

Improving the safety of cycling in Europe

PIN Talk, online | 21 April 2026



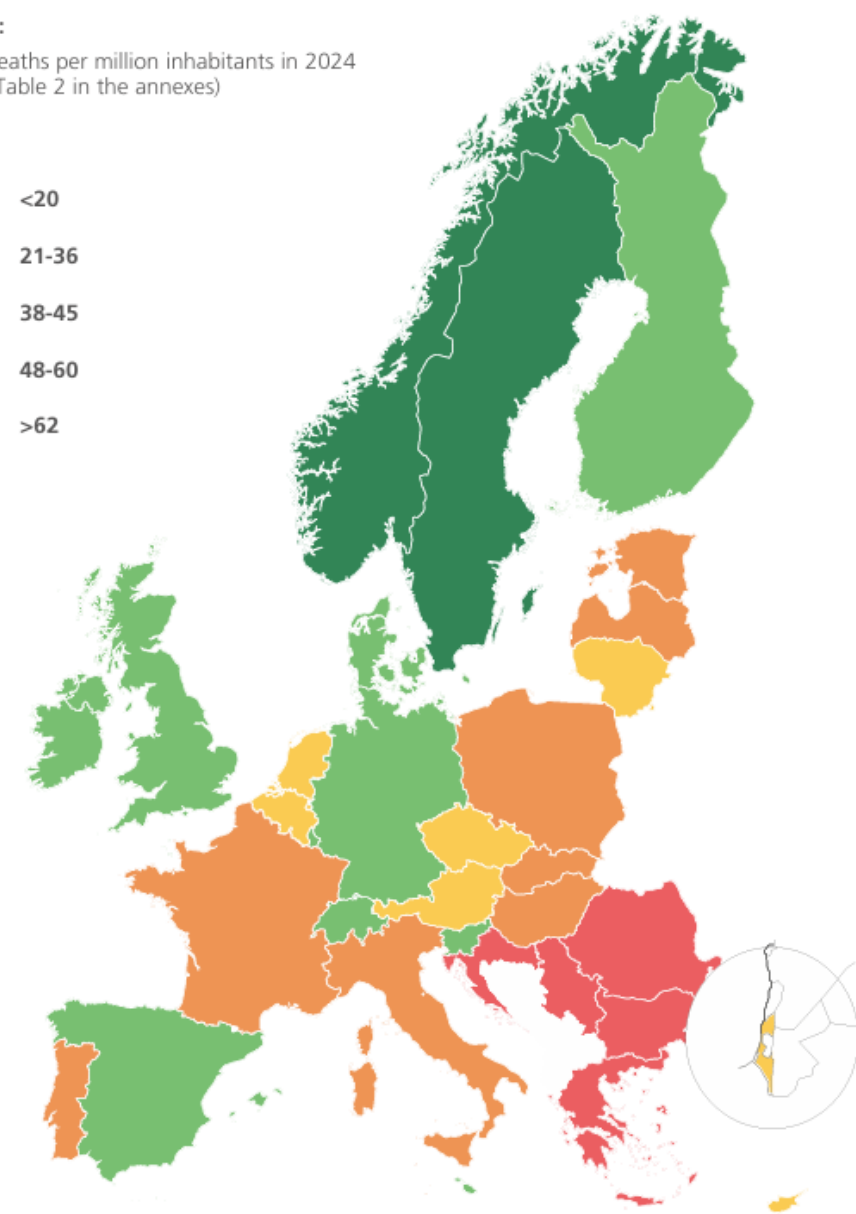
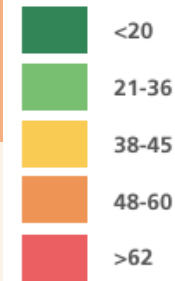
Jenny Carson
Project Manager

PIN Programme

- ✓ Experts from the participating countries, including all EU Member States
- ✓ Steering group
- ✓ Project team in ETSC
- ✓ 50 PIN Flash reports published
- ✓ 4 PIN Talks each year



MAP 2:
Road deaths per million inhabitants in 2024
(Fig.6, Table 2 in the annexes)



