



What happens after crashes?

Changes to cycling practices after collisions

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Why research post-collision cycling?

Why is it important?

Focus on the commencement of cycling

- Interest in creating cycling societies
- Considerable attention paid to the commencement of cycling practices:
 - Barriers
 - Motivations
 - Interventions
- Much less attention paid to how cycling practices are sustained (or otherwise)
 - The maintenance of cycling practices is missing
 - As important for producing cycling societies
 - Collisions as key boundary situations here



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Cycling collisions in the UK

- In 2018, cycling collisions resulted in (DfT, 2019):
 - 99 deaths
 - 3,707 serious injuries
 - 13,744 slight injuries
 - = 17,550 cycling hurt in some way
 - Many more involved in them
- Common injuries seen in ED include neurological injuries, skull fractures, intracranial injuries, spinal injuries, upper limb injuries and lower limb injuries
- Cyclist deaths doubled at beginning of lockdown (road.cc, 2020)
- Health benefits of cycling substantially outweigh these dangers (de Hartog et al, 2010)





ELSEVIER

Contents lists available at [ScienceDirect](#)

Transportation Research Part F

journal homepage: www.elsevier.com/locate/trf



Urban cyclists' perspectives on post-collision behaviour change: A qualitative study



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1. Introduction

With an abundance of cycling literature regarding the mechanisms and prevalence of collisions between urban cyclists and motor vehicles, to date, there has been a dearth of cycling and transportation research that has empirically pursued post-collision experiences from urban cyclists. Both substantively and theoretically, little is known about the potential psychological and or behavioural effects of experiencing a collision, and whether the post-collision experience triggers a modification (behavioural change, no change and or complete withdrawal) in urban cycling behaviour. The impetus for this paper then is to begin to fill the knowledge gap concerning urban cyclists' post-collision experiences and post-collision cycling behaviours.

Disembodied cycling collision research

- The injury, trauma, risk and fear that accompany collisions are deeply embodied and emotive.
- States sensed and lived through bodied with affective potential (Allen-Collinson, 2005).
- Yet research into cycling collisions tend to focus on objective analyses of events, exploring factors that contribute to collisions and their attributes (such as Dozza, 2017).
- Embodied aspects of collisions understood mostly as contributing to the fear of cycling (Horton, 2007) that acts as a barrier to commencing cycling - not known the impacts of maintaining cycling practices.



Questions this project seeks to explore

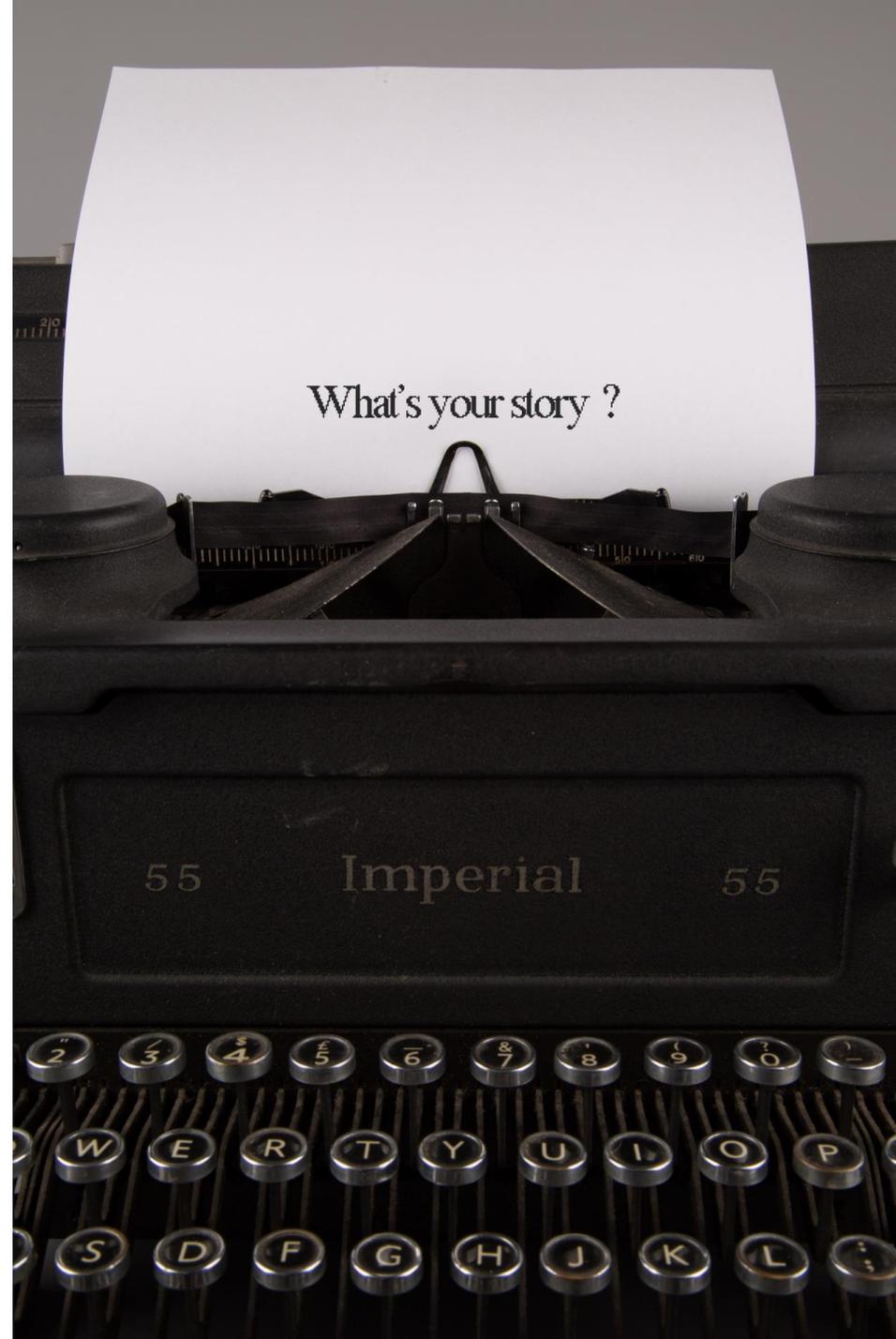
- How do cycling practices sustain, change or fall apart over time?
- What happens to cycling practices after collisions?
- How are cycling collisions and their impacts (health, recovery, legal) lived and experienced?
- What are the experiences of trying to return to cycling?
- What barriers and enablers exist in sustaining cycling practices after collisions?

