Cycling safety in 30 kmh zones

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BIKE PAL

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Background

- Reduction of speed limits in urban areas is one of the first measure to help increase cycling safety. This measure is proposed and/or included in many strategy documents. Some times, they are not specific about cycling intregration. They can also be very diverse in terms of regulation, signalisation and design.
  - Support:
    - 5th ETSC PIN Report (ETSC, 2011)
    - Raising the bar. Review of Cycling Safety Policies in the European Union (ETSC, 2012)
    - Pedestrian and cyclists safety and mobility in Europe (U.S. Department of Transport, 2010).
    - Cycling Safety working group preliminary findings (IFT/OECD, 2012)

Questions

- How to implement traffic calming solutions so that they are optimal for cycling safety?
- Which solutions are more effective?
- Can we propose a methodology to homogenize cycling in 30 kmh zones in this region?
  - Support:
    - Presto cycling fact sheet "Traffic calming and cycling" (EC, 2011).

Target groups

- Administrations
  - Regional
  - Local
  - Others?
- Street users: namely cyclists and motorists, but also pedestrians, especially residents.

Objectives

- Increase (technical) knowledge (for decision-making and policy-making):
  - Which solutions are more effective?
  - What is the risk perception of the users?
  - Provide checklist for evaluation
- Change behaviour: sharing public space by different types of vehicles. (questionaires)
- Communication:
  - Internet
  - Publication
  - Capacity building – coaching (webinar)

Ideas - measures

1. Infrastructure assessment - audit
2. Assessment of risk perception

Before and after intervention in Granollers (Study area)





Ideas - measures

1. Infrastructure assessment – audit
    - (literature) Report about main aspects to take into account in order to ensure and enhance cycling safety in traffic calming zones.
    - As a methodology of assessment: design a factsheet to check reported aspects.
    - Apply the factsheet to case studies (pilot)
    - Check the transferability of the assessment methodology to the whole field of study and the national and european levels.

Ideas - measures

2. Risk perception

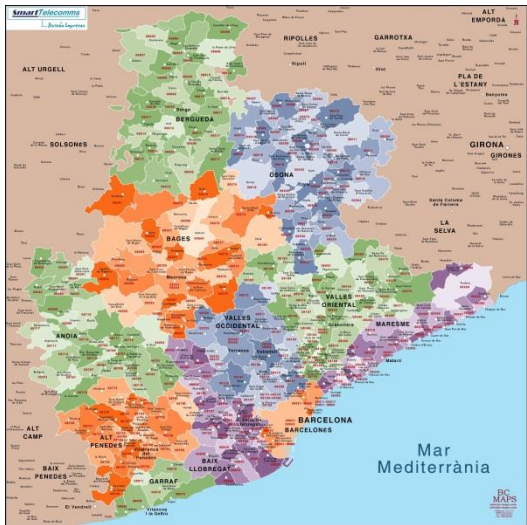
- Design of a survey to check risk perception and behaviour of all users: motorists, cyclists, pedestrians. Making a difference between residents and non-residents.
- Apply the survey to case studies (pilot).
- Report about the results.

