

Cyclomedia

Traffic safety in European cities

July 2024



multiscope

Introduction

To gain insights into the perception of traffic safety in Europe, a survey was conducted among the residents of 39 major European cities. The primary objective of this survey was to assess the subjective assessments and perspectives regarding traffic safety held by the residents of these cities.

Fieldwork was conducted from May 30th to June 30th, 2024, with a participation of 11,982 respondents. Caution is advised when interpreting the results, as they pertain specifically to the surveyed cities and the designated fieldwork period. Applying them to other situations may require careful consideration.

This report discusses the following components in detail:

- Survey distribution
- Overall safety of the city
- Road safety and urban mobility
- Laws and rules regarding road safety
- Possible improvements for road safety
- The city's infrastructure
- Country specific questions

This report provides valuable insights into the assessments and perceptions of road safety in European cities by its residents.

We wish you a pleasant reading experience.

Multiscope

Contact details

Tom Bastian
tom@multiscope.nl

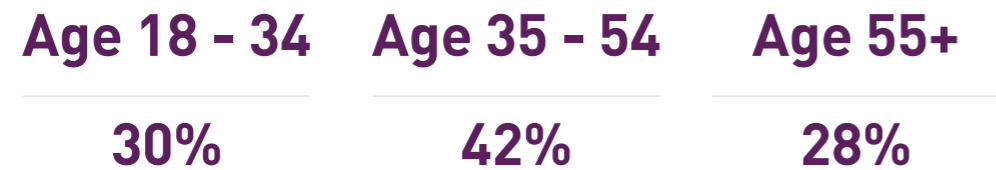


Management summary

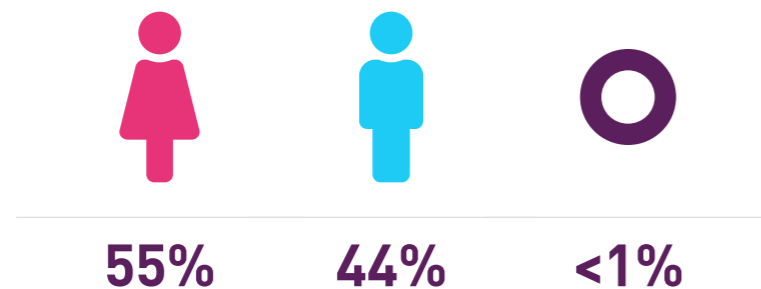
- When considering traffic, Tallinn (+74) and Tampere (+74) are considered the safest cities by its residents. Athens (-38) is considered the least safe city.
- In terms of road safety, residents of Zaragoza (+66) highly recommend people to come and live in their city.
- Residents of Vienna (-74) are least afraid to use the road, only 13% of Viennese report feeling (somewhat) afraid to use the roads because of the danger of accidents.
- Cities with a bicycle-friendly infrastructure and high numbers of daily bicycle commuters, such as Amsterdam and Copenhagen, seem more opposed to a adult helmet requirement for bicycles than other cities.
- In all cities surveyed, residents largely agree: a complete ban on alcohol in traffic is a good idea.
- Across all surveyed cities, the most mentioned action to improve road safety is better separation.
- Scandinavian cities stand out in the quantity and safety of their bicycle paths.
- More than residents from other countries, residents of Spanish cities largely agree with the statement that lowering the maximum speed limit to 20 miles per hour in inner cities would be good for traffic safety.

Survey distribution

Distribution by age



Distribution by gender



Distribution by city

City	Respondents	City	Respondents
Amsterdam	305	Marseille	310
Antwerp	309	Milan	309
Athens	309	Munich	310
Barcelona	309	Murcia	310
Berlin	309	Namur	105
Bilbao	105	Oslo	309
Bratislava	309	Palma***	105
Brussels	310	Paris	309
Budapest	308	Prague	309
Copenhagen	309	Rome	312
Frankfurt*	315	Seville	309
Hamburg	310	Stockholm	309
Helsinki	310	Tallinn	309
Cologne	311	Tampere	311
Las Palmas**	105	Turku	309
Leipzig	310	Valencia	310
Lisbon	309	Vienna	309
London	1035	Warsaw	309
Madrid	312	Zaragoza	310
Malaga	310		

*Frankfurt am Main **Las Palmas de Gran Canaria ***Palma de Mallorca

How safe do you feel in traffic in the city in which you live?

Rome & Athens: Lowest Traffic Safety

In only 4 out of the 39 cities surveyed do more respondents feel safe rather than unsafe in traffic. Athens (-38) and Rome (-20) stand out as the worst: in Rome, 60% of those surveyed feel (very) unsafe in traffic, and in Athens, this percentage is even higher at 68%.

The five cities perceived as the safest are Tallinn (+75), Tampere (+74), Murcia (+73), Zaragoza (+72), and Helsinki (+72).

It is notable that despite 20% of respondents feeling (very) unsafe in Hamburg, 31% of respondents feel very safe in traffic in this city. This is the highest number of respondents feeling very safe among the cities surveyed.

	Very unsafe	Unsafe	Safe	Very safe
Age 18 - 34	6%	18%	55%	21%
Age 35-54	7%	21%	54%	18%
Age 55+	5%	24%	57%	14%
Male	6%	18%	54%	22%
Female	6%	24%	55%	15%
Average	6%	21%	55%	18%

How safe do you feel in traffic in the city in which you live?

City	Total	Very unsafe	Unsafe	Safe	Very safe
Tallinn	+75	3%	9%	67%	21%
Tampere	+74	3%	11%	65%	21%
Murcia	+73	4%	9%	61%	26%
Zaragoza	+72	5%	9%	57%	29%
Helsinki	+72	5%	9%	62%	24%
Oslo	+70	4%	12%	58%	26%
Munich	+68	2%	14%	56%	28%
Copenhagen	+67	3%	14%	56%	27%
Vienna	+66	4%	14%	52%	30%
Malaga	+64	7%	11%	57%	25%
Stockholm	+64	2%	16%	59%	23%
Valencia	+63	7%	12%	54%	27%
London	+60	5%	15%	55%	25%
Seville	+60	8%	12%	55%	25%
Turku	+60	4%	17%	57%	22%
Hamburg	+59	6%	14%	49%	31%
Las Palmas	+56	10%	12%	51%	27%
Bilbao	+54	10%	13%	51%	26%
Madrid	+53	7%	17%	49%	27%
Warsaw	+52	5%	19%	64%	12%

City	Total	Very unsafe	Unsafe	Safe	Very safe
Lisbon	+51	3%	22%	64%	11%
Palma	+50	8%	17%	52%	23%
Leipzig	+48	5%	21%	61%	13%
Berlin	+46	7%	20%	55%	18%
Namur	+43	2%	27%	62%	9%
Cologne	+43	5%	23%	56%	16%
Bratislava	+40	4%	26%	64%	6%
Frankfurt	+39	9%	21%	56%	14%
Budapest	+34	2%	31%	60%	7%
Barcelona	+34	8%	25%	54%	13%
Brussels	+31	9%	25%	57%	9%
Antwerp	+30	6%	29%	55%	10%
Paris	+21	10%	29%	47%	14%
Prague	+20	7%	33%	53%	7%
Amsterdam	+11	8%	37%	50%	5%
Marseille	-1	11%	40%	44%	5%
Milan	-7	9%	45%	39%	7%
Rome	-20	16%	44%	35%	5%
Athens	-38	20%	48%	28%	4%

In terms of road safety, I would recommend people to come and live in my city

Do not move to Rome

In terms of road safety, Zaragoza (+66) stands out as the most highly recommended city by its residents, with 35% of them strongly encouraging others to move there.

On the other hand, residents of Rome (-68), Amsterdam (-37), Athens (-31), Milan (-22) and Marseille (-20) (strongly) discourage people from relocating to their cities due to road safety concerns. Rome, in particular, has the highest level of discouragement, with 84% of its residents advising against moving there.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	14%	20%	44%	22%
Age 35-54	11%	22%	48%	19%
Age 55+	9%	29%	50%	12%
Male	12%	22%	46%	20%
Female	10%	25%	49%	16%
Average	11%	24%	47%	18%

In terms of road safety, I would recommend people to come and live in my city

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Zaragoza	+66	8%	9%	48%	35%
Seville	+64	8%	10%	52%	30%
Valencia	+62	8%	11%	47%	34%
Murcia	+61	7%	13%	50%	30%
Tampere	+57	3%	19%	58%	20%
Bilbao	+56	11%	10%	49%	30%
Munich	+56	6%	16%	57%	21%
Madrid	+54	9%	14%	53%	24%
Malaga	+53	12%	12%	48%	28%
Oslo	+53	7%	17%	57%	19%
Vienna	+53	9%	15%	51%	25%
Helsinki	+51	8%	17%	48%	27%
Warsaw	+51	5%	20%	60%	15%
London	+50	9%	16%	48%	27%
Copenhagen	+50	7%	18%	53%	22%
Lisbon	+50	4%	21%	60%	15%
Turku	+49	4%	21%	58%	17%
Stockholm	+45	8%	19%	53%	20%
Namur	+45	11%	16%	63%	10%
Leipzig	+44	8%	20%	63%	9%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Prague	+42	5%	24%	56%	15%
Tallinn	+42	6%	23%	59%	12%
Barcelona	+35	10%	23%	50%	17%
Las Palmas	+33	11%	22%	36%	31%
Bratislava	+33	5%	29%	55%	11%
Hamburg	+32	16%	18%	40%	26%
Palma	+22	13%	26%	49%	12%
Frankfurt	+16	11%	31%	44%	14%
Cologne	+13	12%	32%	43%	13%
Brussels	+8	16%	30%	41%	13%
Antwerp	+7	14%	33%	44%	9%
Budapest	+6	11%	36%	47%	6%
Berlin	0	20%	30%	37%	13%
Paris	-1	19%	31%	34%	16%
Marseille	-20	25%	35%	30%	10%
Milan	-22	12%	49%	34%	5%
Athens	-31	26%	40%	30%	4%
Amsterdam	-37	23%	45%	28%	4%
Rome	-68	33%	51%	15%	1%

I am afraid to use the roads in my city because of the danger of accidents

Rome frightens its inhabitants

Residents of Rome (+12) are particularly fearful of using the roads due to the high risk of accidents. Other cities with a significant number of residents sharing this concern include Athens (-4), Paris (-5), and Milan (-7).

In contrast, Vienna (-74) stands out with residents feeling much safer; only 13% of Viennese report feeling (somewhat) afraid to use the roads, showing a much lower level of fear compared to most other cities.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	24%	42%	25%	9%
Age 35-54	29%	41%	23%	7%
Age 55+	34%	44%	18%	4%
Male	32%	39%	21%	8%
Female	27%	43%	24%	6%
Average	29%	42%	22%	7%

I am afraid to use the roads in my city because of the danger of accidents

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Rome	+12	9%	35%	44%	12%
Athens	-4	11%	41%	38%	10%
Paris	-5	19%	34%	36%	11%
Milan	-7	11%	43%	38%	8%
Marseille	-19	17%	43%	29%	11%
Brussels	-26	19%	44%	25%	12%
Barcelona	-26	21%	42%	29%	8%
Bratislava	-28	16%	48%	29%	7%
London	-32	24%	42%	23%	11%
Budapest	-33	21%	46%	29%	4%
Prague	-36	21%	47%	26%	6%
Madrid	-37	21%	48%	23%	8%
Antwerp	-39	22%	47%	25%	6%
Palma	-39	23%	46%	23%	8%
Warsaw	-42	23%	48%	23%	6%
Malaga	-43	25%	47%	21%	7%
Cologne	-45	36%	36%	23%	5%
Las Palmas	-45	34%	38%	24%	4%
Frankfurt	-45	36%	36%	23%	5%
Amsterdam	-46	24%	49%	23%	4%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Oslo	-48	27%	47%	20%	6%
Valencia	-48	29%	45%	20%	6%
Lisbon	-50	24%	51%	22%	3%
Murcia	-53	34%	42%	19%	5%
Hamburg	-54	38%	38%	14%	10%
Zaragoza	-54	33%	44%	17%	6%
Berlin	-55	39%	38%	17%	6%
Seville	-55	30%	48%	17%	5%
Munich	-57	44%	34%	16%	6%
Turku	-57	42%	36%	19%	3%
Bilbao	-58	38%	41%	18%	3%
Stockholm	-59	39%	40%	16%	5%
Namur	-60	30%	50%	18%	2%
Copenhagen	-61	38%	42%	14%	6%
Tallinn	-66	35%	48%	14%	3%
Tampere	-67	43%	40%	13%	4%
Helsinki	-67	47%	37%	11%	5%
Leipzig	-68	44%	40%	13%	3%
Vienna	-74	61%	26%	11%	2%

Road safety in my city is getting worse because it is not equipped for new forms of urban transportation*

Amsterdam and Rome not future proof?

