Eva Kšicová

Trendline project. Report on KPI Helmets

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Co-funded by the European Union

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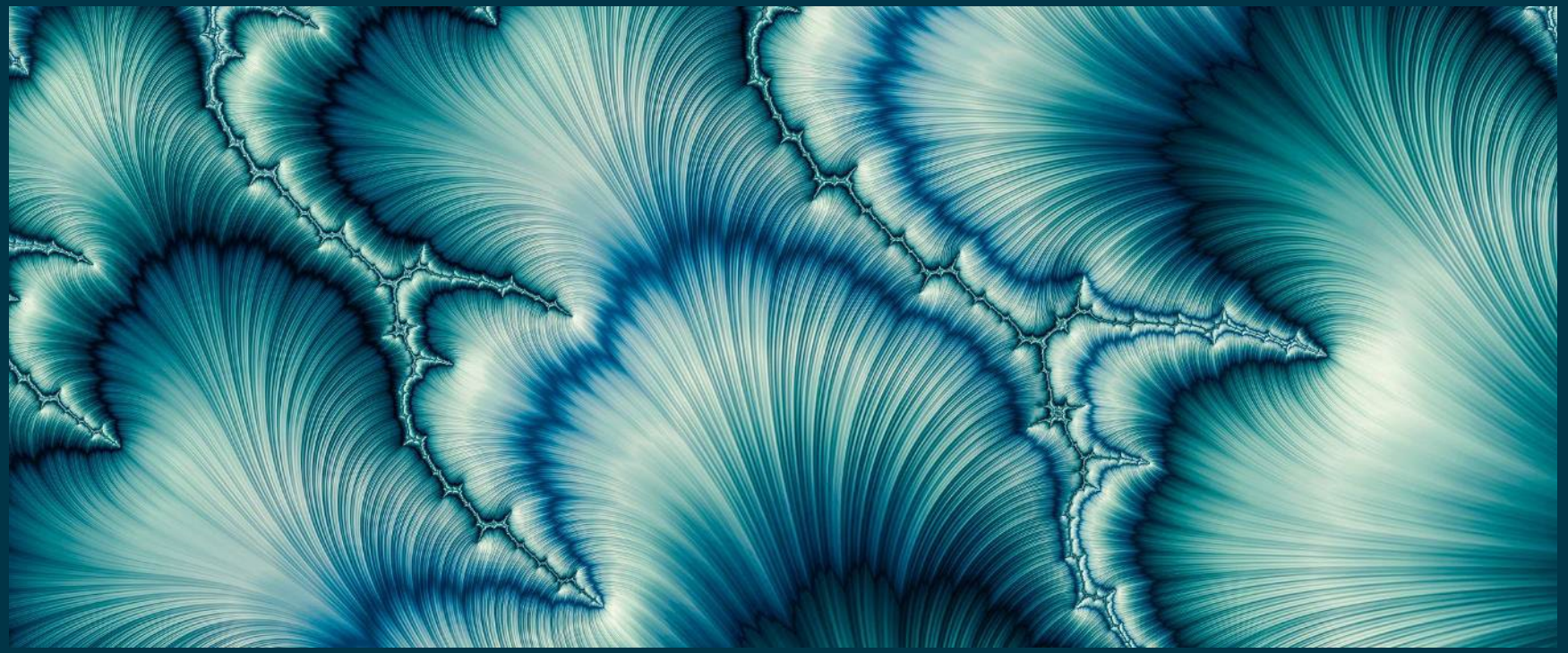
Trendline

Context



Trend line

Purpose and objectives of Trendline

- The purpose of the Trendline project (2022-2025) is to promote the use of road safety KPIs (Key Performance Indicators) within the European Union.
- Collecting such KPI data on a regular basis will underpin and support road safety policies and interventions.
- By using common methodologies, the KPI values of countries can be compared with those of other countries.
- Trendline is supported by the European Commission, who funds 100% of the coordination costs and up to 50% of the costs for data collection and analysis in the EU Member States.
- Trendline is the successor project of "Baseline" (2020-2022).

Main components of Trendline

8

Data collection and analysis for the 8 initial KPIs

Define and test methodologies for 10 experimental indicators

Promote the use of road safety KPIs in road safety policies

Trendline

Countries participating in Trendline

- 25 EU countries (out of 27)
- 4 observers: Estonia, Malta, Norway and Switzerland

Trendline

The eight initial KPIs in Trendline

- Speeding
- Safety belt
- Helmets
- Drink driving
- Distraction
- Vehicle safety
- *Infrastructure**
- Post-crash

** Trendline did only support methodological development; no funding was available for data collection and analysis*

KPI Expert Group (KEG) for each initial KPI

- Purpose of the KEGs
  - to review and adapt the methodological guidelines developed within the Baseline project
  - to advice on the interpretation and possible deviations of the common guidelines
  - to verify the quality of the data collected
  - to draft and review the report on the KPI

- Members of the KEG Helmets:
  - Kšicová, E., (CDV), Czech Republic- Chair
  - Moreau, N., (VIAS institute), Belgium
  - Zielinska, A., (ITS), Poland
  - Vadeby, A., (VTI), Sweden
  - Areal, A., (PRP) Portugal
  - Ferrer López, S., (DGT), Spain
  - Da Silva Barros, M.J., (ANSR), Portugal

Trendline

Ten 'experimental' indicators

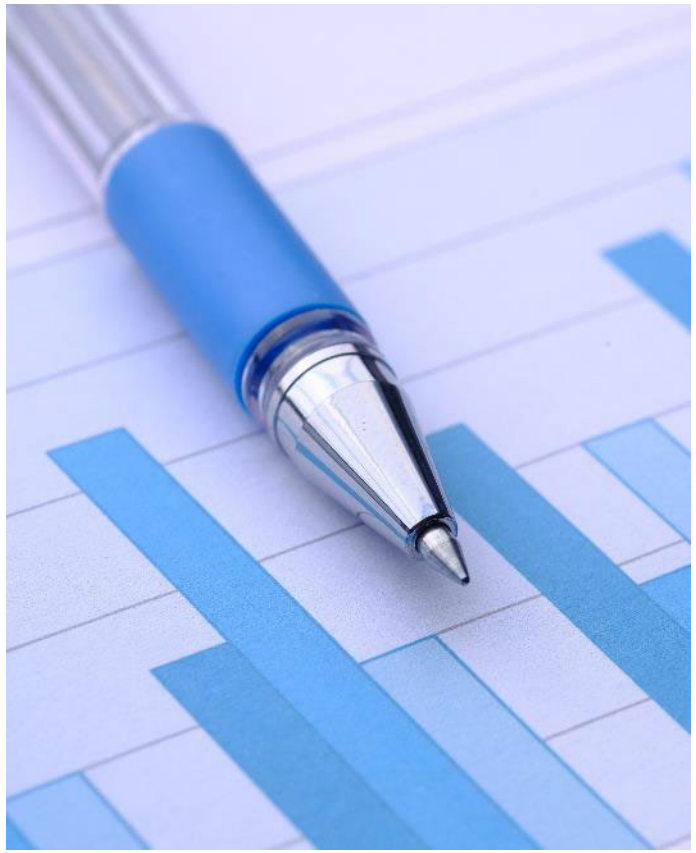
- Purpose: to examine whether the standard set of European indicators should be larger:
  - by extending the scope of existing indicators, or
  - by accepting alternative definitions, or
  - by extending the range of acceptable methodologies, or
  - by addressing new topics.

- Status
  - 10 possible new indicators have been selected.
  - KEGs (Key Expert Groups) have established methodological guidelines.
  - Pilots and tests have been conducted for each indicator in several Member States,
  - Final output are methodological guidelines, lessons learned, and recommendations.

Trendline

The ten experimental indicators

- Driving under the influence of drugs
- The part of 30km/h roads in urban zones
- Red-light negations by road users
- Compliance with traffic rules at intersections
- Helmet wearing by PMD riders (e.g., e-steps)
- Self-reported risky behaviour
- Attitudes towards risky behaviour
- Use of lights by cyclists in the dark
- Enforcement of traffic regulations
- Speed variation



Trendline

Methodology and participants

Definition and scope

- Definition: ***Percentage of riders of powered two-wheelers and bicycles wearing a protective helmet***

  As data must be presented separately for PTW riders and for cyclists, these results actually concern two KPI measurements: one on helmet use among PTW riders and the other on helmet use among cyclists.

- Next to the specification of the minimum requirements to deliver the main KPI and the disaggregated indicators, each section will also include optional supplementary methodological recommendations. Member States can decide whether to follow the minimal requirements only or to extend (part of) their methodology, depending on available means and their own research questions.
- Although optional, it is recommended to provide a variable "vehicle type" including different vehicle types for both KPIs. For PTWs, we recommend making at least the distinction between "moped" and "motorcycle"; for bicycles, it is at least possible to make the distinction between "bicycle" (non-electric) and "electric bike / e-bike".

Trendline

Methodological requirements - cyclists

- Some important considerations:
    - monitoring of passengers for cyclists is only recommended.
    - data for children (0-14 years old) should be shown separately.

Cyclists should be grouped into men, women (including sex distribution among children) and into age groups 0-14 and 15 and over. If national legislation makes cycle helmets compulsory for children, but using another age limit (e.g., up to 10 years old), this age category should be added.

Trendline

Methodological requirements - cyslists

- Thus, for cyclist riders, one should sample locations
    - outside built-up areas,
    - inside built-up area.
- The minimum number of observations are the following:
    - a minimum of 2000 observed bicycles overall,
    - a minimum of 500 observations on urban roads,
    - a minimum of 150 observations on rural roads,
    - a minimum of 325 observations on weekdays and 325 observations on weekend days.
- Optional variables like gender, age group, presence of passengers, …
- Methods allowed within Trendline
    - Direct observation (if appropriate, using cameras).

Trendline

Methodological requirements - PTWs

- Some important considerations:
    - Monitoring of passengers for PTWs is only recommended.
    - For PTWs, the minimum for collection is possible to divide into moped and motorcycle.

Methodological requirements - PTWs

- For motorcyclist riders the roads to be sampled include:
    - Motorways,
    - Roads outside built-up areas (that are not motorways),
    - Roads inside built-up areas.
- The minimum number of observations are the following:
    - a minimum of 2000 observed PTWs overall,
    - a minimum of 500 observations per road type,
    - a minimum of 500 observations per week period.
- Methods allowed within Trendline
    - Direct observation (if appropriate, using cameras).

Countries collecting data on helmet - cyclists

Country	National Legislation on KPI Cycle Helmet	Data collection period (m/y)
Austria	Children up to 12 years are obliged to wear a helmet.	06/2023 - 8/2023
Belgium	There is no law or regulation about helmet use among cyclists.	13/05/2024- 30/06/2024
Bulgaria	Helmet use is not mandatory for cyclists.	27/04/2024 - 30/06/2024, 01/09/2024 - 26/11/2024
Croatia	Bicycle riders under the age of 16 are required to wear a protective helmet on their head while riding on public roads	01/03/2023 - 01/12/2024
Czechia	Children aged 18 or under are legally required to wear a helmet.	13/08/23 - 27/08/23
Finland	Cyclists are mandated to wear an appropriate helmet while riding.	16/05/2024 - 12/08/2024
France	Mandatory for cyclists under 12 years old.	01/03/2023 - 31/05/2023, 01/09/2023 - 30/11/2023
Hungary	No information.	09/2024 - 10/2024
Ireland	by Road Traffic and Roads Act 2023	13/05/24 - 20/06/24
Italy	No information.	20/05/2024 - 21/10/2024
Latvia	Mandatory for children under 16 years of age.	06/09/2023 - 02/10/2023
Lithuania	A bicycle driver (passenger) under the age of 18 must wear and fasten a bicycle helmet while riding (being transported) on the road. It is recommended that a person over the age of 18 riding a bicycle on the road wears and fastens a bicycle helmet.	01/06/2023 - 04/10/2023
Netherlands	No information.	21-05-2024 - 23-06-2024
Poland	Not mandatory.	10/04 - 19/06/2024
Portugal	Not mandatory.	12/10/2024 - 06/12/2024
Slovakia	Mandatory for children under 15 years of age.	07/04/2024 - 27/10/2024
Slovenia	Mandatory under age of 18.	2. April - 29. June
Spain	No information.	01/10/2023-23/10/2023
Sweden	Mandatory helmet law for all children up to 15 years.	22/08/2023 - 30/09/2023

Denmark, Germany and Romania do not have data according to the methodology - the results are in a separate chapter Add data.