Site

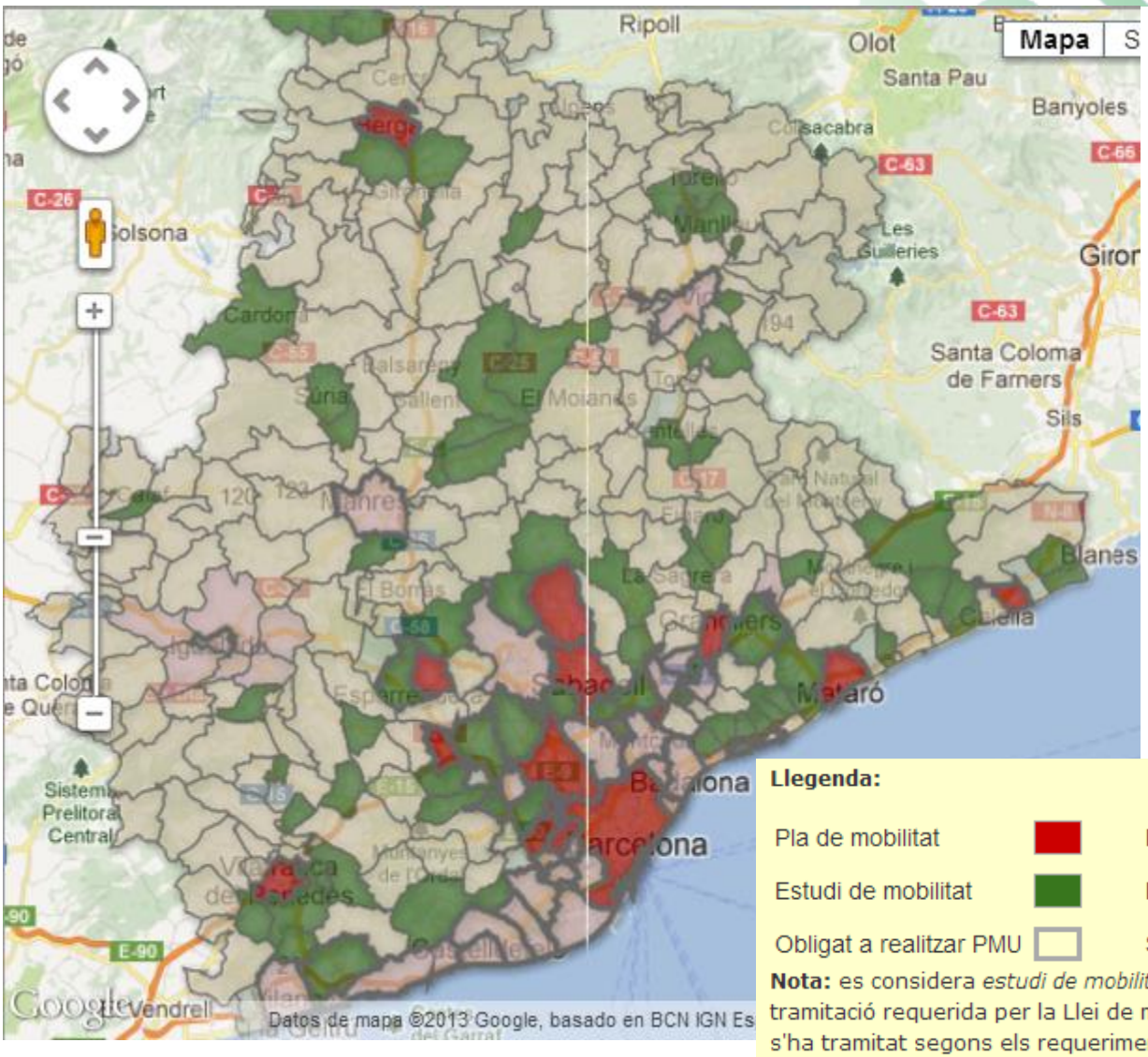
- Define study area
- Choose case studies. If possible, a 30 kmph zone to be implemented in the next months in any of the municipalities from the study area.
- Check with administration partner, adapt to their data and information availability and listen to their preferences and suggestions.



