



National Technical University of Athens  
Road Safety Observatory

[www.nrsso.ntua.gr](http://www.nrsso.ntua.gr)

Workshop:

**Digitalisation  
and Road Safety  
Research**

Friday  
**17**  
May  
2019  
at 14:00

**FIFTH UNITED NATIONS GLOBAL ROAD  
SAFETY WEEK**

6-12 May 2019



**Save Lives**

**#SpeakUp**

# **Cycling under the influence of alcohol and drugs**

## **- Velivr' -**

## **Ourania Basta**

Transportation Engineer, Research Assistant

Together with:

Alexandra Laiou, Anastasios Dragomanovits, George Yannis

# The Velivr' project

## ➤ Project partners:

- **National Technical University of Athens**, Department of Transportation Planning and Engineering  
[www.nrso.ntua.gr](http://www.nrso.ntua.gr)
- **French Institute of Science and Technology for Transport, Planning and Networks**  
[www.ifsttar.fr](http://www.ifsttar.fr)



## ➤ Duration of the project:

- 10 months (September 2018 – July 2019)

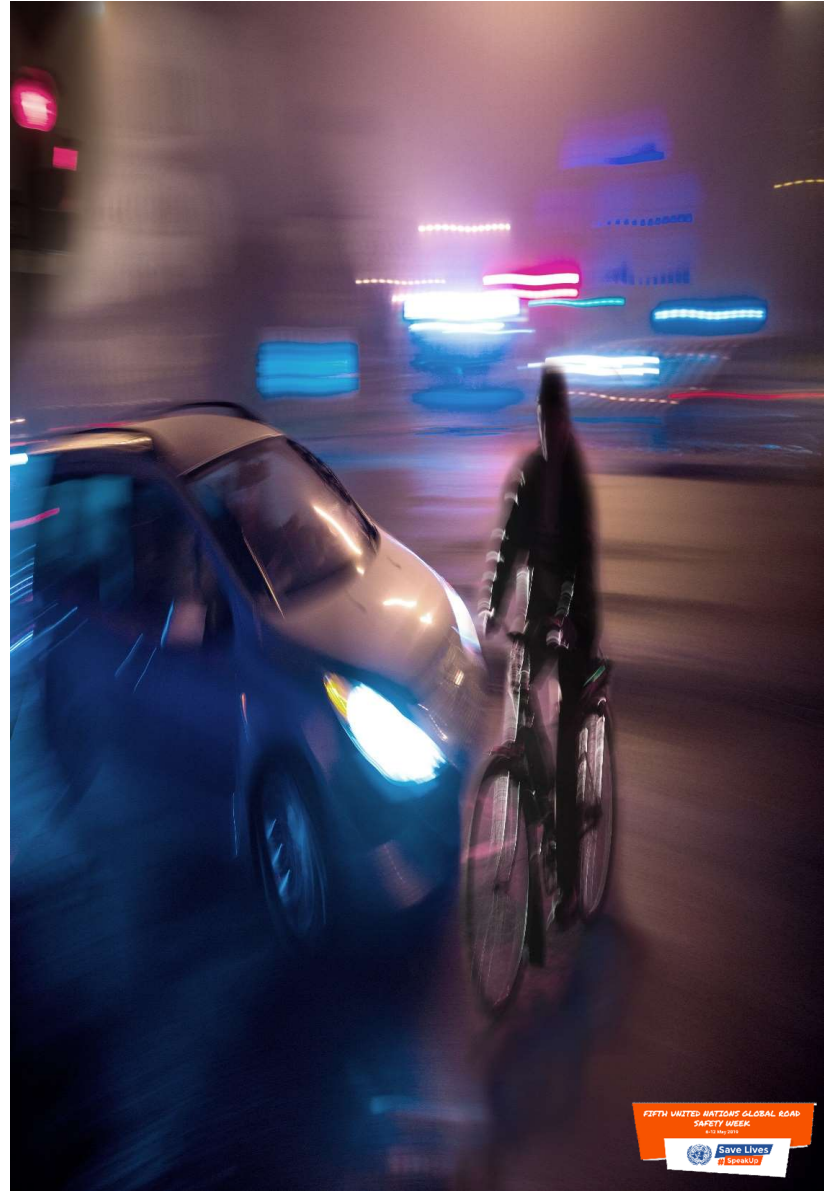
## ➤ Carried out for:

- The Interministerial Delegate for Road Safety (Délégation à la Sécurité Routière – DSR) of the French Ministry of the Interior



# Background

- **Bicycle kilometers** in urban and peri-urban contexts have recently **increased**
- A large part of this mileage is carried out by **young** people (<30 years old) for leisure and night outings
- It is reasonable to assume that there are drinking problems and drugs that could make these cyclists more **vulnerable**
- However, **BACs rarely target cyclists** and the legislation does not seem to be adapted to the particularities of the subject



# Research Questions

- Identification of the **problem** of cycling under the influence of alcohol and/or drugs (**CUI**) and indication of its **magnitude**
- Observation and analysis of the **behavior** of the persons concerned
- Identification of **factors** of **risk** behavior (age, socio-professional profile, possession or no car ...)





