

- Why it is vitally important:**
- To increase EU cycling Infrastructure
 - To increase 30 km_h areas in the EU cities
 - To work for implementing ITS' connectivity in EU for safer cycling

05/2012: Requirements for High Quality Cycling Infrastructure Design

- An Austrian research proposes the Viennese Diagonal to solve traffic on main roads. Different from the two-step crossing, where the cyclists have to cross twice, at an intersection, The Viennese Diagonal would enable them to cross diagonally at an intersection, making it smoother, faster and safer for the cyclists.
- Width of the cycling lanes in relation to the hourly number of cyclists has also been looked at and the authors conclude that to accommodate 5 000 to 6 000 cyclists every hour, the lanes should be 4 meters wide.
- The material and quality of the lanes' surface is also of utmost importance since it influences the comfort, speed and body energy expenditure of the cyclists. A bad quality surface, such as cobblestones or badly maintained paths can cause vibrations similar to the usage of construction machinery, thus inducing health problems to the cyclists in the long run.

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)

06/10/2015: Policy and Programs for Cycling in the City of Zagreb – A Critical Review

- A case study of the cycling issues in the city of Zagreb attempts to find solutions to lower the percentage of accidents where cyclists are slightly injured.
- They conclude that although the lack of data in respect to cycling keeps them from evaluating which measures are the most effective, the main problem is the network's discontinuity. It seems that cycling is often forgotten when building and planning.
- The authors remind us that the rate of cycling is affected by the amount and quality of infrastructures. Thus, we need to build a safe and cohesive network if we want to see an increase in cycling rates and ultimately decrease the traffic accidents.

https://www.researchgate.net/publication/283300831_Policy_and_Programs_for_Cycling_in_the_City_of_Zagreb_-_A_Critical_Review)

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-%20Fietzers%20\(2018\)/Dossier_thematique_n%20- Cyclistes \(2ème édition\).pdf](https://www.vias.be/publications/Themadossier%20verkeersveiligheid%20n%20-%20Fietzers%20(2018)/Dossier_thematique_n%20- Cyclistes (2ème édition).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/2021-12/AtlanteEuropeoMobilitàà2021_FINAL_WEB.pdf?dimension1=ecology)

(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)

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)

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 Klingen 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>)

03/06/2022: Safety boosters, make e-bikes even better than the wheel thing

- The Italian company BluBrake designs and manufactures anti-lock braking systems for e-bikes and e-cargo bikes, in an attempt to minimize accidents due to brakes and wheel locking, which increased significantly due to high sales. With the help of a sensor monitoring the speed and communicating it to the handlebar for the cyclist to see, a system predicts potential dangers and an actuator engages to regulate pressure on the front brake to prevent the back wheel from lifting off the ground.
- The Norwegian company reTyre specifies in a modular tire system that can easily be zipped on and off. The idea came from noticing that out of the 20 000 bicycles on campus, very few had winter tires. The inventor, Paul Magne Amundsen, wanted to provide a more efficient way to assure safe cycling. Customers can simply buy layers or «skins», to add on top of their wheels and can do so themselves, very easily. Once the layer is used up, they can simply buy another, instead of having to buy completely new wheels. The fact that the process is easy and does not require professionals to install makes it much more attracting for users to use and thus has a direct impact on road safety.
- Spanish company Bike Innovations wants to make it easier for people to cycle by manufacturing springy cranks which will extend as the person is cycling. This will facilitate cycling as less physical effort will be required, this encouraging people who are not used to cycling and/or might be put off by the physical aspect of it.

<https://ec.europa.eu/research-and-innovation/en/horizon-magazine/safety-boosters-make-e-bikes-even-better-wheel-thing>

25/08/2022: It's not a country for bikes

- The world ranking of the 90 cities most suitable for two wheels has been published: the top 9 are in Europe, Italy is absent. Milan only 65th, Rome 70th. But there is a plan to change. In Italy, only four percent of the population uses bicycles to get around habitually. A figure, the one highlighted by Eurobarometer, very far from 41% of the Netherlands and 21% in Sweden despite some territorial differences given that in the North-East it reaches 6.1% while in the South and in the islands the percentage

fluctuates between one and 0.9. Two wheels are mainly used by residents of cities over 50,000 inhabitants: they are 5.1% of the total, with 6.1% opting for this form of alternative mobility to go to work. These unflattering numbers would be enough to make Italy a country unsuitable for bicycle lovers. Yet yet another confirmation comes from the 2022 Global bicycle cities index, which compiles the ranking of the world's most prone cities to pushing the use of two wheels and investing in infrastructure.