Residents of Amsterdam (+66) and Rome (+62) are the most concerned about worsening road safety due to inadequate infrastructure for new urban transportation methods. Over 80% of residents in these cities (strongly) agree with this sentiment.

It is noteworthy that residents in a significant number of the surveyed cities have divided opinions on this subject. In 17 of the cities, scores range between +10 and -10, indicating that the number of respondents who agree with the statement does not differ greatly from the number of respondents who disagree.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	16%	32%	36%	16%
Age 35-54	14%	30%	40%	16%
Age 55+	11%	30%	43%	16%
Male	15%	30%	39%	16%
Female	13%	31%	40%	16%
Average	14%	31%	39%	16%

*[e-bikes, e-scooters, cargo bikes, shared mobility, self-driving mobility]

Road safety in my city is getting worse because it is not equipped for new forms of urban transportation*

City	Total	Strongly disagree	Disagree	Agree	Strongly agree	City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Amsterdam	+66	4%	13%	51%	32%	Munich	+7	14%	32%	39%	15%
Rome	+62	5%	14%	51%	30%	Murcia	+7	17%	29%	39%	15%
Milan	+44	7%	21%	50%	22%	Tallinn	+7	13%	34%	42%	11%
Turku	+41	10%	20%	53%	17%	Lisbon	+6	10%	37%	40%	13%
Athens	+33	6%	27%	50%	17%	Frankfurt	+3	16%	32%	36%	16%
Bratislava	+28	7%	29%	49%	15%	Palma	+3	16%	32%	42%	10%
Barcelona	+24	9%	29%	42%	20%	Las Palmas	+1	19%	30%	40%	11%
Tampere	+23	11%	28%	43%	18%	London	0	16%	33%	34%	17%
Madrid	+20	10%	30%	42%	18%	Stockholm	0	18%	32%	38%	12%
Prague	+18	7%	33%	45%	15%	Seville	0	12%	38%	38%	12%
Helsinki	+18	8%	33%	45%	14%	Vienna	-1	18%	32%	38%	12%
Berlin	+17	15%	27%	39%	19%	Zaragoza	-3	20%	32%	40%	8%
Cologne	+15	15%	28%	43%	14%	Valencia	-8	20%	34%	33%	13%
Malaga	+15	15%	28%	41%	16%	Warsaw	-10	14%	41%	33%	12%
Budapest	+14	11%	32%	41%	16%	Leipzig	-13	21%	35%	34%	10%
Antwerp	+13	11%	33%	40%	16%	Oslo	-17	21%	38%	32%	9%
Paris	+13	15%	29%	39%	17%	Copenhagen	-18	21%	39%	29%	11%
Hamburg	+10	25%	20%	36%	19%	Namur	-20	14%	46%	36%	4%
Marseille	+10	14%	31%	35%	20%	Bilbao	-26	22%	40%	30%	8%
Brussels	+9	13%	33%	32%	22%						

*[e-bikes, e-scooters, cargo bikes, shared mobility, self-driving mobility]

The authorities of the city in which I live do enough to improve road safety in the city

Londoners can see their city improve

Londoners (+44) generally believe that authorities in their city are doing enough to improve road safety, with 72% (strongly) agreeing that authorities are taking sufficient action. In seven of the cities surveyed, residents generally feel that authorities are not doing enough to enhance road safety. This sentiment is particularly pronounced in Rome (-43) and Athens (-37).

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	10%	29%	43%	18%
Age 35-54	12%	31%	44%	13%
Age 55+	14%	36%	42%	8%
Male	12%	30%	43%	15%
Female	12%	33%	43%	12%
Average	12%	32%	43%	13%

The authorities of the city in which I live do enough to improve road safety in the city

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
London	+44	7%	21%	47%	25%
Helsinki	+38	8%	23%	53%	16%
Bilbao	+35	5%	28%	49%	18%
Tampere	+34	4%	30%	50%	16%
Valencia	+27	9%	27%	45%	19%
Turku	+25	4%	33%	51%	12%
Zaragoza	+24	10%	28%	48%	14%
Madrid	+24	10%	28%	44%	18%
Murcia	+23	11%	27%	47%	15%
Warsaw	+23	13%	25%	51%	11%
Munich	+23	8%	31%	46%	15%
Lisbon	+22	5%	34%	54%	7%
Seville	+22	10%	29%	49%	12%
Oslo	+20	7%	33%	44%	16%
Brussels	+19	14%	27%	44%	15%
Paris	+19	14%	27%	43%	16%
Copenhagen	+18	8%	32%	47%	13%
Vienna	+17	14%	28%	41%	17%
Hamburg	+16	11%	31%	34%	24%
Bratislava	+14	13%	30%	50%	7%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Malaga	+14	11%	32%	43%	14%
Stockholm	+13	8%	35%	44%	13%
Frankfurt	+12	12%	32%	43%	13%
Tallinn	+11	9%	35%	47%	9%
Las Palmas	+10	13%	31%	39%	17%
Antwerp	+10	10%	35%	48%	7%
Barcelona	+10	12%	33%	43%	12%
Budapest	+5	12%	35%	44%	9%
Leipzig	+5	12%	35%	47%	6%
Prague	+4	12%	36%	46%	6%
Namur	+3	14%	34%	42%	10%
Cologne	0	15%	34%	40%	11%
Marseille	-6	21%	32%	36%	11%
Milan	-14	20%	37%	35%	8%
Palma	-16	23%	35%	33%	9%
Berlin	-20	19%	41%	29%	11%
Amsterdam	-24	21%	41%	32%	6%
Athens	-37	23%	45%	26%	6%
Rome	-43	29%	43%	24%	4%

My city council prefers improving the infrastructure of motorists over the safety of other road users

Few motorist-oriented cities

Among the cities surveyed, only the respondents of Madrid (+10), London (+5) and Turku (+1) somewhat agree that their city council prefers improving the infrastructure of motorists over the safety of other road users.

Residents of Amsterdam (-42) (strongly) disagree with the statement that their city council prioritizes improving infrastructure for motorists over the safety of other road users. Similarly, residents of Bilbao (-37), Zaragoza (-35), and Barcelona (-33) also do not believe that their city councils favor motorists' infrastructure at the expense of road safety for others.

It is noteworthy that residents in a significant number of the surveyed cities have divided opinions on this subject. In 21 of the cities, scores range between +10 and -10, indicating that the number of respondents who agree with the statement does not differ greatly from the number of respondents who disagree.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	12%	35%	36%	17%
Age 35-54	16%	39%	33%	12%
Age 55+	21%	46%	26%	7%
Male	18%	38%	31%	13%
Female	15%	41%	33%	11%
Average	16%	40%	32%	12%

My city council prefers improving the infrastructure of motorists over the safety of other road users

City	Total	Strongly disagree	Disagree	Agree	Strongly agree	City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Madrid	+10	11%	34%	40%	15%	Frankfurt	-10	18%	37%	33%	12%
London	+5	13%	34%	35%	18%	Seville	-12	12%	44%	33%	11%
Turku	+1	12%	37%	35%	16%	Las Palmas	-12	21%	35%	34%	10%
Warsaw	0	11%	39%	39%	11%	Murcia	-13	16%	41%	31%	12%
Palma	-1	15%	36%	32%	17%	Stockholm	-13	19%	38%	32%	11%
Hamburg	-3	21%	30%	26%	23%	Berlin	-13	19%	38%	28%	15%
Cologne	-4	14%	38%	37%	11%	Prague	-17	14%	45%	33%	8%
Malaga	-5	13%	39%	34%	14%	Bratislava	-19	15%	44%	35%	6%
Athens	-6	17%	36%	40%	7%	Antwerp	-20	13%	47%	30%	10%
Munich	-6	16%	37%	33%	14%	Copenhagen	-20	21%	39%	29%	11%
Namur	-7	12%	41%	40%	7%	Budapest	-21	19%	42%	32%	7%
Rome	-7	13%	40%	37%	10%	Tampere	-22	14%	47%	29%	10%
Tallinn	-7	14%	40%	34%	12%	Valencia	-23	22%	39%	26%	13%
Lisbon	-8	10%	44%	38%	8%	Vienna	-28	25%	39%	24%	12%
Marseille	-8	13%	41%	34%	12%	Leipzig	-28	24%	40%	30%	6%
Milan	-9	16%	38%	37%	9%	Barcelona	-33	21%	45%	24%	10%
Oslo	-9	16%	39%	32%	13%	Zaragoza	-35	18%	49%	25%	8%
Helsinki	-10	20%	35%	31%	14%	Bilbao	-37	23%	46%	19%	12%
Paris	-10	19%	36%	32%	13%	Amsterdam	-42	22%	49%	23%	6%
Brussels	-10	17%	38%	30%	15%						

If a helmet requirement is introduced in the city for cyclists over 18, I expect I will use my bicycle less often

Bicycle-oriented cities seem most opposed

In all the cities surveyed, none reported that a majority of residents would reduce their bicycle usage if a helmet requirement for adults were introduced.

Amsterdam and Copenhagen are widely recognized for their bicycle-friendly infrastructure and high numbers of daily bicycle commuters. It is notable that a significant portion of residents in these cities indicate they would cycle less frequently if an adult helmet requirement were introduced: 44% of Amsterdam residents and 36% of Copenhagen residents reported this.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	29%	31%	24%	16%
Age 35-54	35%	33%	20%	12%
Age 55+	43%	34%	14%	9%
Male	33%	31%	21%	15%
Female	37%	35%	18%	10%
Average	35%	33%	20%	12%

If a helmet requirement is introduced in the city for cyclists over 18, I expect I will use my bicycle less often

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Amsterdam	-12	21%	35%	27%	17%
London	-19	27%	32%	23%	18%
Munich	-21	32%	29%	23%	16%
Seville	-28	32%	31%	24%	13%
Antwerp	-28	24%	40%	22%	14%
Copenhagen	-29	33%	31%	20%	16%
Tampere	-29	32%	32%	21%	15%
Cologne	-30	37%	28%	22%	13%
Paris	-31	39%	27%	17%	17%
Malaga	-32	37%	29%	22%	12%
Frankfurt	-32	37%	30%	23%	10%
Budapest	-34	31%	36%	24%	9%
Leipzig	-34	38%	28%	24%	10%
Tallinn	-35	33%	34%	22%	11%
Warsaw	-35	30%	38%	22%	10%
Hamburg	-35	43%	25%	13%	19%
Berlin	-36	41%	27%	16%	16%
Turku	-36	37%	31%	19%	13%
Oslo	-36	36%	32%	22%	10%
Palma	-37	37%	32%	18%	13%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Brussels	-37	38%	30%	16%	16%
Helsinki	-38	38%	31%	16%	15%
Bratislava	-39	31%	38%	23%	8%
Madrid	-40	37%	33%	18%	12%
Milan	-40	29%	41%	20%	10%
Zaragoza	-45	35%	37%	17%	11%
Valencia	-45	41%	32%	17%	10%
Prague	-46	38%	35%	19%	8%
Murcia	-47	39%	34%	15%	12%
Las Palmas	-47	43%	31%	14%	12%
Lisbon	-48	34%	40%	20%	6%
Marseille	-48	39%	35%	18%	8%
Barcelona	-49	40%	34%	16%	10%
Vienna	-50	49%	25%	16%	10%
Athens	-53	32%	45%	17%	6%
Stockholm	-55	44%	33%	16%	7%
Rome	-56	40%	38%	15%	7%
Bilbao	-60	46%	34%	12%	8%
Namur	-66	51%	32%	11%	6%

I think lowering the speed limit to 20 miles* per hour in inner cities is good for road safety

Citizens of Spain seem to be in favor

Among the cities surveyed, residents of most cities appear to support the idea of reducing the speed limit to 20 miles per hour. Only in Prague (-18), Budapest (-14), Rome (-12), Milan (-8) and Leipzig (-5) do a larger proportion of residents think it would not be beneficial for road safety.

