

01



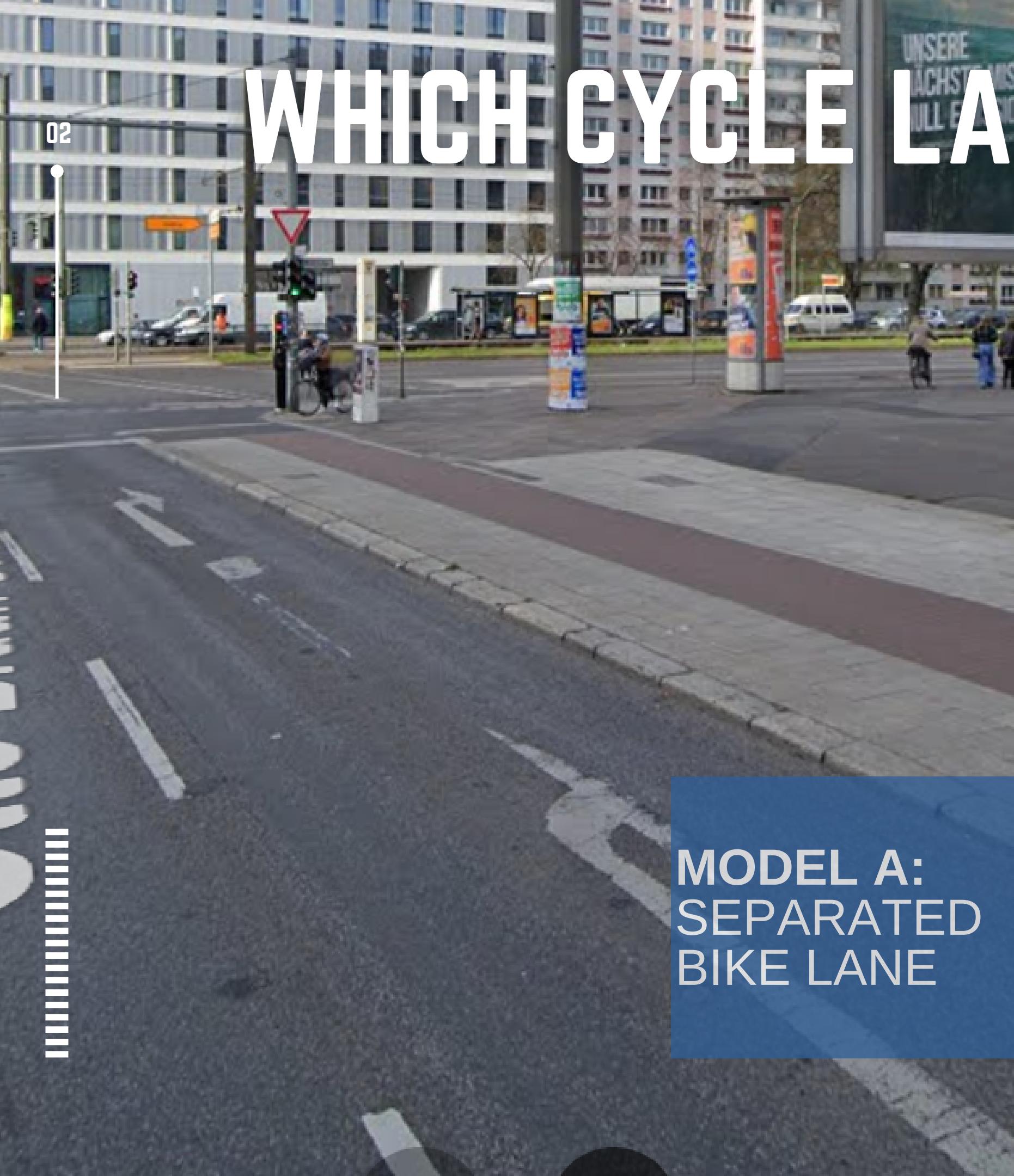
TURNING POINT

LSE DATABASERS



WHICH CYCLE LANE LOOKS SAFER?

