

## After a crash--cycle safety programmes should also deliver justice



	The problem	What's needed
<b>Collision investigation</b>	<ol style="list-style-type: none"> <li>1. Investigation is inconsistent. Each police service determines its own investigation procedures. ACPO's Road Death Investigation Manual, about to be updated, is only advisory.</li> <li>2. No guidance for injury collision investigation has been agreed. Witness statements are often taken weeks, if not months, after a collision.</li> <li>3. Investigation is often minimal. No police force is known to have prioritised collision investigation, despite road deaths outnumbering homicides by 3 to 1.</li> </ol>	<ol style="list-style-type: none"> <li>1. National lead on cycle collision investigation is needed.</li> <li>2. National standards should be identified for fatal and injury collision investigation. Witness statements to be collected at scene (see Self Administered interview). Head camera evidence to be encouraged.</li> <li>3. Individual police services should publish their collision investigation Standard Operation Procedures.</li> <li>4. Fatal collision investigation reviews to consider prevention measures.</li> </ol>
<b>Coroners and inquests</b>	<ol style="list-style-type: none"> <li>1. Road death inquests are ineffective. Very few coroners make reports about cycle safety: only one about signage and three about lorry blindspots since July 2008</li> <li>2. A road death verdict has yet to be introduced. Road deaths are still classified as accident or in a narrative verdict.</li> </ol>	<ol style="list-style-type: none"> <li>1. Coroners need to be trained so as to be able to reduce risk of road deaths. Otherwise why bother?</li> <li>2. Road death inquest verdict to be introduced. Stop calling them 'accidents'.</li> </ol>
<b>Criminal prosecution</b>	<ol style="list-style-type: none"> <li>1. The number of cyclist deaths or injuries involving a criminal prosecution is not monitored.</li> <li>2. In 2010, 540 drivers were convicted of causing death. Causing Death by Careless Driving has overtaken Causing Death by Dangerous Driving, whereas the CPS expected it to be used less than 100 times per year.</li> <li>3. Prosecution is rare. In London, less than one driver a day is convicted of Dangerous Driving and less than 10 drivers a day convicted of Careless Driving.</li> <li>4. Sentencing is slight. Motoring offences (dangerous driving, careless driving, speeding, drink driving) do not mention injury and bad drivers are too rarely taken off the road.</li> </ol>	<ol style="list-style-type: none"> <li>1. Greater transparency is needed. Statistics on the number of cyclists killed and injured caused by law breaking drivers should be published.</li> <li>2. Motoring offences should be reviewed. Charging standards should be reconsidered, especially with vulnerable road users and urban areas.</li> <li>3. Road crime is real crime and needs to be deterred.</li> <li>4. Greater reliance on alternative punishment with longer, including lifetime driving bans. Vehicle confiscation should not be restricted to uninsured drivers.</li> </ol>
<b>Civil compensation</b>	<ol style="list-style-type: none"> <li>1. The number of cyclists claiming compensation is not monitored. But they are not the ones accused of staged crashes or fake whiplash claims.</li> <li>2. But they will be the ones, along with injured pedestrians, to suffer the most from the proposed civil compensation reforms. The uninsured injured will find it much harder to claim compensation with the end to 'No Win No Fee and their claims reduced by solicitor fees.</li> </ol>	<ol style="list-style-type: none"> <li>1. The impact on uninsured victims (i.e. cyclists and pedestrians) from the government's reforms needs to be reviewed. A public inquiry into stricter liability is needed, as requested by MPs at the RoadPeace APPG meeting in May 2008.</li> <li>2. Bereavement damages to be reformed. Single adults should not be able to be killed by others and there be no financial compensation.</li> </ol>
<b>Victim services</b>	<ol style="list-style-type: none"> <li>1. Families bereaved by crashes do not qualify for Victim Support until a charge has been laid, which can take months, if not longer. Injured victims do not receive any assistance from Victim Support, even those involving a criminal prosecution.</li> <li>2. The MOJ's Code for Victims excludes those injured by careless, speeding or drink/drug impaired drivers.</li> </ol>	<ol style="list-style-type: none"> <li>3. In their <i>Getting it Right</i> consultation, the MOJ is proposing £50 million more in victim services, with £30 million coming from motoring fines. This should mean that bereaved families and those injured in crashes qualify for same rights and support as other victims of crime.</li> </ol>

RoadPeace, the national charity for road crash victims

[www.roadpeace.org](http://www.roadpeace.org)

# Cyclists killed in London in 2011



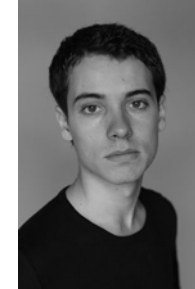
Gary Mason, 48  
British boxer champion  
Killed by a van on 6<sup>th</sup> January



Daniel Cox, 28  
Curator and Art theorist  
Killed by a lorry on 3<sup>rd</sup> February



Tom Barrett, 44  
Group Captain and Station Commander  
for RAF, OBE  
Killed by a van on 10<sup>th</sup> March



David Poblet, 20  
Actor and Environmentalist  
Killed by a lorry on 22<sup>nd</sup> March



Paula Jurek, 20  
Student  
Killed by a lorry on 5<sup>th</sup> April



Gary Taylor, 40  
Property developer and jazz  
enthusiast  
Killed by a car on 22<sup>nd</sup> April



Naoko Miyazaki, 35  
Artist winner of Open West Prize and  
nominated for Jerwood drawing prize  
Killed by a lorry on 28<sup>th</sup> April



Thomas Stone, 13  
Killed in a hit and run collision on 17<sup>th</sup>  
May



Michael Evans, 62  
Killed by a car on 29<sup>th</sup> May



Paul McGreal, 44  
Web developer for London Met Uni and  
trade unionist  
Killed by a lorry in hit and run collision on  
21<sup>st</sup> June



Johanna Bailey, 49  
Killed by a lorry on 31<sup>st</sup> July



Samuel Harding, 25  
Travel enthusiast  
Killed in a collision with a bus  
after car driver opened their  
door in his path



Min Joo Lee, 24  
Fashion Student at CSM  
Killed by a lorry on 3<sup>rd</sup> October



Brian Dorling, 58  
Worked at the Olympic site,  
motorcyclist and pedal cycling  
enthusiast  
Killed by a lorry on 24<sup>th</sup> October



Svetlana Tereschenko, 34  
Was killed on her cycle home  
from work on 11 November.



Ellie Carey, 22  
International Development  
student who volunteered time  
and money to charities  
Killed by a lorry on 2 December