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SABRINA – Safer Bicycle Routes in the Danube Area

CityChangers 2030 Conference, Jihlava 17-18 May 2022

Klaus Machata, Austrian Road Safety Board (KFV)



Why SABRINA?

More of this, less of that



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Cost-efficient investment in safer cycling infrastructure saves lives and boosts everyday cycling!

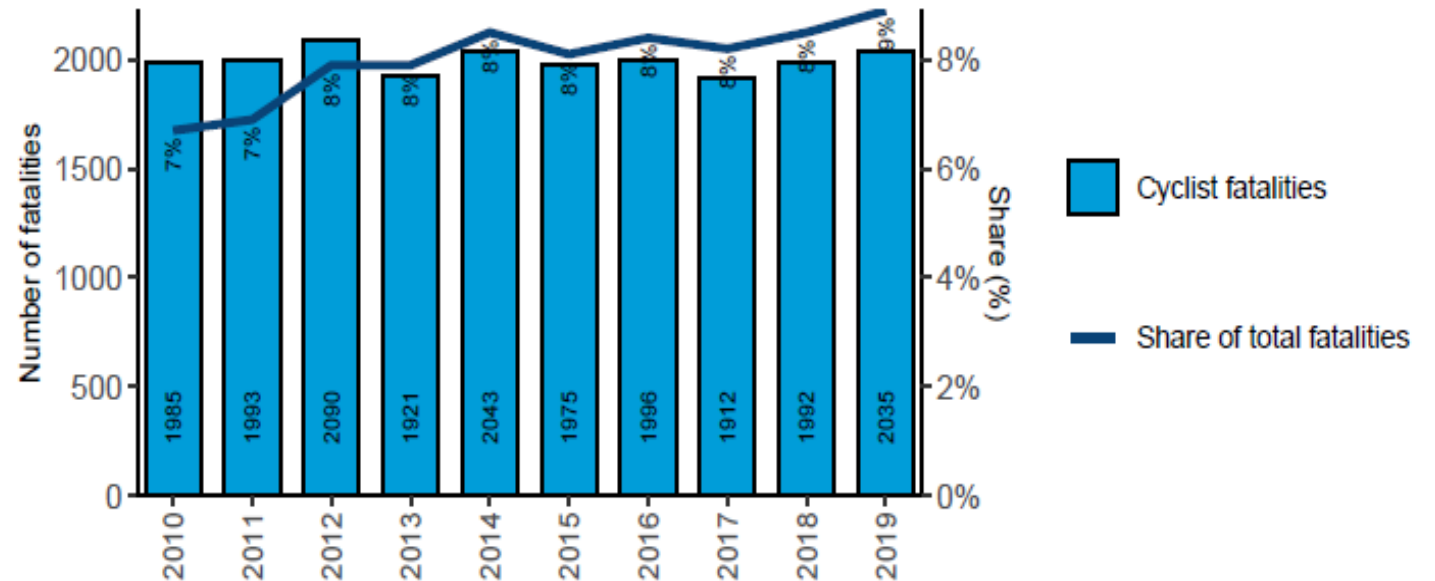
CYCLIST casualties in the EU

Cyclist Fatalities 2019

- 2,035 fatalities
- 9% of all road fatalities
- Steady increase since 2010

Cyclist Injuries 2019: 166,670

Annual number of cyclist fatalities, and their share in the total number of fatalities in the EU27 (2010-2019).
Source: CARE