02



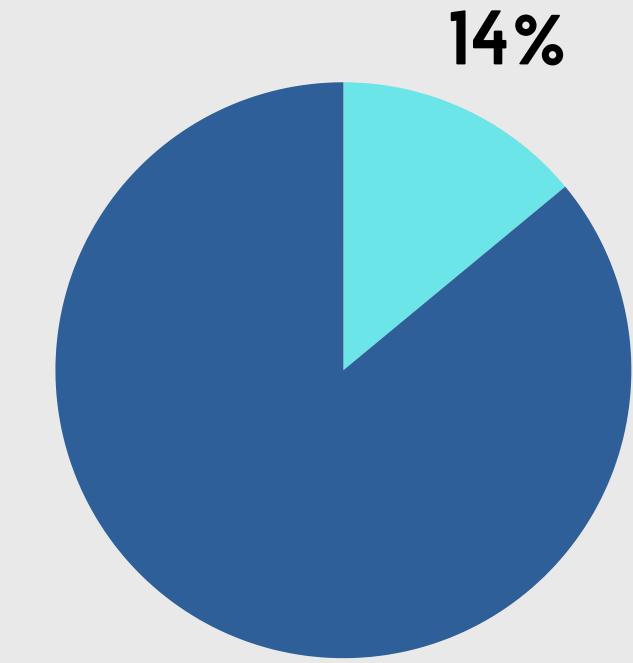
MODEL A:
SEPARATED
BIKE LANE



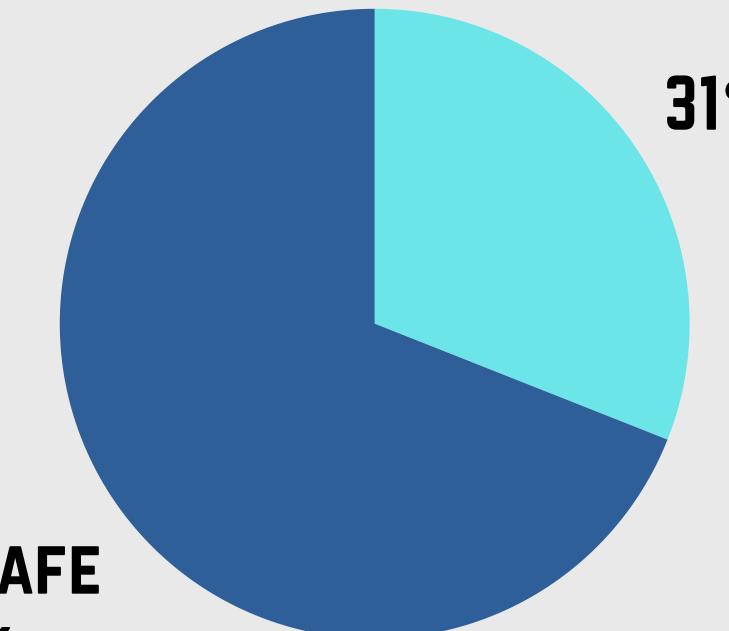
MODEL B:
INTEGRATED / ON ROAD
BIKE LANE

BICYCLE MONITOR 2021

