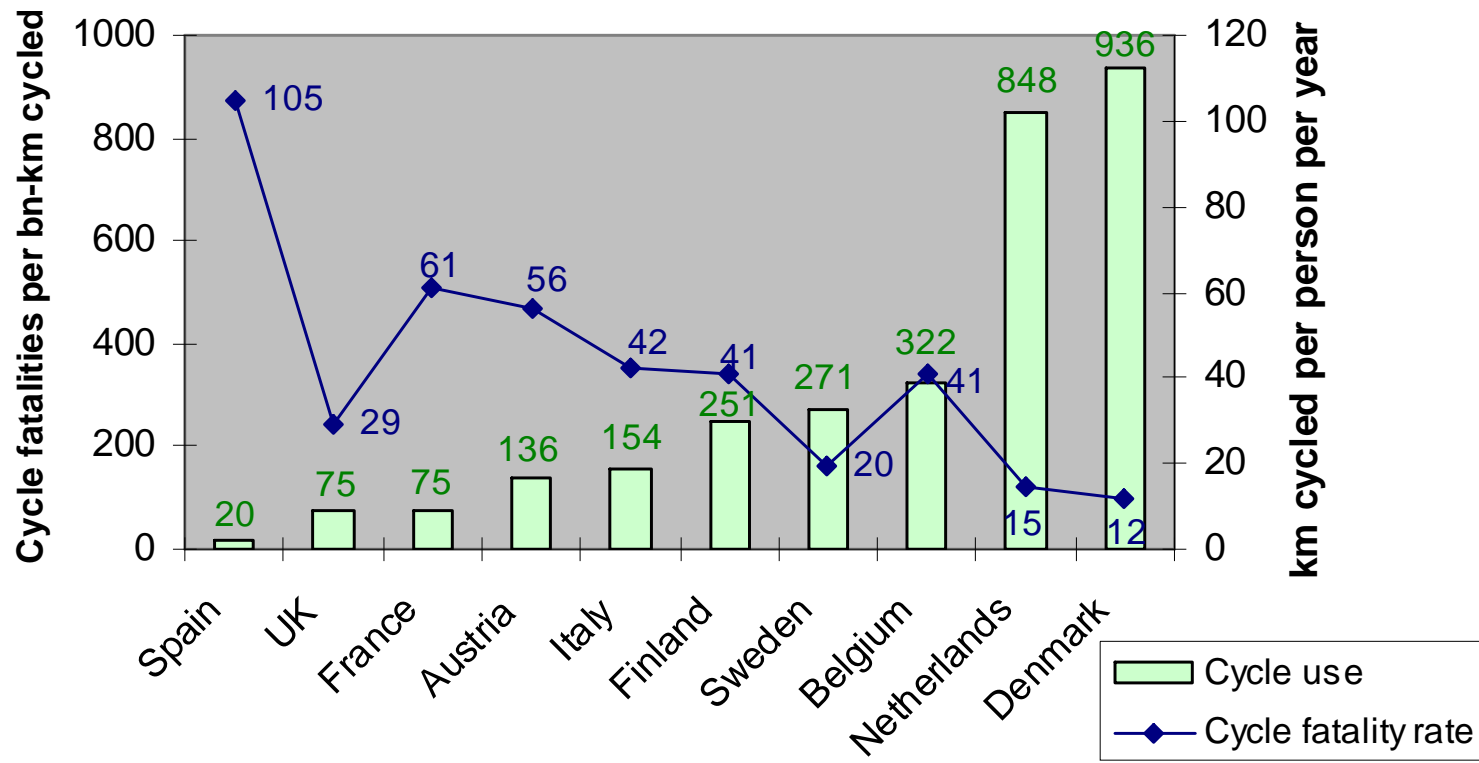


Figure 4 Walking and bicycling in eight European countries in 1998.



