

Reported Road Casualties in Surrey 2013  
Facts on Cycling Safety



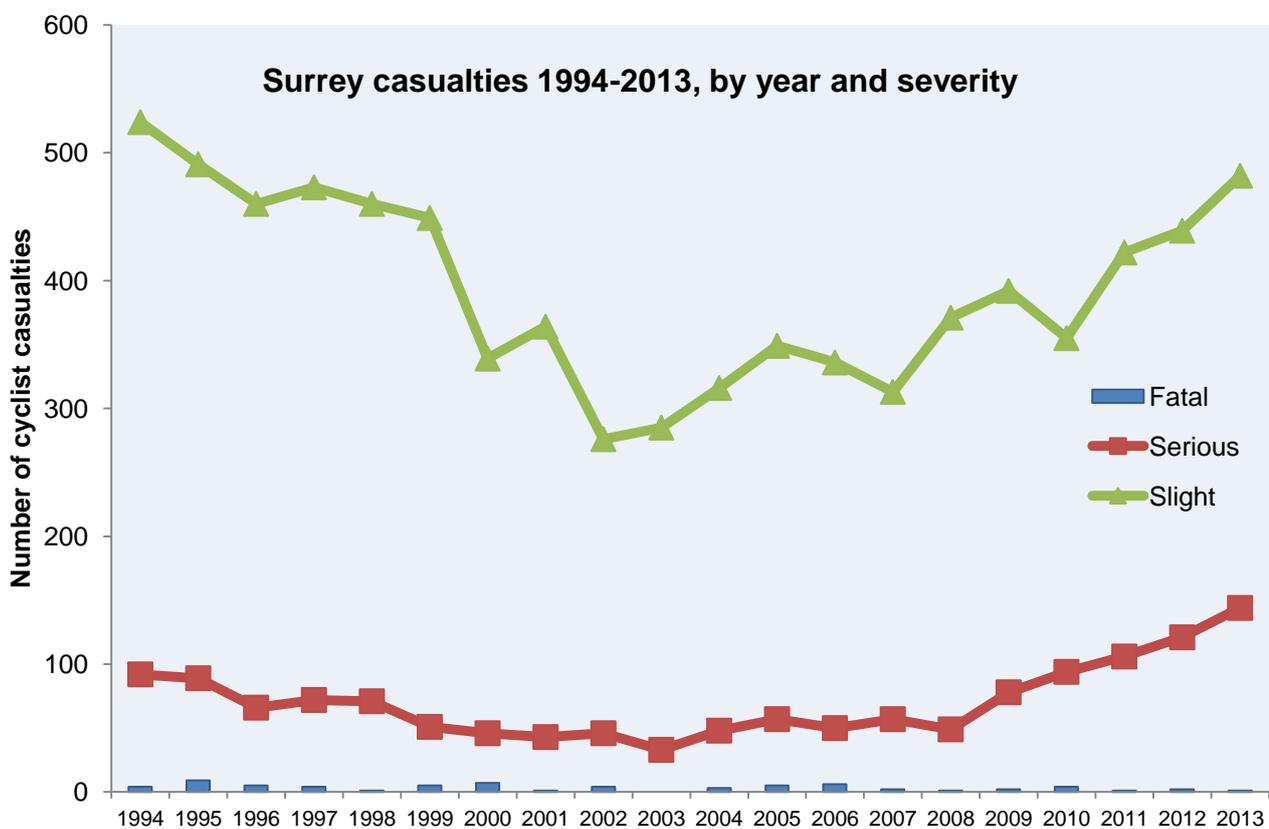
www.drivesmartsurrey.org.uk

Key findings

- In 2013 in Surrey, 1 person was fatally injured whilst cycling, 144 were seriously injured and 482 were slightly injured, a total of 627 casualties.
- There is an upward trend in serious and slight injuries. The number of people fatally injured has not risen and has varied between 1 and 9 since 1994.
- Most (71%) cycle casualties are in built-up areas. 65% of people were injured were within 5km of their home.
- The single most common type of collision is when a vehicle exits a side road or other ‘Give Way’ junction into the path of the casualty (30%). The next most common is when the casualty crashes but there is no other road user involved (22%)
- Our casualty figures are based on police records. Studies of hospital admissions have found that there are significantly more people injured whilst cycling than are reported to the police (see, for example, “Reported Road Casualties in Great Britain: 2011 Annual Report: Hospital admissions data on road casualties in England” - [link](#))