Notably, residents of the surveyed Spanish cities largely agree with the statement. The list of cities that consider lowering the maximum speed limit to 20 miles per hour good for traffic safety is led by four Spanish cities. Even in the Spanish city ranking lowest on the list, Zaragoza, 66% believe that reducing the maximum speed limit would be beneficial for road safety.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	11%	27%	41%	21%
Age 35-54	14%	25%	39%	22%
Age 55+	15%	24%	37%	24%
Male	16%	26%	36%	22%
Female	11%	25%	42%	22%
Average	13%	25%	40%	22%

*30 kilometers was surveyed for cities that use the metric system

I think lowering the speed limit to 20 miles* per hour in inner cities is good for road safety

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Seville	+50	6%	20%	45%	29%
Bilbao	+47	9%	18%	41%	32%
Barcelona	+46	5%	22%	45%	28%
Murcia	+46	8%	19%	43%	30%
Stockholm	+45	9%	18%	46%	27%
Las Palmas	+45	10%	17%	35%	38%
London	+44	8%	20%	42%	30%
Tampere	+42	7%	22%	45%	26%
Athens	+40	6%	24%	51%	19%
Valencia	+38	9%	22%	36%	33%
Madrid	+38	13%	19%	41%	27%
Malaga	+37	7%	24%	44%	25%
Paris	+37	11%	20%	43%	26%
Palma	+37	12%	19%	44%	25%
Amsterdam	+36	16%	16%	37%	31%
Oslo	+33	8%	26%	47%	19%
Zaragoza	+33	10%	24%	42%	24%
Helsinki	+32	9%	25%	48%	18%
Namur	+31	9%	26%	42%	23%
Turku	+31	10%	25%	44%	21%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Brussels	+22	17%	22%	34%	27%
Antwerp	+21	10%	29%	40%	21%
Frankfurt	+18	13%	28%	36%	23%
Cologne	+17	16%	25%	40%	19%
Munich	+14	15%	27%	38%	20%
Copenhagen	+11	12%	32%	37%	19%
Marseille	+11	20%	25%	35%	20%
Lisbon	+11	11%	34%	40%	15%
Hamburg	+10	15%	30%	30%	25%
Tallinn	+9	17%	29%	39%	15%
Warsaw	+7	14%	32%	41%	13%
Vienna	+4	25%	23%	31%	21%
Bratislava	+2	18%	31%	35%	16%
Berlin	+1	21%	28%	30%	21%
Leipzig	-5	24%	28%	34%	14%
Milan	-8	24%	30%	33%	13%
Rome	-12	21%	35%	31%	13%
Budapest	-14	19%	38%	33%	10%
Prague	-18	25%	35%	32%	8%

*30 kilometers was surveyed for cities that use the metric system

In the city centre, I always stick to the speed limit

Generally, people stick to the speed limit

In all cities surveyed, the vast majority of residents indicate that they (almost) always stick to the speed limit. In Tampere (+84), Stockholm (+83), Lisbon (+82), Marseille (+81) and Prague (+81) over 90% of residents even state they (almost) always comply with speed limits.

Even in cities where the fewest residents claim to (almost) always stick to speed limits, Palma (+56), Tallinn (+57), and Oslo (+57), 78% of respondents report (almost) always following the speed limits.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	5%	16%	46%	33%
Age 35-54	4%	11%	48%	37%
Age 55+	2%	7%	50%	41%
Male	5%	14%	46%	35%
Female	3%	9%	49%	39%
Average	4%	11%	48%	37%

In the city centre, I always stick to the speed limit

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Tampere	+84	2%	6%	47%	45%
Stockholm	+83	2%	6%	49%	43%
Lisbon	+82	<1%	9%	59%	32%
Marseille	+81	3%	6%	48%	43%
Prague	+81	2%	7%	54%	37%
Turku	+79	3%	8%	47%	42%
Milan	+79	3%	8%	54%	35%
Las Palmas	+77	5%	7%	39%	49%
Helsinki	+77	3%	8%	45%	44%
Bratislava	+77	3%	8%	51%	38%
Seville	+75	2%	10%	49%	39%
Barcelona	+74	2%	11%	44%	43%
Namur	+73	5%	9%	51%	35%
Paris	+73	4%	10%	48%	38%
London	+73	4%	9%	50%	37%
Amsterdam	+72	3%	11%	49%	37%
Vienna	+71	4%	11%	42%	43%
Budapest	+71	5%	9%	52%	34%
Athens	+70	2%	13%	56%	29%
Copenhagen	+70	4%	11%	45%	40%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Leipzig	+69	1%	14%	50%	35%
Antwerp	+69	5%	11%	50%	34%
Warsaw	+69	4%	11%	58%	27%
Rome	+69	2%	13%	51%	34%
Munich	+67	4%	13%	44%	39%
Madrid	+66	3%	14%	45%	38%
Bilbao	+66	3%	14%	47%	36%
Berlin	+66	5%	13%	46%	36%
Malaga	+65	4%	14%	44%	38%
Zaragoza	+64	6%	12%	46%	36%
Frankfurt	+64	5%	13%	49%	33%
Murcia	+62	4%	15%	40%	41%
Valencia	+62	6%	13%	43%	38%
Cologne	+61	4%	15%	48%	33%
Brussels	+61	5%	14%	42%	39%
Hamburg	+61	9%	11%	42%	38%
Oslo	+57	5%	17%	47%	31%
Tallinn	+57	4%	18%	53%	25%
Palma	+56	6%	16%	44%	34%

I do not use my smartphone hands-free in traffic

Significant differences between cities

In most cities, the (vast) majority of residents indicate they do not use their smartphone hands-free in traffic, such as in Milan (+78) and Rome (+72). However, in other cities, the usage is more evenly split. In Budapest (+3), Tallinn (+4), and Palma (+7), approximately an equal proportion of residents report using their smartphone hands-free or not in traffic.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	10%	22%	36%	32%
Age 35-54	12%	20%	34%	34%
Age 55+	10%	10%	29%	51%
Male	12%	18%	32%	38%
Female	10%	17%	34%	39%
Average	11%	18%	33%	38%

I do not use my smartphone hands-free in traffic

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Milan	+78	4%	7%	39%	50%
Rome	+72	3%	11%	38%	48%
London	+63	6%	12%	39%	43%
Berlin	+59	9%	12%	26%	53%
Copenhagen	+59	7%	13%	34%	46%
Leipzig	+58	8%	13%	31%	48%
Vienna	+57	10%	12%	26%	52%
Athens	+55	5%	17%	43%	35%
Bratislava	+55	7%	16%	40%	37%
Namur	+52	10%	13%	29%	48%
Cologne	+52	12%	12%	34%	42%
Munich	+51	8%	17%	33%	42%
Paris	+50	7%	18%	38%	37%
Frankfurt	+49	8%	17%	35%	40%
Hamburg	+49	9%	16%	29%	46%
Marseille	+48	5%	20%	34%	41%
Stockholm	+48	12%	14%	33%	41%
Tampere	+46	9%	18%	33%	40%
Bilbao	+45	13%	14%	34%	39%
Oslo	+44	8%	20%	30%	42%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Brussels	+39	9%	21%	30%	40%
Madrid	+39	12%	18%	33%	37%
Helsinki	+39	11%	19%	29%	41%
Barcelona	+37	12%	20%	32%	36%
Amsterdam	+36	20%	11%	22%	47%
Malaga	+35	14%	18%	37%	31%
Seville	+35	11%	22%	36%	31%
Turku	+34	11%	22%	28%	39%
Murcia	+32	15%	20%	34%	31%
Zaragoza	+31	14%	20%	32%	34%
Valencia	+30	15%	20%	29%	36%
Warsaw	+30	13%	22%	40%	25%
Lisbon	+29	10%	26%	39%	25%
Las Palmas	+28	12%	24%	26%	38%
Prague	+21	18%	22%	31%	29%
Antwerp	+13	23%	21%	23%	33%
Palma	+7	18%	29%	29%	24%
Tallinn	+4	18%	30%	26%	26%
Budapest	+3	18%	31%	29%	22%

A total ban on alcohol in traffic is a good idea as far as I am concerned

Consensus among most people

In all cities surveyed, residents largely agree: a complete ban on alcohol in traffic is a good idea. This sentiment is particularly strong in Bratislava (+87).

Despite the majority of residents agreeing that a total ban on alcohol in traffic is a good idea, more than a quarter of the residents in Antwerp (+48), Frankfurt (+49), and Vienna (+50) do not agree with the statement.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	6%	15%	31%	48%
Age 35-54	5%	12%	30%	53%
Age 55+	3%	9%	28%	60%
Male	6%	14%	31%	49%
Female	4%	10%	29%	57%
Average	5%	12%	30%	53%

A total ban on alcohol in traffic is a good idea as far as I am concerned

City	Total	Strongly disagree	Disagree	Agree	Strongly agree	City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Bratislava	+87	2%	5%	25%	68%	Las Palmas	+68	9%	8%	27%	56%
Stockholm	+80	4%	6%	21%	69%	Tampere	+66	2%	15%	25%	58%
London	+75	3%	9%	34%	54%	Seville	+66	4%	13%	27%	56%
Rome	+75	3%	10%	27%	60%	Murcia	+65	7%	11%	24%	58%
Prague	+75	4%	9%	32%	55%	Paris	+64	4%	14%	28%	54%
Turku	+73	4%	9%	28%	59%	Athens	+64	3%	15%	38%	44%
Helsinki	+72	2%	12%	25%	61%	Amsterdam	+61	3%	16%	34%	47%
Valencia	+72	3%	11%	24%	62%	Budapest	+61	5%	14%	29%	52%
Zaragoza	+72	5%	9%	27%	59%	Bilbao	+58	8%	13%	24%	55%
Malaga	+72	6%	8%	28%	58%	Brussels	+57	6%	15%	31%	48%
Barcelona	+72	3%	11%	26%	60%	Copenhagen	+57	6%	16%	31%	47%
Milan	+72	4%	11%	29%	56%	Hamburg	+55	10%	13%	27%	50%
Warsaw	+72	4%	11%	37%	48%	Cologne	+54	6%	17%	35%	42%
Oslo	+72	3%	11%	24%	62%	Palma	+54	6%	17%	27%	50%
Lisbon	+71	3%	11%	38%	48%	Namur	+54	8%	15%	31%	46%
Tallinn	+71	5%	10%	23%	62%	Munich	+54	8%	15%	32%	45%
Madrid	+69	6%	9%	26%	59%	Vienna	+50	6%	19%	27%	48%
Marseille	+69	4%	12%	34%	50%	Frankfurt	+49	8%	18%	31%	43%
Berlin	+69	5%	11%	32%	52%	Antwerp	+48	7%	19%	33%	41%
Leipzig	+68	5%	11%	33%	51%						

What can the authorities in your city do to improve road safety?

Most need for better separation

Across all surveyed cities, the most mentioned action by respondents to improve road safety is better separation (55%). This improvement stands out among residents of Amsterdam, where 70% emphasize its importance.

Least need for safer railway crossings

Across all cities, improving the safety of railway crossings is the least mentioned improvement by residents. However, the differences between cities are notable; while only 2% of Copenhagen residents mention this improvement, 20% of residents in Tallinn and Milan do so.

	Average	Age 18 - 34	Age 35-54	Age 55+	Male	Female
Better separation*	55%	53%	54%	60%	54%	57%
Better cycle paths	34%	36%	34%	32%	34%	34%
Clearer intersections	32%	34%	33%	29%	32%	32%
Better road markings**	28%	27%	27%	29%	28%	27%
Reducing speed limits	25%	23%	25%	28%	24%	27%
More road lighting	22%	20%	25%	21%	21%	24%
Clearer road signs	18%	16%	17%	21%	18%	18%
Ban cars in the city centre	15%	13%	15%	15%	16%	13%
More speed bumps	12%	12%	12%	11%	12%	12%
Safer railway crossings	8%	8%	10%	8%	7%	10%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can the authorities in your city do to improve road safety?

