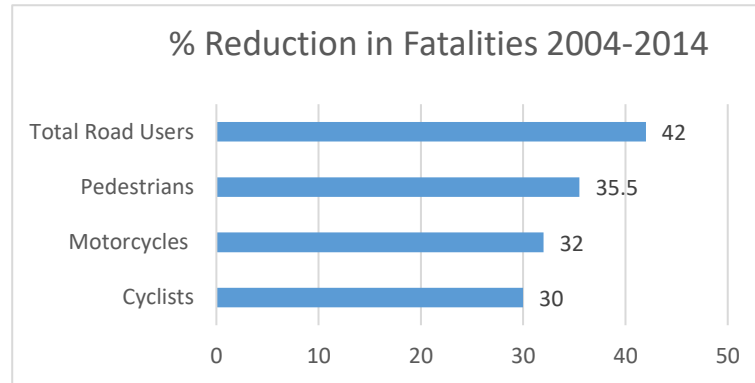## 5. Vulnerable road users (Dr. Bernhard Ensink)

There have been falls in pedestrian, cyclist, and motorcyclist road user fatalities but they have not fallen as quickly as other road users.

Safe Vehicles
Motor vehicle regulation is a major European competence. In updating the General Safety and Pedestrian Protection Regulations there are a whole raft of new vehicle technologies that can be exploited. Given that fatalities for those outside the vehicle are falling at a slower rate, motor vehicle Autonomous Emergency Braking (AEB) for recognising cyclists/pedestrians/motorcyclists, Intelligent Speed Assistance (ISA), and truck safety should be prioritised.

Safe Infrastructure
Increasing safety of active modes and motorcyclists requires a combination of measures and, in line with the "Safe System Approach", should be designed to prevent or lessen the impact of poor decisions. Traffic calming, intuitive design and separation of non-protected road users should be major goals. Many European countries are global leaders in cycling and pedestrian infrastructure design; this expertise should be shared for all. Citizens should be involved in the road safety planning process.

Safe Behaviour
Good training, education, and knowledge of other road users are important for safety; motorcyclists need high quality, lifelong training, and professional drivers of large vehicles need to understand how to mix with non-protected modes. The promotion of active modes and their safety are interlinked; modal shift to cycling/walking improves safety, air pollution, carbon dioxide emissions and health for all. The more cyclists and pedestrians there are on the roads the safer those modes (and all modes) become. Well explained and publicised intensive enforcement has a long-lasting effect on driver behaviour. Integrating cycling/walking/motorcycling into traffic rules requires a combination of education on safe road use, as well as enforcement.

Recommendations to the European Union
- To reinstate an EU serious injury target, to incorporate serious injuries data for walking and cycling

- To extend the 2008/96/EC Directive on road infrastructure safety management to other road networks
- Within the review of the General and Pedestrian Protection the Commission to include technologies and designs such as Intelligent Speed Assistance (ISA) and Autonomous Emergency Braking, and to include safer lorry cabs with better direct vision, underrun protection and active technologies
- To extend scope of Pedestrian Protection Regulations to include cyclist protection and improve pedestrian protection
- To commit to high standards of walking/cycling friendly infrastructure design as a condition of funding streams where they could be impacted or included, and to financially support their research
- To provide international comparative statistics for walking and cycling safety; to define a standard in data collection and a general use tool for cycling/pedestrian data collection
- To coordinate a state by state inventory of cyclist and walking infrastructure, and address an EU wide policy on cyclist and pedestrian protection
- To encourage member states to make 30km/h default speed where people work, cycle and play
- To address the consequences of automated driving/driverless vehicles for pedestrian behaviour

Recommendations to Member States
- To keep records of the numbers of deaths/serious injuries of motorcyclists, pedestrians and cyclists, particularly looking at issues of underreporting, single bicycle accidents, and pedestrian injuries
- Make 30 km/h the default speed in urban areas where people work, cycle and play
- To implement ISA through speed limit mapping and the maintenance of speed limit data
- Member states/local authorities to allow only the safest trucks into urban areas
- Where there is high speed/high volume motorised traffic, cyclists should be separated. Where cyclists otherwise mix with motorised vehicles safe conditions should be put in place
- To provide national guidance on cycling and walking infrastructure, special needs road design, maintenance of roads, walking/cycling infrastructure, and to police illegal parking
- To ensure that motorcycles are properly maintained and ensure high quality motorcyclist lifelong training, and to create enablers for riders undergoing training
- To put in place a "modal priority" in urban areas with walking, cycling and public transport at the top, and to encourage modal shift to cycling, walking, and public transport as good safety practice
- To integrate road safety of walking and cycling, and motorcycling into land use and transport planning, and to focus road safety audits on walking and cycling
- To support the improvement of professional drivers training including how drivers interact with pedestrians and cyclists
- To set up specific evidence based motorcycling and walking/cycling safety strategy and include them in all mobility and transport plans at national and local level
- To put in place enforcement plans and zero tolerance for speeding, distraction and

alcohol offences

- To design junctions to stop turning vehicle crashes with pedestrians and cyclists
- To conduct positive cycling and walking campaigns and to provide training and education for cyclists

Recommendations to Industry/Civil Society

- To prioritise technology developments that would focus on cyclists and pedestrians
- To promote semi-autonomous vehicles responsibly providing drivers realistic control limits instructions
- To actively promote Intelligent Speed Assistance as a major tool for road safety.