03



VERY SAFE
86%



VERY SAFE
69%

DISPROPORTIONAL RISK EXPOSURE

04

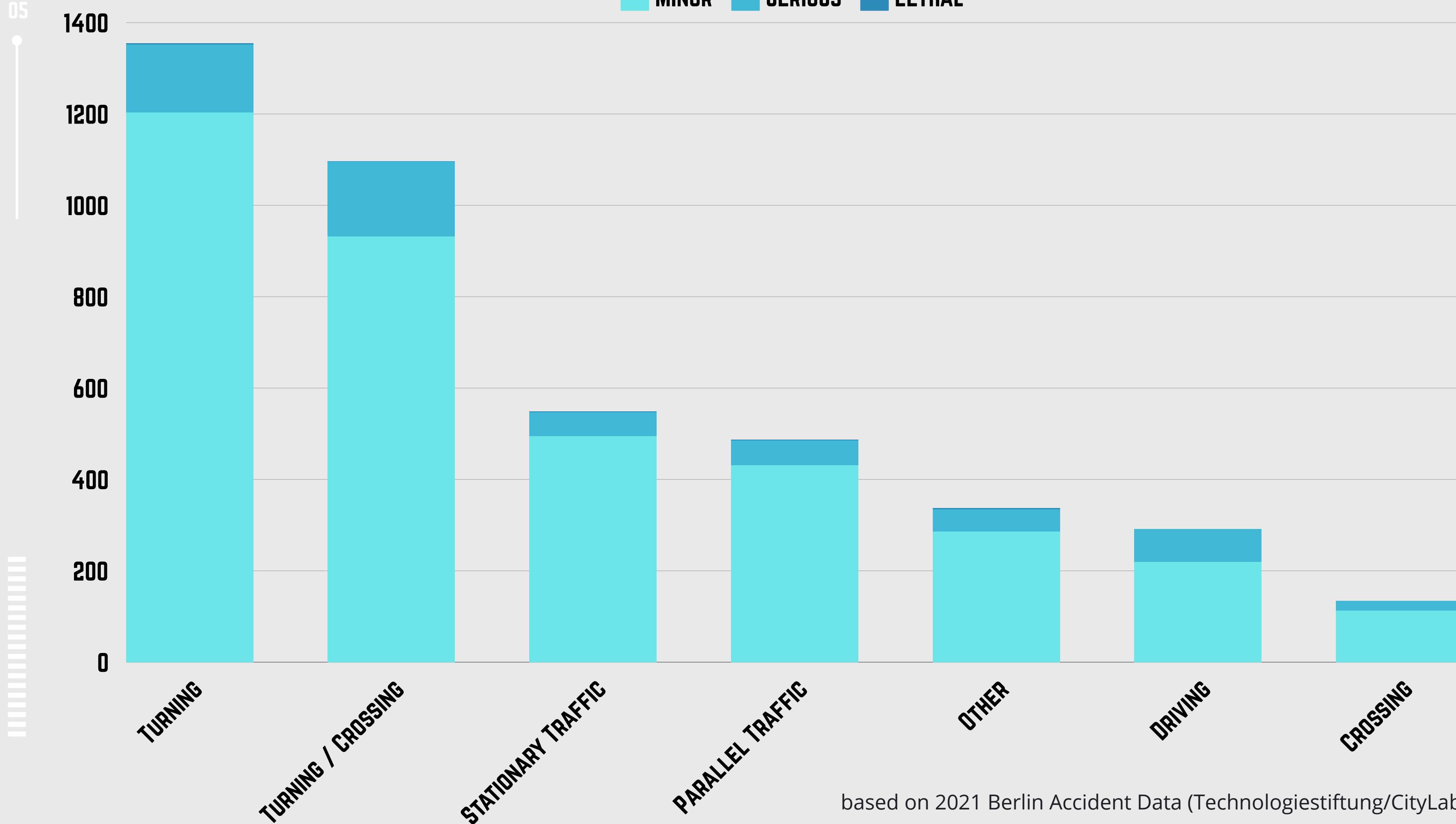
**PERCENTAGE OF ROAD USERS
WHO BIKE: 17.1%**



