

# The European Union's Role in Promoting the Safety of Cycling

**Brussels, 26<sup>th</sup> May 2016**

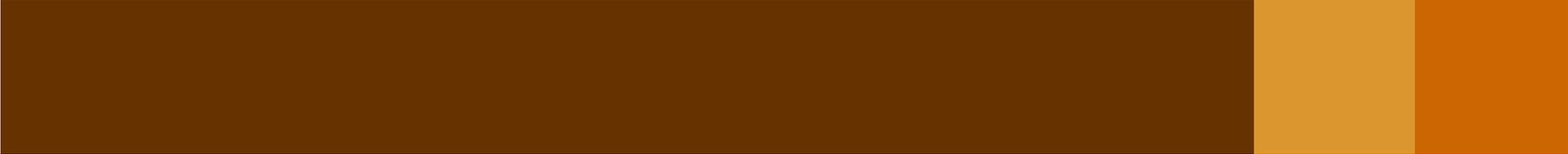
**The European Transport Safety Council's proposals for a safety component in a future EU Cycling Strategy**



Maurizio TIRA, Full Professor of Town and Regional Planning  
University of Brescia - <http://dicata.ing.unibs.it/tira/>

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- **Recommendations**



# INFRASTRUCTURES AFETY

# ROAD USER HIERARCHY

Ranks the importance of road users:

↑  
Increasing Importance

People with mobility impairments

Pedestrians

Cyclists

Public transport users

Powered two-wheelers

Commercial/business

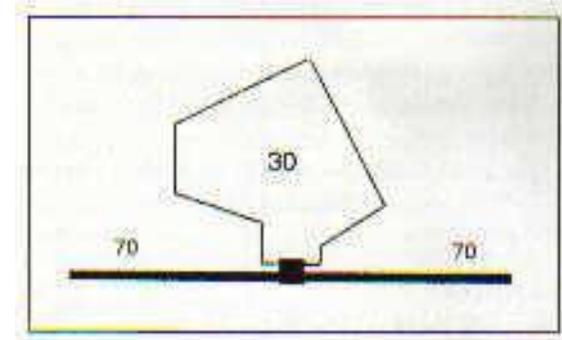
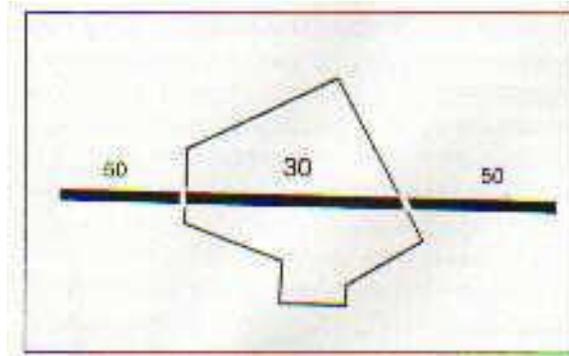
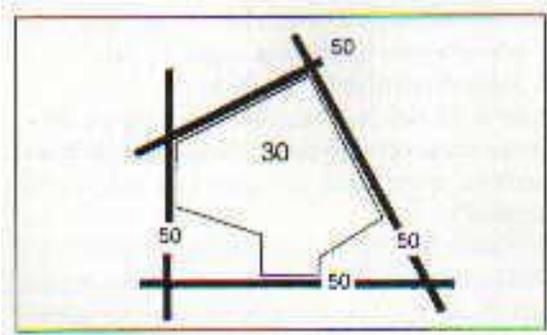
Car-borne shoppers

