

AUK – INCIDENT REPORT

Period Covered – 1 May 2016 to 30 April 2017

Executive Summary

During the above period I received a total of 66 reports from the validation team.

These ranged from slipping on a pair of cleats to broken bones in high speed crashes. It is worth noting that in the month prior to this period there was a fatality on one of our events when Richard Ellis was killed by a driver in an incident on the Dorset Coasts event.

Thankfully, none of the reports that I received during this period involved fatal or life-changing injuries. Of the 66 reports, I have categorised 49 as minor and 17 as major.

It is difficult to identify any trends with absolute certainty but I have highlighted a few notable statistics below. One thing that did stand out was the relatively small number of incidents that involved third parties (ie not also involved in the event). There were 11 such incidents as compared, to say, 26 incidents involving rider error.

There is a wide range of approaches taken by organisers when completing their reports but the form is detailed enough that they seem to end up providing sufficient information. There was one report which related to a rider not finishing due to a damaged rim and one where a rider had a stomach upset, in each case there was no actual accident so I have excluded these reports. Nevertheless, it was encouraging to see that even relatively minor incidents were being reported and I hope that this is the approach being taken by all organisers.

Methodology

I have split the report into ride lengths and within this I have included a separate category for rides of 100 miles.

I split the injury categories into:

Minor – either described as such or bruising, grazing or no injury reported

Major – ambulance called, hospitalised, broken bones etc

Serious – fatal or life-changing

I appreciate that these are not absolute definitions but they are in line with our current reporting requirements (with the addition of the further category of serious).

I also split the causes of the incidents into a number of categories:

Rider Error – riding too close to rider in front, excessive speed etc

Third party – motor vehicles, pedestrians etc

Road condition – potholes, gravel etc

Weather – wet roads, poor visibility etc

Equipment – gear failure

Analysis

A good number of the riders who were reported as having minor injuries were subsequently able to complete their rides.

Of the 17 riders with reported major injuries, the causes were as follows:

Rider Error – 8 (3 x 100km, 5 x 200km)

Third Party – 2 (1 x 100km, 1 x 300km)

Road Condition – 2 (1 x 100km) (1 x 300km)

Weather – 4 (2 x 100km, 1 x 200km, 1 x 600km)

Equipment – 1 (1 x 100km)

As you would expect, with the numbers involved, the greatest concentration of incidents is in events of 200km or less. There does seem to be a bit of a spike in events of 160km (9 incidents), as compared to the number of events at this distance.

When I first started the analysis, I included columns for tiredness and for physical issues as causal factors. Neither was cited as the cause of any of the incidents. On the longer events it seems to be weather that becomes the predominant factor (in rides of 300km and above weather accounts for 6 out of 17 reports and 1 out of the 3 major incidents, in shorter rides it accounts for 12 out of 49 reports).

Looking at the recommendations from organisers, these are predominantly that no changes are required. This is consistent with the nature of accidents. In some cases organisers state that they will warn riders to be careful on steep descents. It could be argued that this should be part of the generic advice that we offer to riders rather than being ride specific.

Action Points

We have already undertaken the principal action point that had been identified; reporting major incidents immediately online. This system appears to be working well.

The form itself seems to be fit for purpose and able to cope with the different approaches adopted by various organisers. One minor alteration I would like to make to the forms is to include the name of the event. At present only the number and start place are included but we more often refer to events by name.

We have also adopted a health and safety policy during this period and I do not see any need to make any changes to it.

The entry process for events includes some wording about the nature of the event and the self-sufficiency required. There is also some advice on riding events tucked

away in the website. We should look at linking these two pieces of advice more closely. Whilst we are not holding ourselves responsible for how riders choose to ride an event, we should perhaps be setting out some basic bits of advice.

It may be worth looking at the number of guest riders or overall riders on 160km events, which obviously have the attraction of achieving an imperial century.

Should we be introducing a self-reporting procedure for any incidents that occur during DIY and Perm rides ?

Conclusion

Any exercise like this only provides a snapshot of a particular period of time. It will therefore be interesting to see what a review of 12 months following the end of this period will bring. Any incident, particularly where there are major injuries, should be taken seriously but it does seem that the number of incidents relative to the number of riders that participate in our calendar events is low.

There were no claims against AUK's insurance policy during the period.

The absence of any clear trends towards any particular distance or causal factor suggests that there are no significant areas of concern but the steps we are taking should reassure our members that we are not being complacent about health and safety matters.

Table 1 – Distance and Causes

	Cause	Rider Error	Third Party	Road Conditions	Weather	Equipment	Total
Distance							
<100km		1		1			2
100km		9	3	2	4	2	20
160km		5			4		9
200km		8	4	2	4		18
300km			1	2	3	1	7
400km		2	2		3		7
600km		1	1	1			3
>600km							0
Total		26	11	8	18	3	66

Table 2 – Distance and injury type

Distance	<100km	100km	160km	200km	300km	400km	600km	Total
Minor	2	12	9	12	5	7	2	49
Major		8		6	2		1	17