



Bike Pal Project Final Conference

22 September 2014

Cycling in the EU: towards a holistic approach to strengthen safety

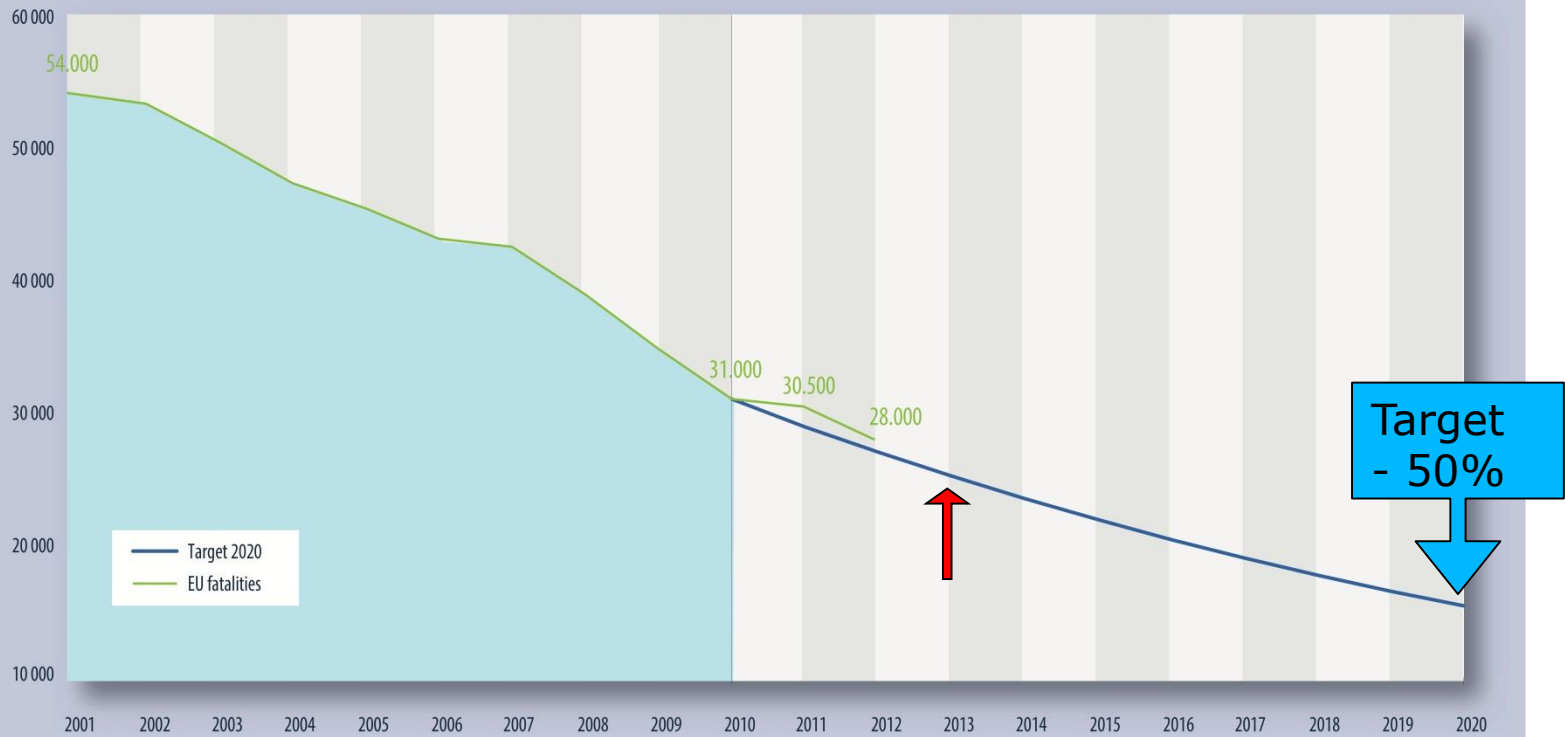
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European Commission

Road fatalities in the EU since 2001



Source: - CARE (EU road accidents database)