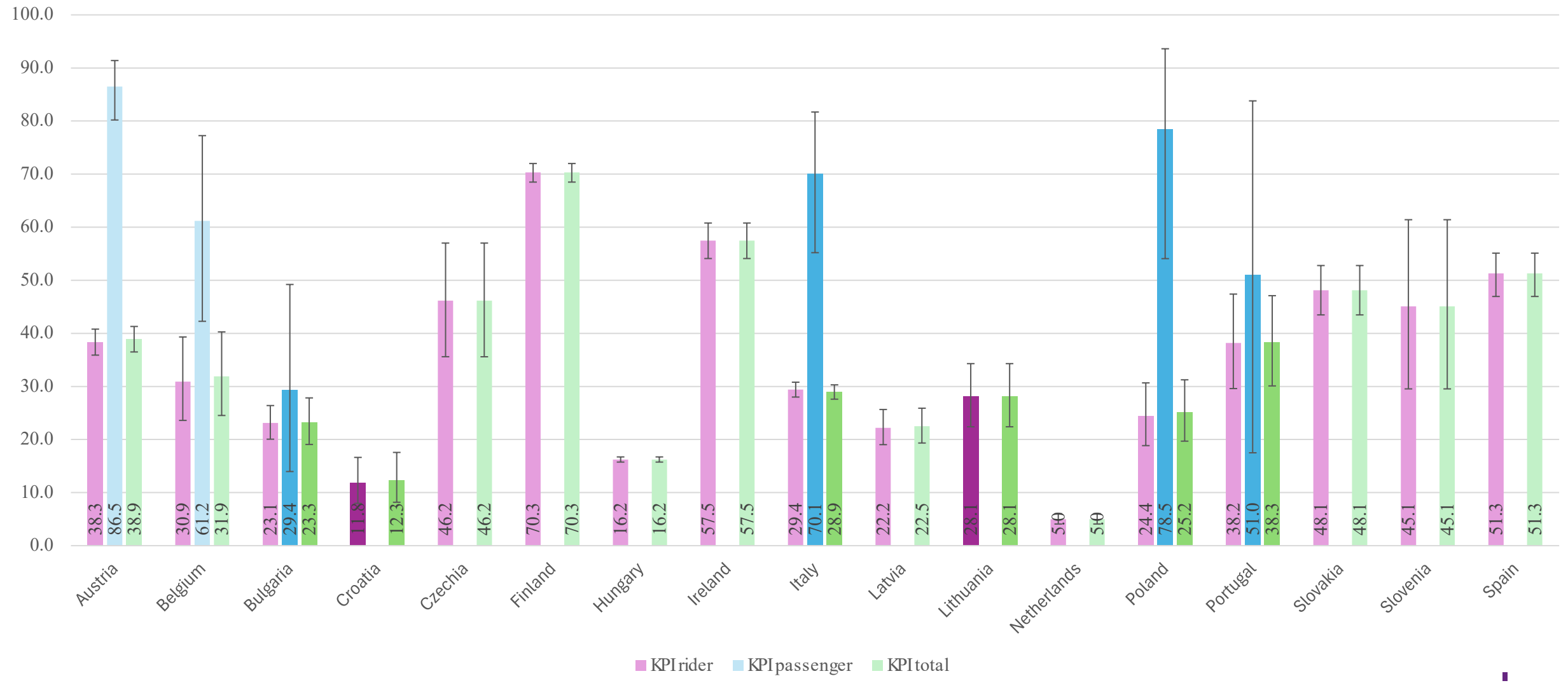
Countries collecting data on helmet - PTWs

Country	National Legislation on KPI PTWs Helmet	Data collection period (m/y)
Austria	Mandatory for all riders and passengers.	8/2023 - 9/2023
Bulgaria	Mandatory for all riders and passengers.	27/04/2024 - 30/06/2024, 01/09/2024 - 26/11/2024
Croatia	Wearing a protective helmet is mandatory for both the driver and the passenger while riding a moped or motorcycle on public roads.	01/03/2023 - 01/12/2024
Cyprus	Mandatory for all riders and passengers.	05/06/2025 - 29/06/2025
Czechia	Mandatory for all riders and passengers. They must also protect eyes with protective shield or glasses.	04/09/2023 - 29/10/2023
France	Wearing a helmet is mandatory for all users of motorized two-wheelers (motorcycles, scooters, mopeds), both for drivers and passengers.	01/03/2023 - 31/05/2023, 01/09/2023 - 30/11/2023
Greece	Helmet use is mandatory for all riders and passengers of mopeds and motorcycles.	28/3/25 - 09/04/25
Hungary	No infromation.	09/2024 - 10/2024
Ireland	Road Traffic and Roads Act 2023.	13/05/2024 - 20/06/2024
Italy	No infromation.	20/05/2024 - 21/10/2024
Latvia	Mandatory for all riders and passengers.	06/09/2023 - 02/10/2023
Lithuania	When riding a moped, motorcycle, tricycle, all types of quadricycles, the driver and passengers must use motorcycle protection (motorcycle helmets, eye protection). It is allowed to ride without protection, if the moped, motorcycle, tricycle, quadricycle of any type has a body (cabin) or built-in roof safety hoops, the purpose of which is to protect the driver and the passenger from impacts, and safety belts are also installed.	23/05/2023 - 07/10/2023
Netherlands	No infromation.	03/09/2024 - 28/09/2024
Poland	Mandatory for all riders and passengers.	10/04/2024 - 19/06/2024
Portugal	Mandatory for all riders and passengers.	12/10/2024 - 30/11/2024
Slovakia	Drivers of motorcycles (PS categories with a speed of over 45 km/h and L categories) must protect their eyes with glasses or a shield while riding, unless this is detrimental to safety (especially in fog, snow or rain), and must hold the handlebars with both hands, except when signalling. The driver and passenger are required to wear a properly fastened protective helmet intended for motorcyclists while riding, with the exception of vehicles with a safety cabin, frame and belts.	07/04/2024 - 27/10/2024
Slovenia	Obligatory for all riders and passengers.	02/04/2024 - 29/06/2024
Spain	No infromation.	01/10/2023-31/10/2023

Denmark, Germany and Romania do not have data according to the methodology - the results are in a separate chapter Add data.

Key results – helmet use - cyclists

Helmet use among cyclists



Fewer Number of observations riders compared to the methodology: Croatia (rural road) and Lithuania (weekend).
Fewer Number of observations passengers compared to the methodology (rural and urban roads; weekday and weekend): Bulgaria, Italy (on rural roads and at the weekend), Poland, Portugal.

Use of bicycle helmet by cyclists - general (total):

- The highest prevalence of helmet use by cyclists is in Finland (70.3%).
- The lowest prevalence is in the Netherlands (5.0%), Croatia (12.3%) and Hungary (16.2%).
- Other members' data ranged from 22.5% to 57.5%.
- The data shows that out of 17 countries, 6 have a helmet use rate of 45% or more (9 out of 17 have a helmet use rate of 30% or more).

Bicycle helmet use by cyclists-drivers:

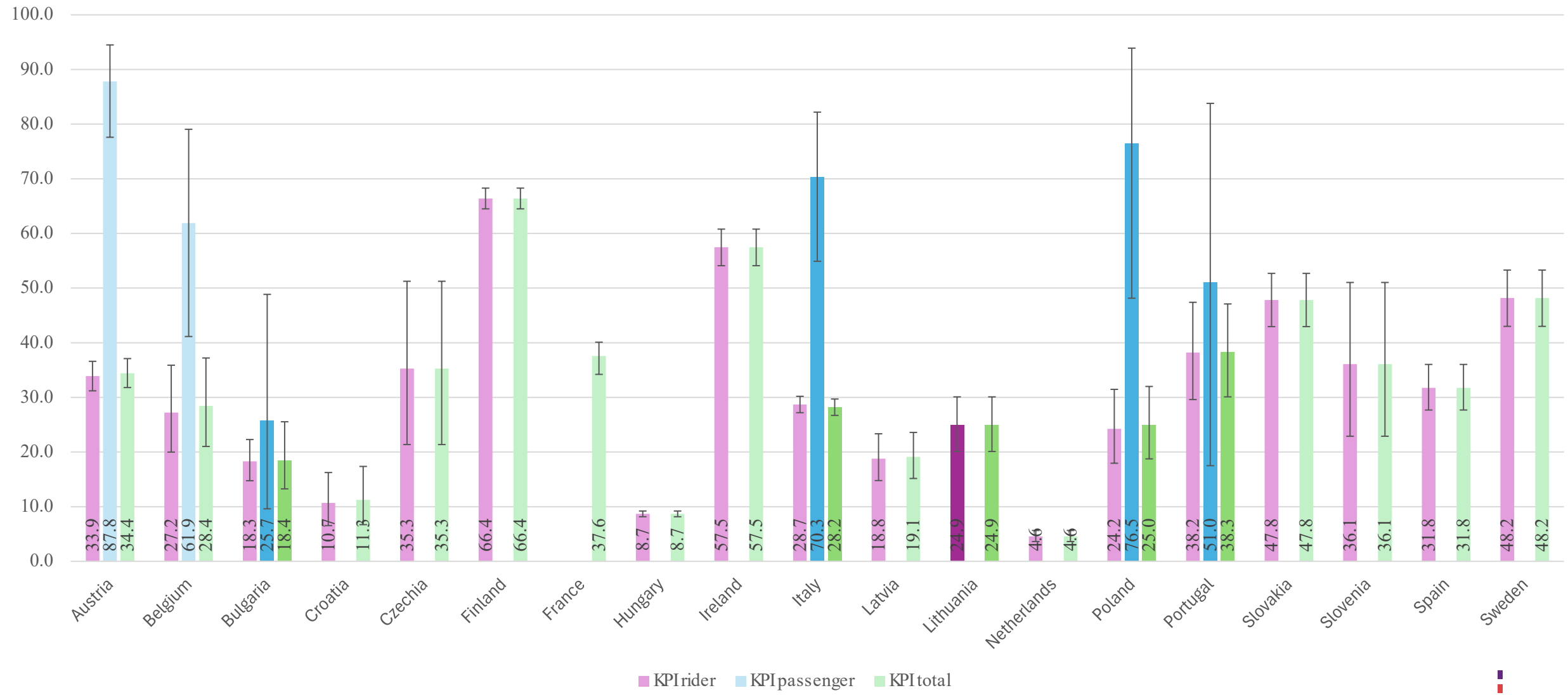
- The highest use of bicycle helmets by cyclists-drivers is in Finland (70.30%).
- The lowest use is in the Netherlands (5.0), Croatia (11.8%) and Hungary (16.2%).
- Data from other members was 22.2% - 57.5%.
- The data shows that out of 17 countries, 6 have helmet use by cyclists-drivers at 45% or more (9 out of 17 have helmet use at 30% or more).

Use of bicycle helmets by cyclists-passengers

- The highest rates of use of a helmet by cyclists-passengers when cycling are in Austria (86.5%) and Poland (78.5%).
- The lowest rates of use are in Bulgaria (29.4%).
- The data from other members were between 51.0% and 70.1%.
- The data shows that out of 6 members, 4 of them use a helmet by cyclists-passengers at 60% or more.

Trendline

Helmet use among cyclists on urban roads



Fewer Number of observations riders compared to the methodology: Lithuania (weekend).

Fewer Number of observations passengers compared to the methodology (urban roads; weekday and weekend): Bulgaria, Italy (at the weekend), Poland, Portugal.

Helmet use by cyclists in urban roads -general (total)

- The highest levels of helmet use by cyclists in urban roads are in Finland (66.4%) and Ireland (57.5%).
- The lowest levels of helmet use are in the Netherlands (4.6%), Hungary (8.7%) and Croatia (11.3%).
- The data for other members ranged from 18.4% to 48.2%.
- The data shows that out of 19 members, 10 of them use a helmet in urban roads at a rate of 31% or more.