Better separation*				Better cycle paths			
City	Percentage	City	Percentage	City	Percentage	City	Percentage
Amsterdam	70%	Brussels	55%	Amsterdam	51%	Paris	33%
Milan	67%	London	54%	Cologne	49%	Marseille	33%
Tallinn	66%	Malaga	54%	Antwerp	47%	Tampere	33%
Leipzig	65%	Las Palmas	53%	Munich	46%	Helsinki	32%
Hamburg	64%	Palma	53%	Turku	43%	Stockholm	32%
Munich	64%	Paris	52%	Bilbao	43%	Warsaw	30%
Vienna	62%	Oslo	52%	Berlin	42%	Brussels	29%
Stockholm	61%	Turku	51%	Frankfurt	42%	Seville	29%
Berlin	61%	Zaragoza	51%	Tallinn	41%	Budapest	29%
Warsaw	60%	Bilbao	50%	Madrid	39%	London	28%
Cologne	60%	Lisbon	50%	Namur	39%	Palma	28%
Marseille	60%	Namur	49%	Leipzig	39%	Valencia	27%
Antwerp	60%	Madrid	47%	Bratislava	39%	Prague	27%
Frankfurt	58%	Copenhagen	47%	Malaga	37%	Murcia	26%
Helsinki	58%	Murcia	45%	Milan	36%	Zaragoza	25%
Barcelona	58%	Budapest	45%	Vienna	36%	Las Palmas	24%
Bratislava	58%	Athens	45%	Hamburg	36%	Lisbon	23%
Rome	57%	Seville	45%	Copenhagen	35%	Rome	22%
Prague	55%	Valencia	43%	Oslo	34%	Athens	20%
Tampere	55%			Barcelona	33%		

*Better separation = Better separation between road, bicycle lane, bus lane and tram track

What can the authorities in your city do to improve road safety?

Clearer intersections				Better road markings**			
City	Percentage	City	Percentage	City	Percentage	City	Percentage
Seville	48%	Warsaw	32%	Athens	44%	Prague	27%
Murcia	47%	Rome	31%	Seville	40%	Tallinn	27%
Zaragoza	47%	Bilbao	30%	Budapest	39%	London	26%
Las Palmas	45%	Milan	29%	Lisbon	38%	Paris	26%
Madrid	44%	Athens	28%	Namur	37%	Helsinki	25%
Prague	43%	London	27%	Murcia	35%	Berlin	25%
Malaga	43%	Oslo	27%	Rome	34%	Leipzig	25%
Bratislava	42%	Hamburg	26%	Malaga	33%	Milan	25%
Budapest	42%	Marseille	26%	Palma	30%	Munich	25%
Valencia	40%	Berlin	26%	Bilbao	30%	Barcelona	23%
Barcelona	39%	Paris	26%	Marseille	30%	Frankfurt	23%
Amsterdam	39%	Frankfurt	24%	Zaragoza	30%	Antwerp	22%
Tampere	37%	Munich	23%	Valencia	29%	Amsterdam	22%
Lisbon	37%	Brussels	22%	Brussels	29%	Copenhagen	22%
Palma	35%	Leipzig	21%	Madrid	29%	Turku	21%
Antwerp	35%	Cologne	19%	Las Palmas	29%	Cologne	21%
Turku	33%	Namur	18%	Hamburg	28%	Bratislava	21%
Tallinn	33%	Vienna	17%	Oslo	28%	Stockholm	19%
Copenhagen	33%	Stockholm	17%	Tampere	27%	Warsaw	19%
Helsinki	33%			Vienna	27%		

**Better road markings = Better road markings (give-way markings, road lines, etc.)

What can the authorities in your city do to improve road safety?

Reducing speed limits

City	Percentage	City	Percentage
Athens	34%	Madrid	25%
Stockholm	34%	Barcelona	24%
London	33%	Munich	24%
Copenhagen	31%	Seville	23%
Frankfurt	30%	Palma	22%
Valencia	30%	Milan	21%
Las Palmas	30%	Turku	21%
Vienna	29%	Zaragoza	21%
Warsaw	29%	Lisbon	21%
Paris	29%	Malaga	21%
Hamburg	29%	Bilbao	20%
Cologne	28%	Marseille	20%
Helsinki	28%	Brussels	20%
Oslo	28%	Amsterdam	20%
Berlin	28%	Murcia	20%
Rome	27%	Budapest	19%
Namur	27%	Prague	17%
Leipzig	26%	Tallinn	17%
Bratislava	26%	Antwerp	14%
Tampere	25%		

More road lighting

City	Percentage	City	Percentage
Rome	46%	Barcelona	21%
Lisbon	35%	Tampere	21%
Las Palmas	34%	Paris	20%
Madrid	31%	Berlin	20%
Athens	31%	Stockholm	19%
Warsaw	30%	Budapest	19%
Brussels	30%	London	19%
Milan	29%	Vienna	18%
Malaga	29%	Copenhagen	17%
Murcia	27%	Munich	17%
Namur	26%	Oslo	17%
Tallinn	26%	Frankfurt	16%
Seville	25%	Bratislava	16%
Palma	25%	Hamburg	16%
Bilbao	25%	Prague	15%
Valencia	25%	Turku	15%
Marseille	24%	Helsinki	15%
Antwerp	24%	Zaragoza	14%
Cologne	23%	Amsterdam	12%
Leipzig	22%		

What can the authorities in your city do to improve road safety?

Clearer road signs

City	Percentage	City	Percentage
Lisbon	29%	Palma	17%
Budapest	27%	Zaragoza	17%
Stockholm	25%	Seville	17%
Namur	24%	Warsaw	17%
Prague	24%	Paris	17%
Brussels	23%	Tampere	16%
London	22%	Antwerp	16%
Las Palmas	21%	Madrid	16%
Bratislava	20%	Milan	16%
Leipzig	20%	Cologne	15%
Helsinki	20%	Amsterdam	14%
Murcia	20%	Marseille	13%
Rome	19%	Frankfurt	13%
Tallinn	18%	Turku	13%
Valencia	18%	Bilbao	12%
Athens	18%	Berlin	12%
Oslo	18%	Malaga	11%
Barcelona	18%	Hamburg	11%
Vienna	18%	Munich	10%
Copenhagen	17%		

Ban cars in the city centre

City	Percentage	City	Percentage
Prague	21%	Zaragoza	14%
Amsterdam	21%	Marseille	14%
Oslo	20%	Budapest	14%
Palma	20%	Cologne	13%
Stockholm	19%	London	13%
Vienna	18%	Frankfurt	13%
Barcelona	18%	Helsinki	13%
Copenhagen	17%	Malaga	12%
Bilbao	17%	Munich	12%
Hamburg	17%	Berlin	12%
Seville	17%	Rome	12%
Paris	17%	Brussels	12%
Valencia	16%	Lisbon	11%
Turku	16%	Milan	11%
Warsaw	16%	Las Palmas	10%
Athens	16%	Antwerp	10%
Madrid	15%	Tallinn	10%
Bratislava	15%	Leipzig	9%
Murcia	15%	Namur	7%
Tampere	15%		

What can the authorities in your city do to improve road safety?

More speed bumps

City	Percentage	City	Percentage
Rome	21%	Hamburg	10%
Helsinki	21%	Brussels	9%
Warsaw	19%	Cologne	9%
Stockholm	18%	Bratislava	9%
Turku	17%	Prague	9%
Namur	17%	Munich	9%
Tampere	17%	Las Palmas	9%
Paris	16%	Malaga	8%
Marseille	16%	Antwerp	8%
Copenhagen	16%	Tallinn	8%
London	15%	Palma	8%
Lisbon	14%	Vienna	7%
Amsterdam	13%	Barcelona	7%
Oslo	12%	Berlin	7%
Athens	12%	Leipzig	6%
Frankfurt	11%	Valencia	6%
Milan	11%	Murcia	6%
Seville	11%	Zaragoza	6%
Madrid	11%	Bilbao	3%
Budapest	10%		

Safer railway crossings

City	Percentage	City	Percentage
Tallinn	20%	Helsinki	8%
Milan	20%	Palma	8%
Athens	19%	Warsaw	7%
Bratislava	16%	Berlin	6%
Valencia	14%	Tampere	6%
Budapest	13%	Rome	6%
Marseille	13%	Malaga	6%
Prague	12%	Murcia	6%
Paris	11%	Lisbon	6%
Bilbao	10%	Hamburg	6%
Frankfurt	10%	Oslo	6%
Brussels	10%	Antwerp	5%
Munich	10%	London	5%
Cologne	10%	Madrid	5%
Namur	10%	Turku	4%
Stockholm	9%	Seville	4%
Leipzig	9%	Las Palmas	3%
Barcelona	8%	Amsterdam	3%
Zaragoza	8%	Copenhagen	2%
Vienna	8%		

What can your city government do to improve road safety?

Amsterdam

Better separation*	70%
Better cycle paths	51%
Clearer intersections	39%
Better road markings **	22%
Ban cars in the city centre	21%
Reducing speed limits	20%
Clearer road signs	14%
More speed bumps	13%
More road lighting	12%
Safer railway crossings	3%

Antwerp

Better separation*	60%
Better cycle paths	47%
Clearer intersections	35%
More road lighting	24%
Better road markings **	22%
Clearer road signs	16%
Reducing speed limits	14%
Ban cars in the city centre	10%
More speed bumps	8%
Safer railway crossings	5%

Athens

Better separation*	45%
Better road markings **	44%
Reducing speed limits	34%
More road lighting	31%
Clearer intersections	28%
Better cycle paths	20%
Safer railway crossings	19%
Clearer road signs	18%
Ban cars in the city centre	16%
More speed bumps	12%

Barcelona

Better separation*	58%
Clearer intersections	39%
Better cycle paths	33%
Reducing speed limits	24%
Better road markings **	23%
More road lighting	21%
Clearer road signs	18%
Ban cars in the city centre	18%
Safer railway crossings	8%
More speed bumps	7%

Berlin

Better separation*	61%
Better cycle paths	42%
Reducing speed limits	28%
Clearer intersections	26%
Better road markings **	25%
More road lighting	20%
Clearer road signs	12%
Ban cars in the city centre	12%
More speed bumps	7%
Safer railway crossings	6%

Bilbao

Better separation*	50%
Better cycle paths	43%
Better road markings **	30%
Clearer intersections	30%
More road lighting	25%
Reducing speed limits	20%
Ban cars in the city centre	17%
Clearer road signs	12%
Safer railway crossings	10%
More speed bumps	3%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Bratislava

Better separation*	58%
Clearer intersections	42%
Better cycle paths	39%
Reducing speed limits	26%
Better road markings **	21%
Clearer road signs	20%
More road lighting	16%
Safer railway crossings	16%
Ban cars in the city centre	15%
More speed bumps	9%

Brussels

Better separation*	55%
More road lighting	30%
Better road markings **	29%
Better cycle paths	29%
Clearer road signs	23%
Clearer intersections	22%
Reducing speed limits	20%
Ban cars in the city centre	12%
Safer railway crossings	10%
More speed bumps	9%

Budapest

Better separation*	45%
Clearer intersections	42%
Better road markings **	39%
Better cycle paths	29%
Clearer road signs	27%
More road lighting	19%
Reducing speed limits	19%
Ban cars in the city centre	14%
Safer railway crossings	13%
More speed bumps	10%

Copenhagen

Better separation*	47%
Better cycle paths	35%
Clearer intersections	33%
Reducing speed limits	31%
Better road markings **	22%
Clearer road signs	17%
Ban cars in the city centre	17%
More road lighting	17%
More speed bumps	16%
Safer railway crossings	2%

Frankfurt

Better separation*	58%
Better cycle paths	42%
Reducing speed limits	30%
Clearer intersections	24%
Better road markings **	23%
More road lighting	16%
Clearer road signs	13%
Ban cars in the city centre	13%
More speed bumps	11%
Safer railway crossings	10%

Hamburg

Better separation*	64%
Better cycle paths	36%
Reducing speed limits	29%
Better road markings **	28%
Clearer intersections	26%
Ban cars in the city centre	17%
More road lighting	16%
Clearer road signs	11%
More speed bumps	10%
Safer railway crossings	6%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Helsinki