**PERCENTAGE OF ACCIDENTS
INVOLVING BIKES: 37.7%**

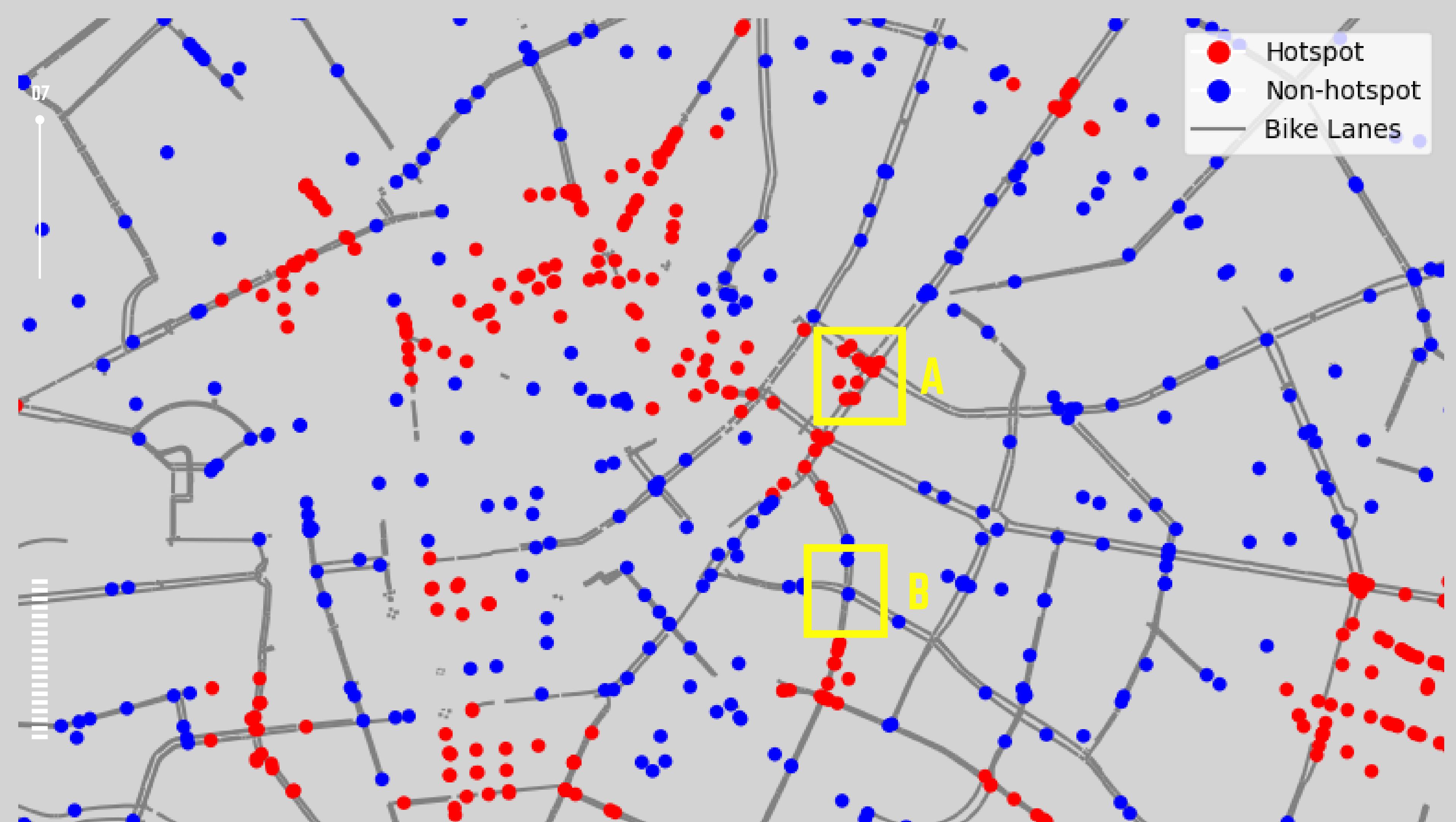