Bicycle helmet use by cyclists-drivers in urban roads

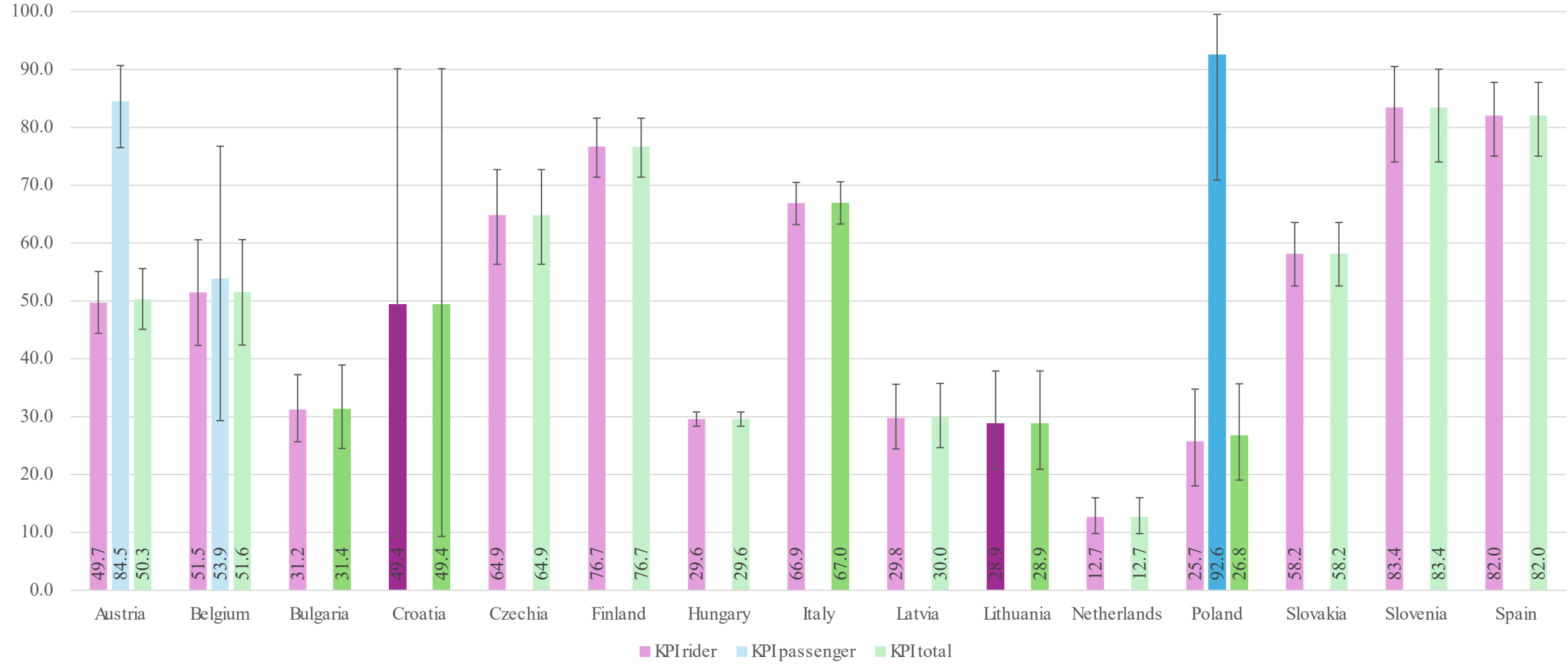
- The highest rates of bicycle helmet use by cyclists-drivers in urban roads are in Finland (66.4%) and Ireland (57.5%).
- The lowest rates of helmet use are in the Netherlands (4. 6%), Hungary (8.7%) and Croatia (10.7%).
- The data for other members ranged from 18.3% to 48.2%.
- The data shows that out of 18 members, 9 of them use a bicycle helmet by cyclists-drivers in urban roads at a rate of 31% or more.

Use of bicycle helmets by cyclists-passengers in urban roads

- The highest use of helmets by cyclists-passengers when cycling in urban roads is in Austria (87.8%), Poland (76.5%) and Italy (70.3%).
- The lowest use is in Bulgaria (25.7%).
- The data of other members were in Portugal (51.0%) and Belgium (61.9%).

Trendline

Helmet use among cyclists on rural roads



Fewer Number of observations riders compared to the methodology: Croatia (rural road) and Lithuania (weekend).

Fewer Number of observations passengers compared to the methodology (rural roads; weekday and weekend): Bulgaria, Italy (at the weekend), Poland.

- Bicycle helmet use by cyclists in rural roads - general (total)
- The highest use of a helmet by cyclists when cycling outside the city is in Slovenia (83.4%), Spain (82.0%) and Finland (76.7%).
- The lowest use is in the Netherlands (12.7%).
- The data of other members was from 26.8% to 67.0%.
- The data shows that out of 15 members, 9 of them use a helmet by cyclists in rural roads in 49% or more.

Bicycle helmet use by cyclists-drivers in rural roads

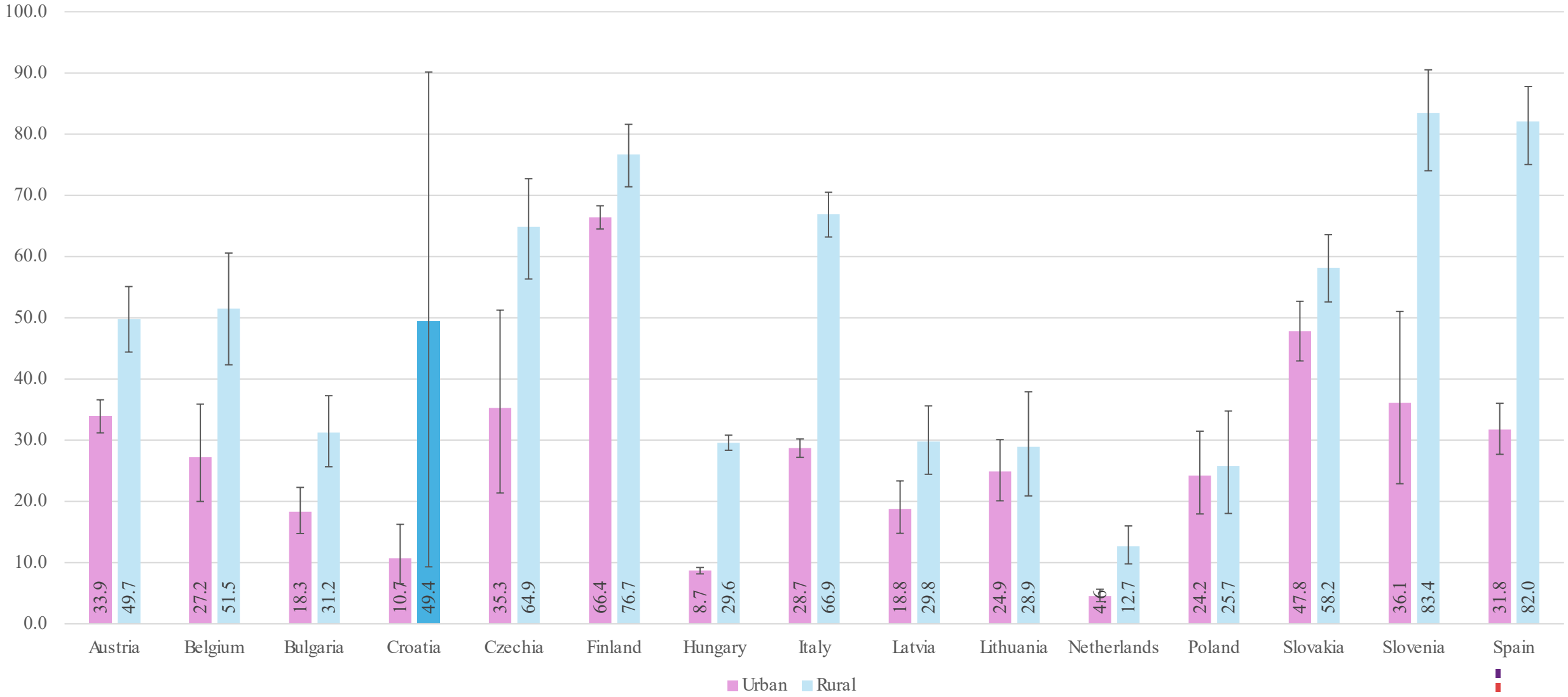
- The highest rates of bicycle helmet use by cyclists-drivers when cycling outside the city are in Slovenia (83.4%), Spain (82.0%) and Finland (76.7%).
- It is least used in the Netherlands (12.7%).
- The data for other members ranged from 25.7% to 66.9%.
- The data shows that out of 15 members, 9 of them use a bicycle helmet by cyclists-drivers in rural roads in 49.0% or more.

Bicycle helmet use by cyclists-drivers in rural roads

- The highest rates of bicycle helmet use by cyclists-drivers when cycling outside the city are in Slovenia (83.4%), Spain (82.0%) and Finland (76.7%).
- It is least used in the Netherlands (12.7%).
- The data for other members ranged from 25.7% to 66.9%.
- The data shows that out of 15 members, 9 of them use a bicycle helmet by cyclists-drivers in rural roads in 49% or more.

Trendline

Helmet use among cyclist riders by road type



Trendline

Fewer Number of observations riders compared to the methodology: Croatia (rural road).

Use of bicycle helmet in urban road

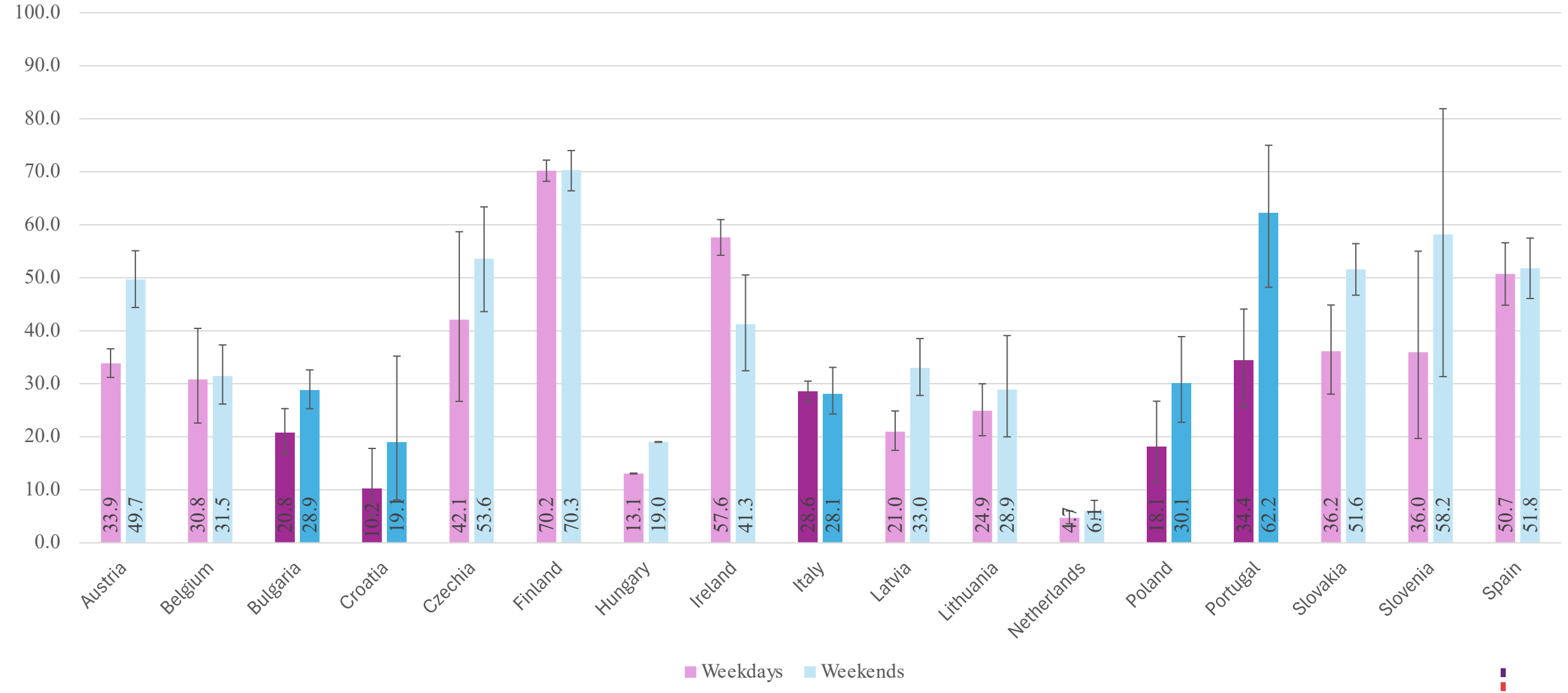
- The highest use of bicycle helmets by cyclists in urban road is in Finland (66.4%).
- The lowest use is in the Netherlands (4.6%), Hungary (8.7%) and Croatia (10.7%).
- Other members' data ranged from 18.8% to 47.8%.
- The data shows that out of 15 countries, 6 of them have 30% or more use of bicycle helmets by cyclists in urban road.