Better separation*	58%
Clearer intersections	33%
Better cycle paths	32%
Reducing speed limits	28%
Better road markings **	25%
More speed bumps	21%
Clearer road signs	20%
More road lighting	15%
Ban cars in the city centre	13%
Safer railway crossings	8%

Cologne

Better separation*	59%
Better cycle paths	49%
Reducing speed limits	28%
More road lighting	23%
Better road markings **	21%
Clearer intersections	19%
Clearer road signs	15%
Ban cars in the city centre	13%
Safer railway crossings	10%
More speed bumps	9%

Las Palmas

Better separation*	53%
Clearer intersections	45%
More road lighting	34%
Reducing speed limits	30%
Better road markings **	29%
Better cycle paths	24%
Clearer road signs	21%
Ban cars in the city centre	10%
More speed bumps	9%
Safer railway crossings	3%

Leipzig

Better separation*	65%
Better cycle paths	39%
Reducing speed limits	26%
Better road markings **	25%
More road lighting	22%
Clearer intersections	21%
Clearer road signs	20%
Ban cars in the city centre	9%
Safer railway crossings	9%
More speed bumps	6%

Lisbon

Better separation*	50%
Better road markings **	38%
Clearer intersections	37%
More road lighting	35%
Clearer road signs	29%
Better cycle paths	23%
Reducing speed limits	21%
More speed bumps	14%
Ban cars in the city centre	11%
Safer railway crossings	6%

London

Better separation*	54%
Reducing speed limits	33%
Better cycle paths	28%
Clearer intersections	27%
Better road markings **	26%
Clearer road signs	22%
More road lighting	19%
More speed bumps	15%
Ban cars in the city centre	13%
Safer railway crossings	5%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Madrid

Better separation*	47%
Clearer intersections	44%
Better cycle paths	39%
More road lighting	31%
Better road markings **	29%
Reducing speed limits	25%
Clearer road signs	16%
Ban cars in the city centre	15%
More speed bumps	11%
Safer railway crossings	5%

Malaga

Better separation*	54%
Clearer intersections	43%
Better cycle paths	37%
Better road markings **	33%
More road lighting	29%
Reducing speed limits	21%
Ban cars in the city centre	12%
Clearer road signs	11%
More speed bumps	8%
Safer railway crossings	6%

Marseille

Better separation*	60%
Better cycle paths	33%
Better road markings **	30%
Clearer intersections	26%
More road lighting	24%
Reducing speed limits	20%
More speed bumps	16%
Ban cars in the city centre	14%
Clearer road signs	13%
Safer railway crossings	13%

Milan

Better separation*	67%
Better cycle paths	36%
Clearer intersections	29%
More road lighting	29%
Better road markings **	25%
Reducing speed limits	21%
Safer railway crossings	20%
Clearer road signs	16%
More speed bumps	11%
Ban cars in the city centre	11%

Munich

Better separation*	64%
Better cycle paths	46%
Better road markings **	25%
Reducing speed limits	24%
Clearer intersections	23%
More road lighting	17%
Ban cars in the city centre	12%
Clearer road signs	10%
Safer railway crossings	10%
More speed bumps	9%

Murcia

Clearer intersections	47%
Better separation*	45%
Better road markings **	35%
More road lighting	27%
Better cycle paths	26%
Reducing speed limits	20%
Clearer road signs	20%
Ban cars in the city centre	15%
Safer railway crossings	6%
More speed bumps	6%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Namur

Better separation*	49%
Better cycle paths	39%
Better road markings **	37%
Reducing speed limits	27%
More road lighting	26%
Clearer road signs	24%
Clearer intersections	18%
More speed bumps	17%
Safer railway crossings	10%
Ban cars in the city centre	7%

Oslo

Better separation*	52%
Better cycle paths	34%
Reducing speed limits	28%
Better road markings **	28%
Clearer intersections	27%
Ban cars in the city centre	20%
Clearer road signs	18%
More road lighting	17%
More speed bumps	12%
Safer railway crossings	6%

Palma

Better separation*	53%
Clearer intersections	35%
Better road markings **	30%
Better cycle paths	28%
More road lighting	25%
Reducing speed limits	22%
Ban cars in the city centre	20%
Clearer road signs	17%
More speed bumps	8%
Safer railway crossings	8%

Paris

Better separation*	52%
Better cycle paths	33%
Reducing speed limits	29%
Clearer intersections	26%
Better road markings **	26%
More road lighting	20%
Ban cars in the city centre	17%
Clearer road signs	17%
More speed bumps	16%
Safer railway crossings	11%

Prague

Better separation*	55%
Clearer intersections	43%
Better cycle paths	27%
Better road markings **	27%
Clearer road signs	24%
Ban cars in the city centre	21%
Reducing speed limits	17%
More road lighting	15%
Safer railway crossings	12%
More speed bumps	9%

Rome

Better separation*	57%
More road lighting	46%
Better road markings **	34%
Clearer intersections	31%
Reducing speed limits	27%
Better cycle paths	22%
More speed bumps	21%
Clearer road signs	19%
Ban cars in the city centre	12%
Safer railway crossings	6%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Seville

Clearer intersections	48%
Better separation*	45%
Better road markings **	40%
Better cycle paths	29%
More road lighting	25%
Reducing speed limits	23%
Clearer road signs	17%
Ban cars in the city centre	17%
More speed bumps	11%
Safer railway crossings	4%

Stockholm

Better separation*	61%
Reducing speed limits	34%
Better cycle paths	32%
Clearer road signs	25%
More road lighting	19%
Better road markings **	19%
Ban cars in the city centre	19%
More speed bumps	18%
Clearer intersections	17%
Safer railway crossings	9%

Tallinn

Better separation*	66%
Better cycle paths	41%
Clearer intersections	33%
Better road markings **	27%
More road lighting	26%
Safer railway crossings	20%
Clearer road signs	18%
Reducing speed limits	17%
Ban cars in the city centre	10%
More speed bumps	8%

Tampere

Better separation*	55%
Clearer intersections	37%
Better cycle paths	33%
Better road markings **	27%
Reducing speed limits	25%
More road lighting	21%
More speed bumps	17%
Clearer road signs	16%
Ban cars in the city centre	15%
Safer railway crossings	6%

Turku

Better separation*	51%
Better cycle paths	43%
Clearer intersections	33%
Better road markings **	21%
Reducing speed limits	21%
More speed bumps	17%
Ban cars in the city centre	16%
More road lighting	15%
Clearer road signs	13%
Safer railway crossings	4%

Valencia

Better separation*	43%
Clearer intersections	40%
Reducing speed limits	30%
Better road markings **	29%
Better cycle paths	27%
More road lighting	25%
Clearer road signs	18%
Ban cars in the city centre	16%
Safer railway crossings	14%
More speed bumps	6%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

What can your city government do to improve road safety?

Vienna		Warsaw		Zaragoza	
Better separation*	62%	Better separation*	60%	Better separation*	51%
Better cycle paths	36%	Clearer intersections	32%	Clearer intersections	47%
Reducing speed limits	29%	More road lighting	30%	Better road markings **	30%
Better road markings **	27%	Better cycle paths	30%	Better cycle paths	25%
Ban cars in the city centre	18%	Reducing speed limits	29%	Reducing speed limits	21%
More road lighting	18%	More speed bumps	19%	Clearer road signs	17%
Clearer road signs	18%	Better road markings **	19%	Ban cars in the city centre	14%
Clearer intersections	17%	Clearer road signs	17%	More road lighting	14%
Safer railway crossings	8%	Ban cars in the city centre	16%	Safer railway crossings	8%
More speed bumps	7%	Safer railway crossings	7%	More speed bumps	6%

*Better separation = Better separation between road, bicycle lane, bus lane and tram track **Better road markings = Better road markings (give-way markings, road lines, etc.)

I sometimes worry about collapse of a bridge or viaduct while driving, cycling or walking over or under it

Concerns in Rome

In all but one city in the study, more residents are unconcerned than concerned about the collapse of a bridge or viaduct while crossing or passing beneath it, whether by driving, cycling, or walking. One city stands out negatively: in Rome, 57% of residents are (somewhat) worried about infrastructure collapse. However, also in Lisbon (-3), Milan (-15), and Athens (-19), at least 40% of residents are (somewhat) concerned about this potential danger.

In Amsterdam (-79) and Vienna (-75), the fewest number of residents express concern about the risk of bridges and viaducts collapsing.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	36%	27%	24%	13%
Age 35-54	38%	30%	24%	8%
Age 55+	47%	35%	15%	3%
Male	45%	27%	19%	9%
Female	36%	33%	23%	8%
Average	40%	31%	21%	8%

I sometimes worry about collapse of a bridge or viaduct while driving, cycling or walking over or under it

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Rome	+14	14%	29%	46%	11%
Lisbon	-3	23%	28%	40%	9%
Milan	-15	21%	37%	30%	12%
Athens	-19	18%	41%	31%	10%
London	-21	30%	31%	22%	17%
Palma	-24	34%	28%	26%	12%
Cologne	-25	30%	33%	30%	7%
Seville	-29	35%	29%	25%	11%
Brussels	-30	40%	25%	20%	15%
Paris	-31	39%	27%	20%	14%
Malaga	-34	38%	29%	24%	9%
Frankfurt	-35	37%	30%	23%	10%
Hamburg	-39	49%	20%	15%	16%
Oslo	-39	38%	31%	23%	8%
Bratislava	-40	35%	35%	24%	6%
Murcia	-41	39%	31%	22%	8%
Madrid	-42	38%	33%	21%	8%
Las Palmas	-43	42%	29%	22%	7%
Prague	-43	34%	38%	21%	7%
Budapest	-44	40%	32%	21%	7%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Marseille	-44	43%	29%	20%	8%
Valencia	-44	41%	31%	20%	8%
Berlin	-48	49%	25%	18%	8%
Leipzig	-48	47%	27%	22%	4%
Bilbao	-49	41%	33%	20%	6%
Zaragoza	-51	49%	27%	18%	6%
Warsaw	-51	39%	37%	18%	6%
Munich	-52	45%	31%	19%	5%
Tallinn	-53	47%	29%	20%	4%
Antwerp	-55	39%	38%	18%	5%
Turku	-56	51%	27%	19%	3%
Namur	-56	50%	28%	20%	2%
Stockholm	-58	48%	30%	16%	6%
Barcelona	-59	43%	36%	15%	6%
Copenhagen	-61	50%	30%	16%	4%
Helsinki	-63	52%	30%	11%	7%
Tampere	-63	56%	26%	13%	5%
Vienna	-75	66%	21%	10%	3%
Amsterdam	-79	48%	41%	9%	2%

The roads in my city are well equipped for heavy rainfall

Huge differences between cities

Opinions on how well the roads in their city are equipped for heavy rainfall vary significantly among residents of the different cities surveyed. For instance, in cities like Vienna (+57), Bilbao (+56), Munich (+46), Paris (+42), and Helsinki (+40), at least 70% of residents believe that the roads are well-equipped. This contrasts sharply with the views of respondents from Rome (-71) and Athens (-57), where respectively only 15% and 22% of residents feel that their roads are adequately prepared for heavy rainfall.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	10%	32%	43%	15%
Age 35-54	14%	34%	41%	11%
Age 55+	13%	37%	43%	7%
Male	11%	32%	43%	14%
Female	14%	35%	42%	9%
Average	13%	34%	42%	11%

