

Title: SOCIO-SPATIAL CHARACTERISTICS OF CYCLISTS INVOLVED IN ACCIDENTS

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Abstract:

The ambition behind the “Road Risk Spaces” project undertaken in Lille is to produce an analysis of insecurity and of preventive actions at a comprehensive level. This was made possible thanks to cooperation between INRETS MA, the GEOSYSCOM laboratory at the University of Caen, CETE Méditerranée, CETE Nord Pas de Calais and the Lille Metropolitan Urban Community (LMCU). This project was the opportunity to compare a very large amount of spatialised data from different sources: LMCU, INSEE, the Directorate General for Taxes, the Regional Council, CETE, Teletlas, etc. The accident data included in this project are the BAACs (Bodily Injury Accident Analysis Bulletins) comprising the national statistical database, the Urban Community’s file, which has the advantage of spatialising accidents, and the scanned accident reports. At this stage, this is powerful analysis tool which was developed to provide a territorial approach to risk.

In this project, we undertook a special research on cyclist safety, with a specific look at socio-spatial characteristics of the cyclists involved in the accidents. The study covered the territory of the Lille Metropolitan Urban Community (LMCU).

Results show the importance of the size of the towns on the density of accidents, the level of traffic, as well as the type of lay out. The influence of cycle roads, bus lanes has been studied.

Three quarters of the people involved are men, but this number greatly differed when looking at the age of the person involved.

Most of the people did not have a professional activity at the time of the accident and many of them were students. A comparison was made between the types of profession of the inhabitants of LMCU and of the persons involved in the accidents, showing different level of risk.

The type and the severity of injuries, as well as the part of the body involved, were studied according to the age. The fatal accidents were specifically analyzed.

The accidents were described: type of collision, manoeuvres of the drivers/riders, accident scenarios.

38% of the people were involved in an accident at less than 1000m of the place where they live. Even if the mean of the distances are the same according to the gender, the standard deviation is much larger for the male population. This is the result of specific behaviours of some men, 20 – 40 years old, especially those living in rural areas. The profession has also an impact on the distance between the place of residence and the place of the accident.