

### Why it is vitally important:

- To increase EU cycling Infrastructures
- To increase 30 km\_h areas in the EU cities
- To work for implementing ITS' connectivity in EU for safer cycling

#### 2015: E-bikes in road traffic - safety analysis

- E-bike riders are comparatively often seriously injured in self-inflicted accidents. This finding of the present study alone makes it clear: the great advances in automotive technology alone cannot satisfy society's desire to largely avoid serious or even fatal injuries in road traffic.

([https://www.mobilservice.ch/admin/data/files/news\\_section\\_file/file/3799/bfu-report-nr72-2015\\_e-bike-sicherheitsanalyse\\_de.pdf?lm=1462277860](https://www.mobilservice.ch/admin/data/files/news_section_file/file/3799/bfu-report-nr72-2015_e-bike-sicherheitsanalyse_de.pdf?lm=1462277860))

#### 13/10/2015: Realistic Study on E-Bike Traffic Safety

- CHEMNITZ, Germany – The growing number of e-bikes and the possibility of higher speeds present rising concerns about road safety, in particular the risk of crashes and accidents. But is there any reason for that? Consequently, the German Insurers Accident Research (UDV) and the Chemnitz University of Technology carried out a large-scale study to investigate vehicle usage, speed and road safety of e-bike users in Germany. Three groups were compared: riders of e-bikes, speed e-bikes and conventional bicycles.

(<https://www.bike-eu.com/home/nieuws/2015/10/realistic-study-on-e-bike-traffic-safety-10124926>)

#### 26/07/2018: Riding an e-bike promotes fitness and health - after just four weeks

- The role of the e-bike in effective health and fitness promotion is comparable to the conventional bicycle. This is what scientists from the University of Basel report in the Clinical Journal of Sport Medicine. Overweight and untrained people in particular benefit from riding an e-bike.

(<https://www.unibas.ch/de/Aktuell/News/Uni-Research/E-Bike-fahren-foerdert-Fitness-und-Gesundheit-schon-nach-vier-Wochen.html>)

#### 21/09/2018: Thematic file Road safety n°2

- An optimization of the passive and active safety of motorized vehicles and certainly its applications can also increase bicycle safety. Furthermore, the infrastructure can be improved or adapted as infrastructural defects (poorly maintained bicycle paths, holes in the road, leaves, etc.) are important causes of single bicycle crashes. In addition, efforts should be made to use forgiving infrastructure to deal with the consequences of a human error as well as possible. In-depth research shows that the human factor (human behaviour) remains the most important causal factor in road traffic accidents, also for cyclists. Systematic efforts are necessary at the level of traffic enforcement and road safety education, also for cyclists.

([https://www.vias.be/publications/Themadossier%20verkeersveiligheid%20n%20-%20Fietsers%20\(2018\)/Dossier\\_thématique\\_n°2\\_-\\_Cyclistes\\_\(2ème\\_edition\).pdf](https://www.vias.be/publications/Themadossier%20verkeersveiligheid%20n%20-%20Fietsers%20(2018)/Dossier_thématique_n°2_-_Cyclistes_(2ème_edition).pdf))

26/03/2021: Madrid falls off the bike: accidents rise 270% in 10 years

- Madrid is failing to take advantage of the winds blowing in favour of cycling mobility in Europe and other major Spanish cities. In the last 10 years, traffic accidents involving bicycles have risen from 340 in 2010 to 921 in 2020, an increase of 270%, according to data available on the Madrid City Council website. The increase in cycling has not been as dramatic. In the latest mobility survey conducted by the Community of Madrid in 2018, cycling accounted for around 0.5% of transport, a figure that had barely changed in the previous decade. Madrid already approved a cycling plan in 2008. And another one in 2017, because with time and lack of implementation, it "expired", according to cyclists' associations. All parties have shown, over the last 13 years, a more or less favourable disposition on paper, but neither the experts consulted nor the associations can explain why the capital has not yet given way to bicycles.

28/07/2021: Urban design: What is the "dutch junction" that protects cyclist?

