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POST-COLLISION CYCLING PRACTICES: NARRATIVES OF EXPERIENCES AND PRACTICES FOLLOWING CYCLING COLLISIONS

Initial project report
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1. AIM OF THE REPORT

This report presents initial findings from the Post-Collision Cycling study, a pilot project funded through the BCU HELS pilot project fund 2020 – 2021. The data collection and analysis for the pilot project have been completed and the project is now looking forward with larger applications already submitted and an onward stream of work in motion. The aim of this initial report is to share the work undertaken as part of the project, some early findings and the future trajectories for the study. A later, final report will share the full findings of the study and details of the outputs and impacts that the study generated.

2. PROJECT TEAM

Project lead	Dr Simon Cook <i>Human Geographer, Birmingham City University</i>
Internal partner	Dr Natalie Walker <i>Sport Psychologist, Birmingham City University</i>
Advisory board	Prof. Rachel Aldred <i>World-leading cycling researcher, University of Westminster</i> Roger Geffen <i>Policy Director at Cycling UK</i>

3. CONTEXT FOR THE STUDY

Cycling is of increasing personal and societal significance in the UK, with the benefits of rising cycling rates well known for individual and public health, as well as decreasing transport-related carbon emissions and improving the liveability of towns and cities. Cycling also hold a central place in the lives of many who do it, being an important component of their hobbies, social relations, lifestyle and how they spend their time. Cycling is practice well-worth further supporting.

In seeking to do so, cycling research had tended to focus on supporting the commencement of cycling. As such, we know a great deal about the motivations people have for cycling, the barriers they may face to doing so, as well as interventions that may support them to start. Comparatively, we know little about what happens to cycling practices after they have started. Do they sustain, change or fall apart?

A cycling collision can be a key event in someone's life and in the life of their cycling practices, acting as a boundary situation after which courses may alter. Cycling collisions, sadly, are not uncommon in the UK. In 2020, there were 141 deaths, 4,215 serious injuries, and 11,938 slight injuries suffered by cyclists on UK roads (Department for Transport, 2021). These are likely underestimations too, as only collisions reported to the police are counted in these figures. Yet, we know very little about what happens after cycling collisions and the impacts of these experiences.

Research into cycling collisions tend to focus on objective analyses of events to understand risk factors involved and interventions that would decrease the severity or chances of a collision. The lived experiences of those involved in collision is largely absent from these accounts. The human perspective on cycling collisions and experiences of the aftermath are not well known but are crucial to explore in understanding how cycling practices evolve following collisions. The only research on this to date investigated changes to on-road behaviour of cyclists but argued that there is a *"dearth of cycling and transportation research that has empirically pursued post-collision experiences ... Both substantively and theoretically, little is known about the potential ... effects of experiencing a collision"*, calling for *"Future research ... to continue to delve into this salient area of research"* (Jachyra et al, 2015).

4. AIMS OF THE STUDY

This study aims to pick up the baton from Jachyra et al (2015), whilst also widening the scope of research into post-collision cycling. The research is interested in better understanding the experiences of the collision itself, the aftermath of the collision in terms of health, legal and life impacts, as well as the journey back to the cycling or otherwise. The aim of the study was: **To explore cyclists' narratives of post-collision cycling and associated processes/experiences to understand how/why cycling practices sustain, change or fall apart following collisions.**



5. PROJECT METHODS

Narratives have been central to understanding the post-collision experiences explored in this project. Recognising that cyclists may not know exactly what happened, the research focussed on the stories cyclists tell about their collision and post-collision journeys in order to grasp how they understand, perceive and experience such events. For comprehending the impact of collisions on cycling, these stories are invaluable. Even if they are not totally 'accurate' in their reporting of what happened, these narratives are how cyclists understand collisions which greatly impacts what they do afterwards.

Narratives in this project have been explored two main ways. Firstly, the narratives of seven cyclists were explored in interviews between May and July 2021. Secondly, the project lead undertook auto-narrative methods, exploring their own collision and post-collision cycling experiences through journaling and artefact analysis. The sample was purposefully diverse, seeking a range of collision experiences and outcomes, as summarised below.