311 municipalities



Site



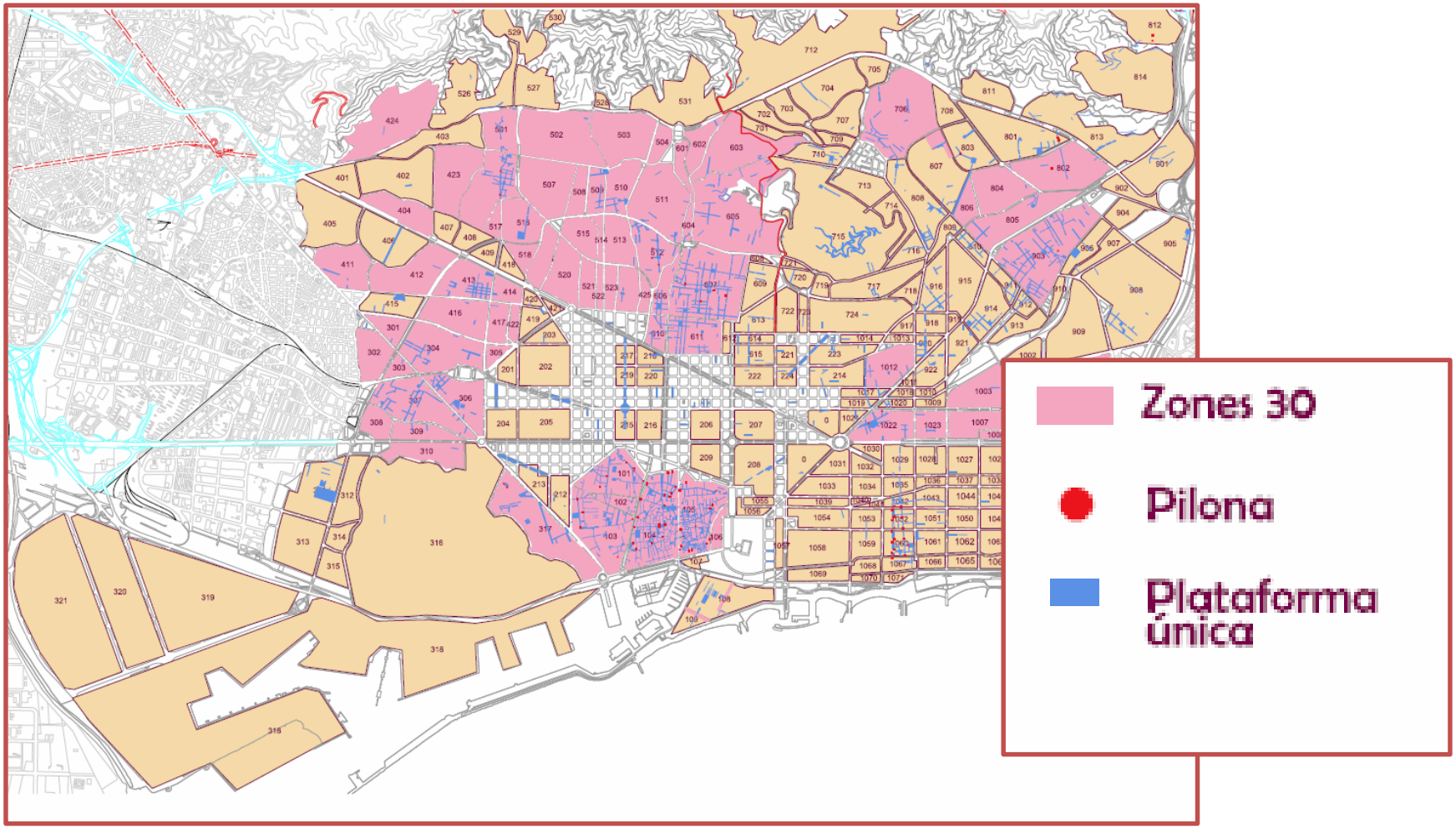
Llegenda:

Pla de mobilitat		Pla de mobilitat en redacció	
Estudi de mobilitat		Estudi de mobilitat en redacció	
Obligat a realitzar PMU		Sense estudi	

Nota: es considera *estudi de mobilitat urbana* aquell estudi que no s'ha aprovat segons la tramitació requerida per la Llei de mobilitat, i *pla de mobilitat urbana,* aquell estudi que sí que s'ha tramitat segons els requeriments de la Llei de mobilitat

Font de les dades: Diputació de Barcelona (Gerència de Serveis d'Infraestructures Viàries i Mobilitat)

Site



Site

Candidate municipalities for pilot cases. Examples from Montcada and Barcelona







Site

Diversity in the implementation of traffic calming and shared road space with bicycles. The example of Ciclocalles (ES) – Bicicarrers (CA). Examples from El Prat (Barcelona) and other (Almería in the picture. Also in Valencia, Reus, Madrid,…)





Partners

- Diputació de Barcelona – province administration
  Contacted! Meeting 22nd April
- Local administration (case study) to be defined with Diputació de Barcelona
- University
  - Professor specialized in Road Safety: Alfons Perona (UAB). He organised the meeting with Diputació.
  - Professor specialized in Mobility of vulnerable users (Dept. Geography): Àngel Cebollada (UAB), waiting for answer. Most likely it will be positive.