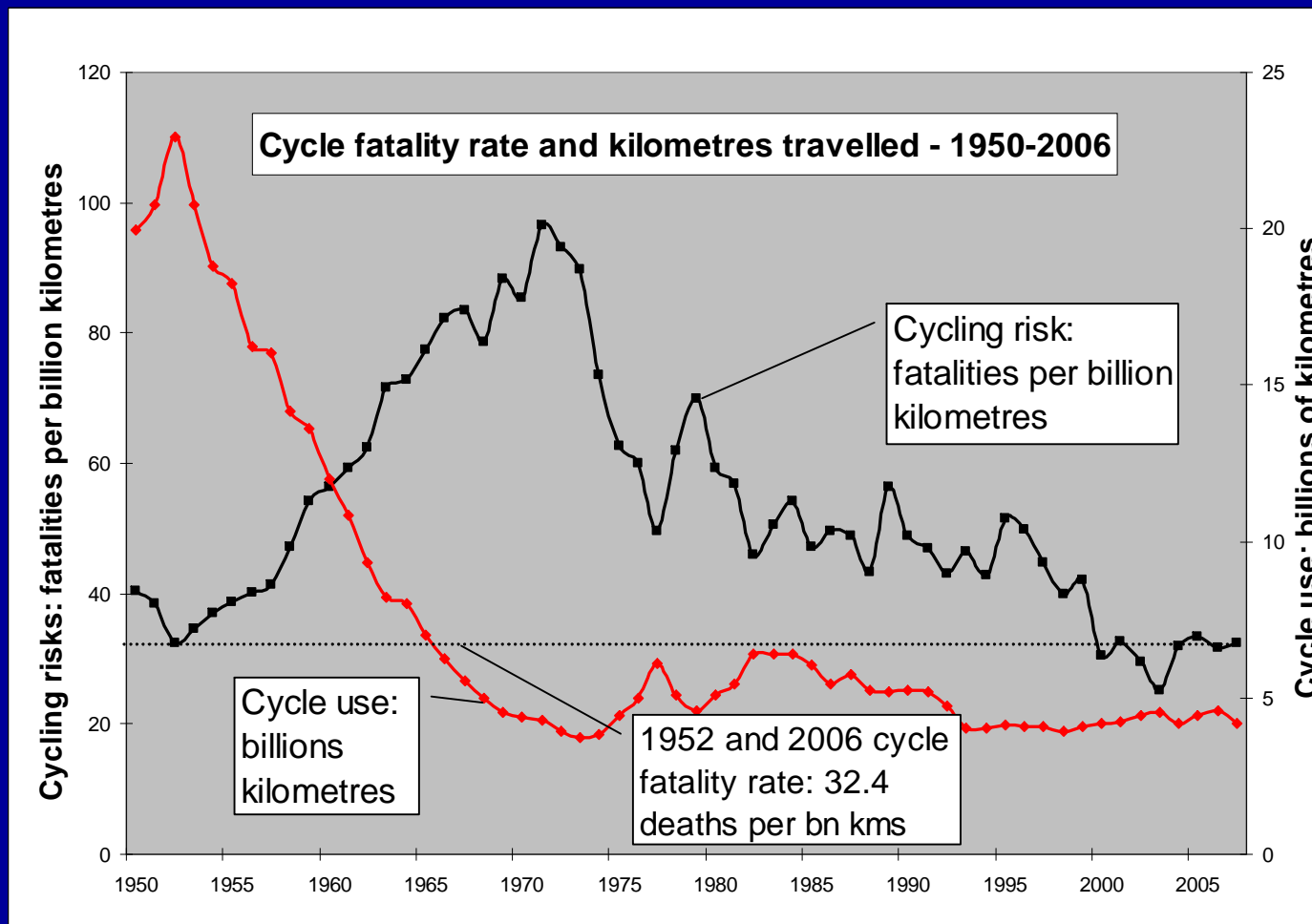
Safety in numbers: European comparison

Safety in numbers: European comparison





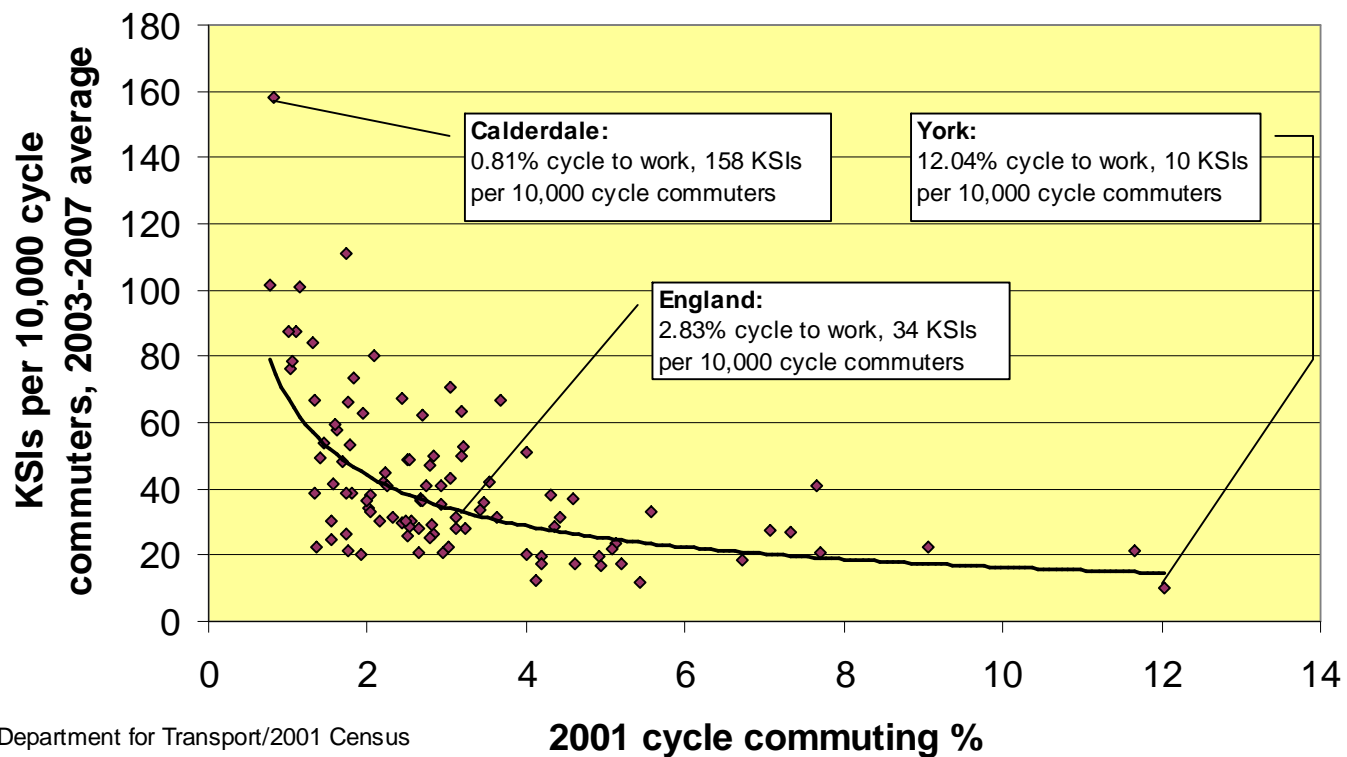
Safety in numbers in Britain





Safety in numbers in English districts (not London)

English local authorities casualties per cycle commuter





'Safety in numbers'

Theory:

- A 100% increase in cycle use will result in just 34% increase in cycle casualties

Practice:

- The Netherlands: from 1980-2005:
 - 45% more cycling, 58% fewer cycle fatalities
- Germany: from 1975-98:
 - Share of cycling up from 8 to 12%, 66% fewer cycle fatalities
- London, since congestion charge:
 - Cycle use up 91%, cycle casualties down 19% and cycle KSI down 33%
- Leicester, comparing 2001/3 with 2006/8:
 - 43% more cycling, 11% fewer cycle casualties



Implications for Road Safety Strategy

- The RSS should set rate-based targets (i.e. cycle casualties per trip or per mile) which encourage “more” as well as “safer” cycling