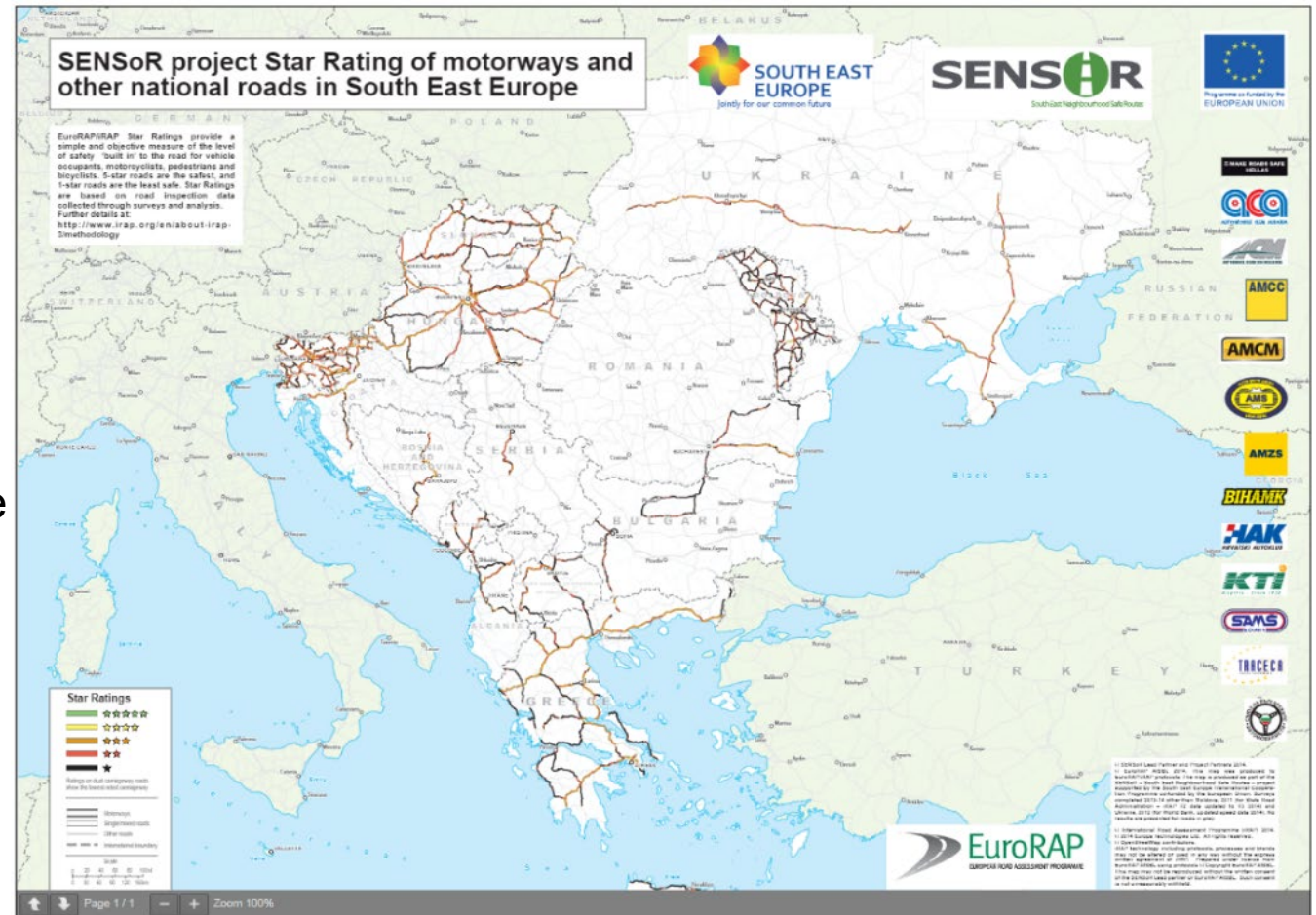


Poor cycling infrastructure in the Danube Region!

Cycling infrastructure in the Danube Region is largely at an **early stage of development**, especially outside the major urban areas.

In 2014, the **results of the EU project SENSOR** (South East Neighbourhood Safe Routes) showed that about **80% of the roads in 14 SEE countries are very unsafe for cyclists**.

The **growing importance of cycling** and the aim to **prevent serious injuries and fatal accidents** among cyclists have resulted in the **need to improve the infrastructure and make it safer, more forgiving, sustainable and comfortable**.



SABRINA – Safer Bicycle Routes in the Danube Area



Project duration:

1 July 2020 – 31 December 2022

Overall budget: 2,086,019.00 EUR

ERDF contribution: 1,701,992.40 EUR

ENI contribution: 71,123.75 EUR

Project Partners: 11

Danube Area Countries: 9



Implementation in the framework of the Danube Transnational Programme (Interreg Danube).



