

# TRA2020 – Rethinking transport

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## Cycling under the influence of alcohol and drugs: current situation and risks

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### The problem - Objective

Cycling becomes more and more popular, especially among young people who favor active modes of transport. Drinking and drug use is also more common among young people and affect their capability of driving.

The objective of this paper is to present the exploration of cycling under the influence of alcohol and drugs conducted in the framework of the research project titled "Velivr" through a questionnaire survey among IRTAD Group members and a quantitative survey among cyclists in Paris.

### Survey among IRTAD Group members

In order to collect information about rules and data concerning driving a bicycle under the influence of alcohol and drugs (CUI), a questionnaire survey was dispatched to IRTAD countries. Questions concerned:

- Minimum age for allowing cycling.
- Obligatory equipment for cyclist / bicycle.
- Areas/road types where bicycles are allowed.
- BAC limit especially for cyclists.
- Fine or other type of penalty specially for CUI.
- Results of police controls on CUI.
- Measures to prevent CUI consequences.
- Measures to reduce CUI consequences.
- Study(ies) or research on CUI.
- Available data.

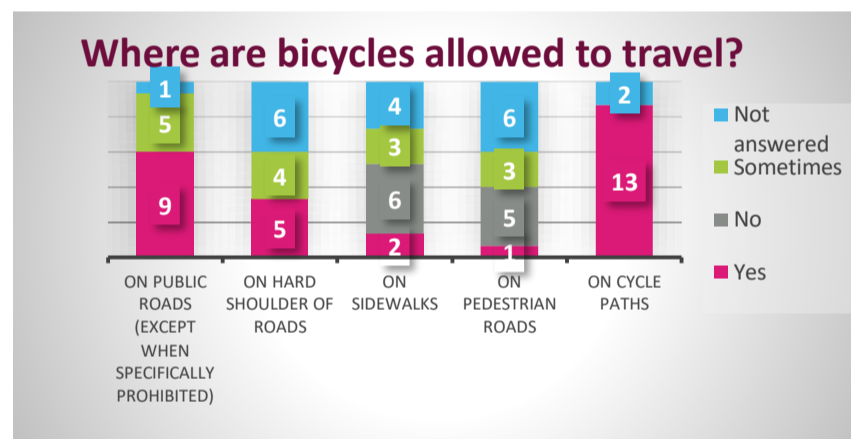
Answers were received from 15 IRTAD members.

### IRTAD members results

	Minimum Age (y.o.)	Accompanied
AT	12 (10 with cycling license)	<12 y.o. (<10 cycling license)
CL	no minimum age	no restriction
CZ	10	<10 y.o.
FR	no minimum age	no restriction
DE	8 (outside footways)	no restriction
GR	no minimum age	no restriction
HU	12 (only for main roads)	no restriction
IE	no minimum age	no restriction
LU	10	from 6 y.o. to 10 y.o.
NL	no minimum age	no restriction
RS	12 (public roads) 9 (pedestrian, slow traffic, "30" zone, school area, unclassified road)	< 9 (for pedestrian and slow traffic zone)
SI	8 (with cycling card)	< 14 (without cycling card) < 6 (only on pedestrian zone)
ES	no minimum age	no restriction
SE	no minimum age	no restriction
CH	6 (on main roads) no (on other roads if child can cycle seated)	< 6 y.o. (on main roads)

	Mandatory equipment for the bicycle
AT	2 independent brake systems, reflective elements on the front, rear, pedal and wheels, sound device
CL	frontal light, rear red light, reflective elements, sound device
CZ	brakes, lights
FR	lights, bell and reflective devices on the pedals and the wheels
DE	2 independent brake systems, lighting, spotlights, sound device
GR	2 independent brake systems, white/yellow front light, red light, reflective backlight, side and pedal reflectors
HU	2 independent brake systems, lights, reflectors, sound device
IE	2 brakes, white front - red rear light, sound device
LU	white/yellow front - red rear light, rear, pedal and wheel reflectors
NL	lights (front/rear), wheel/tyre/fender, pedal and rear-reflection, sound device
RS	2 brakes, white front - red rear light, wheels reflectors, sound device
SI	front and rear brake, white front - red rear light, rear, wheels and pedal reflectors, sound device
ES	lights, reflectors
SE	brake, lights and reflectors only in darkness, sound device
CH	2 brakes, lights, reflectors, tyres of approximately the same elasticity

- In half of the countries, a helmet is mandatory but only up to a certain age.



	BAC Limit for cyclists
AT	0,8
CL	same as for drivers
CZ	same as for drivers (0)
FR	same as for drivers
DE	1,6
GR	no BAC limit
HU	no BAC limit
IE	no BAC limit
LU	same as for drivers
NL	same as for drivers (0,2-0,5)
RS	same as for drivers (0,2)
SI	0
ES	same as for drivers (0,25)
SE	no BAC limit
CH	0,5

- In most countries, there is no special fine for CUI and other types of penalties are not common.
- Results of police controls on CUI are either not available or not distinguished from other police control data.
- In most countries reported measures to prevent or reduce the consequences of CUI mostly concern education and information, targeted to all drivers and not specially cyclists.
- Road safety outcomes concerning CUI are generally available but cycling exposure and performance indicators data are very limited.

### The French context

Face-to-face interviews with 400 cyclists who drink alcohol more often than not.

Two main populations within the sample:

- a rather young population mainly using bicycle and public transport, whose alcohol consumption is higher than the sample average, and most have already experienced driving a bicycle after drinking alcohol.
- a more heterogeneous population, whose alcohol consumption is more moderate and CUI is rare.

### Conclusions

- Safe cycling attracts growing attention as indicated by the adoption of rules and legislation concerning various aspects of it.
- The need for cycling skills is partially recognized as implied by the minimum age restrictions.
- The vulnerability of cyclists is not fully realised.
- CUI enforcement and provision for measures to prevent it are insufficient.
- CUI is a problem growing in parallel with cycling itself.
- The legislative treatment of cycling issues can help tackle the problem of CUI and reduce its consequences.
- Analyses of the existing data on CUI related road safety outcomes and collection of cycling exposure data and performance indicators are necessary to better understand the problem of CUI and identify evidence-based solutions.

### More information

The present research was carried out within the research project "Velivr" - Cycling under the influence of alcohol and drugs: current state and risks" which received funding from the French Ministry of the Interior under grant agreement No 2102502865.