- A few days after the death of a young woman aged 24, hit by a lorry in Boulogne-Billancourt (92), while cycling on the Issy bridge, many cyclists' associations are calling for the creation of so-called "Dutch-style" junctions. The first point "is to move the track away from the main road" in order to improve visibility for everyone, thus allowing cyclists and motorists alike to have "an extra second to react". The second point "is to cancel the blind spot". The "Dutch junction" will allow the motorist to make a 90-degree turn, so that he is not side by side but perpendicular to cyclists and pedestrians crossing. And the last one is "to install a hard protection that comes inside the bend", forcing motorists to slow down. Bollards that "cut off speed by creating a right angle".  
(<https://www.cnews.fr/france/2021-07-28/amenagement-urbain-quest-ce-que-le-carrefour-la-hollandaise-qui-protège-les>)

07/2021: European atlas of mobility

- Europe is the continent where many forms of transport have been developed or brought to technological maturity. The free movement of people has made Europe grow together and has given rise to an ever stronger sense of cohesion. Cross-border mobility is a basic requirement for a united and interconnected EU at all levels. However, transport today accounts for almost 30% of CO2 emissions within the European Union. While it is imperative to reduce these emissions to combat climate change, our joint efforts must aim to create and maintain jobs in a sector transformed by electrification, alternative fuels, digitalisation and automation. At the same time, a transition in the field of mobility and transport can only be truly sustainable if it is socially equitable and fair.  
([https://eu.boell.org/sites/default/files/202112/AtlasMovilidadUE2021\\_FINAL\\_WEB.pdf?dimension1=ecology](https://eu.boell.org/sites/default/files/202112/AtlasMovilidadUE2021_FINAL_WEB.pdf?dimension1=ecology))  
([https://eu.boell.org/sites/default/files/2021-12/AtlanteEuropeoMobilitàà2021\\_FINAL\\_WEB.pdf?dimension1=ecology](https://eu.boell.org/sites/default/files/2021-12/AtlanteEuropeoMobilitàà2021_FINAL_WEB.pdf?dimension1=ecology))  
([https://eu.boell.org/sites/default/files/2021-07/EUMobilityatlas2021\\_2ndedition\\_FINAL\\_WEB.pdf?dimension1=euma2021](https://eu.boell.org/sites/default/files/2021-07/EUMobilityatlas2021_2ndedition_FINAL_WEB.pdf?dimension1=euma2021))

29/07/2021: Why more cities across France are imposing 30 km/h speed limits

- An increasing number of French cities are cutting speed limits to 30 km/h in a bid to encourage motorists out of their cars, save lives and -- according to advocates -- reduce

pollution. The southern city of Montpellier – which already has a large pedestrianised zone in its very centre – is the latest to join the increasingly popular 30 km/h club. The lower speed limit will apply on all but a few thoroughfares from Sunday, August 1st. Speed limits have already been cut to 30kph in large parts of Grenoble, Lille and Nantes, while Paris is set to cut limits on many streets from August 30th. The speed reduction cuts braking distances from 35m at 50 km/h on a dry road to 18m at 30km/h — or from 28m to 14m in cases of emergency braking. “A person struck by a vehicle at 30 km/h has a 20 percent risk of dying, compared to 90 percent at 50 km / h. So it changes everything for road safety without really changing the journey times,” according to Olivier Schneider, president of the Fédération des usagers de la bicyclette (FUB). (<https://www.thelocal.fr/20210729/why-more-cities-across-france-are-imposing-30-km-h-speed-limits/>)

#### 10/09/2021: Tram tracks are deadly for cyclists

- This has brought back to the forefront this well-known problem: cycling in the city centre requires the necessary attention and dexterity on the part of the driver to smoothly and safely avoid all obstacles in the way, as there are no quiet, segregated cycle paths everywhere. There are often "problem streets" in cities where many accidents involving cyclists occur. This is usually due to the infrastructure, which does not allow for separate lanes for cyclists. (<https://gocar.be/fr/actu-auto/securite-routiere/les-voies-de-tram-sont-mortelles-pour-les-cyclistes>)

