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

On a typical day, which mode of transport do you use most often?

Eurobarometer survey (2014) results – cycling modal share per EU Member State in %
## State of cycling in the EU: Safety

<table>
<thead>
<tr>
<th>Year</th>
<th>Car</th>
<th>Moped</th>
<th>Motorcycle</th>
<th>Pedal Cycle</th>
<th>Pedestrian</th>
<th>Other</th>
<th>Total known</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>20.013</td>
<td>1.552</td>
<td>5.875</td>
<td>2.686</td>
<td>8.281</td>
<td>2.646</td>
<td>41.053</td>
</tr>
<tr>
<td>2008</td>
<td>18.968</td>
<td>1.496</td>
<td>5.315</td>
<td>2.529</td>
<td>8.069</td>
<td>2.426</td>
<td>38.804</td>
</tr>
<tr>
<td>2009</td>
<td>16.757</td>
<td>1.260</td>
<td>5.195</td>
<td>2.311</td>
<td>6.937</td>
<td>2.198</td>
<td>34.658</td>
</tr>
<tr>
<td>2012</td>
<td>12.809</td>
<td>916</td>
<td>4.023</td>
<td>2.152</td>
<td>5.645</td>
<td>1.793</td>
<td>27.338</td>
</tr>
<tr>
<td>2013</td>
<td>11.581</td>
<td>743</td>
<td>3.857</td>
<td>2.000</td>
<td>5.595</td>
<td>1.692</td>
<td>25.469</td>
</tr>
<tr>
<td>2014</td>
<td>11.500</td>
<td>734</td>
<td>3.819</td>
<td>2.115</td>
<td>5.610</td>
<td>1.719</td>
<td>25.496</td>
</tr>
<tr>
<td>2016</td>
<td>11.819</td>
<td>677</td>
<td>3.630</td>
<td>2.037</td>
<td>5.401</td>
<td>1.710</td>
<td>25.274</td>
</tr>
</tbody>
</table>

**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.
Safer Vehicles

General Safety Regulations

Pedestrian Protection Regulations
• 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

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 at 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
Cycle Infrastructure *across the road*
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
Thank you

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