The roads in my city are well equipped for heavy rainfall

City	Total	Strongly disagree	Disagree	Agree	Strongly agree	City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Vienna	+57	4%	18%	50%	28%	Berlin	+4	11%	37%	40%	12%
Bilbao	+56	8%	14%	50%	28%	Tallinn	+4	7%	41%	46%	6%
Munich	+46	3%	24%	57%	16%	Warsaw	+2	13%	36%	47%	4%
Paris	+42	6%	24%	54%	16%	Cologne	+2	13%	36%	41%	10%
Helsinki	+40	5%	25%	55%	15%	Namur	+1	13%	36%	47%	4%
London	+36	7%	25%	45%	23%	Oslo	0	8%	42%	40%	10%
Stockholm	+36	7%	25%	55%	13%	Valencia	-1	13%	38%	39%	10%
Tampere	+36	5%	27%	56%	12%	Malaga	-2	14%	37%	39%	10%
Turku	+33	6%	27%	55%	12%	Seville	-4	14%	38%	36%	12%
Barcelona	+20	11%	29%	48%	12%	Marseille	-6	16%	37%	38%	9%
Leipzig	+20	9%	31%	52%	8%	Murcia	-12	20%	36%	34%	10%
Hamburg	+20	6%	34%	43%	17%	Lisbon	-26	18%	45%	33%	4%
Frankfurt	+13	10%	34%	46%	10%	Budapest	-27	19%	44%	31%	6%
Zaragoza	+11	11%	34%	44%	11%	Bratislava	-31	19%	47%	30%	4%
Copenhagen	+11	7%	38%	43%	12%	Palma	-31	21%	45%	21%	13%
Madrid	+8	12%	34%	41%	13%	Las Palmas	-39	30%	39%	24%	7%
Brussels	+7	15%	32%	39%	14%	Milan	-40	32%	38%	25%	5%
Antwerp	+6	11%	36%	47%	6%	Athens	-57	40%	38%	18%	4%
Prague	+5	7%	41%	46%	6%	Rome	-71	45%	40%	12%	3%
Amsterdam	+4	8%	40%	49%	3%						

Enough is done during road works to guarantee the safety of road users

Safety is somewhat guaranteed in most cities

In nearly all cities surveyed, there is a consensus that sufficient measures are taken to ensure the safety of road users during roadworks. In 37 out of the 39 cities surveyed, a majority of residents believe this to be the case. Only in Rome (-30) and Athens (-26) do a significant majority of residents feel that safety measures during roadworks are insufficient.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	9%	26%	47%	18%
Age 35-54	10%	28%	49%	13%
Age 55+	10%	31%	51%	8%
Male	9%	27%	48%	16%
Female	10%	30%	50%	10%
Average	9%	28%	50%	13%

Enough is done during road works to guarantee the safety of road users

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Bilbao	+58	6%	15%	62%	17%
Vienna	+52	5%	19%	53%	23%
Zaragoza	+45	8%	20%	58%	14%
London	+43	7%	22%	47%	24%
Munich	+42	7%	22%	59%	12%
Turku	+42	5%	24%	57%	14%
Tampere	+38	4%	27%	54%	15%
Las Palmas	+35	13%	19%	52%	16%
Stockholm	+35	7%	26%	57%	10%
Murcia	+32	7%	27%	51%	15%
Helsinki	+32	9%	25%	50%	16%
Paris	+30	8%	27%	50%	15%
Prague	+30	6%	29%	54%	11%
Valencia	+30	8%	27%	48%	17%
Leipzig	+29	6%	29%	56%	9%
Hamburg	+28	10%	26%	44%	20%
Malaga	+28	11%	25%	50%	14%
Palma	+28	9%	28%	47%	16%
Seville	+28	8%	28%	53%	11%
Amsterdam	+27	6%	30%	57%	7%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Frankfurt	+26	10%	26%	51%	13%
Madrid	+26	11%	26%	48%	15%
Oslo	+24	5%	33%	49%	13%
Warsaw	+22	9%	29%	52%	10%
Lisbon	+22	9%	30%	55%	6%
Barcelona	+21	8%	32%	49%	11%
Copenhagen	+20	13%	28%	46%	13%
Brussels	+18	14%	27%	43%	16%
Berlin	+17	12%	30%	44%	14%
Bratislava	+15	7%	35%	52%	6%
Tallinn	+13	8%	35%	52%	5%
Namur	+12	12%	31%	51%	6%
Marseille	+12	13%	31%	45%	11%
Budapest	+12	14%	31%	47%	8%
Cologne	+9	13%	32%	43%	12%
Antwerp	+6	13%	34%	46%	7%
Milan	+4	12%	36%	46%	6%
Athens	-26	21%	42%	32%	5%
Rome	-30	25%	40%	31%	4%

I think the cycle paths in my city are safe

Finnish cycle paths are among the safest

It is notable that residents of Finnish cities express high satisfaction with the safety of their bicycle paths. Among the four top-ranking cities in this regard, three Finnish cities stand out: Tampere (+60), Helsinki (+58), and Turku (+46).

In 10 of the cities surveyed, residents generally feel that their bicycle paths are unsafe, with the most pronounced concerns observed in Athens (-46), Rome (-45), Marseille (-30), Milan (-29), and Namur (-28).

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	10%	28%	44%	18%
Age 35-54	12%	32%	43%	13%
Age 55+	11%	35%	46%	8%
Male	10%	29%	44%	17%
Female	12%	34%	43%	11%
Average	11%	32%	44%	13%

I think the cycle paths in my city are safe

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Tampere	+60	2%	18%	62%	18%
Helsinki	+58	4%	17%	58%	21%
Bilbao	+47	9%	18%	57%	16%
Turku	+46	4%	24%	60%	12%
London	+44	6%	22%	50%	22%
Copenhagen	+41	9%	20%	48%	23%
Seville	+35	7%	26%	53%	14%
Warsaw	+34	8%	25%	57%	10%
Oslo	+34	6%	28%	46%	20%
Vienna	+32	10%	24%	51%	15%
Lisbon	+31	5%	30%	60%	5%
Murcia	+28	10%	26%	51%	13%
Stockholm	+27	7%	29%	49%	15%
Zaragoza	+24	9%	29%	52%	10%
Munich	+24	7%	31%	48%	14%
Valencia	+24	9%	29%	46%	16%
Prague	+23	8%	30%	51%	11%
Las Palmas	+20	11%	29%	49%	11%
Leipzig	+14	8%	35%	48%	9%
Malaga	+12	13%	31%	44%	12%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Barcelona	+11	11%	33%	41%	15%
Frankfurt	+10	9%	36%	41%	14%
Brussels	+8	13%	33%	36%	18%
Palma	+7	10%	36%	44%	10%
Hamburg	+4	13%	35%	28%	24%
Madrid	+3	12%	37%	37%	14%
Bratislava	+2	11%	38%	45%	6%
Budapest	+2	16%	33%	41%	10%
Paris	0	15%	35%	34%	16%
Tallinn	-2	12%	39%	40%	9%
Berlin	-4	13%	38%	33%	16%
Antwerp	-6	9%	44%	40%	7%
Cologne	-7	16%	37%	35%	12%
Amsterdam	-11	12%	44%	41%	3%
Namur	-28	21%	43%	31%	5%
Milan	-29	23%	41%	30%	6%
Marseille	-30	24%	41%	27%	8%
Rome	-45	27%	46%	23%	4%
Athens	-46	33%	40%	22%	5%

I think the quality of the roads in my city create dangerous traffic situations

Dangerous situations in Athens and Rome

Opinions on the quality of roads in their cities vary among residents of the different cities surveyed. In about half of the cities, there is a consensus that road quality does not cause dangerous traffic situations, while in the other half, the consensus is that road quality does indeed cause such hazards.

Opinions appear to be often divided, with 15 of the cities surveyed showing mixed views on this topic (scores ranging from -10 to +10).

Notable outliers include Rome (+64) and Athens (+62), where a very large proportion of residents believe that road quality leads to dangerous traffic situations. Conversely, only 24% of residents in Vienna (-51) feel that this is the case in their city.

	Strongly disagree	Disagree	Agree	Strongly agree
Age 18 - 34	14%	36%	35%	15%
Age 35-54	12%	35%	38%	15%
Age 55+	10%	39%	38%	13%
Male	12%	35%	36%	17%
Female	12%	37%	38%	13%
Average	12%	37%	37%	14%

I think the quality of the roads in my city create dangerous traffic situations

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Rome	+64	3%	15%	44%	38%
Athens	+62	4%	15%	52%	29%
Milan	+35	5%	28%	48%	19%
Marseille	+31	10%	25%	43%	22%
Namur	+28	6%	30%	43%	21%
Brussels	+26	12%	25%	39%	24%
Budapest	+25	11%	27%	42%	20%
Bratislava	+21	5%	35%	49%	11%
Paris	+18	13%	28%	42%	17%
Cologne	+17	13%	29%	43%	15%
Hamburg	+14	19%	24%	36%	21%
Las Palmas	+12	11%	32%	43%	14%
Berlin	+10	14%	31%	40%	15%
London	+7	14%	33%	34%	19%
Prague	+6	9%	38%	41%	12%
Antwerp	+3	8%	41%	39%	12%
Tallinn	+2	9%	40%	37%	14%
Madrid	+2	10%	39%	41%	10%
Palma	+1	10%	40%	38%	12%
Leipzig	+1	12%	38%	38%	12%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Lisbon	0	6%	44%	42%	8%
Malaga	-1	11%	39%	37%	13%
Frankfurt	-1	12%	39%	37%	12%
Warsaw	-7	10%	44%	37%	9%
Oslo	-9	12%	42%	36%	10%
Copenhagen	-9	14%	40%	34%	12%
Seville	-10	8%	47%	32%	13%
Turku	-12	14%	42%	35%	9%
Amsterdam	-12	9%	47%	38%	6%
Barcelona	-13	11%	46%	32%	11%
Stockholm	-14	16%	41%	33%	10%
Murcia	-14	15%	42%	32%	11%
Tampere	-16	17%	41%	32%	10%
Helsinki	-17	15%	43%	28%	14%
Munich	-20	16%	44%	29%	11%
Valencia	-23	13%	48%	28%	11%
Zaragoza	-26	15%	48%	28%	9%
Bilbao	-31	25%	41%	30%	4%
Vienna	-51	35%	41%	18%	6%

I think that disabled people in my city are unable to travel well because of the way roads/pavements are laid out

Disabled travel barriers in cities

Of the eleven cities investigated, the majority of respondents in ten cities indicated that disabled people face (some) travel challenges due to road and pavement layouts. However, the severity of the problem varies greatly between cities. The only city where more respondents reported that disabled individuals do not have trouble traveling due to the road and pavement layouts is Vienna (-13).

Country-specific questions were also asked in some countries. The specific questions are listed below.

Most Spaniards agree

Most Spaniards agree: speed cameras in their cities are primarily for revenue generation rather than improving road safety. This sentiment is strongest in Madrid (+31) and Barcelona (+31), where nearly two-thirds of residents believe that speed cameras are more about generating income than improving road safety. Only in Bilbao (-1) is there no majority holding this view.

Country	Question
France	I am not switching to an electric car because I think there are not enough charging stations in my city.
Spain	I believe that speed cameras/traffic cameras are there only to generate revenue for municipal authorities and not for the safety of road users.
Finland	My city should higher prioritize rapid snow removal to ensure roads and parking places are quickly made accessible for all vehicles.
Germany	In my opinion, road damages are not repaired quickly enough.
Netherlands	If the bicycle paths are widened and walking routes are improved, I will cycle and walk more often instead of driving.
Belgium	A speed limit should be introduced for electric bikes/speedpedelecs.
Poland	Improperly parked cars are a problem for pedestrians.
United Kingdom	There should be more Low Traffic Neighbourhoods in London.
Czechia	I wish that Prague would find a way to remove cars from the city center and turn it into a pedestrian zone, similar to how it operates in many other European cities.