Number of cyclists:	8
Gender split:	Male = 5
	Female = 3
Age range:	20-65
Number of collisions:	1-5+
Collisions with:	Cars, lorries, ice, walls, tram tracks
How long ago was the last collision:	6 months – 12 years
Did it involve health processes?	Yes = 7
	No = 1
Did it involve legal processes?	Yes = 3
	No = 5
Returned to cycling:	Yes = 4
	Trying to/in the process of = 3
	No = 1

The interview and auto-narrative material have been combined and analysed using thematic analysis. This has resulted in some key initial findings (below) that will form the basis of future applications to study this topic further and will be further analysed to inform publications and the wider sharing of the conclusions from the project.

6. INITIAL FINDINGS

The study revealed the complexity and significance of post-collision experiences and their impact on future cycling practices. Each cyclist had a unique story to tell and the trajectories from collision back to cycling or otherwise were multiple. Here, brief summaries of the most prominent ideas, themes or issues that cut across many of the narratives will be presented. For brevity, supporting quotes will not be provided. These will feature in future publications and the final project report, as will deeper analyses of the overviews presented here.

6.1 COLLISION EXPERIENCES

The collision stories shared in the study generally recounted two types of experience. For those who were conscious during their collision, fear, anticipation, pain and emotional distress characterised their experience. Thoughts and actions turned to survival and self-preservation once the impact had ceased – the need to get help, out of danger or to preserve ‘evidence’ variously featuring in the accounts shared in the research. For those who were unconscious during the collision, a different sort of experience was told. This was characterised by details of the journey as far as they could remember and then a blank, a coming to, and an uncertain, almost anaesthetised experience as they become aware of the situation they are in. This was generally reported as a confusing and scary or numb and withdrawn experience, depending on their state.

Common across many of these stories were sensory manipulations or disassociations in which cyclists described events that seemed to occur in slow motion or as out-of-body. The feeling of observing events as an onlooker rather than being in it was described by multiple participants.

After the impact or ‘coming to’, cyclists’ stories tended to turn to the immediate aftermath, explaining (to the best of their knowledge) the various happenings and interactions with others that led to police, ambulance, family/friends being informed and events that led to either the continuation of their journeys or their diversion to hospital. The immediate impact of cycling collisions beyond cyclists themselves is visible in these stories and is a recurring theme in the study.

6.2 KNOWING THE COLLISION

For those conscious throughout the collision, what happened was mostly already known. For those unconscious, however, the process of coming to know the collision and the experiences of being unknowing formed important aspects of the post-collision period. Confusion, frustration, fear and on occasion obsession were reported in the study as cyclists attempted to find out what happened and piece together the events. This was often done by stitching various clues together to get a sense of what happened, more 'best guess' than a certain answer. The stories told by those at the scene, by police, by healthcare professionals, by interpreting their injuries and damage to property, as well as footage from action cameras, CCTV or dashcams all fed into how cyclists knew their collisions. This resulted in an evolving narrative that cyclists held about their collision. A resigned coming to terms with not knowing was also discussed by many in the study. The need to know everything that happened subsided and a position that it may be good not to know everything was often settled on. Being an unknowing subject is an important aspect of post-collision experiences that would benefit from greater attention.



6.3 HEALTH EXPERIENCES

For most of the cyclists in the study, their collision required some form of engagement with health services. This ranged from walk-in centres, to ambulances, A&E, surgery, in-patient stays, physio, counselling and other recovery services. The experiences recounted were diverse but all pointed to a) the physical and psychological health implications of cycling collisions and the experiences of ill-health, b) the importance of recovery (physical and psychological) in enabling a return to cycling and regular daily activities, c) the hard work of recovery and the labour required to ameliorate, d) the impact of healthcare professional's attitudes towards cyclists in collisions on their post-collision experiences, and e) the tolls that recounting 'what happened' repeatedly to multiple healthcare professionals can take. For some in the study, health services were vital in supporting their recovery, while others were ambivalent, and for others still they were an additional source of trauma. Further attention is needed to post-collision healthcare experiences and particularly what it is like to be a cyclist in healthcare systems.



