Cycling under the influence of alcohol and drugs

Ourlania 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
  • French Institute of Science and Technology for Transport, Planning and Networks 
    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 ...)

Ourania Basta, Cycling under the influence of alcohol and drugs – Velivr’
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

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

What equipment is obligatory for cyclists?

- **Helmet**: 7
- **Reflective vest**: 2
- **Harness or shoulder strap**: 1

➢ **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

Is there a BAC limit especially for cyclists?

- 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.
Cycling under the influence of alcohol and drugs

- Velivr’ -

Ourania Basta
Transportation Engineer, Research Assistant

Together with:
Alexandra Laiou, Anastasios Dragomanovits, George Yannis