Use of bicycle helmet in rural road

- The highest use of bicycle helmets by cyclists in rural road is in Slovenia (83.4%), Spain (82.4%) and Finland (76.7%).
- The lowest use is in the Netherlands (12.7%).
- Other members' data ranged from 25.7% to 64.8%.
- Data shows that out of 15 countries, 9 of them have a helmet use rate of 49% or more for cyclists on rural roads.

Trendline

Helmet use among cyclist riders by time period



Trendline

Fewer Number of observations riders compared to the methodology: Croatia (rural road).

Fewer Number of observations passengers compared to the methodology (rural and urban roads; weekday and weekend): Bulgaria, Italy (on rural roads and at the weekend), Poland, Portugal.

Use of bicycle helmets by cyclists on weekdays

- The highest use of a helmet by cyclists on weekdays is in Finland (70.2%).
- The lowest use is in the Netherlands (4.7%), Croatia (10.2%) and Hungary (13.1%).
- The data of other members was from 18.1% to 57.6%.
- The data shows that out of 17 members, 4 of them use a helmet by cyclists on weekdays at 42% or more (9 out of 17 at 30% or more).

Use of bicycle helmets by cyclists on weekends

- The highest use of a helmet by cyclists on weekends is in Finland (70.3%) and Portugal (62.2%).
- The lowest use is in the Netherlands (6.1%).
- The data of other members was from 19.0% to 58.2%.
- Data shows that out of 17 members, 6 of them use a helmet on the weekend by a cyclist at 51% or more (8 out of 17 at 41% or more).

Trendline

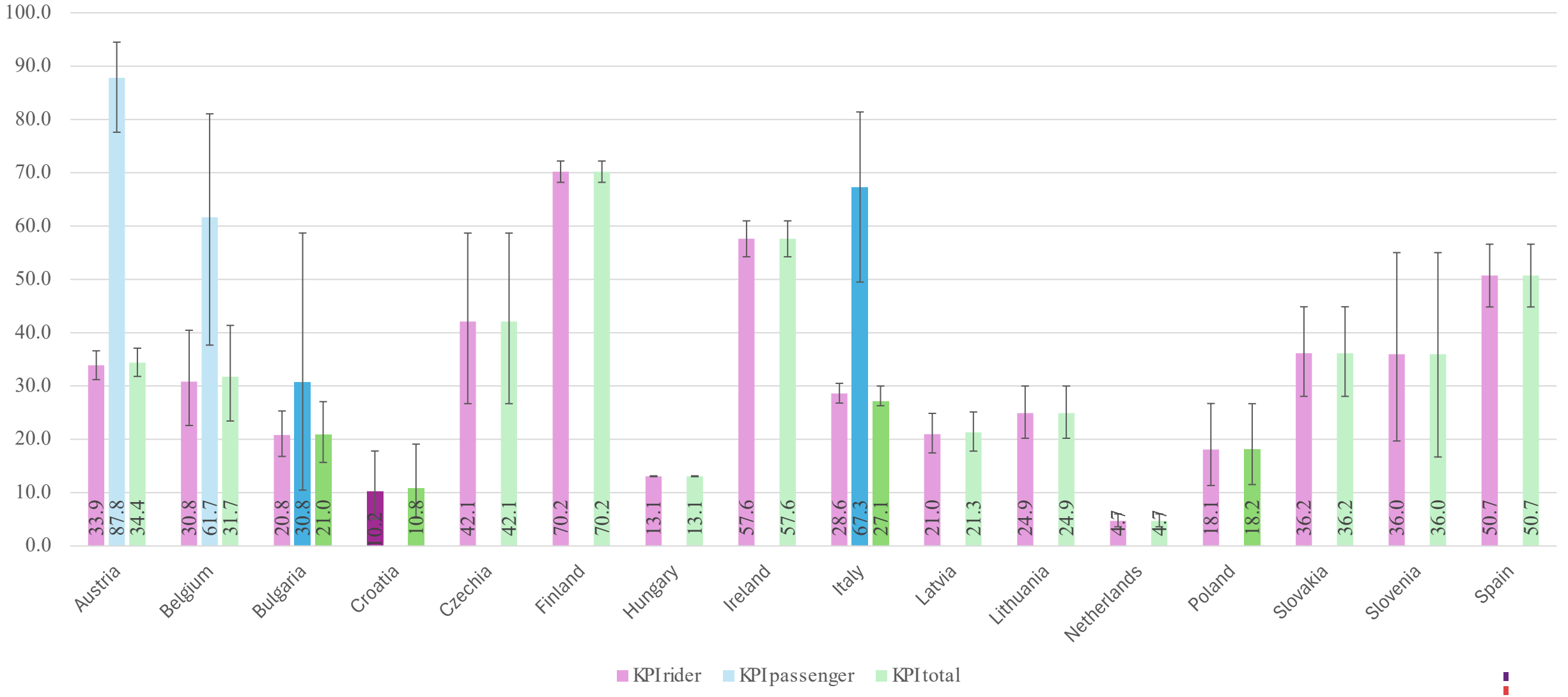
Comparability of results across countries

- From the obtained data, the following conclusion can be made: the most helmets are worn by cyclists-drivers in Finland and Ireland and the least in the Netherlands and Croatia.
- The most helmets are used by cyclists-drivers, regardless of whether it is a weekday or a weekend, and the most helmets are used by cyclists-drivers in rural roads.
- Wearing a helmet by cyclists generally prevails on weekends.
- On an electric bike, cyclists wear helmets more often, regardless of driver/passenger.
- In the age group then, those aged 0 to 14 years wear significantly more than the second group, i.e. 15 and over.
- And the wearing of a helmet by cyclists by gender, here more men wear helmets than women.
- There is very little data for cyclists-passengers to make a relevant conclusion.
- 9 Member States have made a distinction between bicycles and e-bikes.

Trendline

Additional results – helmet cyclists

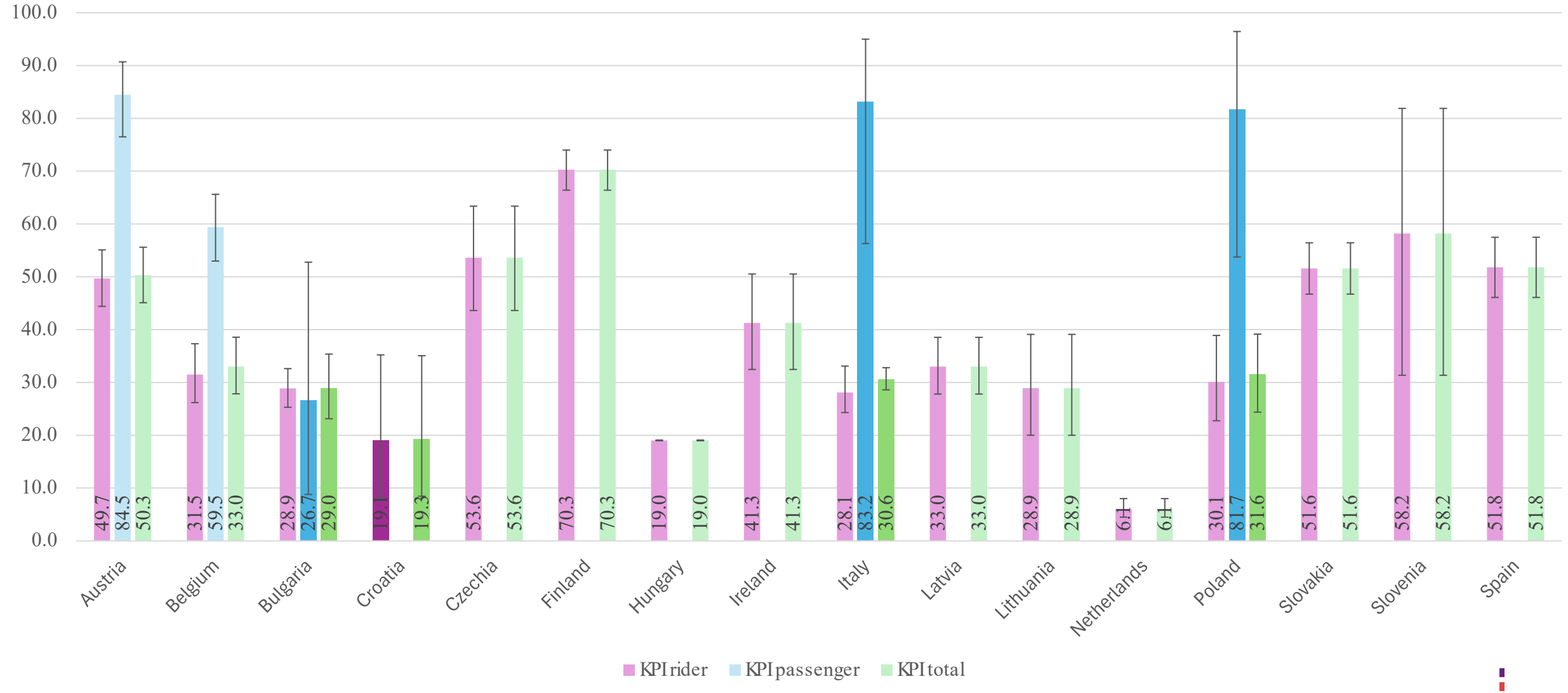
Helmet use among cyclists on weekdays



Fewer Number of observations riders compared to the methodology: Croatia (rural road).

Fewer Number of observations passengers compared to the methodology (rural and urban roads; weekday): Bulgaria, Italy (on rural roads), Poland, Portugal.