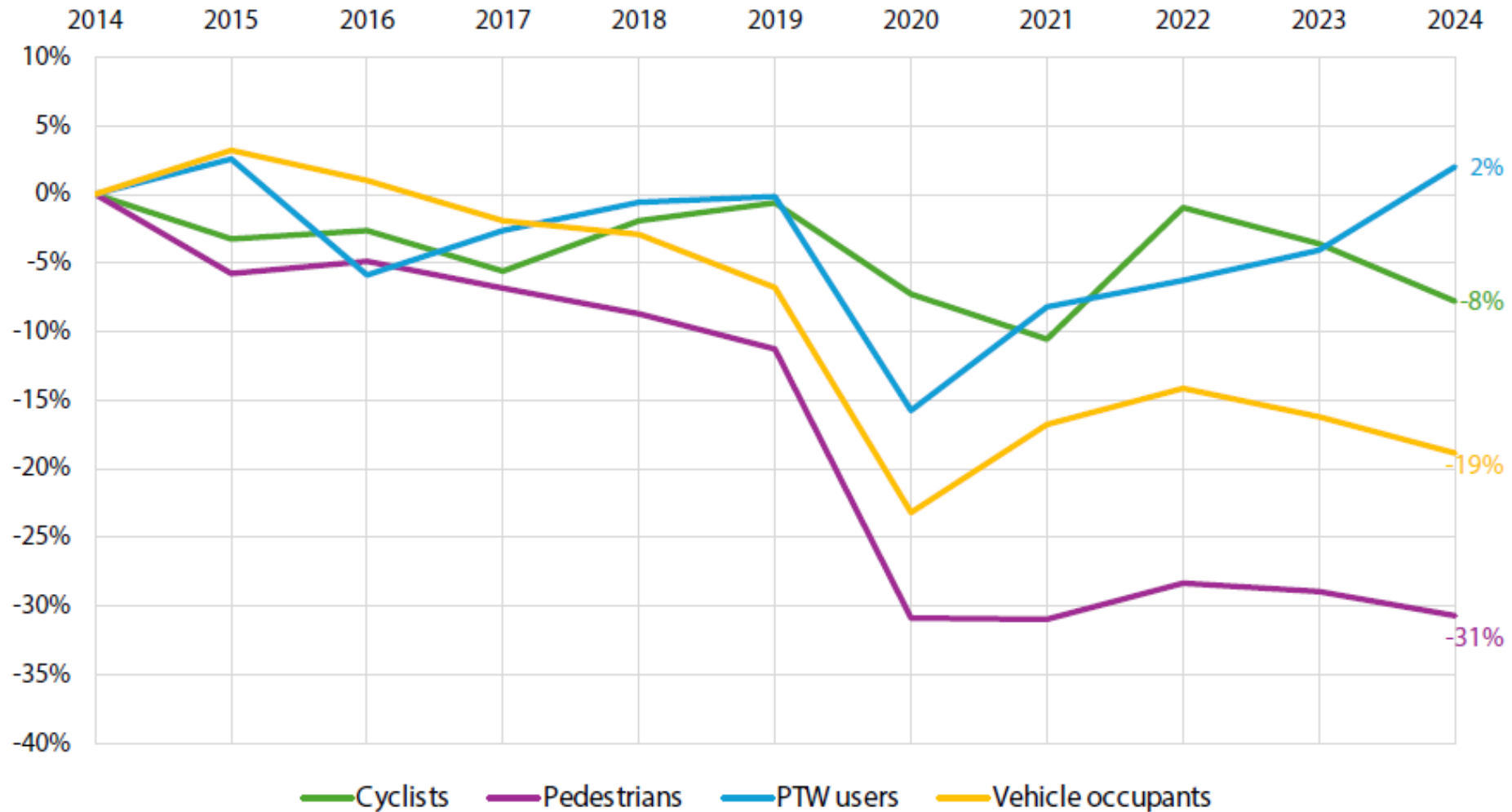


PIN Flash Report 50

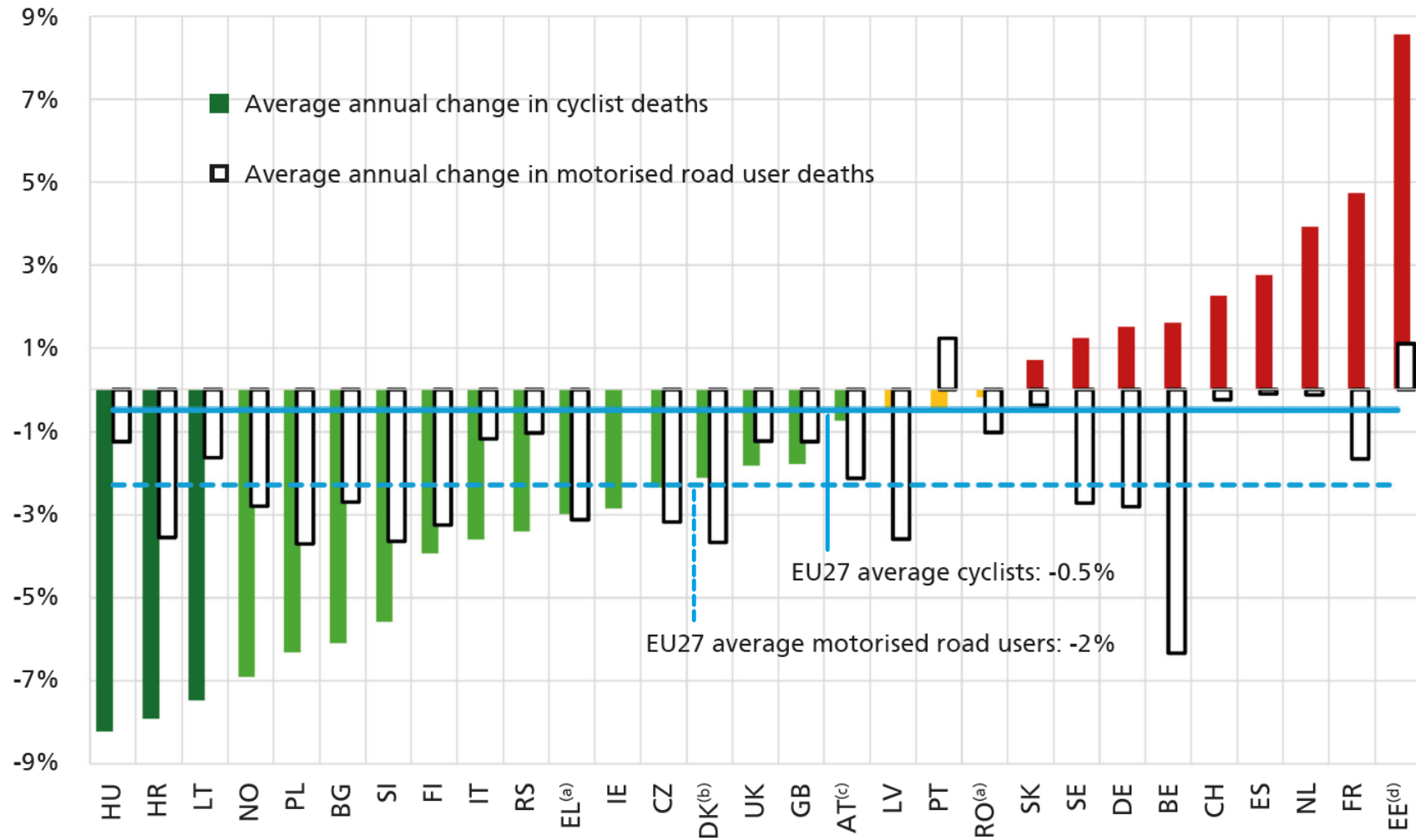
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Published in April 2026

