



ECF gratefully acknowledges financial support from the European Commission.



Cycling Road Safety and EU Policy

ECF, Velo-city Dublin

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ECF - What we do



Advocating for cycling with institutions world wide



Implementing change through projects and exchange platforms



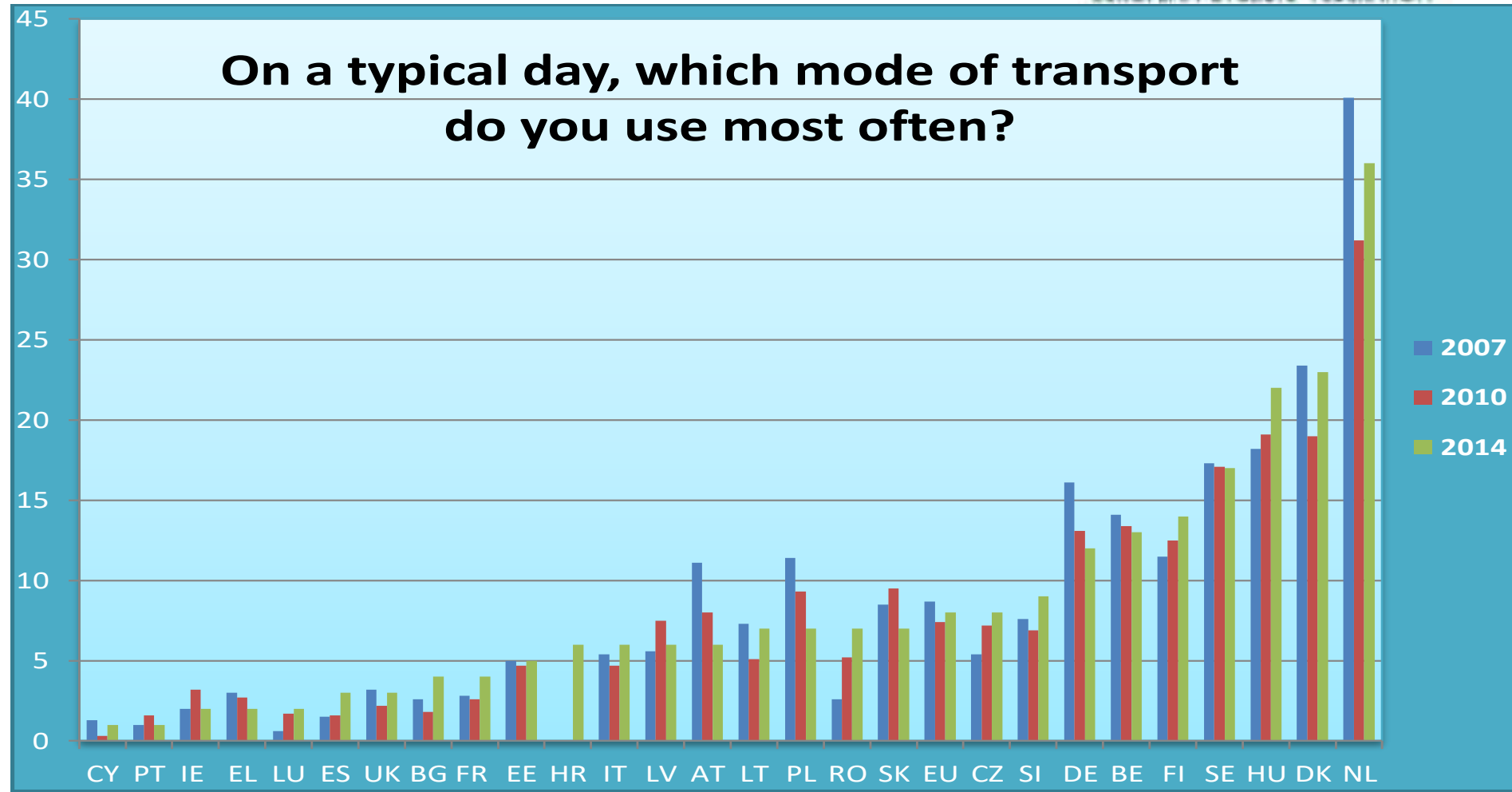
Producing factual evidence on cycling



State of cycling in EU: cycle use

8 % EU average
[36/40% NL]