Project Goal

Help decision-makers to plan, design and implement safe & sustainable solutions for improved cycling infrastructure in the Danube Region.

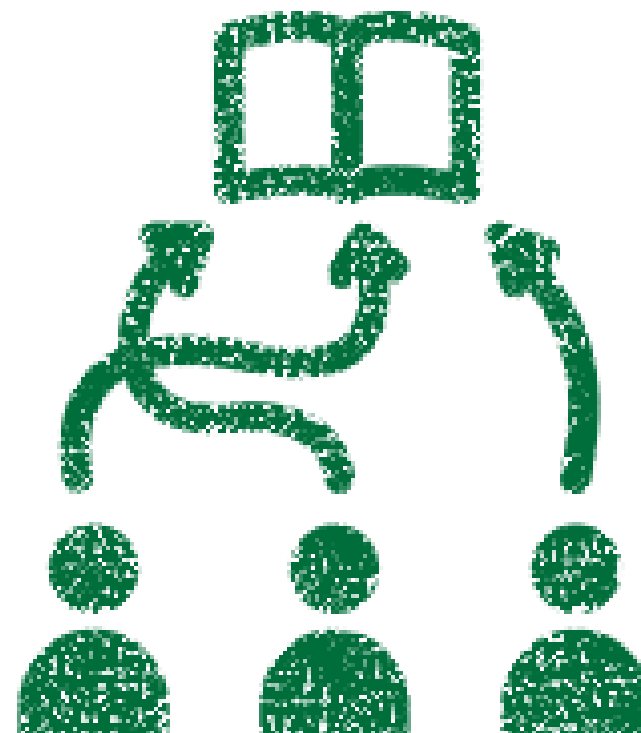


Source: Partnership for Urban Mobility (CZ)



Project Activities

1. Inspections and Safety Ratings of Danube Region Bicycle Routes
2. Best Practice Analysis
3. Strategic Decision-Making Toolkit
4. Pilots and Trainings



1. Inspections and Safety Ratings

Methodology



Bicycle Route inspections



Coding (3 versions)

