



Making Roads Safer

University of Westminster *Reducing cycling injuries*

Road Safety Trust
Funding Showcase



The Road Safety Trust awarded a grant of £128k to the University of Westminster in 2019 to research the environmental factors associated with cycling injury risk.

By separating the impact of risk from the amount of cycling, the research helps plan infrastructure that can increase the level of cycling while ensuring cyclists' safety.

In 2017 between 5am and 9:59am on weekdays, **4,303 cyclists were injured** across Great Britain. The University of Westminster's research project aimed to give a clearer picture of the environmental factors facing cyclists by comparing the characteristics of injury sites with existing data on 'matched' control sites, the results of which can then be used to **improve road safety for cyclists**.

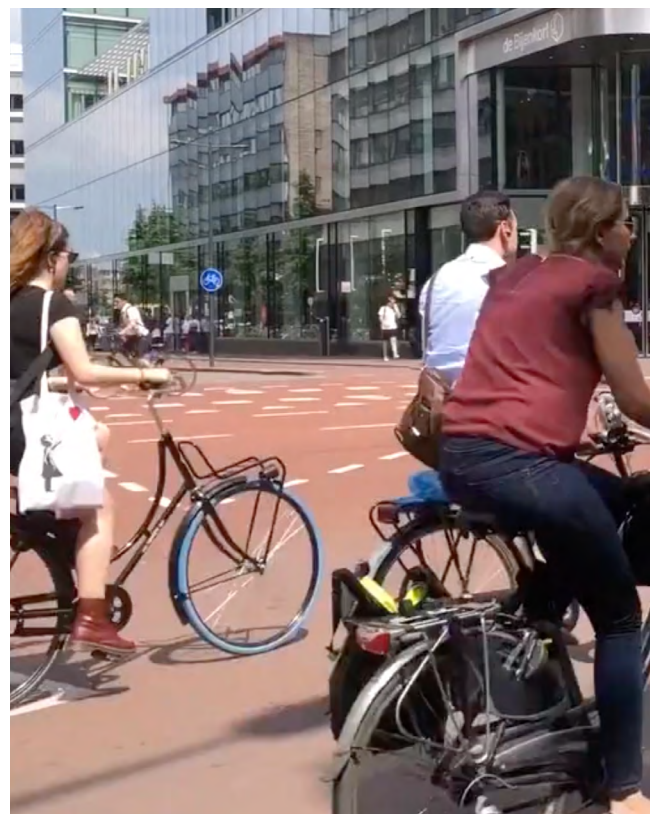
Case crossover methodology was used to model current cycle routes throughout the UK and identify where cyclists might get injured if everywhere was equally risky and then compared with injury data. As the injury data did not include the actual routes, predictions were made using injury points, home

locations, and an algorithm. This algorithm estimates the likely routes followed by commuters in the weekday morning peak time.

The findings show that many aspects of existing road infrastructure pose a risk to cyclists, from roundabouts to guard rails. It found that improvements to infrastructure and road conditions are needed to improve cycle safety throughout the UK.

Recommendations for improvements included:

- Higher quality designs for roundabouts, drawing on research from contexts such as the Netherlands where roundabouts are safer for cyclists than in the UK.



- Main roads, high streets, and roads with bus lanes are all risky for cyclists, yet often serve as the preferred route. Such routes should be prioritised for higher-quality cycling infrastructure.



As cyclists are also at high risk on main roads when passing side road junctions, quieter streets should be made more attractive and pleasant for cyclists. For example, low traffic neighbourhood-type schemes restricting through motor traffic, can also help to provide safe alternative cycle routes.

Full details of the research and recommendations are available [here](#). Further work is being done to introduce the recommendations into policy and practice to improve road safety for cyclists in the UK.

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The Road Safety Trust is dedicated to making the UK's roads safer, with zero deaths and serious injuries. As an independent grant-giving charity, The Road Safety Trust funds vital research and practical interventions committed to reducing the number of people killed or injured on our roads.





Making Roads Safer

The Road Safety Trust

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