= 0.32 cycle trips
pp/day or 160
million cycle
trips/day across
EU



Eurobarometer survey (2014) results – cycling modal share per EU Member State in %



State of cycling in the EU: Safety

Year	Car	Moped	Motor cycle	Pedal Cycle	Pedestrian	Other	Total known
2007	20.013	1.552	5.875	2.686	8.281	2.646	41.053
2008	18.968	1.496	5.315	2.529	8.069	2.426	38.804
2009	16.757	1.260	5.195	2.311	6.937	2.198	34.658
2010	14.928	1.107	4.560	2.075	6.264	2.030	30.966
2011	14.095	994	4.553	2.054	6.230	1.914	29.841
2012	12.809	916	4.023	2.152	5.645	1.793	27.338
2013	11.581	743	3.857	2.000	5.595	1.692	25.469
2014	11.500	734	3.819	2.115	5.610	1.719	25.496
2015	11.873	717	3.937	2.030	5.346	1.789	25.692
2016	11.819	677	3.630	2.037	5.401	1.710	25.274
Overall reduction	41%	56%	38%	24%	35%	35%	38%

Source: CARE database, data available in May 2018

Subsidiarity – a key principle

Under the principle of subsidiarity...the Union shall act only if...the objectives of the proposed action cannot be sufficiently achieved by the Member States...but can rather...be better achieved at Union level.





ROAD SAFETY

European Commission > Transport > Road Safety > For the specialist > Policy

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- [USERS](#)
- [TOPICS](#)
- FOR THE SPECIALIST (ENGLISH ONLY)**
 - [Policy](#)
 - [Toolbox](#)
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 - [Road safety knowledge base](#)
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- TAKE PART**

EU Road safety policy

Driving licence	Transport - training	Vehicles - type approval
Enforcement in the field of road safety	Transport - working conditions	Vehicles - registration
Alcohol, drugs and medicines	Transport - tachograph	Vehicles - front protection of vulnerable users
Road infrastructure	Transport - check of the working	Vehicles - safety belts and other restraint systems
Emergency calls	Transport - check of the working	Vehicles - tyres
Accident data collection	Third countries driver attestation	Vehicles - daytime running lights
Units of measurement	Transport of dangerous goods	Vehicles - blind spot mirrors
		Vehicles - conspicuity
		Vehicles - weights and dimensions