Trends

From 1994 to the early 2000’s, the number of casualties fell but after that rose again so that by 2013 the number exceeded the 1994 total. Moreover, cyclists who were killed or seriously injured in 2013 were 23% of the total cyclist casualties for the year, the largest proportion over the whole period.

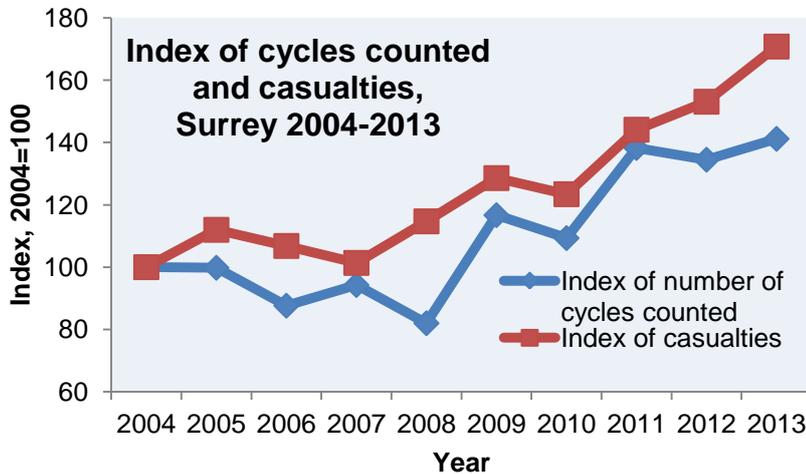


# Reported Road Casualties in Surrey 2013

# Facts on Cycling Safety

Cyclists in 2013 comprised 24% of all road users killed or seriously injured, continuing a significant increase - in 2008, the figure was 9%.

In 2013, Surrey casualties rose faster than for Great Britain as a whole. For Great Britain in 2013, the percentage increase for serious casualties was 29%, and for slight casualties 16%, on their 2005-2009 annual average. For Surrey, the figures were 136% and 37% respectively.



There are no completely reliable data for the amount of cycling undertaken in the County. However, the County currently has 68 automatic cycle counter sites, the first of these being installed in 2004 with more added in the following years; most of them are in Guildford, Runnymede, Woking, Redhill and Mole Valley. Indexing both the counts and casualties from 2004 shows both rising in roughly the same way.