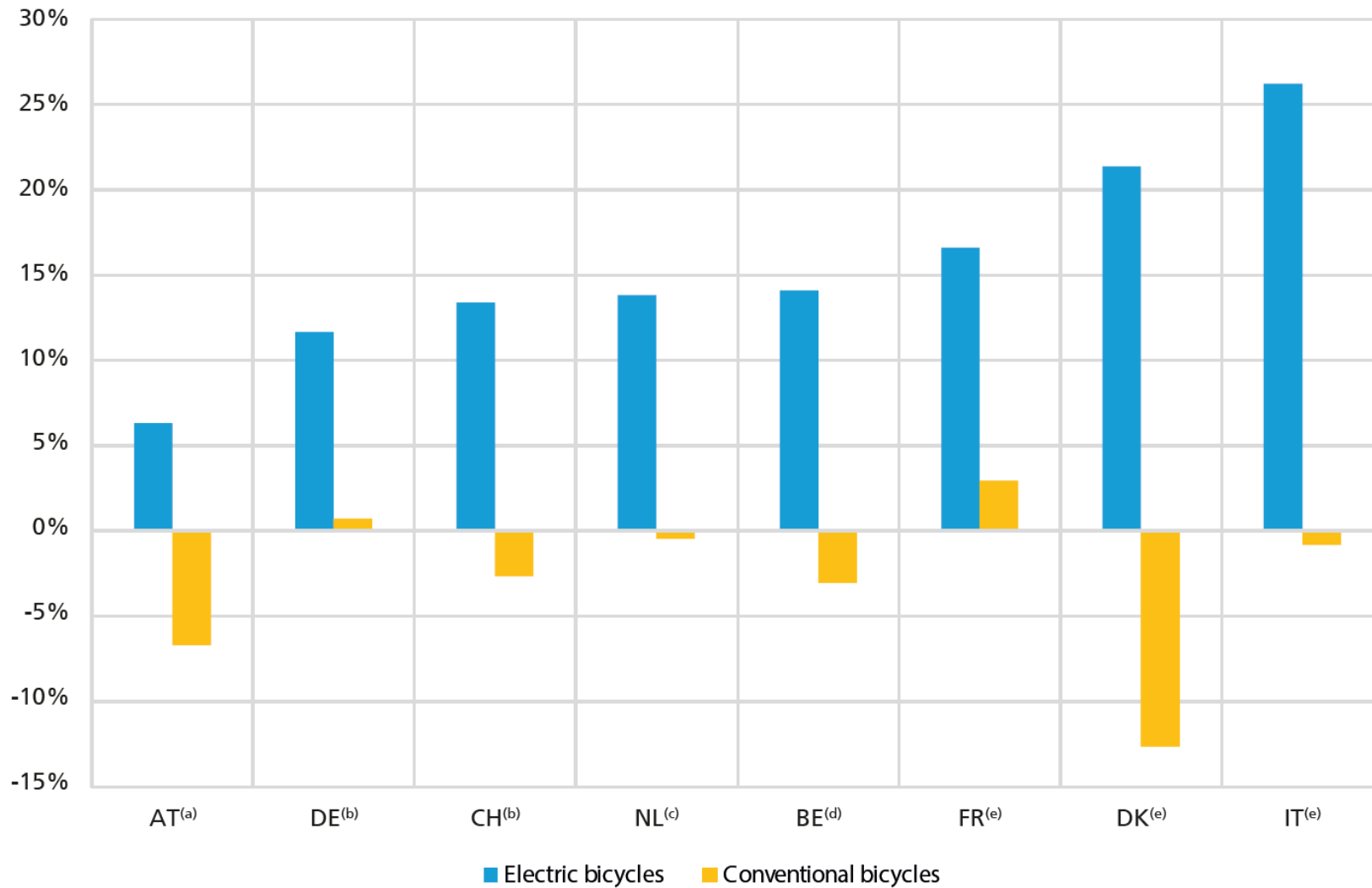
Reducing cyclist deaths



Reducing cyclist deaths



Reducing cyclist deaths



Mortality vs km cycled

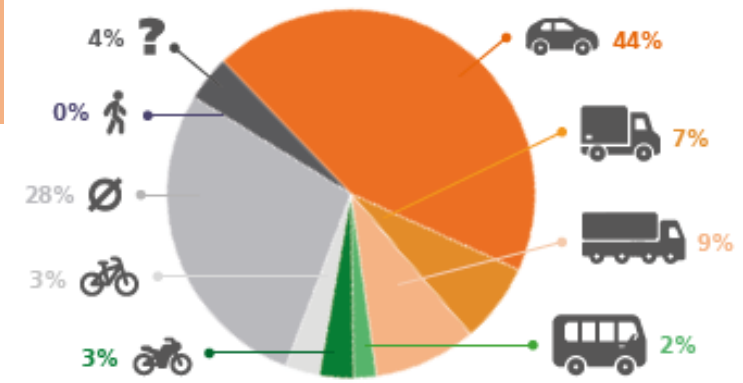
	Distance cycled per year per inhabitant (km)	Cycle deaths per million inhabitants	Cyclist deaths per bln km cycled
FI	251	3.4	13
FR	92 ⁽¹⁾	3.5	40
NL	980	15.1	15
SE	206	2.6	13
SI	164	4.3	31
GB	89	1.3	15
NO	258	1.1	4

