

Bicycle Safety - infrastructural measures

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The forthcoming report from the OECD working group on cycling safety will present a wide range of infrastructural safety measures



This presentation will emphasize:



1. **Safety effects of bicycle tracks and bicycle lanes**



2. **Bicycle safety in roundabouts**

Do bicycle tracks and bicycle lanes reduce the number of bicycle accidents?

- Several studies have shown little or no reduction in the number of bicycle accidents, when bicycle tracks are installed.**
- In some studies the number of accidents even seem to have increased.**
- Generally bicycle tracks reduce the number of accidents on links, but the number of accidents in junctions will increase.**

- **Most studies deal with the installation of bicycle tracks in urban areas.**
- **Studies of bicycle tracks in rural areas shows better results (possible explanation: fewer junctions, bigger speed difference).**
- **Generally bicycle lanes show better results than bicycle tracks, mainly caused by better results in signalized junctions.**



When installing bicycle tracks, the junction design is very important for the safety effect.

The safety effect also depends on the accident situation (accident pattern) before the installation, especially in urban area.

Are roundabouts safe for bicycles?

- **Bicyclists claim they are not safe in roundabouts (perceived safety).**
- **Several studies have shown little or no reduction in the number of bicycle accidents, when junctions are changed into roundabouts.**
- **Some studies show little or no correlation between the type of bicycle facility in roundabouts and the number of bicycle accidents.**

A recent Belgian study indicates, that bicycle tracks or bicycle lanes close to the carriageway is the worst solution.



A recent Danish study indicates, that the number of bicycle accidents is correlated with the speed of the motor vehicles in the roundabout.



**Experience
have shown,
that it is
possible to
design safe
roundabouts.**