(<https://www.ilgiornale.it/news/politica/non-paese-bici-2061278.html>)

03/01/2023: How EU funds for bike infrastructure are being misused

- Even though EU cohesion contributed to nearly 2 billion euros from 2014 to 2020, cyclists complain about hazardous and dysfunctional infrastructure: narrow lanes for cyclists/e-scooters/pedestrians and mobility scooters to mix and placing them near busy roads.
- Cyclists interviewed in Czechia have reported that the routes themselves are nice but lead into unclear crossroads without alternatives and dangerous main roads shared with cars once arriving in cities. A lot of paths are being interrupted, making it impossible to have a continuous network.
- In Lithuania, tracks are often built shorter than 2 kilometers, some are even too narrow to meet the standards and also suffer from being interrupted, despite having allocated 10 millions euros from the European Regional Development Fund to build pedestrian and cycling tracks.
- A lot of lanes are only being painted on roads, which is not as safe as independent bicycle roads and thus does not impact the increase of cyclists as much (studies found painted lanes twice as safe as no painted lane, but a separate cycling track makes it 8 to 10 times safer).

(<https://euobserver.com/health-and-society/156571>)

06/01/2023: *UK Government will create new micromobility category in casualty reporting*

- The UK Government has confirmed that it will introduce a new recording category to its data collection from 2024 to specifically measure micromobility incidents. This will include, but not be exclusive, to e-scooters.
- When accidents happen on a public highway, collisions involving e-cycles and e-scooters are included within the Department for Transport's (DfT) road casualty statistics. Statistics on e-scooters are publicly available, while e-cycles are captured within either the pedal cycle or motorcycle categories.
- The DfT said that while micromobility incidents are carefully monitored, it is continuously working to improve its recording processes as technology develops.
- This comes as the International Transport Forum of the OECD (ITF) releases its annual road safety report which calls for much stronger data collection on all forms of micromobility related injury.

(
https://zagdaily.com/trends/uk-government-will-create-new-micromobility-category-in-casualty-reporting/?utm_campaign=EU%20Recap&utm_source=hs_email&utm_medium=email&_hsenc=p2ANqtz-YcKGSmgYO8TpsKV9yOPDwfbKsAhvzZeODLjx3HZAT_mpCtEHF47YjGu-K6cgo9i9p7byV)

09/01/2023: *90% of Barcelona's inhabitants live within 300 m of a cycling lane*

- The city has added more than 7 kilometres of new biking infrastructure. The Barcelona City Council had a look back on the year 2022 from a cycling perspective and reported that last year over 220,000 daily bicycle trips were made in the Catalan capital. That has placed the city on the good and stable path of becoming ever more cycling and soft mobility friendly. The cited figure represents an increase of 11% compared to 2021. What's more, the cycling infrastructure has also expanded, with 7.32 kilometres having been added last year to the urban network. The City also expects to add another 9 kilometres this year. Works will start this month on Mallorca street, between Clot and Cartagena streets. This lane will be located on the 'sea' side, closest to the water, or the left lane in the direction of traffic.
<https://www.themayor.eu/en/a/view/90-of-barcelona-s-inhabitants-live-within-300-m-of-a-cycling-lane-11386>)

19/01/2023: Low traffic neighbourhoods successfully reduce motor traffic

- The largest ever study of low traffic neighbourhoods in London demonstrates overwhelming success in reducing motor traffic. Climate charity Possible and the University of Westminster's Active Travel Academy have released the most comprehensive study of low traffic neighbourhoods across London ever showing that streets within LTNs experience substantial, overall falls in traffic and, implying significant changes in street use. The mean average decrease in motor traffic on roads within LTNs (a reduction of 815 motor vehicles) was shown to be almost ten times higher than average increases in motor traffic on boundary roads (an increase of 82 motor vehicles), suggesting that LTNs are creating a substantial overall reduction in traffic. Across London the mean percentage reduction of traffic on streets within LTNs was 46.9%. This has resulted in many more streets experiencing under 1,000 motor vehicles passing through them a day, implying that there may be a qualitative change in the local environment that has meant an increase in walking and cycling.
<https://cyclingindustry.news/low-traffic-neighbourhoods-successfully-reduce-motor-traffic/>)

23/01/2023: Tempo 30: Unpopular with Germans, but highly effective

- Survey identifies clear rejection among the German population for the key measure, which 400 municipalities would already like to introduce nationwide if the Minister of Transport allowed it. The effects on road safety, traffic flow, noise and pollutant reduction are undisputed. Only a third of the citizens surveyed by the survey institute Civey on behalf of Spiegel can warm up for a nationwide speed limit of 30 km/h in the cities. 57 percent of the respondents in the representative survey were against it, 42 percent even "do not want it under any circumstances". Even in the cities, the opinion remained in balance with 46 percent, while in sparsely populated areas the no clearly

prevailed at 64. This contrasts with 400 municipalities that have joined the "Living Cities through Appropriate Speeds" initiative. However, a reform of road traffic law compatible in the coalition agreement with a corresponding regulation does not progress in Volker Wissing's FDP-led Federal Ministry of Transport. Recently Milan had reached such a limit, Brussels and Paris had already advanced, in Spain speed 30 applies in the city on single-lane railways.