Source: CARE database and national statistics provided by PIN Panellists in each country

⁽¹⁾Enquête mobilité des personnes (mobility survey) from 2019

Collision scenarios

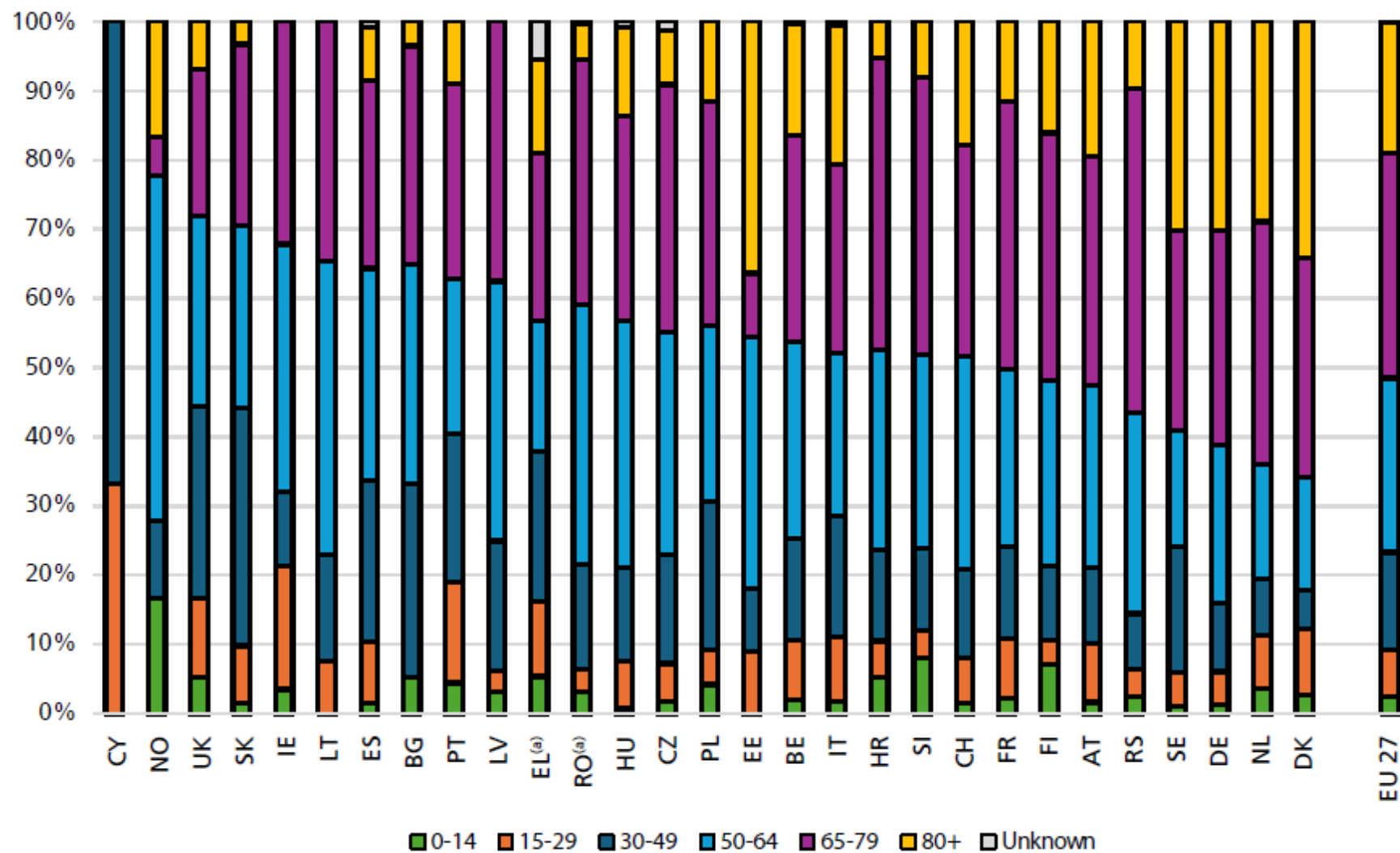
65% OF ALL CYCLIST DEATHS IN THE EU ARE THE CONSEQUENCE OF AN **IMPACT WITH A MOTOR VEHICLE**
28% ARE SINGLE BICYCLE CRASHES