Policy orientations on road safety 2011-2020

- Objective n°7: Improve safety of vulnerable road users

In urban areas VRU make up 66% of fatalities

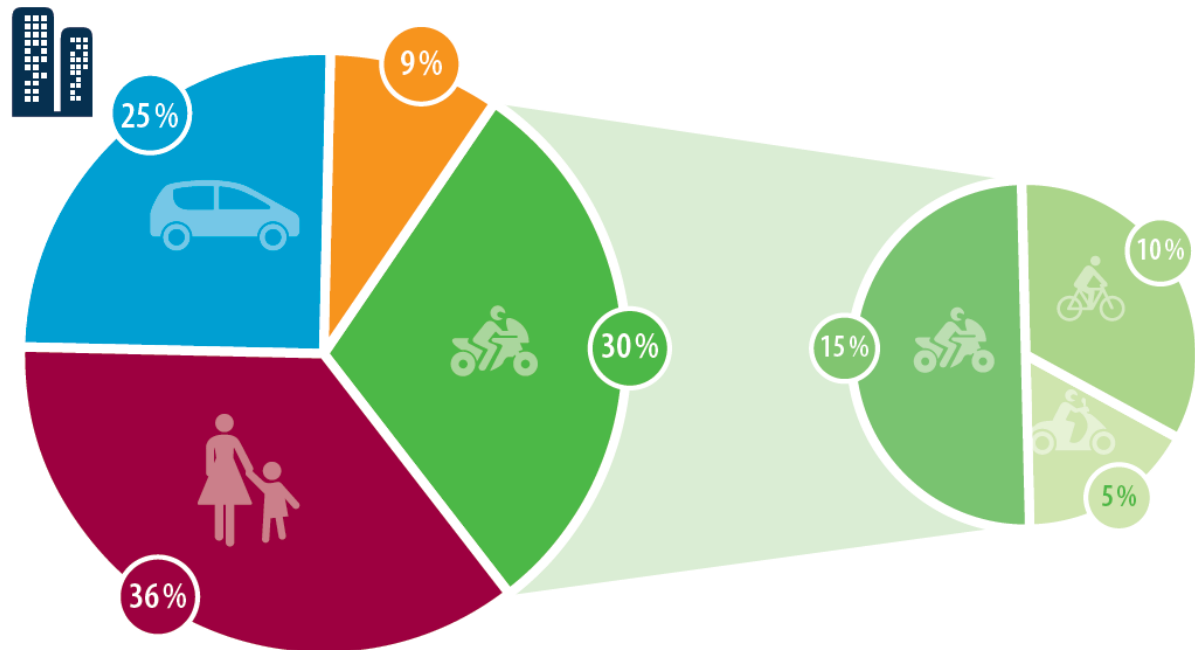
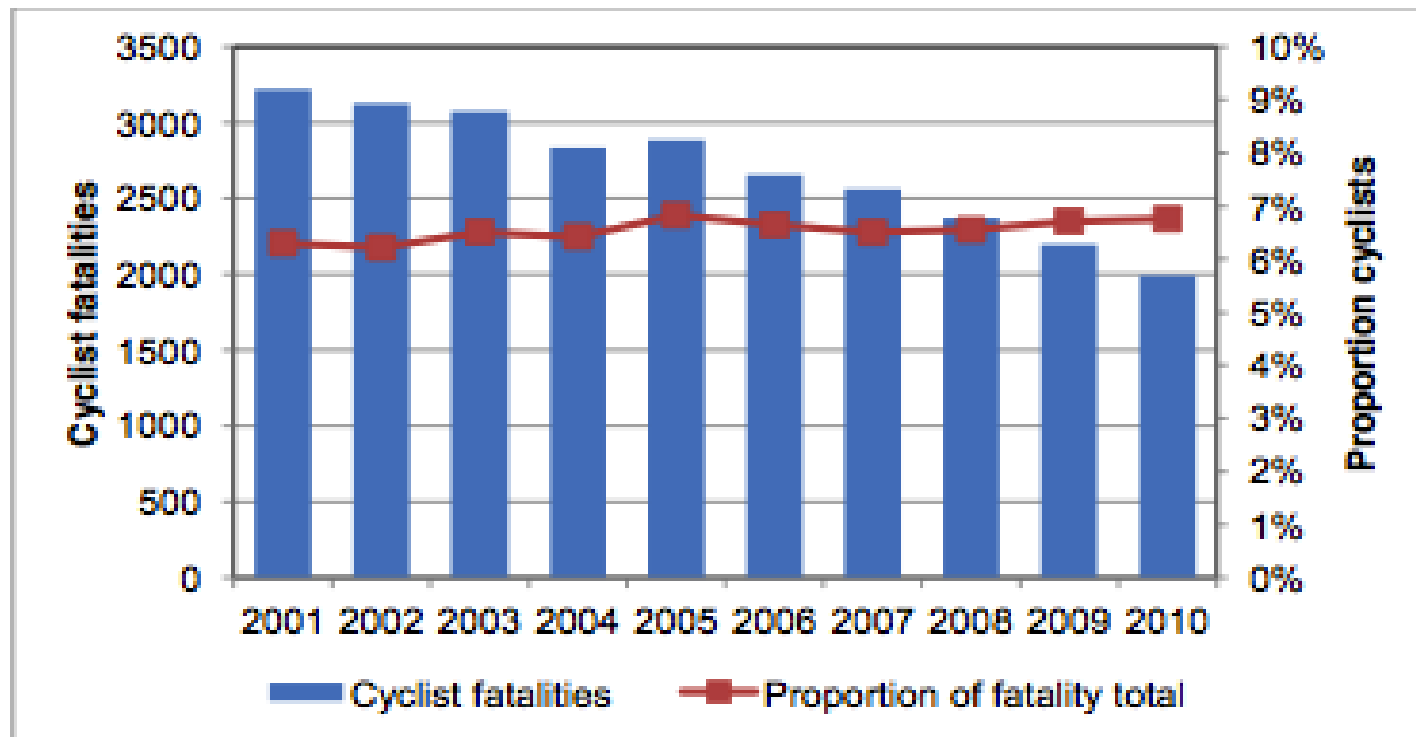