(<https://vision-mobility.de/news/tempo-30-bei-den-deutschen-unbeliebt-aber-hoehst-wirksam-233321.html>)

03/02/2023: Puglia reveals plans for more bicycle-friendly infrastructure in the region

- Through the Interreg MIMOSA project, Puglia will be launching a bike facility point at Bari Airport next spring that supports the assembly and disassembly of bikes for cycling tourists travelling in the region. We asked them more about the project, what it aims to achieve and how the region is making strides in cycling-friendly policies. POLIS member Puglia has a big reveal: next spring, they will be launching a new service for cyclists departing from and arriving at the city of Bari's airport. Work has begun to create an equipped station for assembling and disassembling bicycles for passengers who have them in tow, along with dedicated signage towards the departures area and from the arrivals area.

(<https://www.polisnetwork.eu/news/puglia-reveals-plans-for-more-bicycle-friendly-infrastructure-in-the-region/>)

26/01/2023: Underground and "under water": This is how bicycles park in Amsterdam

- The Netherlands is known to be a pioneer in cycling and is also ahead of the way in adapting urban planning to the green means of transport. Two new bicycle car parks have just been opened in Amsterdam, underground or rather below the water level, because that is the other special feature of the country, the proximity to the water. The two facilities, one of them right next to the main train station, together offer 11,000 new bicycle parking spaces. Optimal use of the space "What they have done very wisely here is that the parking garage was built under the water," says Vivianne Heijnen, Minister of Infrastructure and Water Management. Fortunately, we have a lot of knowledge and experience in the Netherlands when it comes to construction projects in areas with a lot of water areas, which allows optimal use of space in a small country like the Netherlands.

(<https://de.euronews.com/kultur/2023/01/26/unterirdisch-und-unter-wasser-so-parken-fahrrader-in-amsterdam>)

08/02/2023: CDU calls for a bicycle country

- Today, the Bundestag is discussing a motion by the CDU/CSU parliamentary group for the forced implementation of the National Cycling Plan (NRVP). The Union criticizes the Federal Government for its lack of commitment to promoting cycling and calls for a law implementing the cycling plan and further developing the Road Traffic Act (StVG). The bicycle club ADFC also criticizes the slow expansion of the

cycling infrastructure and the lack of impulses from the Federal Ministry of Transport for the bike.

(https://www.sazbike.de/markt-politik/adfc-allgemeiner-deutscher-fahrrad-club/cdu-foerdert-fahrradland-2838680.html?utm_source=sazbike_nl&utm_campaign=Städtebündnis_für_Tempo_30_wächst_auf_über_400_Mitglieder_09022023&utm_medium=email)

09/02/2023: Cycle Traffics: Greens and CDU complain about limited funding from Wissing

- Even though Wissing (German transport minister) recently announced 15€ million funding for cycling infrastructure the Greens and CDU state that this is by far not enough for all the projects that have been promised.

(<https://vision-mobility.de/news/radverkehr-gruene-und-cdu-beklagen-maue-foerderung-durch-wissing-237464.html>)

14/02/2023: In 2024, all Olympic sites will be accessible by bike.

- A network of 60 kilometers of bike paths will connect the Games competition sites. Ten thousand bicycle parking spaces will be installed and three thousand additional Vélib' will be put into service. Do you dream of reaching the Parc des Princes from the center of Paris? To pedal to the new Arena of the Porte de la Chapelle? The bike will be at the party for the Olympic and Paralympic Games: in 2024, all competition sites can be reached on two-wheelers. These new tracks will be part of the heritage of the Games for all Parisians.

(https://www.paris.fr/pages/en-2024-tous-les-sites-olympiques-seront-accessibles-a-velo-23154?utm_campaign=EU%20Recap&utm_source=hs_email&utm_medium=email&hsenc=p2ANqtz-8MzuQzJYPp9Xg_b0Aw_gadcWAgBRV8Brv8EEqHbM2GR4GjJ0gKJABxegJxFUjHHU9wylRx)

20/02/2023: Ireland bolsters cycle investment spend with €million announcements.

- Ireland's government has earmarked millions of euros for cycling and 'greenway' projects, as part of a €1 billion-plus investment into national roads and greenways, on 17 Feb 2023. Around €63 million funding through TII's Greenway Programme will contribute to the ongoing development of circa 70 Greenway projects around Ireland. Funding will go towards continuing construction on projects already underway and pushing others through the planning and design stage. This cash partly fulfils the government's prior commitment to spend €360 million per annum on walking and cycling, to encourage sustainable and healthy choices.

(<https://cyclingindustry.news/ireland-bolsters-cycle-investment-spend-with-emillion-announcement/>)

20/02/2023: ADFC: Bavaria's cycle paths are dangerous.