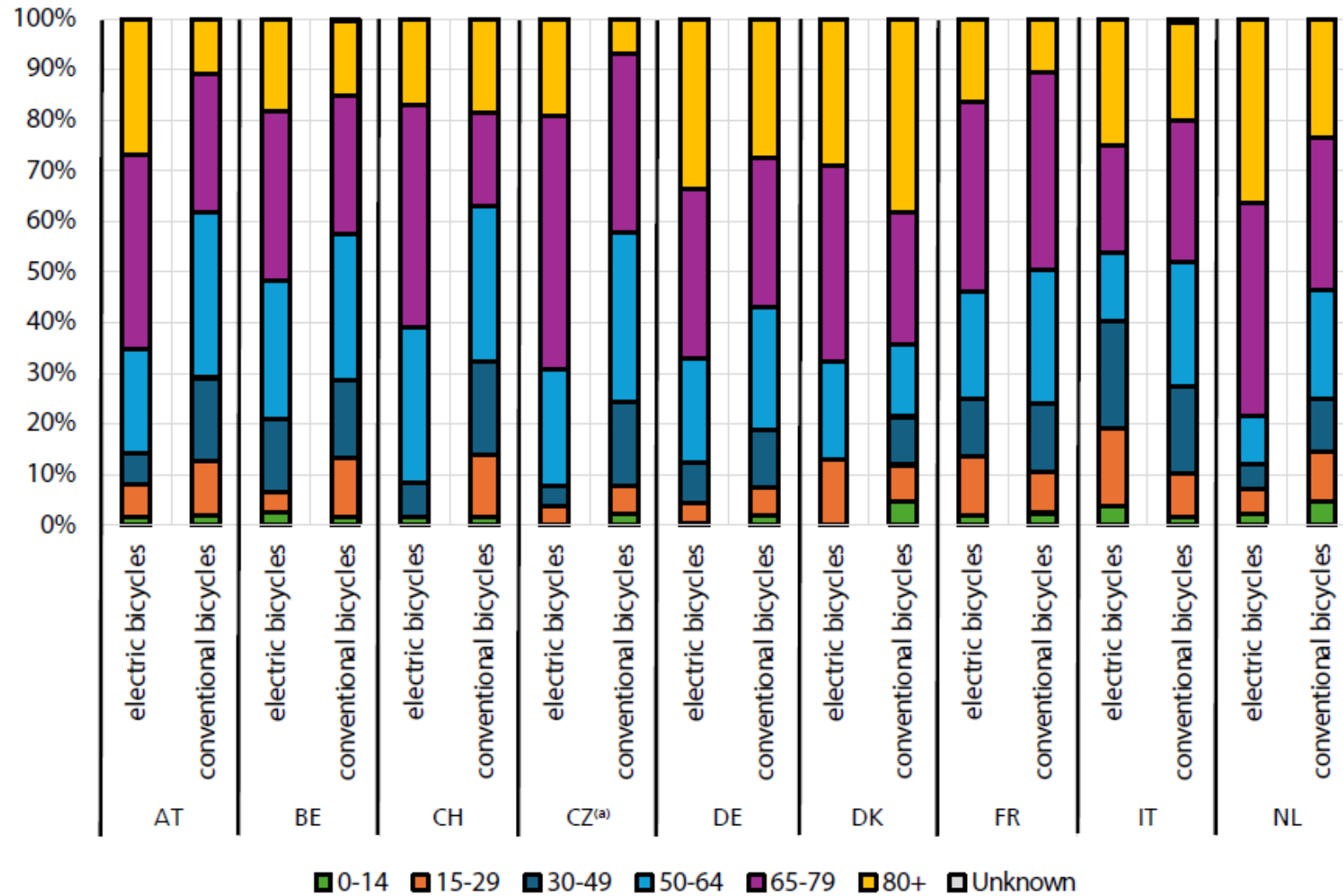
	In a collision with...									
	Car	PTW	Cyclist	Pedestrian	LGVs	HGVs	Bus or Coach	None	Other or unknown	Total
Fatalities										
Cyclists	873	50	54	7	149	177	35	568	86	1999

Source: CARE database and national statistics provided by PIN Panellists in each country