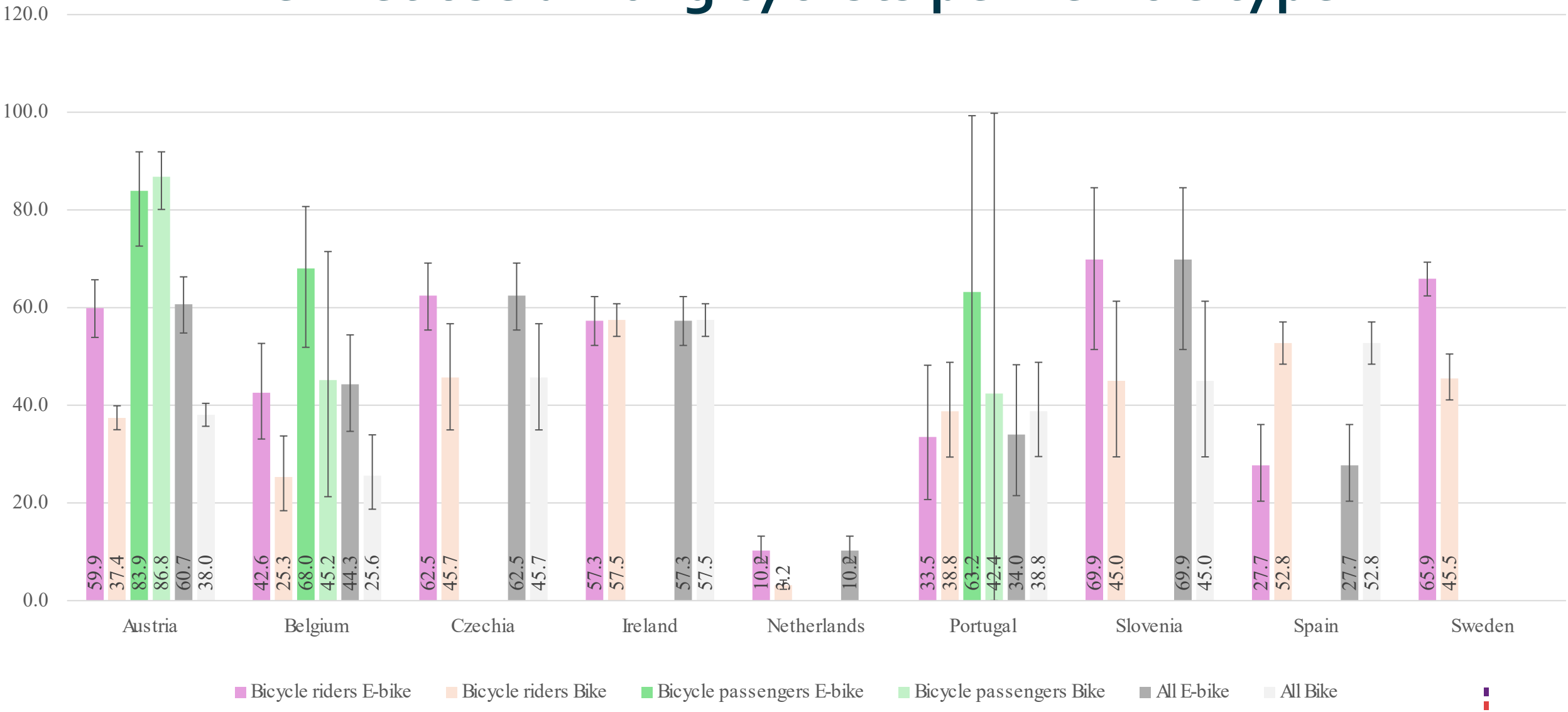
Helmet use among cyclists at weekends



Fewer Number of observations riders compared to the methodology: Croatia (rural road).

Fewer Number of observations passengers v (rural and urban roads; weekend): Bulgaria, Italy (on rural roads), Poland, Portugal.

Helmet use among cyclists per vehicle type



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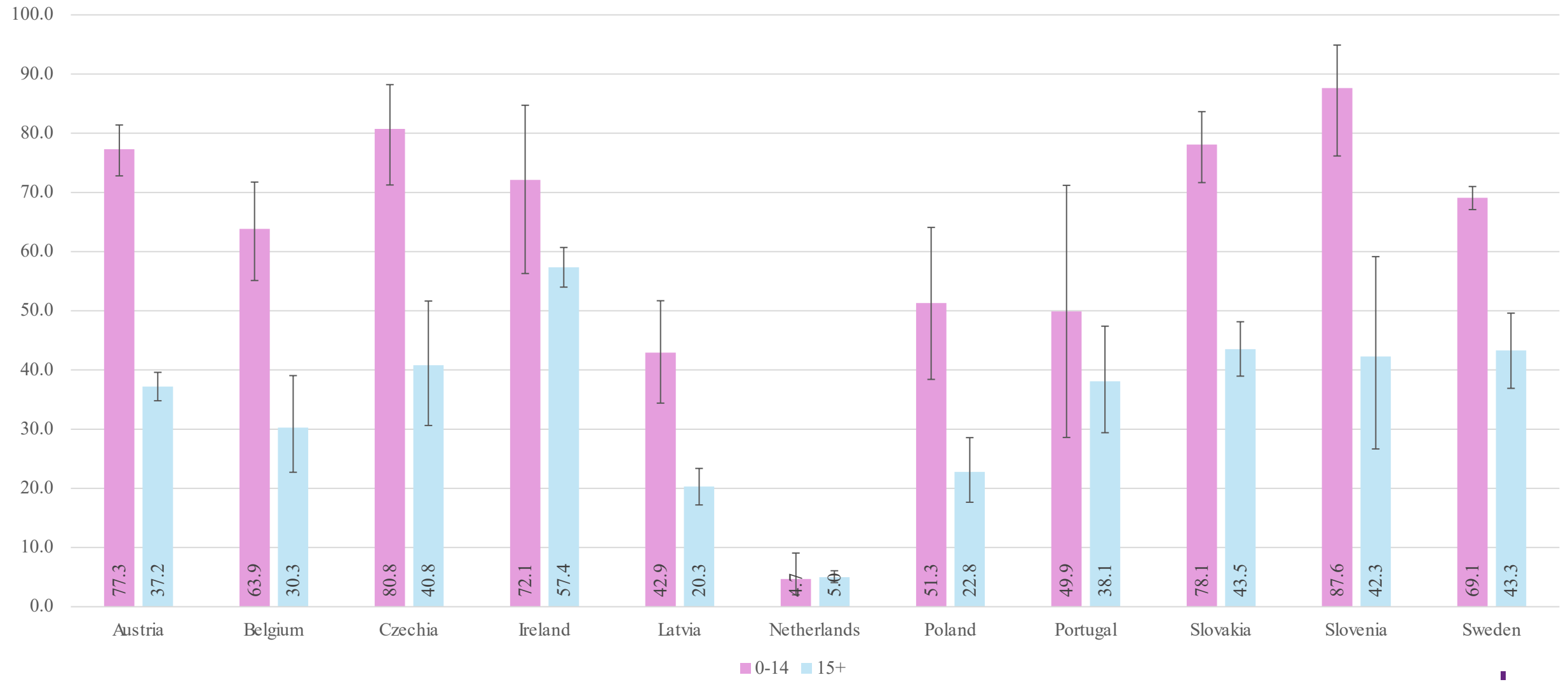
Helmet use among cyclists per age group



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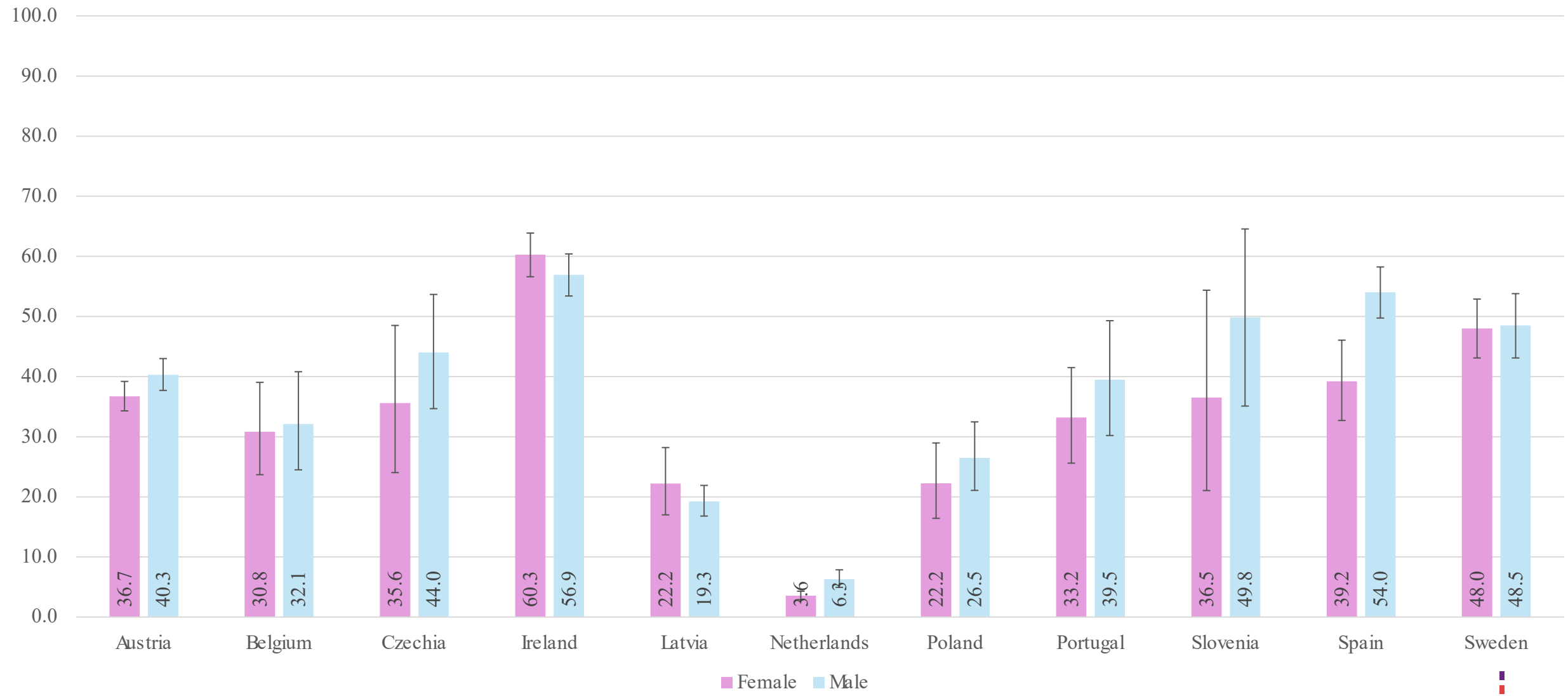
Helmet use among cyclists per gender



Trendline

Add data – helmet cyclists

Data collection or evaluation is not in accordance with the methodology, so comparison with other countries was not possible

Denmark

Cycle Helmet usage	2021	2022	2023	2024
Percent of cyclists (also electric) wearing helmet in urban traffic (total counted in 2024: 11 891)	48.20 %	49.80 %	51.10 %	50.80 %
Percent of light moped drivers (speed limit 30 km/h) wearing helmet in urban traffic (total counted in 2024: 362)	95.0 %	97.0 %	96.0 %	93.0 %
Percent of electric scooter users wearing helmet in urban traffic (total counted in 2024: 208)	21.0 %	69.0 %	66.0 %	68.0 %

Cyclists: no helmet law
Electric bicycles, effect up to 26 km/h effect: no helmet law
Electric speed pedelecs, effect up to 45 km/h: special helmet required
Electric scooters: new law in effect 2022, helmet required

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Germany

Road type x Time period

				Rider					
Road type	Time period	Vehicle type	Nr of sessions	Nr of locations	Traffic counts	N-rider	Nused-rider	KPI-rider	SE-rider
urban road	weekday/daytime	*all cycles*	*2*	70	N/A	17661	7844	44,41	N/A

Road type x Vehicle type

				Rider					
Road type	Time period	Vehicle type	Nr of sessions	Nr of locations	Traffic counts	N-rider	Nused-rider	KPI-rider	SE-rider
urban road	*all periods*	bicycle	2	70	N/A	12280	4344	35,37	N/A
urban road	*all periods*	electric bicycle	2	70	N/A	5381	3500	65,04	N/A
all roads	*all periods*	**bicycle**	2	70	N/A	12280	4344	35,37	N/A
all roads	*all periods*	**electric bicycle**	2	70	N/A	5381	3500	65,04	N/A

Data collection method	Roadside observations by researchers
Observation/ Survey period	11/06/23 - 15/09/23

Trendline

Romania

Minimum Level (required)