REASONS FOR ACCIDENTS

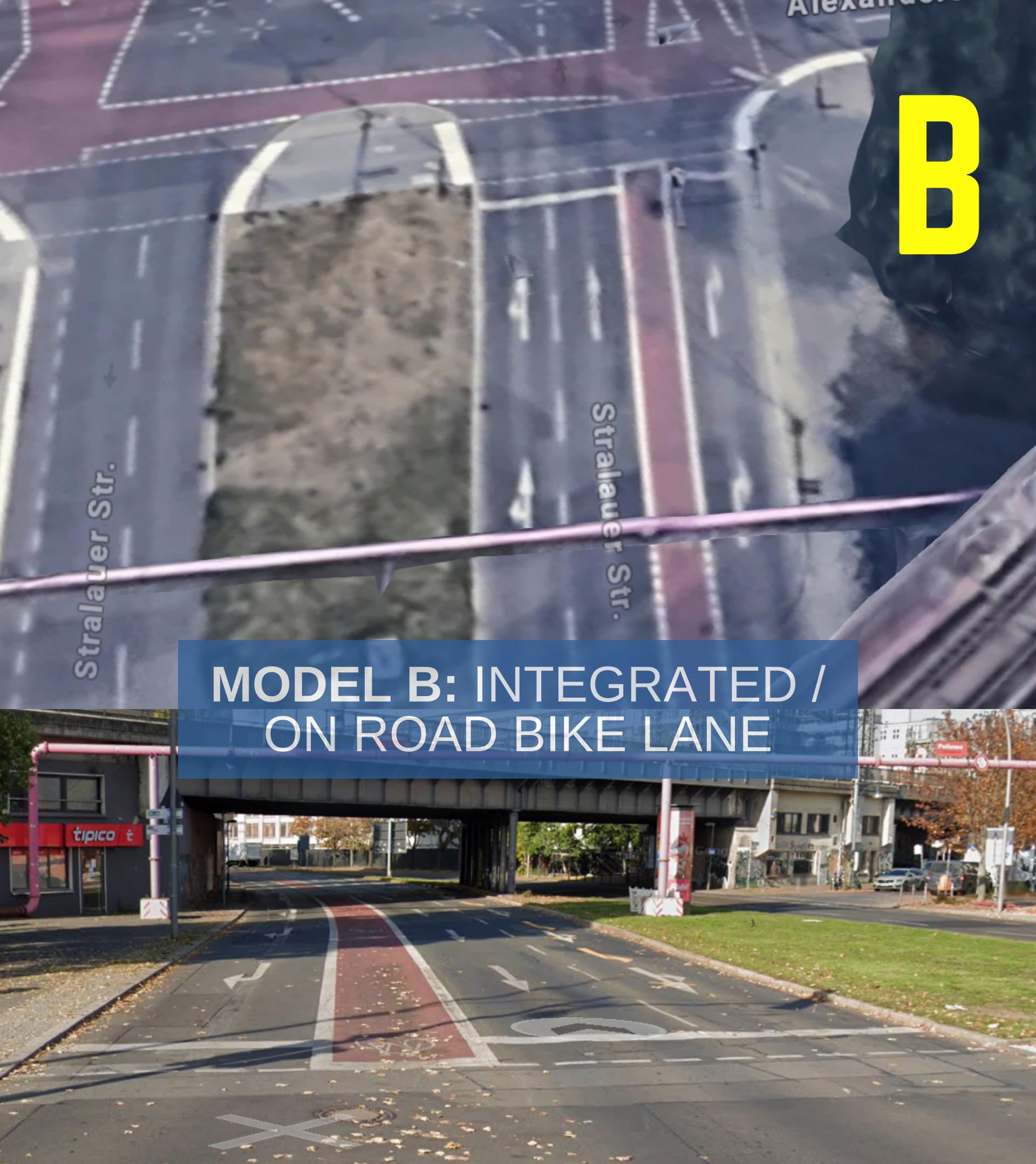