6.4 LEGAL EXPERIENCES

Though not an experience for all in the study, the impact of legal processes on the post-collision period is significant. Through both police and civil/solicitor proceedings, the liability, legality, and value of collisions are assessed. These are not neutral processes and participants in the study reported the various impacts it had on them. Most notably, legal processes had the potential to extend the life of the collision and cause re-traumatisation. Often legal cases are not finalised for multiple years after the collision itself, restricting the ability of cyclists to 'move on'. This was compounded by the need to continually recount what happened, to relive experiences, to share their stories, to ensure these always 'matched up' despite the evolving nature of cyclists' own narratives, and the physical and psychological assessments needed to quantify suffering and assign value to it. At times, participants in the study also reported an uncomfortable misalignment in priorities, particularly with personal injury processes. They were often undertaken with a desire for justice, reimbursement and further rehabilitation opportunities but encountered a priority of maximising the value of claims. For some cyclists, they just wanted proceedings to end, regretted undertaking them and on occasion, even stopped them.

Cyclists are generally less involved in police proceedings than solicitor ones, but their impact can be just as significant. Many discussed how police proceedings served to downgrade or even invalidate their experiences. On occasions, the police could not prove a crime had been committed in order to prosecute, despite cyclists feeling very certain that one had been committed against them. On other occasions, evidence of liability was lacking and cyclists found themselves under investigation despite adamant they were not to blame. Others still found it difficult to persuade the police to investigate. This was commonly related to cyclists' relatively good health outcomes (i.e. they didn't die) meaning the case was not a priority for a stretched police force. Such unsatisfactory responses from the police variously led to frustration and infuriation among people in the study, which not only punctured their sense of justice and belief in the legal systems but also functioned to undermine and invalidate their experiences. Understanding legal responses to cycling collisions and the experiences of cyclists in the legal systems is important for future research to investigate further.

6.5 MULTIPLE, ENTANGLED TRAUMAS

Especially for those whose collision catalysed health and legal proceedings narratives around the multiple and entangled traumas emanating from the collision were shared. While there is a clear epicentre to the traumas discussed in the research (the collision itself), these reverberated in many aspects of the post-collision experience, causing aftershocks and secondary traumas in a variety of places. The experience of being in hospital and undergoing procedures was a cause of trauma, as was the (at times) negative attitudes of healthcare staff to cyclists. Legal processes could be similarly traumatic as the investigations probed cyclists' bodies and stories, necessitating a reliving of events and a co-opting of their narratives into quantified medio-legal discourses. Other reminders of the collision could also lead to re-traumatisation. Participants in the study discussed various triggers that returned them to the collision, be it seeing other cycling collisions, experiencing similar physical sensations to the collision, or being reminded of the changes to their bodies caused by the incident. Lastly, returning to cycling itself was another source of trauma for some. For many in the study, these traumas were entangled and inseparable, with the effect of stretching out the trauma across space and time. This is not trauma simply contained to the realm of cycling but one that punctuates and marks life experience more widely.



6.6 IMPACTS ON DAILY ACTIVITIES

The severity of some cyclists' injuries and the long recovery durations meant that the collision had a marked and enduring impact on their daily activities. Mobility issues, psychological stresses and recurring pain impacted some participants' ability to work, live independently, engage in their usual hobbies and care for themselves. While the diversity of impacts on everyday living are too numerous to highlight here, some of these were great enough that reports of changing jobs, moving house and changing living situations were shared in the study. This demonstrates the potential of cycling collisions to be life-changing, to be defining moments in people's lives (not just their cycling lives), and transformative in every aspect of people's existence. They deserve attention and action.

6.7 IMPACTS ON LIFE OUTLOOKS

As well as impacting how people live their lives, cycling collisions can also transform someone's sense of self and outlook on life. Particularly apparent in the narratives of those who feel let down by legal processes, the impact of the collision and its aftermath on people's sense of justice, their trust in people and systems, and their sense of fairness was palpable in many of the stories shared in the study. For some, their cycling collision and its aftermath changed how they relate to people and to institutions, changing who they are and their outlook on life in the process.