Researching post-collision cycling

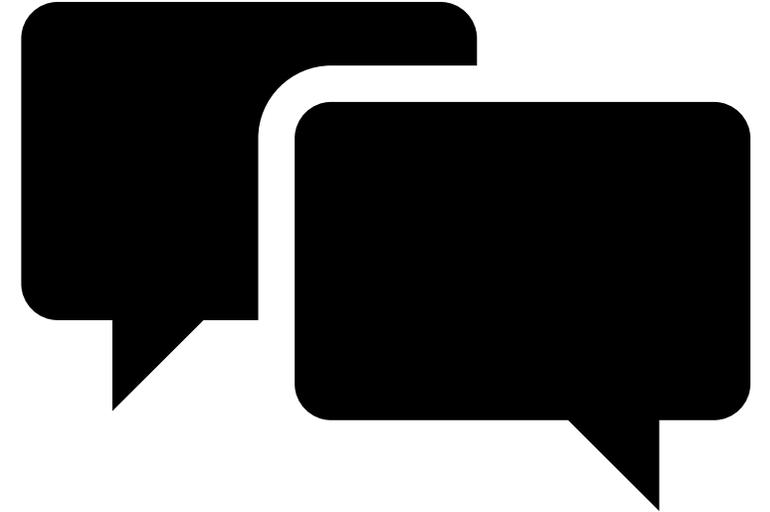
Methodology and methods

Narrative inquiry approach

- Valuable for exploring experiences with depth and rigour (Given, 2008); Wang and Geale, 2015).
- Stories are central: powerful insight into people's experiences and how they make sense of them (Allen-Collinson and Hockey, 2011)
- Narratives are mutable - emphasis on temporality and changing stories (Lewis, 2014).



Well-suited to cycling collisions



- Post-collision cycling experiences are often shifting:
 - Cyclists may not know what happened
 - Stories told by others (police, healthcare professionals, solicitors, bodies, materials) become central in their own stories and understanding -
 - Narratives are often pieced together through various 'tellings' of an event (Kim, 2016) - all feed into the experiences of post-collision cycling.
- Narratives may be further transformed by ongoing cycling, legal or health events
 - All events are understood as having a past, present and future (Lewis, 2014)
 - Transformative nature of stories and their continue unfurling