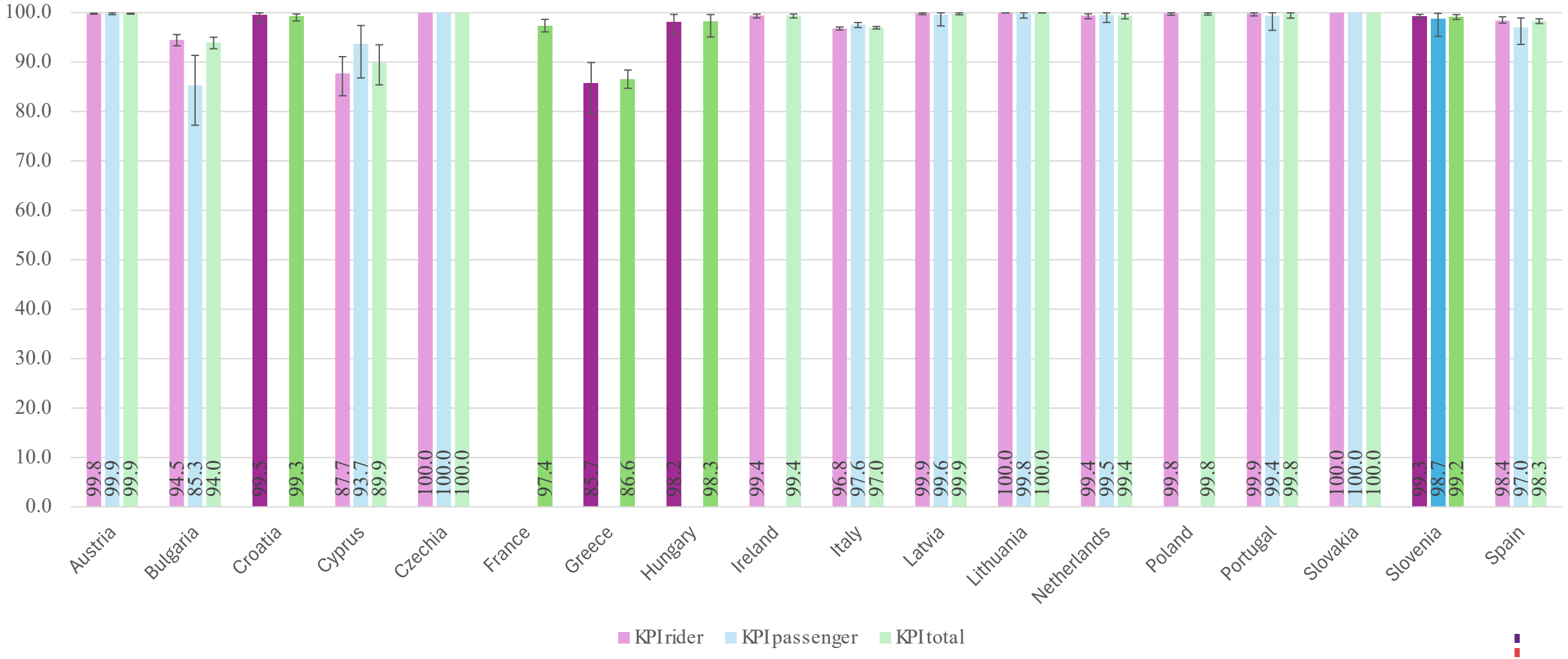
Road type	Time period	Vehicle type	Nr of locations	Traffic counts	N-rider	Nused-rider
rural road	all periods	*all cycles*	*12*	972	589	76
urban road	*all periods*	*all cycles*	*12*	1398	761	204
all roads	**weekday/daytime**	*all cycles*	*12*	2173	1238	257
all roads	**weekend/daytime**	*all cycles*	2	197	112	23
all roads	*all periods*	*all cycles*	*12*	2370	1350	280

Related laws, regulations and procedures	Cyclists are not legally required to wear helmet

Trendline

Key results – helmet use - PTWs

Helmet use among PTWs



Fewer Number of observation per road: Croatia (motorway, rural road), France (all categories), Greece (motorway, rural road), Hungary (all categories), Slovenia (motorway).

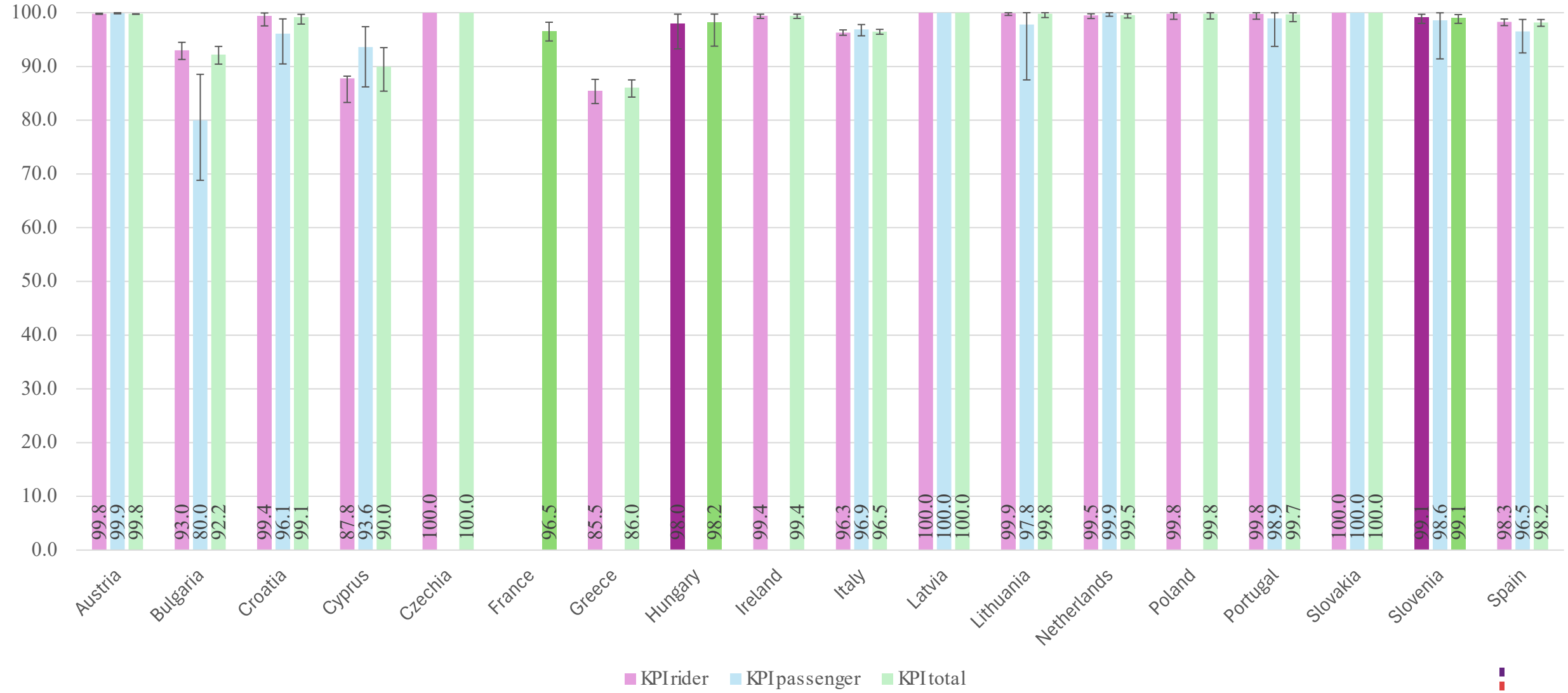
Helmet use by motorcyclists - drivers
Motorcyclists - drivers are most commonly used in the Czech Republic (100%) and Slovakia (100%).
They are least commonly used in Greece (85.7%) and Cyprus (87.7%).
Other members' data ranged from 94.5% to 99.99%.
The data shows that out of 17 members, 11 of them had a helmet used by the motorcycle driver at 99% or more.

Helmet use by motorcyclists - passengers
Motorcyclists - passengers are most commonly used in the Czech Republic (100%) and Slovakia (100%).
They are least commonly used in Bulgaria (85.3%).
Other members' data ranged from 93.7% to 99.9%.

Helmet use by motorcyclists – overall (general)
Motorcyclist helmets are most commonly used in the Czech Republic (100%) and Slovakia (100%).
They are least commonly used in Greece (86.6%) and Cyprus (89.9%).
Other members' data ranged from 93.95% to 99.99%.