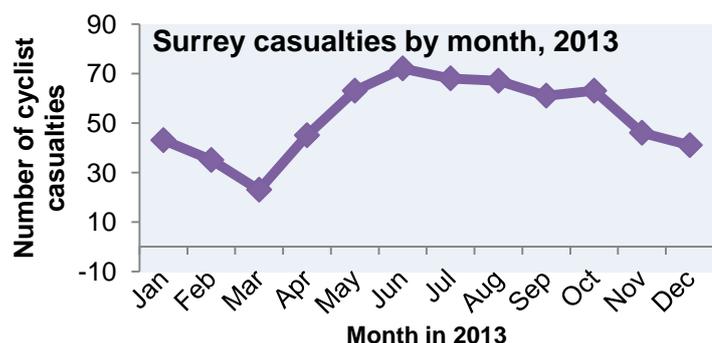
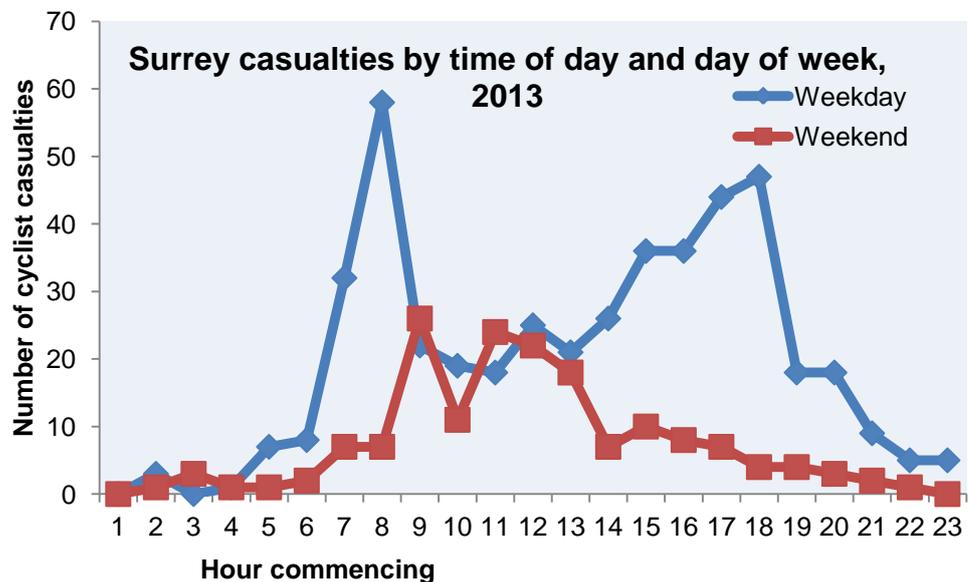
When functioning properly, the automatic cycle counters collect data continuously. Unfortunately, there are no other longer term Surrey data available that would help to make a better estimate of exposure, eg, journey length, purpose or age profile.

## When?

Most casualties in 2013 were on weekdays with a clear morning peak and longer late afternoon and evening peak.

The monthly pattern for 2013 showed a typical summer peak but a more of a dip in March compared to other years.

Perhaps weather played a part: the Met Office monthly assessment for 2013 states, "temperatures for March were well below average everywhere." Looking at all of 2013, the police records show that 80% of cyclist casualties were cycling in daylight and 78% on a dry road surface.



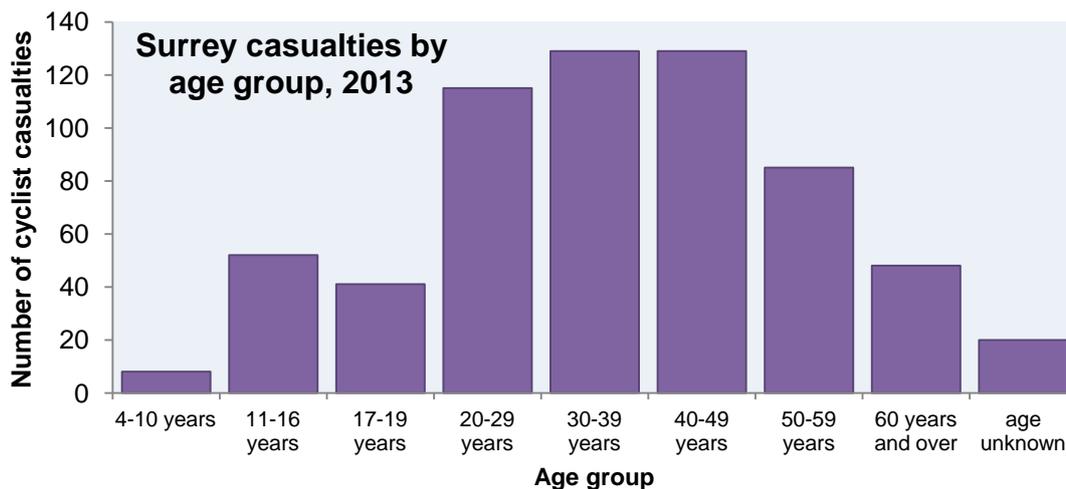
Where?