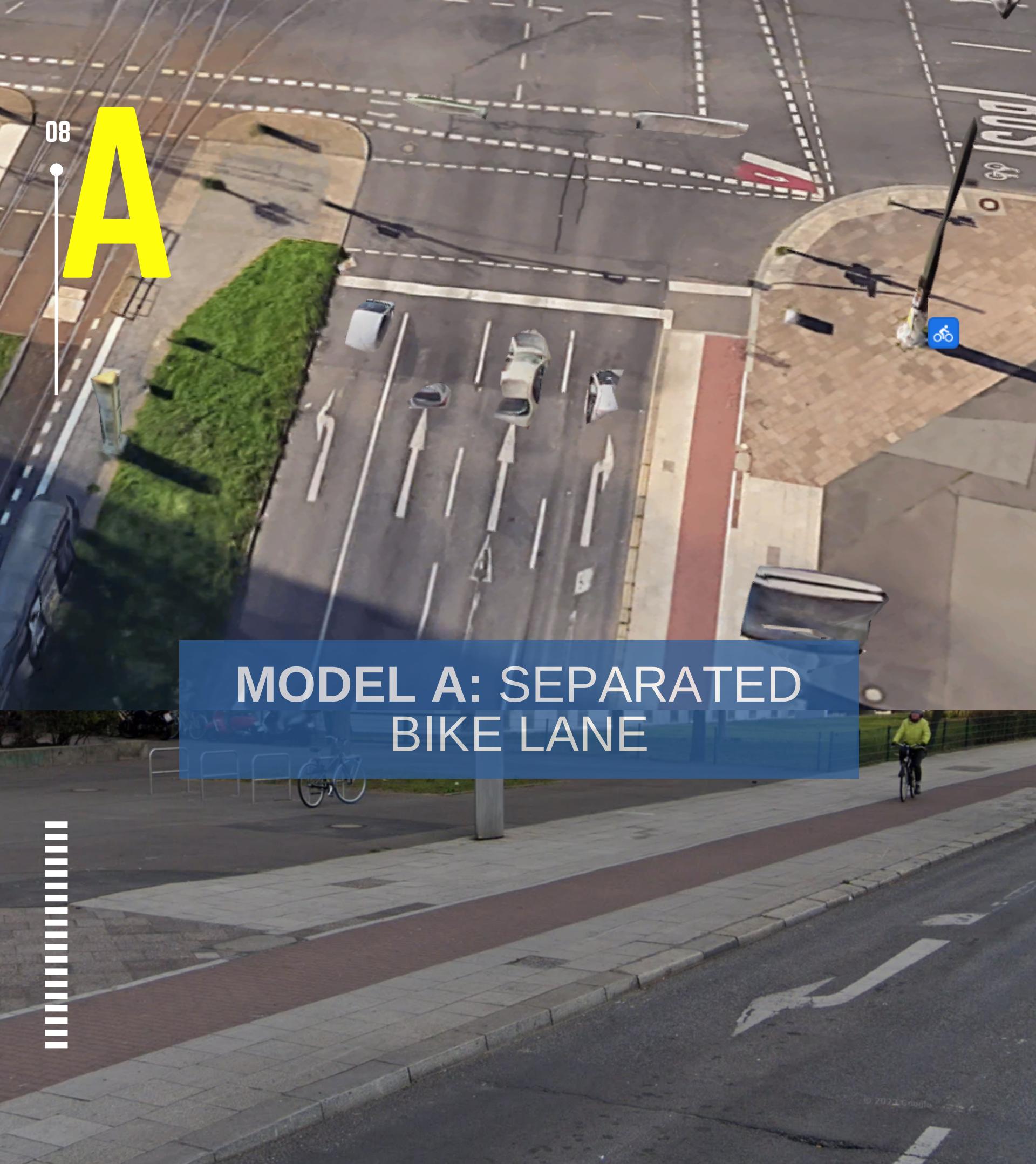
MINOR SERIOUS LETHAL



