



**ROAD DANGER
REDUCTION FORUM**

President : Lord Berkeley

Hackney Cycling Conference
June 10th 2016

***“If we want to have safer roads for cycling
we have to change how we measure safety”***

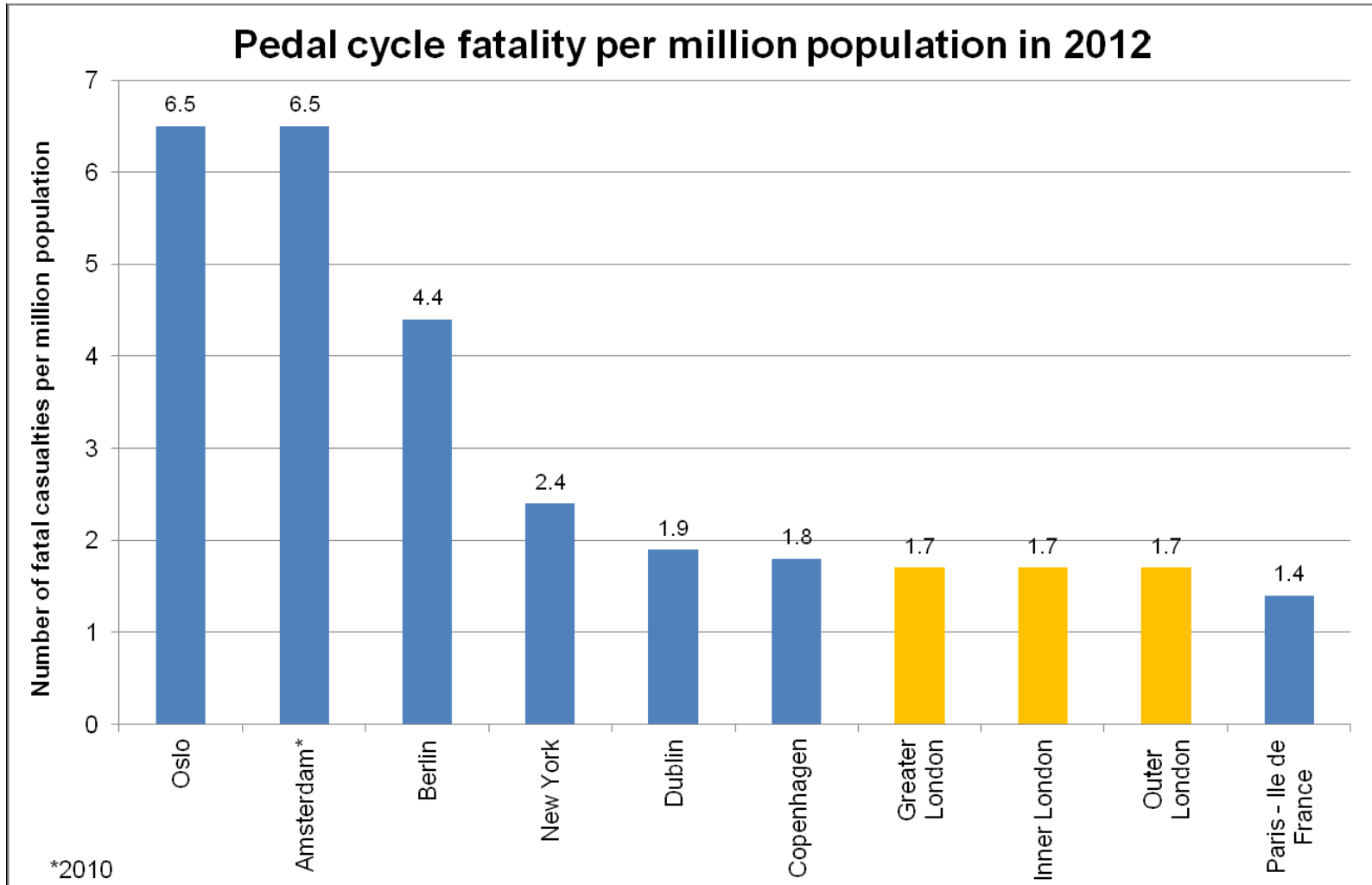
**Dr Robert Davis
Chair, Road Danger Reduction Forum**

www.rdrf.org.uk

*“I think that my colleague Mike referred earlier on to the rate per 100,000 of the population, in terms of cycle deaths, **and we actually come above the Netherlands. We’ve got a better record on that”***



TfL: Cycle Safety Action Plan (draft)



What is Road Danger Reduction?(1)

The Road Danger Reduction Charter (1993)

www.rdrf.org.uk

- Reduce danger at source
- Support the sustainable transport agenda

What does RDRF say? (1)

- Aggregate RTA casualties is NOT a proper measure of safety on the road.
- There is a **Hierarchy of Danger**.

We are concerned with **Who Kills/Hurts Whom**. (“Dangerous” forms of transport *endanger others* on the road). Moral and scientific issues.

What does RDRF say? (2)

*Everybody adapts
to perceived
danger* (Risk
Compensation)

What does RDRF say? (3)

Declines in RTA fatalities may occur *irrespective* of “road safety” interventions (Smeed curve, Adams curve)

SOCIAL LEARNING

What does RDRF call for?

- **Working out what it is you want (1)**
- Overall Cyclist Casualties (KSIs)?
- Overall Cyclist Casualty Rates (KSIs per 100,000 population)?
- Casualty Rates per cyclist/journey (or time) travelled?
- Casualty rates per cyclist journey travelled where others are at fault?
- “Near misses”?

What does RDRF call for?

- **Working out what it is you want (2)**
- Objective measures of infrastructural danger (CLOS)?
- Objective measures of driver danger (ABI/speed/flow)?
- Levels of accountability of sources of danger (driver/HA/vehicle manufacturer)?
- Levels/Social acceptability of abuse/stigmatising?
- Amount of resource allocation?