Car-borne visitors

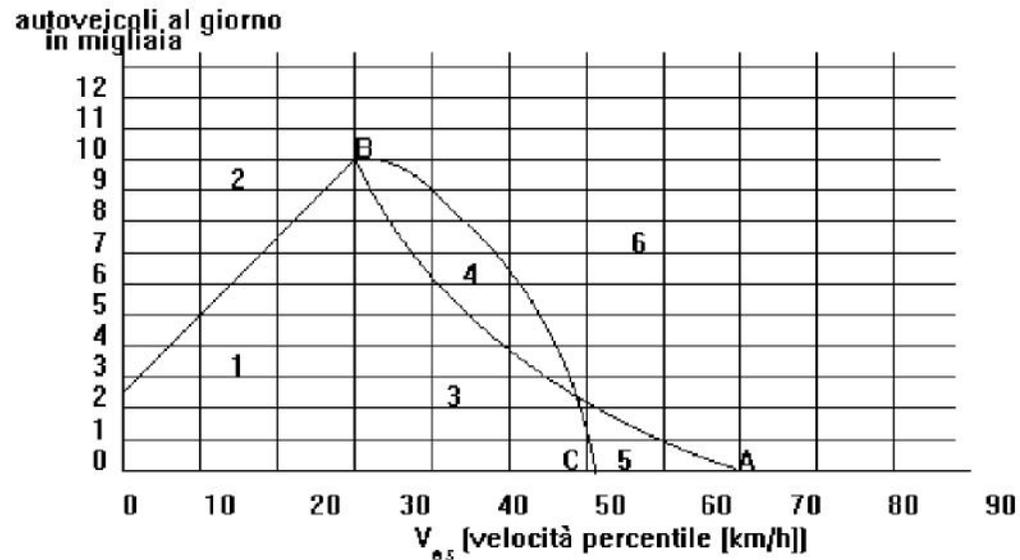
Car-borne commuters



# ROAD HIERARCHY



# BICYCLE COMPATIBILITY INDEX



Area 1: speed lower than 30 km/h no specific facility

Area 2: low speed and high traffic: need assessment

Area 3: if  $V_p = 60$  Km/h cycle paths must be done

Area 4: cycle path or lane must be realised

Area 5: low traffic and high speeds (60 – 80 km/h). Cycle paths only

Area 6: crucial physical separation

(CROW, 1994)



# AREA WIDE PLANNING: EU INFRASTRUCTURE FUNDING, THE EURO- VELO AND THE TEN-T NETWORKS

# PLANNING an EU wide PLAN

- **Guidance is needed for the regional and national level on how and where to start the process of developing a national level cycling network and the European Commission could help to facilitate this process**
- **The revised TEN-T guidance is welcome but much more is needed to realise a full European wide cycling network**
- **The EU should carry out a full “needs” assessment for what an EU wide cycling network would look like in the future including a vision in relation to infrastructure requirements**
- **A Europe-wide network can also unlock local commuting trips and inspire citizens to consider cycling as a more sustainable and efficient method of travel.**

# EURO VELO

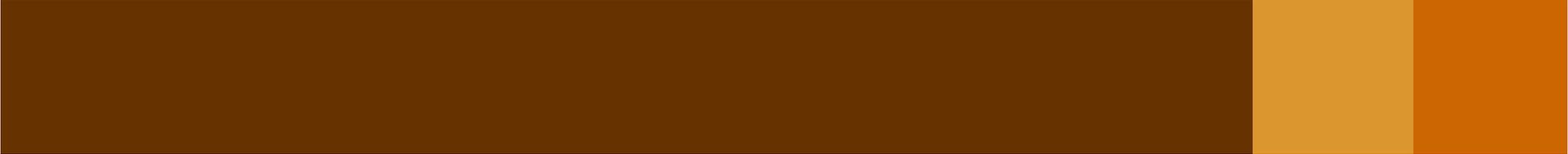


# VENTO project Italy (Po Plane)



# GRAB - ROME





# ASSESSMENT

# APPLYING THE EU DIRECTIVE

- **Road safety impact assessments:** demonstrate the road safety implications of different planning alternatives for a road project, whether construction of new infrastructure or rehabilitation of existing infrastructure, as in the case of environmental impact assessment;
- **Road safety audits:** an independent technical check aiming at identifying unsafe features of a road project, including proposals for remedy;
- **Network safety management** targeting remedial measures to parts of the network with high concentrations of accidents (high-risk road sections) and/or a high potential to avoid accidents in the future.
- **Safety inspections:** as part of regular road maintenance, enable the detection and hence reduction of accident risk in a preventive way through low cost measures.



# THE NEED FOR AN INTEGRATED MOBILITY AND URBAN PLANNING

# INTEGRATION BETWEEN MOBILITY AND URBAN PLANNING

**Lessons from history show how different cultures have tried to make urban space an asset by shaping it to the needs of the population (sometimes indeed a small portion of it)**

# INTEGRATION BETWEEN MOBILITY AND URBAN PLANNING

The lesson from history already gives three main hints to the actual planning issues:

- **proximity** as a pre-condition and a planning criteria,
- **energy saving** as a criteria to choose the means of transport,
- **safety** as a quality feature to walking and cycling.