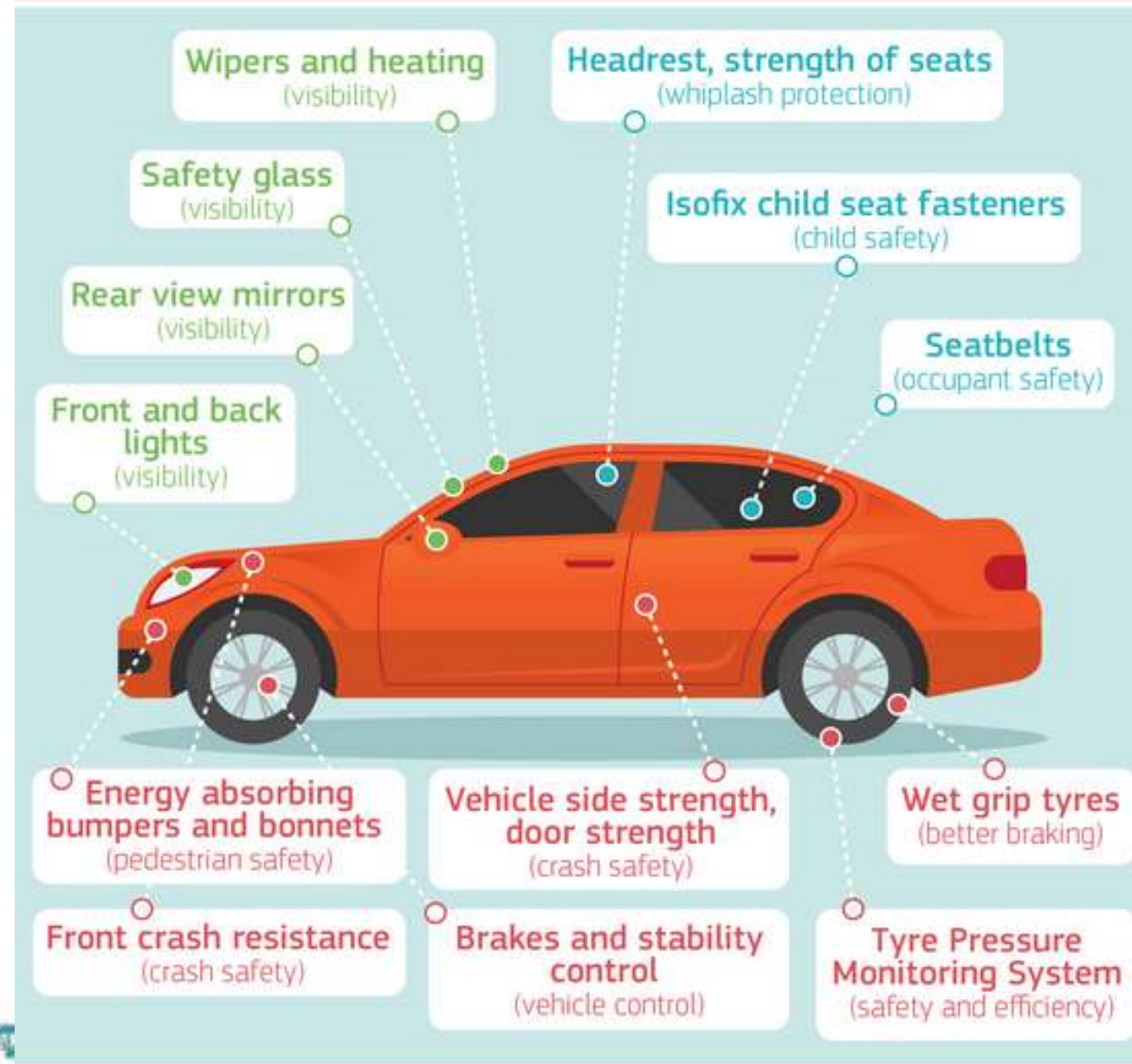
Safer Vehicles

General Safety Regulations

Pedestrian Protection Regulations



Main car safety features covered by EU rules today



WHAT IS INTELLIGENT SPEED ASSISTANCE?

1. Car receives position information via GPS and current speed limit from a digital map. Can also be combined with video camera sign recognition.

2. Speed limit is displayed on the dashboard.

Driver can override system by pushing harder on accelerator.

3. Car helps driver not to speed when speed limit is reached.



Source ETSC

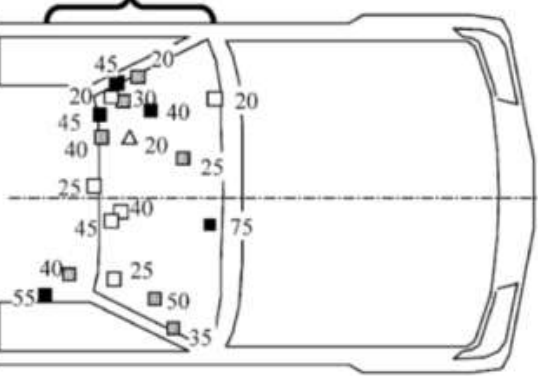
- Intervening/Haptic feedback – this is essential; not just warning
- reduce collisions by 30% and deaths by 20%
- On from the start but overridable