Trendline

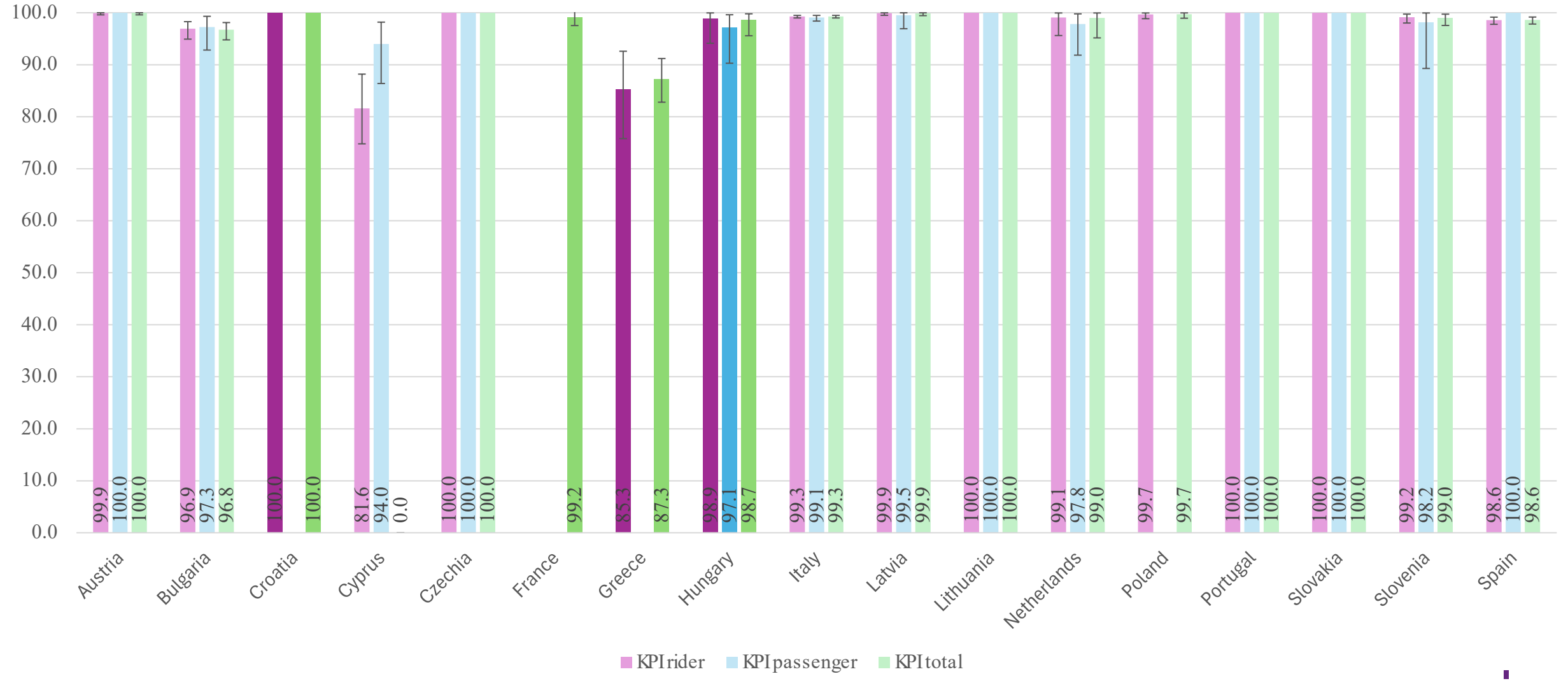
Helmet use among PTWs on urban roads



Trendline

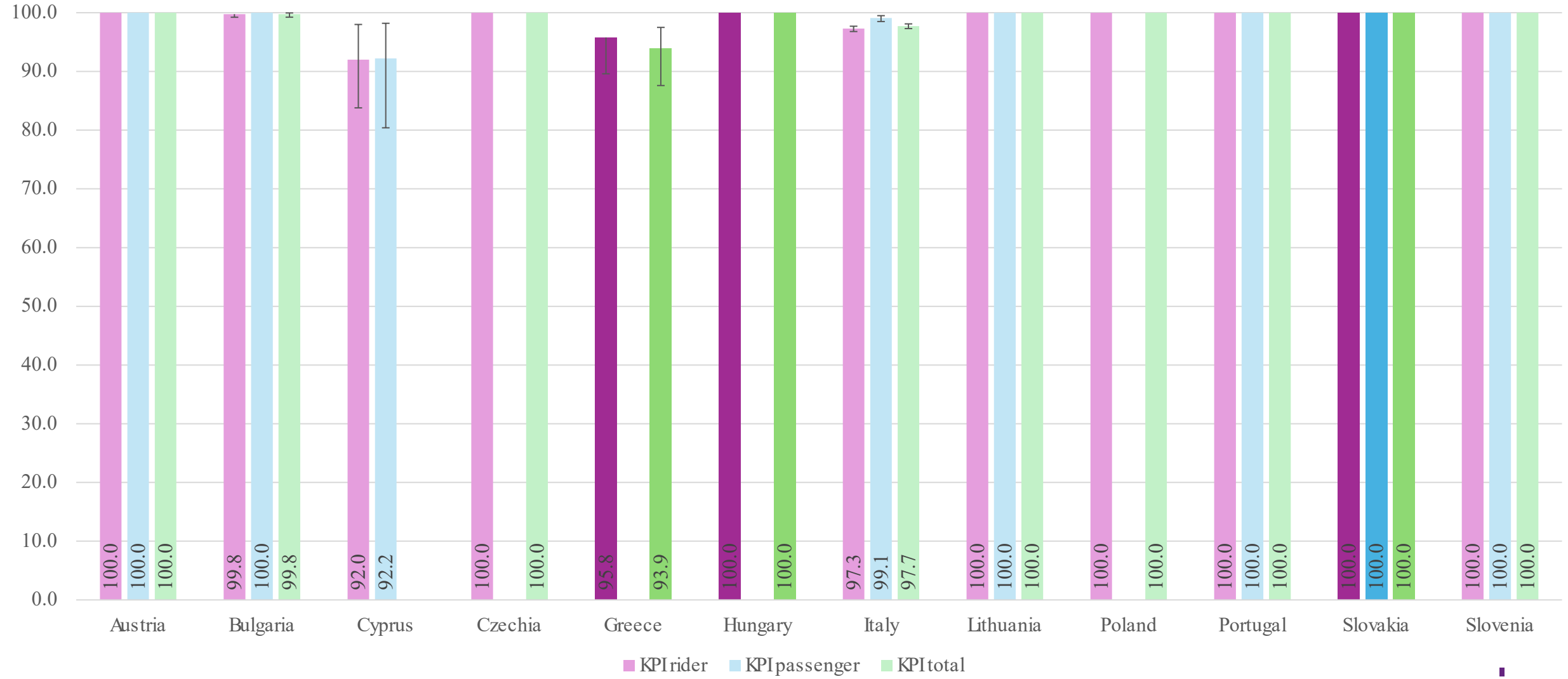
Fewer Number of observation (urban roads): France, Hungary.

Helmet use among PTWs on rural roads



Fewer Number of observation (rural road): Croatia, France, Greece , Hungary.

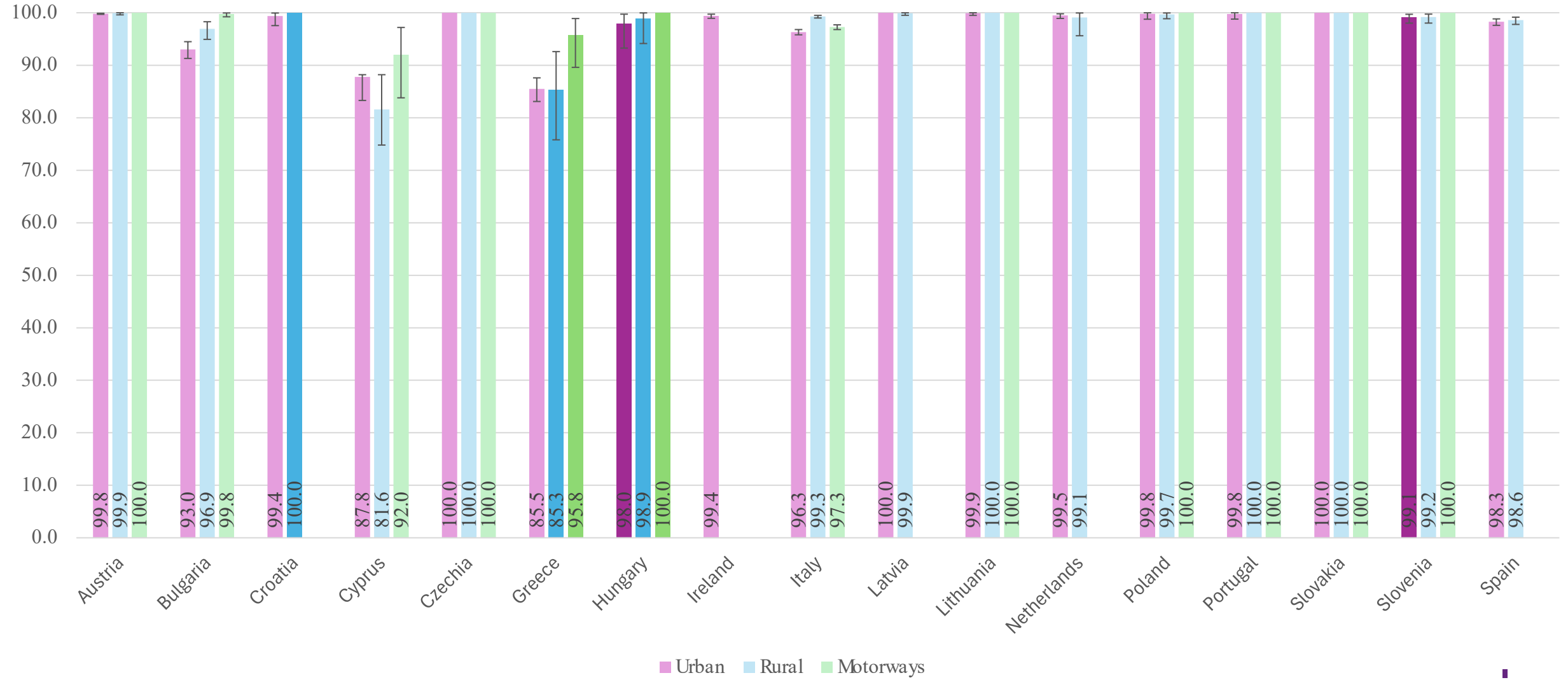
Helmet use among PTWs on motorways



Trendline

Fewer Number of observation (motorway): Greece, Hungary, Slovenia.

Helmet use among PTW riders by road type



Fewer Number of observation: Croatia (rural road), Greece (motorway, rural road), Hungary (all categories), Slovenia (motorway).

Motorcycle helmet use on motorways

Motorcycle helmets are most commonly used on motorways in the Czech Republic (100%), Lithuania (100%), Hungary (100%), Poland (100%), Portugal (100%), Austria (100%), Slovakia (100%) and Slovenia (100%). They are least commonly used in Cyprus (92.0%). The data for the other members ranged from 95.8% to 99.8%. The data shows that out of the 12 members, 8 of them had 100% motorcycle helmet use on motorways.

Motorcycle helmet use on urban roads

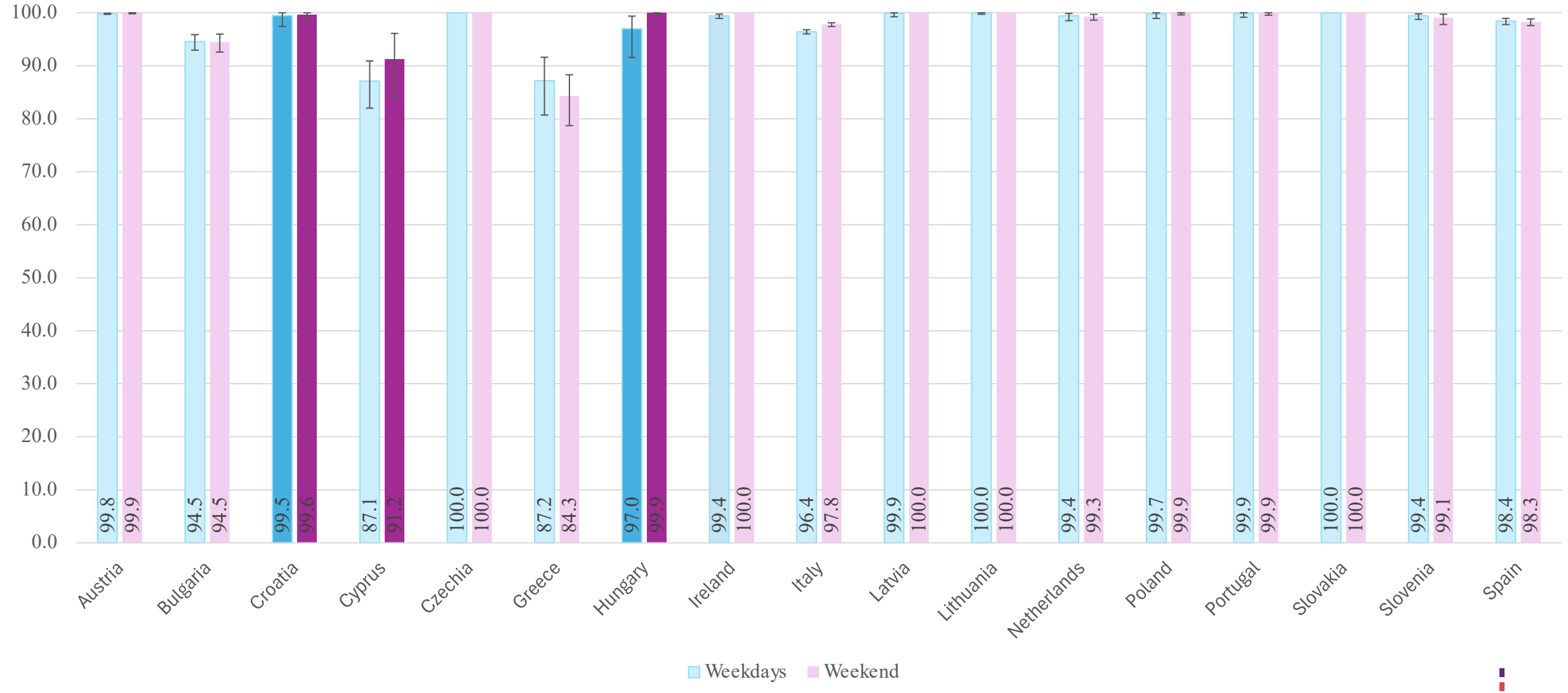
Motorcycle helmets are most commonly used on urban roads in the Czech Republic (100%), Latvia (100%) and Slovakia (100%). They are least commonly used in Greece (85.5%) and Cyprus (87.8%). The data of the other members ranged from 93.0% to 99.9%. The data shows that out of the 17 members, 11 of them had a helmet use rate of 99% or higher by a motorcyclist on urban roads (13 out of 17 had a rate of 98% or higher).

Helmet use by motorcyclists on rural roads

Motorcyclists use helmets most on rural roads in the Czech Republic (100%), Croatia (100%), Lithuania (100%), Portugal (100%) and Slovakia (100%). They are used least in Cyprus (81.6%) and Greece (85.3%). The data of the other members ranged from 96.9% to 99.9%. The data shows that out of the 16 members, in 11 of them, helmet use by motorcyclists on urban roads was 99% or more (in 13 out of 16 it was 98% or more).

Trendline

Helmet use among PTW riders by time period



Fewer observations per day of the week: Croatia, Cyprus (only weekend), Hungary.

Helmet use by motorcyclists on weekdays

- The highest use of helmets by motorcyclists on weekdays is in the Czech Republic (100%) and Slovakia (100%).
- The lowest use is in Cyprus (87.1%) and Greece (87.2%).
- The data of other members was from 94.54% to 99.95%.
- The data shows that out of 17 members, 11 of them had a helmet use rate of 99% or more on weekdays.

Helmet use by motorcyclists on weekends

- The highest use of helmets by motorcyclists on weekends is in the Czech Republic (100%), Lithuania (100%), Ireland (100%), Latvia (100%), Lithuania (100%), Slovakia (100%).
- The lowest use is in Greece (84.3%).
- The data of other members was from 91.2% to 99.9%.
- The data shows that out of 17 members, 12 of them had a helmet used by a biker on the weekend at 99% or more.

