



Elinkeino-, liikenne- ja ympäristökeskus  
Närings-, trafik- och miljöcentralen  
Centre for Economic Development, Transport and the Environment



Is Biking Safe?

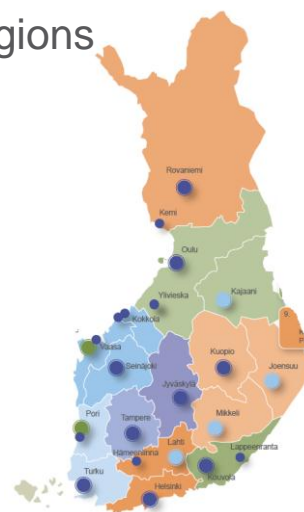
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## The ELY Centre – co-operation for the benefit of customers and the regions

- Established on 1 January 2010, **The Centres for Economic Development, Transport and the Environment** (ELY Centres) formed part of the government's reform project for regional administration.
- ELY Centres are responsible for the government's regional implementation and development tasks.
- The tasks and services of the former Employment and Economic Centres, Regional Environmental Centres, Road Districts, and State Provincial Offices' departments for transport and communications and for education and culture have been pooled in ELY Centre.



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## More cycling in a city, the safer it is

- The ECF (The European Cyclists' Federation) is working on tripling cycling in Europe by 2020.
- In car-oriented cities people perceive cycling as an unsafe mode of transport.
- In pro-cycling cities people feel safer on their bikes.
- In a city with a high share of cycling, car drivers adapt their speed and behaviour.

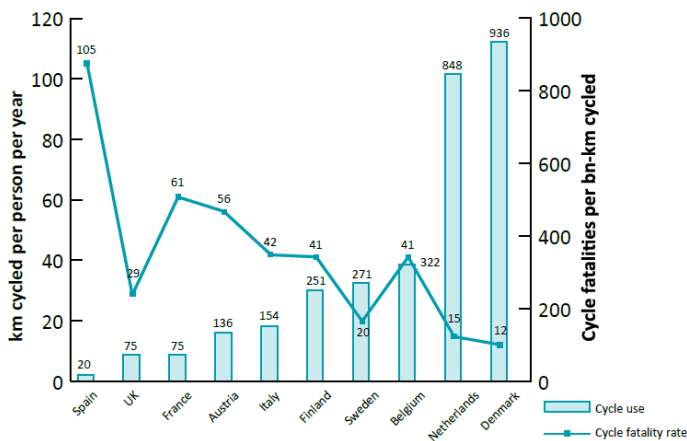


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## Cycling safety in numbers

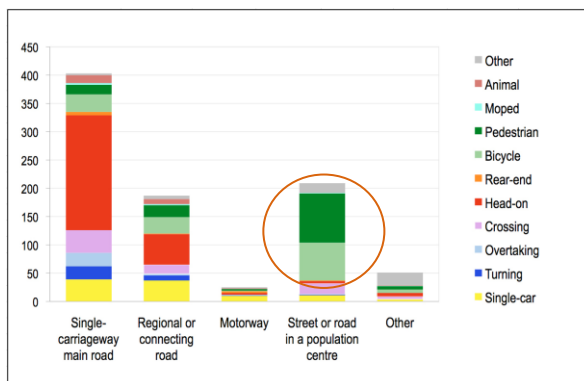


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## Fatalities in Finland in 2000 - 2007



Crash Violence within the Road Transport System, Summary Report, Long-term research and development programme for road safety, LINTU-reports 3B/2011

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## Specific measures: People and Society

- Cross-sectoral working
- Reducing private motorised transport
- Education and awareness raising campaigns
- Statistics and research



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## Specific measures: Road Infrastructure

- The aim of cycle planning should be to provide a quality cycling environment which meets all cyclists' travel needs.
- Cyclists can gain the greatest benefits from solutions which involve reducing either the volume or the speed of traffic, or both.
- 30kmh (or 20mph) speed limits should be promoted as the normal speed limit for builtup areas.
- The aim of reducing or maintaining low speeds should be supported by cycle-friendly traffic calming and/or quality street design.
- Junctions should be designed with cyclists' needs in mind.
- Road and path maintenance policies and practices should take account of cyclists' needs.



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## Summary

- Fatal accidents in cities can be prevented most effectively by improving the traffic environment expressly from the standpoint of pedestrians and bikers.
- Driving speeds in cities must be lowered.
- Traffic arrangements at junctions and crosswalks must be clarified.



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□ Cycling rates in our cities will increase substantially.  
The faster this happens the safer our streets will be.  
And the safer people feel on their bicycles the faster the  
growth of cycling rates.  
So, let's cycle and let's work for more and more road  
safety for cyclists in Europe!

Manfred Neun, ECF President  