6.8 IMPACTS ON MOBILITY

For many cyclists in the study, mobility changes were required or desired in the post-collision period, especially when cycling was their predominant commuting or transport mode. For some in the study, this was no problem and though they may have missed cycling, there were benefits to be gained from switching to an alternative mode that were not found in cycling (such as the ability to read/watch/listen to things on public transport). For others, the experience of other modes brought into clearer focus what they missed about cycling, finding the alternatives less desirable in comparison, with some participants even expressing a grief over the loss of their cycling practice. A few in the study reported knock-on impacts from the collision into other transport modes. Common here, was the difficulty some expressed in driving or being a passenger. The collision had catalysed not just a fear of cycling but a fear of being in the road and sharing space with vehicles. This was often a triggering experience or one characterised by hyper-awareness and a lack of trust that the rules of the road will be followed, that cars will stop when they should. This experience was acute enough among some participants that their driving practices have ceased too, occasionally spurred by a belief that another collision is likely, and they do not wish to cause the damage to someone else they had experienced. The impact of collisions can reverberate around in mobility practices beyond just the modes in use during the collision.

6.9 IMPACTS ON CYCLING ADVOCACY

Despite the increased fear of cycling that many participants communicated, an increase in passion and advocacy for cycling was also discussed. This had both pro-cycling and anti-car strands to it, and emerged from the absence, yearning and return of cycling in their lives, as well as the perceived injustices emanating from the collision. In some stories, these strengthened their belief in the value and societal importance of cycling, as well as the disbenefits associated with current automobility hegemony. In cases, this led to greater advocacy for cycling, both formally and informally.

6.10 IMPACTS ON OTHER PEOPLE

The cyclists in the study were acutely aware that the collision did not only impact them, with families most significantly affected. The collision and recovery often placed caring demands on family members and restricted other aspects of their lives until recovery has been achieved. However, it also impacted psychologically, causing forms of secondary trauma and distress from seeing their loved ones suffering and contemplating their closeness to death. Vicarious trauma was also reported in the study, with some cyclists explaining the (greater) fear of cycling family members and children had developed since their collision. Collisions appear to impact the prospects of cycling practices beyond just those involved. Others reported further knock-on behaviour changes of those they know, both cycling behaviours (such as around helmet use) and behaviours when encountering cyclists (such as giving more space when passing them in a car) were discussed.

These wider impacts are notable in themselves but also feed into cyclists' post-collision cycling practices. In deciding whether to return to cycling, or at least try, many participants in the study discussed greater concerns regarding the implications such a decision would have on their family. They have seen the impacts collision can have on them, a burden that is carried into considerations of cycling again. The known risks of cycling are now greater having seen the extended impacts it can cause. Conversely, family support can be integral to getting back in the bike, and particularly when vicarious fears have been reported, cyclists discussed wanting to get back to cycling for other people more than themselves. They did not want their fear to pass onto others. This is an important aspect of post-collision cycling practices that requires further study.



6.11 BARRIERS TO RETURNING TO CYCLING

Various barriers to returning to cycling were evident in the stories shared by research participants:

- Most immediately, the majority of cyclists in the study have physical health barriers to cycling, injuries that needed treatment and recovery. For some, cycling was actually part of this and contributed to rehabilitating injuries and improving fitness that enabled a fuller return to cycling.
- Psychological issues were also common among participants in the study, with greater fears, anxieties and instances of PTSD present regarding both cycling and the impacts another collision could have.
- Some older participants in the study also reflected on age being a potential barrier, with physical recovery being more difficult and the value of that recovery less pronounced when reaching an age when their cycling may have ceased regardless of the collision.
- For some whose bikes were damaged in the collision, the lack of access to a cycle proved a barrier, especially in cases where compensation was required in order to replace the bike. As such, prolonged solicitor proceedings also proved a delaying barrier for some.
- Related to the psychological issues and increased fears of cycling among vehicles, the lack of cycling infrastructure and the lack of understanding drivers have about and to cyclists was also raised as a barrier by some in the project. The need for safer and often segregated cycling spaces were desired post-collision to help overcome this.
- Family could also be a barrier to returning to cycling for some. Both fears families have about the cyclist getting back on the bike and the worries cyclists hold about the impacts another collision would have on their family weighed heavily for some in the study, preventing a return to the bike.