- In 2022, 84 cyclists died in Bavaria, significantly more than last year and in previous years. The ADFC demands consequences. adfc bayern accident Ghost bike in memory

of accident victims (Source: ADFC Bayreuth) Bernadette Felsch, state chairman of the General German Bicycle Club (ADFC) Bavaria, says: "We note with dismay the high increase in cyclists who have accidents in Bavarian road traffic. Cycling is not particularly dangerous in itself. The poor framework conditions are dangerous: maintenance and the urgently needed expansion of the cycle path network are not pursued with the necessary seriousness. At the same time, car traffic continues to increase and the vehicles are getting bigger and heavier and heavier and thus more dangerous for cyclists and pedestrians.

(https://www.sazbike.de/markt-politik/adfc-allgemeiner-deutscher-fahrrad-club/adfc-bayerns-radwege-gefaehrlich-2841702.html?utm_source=sazbike_nl&utm_campaign=Mivice_20022023&utm_medium=email)

24/02/2023: Significantly more deaths in cycling

- In 2022, 2,782 people died in road traffic accidents in Germany, nine percent more than in the previous year. Especially in bicycle traffic, the number of deaths increased significantly. traffic accidents 2022 dead cycling Monthly distribution of road deaths (Source: Destatis) According to preliminary results, according to the Federal Statistical Office (Destatis), there were nine percent or 220 more deaths in 2022 than in the previous year (2,562 deaths) and nine percent less than in 2019, the year before the corona pandemic (3,046 deaths). The number of injured rose by eleven percent in 2022 compared to 2021 to around 358,000 people. This was seven percent less than in 2019 (384,230).

(<https://www.sazbike.de/markt-politik/statistisches-bundesamt-destatis/deutlich-tote-im-radverkehr-2842982.html>)

03/03/2023: German Transport Ministry: Cycling traffic will increase by 36%

- The Federal Ministry of Digital and Transport (BMDV) has presented a new traffic forecast until 2051. According to this, bicycle traffic is expected to increase sharply by then. Federal Minister of Transport Dr. Volker Wissing presented the results of the new sliding long-term traffic forecast of the BMDV. It extends into the year 2051 and takes into account, among other things, a significant increase in population growth, changes due to the energy transition and the consequences of the Ukraine war. According to the forecast, passenger traffic is expected to increase by 13 percent to almost 1,400 billion passenger kilometers in 2051. Rail and air traffic will therefore increase by over 50 percent, and bicycle traffic will also increase noticeably - by 36 percent. Road traffic will only grow slightly. Traffic in the freight sector is to increase particularly strongly. The truck remains the dominant means of transport (plus 54 percent increase on the road). Freight traffic on the rail increases by a third, while the waterway is stagnating.

(https://www.sazbike.de/markt-politik/bundesministerium-fuer-digitales-und-verkehr/verkehrsministerium-radverkehr-um-36-prozent-zulegen-2844560.html?utm_source=sazbike_nl&utm_campaign=Car-Los_nimmt_Vertrieb_auf_03032023&utm_medium=email)

03/03/23: German government increased funding for parking facilities at train stations to 110€ million.

- Zukunft Fahrrad welcomes the increase and the start of the funding program, emphasizes the expansion of the cycling infrastructure and encourages the adaptation of the Germany ticket. The better connection of bicycles and public transport is central to more climate protection in the transport sector. But what belongs together has not yet been planned together: one million parking spaces are already missing at train stations. In the federal budget for 2023, a separate funding program for bicycle parking garages amounting to 57 million euros was therefore decided. Yesterday, the Federal Ministry of Transport submitted a corresponding funding concept to the Budget Committee in the Bundestag. At the same time, the funds were increased to 110 million euros by 2026.

(https://www.sazbike.de/markt-politik/zukunft-fahrrad/bund-erhoeht-foerderung-fahrradparkhaeuser-an-bahnhoefen-110-millionen-euro-2844443.html?utm_source=sazbike_nl&utm_campaign=Car-Los_nimmt_Vertrieb_auf_03032023&utm_medium=email)

08/03/2023: London leads cycling in England but falls behind European counterparts.

- Campaigners behind City Ratings, a data analysis tool ranking global cities for how cycleable they are, have launched new data for 2022. This year, the data for cycling in England is focussed on London, Manchester, and the West Midlands. Ratings draw from 2 key factors:
 - The quality of the cycling network in a borough (Network Score)
 - Community perceptions of cycling (Community Score).
 The first is sourced from the PeopleForBikes Bicycle Network Analysis and the second from surveys with local residents.

What is City Ratings?

City Ratings is a ranking of cities' cyclability by US advocacy group PeopleForBikes, which has been calculated annually since 2017. The aim of this data is to spotlight the best cities and towns for cycling, as well as provide city leaders with actionable insights to make cycling better in their communities. 51 London boroughs were rated, with the average Bicycle Network Analysis score for all boroughs being 42/100. Access to retail destinations scored best for all boroughs (average 55), whereas access to people (where people live) scored the worst (average 28). There are some significant differences between individual boroughs.

