

# Policy for re-routing cyclists during construction work

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- Innovative re-routing methods and materials
- Improving cyclists' security and safety
- Incentivising cycling at all times

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**Location:** Stockholm, Sweden

**Organisations involved:** [City of Stockholm](#)

Swedish Business Association for Safer Road Construction Sites (SBSV)

## What is the solution?

The City of Stockholm is growing fast, which leads to a large number of building construction sites, road construction sites, and traffic with heavy vehicles to and from these sites. Construction sites and the traffic associated with them particularly affect cyclists, who are vulnerable road users. The “Technical Handbook” that regulates how contractors and entrepreneurs building on city-owned land have to handle road safety on construction sites does not go into detail on how to promote continuous safety and mobility for cyclists. Updating the handbook with a cyclist re-rerouting policy will set a standard for making cycling safer and more attractive around these sites. As a result of the update, all construction sites will be required to develop a plan for the management of bicycle traffic during diversions. The goal is to encourage 5% of everyday cyclists to keep using their bikes despite the construction works, instead of travelling by car or public transport.

## How does it work?

To improve the situation at construction sites for cyclists and to determine which standards to include in the “Technical Handbook”, the City of Stockholm is testing new adapted materials and signage, detours, supervision of road construction sites and more effective ways of issuing penalties and fines. The processes of testing and updating the handbook are running in parallel.

The Stockholm Traffic Office, in cooperation with the Swedish Business Association for Safer Road Construction Sites (SBSV), have invited entrepreneurs to present new and innovative solutions for barriers and other material used to encircle construction sites. During a test period, three companies presented their materials/approaches on three different walking and cycling paths in Årsta (the CIVITAS ECCENTRIC ‘living lab’ in Stockholm). The flow of cyclists at the test sites was measured/counted with a pneumatic road tube before, during, and after the test period. The purpose was to see if the number of cyclists differed with and without the re-routing in place. On-site interviews were conducted on two different occasions during the [European Mobility Week](#). A web survey for the general public was online during this period.

In parallel, the Stockholm Traffic Office has initiated a project together with Swedish Standards Institute (SIS), other public road administrators and product developers in order to develop a new Swedish standard for temporary traffic arrangements for unprotected road users. The Swedish standard is expected to be ready by Autumn 2019.

## Expected results

Thanks to better information and new safety measures, cycling by road construction sites is expected to become more attractive. In particular, the measure is expected to prevent 5% of regular cyclists from leaving their bikes to travel by car or public transport due to construction works on the route. The updated Technical Handbook will give the city a more solid ground to require construction companies to use innovative material for marking and detouring cycle paths. This will also improve the availability of innovative rerouting material which will be readily available at a lower cost. All in all, this measure will promote cycling as an attractive and safe means of transport, with associated benefits for air, noise pollution and public health.

## Business model

This measure is receiving funding of approximately €250,000 from CIVITAS ECCENTRIC.

## Contact details

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