Road Assessment Programme (RAP) protocols



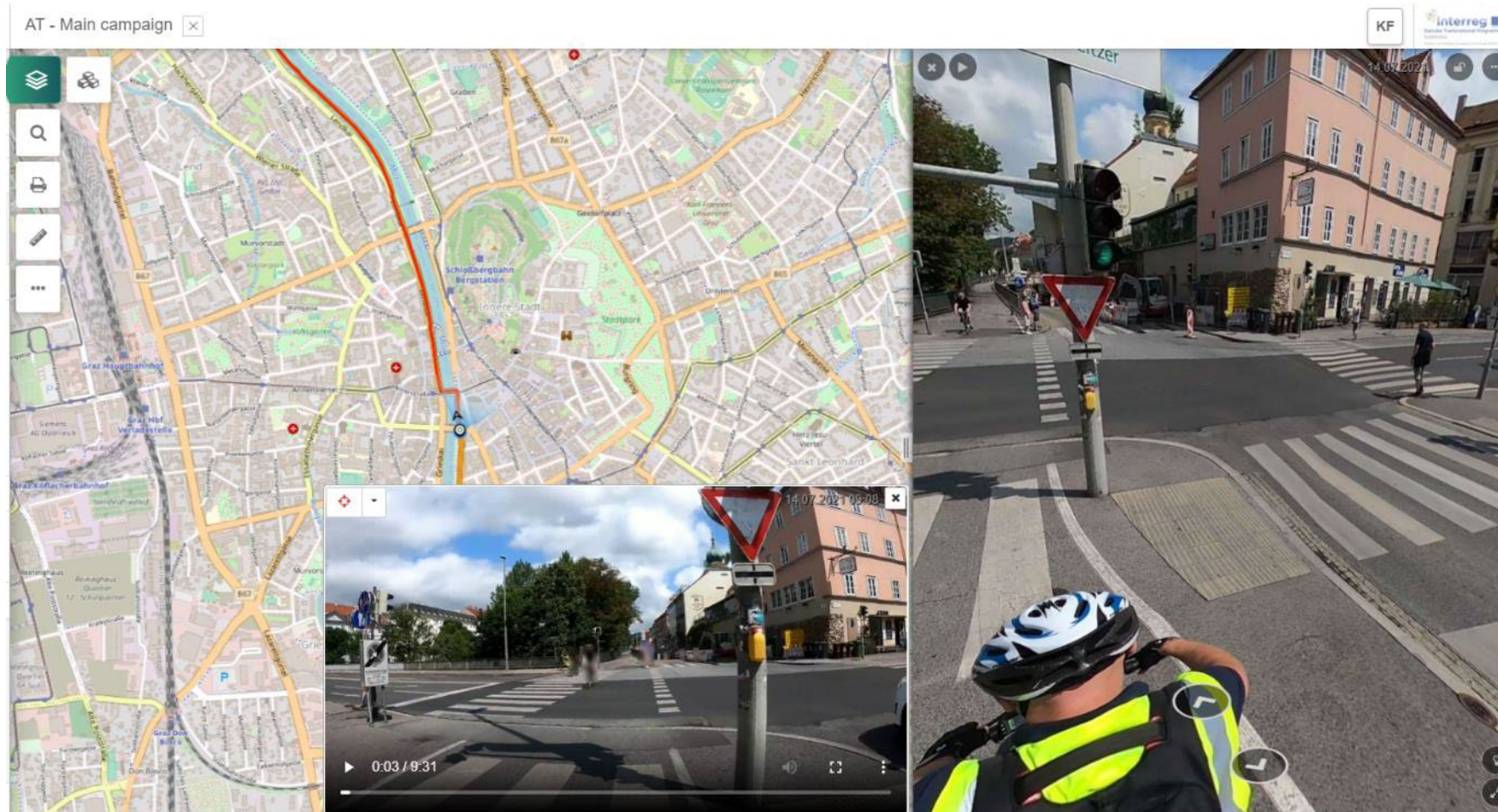
European Certification Standard (ECS) of the European Cyclists' Federation (ECF)



Results: infrastructure safety status quo and potential improvements

1. Inspections and Safety Ratings

GIS and video tools



SABRINA
WebGIS interface
with video & 360°
panorama images
on EuroVelo 14 in
Austria / Graz.

2. Best Practice Analysis

Objective: To collect and collate best practices relevant to cycling infrastructure and safety improvement measures.