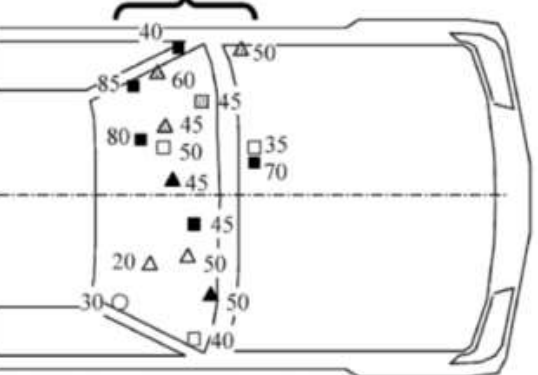
AEB and Pedestrian/Cyclist Protection



Bicyclist head impact locations



Pedestrian head impact locations



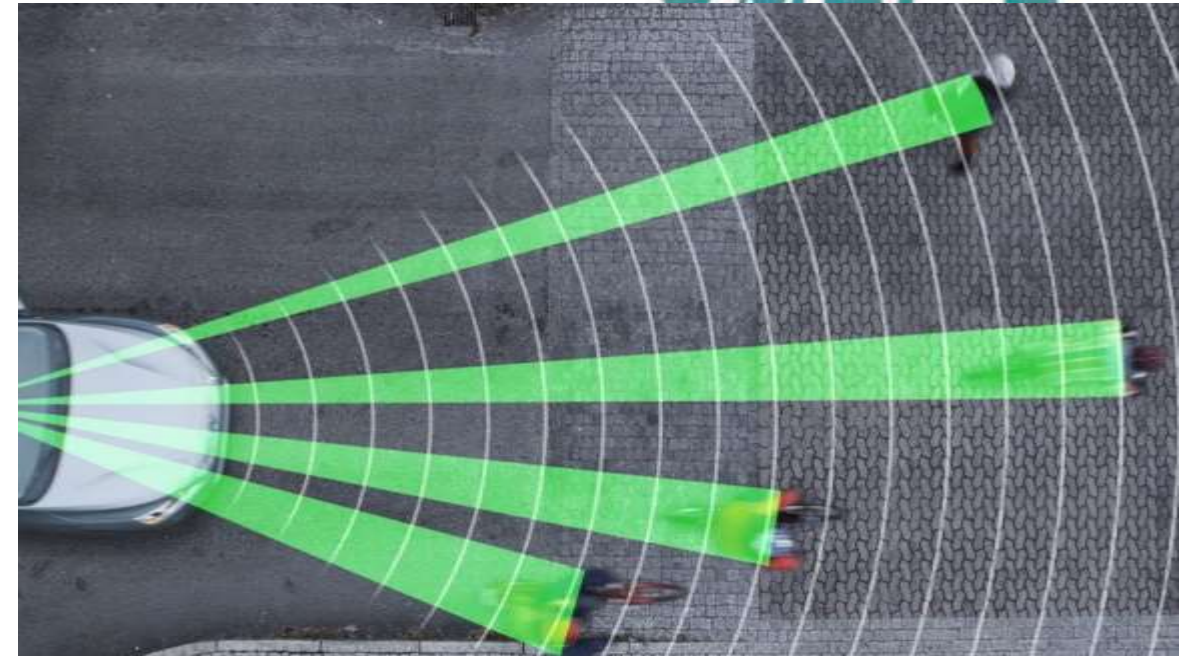
Height

- 150 cm or over
- under 150 cm
- △ unknown

AIS

- Fatal (6, 5)
- ⊙ Serious (4, 3)
- Minor (2, 1)

Numbers indicate the vehicle impact velocity determined from an analysis of skid marks and other detailed accident data (km/h)



Bonnet Design

- Higher testing procedures
- Better materials
- Inclusion if SUVs

Autonomous Emergency Braking

- Year later than pedestrian
- Only forward ahead
- This is not a panacea!!





