



February 2006

CYCLISTS AND LORRIES

INTRODUCTION

This Fact Sheet is intended to support the short film, "Cyclists and Lorries", which has been produced by RoSPA and CEMEX to raise awareness of the dangers to cyclists of large vehicles turning left. The film complements an earlier video, "Think ahead, think for them", which was aimed at drivers of large vehicles.

Cyclists share the roads with many different types of large vehicles, including skip lorries, dumper trucks, box vans, concrete mixer trucks, articulated HGVs and so on. Although, cyclists have relatively few collisions with these types of vehicles, those that do occur are very often serious and, in far too many instances, fatal for the cyclist.

Nearly all these crashes happen at or near junctions in built-up areas.

FACTS AND FIGURES

In 2004, 367 collisions between HGVs and cyclists resulted in 22 riders being killed, 79 seriously injured and a further 262 injured. Although only 2% of cyclist casualties occurred in collisions with HGVs, this resulted in 22% of cyclist deaths.

Table 1 - Pedal Cyclist Casualties in Two Vehicle Accidents : 2004¹

Cyclist collision with a:	No. of Cyclists Killed (%) ⁺	No. of Cyclist Casualties (%)
Car	61 (60%)	13,601 (87%)
Heavy Goods Vehicle	22 (22%)	363 (2%)
Light Goods Vehicle	8 (8%)	714 (4.5%)
Bus/Coach	6 (6%)	401 (2.5%)
Bicycle	2 (2%)	69 (0.5%)
Pedestrian	2 (2%)	59 (0.5%)
Motorcycle	1 (1%)	294 (2%)
Other	1 (1%)	195 (1%)
Total*	101	15,639

* Does not include collisions involving a cyclist and more than one other vehicle or bicycle-only casualties.
⁺ percentages rounded up

¹ Table 23, "Road Casualties Great Britain:2004", DfT



Road Safety..... **Information**

The vast majority of these collisions occur in built-up areas, even though 75% of HGV mileage is on non built-up roads. There is a particular concentration in London; about one fifth of the fatal HGV/Cyclist crashes in Great Britain occur in the capital. Almost one third of the cyclists killed in London, die in a collision with a HGV². The problem is especially acute in inner London.

The three main types of collision between pedal cyclists and HGV's, accounting for about three-quarters of the pedal cyclists killed in these crashes, are:

- HGV Turning Left across path of Cyclist
- HGV and Cyclist Turning Left
- HGV Overtaking Cyclist

In a collision between a lorry and a cyclist, it is invariably the cyclist who will be injured. Therefore, lorry drivers have a particular responsibility for taking extra care to avoid collisions with cyclists. However, cyclists also have a responsibility for avoiding these collisions, and to cycle safely and responsibly to minimise conflict with lorries.

Both cyclists and HGV drivers are responsible for their own and each other's safety. Many problems would be solved if both groups gave each other plenty of room on the road.

As they are not necessarily cyclists themselves, lorry drivers often do not understand how fast they appear to be going from the cyclists' level, or how the side wind from their vehicles can affect riders when they are overtaking them. Equally, cyclists (especially children and less experienced riders) may be unaware of the difficulties which lorry drivers may have in seeing cyclists, or the fact that when an HGV pulls out to the right, it may be doing so to make space before turning left.

The film, "Cyclists and Lorries", is aimed at cyclists and is intended to raise awareness of one of the most common and dangerous types of situations that occur when cyclists and lorries meet each other in towns and cities.

This is when a large vehicle is turning left at a junction and there is a cyclist (who may also be turning left or going straight on) on the nearside of the vehicle. If the driver does not see the cyclist and turns left, there is a strong chance that the cyclist will be knocked under the wheels of the vehicle or crushed against guard railings. Given the size and mass of lorries, this is very likely to result in serious or fatal injuries to the rider.

Even a minor collision in these circumstances can cause major injuries.

² "Pedal Cyclist Casualties in Greater London", London Road Safety Unit Factsheet, Transport for London, April 2005



Road Safety..... **Information**

ADVICE FOR CYCLISTS

Avoid riding along the inside of a large vehicle, especially near a junction, even if there is a large gap between the vehicle and the kerb.

When turning left, a lorry will often pull out to the right first. This creates a wide gap on the left side between the vehicle and the kerb, which many cyclists think is safe to ride into. But in fact this is a very dangerous place to be

As the lorry begins to turn, it will swing back to the left very close to the kerb. The gap between the kerb and the lorry will disappear in an instant.

If a lorry in front of you is waiting in a queue of stationary traffic (particularly at the approach to any junction), do not undertake it. Hang back behind the vehicle and let it move off first.

If you have to stop or give way at a junction where there are no motor vehicles waiting, it may be best to wait at a point about 1 metre away from the kerb, to ensure that other vehicles arriving after you (especially lorries) pull up behind you, rather than alongside you (where they may forget that you are there and fail to see you when they pull off).

However, if you do not feel confident about doing this, and prefer to wait at the junction in a position next to the kerb, you should take particular care if a lorry then pulls up alongside you. If this happens, let it move off first, so you have time to see if it is going to turn. Watch out for any guard-railing on the pavement beside you, and make sure that you cannot get trapped if the lorry does in fact start to turn left across you.

Remember, the driver may not have seen you. Driving a large vehicle on busy and crowded roads is difficult, and even with all the vehicle's mirrors, the driver may not spot a cyclist who is on the nearside of their vehicle.

Do not assume the vehicle is going straight ahead just because it is not signalling left.



Road Safety..... **Information**

ADVANCED STOP LINES

Many junctions have Advanced Stop Lines for cyclists. These are very useful as they let you stop ahead of other vehicles so drivers can more easily see you.

However, even at junctions with an Advanced Stop Line, it may be better to hang back if there is a lorry, especially if you are in any doubt about whether the driver has seen you

USEFUL ADDRESSES

RoSPA

Road Safety Departments
Edgbaston Park,
353 Bristol Road
Birmingham B5 7ST

Livingstone House
43 Discovery Terrace
Heriot-Watt University Research Park
Edinburgh EH14 4AP

7 Cleeve House
Lambourne Crescent
Cardiff CF4 5GB

Nella House
Dargan Crescent
Belfast BT3 9JP

www.rosipa.com/roadsafety

CTC, the national cyclists' organisation

Cotterell House
69 Meadow
Godalming
Surrey GU7 3HS
www.ctc.org.uk

Roadpeace

P O Box 2579
London NW10 3PW
www.roadpeace.org/

BikeforAll

www.bikeforall.net

Local Authority Road Safety Officers Association

www.larsoa.org.uk

The Road Safety Department of your
local council

London Accident Prevention Council

PO Box 132
Dartford
Kent DA1 4JE
www.lapc.org.uk

Transport for London

London Road Safety Unit
Windsor House
42 – 50 Victoria Street
London SW1H 0TL
www.londontransport.co.uk/cycles/

London Cycling Campaign

2 Newhams Row
Off Bermondsey St
London SE1 3UZ
www.lcc.org.uk

Sustrans

PO Box 21
Bristol BS99 4HA
www.sustrans.org.uk

Transport 2000

The Impact Centre
12-18 Hoxton Street
London NW1 6NG
www.transport2000.org.uk/

Department for Transport

Road Safety Strategy Division
Great Minster House
76 Marsham Street
London SW1P 4DR
www.dft.gov.uk

www.thinkroadsafey.gov.uk