2013 cyclist casualties by road class	
A	39%
B	22%
C	13%
D	26%

As shown on the adjacent table, there is a mix of road class, but a majority (61%) on 'A' and 'B' roads. Home postcodes were recorded for 611 of the 627 casualties in 2013. This shows that 76% of the casualties were Surrey residents. Of all cyclist casualties, 40% were injured within 2km of their home, measured 'as the crow flies', and 65% were within 5km. 71% of cyclist casualties were injured in urban areas.

Who?

79% of casualties in 2013 were male. There is a wide distribution across ages, with casualties rising from secondary school age:

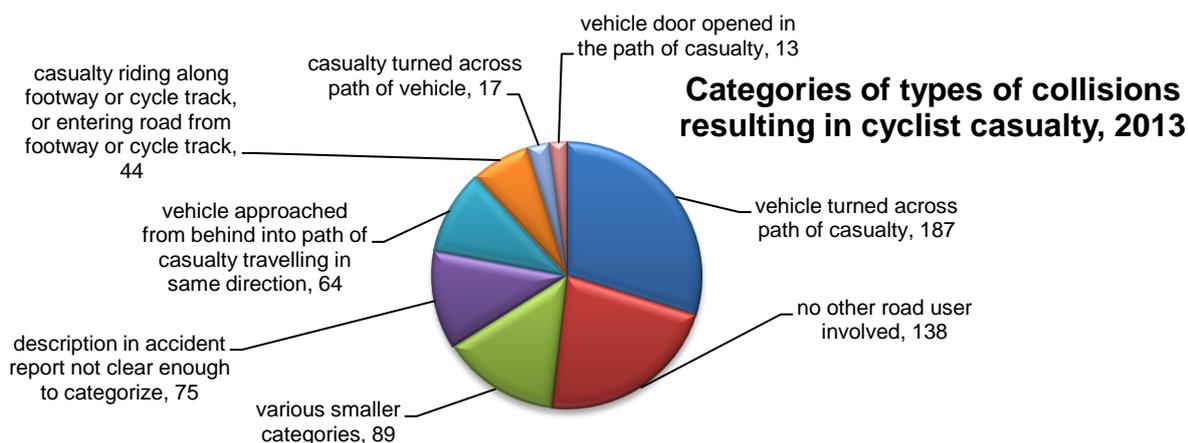


Who else is involved?

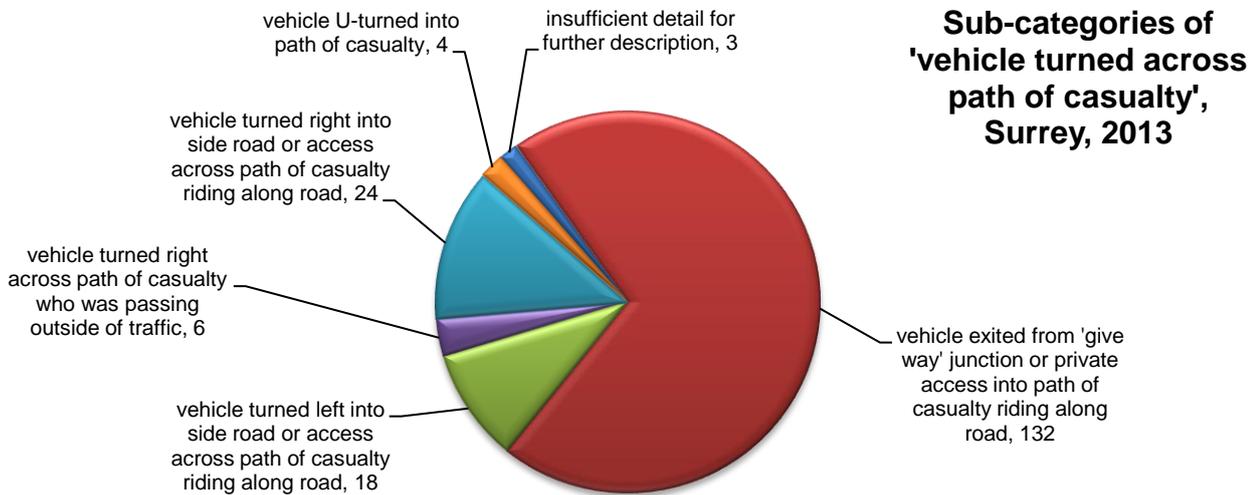
67% of casualties were in collision with a car and a further 8% with a van, lorry, bus, motorbike or other motor vehicle. On top of this, 4% were in collision with another cyclist and 21% involved no other vehicle (in police records, a cyclist colliding with a parked vehicle is classed as having another vehicle involved, but in the following section they are categorized under 'no other road user involved').