HGV/trucks turning assist and vision



Road Infrastructure Safety Management Directive and Cycling Safety



Scope: TEN-T roads (trans-European network)



No alternative: bridges



EuroVelo 7 on E6/E20 bridge across river Lagan, Sweden

No alternative: bridges



Camino del Norte on A8/Puente de los Santos, Spain

No alternative: border crossings



Kalotina – Dimitrovgrad, only reachable by motorway

TEN-T roads crossing densely populated urban agglomerations



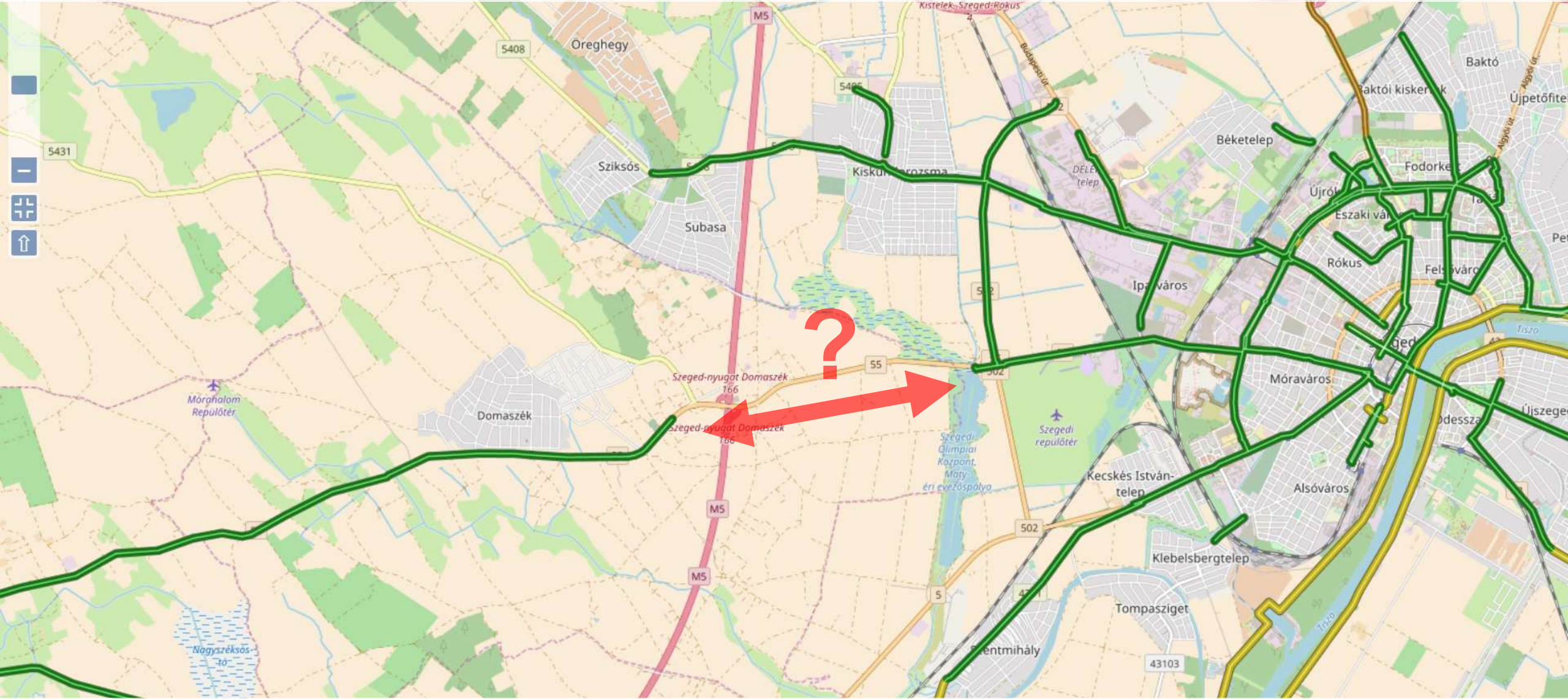
200-400 cyclists/hour on a cycle path next to the S8 expressway, Warsaw