(<https://cyclingindustry.news/london-leads-cycling-in-england-but-falls-behind-european-counterparts/>)

09/03/2023 : Study about protection against brain injuries

- A new study is to show that Hövding's bicycle airbag is intended to significantly reduce the risk of head and neck injuries in the most common bicycle accidents compared to conventional helmets. The researchers involved in the study want to

have developed a procedure with which the risk of injury in typical wheel accidents can be simulated on digital models of the human body. According to their own presentation, they were able to compare the protection of a Hövding bicycle airbag with that of a conventional bicycle helmet with regard to the expected head and neck injuries.

(https://www.sazbike.de/hersteller/studie/hoevding-sieht-kragenairbag-studie-bestaetigt-2845961.html?utm_source=sazbike_nl&utm_campaign=Velosolutions_baut_ers_10ten_Pumptrack_in_Nepal_09032023&utm_medium=email)

10/03/2023: France is counting on cycling tourism

- France is expanding its long-distance cycle routes by 465 kilometers as part of the "Schéma national des véloroutes" (SNV) program. Four routes will be extended, one is added. The redesign of the long-distance cycle route network, which is designed for a three-year cycle, then includes 59 routes, including ten Euro-Velo routes, with a total length of 26,115 kilometers. It was confirmed the inclusion of a new, 225-kilometer bicycle route with the number V95, which connects Les Sables-d'Olonne with Bressuire and the extension of the V92 - La Flow Vélo by 110 kilometers to the southeast, which now leads from Île-d'Aix to Sarlat-la-Canéda.
(https://www.sazbike.de/markt-politik/radverkehr/frankreich-setzt-radtourismus-2846261.html?utm_source=sazbike_nl&utm_campaign=Wechsel_in_der_Fuehrung_von_Internetstores_10032023&utm_medium=email)

21/03/2023: Swiss research shows 30 km/h zones reduced crashes by 38%

- ETSC's Swiss member organisation, BFU, has released a report showing 30 km/h speed zones, and other infrastructure changes, lead to big improvements in road safety. Through their EVAMIR geographic database of infrastructure changes, the BFU has been able to assess the effectiveness of measures that affect road infrastructure for the first time. The database contains detailed information on 2500 measures classified into 28 types. BFU says it was able to make a reliable assessment of the effectiveness of seven types of measures which revealed reductions in the number of crashes by between 11% and 66%. The BFU created the digital platform EVAMIR (evaluation of road infrastructure measures) in 2014, based on geographic information system (GIS) data.
(<https://etsc.eu/swiss-research-shows-30-km-h-zones-reduced-crashes-by-38/>)

22/03/2023: Baden-Württemberg wants to build 2000 kilometers of new cycle paths

- In Baden-Württemberg, around 2000 kilometers of new cycle paths are to be built on federal and state roads by 2040. This is the result of a first comprehensive demand plan of this kind, which Prime Minister Winfried Kretschmann and Transport Minister Winfried Hermann (both Greens) want to present in Stuttgart on Tuesday. According to this, 20 percent of all journeys in the country are to be covered by bicycle by 2030. Missing cycle paths and gaps on federal and state roads have therefore been systematically recorded, as the German Press Agency learned from the Ministry of Transport. The demand plan contains all important new and expansion routes on cycle paths in the construction load of the federal and state until 2040. There are currently around 2100 kilometers of cycle paths on federal and state roads.

<https://www.welt.de/regionales/baden-wuerttemberg/article244399974/Baden-Wuerttemberg-will-2000-Kilometer-neue-Radwege-bauen.html?icid=search.product.onsitesearch>

23/03/2023: Aleck acquires smart bike helmet crash sensor Tocsen

- Outdoor sport-focused wireless, Aleck, maker of wireless audio and communication systems, has acquired Tocsen, the German maker of intelligent smart bike helmet crash sensor. Tocsen's crash sensor is currently available as a single accessory or integrated in certain uvex, Alpina and EKO helmet models. Connecting with a smartphone app, the sensor sends an SOS to registered numbers and nearby community – users who have made themselves available to intervene in an emergency. Tocsen crash sensors have been mounted on ski, bike and horse riding helmets.

<https://cyclingindustry.news/aleck-acquires-smart-bike-helmet-crash-sensor-tocsen/>

25/03/2023: More help for municipalities to improve cycling

- The municipalities in Mecklenburg-Vorpommern should receive more support for the expansion of the cycle routes. "There are plenty of resources, but problems to put them into implementation," said the transport policy spokesman of the left-wing faction, Henning Foerster, on Friday in the state parliament in Schwerin. Planning and application are often already a problem for many municipalities. With the votes of the SPD, Left and the opposition Greens, the parliament called on the state government to support the "Working Group for Bicycle- and Pedestrian-Friendly Municipalities in Mecklenburg-Vorpommern" with additional financial resources. The aim is for this association to advise the municipalities more comprehensively so that they can then also call up available investment funds.