# Survey across OECD Countries

- Rules and data concerning CUI were recorded through a **survey** among IRTAD countries
- A total of **14 IRTAD members** responded to the survey (Austria, Chile, Czech Rep., Germany, Greece, Hungary, Ireland, Luxembourg, Netherlands, Serbia, Slovenia, Spain, Sweden, Switzerland)
- **Results** from the survey have been reported “**by topic**”, and for each topic of the questionnaire aggregated results are provided

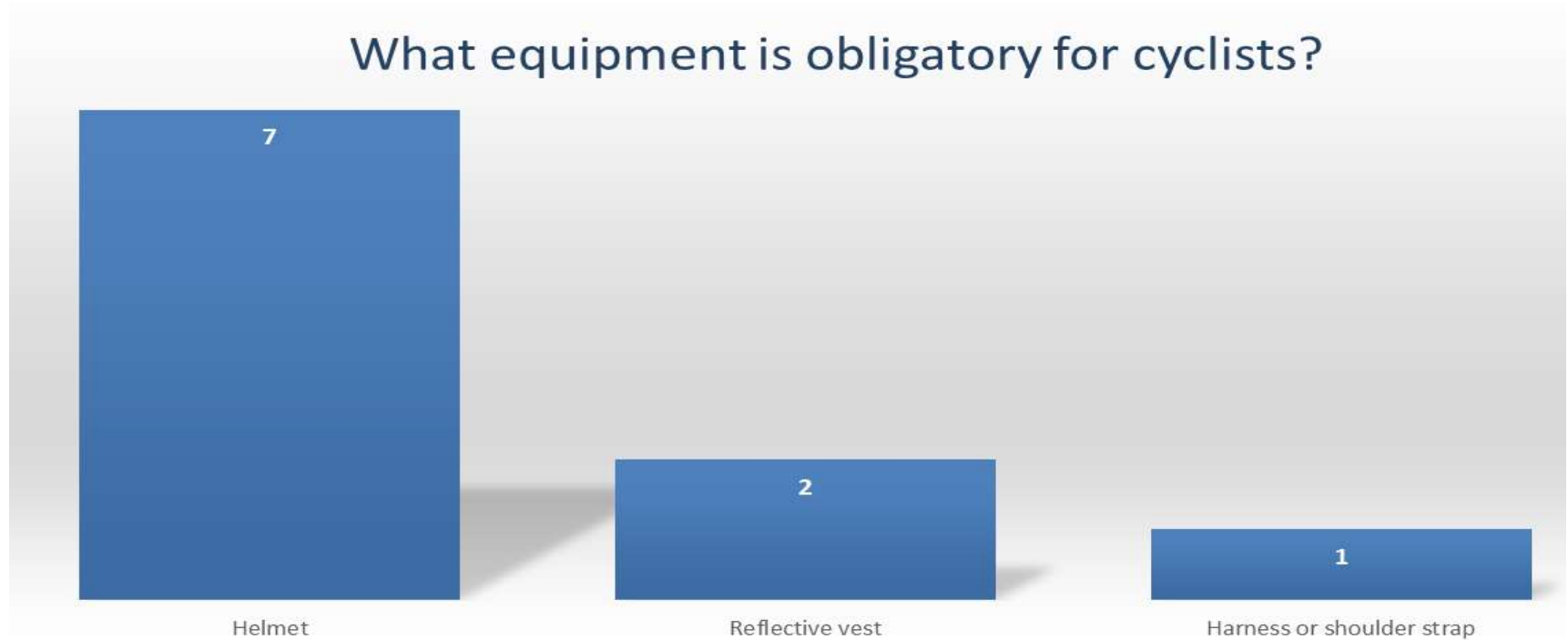


# Indicative Results

COUNTRY	Minimum Age (y.o.)	Accompanied	Max age accompanied
<b>Austria</b>	12 y.o. (10 y.o. with cycling license)	<12 y.o. ( <10 y.o. with cycling license)	12 y.o. (10 y.o. with cycling license)
<b>Chile</b>	no	-	-
<b>Czech Rep.</b>	10 y.o.	<10 y.o.	10 y.o.
<b>Germany</b>	-	-	-
<b>Greece</b>	no	no	no
<b>Hungary</b>	12 y.o. (only for main roads)	no	no
