

Introduction

Cycling is an excellent sustainable alternative to car driving for many journeys. However, cyclists have fewer safety options than car-users, with a helmet being a possible safety device. Nonetheless, there are strong indications that increasing bicycle helmet usage for cyclists through legislation, coincides with confounding factors which might cancel out the positive effect of helmets on head and brain injury. Furthermore, scientific studies indicate that current helmet design is suboptimal. Since several fields are important to bicycle helmet optimization, an integral approach involving all of these is necessary, so that a given parameter is not optimized at the cost of another. The action is open to new members, inquiries please contact the Action Chair (bogerd@nielsbogerd.com).

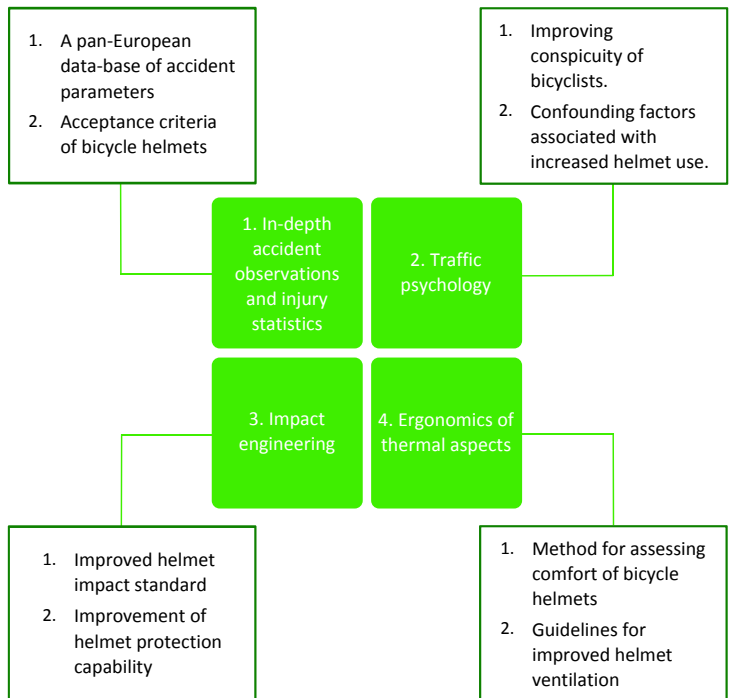
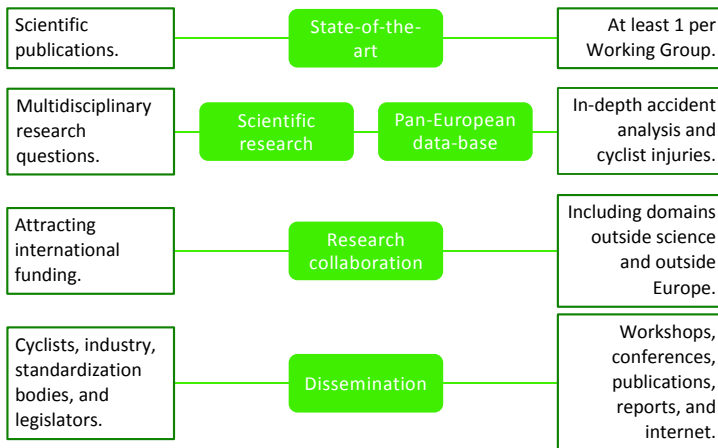


Objectives

1. Increase scientific knowledge on cyclist traffic safety specific to the helmet with special focus on (i) head protection, and (ii) accident prevention.
2. Establishing new relevant research projects.
3. Disseminate old and new knowledge for the maximally benefit of cyclists.

Expected outcomes

The expected outcomes for the four different Working Groups are indicated below. These working groups are lead by: Prof. Dietmar Otte (WG 1), Prof. Dr. David Shinar (WG 2), Dr. Peter Halldin and Prof. Dr. Rémy Willinger (WG 3), and Dr. René M Rossi (WG 4).



Participating countries (in blue)