# PROXIMITY



# TRANSIT ORIENTED DEVELOPMENT (TOD)



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# THE NEED FOR AN INTEGRATED MOBILITY AND URBAN PLANNING

**Separation of urban and mobility planning have been the general rule through most of planning attempts to include cars in cities, such as Athens' Charter**

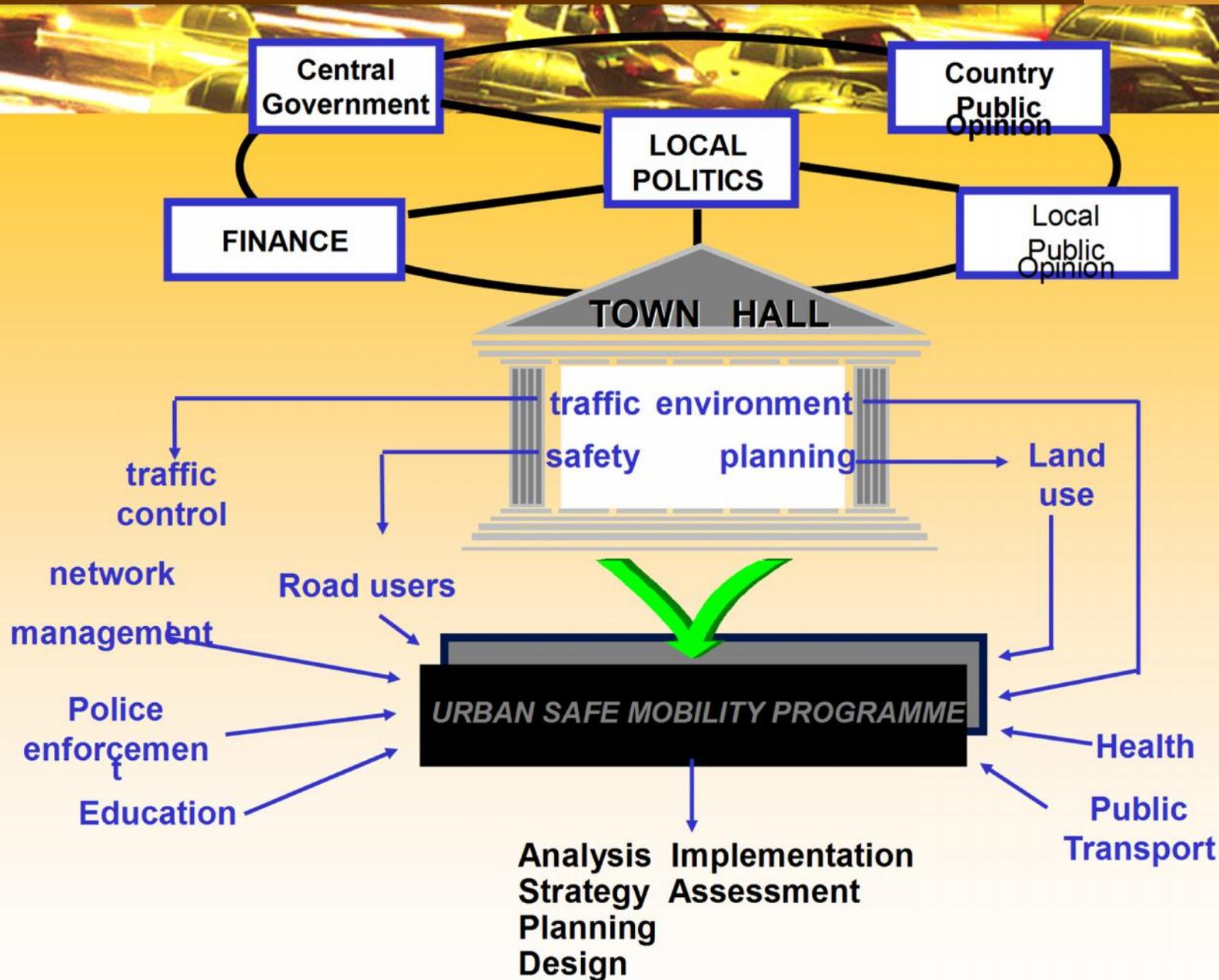
**The key concept was the creation of independent zones for the four 'functions': living, working, recreation, and circulation.**