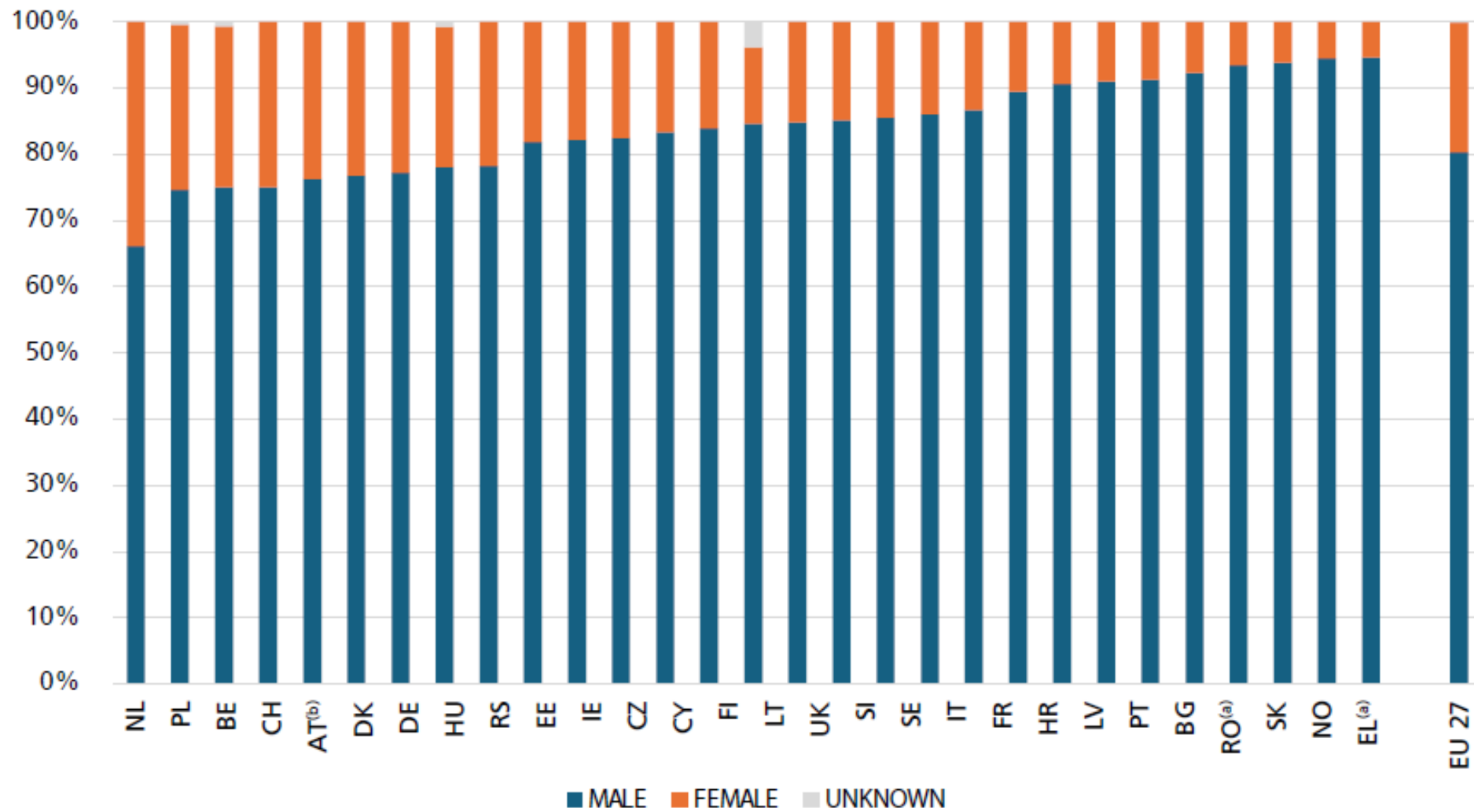
Cyclist deaths by age group



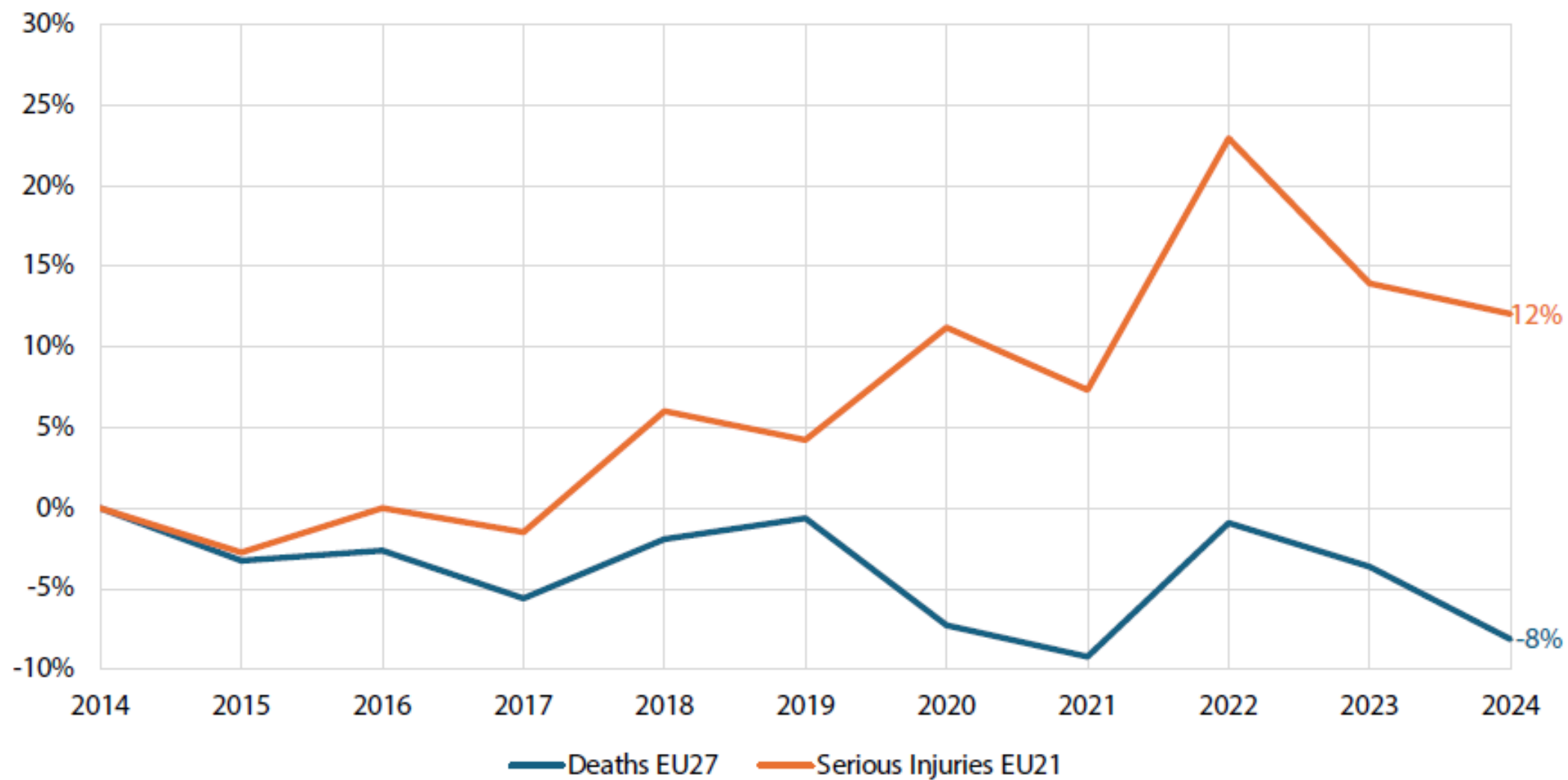
Cyclist deaths by age group - electric vs conventional bicycles