<https://www.welt.de/regionales/mecklenburg-vorpommern/article244483598/Mehr-Hilfe-fuer-Kommunen-bei-Verbesserung-fuer-den-Radverkehr.html?icid=search.product.onsitesearch>

20/04/2023: Road deaths among cyclists not so high before

- In 2022, 291 cyclists were killed in traffic. This is the highest number since measurement began in 1996. More than half of traffic fatalities among cyclists were 75 years or older. Figures on seriously injured cyclists have been showing a rising trend for some time. On 18 April, CBS presented figures on the number of traffic deaths in 2022. At 737, these were 155 more than in 2021 and the highest number since 2008. The steepest increase was seen in the number of cyclists aged 75 and over killed in traffic, at 150, 59 per cent more than in 2021. Of the number of road deaths, a total of 291 were cyclists, 84 more than in 2021 and the highest number since measurement began in 1996.

https://fietsberaad.nl/kennisbank/aantal-verkeersdoden-onder-fietsers-niet-eerder-zo?utm_source=20230501-nb-fietsberaad&utm_campaign=fietsberaadnieuwsbrief&utm_medium=email

26/04/2023: Scotland to dedicate 10% of transport budget to cycling

- Hundreds of millions of pounds a year will be dedicated to getting more Scots on their bikes. Investments will be made to improve cycle lanes and access to bikes. (https://news.stv.tv/v/holyrood-to-dedicate-10-of-transport-budget-to-cycling?utm_campaign=EU%20Recap&utm_source=hs_email&utm_medium=email&_hsenc=p2ANqtz--Qlp7POb7AohOt2DaKrEHcPG5AjTPSuqr0TjZIN0HXsuZsGC6rivv8oklaLcG7eYWjl6mY)

05/05/23: German transport ministry starts new funding round for “Cycling Network Germany”

- Local governments can receive up to 100€ million for cycling infrastructure improvements to help build national long distance cycle networks. 45€ million is reserved for long-term projects and 55€ million for projects running until the end of 2024. The ministry supports the project with up to 75% and the rest has to be paid by local governments. (https://www.sazbike.de/markt-politik/bundesministerium-fuer-digitales-und-verkehr/bmdv-startet-neuen-foerderauf-ruf-radnetz-deutschland-2857990.html?utm_source=sazbike_nl&utm_campaign=Bikesale_ist_insolvent_05052023&utm_medium=email)

05/05/2023: Cycling and walking: advantageous and virtuous modes of travel

- France’s new Plan Vélo announces that they will develop cycling networks, add bidirectional cycling lanes across urban lanes and reinforced lighting devices. (<https://www.ecologie.gouv.fr/velo-et-marche>)

09/05/2023: Saarbrücken introduces Tempo 30 in the inner city

- Nationwide 30 km/h in the center: As part of a research project, the Saarland state capital Saarbrücken is trying this out.
- The model project aims to increase traffic safety and reduce noise pollution around the pedestrian zones and the bicycle zone in the city center. A total of 14 roads are part of the model project. According to its own information, the state capital Saarbrücken is among the pioneers in Germany with the project. The aim is to achieve a higher stay and quality of life in the central inner city area through this measure. ([https://www.sazbike.de/markt-politik/radverkehr/landeshauptstadt-fuehrt-tempo-30-in-innenstadt-2858896.html?utm_source=sazbike_nl&utm_campaign=Jobrad_Holding_wird_Gesellschaft_nach_europ%c3%a4ischem_Recht_\(SE\)_09052023&utm_medium=email](https://www.sazbike.de/markt-politik/radverkehr/landeshauptstadt-fuehrt-tempo-30-in-innenstadt-2858896.html?utm_source=sazbike_nl&utm_campaign=Jobrad_Holding_wird_Gesellschaft_nach_europ%c3%a4ischem_Recht_(SE)_09052023&utm_medium=email))

22/05/2023: Traffic calming ‘substantially’ improves 20mph limit effectiveness

- Measures such as road humps and changes in relative road width substantially reduce driver speed and casualties on 20mph limit roads, according to new research by the Parliamentary Advisory Council for Transport Safety (PACTS).