.... (M Tira)

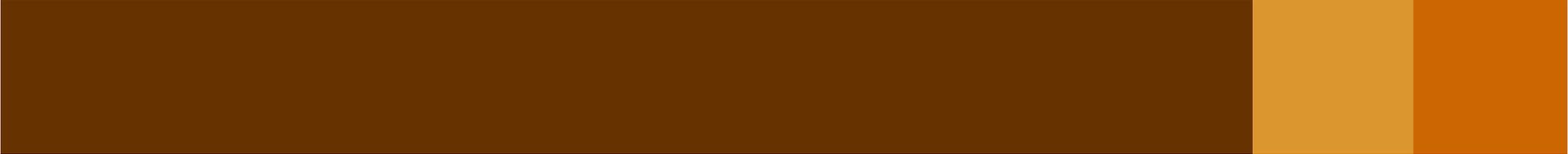
**Among others, the “strategy setting” and ‘sharing interests’ turned out to be successful safety policies, in those European Countries where applied. It is an approach that looks at urban environment from the point of view of global safety and comfort, pointing them as the core strategy for any action**

# The USM approach (Source DUMAS Project)

2



- **A road hierarchy or classification is the essential basis for the planning process of speed management schemes**
- **In-depth analysis of non-clustered accidents when assessing sustainability of plans**
- **Integrating the managing offices of the cities (urban planning, public works, environment, maintenance, ...)**
- **Monitoring procedures and information transfer**
- **Co-ordination with other strategies, such as the case of noise reduction or pollution control**



# RECOMMENDATIONS

**Integrate mobility management and urban planning and take better account of the needs of pedestrians and cyclists from the earliest stages of urban development projects and transport investments, with the object of creating seamless, high-quality networks.**

- **Prioritise the safety of cyclists and pedestrians when developing sustainable urban mobility plans**
- **Interlink cycling with public transport systems enabling for them to be used interchangeably (parking, taking the bike on the train)**
- **Develop attractive cycling pathway networks in urban areas**
- **Create sufficient parking areas for bicycles**

- **Dedicate funds for cycling infrastructure under the Connecting Europe Facility (CEF) to support increasing the safety of cyclists**
- **Apply conditionality for compliance with road safety infrastructure legislation for use of all EU funds used for building and maintaining roads, including the Regional Funds**

- **Encourage Member States to adopt maximum 30km/h in residential areas and areas where there are high levels of cyclists, or where they could be potential to increase cycling by investing in cycling infrastructure. This should be based on a functional classification of urban spaces, streets and road networks, supported by appropriate infrastructure design criteria to create low-risk and amenable urban environments for non-motorised road users**

- **Encourage Member States to adopt maximum 50km/h in urban areas**
- **Within the EC Sustainable Urban Mobility Plan Guidelines encourage the integration of road safety and of cycling promotion into land use and transport planning**

- **Draft guidelines for promoting best practice in cycle friendly traffic calming measures for different road types, based upon physical measures such as road narrowing, chicanes, road humps and techniques of space-sharing**
- **Draft guidelines for best practice on applying road safety audits which cover cyclists**



# EXAMPLES OF POSSIBLE INTEGRATION

# RESIDENTIAL STREETS



# ENVIRONMENTAL

# ISLANDS



# 30km/h (20mph) ZONES



# LIVEABLE STREETS



(fonti: [www.transport2000.org.uk](http://www.transport2000.org.uk), [www.paving.org.uk/pdf/hzone.pdf](http://www.paving.org.uk/pdf/hzone.pdf))

# LIMITED TRAFFIC ZONES



**Thank you for your kind  
attention!**

**Prof. Ing. Maurizio TIRA**  
**Università degli Studi di Brescia**  
**Via Branze, 43**  
**25123 BRESCIA**

An illustration of a zebra crossing. On the left, a grey road surface features a series of white pedestrian silhouettes. A zebra is crossing the road from right to left. The background is a dark grey gradient.

**Tel. 030 3711 304**  
**Fax. 030 3711 312**