

Safer cycling

– a common strategy
for the period 2014–
2020, Version 1.0

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TRAFIKVERKET



Strategi for safer cycling in summary

1.The challenge

2.Problems and solutions

3.Actionareas

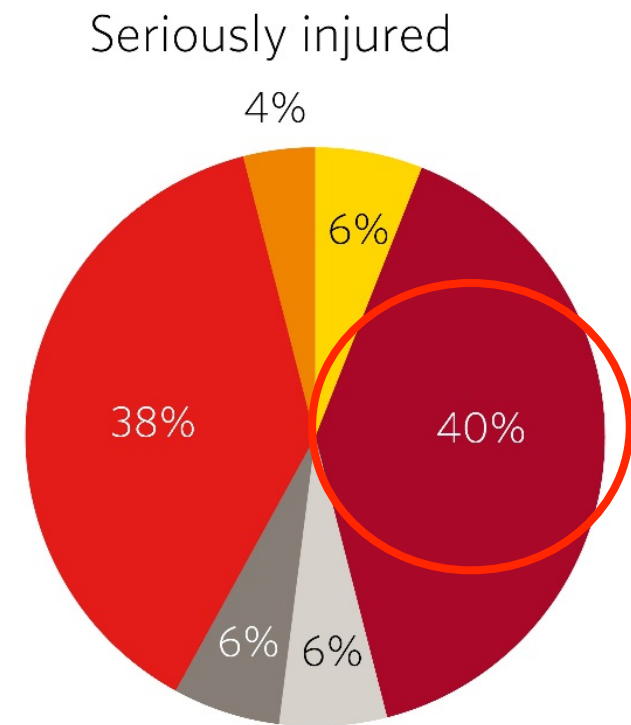
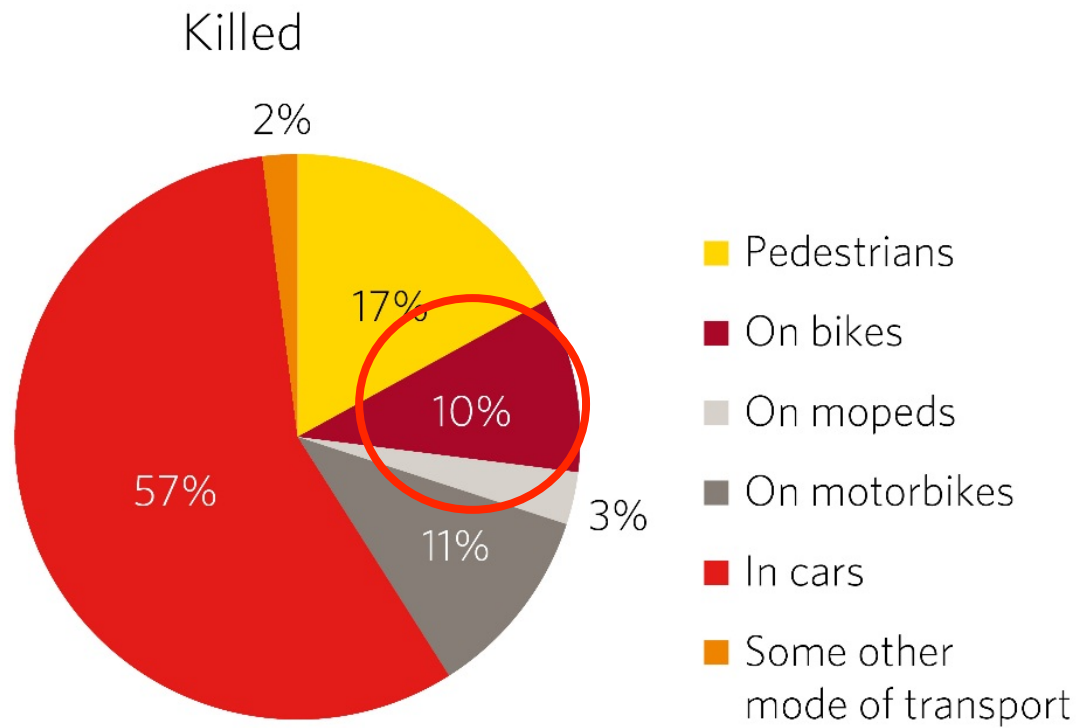
The challenge