<b>Ireland</b>	-	no	-
<b>Luxembourg</b>	10 y.o.	from 6 y.o. to 10 y.o.	10
<b>Netherlands</b>	no	no	no
<b>Serbia</b>	12 y.o. (public roads) 9 y.o. (pedestrian zone, slow traffic zone, zone “30”, school area, unclassified road)	-	-
<b>Slovenia</b>	8 y.o (with cycling card)	< 14 y.o. (without cycling card) < 6 y.o. (only on pedestrian zone)	14 y.o. (without cycling card)
<b>Spain</b>	no	-	-
<b>Sweden</b>	no	no	no
<b>Switzerland</b>	6 y.o. (on main roads) no (on other roads provided the child can cycle seated)	< 6 y.o. (on main roads)	6 y.o. (on main roads)



# Indicative Results

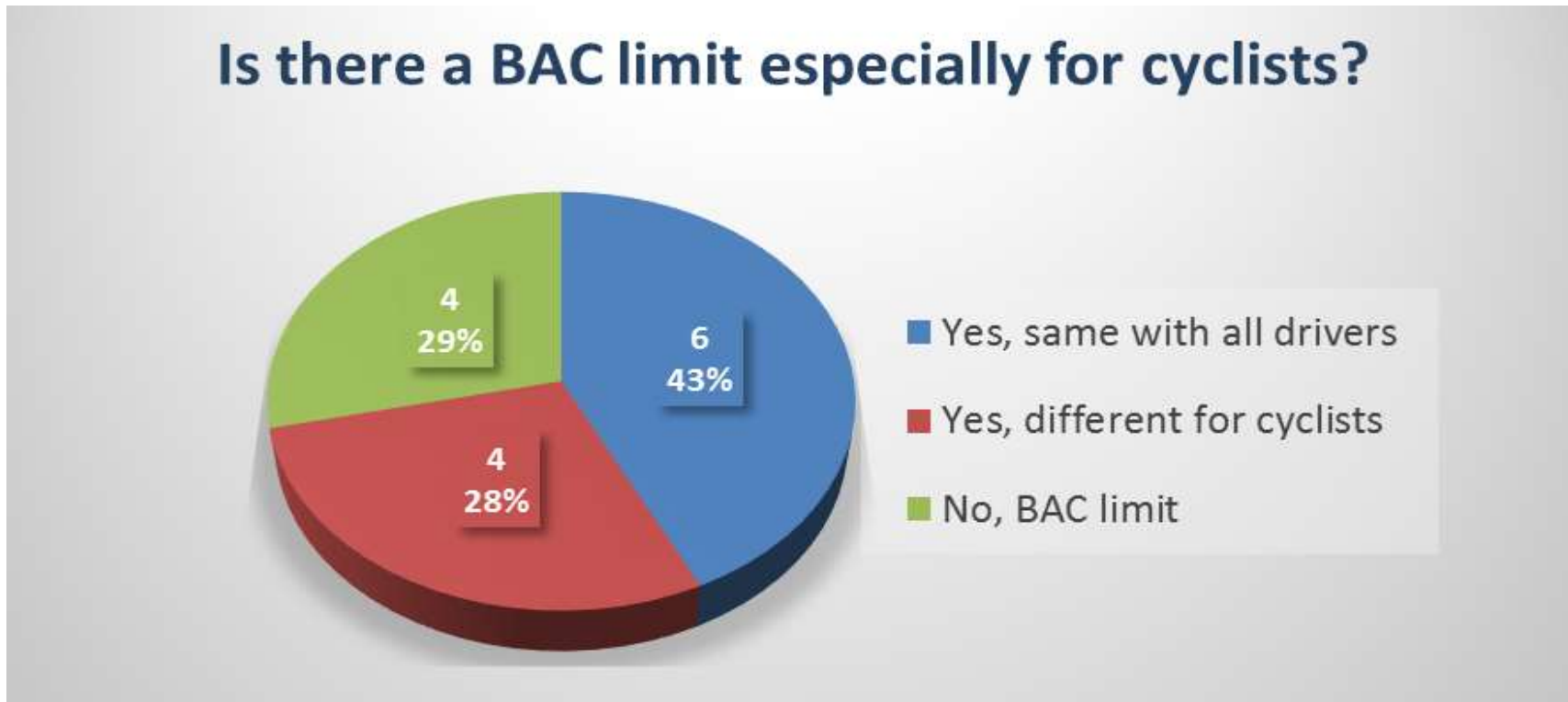


➤ **Lack of mandatory protective equipment**

In **half** of the countries, a helmet is mandatory only up to a certain age, and in **twelve** out of **fourteen** countries no other protective gear is required