- Titled 'Lower urban speed limits in Europe – what does the evidence show?' (LUSTRE), the report studied the introduction of 20mph limits from the early 1980s to 2020 in six countries in Europe and in the UK. It found that the effectiveness of 20mph schemes in achieving speed and casualty reductions greatly depends on the presence of additional traffic calming measures such as road humps. Schemes without traffic calming measures yield modest speed reductions (1-2mph on 25mph roads or 3-5mph on 30mph roads).
- Where physical measures are implemented, speeds typically drop below 20mph in both cases. In the UK, schemes that rely solely on 20mph speed cap signage result in around 11% fewer casualties. This figure rises to 40% on roads with physical measures.
(<https://zagdaily.com/trends/traffic-calming-raises-20mph-limit-effectiveness-says-pacts-report/>)

09/06/2023: Cowboy e-bikes, now with built-in Google Maps

- E-bike maker Cowboy has swapped the navigation tool used in its app for Google Maps, which should improve the riding experience for many. The mapping software included in many e-bike companion apps is often lacking, and Cowboy's app was no exception. "Improved map navigation was the most requested update from within the Cowboy community," Cowboy co-founder and CTO Tanguy Goretti told me on the sidelines of Micromobility Europe in Amsterdam yesterday.
- The app, according to Goretti, is heavily used by Cowboy owners, 45 percent of whom regular mount their phones on the integrated wireless charging pad found on the company's excellent 4-series e-bikes. With this new integration, riders no longer have to switch between their Cowboy dashboard and the standalone Google Maps app.
(<https://www.theverge.com/2023/6/9/23755055/cowboy-google-maps-navigation-app-update>)

15/06/2023: Majority for urban traffic turnaround per bicycle

- The lock manufacturer Texlock (Leipzig) has published a study according to which more than two thirds of Germans support a traffic turnaround with extensive displacement of the car from the cities in favor of bicycle and public transport.
- Two thirds of Germans (73 percent) support the implementation of a sustainable transport turnaround with extensive displacement of the car from the cities in favor of bicycle mobility and public transport, whereby one in two German citizens (49 percent) and the majority of supporters attaches such a traffic turnaround to conditions. With around a quarter of Germans each, two poles face each other on this question: On the one hand, 24 percent of Germans unconditionally support this urban transport turnaround, while 27 percent completely reject the displacement of the car from the cities. This is evident from the study by Texlock.
(https://www.sazbike.de/hersteller/texlock/mehrheit-urbane-verkehrswende-fahrrad-2866287.html?utm_source=sazbike_nl&utm_campaign=Herrmans_investiert_stark_in_Automatisierung_und_Nachhaltigkeit_15062023&utm_medium=email)

20/06/2023: Bicycles get as much space as cars

- Same space for cars and bicycles - this will apply in the future on the plant ring around the city center of Giessen. The traffic test is causing discussions. Business representatives grumble, but move along.
- Road users in Gießen will have to change in the future: With a closure and first conversion work, preparations are underway for a large-scale traffic test in the city of Central Hesse, which should also receive attention outside Hesse in its dimension and duration. In the future, cars should only be able to use the outer lanes of the plant ring around the Giessen city center in a one-way direction, the previous inner lanes are reserved for bicycle and bus traffic.
(<https://www.faz.net/aktuell/gesellschaft/giessen-fahrraeder-bekommen-so-viel-platz-wie-die-autos-18975293.html>)

30/07/2023: The 'City 30' model wants to reshape European cities. Is it working?

- Bologna became the first major Italian city this month to adopt the "City 30" model, a mobility strategy based on imposing a 30 km/h speed limit on the main areas of an urban road network in a bid to reduce accidents as well as air and noise pollution.
- For Valentina Orioli, the city's councillor for mobility and public spaces, this will "create a safer, cleaner, and more liveable city which can face the challenges of sustainability."
- The potential benefits are appealing: less traffic and car accidents, reduced air and noise pollution, and more space for bikes and pedestrians. Orioli confidently told Euronews that the system will create "a seamless mobility, which will tailor the city to the needs of its residents."
- Bologna may be the first Italian city to roll out this policy, but it is in good company across Europe with dozens of cities and towns having already curtailed their speed limits to increase safety and transform the way people interact with the surrounding environment.
- But does the City 30 model actually deliver on its promises? Data suggests it does.
- An urban philosophy
- "The first concept of 'Zone 30' started in the Netherlands in the early 1970s, when a group of parents blocked a whole neighbourhood to demand that no more children die in car crashes," Matteo Dondé, an Italian architect and urban planner, told Euronews.
- It was the beginning of the Stop de Kindermoord ("Stop the child murder") campaign, which eventually led Amsterdam to become the cycling capital we all know today.
- From there, the Zone 30 idea evolved into an innovative urban development model which aims to reshape the use of public spaces, prioritising pedestrians at the expense of cars and heavy vehicles. The main tool to achieve this is by lowering the speed limits in interested areas, setting a 30 km/h limit as the norm and granting a 50 km/h exception only on some of the widest roads.
- According to Dondé, the first and "most important" result of the City 30 model is a decrease in car crashes and related deaths, since studies show that collisions at a 30 km/h speed rarely result in fatalities.
- In turn, this can lead to further benefits, such as reducing traffic and noise levels, promoting a healthier lifestyle for residents, and mitigating the effects of so-called

“urban heat islands” — small areas in crowded, densely built-up environments which tend to get warmer due to human activities.