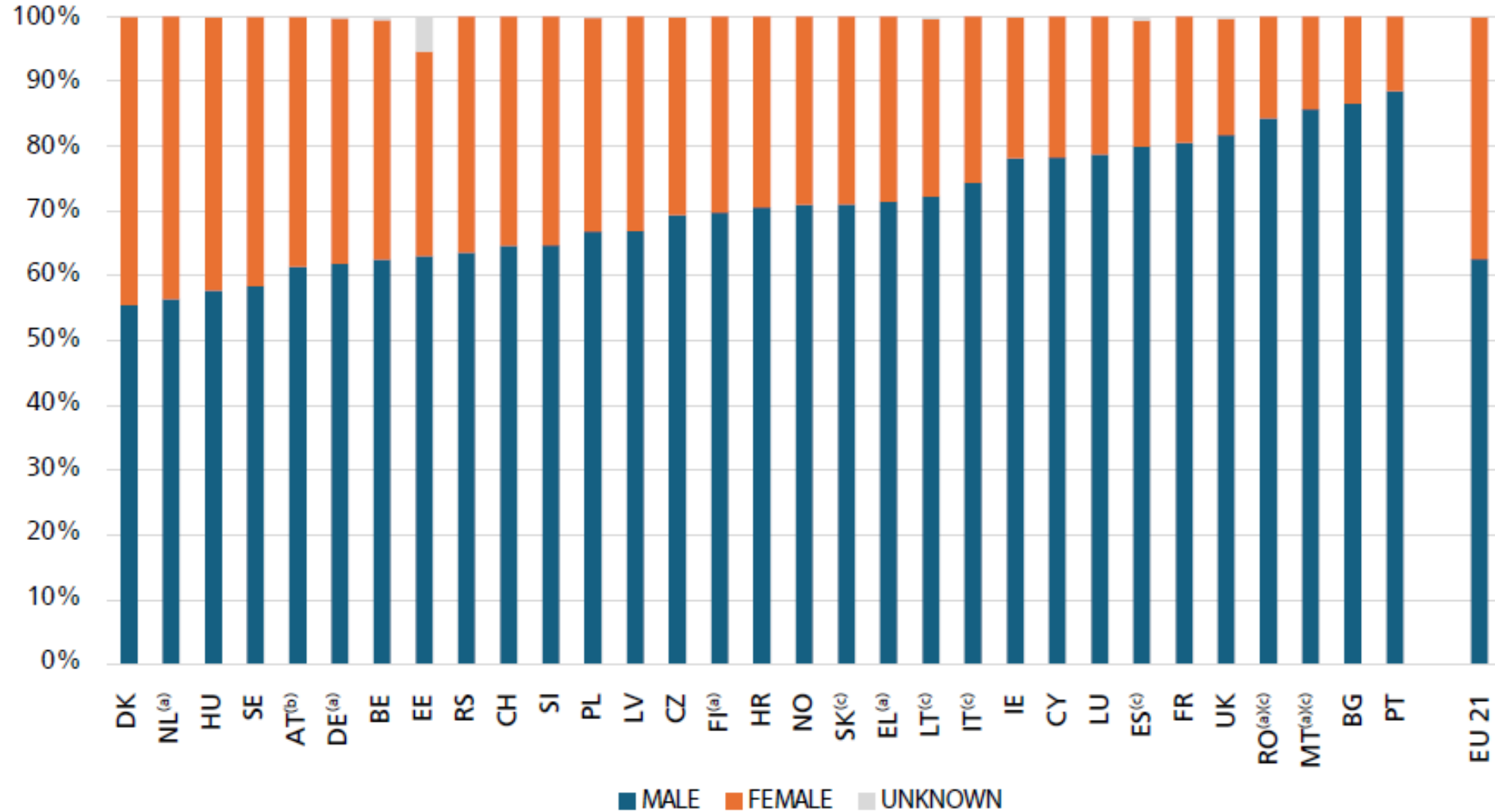
Cyclist deaths by gender



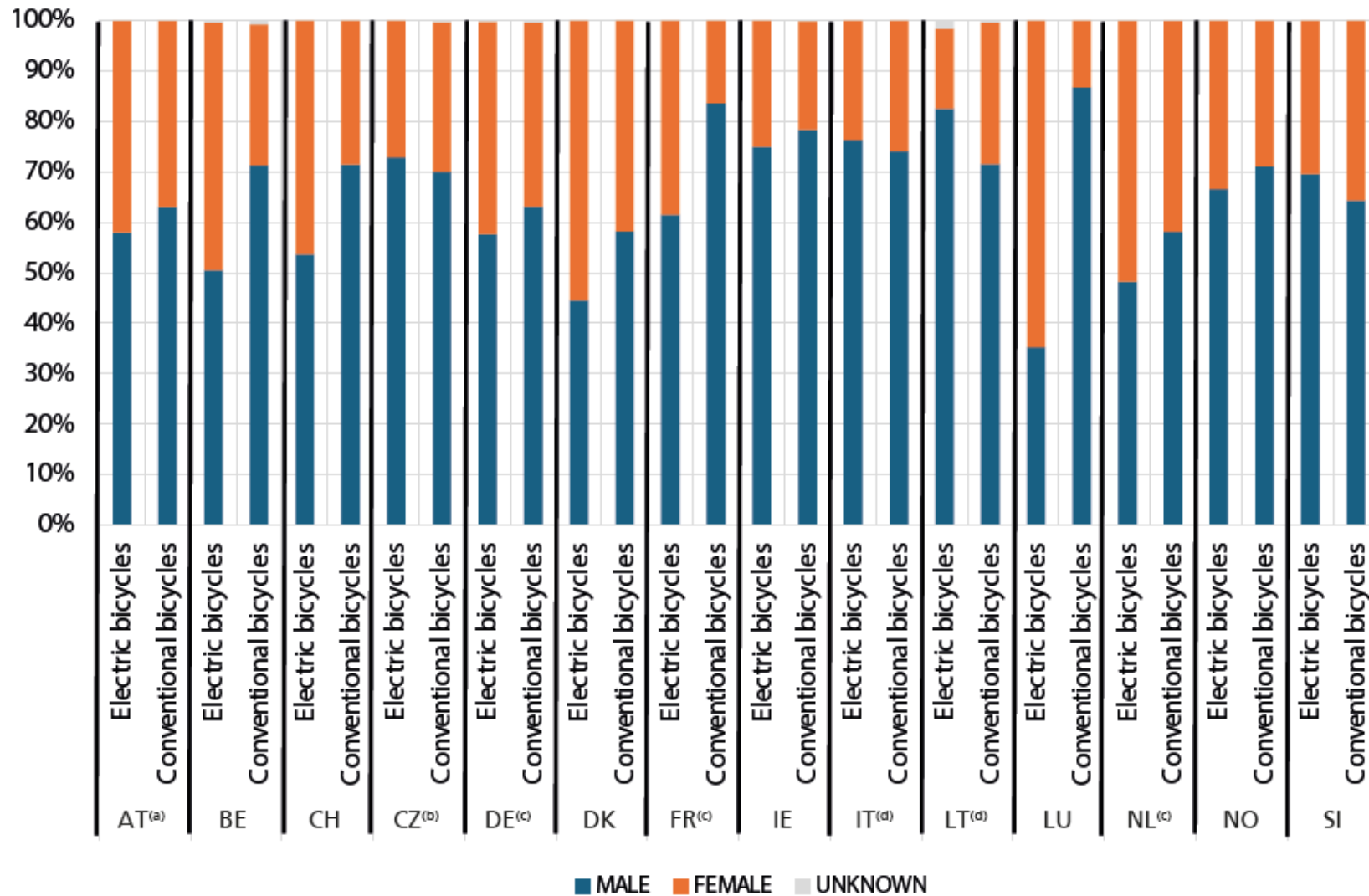
Serious injuries



Cyclist serious injuries – by gender



Cyclist serious injuries – by gender



Cycling strategies

MAP 1.

Does your country have a national cycling strategy or are cycling safety measures included in your national road safety strategy?

*BE – regional strategies
Source: PIN panellists

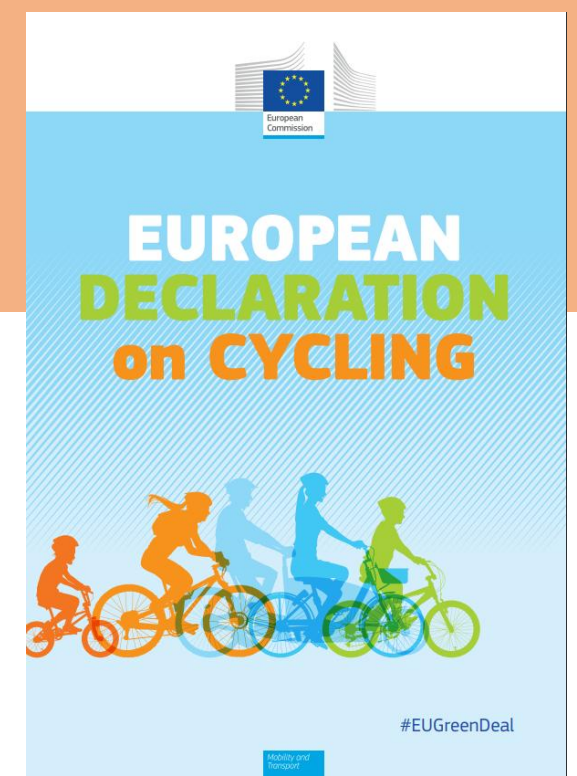


Table 3. Countries with a target to increase cycling in their national cycling strategies

Country	Target
AT	13% of all trips done by bicycle (national target)
CH	A target of 4,735 million person-km travelled by non-motorised transport (Includes walking and cycling) by 2030
DE	By 2030 double the km cycled compared to 2017 by increasing the number of bicycle rides from 120 to 180 per person per year and by increasing the average distance of bicycle rides from 3.7 km to 6 km; from 112 million km per day in 2017 to 224 million km per day in 2030
EE	13% of all trips done by bicycle (2021 baseline is 5%)
FI	30% increase in the amount of travel by walking and cycling by 2030
FR	By 2030, 12% of all daily trips done by bicycle (2018 baseline is 3%)
HU	By 2030, 35% of the population will use a bicycle several times per week as their main mode of transport
LT	By 2035, cycling should account for 10% of all trips
PT	Modal share of cycling in the national territory of 7.5% by 2030
SK	To increase the share of cycling in the total distance travelled in regional capitals to 10% by 2035

Source: PIN panellists

Countermeasures