Cycling must increase

... but presupposes an increase in the safety level

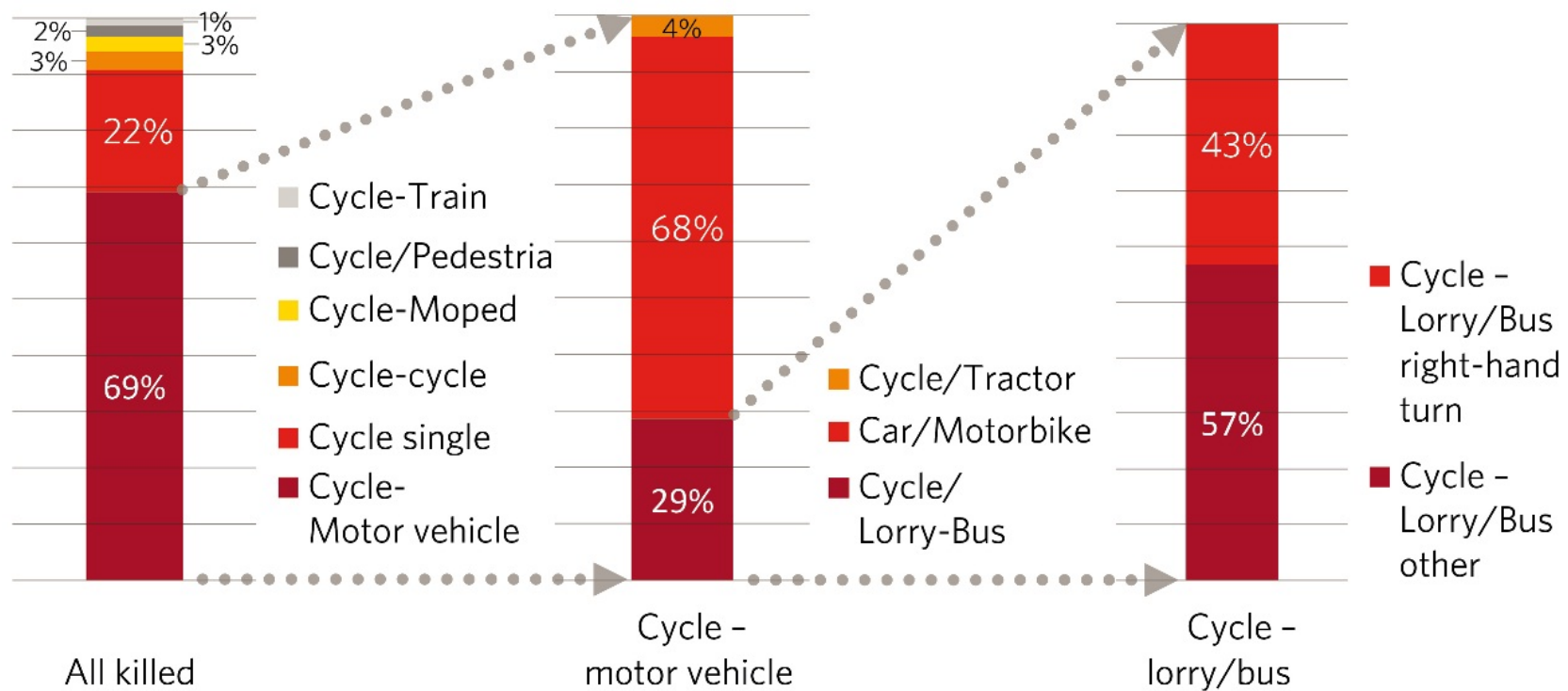


New picture out of data from hospitals

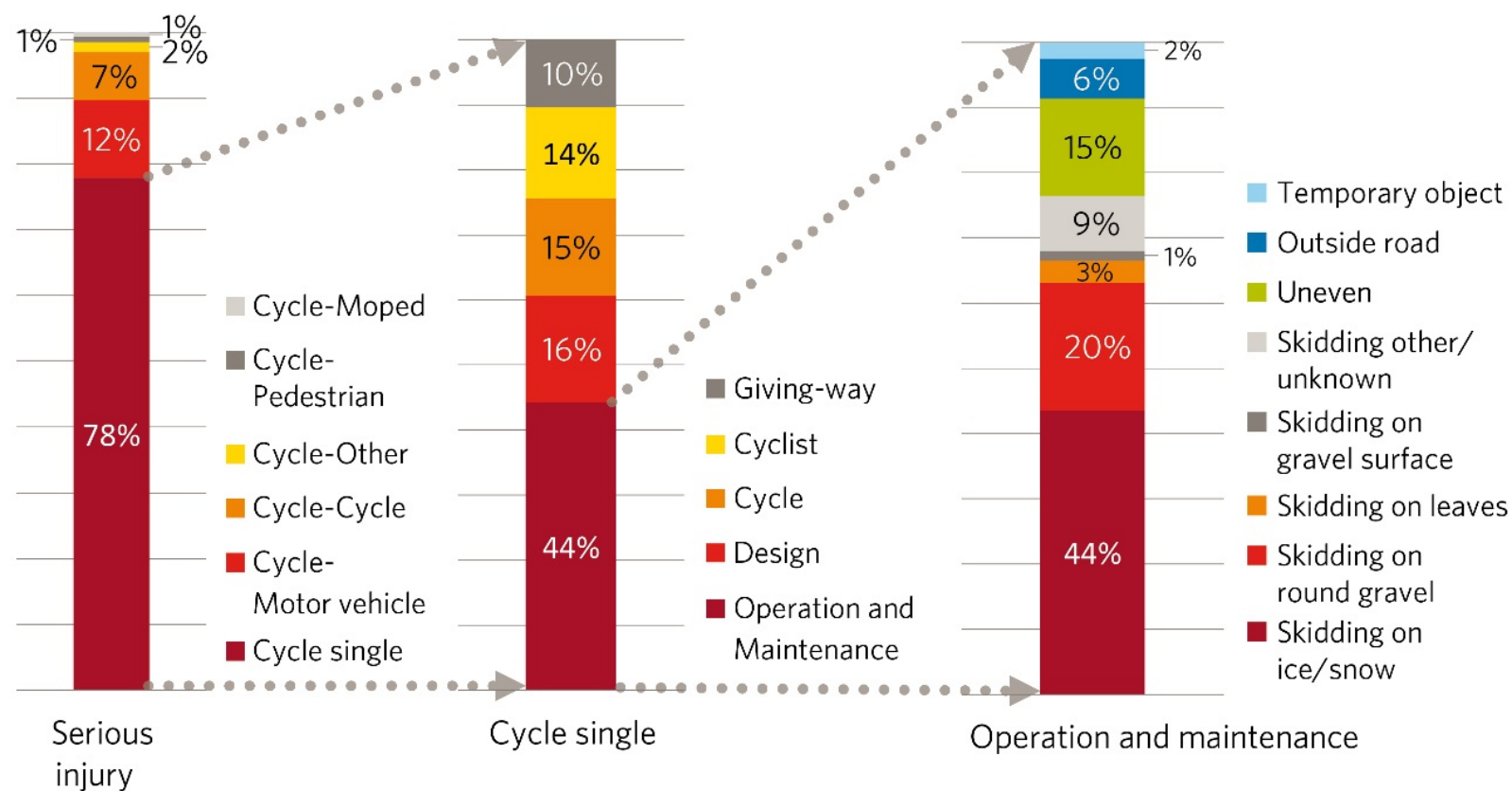


Problems

Killed cyclists 2007-2012



Serously injured cyclists 2007-2012



Solutions

Killed

	Deviation from normal cycling	Approaching critical situation	Critical situation	Crash unavoidable
Operation and maintenance				
Removal of loose gravel/leaves		5-10 %		
Good ice and snow-free maintenance (potholes/cracks)		5-10 %		
Safe use				
Use of cycle helmet				25 %
Sober cycling	10-15 %			
Infrastructure				
Moving over to separated car-free cycle routes – built-up areas	5-10 %			
Moving over to separated car-free cycle routes – sparsely populated areas	15-20 %			
Safe cycle crossings	5-10 %			
Road lighting for visibility	0-5 %			
Kerb adjustment	0-5 %			
Safe cycles				
Cycle lighting and reflectors for visibility	5 %			
Safer motor vehicles				
A combination of emergency brakes and air bags in urban environments				
Lorries with warning systems for cyclists in blind spots		5-10 %		

Relatively reliable
 Somewhat unreliable
 Highly unreliable

Potential of measures for reducing the number of killed resp. seriously injured cyclists

Serious injury

	Deviation from normal cycling	Approaching critical situation	Critical situation	Crash unavoidable
Operation and maintenance				
Good skid prevention treatment		15-20 %		
Removal of loose gravel/leaves		10-15 %		