Challenge: interchange areas



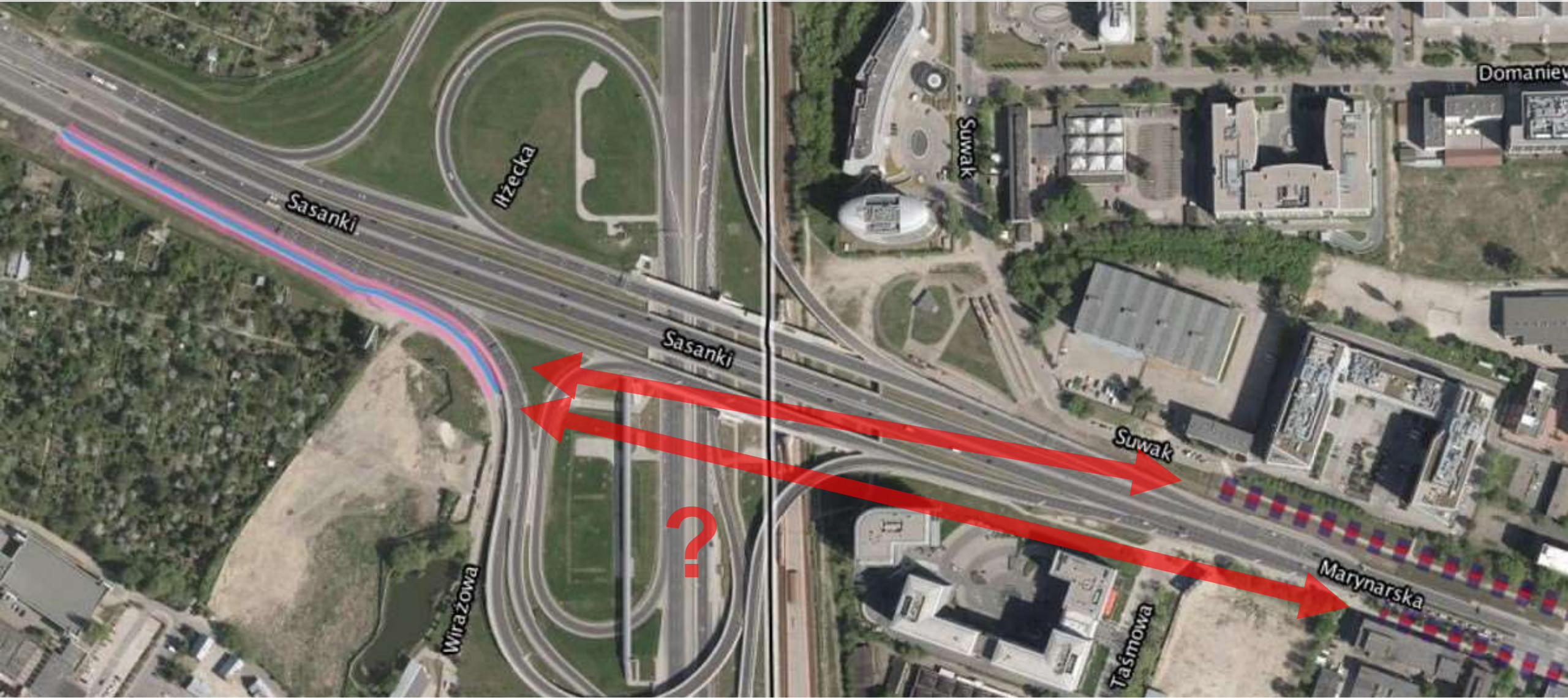
E20, suburbs of Gothenburg, Sweden

Cycle infrastructure missing in the interchange area



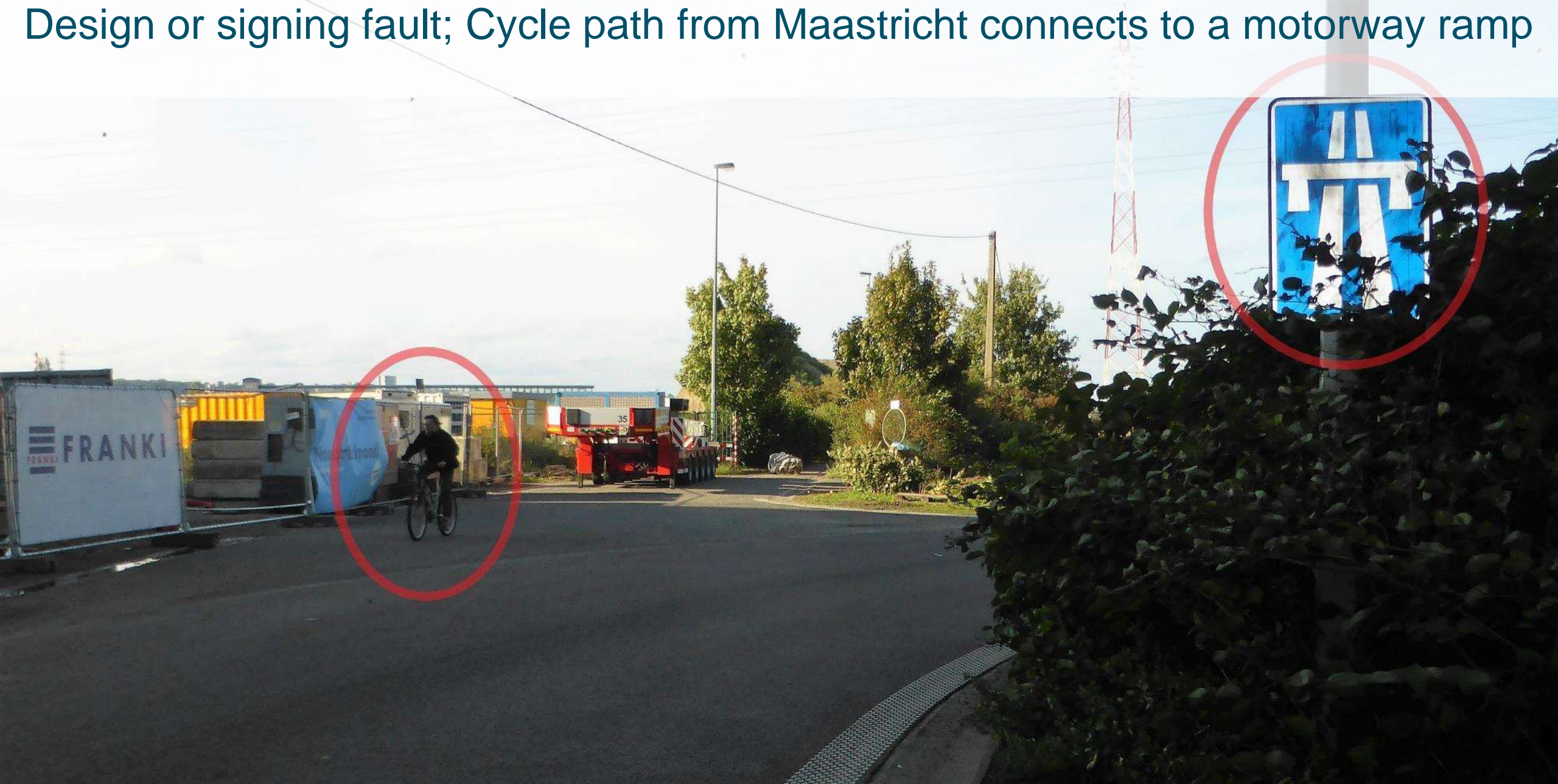
M5 motorway near Szeged vs EuroVelo 13, Hungary

Cycle infrastructure missing in the interchange area



S79 in Warsaw, Marynarska interchange, Poland

Design or signing fault; Cycle path from Maastricht connects to a motorway ramp



Lixhe on E25/A25 between Maastricht and Liege

Saint Giljan tunnel, Malta: sidewalk for pedestrians and cyclists



We also need to know **how** to take into account the needs of cyclists



Minimum quality criteria for cycling infrastructure

A cycle highway *along* a motorway



European Commission Proposal



- Needs of cyclists have to be taken into account in the implementation of the directive procedures (new article 6b)
- Significant extension of scope – to include ‘primary roads’
- Provisions for cyclists included in Road Safety Audit of draft designs
- Network-wide Road Assessment includes collecting data on cycle facilities, existing and potential cycle traffic

How to improve - **Important if scope to be extended**

- Minimum quality requirements/guidelines for cycling infra
- Active mobility routes along the (re)constructed road
- Safe and comfortable crossings across (re)constructed roads
- Cycling infrastructure in training/certification of road safety auditors
- Upgrade of other affected roads to safe standards





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Thank you

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