- **Infrastructure** - separated, high quality cycling paths, free of obstacles. Conflict-free traffic signals.
- **Vehicle speed** - 30km/h where cyclists and motor vehicles meet
- **Bicycle design:**
 - Standards
 - Illegal e-bikes
- **Motor vehicle technology:**
 - ISA, AEB detecting cyclists.
 - But cars are becoming larger and heavier.
 - Door opening prevention systems
- **Funding**
- **Cycling under the influence**
- **Helmets**
- **Education**

Table 7. Cyclists found to be above the legal alcohol limit in 2024 and the proportions that were male or female.

	Total number of cyclists found to be above the legal alcohol limit		
	2024	% male	% female
AT	681	86%	14%
BE	479	83%	17%
BG	45	100%	0%
EE	47	94%	2%
FR	104	86%	14%
HR	2,350	96%	4%
LV	67	90%	10%
PL*	31,288	n/a	n/a
SI	145	85%	15%

Source: PIN panelists

*PL - the numbers are given for all riders of non-motorised vehicles (the majority of these are cyclists, however they also include scooter riders and other PMD users)

Recommendations



To national governments

- 30 km/h where cyclists and motor vehicles share space.
- Separated, high quality cycling infrastructure and safe junction design.
- Smooth and object-free bicycle infrastructure to prevent single bicycle collisions.
- Collect travel data

To the EU

- Accelerate the roll-out of vehicle safety technologies across the EU fleet.
- Improve data collection on cyclist injuries.
- Adopt key performance indicators for cyclist safety.
- Adopt expert guidance on quality infrastructure for vulnerable road users.

Thank you!

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European Transport Safety Council