# Indicative Results



- **Most** of the responding countries have defined a **BAC limit** for cyclists
- In Greece, Hungary, Ireland and Sweden there is no BAC limit for cyclists



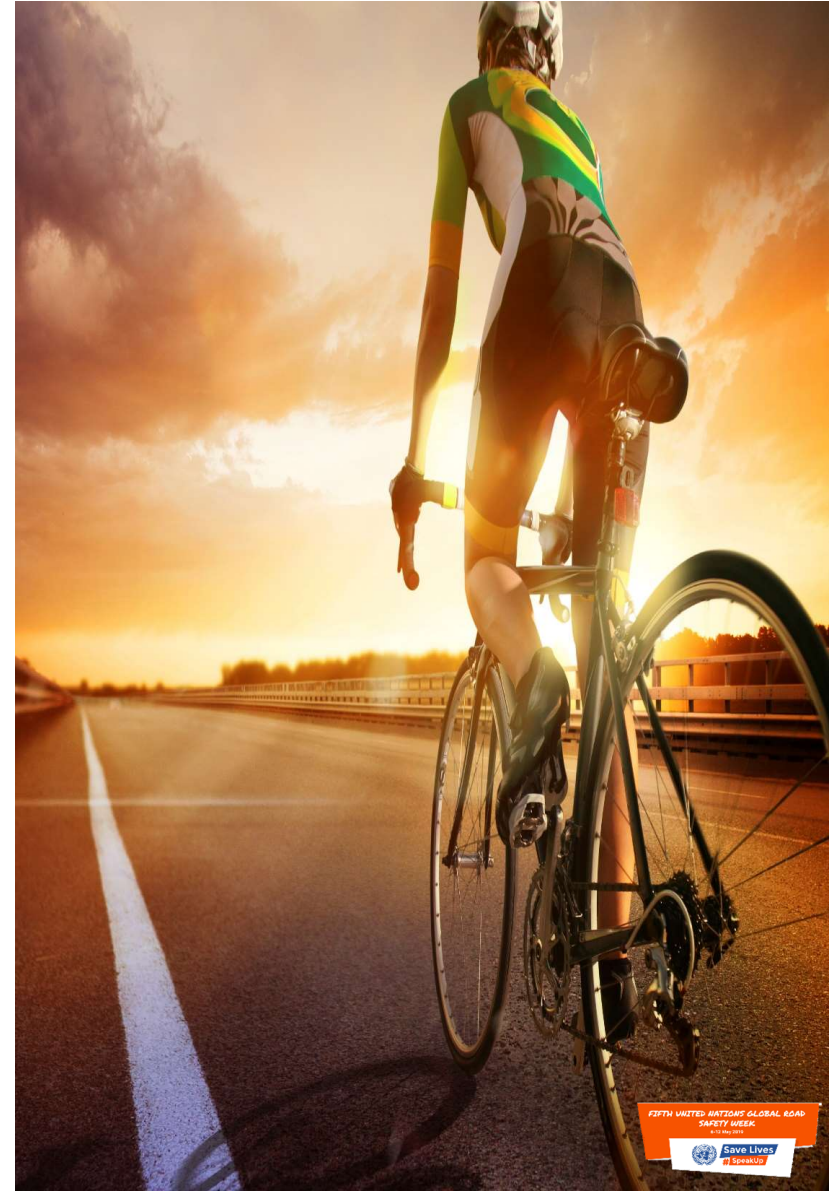
# Scientific and Social Impact

- In many countries safe cycling attracts **growing attention** as indicated by the adoption of rules concerning various aspects of it
  - delimited cycle paths
  - bicycle equipment
- The need for **cycling skills** is partially recognized as implied by the minimum age restrictions
- The **vulnerability** of cyclists is not fully realised
  - lack of mandatory protective equipment
  - lack of special BAC limit
- The **CUI problem** is not appropriately addressed through insufficient enforcement and provision for measures to prevent it



# Future Challenges

- Cycling under the influence of alcohol and/or drugs 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





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