Traffic safety needs permanent attention in every Cycling strategy.

The cyclist conquers the street in cities where the car was dominant until recently. But how safe will it be for the cyclist if they have to share, after this Corona period, the space with car users? The bicycle is unstable and has no crease zone. Dutch research (SWOV) shows that cyclists are especially vulnerable when they have to share the space with fast-driving car drivers and intensive car traffic. Most fatal accidents occur in those situations. The construction of cycle paths makes sense. But often speed reduction and car-free streets is a much better strategy. Moreover, bicycle paths are not safe itself. Many bicycle accidents with serious injuries are the result of poor or poorly maintained infrastructure. In this article we look back at the history of the separation between fast traffic and slow traffic. This principle was part of CIAM's Charter in 1933 and has been consistently implemented in all spatial plans in the Netherlands for many years. With trial and error, it has certainly led to bicycle-friendly infrastructure. In the sixties and seventies strategies were developed to experiment with a different layout of residential areas. The residential area (Woonerf), 30 km/h zones and the network approach to bicycle traffic circulation were innovations, supported by safety research. However, in the Netherlands it is currently unable to further improve safety with this strategy. Is this the dialectics of progress or should we really intervene in the dominance of car traffic? Plans from the industry for self-driving cars ignore that this technology offers great opportunities to become truly road-safe for cyclists and pedestrians. Intelligence speed reduction when entering a 30 km/h zone for example. Finally make the lessons about safe car fronts legal instead of allowing massive SUVs. The article will conclude with a perspective on the future.

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Jan Ploeger
TU Eindhoven
jploeger@planet.nl