#### 24/09/2021: Innovative technology to save cyclists' lives

- To minimize risk, there are now smart helmets that incorporate an SOS system to detect falls and accidents, turn signals and a brake light, an anti-theft system, a voice command assistant and a hands-free system to answer calls without having to take your hands off the handlebars. They are also resistant to rain, cold and extreme sun. The LIVALL helmet range. The LIVALL range of helmets - a unique patent in the world - which Traffic has already included in its DGT 3.0 working group to develop use cases for the connectivity of smart helmets with its mobility management cloud for all types of vehicles and to study users' expectations for improved personal protection. ([https://www.abc.es/motor/reportajes/abci-innovadora-tecnologia-para-salvar-vida-ciclistas-202109240200\\_noticia.html](https://www.abc.es/motor/reportajes/abci-innovadora-tecnologia-para-salvar-vida-ciclistas-202109240200_noticia.html))

#### 06/10/2021: European Parliament issues wake-up call on road safety

- Better infrastructure and more coordination: MEPs want more investments in infrastructure that would deliver on road safety, focusing on zones with the highest number of accidents. They call on member states to create National Road Safety Funds that would channel sums received from road traffic fines into road safety projects. To properly implement the next steps in the EU road safety policy, MEPs call on the Commission to establish a European road transport agency to support sustainable, safe and smart road transport. (<https://europeansting.com/2021/10/06/european-parliament-issues-wake-up-call-on-road-safety/>)

#### 07/10/2021: All Hungarian MEPs in Favor of EP's New 30 km/h Speed Limit Proposal in Residential Areas

- Robust road safety measures, such as a 30 km per hour speed limit, are the way to reach zero deaths on EU roads by 2050, say MEPs in a newly adopted resolution on Wednesday. The proposal was even supported by all MEPs of Hungary's ruling Fidesz representatives, despite the fact that the party often lambasts the opposition leadership of Budapest for many of the capital's traffic-reducing restrictions.  
(<https://hungarytoday.hu/hungarian-meps-new-30-km-h-speed-limit-proposal/>)

### 30/10/2021: 30km/h limits set to spread in 2021

- The city of Paris will extend 30 km/h limits to cover the entire city from 2021, and has launched a public consultation on the measure. The move puts into effect an election promises of the mayor Anne Hidalgo. Paris has had 30 km/h limits covering a wide area for several years. In neighbouring Spain, the government has said it is taking the next steps towards a legal change that could see urban road speed limits reduced to 30 km/h or lower across the country by next year. Discussions are also ongoing in the Netherlands about reducing default urban speed limits. The city of Bilbao has announced that it will be the first city of more than 300,000 inhabitants to have a 30 km/h limit across the entire city. Almost 90% of the city's streets already have the lower limit, but the remaining 50 km/h streets will now see 30 km/h put in place. Brussels, the Belgian capital, will also move to 30 km/h across the vast majority of streets from 2021.  
(<https://etsc.eu/30km-h-limits-set-to-spread-in-2021/>)

### 23/12/2021: Terranet launches innovative e-bike safety product

- LUND, Sweden - Terranet AB has made a major step forward in e-bike safety. The Swedish company developed 'BlincBike' which comprises a rear-view monitoring system that empowers cyclists to avoid accidents. The BlincBike system assists the bike rider in making smarter decisions on the roads by classifying the object, read the distance, and predicting the intention of the object. It helps them to keep their eyes on the road ahead and fits into any e-bike. A new class of a rear-view monitoring system can detect, track and classify objects by using AI-based computer vision, machine learning and deep neural networks.  
(<https://www.bike-eu.com/products-innovations/nieuws/2021/12/terranet-launches-innovative-e-bike-safety-product-10141968>)

### 07/01/2022: More sustainable trucks: bike and scooter friendly

- In addition to efficiency, another of MAN's innovations aims to avoid accidents with the most vulnerable users, such as pedestrians, bicycles and scooters. In Spain there are around 9 million users, including bicycles and scooters, as a result of the emergence of new mobility formulas. At the same time, the boom in logistics and e-commerce deliveries in the so-called 'last mile' has led to an increase in commercial and industrial vehicle traffic. And this coexistence suggests that in one out of every ten accidents involving bikes and scooters there is a heavy or light commercial vehicle involved, with blind spots being the main risk situation, according to DGT data. To try to avoid such accidents, MAN has developed OptiView technology, which eliminates rear-view mirrors and replaces them with a system of cameras and high-definition screens inside the cabs to provide a real driving aid.  
([https://www.abc.es/motor/reportajes/abci-camiones-mas-sostenibles-respetuosos-bicis-y-patinetes-202201070030\\_noticia.html](https://www.abc.es/motor/reportajes/abci-camiones-mas-sostenibles-respetuosos-bicis-y-patinetes-202201070030_noticia.html))