a) Analysis of collected video data



b) Consultations with stakeholders



c) Best Practice Recommendations

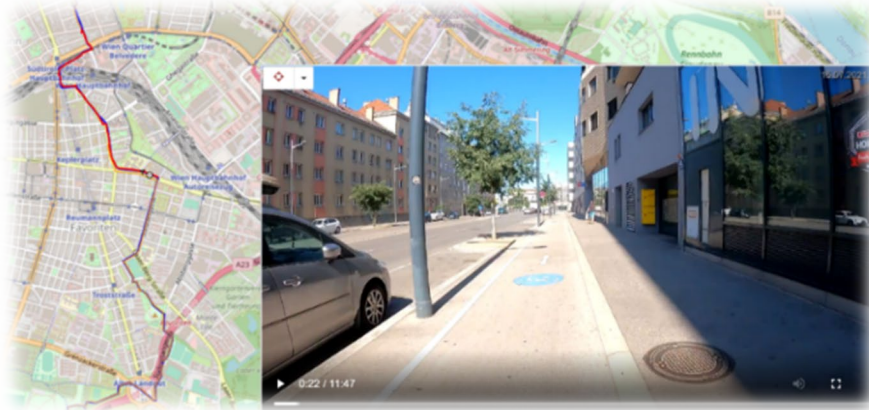


d) 30 Fact Sheets

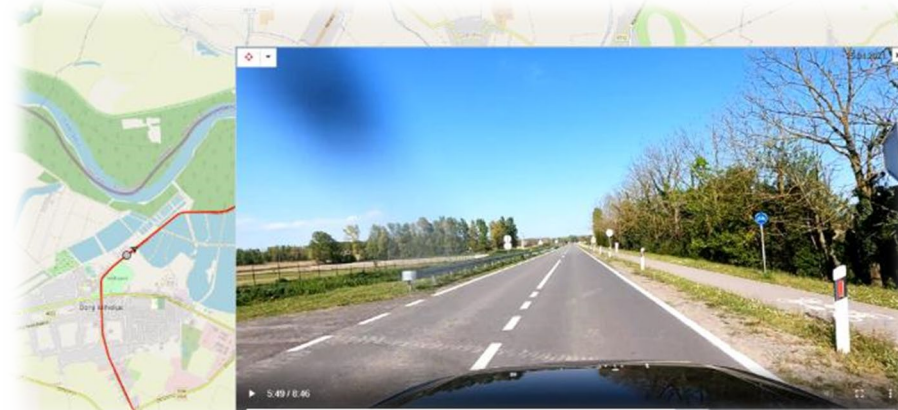


a) Analysis of collected video data

good practices



EuroVelo 9, Austria



EuroVelo 13, Croatia



EuroVelo 6, Hungary



EuroVelo 9, Czech Republic

a) Analysis of collected video data

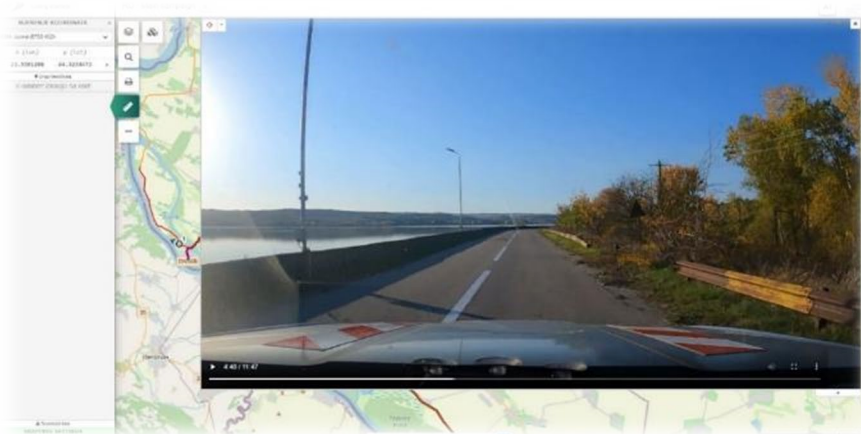
poor practices



EuroVelo 6, Austria



EuroVelo 8, Croatia



EuroVelo 6, Romania



EuroVelo 13, Bulgaria

b) Stakeholder consultations

Interviews with over 250 stakeholders in 9 countries

Findings

- Cycling still seen as a **leisure activity**
 - mindset of **decision-makers** still **car-oriented**
- **Strategies, funding, access to data & capacity** lacking
- Distribution of **responsibilities** often dysfunctional
- **Safety assessments** virtually absent in most countries
- ***How safe do cyclists feel?*** → key to raising cycling shares!

Recommendations

- **Safety** & quality of cycling infrastructure → **SUMPs!**
- Avoid pushing cyclists together with **pedestrians**
- Do not take **Amsterdam** or **Copenhagen** as role models
- Provide attractive **alternatives for car users**
- Properly **maintain** your cycling networks
- **Reduction of speed levels** of motorised traffic can turn a road into a perfect cycling facility.
- **Rules and regulations:** e.g., overtaking safety distance