For some, these barriers were too great and their cycling practices have halted post-collision. For others, these were aspects that needed to be overcome in order to return to cycling as fully as they would like.

6.12 CHANGES TO CYCLING PRACTICES

For those who have returned to cycling or are attempting to, various changes to their cycling practices were discussed in the project, highlighting aspects that can help enable a return to the cycling:

- Some cyclists in the study fundamentally change why and when they cycle following the collision. Most commonly, this was a decline of utility, transport and commuting cycling, restricting cycling to the realm of leisure, pleasure and recreation. This caused changes to the frequency, intensity, spaces and times of their cycling, generally happening less often, more slowly and in quieter spaces and times. Some cyclists' stories demonstrated this as a way back to their pre-collision practices while for others it represented a more permanent pivot.
- Re-routing and choosing to cycle in less busy spaces and places were a common change to cycling practices, even if maintaining the function cycling had pre-collision. This could emerge from a desire to avoid particular spaces (such as the collision site) and particular infrastructure (such as busier roads or difficult junctions) or for seeking particular infrastructure/spaces, commonly segregated cycle infrastructure or back streets. Stories were also shared of avoiding cycling in inclement weather or in the dark, as well as some who sought busier places to cycle due to the surveillance and support of passers-by should another collision occur.
- Changes to the bike cyclists rode were often desired or required following collisions. While some reported no change to the type of bike they sought, others shared stories of different priorities in a bike and significant research to identify suitable options. These included prioritising safety and stability over speed, such as wider tyres, disc brakes, more upright positions; prioritising flexibility, such as a fold-up bike in case alternative transport was required; and deprioritising higher-specification (and higher value) bikes due to the less frequent and decentralised position cycling may have post-collision.

- Stories of other material changes were also shared. In some instances, this was an increase in safety equipment (such as reflective clothing, lights, helmets and cameras), in others it was a move away from clothing associate with 'sport' cycling (notably Lyrca) and towards wearing everyday clothes when cycling, reflecting both the transformed role of cycling post-collision and a belief that drivers may respond differently if they looked like a person on a bike rather than a cyclist. Multiple people in the study also reported avoiding using cleat shoes post-collision, to avoid being clipped into the bike should another incident arise.
- Changes to cycling behaviours were commonly shared in participants' narratives, altering what they do when cycling on the road. Generally, this related to reducing behaviours that may put them in greater danger or make it more difficult to react if needed. Many cyclists in the study reported cycling more slowly, taking the primary position less commonly, avoiding filtering past cars in queues, checking brakes more regularly, and taking extra caution at junctions among others. There were also more subconscious behaviour changes resulting from the collisions, including a hyper-awareness, leading to increased scanning of surroundings while cycling and greater hesitancy in making manoeuvres and encountering vehicles.
- A couple of cyclists in the study also reported taking up memberships with British Cycling or Cycling UK, or taking out cycling insurance following the collision to provide them with greater cover and legal support should another incident arise.



6.13 EASING BACK INTO CYCLING

The changes to cycling practices were not always permanent and a narrative of easing back into cycling was common among cyclists in the study. This often entailed building up distance and time on the bike, as well as increasing exposure to the volume and speed of traffic. Cyclists in the study expressed how this helped develop their fitness and confidence when cycling following the physical and psychological impacts of the collision. Other considerations here were initially cycling with other people, in good weather only, on flatter ground and in the light. A turbo trainer featured in many participants' journeys back to cycling, enabling them to be back on a bike in their own surroundings and to reacquaint their (sometimes broken and reconfigured) bodies with being back on a bike. This helped rebuild their cycling skills and fitness before moving onto the roads.