25/01/2022: Report: The state of national cycling strategies in Europe (2021)

- This report provides a comprehensive overview, for the first time ever, of the status of national cycling strategies in 47 European countries, at a time of growing political interest across the world in cycling as a sustainable and healthy mode of transport. A national cycling strategy is a crucial policy tool for countries to develop and grow cycling's modal share at the national level, with all the positive impacts that this generates, such as cleaner air, healthier and happier citizens, more liveable cities and towns, better rural connectivity and more vibrant local economies. National cycling strategies are also instrumental if the world is to cut transport emissions quickly and effectively and avoid the worst of the climate crisis.  
(<https://ecf.com/files/reports/national-cycling-strategies-in-europe-2021>)

17/05/2022: How to Make a City Safer for E-Bikes? Think Infrastructure

- E-bikes are a powerful tool for lowering carbon emissions — boosting adoption is mostly dependent on offering riders protected bike lanes to enhance safety. The invasion of Ukraine has put the US and Europe on a wartime mission to abandon Russian fossil fuels. This series looks at speeding up zero-carbon alternatives by lowering political and financial barriers. Sign up here to get the next story sent to your inbox. Electric bicycle use has been booming in the US over the last two years. Demand surged during the early days of the pandemic as people looked for new ways to travel safely and again this spring as rising fuel prices sent commuters looking for cheaper alternatives. Policymakers searching for ways to reduce demand for fossil fuels in the wake of Russia's invasion of Ukraine might also find e-bikes handy.  
(<https://www.bloomberg.com/news/articles/2022-05-17/how-to-make-cities-safer-for-electric-bicycles>)

25/05/2022: More Protected Bike Lanes = More Women Cyclists, New Study Shows

- Protect them and they will bike. Cycling by women increased 4 to 6 percent on roadways where the city build protected bike lanes, a new study reveals, further bolstering previous findings that dangerous streets are a prime cause of the gender gap in cycling. Cross-referencing Citi Bike ridership data with the city's bike infrastructure map, two European researchers found that the construction of protected bike lanes led to profound increases in bike riding by people identifying as female. "Women's participation in cycling mainly increases for routes that are covered by at least 50 percent with protected bike lanes, and that the biggest uptake comes from routes for which more than 80 percent can be ridden on a protected cycling lane," authors Laila AitBihiOualia and Joris Kligen wrote in the study, published this week in Cities magazine. "Our findings imply that there are strong incentives for policymakers to invest in the implementation of dedicated bike lanes and especially to make sure that protected cycle paths represent a substantial share of routes."  
(<https://nyc.streetsblog.org/2022/05/25/protected-bike-lanes-are-an-equity-issue-new-study-shows/>)

24/05/2022: 52% globally say cycling in their area is too dangerous

- A new Ipsos survey finds that most adults across 28 countries consider cycling plays an important role in the reduction of carbon emissions (on average, 86% do so) and in the reduction of traffic (80%). However, half (52%) say cycling in their area is too dangerous. The prevalence of cycling to run errands or to commute is highest in countries where it is most widely perceived as a safe mode of transportation such as China, Japan, and the Netherlands. In most countries surveyed, a solid majority of citizens are in favor of giving bicycles priority over automobiles in new infrastructure projects.

(<https://www.ipsos.com/en/global-advisor-cycling-across-the-world-2022>)

25/05/2022: Dutch research finds cyclists increasingly at risk at roundabouts

- Dutch-style roundabouts are gradually being introduced in the UK – but new research from the Netherlands has found that roundabouts in general, and not just ones designed specifically for cyclists, are becoming increasingly unsafe for people on bikes, with a rise in collisions at them attributed to greater complexity not only in the design of such junctions, but also the means people use to navigate them. Road safety expert Erik Donkers of the traffic consultancy VIA examined all reported collisions involving cyclists in the Netherlands between 2014 and 2021, and discovered that roundabouts especially were less safe for people on bikes than previously assumed, reports Het Parool (link is external).

(<https://road.cc/content/news/dutch-research-cyclists-increasingly-risk-roundabouts-293043>)