Figure 1: Number and proportion of cyclist fatalities in the EU-20a countries between 2001 and 2010²

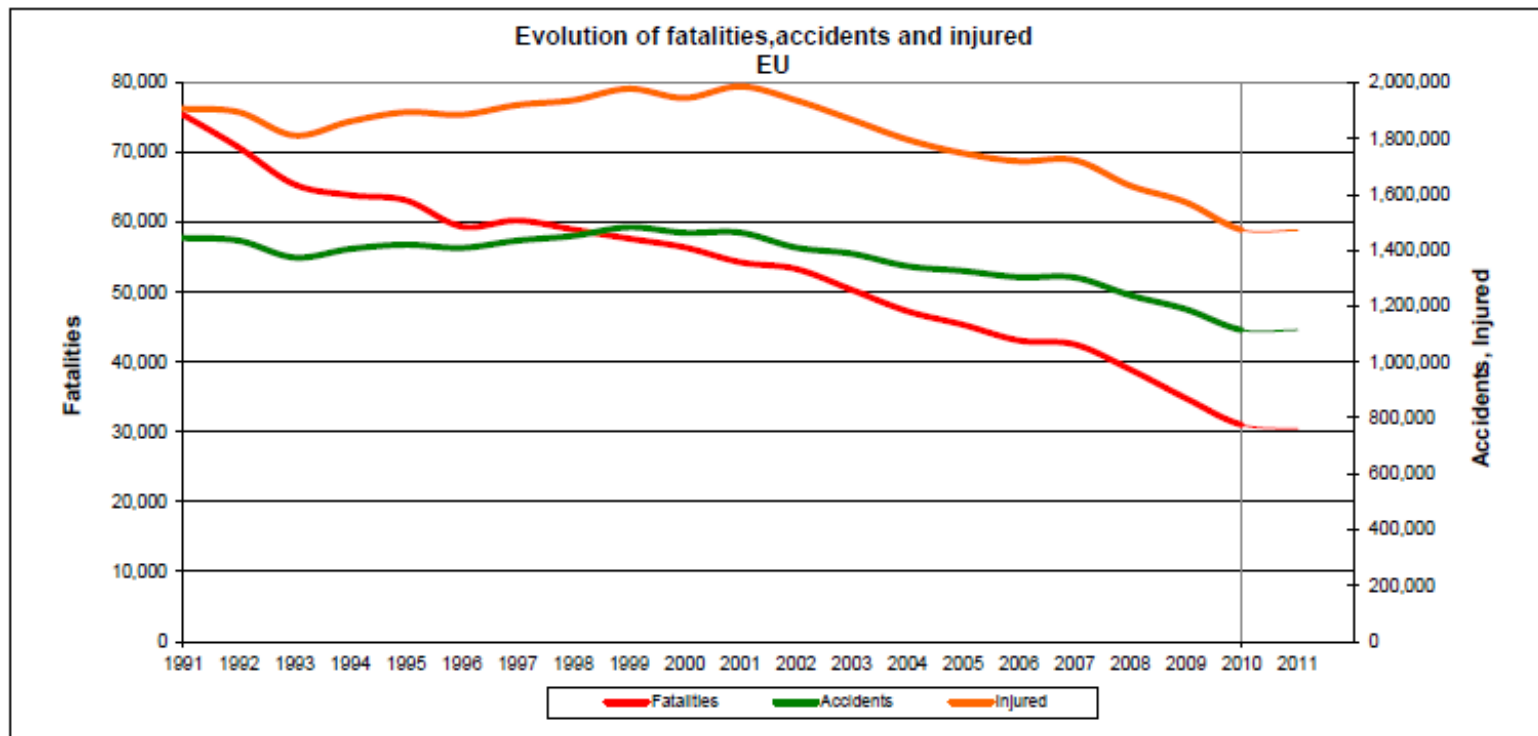


Source: CARE database / EC
Date of query: October 2012

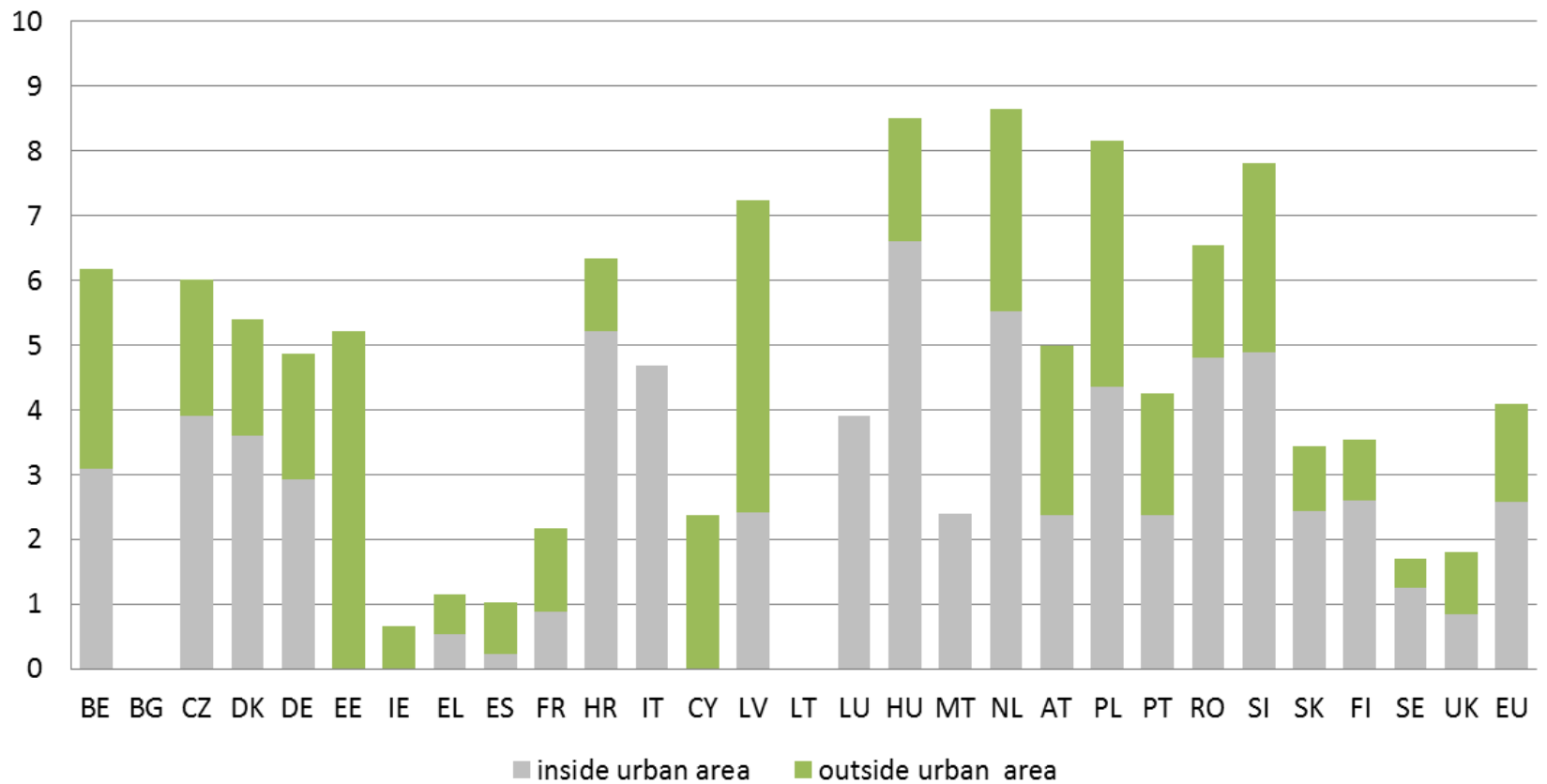


Road safety evolution in EU

Mars 2012



Cyclists fatalities per million inhabitants in the EU



Behavior: training and awareness

For motor vehicle drivers

*Driving license (**Driving licence directive**)*

*Professional drivers (**initial and periodic training: Directive on professional drivers training**)*

For cyclists (no EU licence)

As part of education

Awareness campaigns

Infrastructure

As far as possible adapted to be shared, especially in urban areas. (e.g. 30 km/h zones, dedicated infrastructure)

Urban Mobility Plans (integrate cycling, in particular its road safety aspect)

*EU funds for infrastructure (**ERDF, IEE**)*

European Agricultural Fund for Rural Development

Vehicles

Passive safety

For motor vehicles: external design, underrun protection, windshield airbag

For cyclists: helmet

Active safety

For cyclists: conspicuity (lighting and reflective equipment)

For motor vehicles: New technologies for crash avoidance. Detection, warning and automatic braking systems (e.g. blind spot detection)

Financing for progress in road safety

*Grants for **research** in road safety*

Now FP7 and Horizon 2020 as from 2014

- VRUITS on-going (**ITS for vulnerable road users**)

*Grants for **actions** promoting or related to road safety*

- SAFECYCLE (**ITS for cyclists**)
- **BIKEPAL**

Commission's own initiatives

Road Safety Observatory www.erso.eu

- Identify safety problems
- Evaluate effectiveness of solutions
- Establish the opportunity of EU action
- Facilitate the exchange of best practices
- Compare performance

European Road Safety Charter

- Participatory platform (**enterprises, associations, research institutions and public authorities**)
- Carry out concrete actions and share good practices

www.erscharter.eu

Challenges

Increased cycling, particularly where this is a novelty

Electric bicycles

Distraction (for both motor vehicle drivers and cyclists)

Elderly cyclists

Conclusions

- *All users share the public space. Safety is a everyone's responsibility*
- *Risk awareness and training are essential*
- *Rules must be enforced*
- *Dedicated infrastructure is desirable but not always possible or affordable*
- *Technology may help (e.g. compensating for error and distraction)*



Thank you