6.14 EXPERIENCES OF POST-COLLISION CYCLING

The experience of cycling again after the collision was often a mixed emotional bag. While some found it an unremarkable experience, many found their first cycles (particularly in the road space) to have unenjoyable, scary and even traumatic elements as they encountered their fears and aspects present in the collision. Some found they were angrier and less tolerant towards drivers and a few remarked on how their perception of what was safe or acceptable (such as passing distances) had narrowed, meaning more encounters felt unsafe than prior to the collision. This was often worsened by the hyper-awareness many cyclists had. However, cycling again was also a source of joy and pride for cyclists in the study: Joy at re-experiencing a practice they enjoyed and had missed, rediscovering the physical and mental pleasures of cycling, and finding their bodies remembered how to do it as muscle-memory kicked in; Pride in finding something scary but doing it anyway and a narrative of not being defeated by the collision (and any associated injustices), that they didn't let the collision stop them doing something they loved. Experiences of post-collision cycling were often emotionally, sensorially and psychologically intense with frequently contrasting experiences contained within a single cycle. How such experiences evolve with time is an important element for future research to explore in better understanding post-collision cycling practices.

6.15 FACILITATORS OF RETURNING TO CYCLING

The stories cyclists in the study told about their post-collision cycling experiences revealed some common aspects that helped facilitate a return to cycling. These were not present for all in the research but may point to valuable steps for others who experience cycling collisions:

- Counselling services and therapy techniques, such as cognitive behavioural therapy, were accessed by several in the study to assist in overcoming psychological issues stemming from the collision, including fears, phobias and PTSD. The usefulness of such interventions seemed variable in the study but most appreciated the role they had in rationalising unhelpful thoughts about cycling and in pushing them to challenge those thoughts and expose themselves to their fears.
- Cycling with others was a very common facilitator in participants' journeys back to the bike. This presented as both cycling with family/friends and in joining organised cycling clubs and groups. The presence of others not only helped encourage participants' cycling post-collision but was valued as a safety precaution too through safety in numbers and other people being on hand should another incident occur or the cyclist was triggered/overcome by something they encountered on the cycle.
- A good (however defined) bike was discussed by a few in the study as a facilitator of their return to cycling. Not only did this provide them with the tools to better overcome their fears (such as disc brakes for improved stopping) but became a motivator for cycling itself. Especially for those interested in cycling material culture, having a nice bike meant the desire to ride that bike increased and supported a return to cycling. This facilitator can have economic barriers to employing, however.
- The support of friends and family also proved important, especially when cyclists were holding other people's fears alongside their own when contemplating returning. The encouragement of their friends and family helped alleviate some of that burden and helped people in the study to focus on what they enjoyed about cycling prior to the collision.
- Positive cycling experiences were a very important facilitator of sustaining a return to cycling. Many participants expressed how experiencing a cycle ride with no issues, where their fears were not founded but where they were exposed to the positives of cycling again served to reinforce their desire to return to cycling fully and that it would be possible to do so.

Alongside the changes to cycling practices noted in 6.12, these steps and experiences help facilitate a partial or full return to cycling for many participants in the study and may prove a useful resource for those involved in a cycling collision in the future.

6.16 ROLE OF CYCLING BEFORE THE COLLISION

The role that cycling had in cyclists' lives prior to the collision was varying and seemed to impact post-collision outcomes too. For those who cycling was more central aspect of their life (whether that be for sport, utility, exercise, touring or cycling material culture) tended to have a stronger desire to return to cycling after their collision. The love they had for cycling and centrality of it to their lives meant it was too important for them to not (try to) return to. The risks of cycling's absence in their life outweighed the risks from cycling for them. Where cycling's place in someone's life was not so central, where it may be a more pragmatic practice, one enjoyed but not loved and where its role could be fulfilled by something else, the desire to return was weaker. The risks from continuing to cycle often outweighed the benefits of cycling in such instances.