I think that disabled people in my city are unable to travel well because of the way roads/pavements are laid out

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Athens	+61	9%	11%	35%	45%
Rome	+60	8%	12%	36%	44%
Lisbon	+52	6%	18%	45%	31%
Tallinn	+49	6%	20%	57%	17%
Milan	+44	8%	20%	50%	22%
Bratislava	+39	6%	25%	54%	15%
Budapest	+27	12%	25%	48%	15%
Oslo	+13	15%	29%	41%	15%
Stockholm	+11	9%	35%	44%	12%
Copenhagen	+1	14%	35%	38%	13%
Vienna	-13	18%	38%	30%	14%
Madrid	+31	9%	26%	38%	27%
Barcelona	+31	8%	27%	36%	29%
Seville	+28	11%	26%	44%	19%
Malaga	+26	12%	25%	38%	25%
Las Palmas	+22	14%	25%	39%	22%
Murcia	+19	12%	28%	36%	24%
Valencia	+19	13%	28%	35%	24%
Zaragoza	+14	13%	30%	35%	22%
Palma	+10	17%	28%	32%	23%
Bilbao	-1	13%	37%	39%	11%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Leipzig	+62	3%	16%	44%	37%
Cologne	+58	9%	12%	41%	38%
Berlin	+54	8%	15%	37%	40%
Frankfurt	+45	7%	20%	43%	30%
Hamburg	+44	15%	13%	35%	37%
Munich	+28	7%	29%	40%	24%
Antwerp	+63	6%	12%	36%	46%
Brussels	+55	7%	15%	41%	37%
Namur	+45	8%	20%	43%	29%
Turku	+77	3%	9%	54%	34%
Tampere	+72	3%	11%	56%	30%
Helsinki	+66	5%	12%	54%	29%
Marseille	+35	12%	20%	35%	33%
Paris	+19	19%	22%	36%	23%
London	+40	13%	17%	48%	22%
Amsterdam	+21	11%	28%	41%	20%
Warsaw	+73	3%	10%	50%	37%
Prague	+16	18%	24%	41%	17%

I think there should be more charging points for electric cars in my city

Demand for more charging points

In the majority of the cities surveyed, there appears to be a significant need for more charging points for electric cars. This need is especially pronounced in Lisbon (+55) and Athens (+52). Vienna (-11) seems to be the only exception, although even there, 45% of residents perceive a shortage of charging points for electric cars.

Country-specific questions were also asked in some countries. The specific questions are listed below.

Divided opinions in France

In both Paris (+12) and Marseille (-8), opinions are divided on increasing the number of urban speed cameras. In Paris, a slight majority (56%) prefers more speed cameras, while in Marseille, this percentage is 46%.

Country	Question
France	I think there should be more urban speed cameras.
Spain	I think that not enough is being done to repair potholes quickly to prevent damage to vehicles driving over them or accidents.
Finland	My city should implement proactive measures to repair and maintain road surfaces that suffer winter damage to prevent long-term deterioration and ensure safer driving conditions.
Germany	I would consider switching to an electric car, but the availability of charging stations is still not satisfactory.
Netherlands	There should be more car-free zones in Amsterdam.
Belgium	There should be more street lighting that automatically adjusts when conditions change (human presence, traffic, and/or weather conditions).
Poland	Dangerous situations in traffic are caused by drivers ignoring signs and traffic lights.
United Kingdom	All roads in London boroughs should be 20mph.
Czechia	I think my city should encourage the use of public transportation by introducing higher parking fees or a fee for entering the city center.

I think there should be more charging points for electric cars in my city

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Lisbon	+55	4%	19%	56%	21%
Athens	+52	4%	20%	58%	18%
Milan	+35	8%	24%	52%	16%
Stockholm	+33	11%	22%	50%	17%
Bratislava	+31	7%	27%	54%	12%
Rome	+29	7%	29%	46%	18%
Budapest	+29	9%	27%	49%	15%
Tallinn	+28	8%	28%	54%	10%
Oslo	+17	10%	32%	45%	13%
Copenhagen	+9	14%	32%	41%	13%
Vienna	-11	31%	24%	34%	11%
Seville	+58	5%	16%	47%	32%
Murcia	+50	6%	19%	44%	31%
Zaragoza	+44	5%	23%	48%	24%
Madrid	+44	6%	22%	46%	26%
Malaga	+39	7%	23%	45%	25%
Valencia	+37	7%	25%	44%	24%
Las Palmas	+37	8%	24%	35%	33%
Palma	+37	12%	19%	40%	29%
Barcelona	+37	6%	26%	42%	26%
Bilbao	+26	11%	26%	48%	15%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Frankfurt	+12	19%	25%	39%	17%
Cologne	+7	22%	24%	37%	17%
Hamburg	+6	23%	24%	33%	20%
Munich	+3	23%	25%	36%	16%
Leipzig	-12	33%	24%	32%	11%
Berlin	-17	31%	27%	30%	12%
Antwerp	+61	5%	15%	52%	28%
Brussels	+58	7%	14%	45%	34%
Namur	+54	6%	17%	46%	31%
Tampere	+76	2%	11%	60%	27%
Turku	+74	3%	10%	55%	32%
Helsinki	+65	4%	14%	55%	27%
Paris	+12	14%	30%	36%	20%
Marseille	-8	25%	29%	29%	17%
London	+20	13%	27%	41%	19%
Amsterdam	+10	17%	28%	37%	18%
Warsaw	+73	3%	10%	61%	26%
Prague	-3	19%	32%	33%	16%

There are enough safe cycle paths in my municipality

Athens and Rome need more safe cycle paths

In the surveyed cities, it is notable that in the Scandinavian cities, Oslo (+34), Copenhagen (+23), and Stockholm (+20), there is a consensus that there are enough safe bicycle paths. This sentiment is also present in Vienna (+28). However, there is a clear shortage of safe bicycle paths in Athens (-47), Rome (-44), and Milan (-22).

Country-specific questions were also asked in some countries. The specific questions are listed below.

Too many roadworks in French cities

Both residents of Paris (+61) and Marseille (+57) agree: There are too many roadworks in my city that slow down traffic. In Paris, 80% of residents share this sentiment, while in Marseille, this percentage is slightly lower at 79%.

Country	Question
France	There are too many roadworks in my city that slow down traffic.
Spain	I would consider switching to an electric car, but the network of charging points is not good enough (too few and often not working).
Finland	I think speed/traffic cameras are there just to generate income for the municipal authorities and not for road users safety
Germany	When planning a trip, I value comfort more than sustainability.
Netherlands	The traffic safety situation around schools is good.
Belgium	There should be more bicycle streets in my city.
Poland	Cyclists are also a source of dangerous behaviors, such as cutting off cars, pedestrians, and other cyclists.
United Kingdom	E-bikes should be treated the same as mopeds/motorbikes i.e. riders should have insurance, number plate and pay road tax.
Czechia	As a pedestrian in my city, I don't feel safe due to undisciplined drivers, cyclists, and users of electric mobility.

There are enough safe cycle paths in my municipality

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Oslo	+34	5%	28%	48%	19%
Vienna	+28	9%	28%	42%	21%
Copenhagen	+23	6%	32%	39%	23%
Stockholm	+20	8%	31%	49%	12%
Lisbon	+15	6%	36%	52%	6%
Bratislava	+7	7%	39%	49%	5%
Tallinn	+4	9%	39%	43%	9%
Budapest	-3	15%	36%	39%	10%
Milan	-22	18%	43%	30%	9%
Rome	-44	27%	45%	22%	6%
Athens	-47	35%	38%	22%	5%
Madrid	+38	12%	19%	45%	24%
Barcelona	+36	12%	20%	44%	24%
Malaga	+34	12%	21%	46%	21%
Seville	+32	14%	20%	47%	19%
Murcia	+26	14%	23%	42%	21%
Palma	+26	10%	28%	40%	22%
Valencia	+25	16%	22%	39%	23%
Bilbao	+24	18%	20%	43%	19%
Zaragoza	+23	17%	22%	44%	17%
Las Palmas	+18	20%	21%	37%	22%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Leipzig	+37	7%	24%	51%	18%
Cologne	+31	9%	25%	47%	19%
Munich	+28	8%	28%	42%	22%
Hamburg	+28	14%	22%	40%	24%
Frankfurt	+26	8%	29%	47%	16%
Berlin	+21	13%	27%	40%	20%
Namur	+14	13%	30%	38%	19%
Brussels	+8	19%	27%	35%	19%
Antwerp	-6	13%	40%	35%	12%
Tampere	-9	18%	36%	32%	14%
Helsinki	-11	19%	37%	29%	15%
Turku	-17	17%	42%	29%	12%
Paris	+61	5%	15%	39%	41%
Marseille	+57	3%	18%	41%	38%
London	+52	5%	19%	41%	35%
Amsterdam	+18	7%	34%	56%	3%
Warsaw	+79	2%	8%	49%	41%
Prague	+11	14%	31%	41%	14%

I sometimes take a diversion to avoid dangerous intersections in my city

More dangerous intersections in Athens

Residents of Athens (+33) notably take diversions more often to avoid dangerous intersections compared to residents of other cities. 66% of its residents indicate doing this at least occasionally. Similarly, in Bratislava (+26), a significant majority (63%) also reports taking diversions occasionally. Stockholm (-18) has the fewest residents who occasionally take detours to avoid a dangerous intersection.

Country-specific questions were also asked in some countries. The specific questions are listed below.

Amsterdam not keen on self-driving vehicles

A significant majority (77%) of Amsterdam residents (-54) do not intend to use self-driving vehicles once they are permitted. Additionally, a mere 4% of its residents strongly agree that they would consider using self-driving vehicles when allowed in Amsterdam.

Country	Question
France	I think that people with disabilities cannot move around well in my city because the roads and sidewalks are not properly arranged.
Spain	I think that not enough is being done to properly design intersections to avoid traffic jams.
Finland	My city should prioritize snow removal on bike lanes higher than on car lanes.
Germany	There should be more traffic-calmed areas in my city.
Netherlands	If self-driving vehicles are allowed in Amsterdam, I plan to use them.
Belgium	There should be more car-free zones in my city.
Poland	I believe that my city should ban shared electric scooters.
United Kingdom	Cycle lane use should be compulsory when one is available.
Czechia	I wish there were more park-and-ride facilities and parking garages in my city (e.g., P+R).

I sometimes take a diversion to avoid dangerous intersections in my city

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Athens	+33	6%	28%	51%	15%
Bratislava	+26	9%	28%	55%	8%
Rome	+18	9%	32%	47%	12%
Vienna	+18	13%	28%	41%	18%
Budapest	+14	12%	31%	42%	15%
Tallinn	+11	14%	30%	46%	10%
Lisbon	+11	11%	34%	45%	10%
Milan	+11	8%	37%	42%	13%
Oslo	-5	17%	36%	34%	13%
Copenhagen	-9	21%	34%	33%	12%
Stockholm	-18	26%	32%	27%	15%
Palma	+49	7%	19%	44%	30%
Madrid	+47	4%	22%	53%	21%
Seville	+45	5%	22%	55%	18%
Las Palmas	+45	8%	20%	43%	29%
Barcelona	+42	6%	23%	53%	18%
Malaga	+41	6%	23%	52%	19%
Valencia	+39	5%	25%	52%	18%
Murcia	+32	7%	27%	45%	21%
Zaragoza	+30	8%	27%	48%	17%
Bilbao	+16	11%	30%	49%	10%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Frankfurt	+35	8%	25%	46%	21%
Hamburg	+32	12%	22%	38%	28%
Munich	+31	8%	26%	40%	26%
Cologne	+30	8%	27%	47%	18%
Berlin	+14	14%	29%	37%	20%
Leipzig	+7	14%	33%	40%	13%
Brussels	+17	14%	27%	40%	19%
Namur	-9	13%	42%	33%	12%
Antwerp	-22	17%	44%	28%	11%
Tampere	-2	13%	38%	34%	15%
Turku	-6	12%	41%	35%	12%
Helsinki	-7	19%	35%	31%	15%
Paris	+61	7%	12%	40%	41%
Marseille	+59	6%	14%	36%	44%
London	+76	3%	9%	50%	38%
Amsterdam	-54	44%	33%	19%	4%
Warsaw	+18	8%	33%	34%	25%
Prague	+55	6%	17%	49%	28%

I am annoyed by people who do not use a smartphone hands-free in traffic

Major annoyances in Bratislava

In three of the surveyed cities, residents generally do not express annoyance towards people who do not use their smartphones hands-free in traffic: Vienna (-23), Rome (-18), and Milan (-2). In the remaining cities, however, there is some level of annoyance experienced. Particularly notable is Bratislava's (+77) high level of annoyance, with 88% of residents being bothered by individuals using smartphones without hands-free devices in traffic.

Country-specific questions were also asked in some countries. The specific questions are listed below.

Undisciplined parking behaviour in Prague

When asked about their feelings toward the undisciplined parking behaviour of drivers (such as parking on sidewalks, in bike lanes, and in spaces reserved for the disabled), nearly eight out of ten residents of Prague expressed some degree of dislike. This indicates that undisciplined parking behaviour is a significant source of annoyance in the city.