(<https://www.euronews.com/my-europe/2023/06/30/the-city-30-model-wants-to-re-shape-european-cities-is-it-working>)

06/07/2023: Canyon announces transmitters in e-bikes for more safety

- The bicycle manufacturer Canyon (Koblenz) announces transmitters for premium bikes that communicate with motor vehicles. The technology is already in use in the car industry and is intended to prevent accidents.
- Canyon will install the so-called "V2X" technology (Vehicle-to-Everything) from the provider Autotalks (Israel) in some e-bikes. This allows other vehicles and infrastructure equipped with "V2X" (e.g. traffic lights) to receive a notification when a canyon bicycle is nearby.
- Equipping bicycles with this technology should help to make them noticed on the road, which increases the safety of cyclists and gives them additional confidence in road traffic. The technology is being used in more and more networked motor vehicles. It allows cars and trucks to communicate with "V2X" bicycles and to be warned in advance of potentially dangerous situations.

(https://www.sazbike.de/hersteller/canyon-bicycles/canyon-kuendigt-sender-in-e-bikes-sicherheit-an-2870864.html?utm_source=sazbike_nl&utm_campaign=Sachverst%3a4ndige_fordern_Ma%3c3%9fnahmen_f%3c3%bcr_Sicherheit_von_E-Scootern_0607_2023&utm_medium=email)

07/07/2023: It's my bike and Velo de Ville expanding connect bike subject to maintenance

- The Darmstadt-based company IoT Venture, which offers its brand It's my Bike Trackers, with which e-bikes and bicycles can be located, presented a new concept with further expansion stages for connected bikes at Eurobike. "The topic of connected bikes is still up-to-date and has now reached everyone in the industry. A lot has happened in the five years that our solution is in the market," says Jürgen Veith, CEO of IoT Venture GmbH.
- Together with Velo de Ville, the people of Darmstadt have further developed the tracking solution in such a way that in the future Velo-de-Ville customers will have the opportunity to be informed, for example, about the next inspection due, via an app called 'Velomate'. In the event of a breakdown, the app shows the way to the next workshop. The repairs made can also be entered in the app as a digital checkbook. "With predictive maintenance, we reach the next development stage of the connected bike. This opens up further opportunities and at the same time essential advantages for manufacturers as well as for cyclists," says Mario Schmitz, Head of Business Development at IoT Venture.

(<https://radmarkt.de/its-my-bike-und-velo-de-ville-bauen-thema-connected-bike-richtung-wartung-aus/>)

12/07/2023: Slightly more accident deaths, but clear increase in bicycle traffic

- The number of road deaths increased last year compared to 2021, but still below pre-corona level. In cycling, there was a significant increase in fatal accident victims.
- In 2022, 2,788 people died in road traffic accidents in Germany. That was 9 percent or 226 more killed than in the previous year. As the Federal Statistical Office (Destatis, Wiesbaden) continues to report according to final results, the number of road deaths was thus still below the mark of 3,000 people, which had been undercut for the first time in 2020, which was strongly influenced by the corona pandemic, when significantly fewer people were on the road than in previous. The number of people injured in road traffic accidents rose by 12 percent in 2022 to 361,134 injured. Nevertheless, the number of killed and injured remained at one of the lowest levels for almost 70 years.
https://www.sazbike.de/markt-politik/statistisches-bundesamt-destatis/unfalltote-klarer-anstieg-im-radverkehr-2871990.html?utm_source=sazbike_nl&utm_campaign=Helm Marke Smith kooperiert mit Hersteller f%3%bcr Sturzsensoren 12072023&utm_medium=email)

24/08/2023: Stromer opens office for digital development in Romania

- The Swiss electric bike manufacturer Stromer opens a new office for digital development in Romania. 25 employees work there.
- The new Stromer team in Cluj-Napoca, Romania, brings experience in the field of digital services from the automotive sector and complements the development team at the Swiss headquarters in Oberwangen. Stromer wants to raise its digital competence to the level of the automotive industry. Co-CEO Karl Ludwig Kley says: "In an increasingly digitized bike market, it is of great importance for Stromer to maintain its pioneering role in networked e-bikes.
- The development of new digital services and features is now being bundled at our new location in Cluj and thus supports the consistent implementation of our new digital strategy." Co-CEO Tomi Viiala adds: "We were far ahead of the time in the industry with our first connected e-bike model, which we launched with our own small software development team. We were the first providers with a SIM card in the bike and the first with their own app. The current investment in the hub in Cluj is a logical next step and more important pillar that allows us to further expand our technology in the next few years."
- The 25-member team of experts in Cluj covers the entire digital areas of UX (user experience), mobile, online and embedded development (system design & programming) as well as backend development.
https://www.sazbike.de/hersteller/mystromer-ag/stromer-eroeffnet-buero-digitale-entwicklung-in-rumaenien-2879725.html?utm_source=sazbike_nl&utm_campaign=Nox_Cycles_stockt_Vertriebs-_und_Marketingteam_auf_24082023&utm_medium=email)