Good ice and snow-free maintenance (potholes/cracks)		10 %		
Safe use				
Use of cycle helmet				10 %
Protective jacket and trousers				max 30 %
Sober cycling	5 %			
Correct speed	5 %			
Infrastructure				
Moving over to separated car-free cycle routes	5 %			
Safe cycle crossings	5 %			
Adjustment of kerbstones	5-10 %			
Removal of fixed objects	5 %			
Increase safety of tram lines	0-5 %			
Road lighting for visibility	0-5 %			
Safe cycles				
Winter tyres		15-20 %		
ABS brakes or similar			5 %	
Stabilisation or lower "threshold" (safe mounting/dismounting)		5 %		
Cycle inspection	5 %			
Cycle lighting and reflectors for visibility	0-5 %			
Safer motor vehicles				
Combination of emergency brakes and air bags in urban environments			0-5 %	

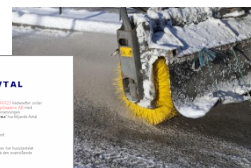
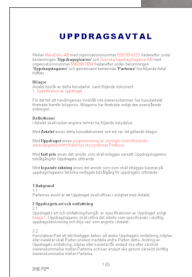
Action areas

1. Improve **operation** and maintenance
2. Design cycling **infrastructure** based on the needs of cyclists
3. Start **development processes** for safer cycles and better equipment
4. Promote **safe behaviour** and increase the use of helmets and studded tyres
5. Develop **knowledge**

1. Improve operation and maintenance



Potential for reducing the number of seriously injured cyclists by 45 %



2. Design infrastructure based on the needs of cyclists



Fundamental for
increased and safer
cycling

Potential for reducing the
number of killed by 30 %
and seriously injured
cyclists by 15 %



3,4,5. development processes , safe behaviour , new knowlege.....

Model for Safe cycling