Country	Question
France	The mobility improvements made in the last 2 years for the Olympic Games have helped improve road safety in my city.
Spain	I believe that the way roads and sidewalks are designed in my city hinders the mobility of disabled people.
Finland	I would consider switching to an electric car but the network of recharging points is not good enough (too few and often not working)
Germany	If self-driving vehicles are allowed, I would like to use them.
Netherlands	The municipality's ambition to reduce car traffic in the city center by 50% by 2025 is a good idea.
Belgium	I would consider switching to an electric car, but the network of charging points is not good enough (too few and often malfunctioning).
Poland	I do not feel safe cycling because of the dangerous behaviour of drivers.
United Kingdom	When planning a trip, I value convenience over sustainability.
Czechia	I dislike the undisciplined parking behaviour of drivers (parking on sidewalks, in bike lanes, in spaces reserved for the disabled, etc.).

I am annoyed by people who do not use a smartphone hands-free in traffic

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Bratislava	+77	2%	10%	47%	41%
Lisbon	+53	6%	17%	52%	25%
Athens	+51	8%	17%	47%	28%
Budapest	+45	11%	17%	38%	34%
Oslo	+44	9%	19%	40%	32%
Stockholm	+38	15%	16%	37%	32%
Copenhagen	+37	11%	21%	35%	33%
Tallinn	+34	9%	24%	46%	21%
Milan	-2	26%	25%	27%	22%
Rome	-18	38%	21%	21%	20%
Vienna	-23	33%	29%	29%	9%
Palma	+43	9%	20%	50%	21%
Madrid	+36	5%	27%	45%	23%
Seville	+34	6%	28%	45%	21%
Las Palmas	+33	12%	21%	37%	30%
Malaga	+32	11%	23%	46%	20%
Murcia	+25	8%	29%	42%	21%
Zaragoza	+14	10%	33%	40%	17%
Valencia	+13	11%	33%	39%	17%
Barcelona	+10	8%	37%	35%	20%
Bilbao	+1	10%	40%	40%	10%

City	Total	Strongly disagree	Disagree	Agree	Strongly agree
Hamburg	-3	29%	23%	28%	20%
Munich	-5	25%	27%	36%	12%
Frankfurt	-8	25%	29%	32%	14%
Leipzig	-12	35%	21%	33%	11%
Cologne	-18	31%	28%	28%	13%
Berlin	-20	39%	22%	21%	18%
Brussels	+14	18%	25%	32%	25%
Namur	+1	27%	23%	30%	20%
Antwerp	-4	21%	31%	33%	15%
Helsinki	-5	23%	30%	32%	15%
Tampere	-9	18%	36%	33%	13%
Turku	-28	27%	37%	30%	6%
Paris	-16	21%	37%	28%	14%
Marseille	-35	23%	45%	25%	7%
London	+47	6%	20%	51%	23%
Amsterdam	+27	19%	17%	39%	25%
Warsaw	+10	13%	32%	41%	14%
Prague	+58	5%	16%	42%	37%

Acknowledgements

Questionnaire

The study on traffic safety is an online quantitative research conducted among European consumers aged 18 and above. The research consists of a questionnaire comprising 7 questions. The average completion time is 4 minutes and 36 seconds. The complete questionnaire can be found in the appendix. The fieldwork was conducted from May 30th to June 30th, 2024.

Panel

The Multiscope consumer panel consists of over 140,000 panel members. A sample of respondents has been drawn from this panel for this research. An International partner panel has been consulted to redirect European citizens to the questionnaire.

Sample

A total of 11,982 respondents completed the questionnaire in its entirety. The sample sizes for Bilbao, Las Palmas, Namur and Palma are significantly smaller than those of other cities, exercise caution in drawing conclusions from these data.

Calculations

In the report, percentages have been rounded to reach exactly 100%. Any rounding differences (up to a maximum of 1%) have been adjusted on the response option or the option that occurs most frequently. The total scores, marked by a red border, are calculated based on the unrounded percentages.

Questionnaire

What is your age in years?

...

Please indicate your gender

- Male
- Female
- Other
- I would rather not say

What is your place of residence?

...

What is your place of residence?

- | | | | | |
|----------------------------------|---|---------------------------------|--|---|
| <input type="radio"/> Amsterdam | <input type="radio"/> Copenhagen | <input type="radio"/> Lisbon | <input type="radio"/> Oslo | <input type="radio"/> Tampere |
| <input type="radio"/> Antwerp | <input type="radio"/> Frankfurt am
Main | <input type="radio"/> London | <input type="radio"/> Palma de
Mallorca | <input type="radio"/> Turku |
| <input type="radio"/> Athens | <input type="radio"/> Hamburg | <input type="radio"/> Madrid | <input type="radio"/> Paris | <input type="radio"/> Valencia |
| <input type="radio"/> Barcelona | <input type="radio"/> Helsinki | <input type="radio"/> Malaga | <input type="radio"/> Prague | <input type="radio"/> Vienna |
| <input type="radio"/> Berlin | <input type="radio"/> Cologne | <input type="radio"/> Marseille | <input type="radio"/> Rome | <input type="radio"/> Warsaw |
| <input type="radio"/> Bilbao | <input type="radio"/> Las Palmas de
Gran Canaria | <input type="radio"/> Milan | <input type="radio"/> Seville | <input type="radio"/> Zaragoza |
| <input type="radio"/> Bratislava | <input type="radio"/> Leipzig | <input type="radio"/> Munich | <input type="radio"/> Stockholm | <input type="radio"/> I reside in a city
other than the
above |
| <input type="radio"/> Brussels | | <input type="radio"/> Murcia | <input type="radio"/> Tallinn | |
| <input type="radio"/> Budapest | | <input type="radio"/> Namur | | |

Questionnaire

How safe do you feel in traffic in the city in which you live?

- Very unsafe
- Unsafe
- Safe
- Very safe

Please indicate to what extent you agree or disagree with the statements below

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. In terms of road safety, I would recommend people to come and live in my city.
2. I am afraid to use the roads in my city because of the danger of accidents.
3. Road safety in my city is getting worse because it is not equipped for new forms of urban transportation (e-bikes, e-scooters, cargo bikes, shared mobility, self-driving mobility).
4. The authorities of the city in which I live do enough to improve road safety in the city.
5. My city council prefers improving the infrastructure of motorists over the safety of other road users (cyclists, pedestrians).

Please indicate to what extent you agree or disagree with the statements below

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. If a helmet requirement is introduced in the city for cyclists over 18, I expect I will use my bicycle less often.
2. I think lowering the speed limit to 20 miles per hour in inner cities is good for road safety.
3. In the city centre, I always stick to the speed limit.
4. I do not use my smartphone hands-free in traffic.
5. A total ban on alcohol in traffic is a good idea as far as I am concerned.

What can the authorities in your city do to improve road safety?

Choose up to three answer options

- Better separation between road, bicycle lane, bus lane and tram track
- Clearer intersections
- Better cycle paths
- Reducing speed limits
- Ban cars in the city centre
- Better road markings (give-way markings, road markings, etc.)
- More speed bumps
- More road lighting
- Clearer road signs
- Safer railway crossings

Please indicate to what extent you agree or disagree with the statements below

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. I sometimes worry about collapse of a bridge or viaduct while driving, cycling or walking over or under it.
2. The roads in my city are well equipped for heavy rainfall.
3. Enough is done during road works to guarantee the safety of road users.
4. I think the cycle paths in my city are safe.
5. I think the quality of the roads in my city create dangerous traffic situations.

Please indicate to what extent you agree or disagree with the statements below

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. I sometimes worry about collapse of a bridge or viaduct while driving, cycling or walking over or under it.
2. The roads in my city are well equipped for heavy rainfall.
3. Enough is done during road works to guarantee the safety of road users.
4. I think the cycle paths in my city are safe.
5. I think the quality of the roads in my city create dangerous traffic situations.

Please indicate to what extent you agree or disagree with the statements below (France)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. I am not switching to an electric car because I think there are not enough charging stations in my city.
2. I think there should be more urban speed cameras.
3. There are too many roadworks in my city that slow down traffic.
4. I think that people with disabilities cannot move around well in my city because the roads and sidewalks are not properly arranged.
5. The mobility improvements made in the last 2 years for the Olympic Games have helped improve road safety in my city.

Please indicate to what extent you agree or disagree with the statements below (Spain)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. I believe that speed cameras/traffic cameras are there only to generate revenue for municipal authorities and not for the safety of road users.
2. I think that not enough is being done to repair potholes quickly to prevent damage to vehicles driving over them or accidents.
3. I would consider switching to an electric car, but the network of charging points is not good enough (too few and often not working).
4. I think that not enough is being done to properly design intersections to avoid traffic jams.
5. I believe that the way roads and sidewalks are designed in my city hinders the mobility of disabled people.

Please indicate to what extent you agree or disagree with the statements below (Finland)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. My city should higher prioritize rapid snow removal to ensure roads and parking places are quickly made accessible for all vehicles.
2. My city should implement proactive measures to repair and maintain road surfaces that suffer winter damage to prevent long-term deterioration and ensure safer driving conditions.
3. I think speed/traffic cameras are there just to generate income for the municipal authorities and not for road users safety
4. My city should prioritize snow removal on bike lanes higher than on car lanes.
5. I would consider switching to an electric car but the network of recharging points is not good enough (too few and often not working)

Please indicate to what extent you agree or disagree with the statements below (Germany)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. In my opinion, road damages are not repaired quickly enough.
2. I would consider switching to an electric car, but the availability of charging stations is still not satisfactory.
3. When planning a trip, I value comfort more than sustainability.
4. There should be more traffic-calmed areas in my city.
5. If self-driving vehicles are allowed, I would like to use them.

Please indicate to what extent you agree or disagree with the statements below (Netherlands)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. If the bicycle paths are widened and walking routes are improved, I will cycle and walk more often instead of driving.
2. There should be more car-free zones in Amsterdam.
3. The traffic safety situation around schools is good.
4. If self-driving vehicles are allowed in Amsterdam, I plan to use them.
5. The municipality's ambition to reduce car traffic in the city center by 50% by 2025 is a good idea.

Please indicate to what extent you agree or disagree with the statements below (Belgium)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. A speed limit should be introduced for electric bikes/Speedpedelecs.
2. There should be more street lighting that automatically adjusts when conditions change (human presence, traffic, and/or weather conditions).
3. There should be more bicycle streets in my city.
4. There should be more car-free zones in my city.
5. I would consider switching to an electric car, but the network of charging points is not good enough (too few and often malfunctioning).

Please indicate to what extent you agree or disagree with the statements below (Poland)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. Improperly parked cars are a problem for pedestrians.
2. Dangerous situations in traffic are caused by drivers ignoring signs and traffic lights.
3. Cyclists are also a source of dangerous behaviors, such as cutting off cars, pedestrians, and other cyclists.
4. I believe that my city should ban shared electric scooters.
5. I do not feel safe cycling because of the dangerous behaviour of drivers.

Please indicate to what extent you agree or disagree with the statements below (United Kingdom)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. There should be more Low Traffic Neighbourhoods in London.
2. All roads in London boroughs should be 20mph.
3. E-bikes should be treated the same as mopeds/motorbikes i.e. riders should have insurance, number plate and pay road tax.
4. Cycle lane use should be compulsory when one is available.
5. When planning a trip, I value convenience over sustainability.

Please indicate to what extent you agree or disagree with the statements below (Czechia)

Answer options: Strongly disagree - Disagree - Agree - Strongly agree

1. I wish that Prague would find a way to remove cars from the city center and turn it into a pedestrian zone, similar to how it operates in many other European cities.
2. I think my city should encourage the use of public transportation by introducing higher parking fees or a fee for entering the city center.
3. As a pedestrian in my city, I don't feel safe due to undisciplined drivers, cyclists, and users of electric mobility.
4. I wish there were more park-and-ride facilities and parking garages in my city (e.g., P+R).
5. I dislike the undisciplined parking behaviour of drivers (parking on sidewalks, in bike lanes, in spaces reserved for the disabled, etc.).



multiscope

Havensingel 1a
5211 TX 's-Hertogenbosch

T 073-6212122

F 073-6241462

E info@multiscope.nl

W www.multiscope.nl

COLOFON

Redactie

Tom Bastian