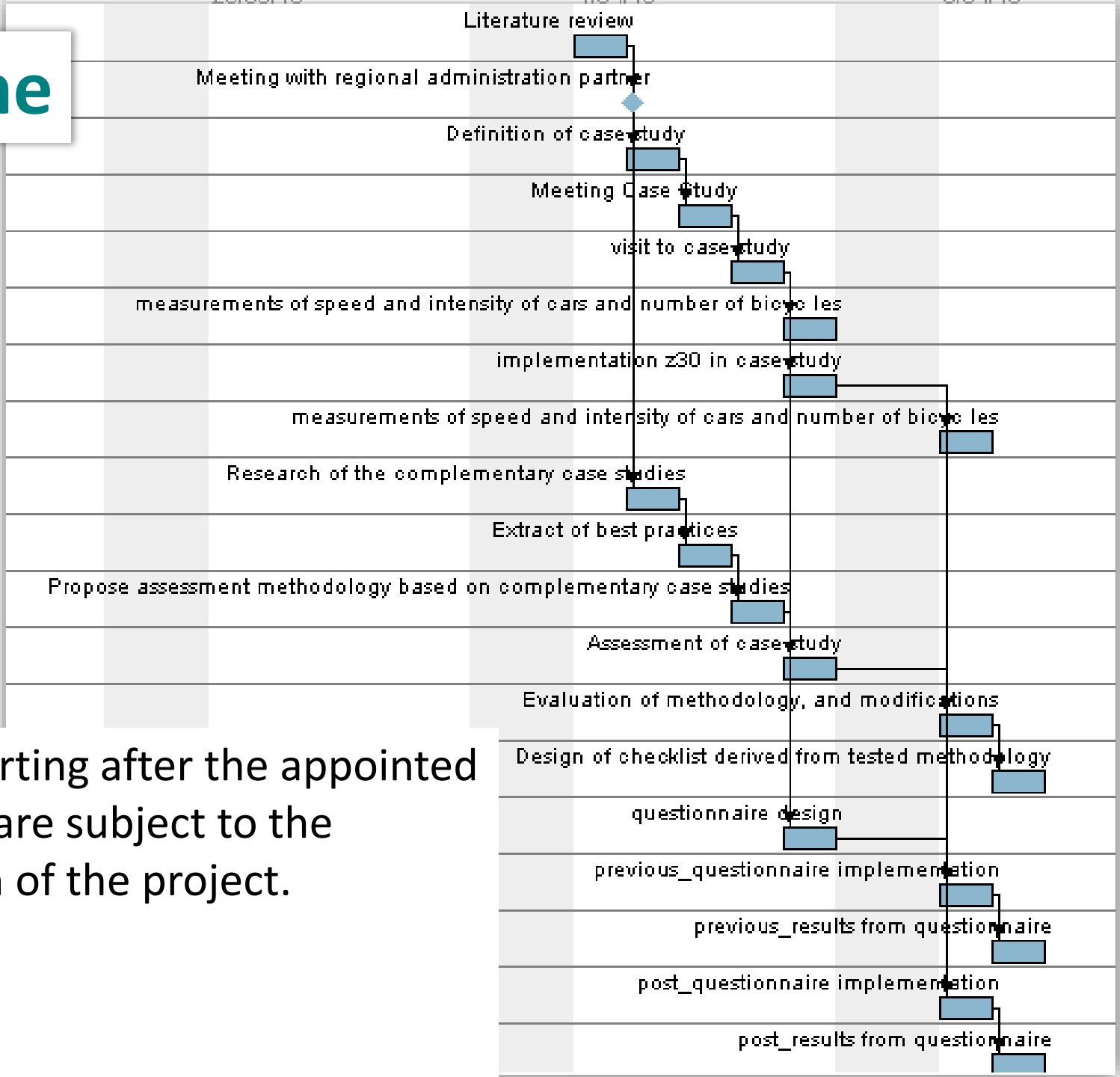
Evaluation

- Speed measurements. Depending on partner collaboration.
- Traffic flow measurements. Depending on partner collaboration.
- Cycling accounts.
- Residents perception – before and after

Potential barriers

- Partners with no resources to make measurements.
  - Possible solution: use existing data.
- Too much material.
  - Possible solution: choose only one case study as a pilot and use existing documents to assess other case studies.
- Choosing the case study
  - Possible solution: listen to the partners' suggestions and try to close it as soon as possible.

Timeline



- Dates starting after the appointed meeting are subject to the evolution of the project.

Thank you!!

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