Research to date

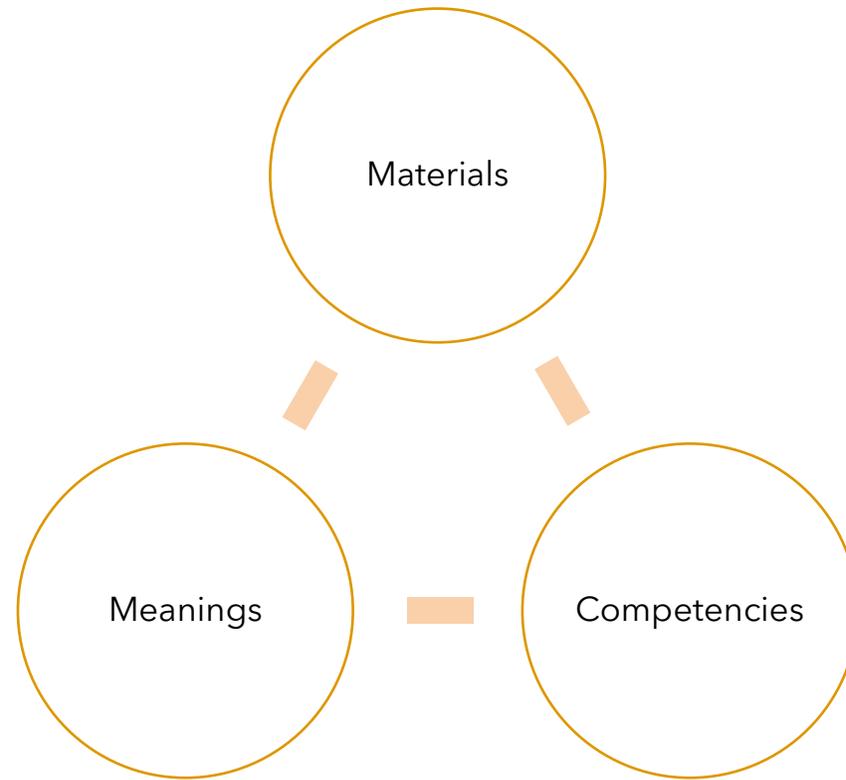
- Pilot project
- 100+ volunteers in 12 hours!
- 7 interviews & auto-narratives
- Early analysis started

- **Number of cyclists:** 8
- **Collisions with:** cars, lorries, ice, walls, tram tracks.
- **How long ago?** 6 months - 12 years ago
- **Gender split:** male 5:3 female
- **Age range:** 20-65 years old
- **Returned to cycling?**
 - Yes = 4
 - Trying to/in the process of = 3
 - No = 1

Early findings

Changes to cycling practices after collisions

Understanding changing practices



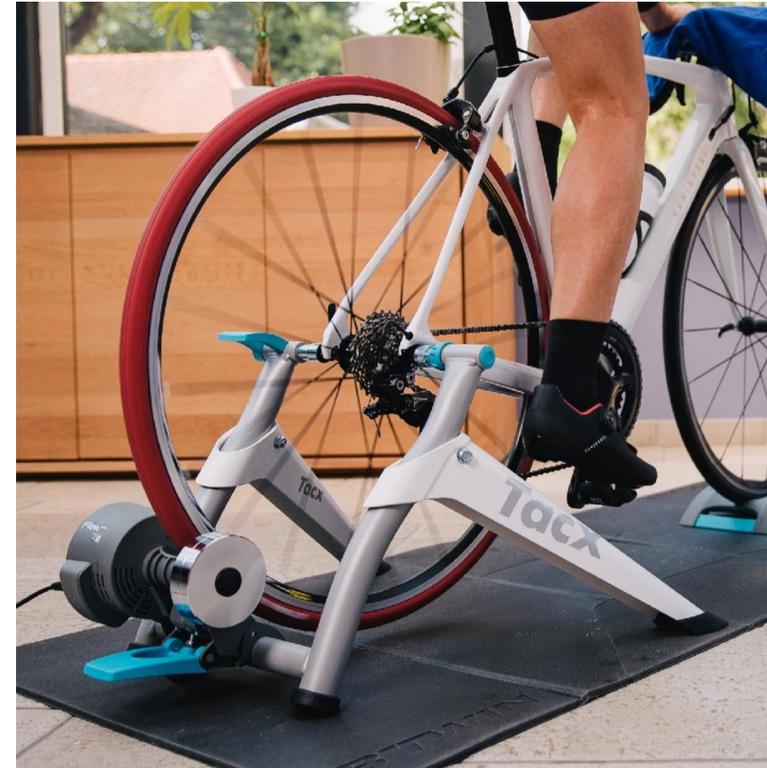
Dynamics of Social Practice (Shove et al, 2012)

Material changes

- Space-time changes
 - Quieter roads and times
 - Separated/off-road infrastructure
 - Avoiding particular sites/infrastructure
- Bike
 - Stability and safety
 - No clip in shoes
 - Disc breaks
 - Wider tyres
 - Sit-up bike
- Clothes
 - Trying not to look like a sport/confident cyclist
 - No Lyrca
- Bodies
 - Cycling with others

Competency changes

- Physical recovery and regaining fitness
 - Turbo trainer
 - Learning to cycle with new bodies
- Navigating off-road
 - Retuning mental map
 - Technology





Meaning changes

- Cycling has become riskier/more fearful
 - Counselling, confidence and experience can help
 - Can be too big of a barrier
- Love of cycling strengthening
 - Missing cycling and its benefits
 - Comparing experiences to alternatives
- Both can occur together



What next?

- Deeper analysis:
 - Impact of health and legal processes on experiences and outcomes.
 - Experiences of being back on the bike
 - Barriers and facilitators
- Identify priorities and plans for bigger project.

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Thank you.