SAFECYCLE

The Intelligent Bicycle Initiative for safe cycling in Europe

ICT applications for safe cycling in Europe

NEWSLETTER 2 2012

SAFECYCLE...

... is an EU-funded project that investigates how intelligent transport systems (ITS) and ICT applications can be used to increase the safety of cyclists in Europe.

... published the state of the art report on the project website.

… realised a SWOT analysis of 30 applications, with the support of 33 experts and two meetings with groups of cyclists. Resulting in the new deliverable *SWOT analysis results and best potential ICT applications* that is now available on the project website.

… organised a workshop with cyclists in Rome.

... is now carrying out an impact assessment of eleven promising e-safety applications.

... is looking for cycling, ITS and road safety experts to support the impact assessment. Please contact us if you are interested.

… is working on recommendations for standardization/harmonization and a research agenda.

... recently presented the outcomes so far at Eurocities, the Dutch Road Safety Congres, MoTechEco, Cycling Congress and the Transport Research Arena.

… published the papers and presentations on the project website.

… has 250 members in the SAFECYCLE LinkedIn group (38 different nationalities) to discuss the project, preliminary results and related topics. You can join the discussion!

… will present at Velo-city Global 26th June, Cycling and Society Congres 3rd September, WCRF 13th September, ITS World Congress 24th October.

... will hold its final conference in the week of 24th October 2012 in Vienna. Here we will present and discuss the results of the SAFECYCLE project. Send an email to **zbynek.sperat@cdv.cz** to pre-subscribe.
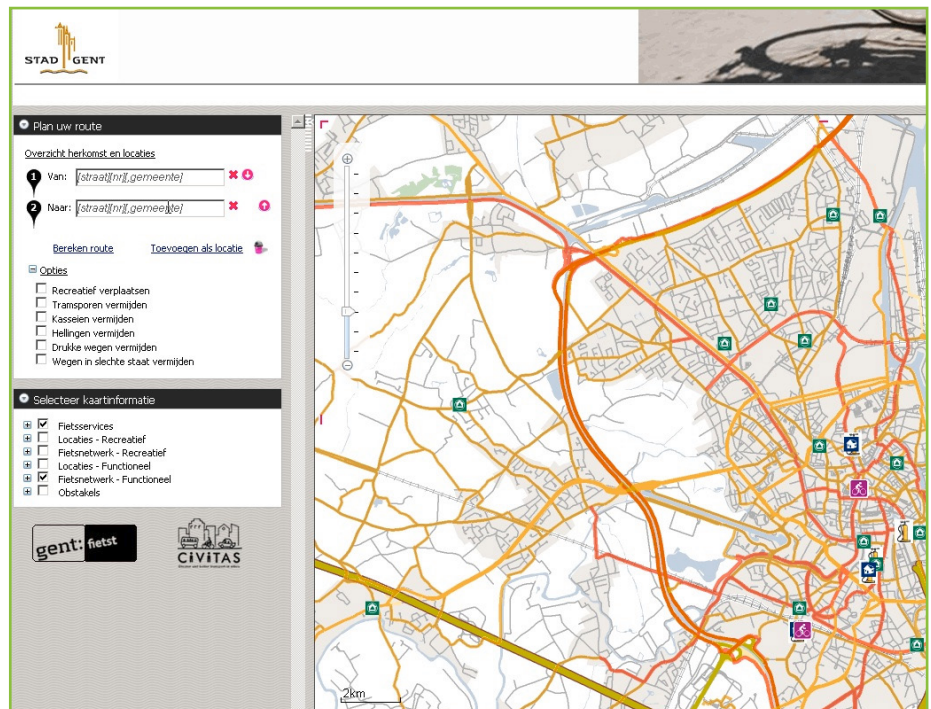
Project partners...

Mobycon, The Netherlands

IMOB, Belgium

CTL, Italy

CDV, Czech Republic

Three of the applications that received a positive SWOT score were the following.

Routeplanner Gent
A route planner enabling cyclists to plan a safe route, avoiding (perceived) dangerous situations for cyclists.

Lexguard
Detection strips on the truck detect objects around the truck and trigger warning signs inside the truck.

Hindsight
A rear camera records the movements around the bicycle and the images are shown on a display on the handlebars. The cyclist knows what is going on behind the bicycle without having to make extra manoeuvres. This allows the cyclist to focus on the road ahead and to avoid instability.

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Directorate-General for Mobility and Transport
EUROPEAN COMMISSION

Martin Pípa (Czech Republic)…

… is head of the Department of Transport Telematics at Czech Transport Research Centre (CDV). Development of telematics at CDV aims mostly at providing information and supporting multimodality. Great potential and future challenges are seen in the cooperation between traffic systems and communication between vehicles and infrastructure. In this interview we focus on three selected applications: Lexguard, Hind Sight and Routeplanner Gent

"There is no doubt that Lexguard is a really usefull application that can prevent certain types of accidents. It is an isolated IT system for the vehicle. Close to Eindhoven, I have seen a cooperative system with similar impact where cyclists and motor vehicles approaching the intersection were detected by radar. When drivers were turning right and crossing the way of cyclists going parallel, their navigation obtained and provided them information to take care of cyclists." describes Martin. One issue to be solved is the liability. *"What if an accident happened with a truck equipped with Lexguard? Which will be the responsibility of the truck driver and which one of Lexguard? Than we have to check if Lexguard was working at the moment of accident – what about if it was not?"* Martin asks himself. The application has to be 100% reliable otherwise it can be more dangerous than no application. At present the whole responsibility lies on drivers and various applications are „only" supporting assistants that could make your trip more comfortable. But final decision and choice is on the users. In the near future however, ITS applications will (or have to) take some responsibility as well.

"I am not a fan of HindSight. As I ride my bicycle quite often I find it problematic to keep the camera clean" but this is not the only complaint. *"I assume that this application gives you a false feeling of safety, also risks of blind angles occur. If I have to choose something, I would prefer a simple mirror to the HindSight application."* A similar comment as to Lexguard could be made – users still cannot rely on this application. Cyclists have to assure that information given to them is correct and no risks should occur in blind angles of a camera. Martin is also critical about the user friendliness of this application. Like everyday placing and removing the display and attractiveness of such components or the whole bike for thieves.

"No doubt that Routeplanner Gent is a progressive application. It can give you a lot of useful information regarding the wider scale of traffic compared to the two applications mentioned above." Martin suggests that Routeplanner could be extended with real-time information as traffic volumes and related safety for cyclists vary significantly during the day. *"Routeplanner is an exemplary case for cooperative systems development. Many traffic problems could be optimised when these systems start to cooperate and react to actual traffic situations."*

"To summarise the ITS issues and the information it can give you, the core is to point out the important message." Drivers and cyclists have to process a variety of data from traffic signs, infrastructure, the traffic situation around the vehicle and advices and cautions coming from car computers and navigation systems. Important information should not be lost. *"Europeans cannot understand how traffic functions at busy Indian or Egyptian streets. Well, it works. but if you try to introduce some control system to organise it then accidents occur. So what we can take from that with a view to cyclists, is that it is desirable not to be dependent on ITS but to use it as source of additional information"* concludes Martin Pípa. ITS helps to control traffic, but it cannot control decisions of drivers or cyclists.