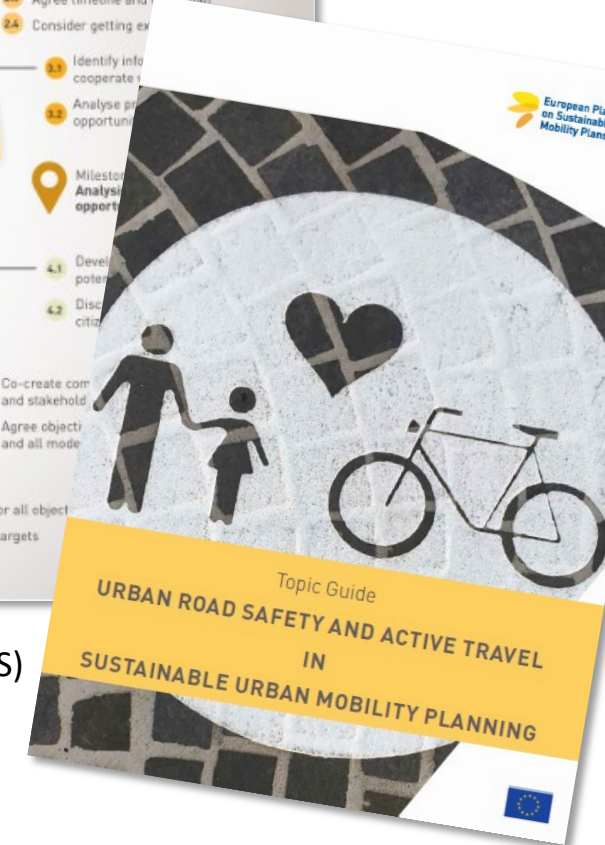
b) Stakeholder consultations

Cities, Sustainable Urban Mobility Plans (SUMP) and safety

- **Data on cyclists' safety and the quality of cycling infrastructure hardly used in SUMPs**
- **Lack of access to professional databases with projects, SUMP's and implemented projects**
- **Walking and cycling should be prioritised within the SUMP implementation process**
- **SUMPs set up predominantly because of requirements for EU funding**
- **SUMPs do usually not foresee maintenance**



The 12 steps of Sustainable Urban Mobility Planning (SUMP 2.0 Guidelines, ELTIS)
https://www.eltis.org/sites/default/files/urban_road_safety_and_active_travel_in_sumps.pdf



c) Best Practice Recommendations

Contents

• Strategies

- **National and international** strategies
- **Regional and local** strategies
- **Legal** frameworks
- **Education and training** e.g., Urban Mobility Academy (CZ)
- **Promotion and awareness** raising e.g., CityChangers Campaign (CZ)
- **Intermodality** of cycling and public transport
- **Policy development and evaluation** tools e.g., Bicycle Policy Audit (BYPAD)
- **Assessment** of cycle infrastructure safety

• Planning principles

- **Planning cycle routes and networks:** SUMP "Nin Vision 2030", implementing a bicycle network (HR)
- **Guides and manuals** (national, EU projects)

• Infrastructure

- Good practices on **various types** of cycling facilities, incl. **organisational** measures, **signing** and **maintenance**



d) Fact Sheets (30!)

RISKS

- Network Issues
- Narrow Infrastructure
- Speed differences in mixed spaces with pedestrians, E-Scooters ...
- Speed differences in mixed spaces with motorised traffic
- Junctions and crossings: blind spot
- Junctions

SOLUTIONS

- Junctions
- Junctions
- Junctions
- Poor driving
- Poor signage
- Objects on
- Cycling strategies
- Planning principles
- Junctions and crossings
- Roundabouts
- Overpasses and underpasses
- Types of facilities: mixed with motorised traffic and / or pedestrian
- Separated cycle

POSITIVE EFFECTS

- Energy and resources
- Time, space and noise
- Multimodality
- Technology and design: electric bicycles
- Business
- Tourism
- Physical Health
- Mental Health
- Social inclusion
- Diversity of cultures



3. Strategic Decision-Making Toolkit

Objective: To provide users with unified set of procedures, know-how and recommendations for improving and developing cycling routes with a focus on road safety and safe travels.

Main Output:
Interactive online tool/web portal



4. Pilots and Trainings

Trainings



Pilots



ECF Training
European
Certification
Standard
methodology



iRAP Training
RAP protocols
(iRAP and
CycleRAP)



Pilot actions will be focused on practical implementations of the **Safe Cycling Routes Toolkit**

- Closing missing links
- Star rating of designs (“safety audits”)
- Safer Cycling Infrastructure Investment Plan – SCIIP

Contacts

SABRINA – Safer Bicycle Routes in Danube Area

www.interreg-danube.eu/SABRINA

 @SABRINAproject

 @SABRINA_project

SABRINA: No fears about safety on two wheels.

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