6.17 NON-LINEAR PROCESS

While a straight progression from the collision back to cycling was reported by some in the study - where their cycling only increased and improved - most recounted non-linear post-collision experiences. Reflective of the dispersed and at times unpredictable nature of the physical and psychological impacts of cycling collisions, as well as the broader factors that can impact cycling practices, such non-linear returns to cycling featured various starts, stops, stalls, progressions, regressions and spirals as the rhythms of post-collision cycling waxed and waned. The journey back to the bike is not always a simple, straightforward one but can feature many arcs and restarts that prolong the return to cycling and which in themselves can be emotionally and physically traumatic

6.18 IMPACTS OF THE RESEARCH ON PARTICIPANTS

Despite the potentially sensitive nature of this research and psychological risks it posed to participants, a strong sense of catharsis was shared in the interviews. The space and time to reflect further on the collision and share stories with people with similar experiences was welcomed by those in the study, who appreciated the chance for to talk about their experiences and to be listened to. New perspectives, insights and considerations were regularly commented upon as was the therapeutic potential of the interviews.



7. EARLY DISSEMINATION

Initial findings and reflections on the research have already been shared at three international conferences, as well as an internal BCU conference over the second half of 2021. These have reinforced the importance of this research, provided new ideas for how the study could develop and where the findings could have meaningful impact. Details, links and materials to these presentations are available below:

1. Crash: Disarticulations of a cycling accident. Presented at Royal Geographical Society-Institute of British Geographers Annual Conference 2021, online (31 August–3 September 2021) in the session 'Disarticulated Subjects (2)'.
 - [Video of presentation](#)
 - [Extended transcript of presentation](#)
2. What happens after cycling accidents? Researching post-collision cycling practices. Presented at Centre for Life and Sport Sciences Annual Conference, BCU, online (15 September 2021).
 - [Video of presentation](#)
3. What happens after crashes? Narratives of post-collision cycling practices. Presented at Cycling & Society Annual Symposium 2021, online (16–17 September 2021) in the session 'Spaces for Cycling'.
 - [Video of presentation](#)
 - [Video of panel discussion](#)
4. Getting back on the bike? Post-collision cycling transformations. Presented at Australian Mobilities Research Network Symposium, online (6–7 December 2021) in the session 'Embodiment'.
 - Video of presentation and panel discussion forthcoming

8. NEXT STEPS FOR THE PROJECT

As a pilot project, the study sought identify priorities and areas worthy of further exploration through a larger research study, and which onward discussions/collaborations may investigate further. To these ends, the following next steps have already commenced:

1. Larger research project

- An application for a 3-year research and public engagement fellowship been made, with other grants identified if unsuccessful.
- This proposed programme of work includes broadening the research to include a national survey of cyclists involved in collisions and engaging more widely with cyclists' stories through an additional 20 interviews.
- The public engagement programme of the fellowship includes a podcast, a co-authored children's book, guidance and advice for cyclists and their families, and various other summary reports/videos aimed at stakeholders.
- The academic dissemination includes plans for 3 journal articles and a book on post-collision cycling experiences.

2. Trauma and Cycling workshop

- Emerging from discussion at the Cycling & Society Annual Symposium, I am co-organising an international workshop on the themes of cycling and trauma with Dr Esther Anaya-Boig from Imperial College and hosted by the Cycling & Society Research Group.
- Trauma rarely features in research into cycling and the workshop seeks to catalyse interdisciplinary and inter-sector discussions about the multiple intersections they may have, setting the agenda for this new area of scholarship. Ongoing conversations and collaborations are intended to emerge from the workshop.
- The workshop will take place online on 23rd March 2022 14:00 – 16:30 and feature contributions from over 20 participants spanning multiple disciplines, sectors and continents.
- The workshop will be recorded and key themes shared, including at the Cycling & Society Symposium 2022.

3. Publications

- Various academic publications are planned from the study but are currently on hold until the outcomes of research grant applications are known.
- If successful, the findings from the pilot project will be combined with those from the larger project in journal articles.
- If unsuccessful, articles based on the pilot project will be drafted over 2022.

9. Contact

Questions and queries about the study can be directed to:

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Jachyra P, Atkinson M and Bandiera G (2015) Urban cyclists' perspectives on post-collision behaviour change: A qualitative study. Transportation Research Part F: Traffic Psychology and Behaviour 31: 133–145. DOI: [10.1016/j.trf.2015.04.004](https://doi.org/10.1016/j.trf.2015.04.004).