based on 2021 Berlin Accident Data (Technologiestiftung/CityLab Berlin, 2021)







NOW, YOU ARE THE DRIVER: CAN YOU SPOT THE BIKE?

09



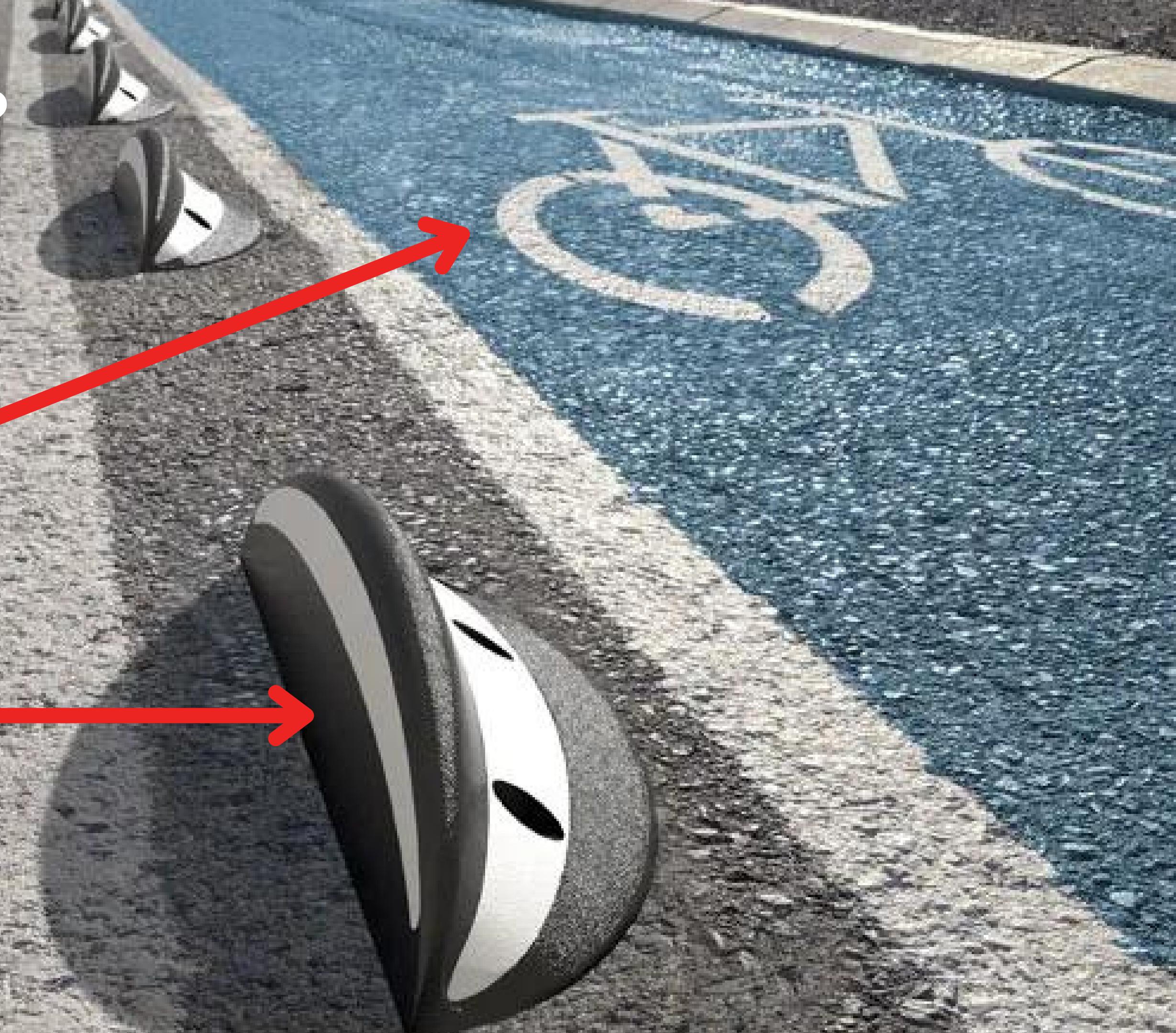
Why would I bother
about bikes, if they are
off the road?



when turning, cars
will not see the
bike

10 The Solution?

- ON THE ROAD MODEL
- HIGH VISIBILITY
(mark lanes in blue or red)
- OBSTACLES (to prevent cars from crossing into cycle lane)



SOCIAL IMPACTS



BERLIN MOBILITY ACT

- Vision Zero 2045 - traffic safety
- Urban, environmental, social and climate-friendly mobility
- Maximise €30> million investment
- Future-Oriented



GOVERNMENT PLAN

- 0.02 % GDP - €1.0 Billion - by 2030
- Budget Management and Prioritisation
- International standards in cycling risks



ECONOMY AND SOCIETY

- Traffic Efficiency - without compromising speed and safety
- Sustainable development
- Economic Value creation > 155 million Euros

TURNING POINT

LSE DATABASERS