How?

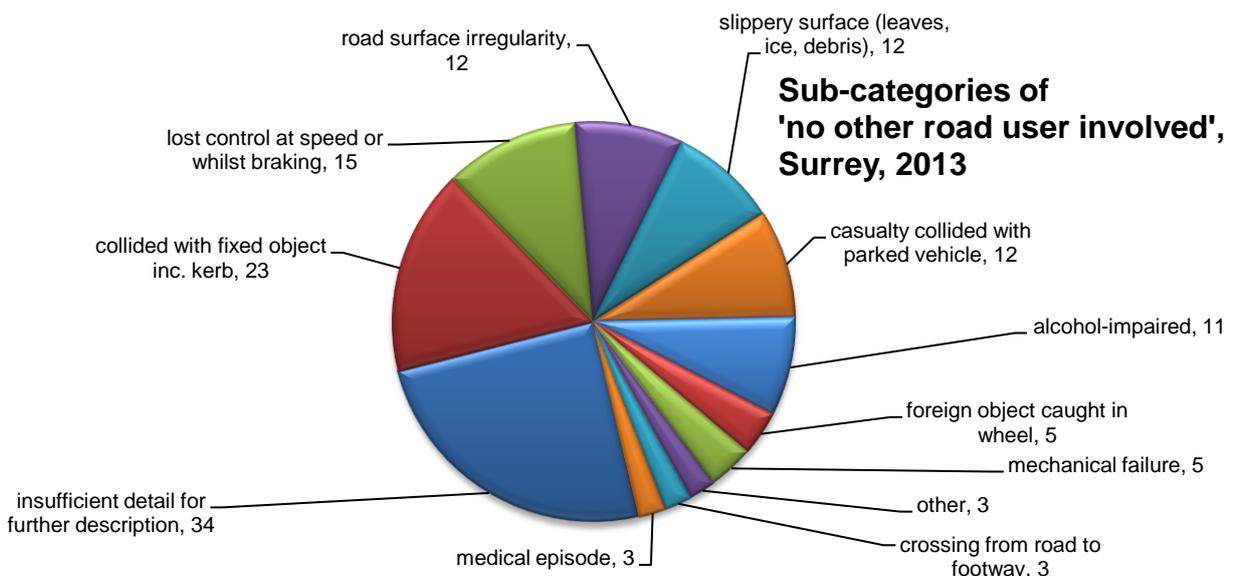
We have categorized 'collision types' based on the descriptions in police records to obtain a clearer picture of the actions of the road users in each crash. So, for example, the description, "Cyclist pulled his front brake too hard this caused him to fall off resulting in his injury" has been put in the category, "no other road user involved". We have also used the contributory factors listed in the police records. For example, contributory factors include, "vehicle travelling along pavement". The result is eight main categories and these have been broken down into sub-categories:



As shown in the chart, the two single most common types of casualty are 'vehicle turned across path of casualty' and 'no other road user involved'. If we exclude 'description in accident report not clear enough to categorize' then the two categories together make up 59% of all casualties. Breaking each of these down further:



The majority involve a vehicle exiting from a 'give way' junction or private access into the path of the casualty who was riding along road. Of these 132 casualties, 60 occurred when the other vehicle exited a 'T'-junction or crossroads, 52 when the other vehicle entered a roundabout the cyclist was already on and 16 when the other vehicle exited from a private access (there was not enough detail in 3 of the descriptions to categorise further).



So for this type of collision there is a broad range of sub-categories.