- It should also encourage local authorities to tackle the fears which deter people from cycling: speed, irresponsible driving, hostile roads and junctions, dangerous vehicles (especially lorries)
- “Perception-based” indicators could be monitored as an add-on to survey on perceptions of PT safety, would work at local level and would steer LA officers away from scaring people into not cycling!



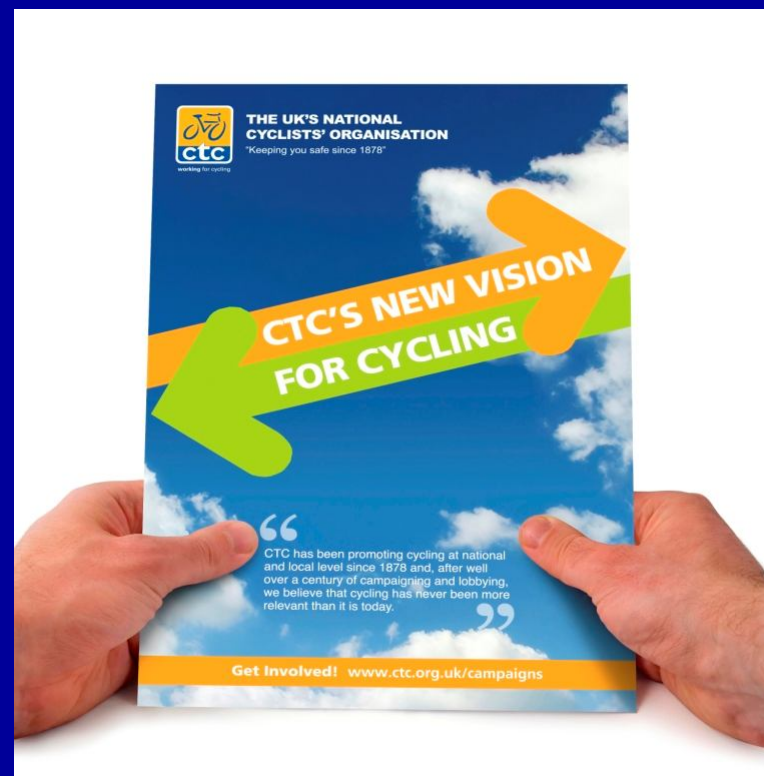
Key issues for cycle safety

1. Speed
2. Street and highway planning and design
3. Driver training and awareness
4. Traffic law and enforcement
5. Vehicle safety
6. Cycle training



CTC's "New Vision" and "Safety in numbers" campaigns

- CTC's "New Vision for Cycling" calls for a doubling of cycle use and a halving of the risks of cycling within 10 years
- CTC's "Safety in numbers" campaign (launching April) will engage cyclists and MPs in backing this call in the run-up to the Road Safety Strategy.





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