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Concurrent A: Walking, Cycling and Biking

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CYCLING SAFETY: KEY MESSAGES OF THE INTERNATIONAL TRANSPORT FORUM OF THE OECD'S WORKING GROUP ON CYCLE SAFETY

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Background Bicycles are an essential part of the urban mobility mix worldwide, and it is important to consider cycling safety to a greater extent than has hitherto been the case.

Aims/Objectives/Purpose The aim of the working group was to analyse the international situation regarding bicycle use and safety, with consideration of relevant policy and practice.

Methods Group members responded to surveys regarding the situation in their countries, and literature regarding cycling safety measures was reviewed.

Results/Outcomes Key recommendations of the group are

- Policies increasing the number of cyclists should be accompanied by strategies to improve safety, as well as perceived safety.
- Adopting the Safe System Approach. All aspects of the transport system (policy, infrastructure, vehicles, and users) should be designed to improve cycling safety.
- Cyclists should not be the only target of cycling safety policies.
- Road networks that are accessible to cyclists should be designed to ensure high levels of safety- with particular focus on speed management and intersection design.
- Bicycle facilities should be located away from road traffic when feasible.
- Authorities should match investments in cycle safety to local contexts (eg, level and types of bicycle usage)—at a minimum.
- Authorities should set standards for, collect, or otherwise facilitate the collection of, data on cycling crashes of all severities and on bicycle usage.
- Terminology should be standardised to allow international comparisons.

Significance/Contribution to the Field Adoption of measures to improve cycling safety is critical to promoting this beneficial form of transport.