Trendline

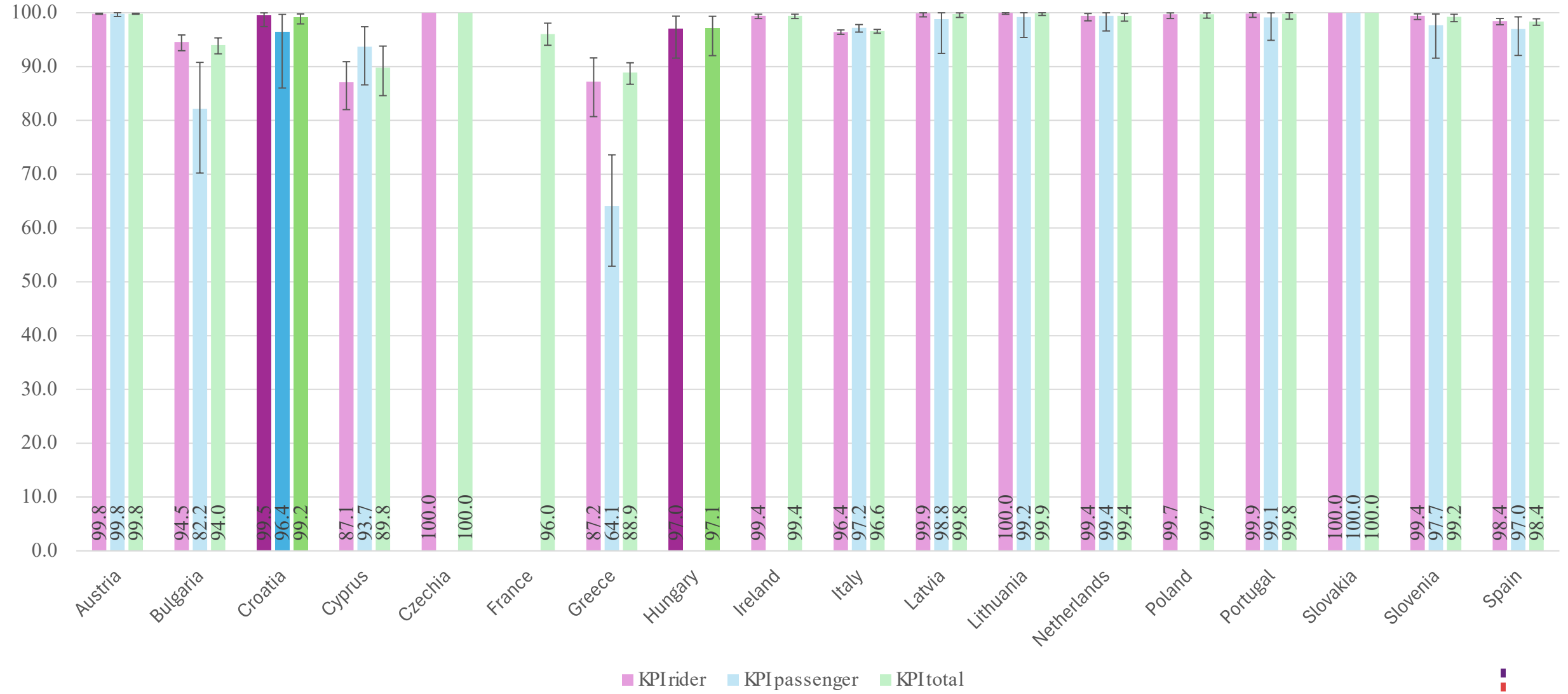
Comparability of results across countries

- Some countries (Czech Republic, Slovakia) have achieved 100% motorcycle helmet use. In a few countries, the KPI for motorcycle helmet use is slightly above 85% (Cyprus, Greece). However, data from most countries is above 90%, most around 99%.
- Motorcyclists use helmets more often than moped drivers, but the differences are in the percentage range.
- There is a lack of data for motorcycle and moped passengers, so these groups cannot be evaluated in a relevant way.
- Furthermore, the data shows that motorcyclists use helmets on motorways more than on urban and rural roads, but the difference is in the percentage range.
- On weekends, motorcyclists use helmets more often than on weekdays, but here too the difference is only in percentage.

Trendline

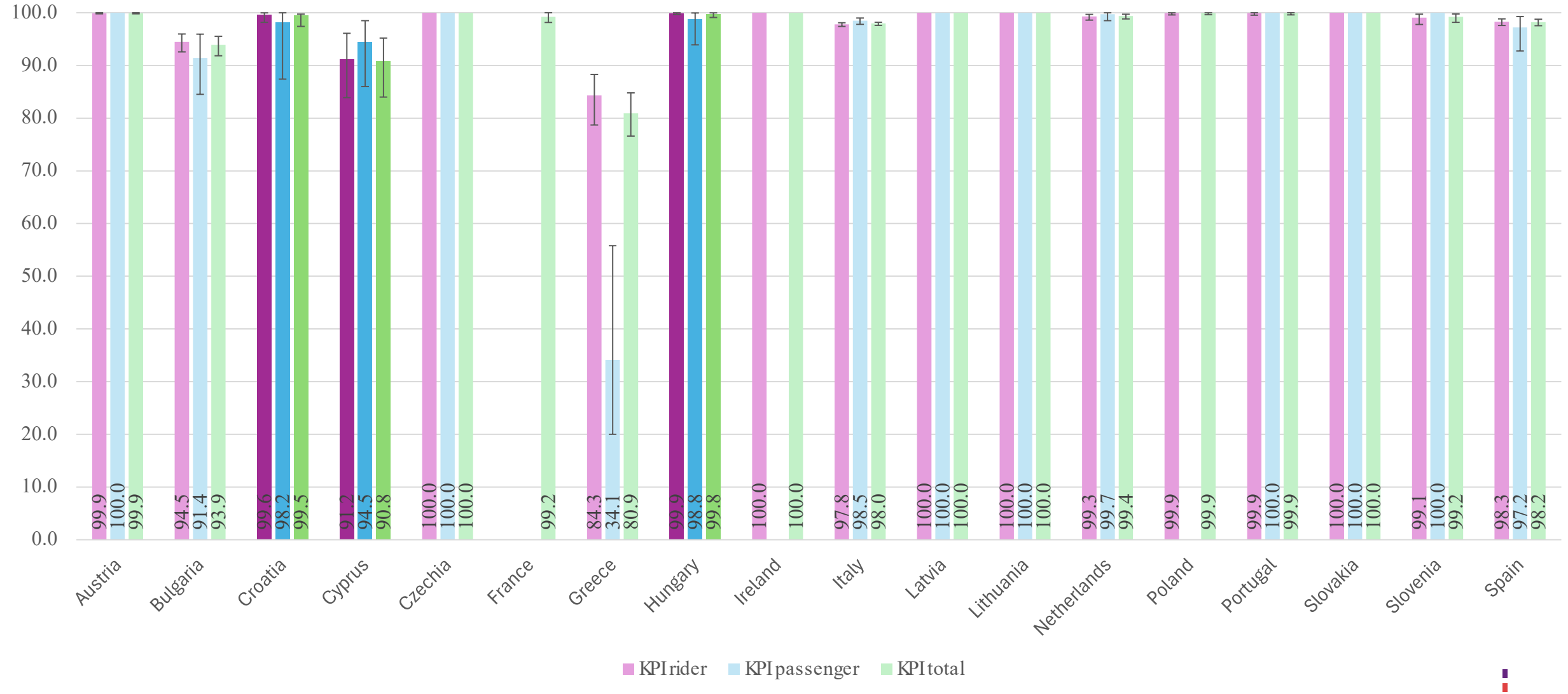
Additional results – helmet - PTWs

Helmet use among PTWs on weekdays



Fewer observations (weekdays): Croatia, Hungary.

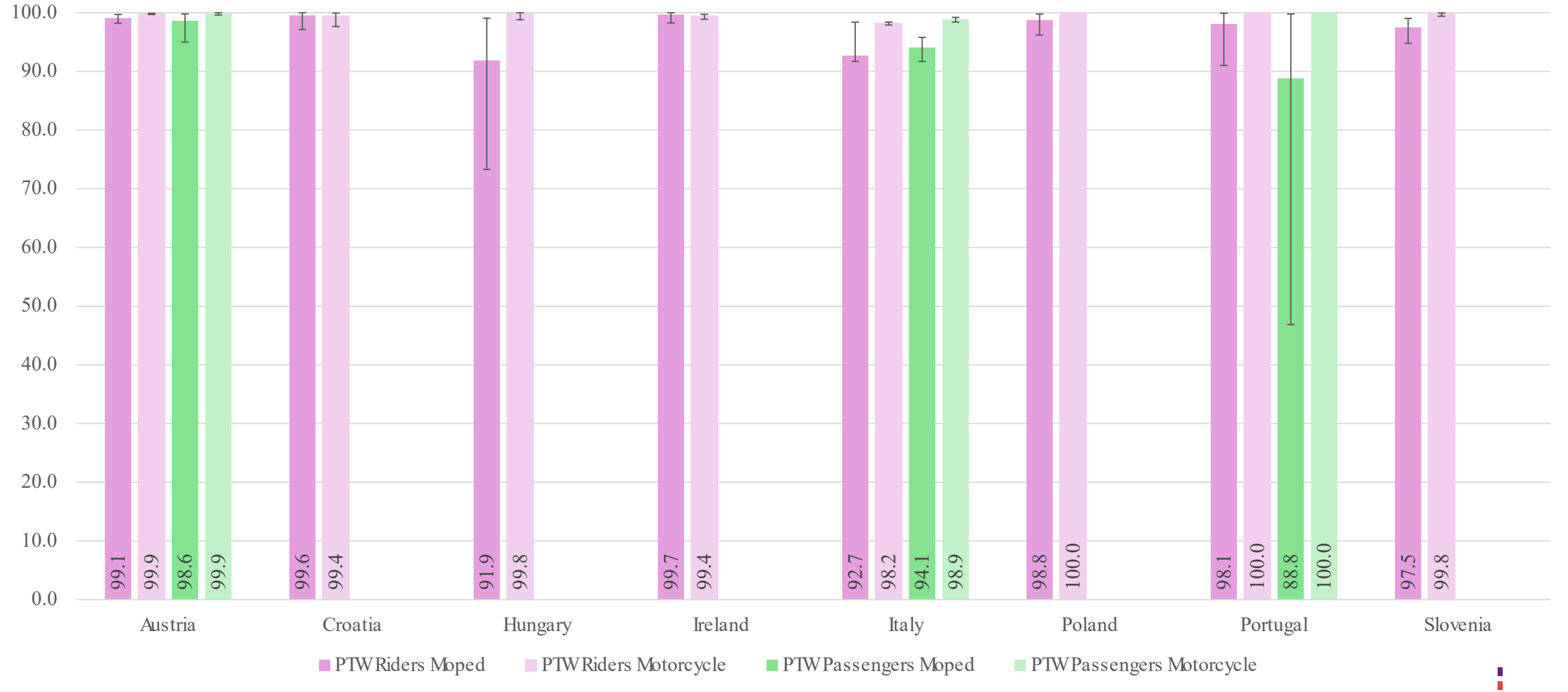
Helmet use among PTWs on weekends



Trendline

Fewer observations (weekend): Croatia, Cyprus, Hungary.

Helmet use among PTWs



Trendline

Motorcycle drivers use helmets more often than moped drivers, but the differences are within percentages.
There is not much data on motorcycle and moped passengers, so these groups cannot be evaluated.

Add data – helmet - PTWs

Data collection or evaluation is not in accordance with the methodology, so comparison with other countries was not possible

Denmark

Motorcycle Helmet usage	2021	2022	2023	2024
Helmet usage, urban, rural, motorways	-	100.0 %	-	99.7 %
Total counted	-	n = 323	-	n = 368

Moped 30 and 45: helmet required
Motorcycle: helmet required

Trendline

Germany

Road type x Time Period

					Rider			Passenger		
Road type	Time period	Vehicle type	Nr of locations	Traffic counts	N-rider	Nused-rider	KPI-rider	N-passenger	Nused-passenger	KPI-passenger
urban road	weekday/daytime	*all modes*	70	N/A	6473	6384	98,63	281	279	99,29

Road type x Vehicle type

					Rider			Passenger		
Road type	Time period	Vehicle type	Nr of locations	Traffic counts	N-rider	Nused-rider	KPI-rider	N-passenger	Nused-passenger	KPI-passenger
urban road	*all periods*	motorcycle	70	N/A	2087	2084	99,86	148	148	100
urban road	*all periods*	moped	70	N/A	2138	2114	98,88	62	61	98,39

Data collection method	Roadside observations by researchers
Sampling of locations	Simple random
Observation/ Survey period	11/06/23 - 15/09/23

Trendline

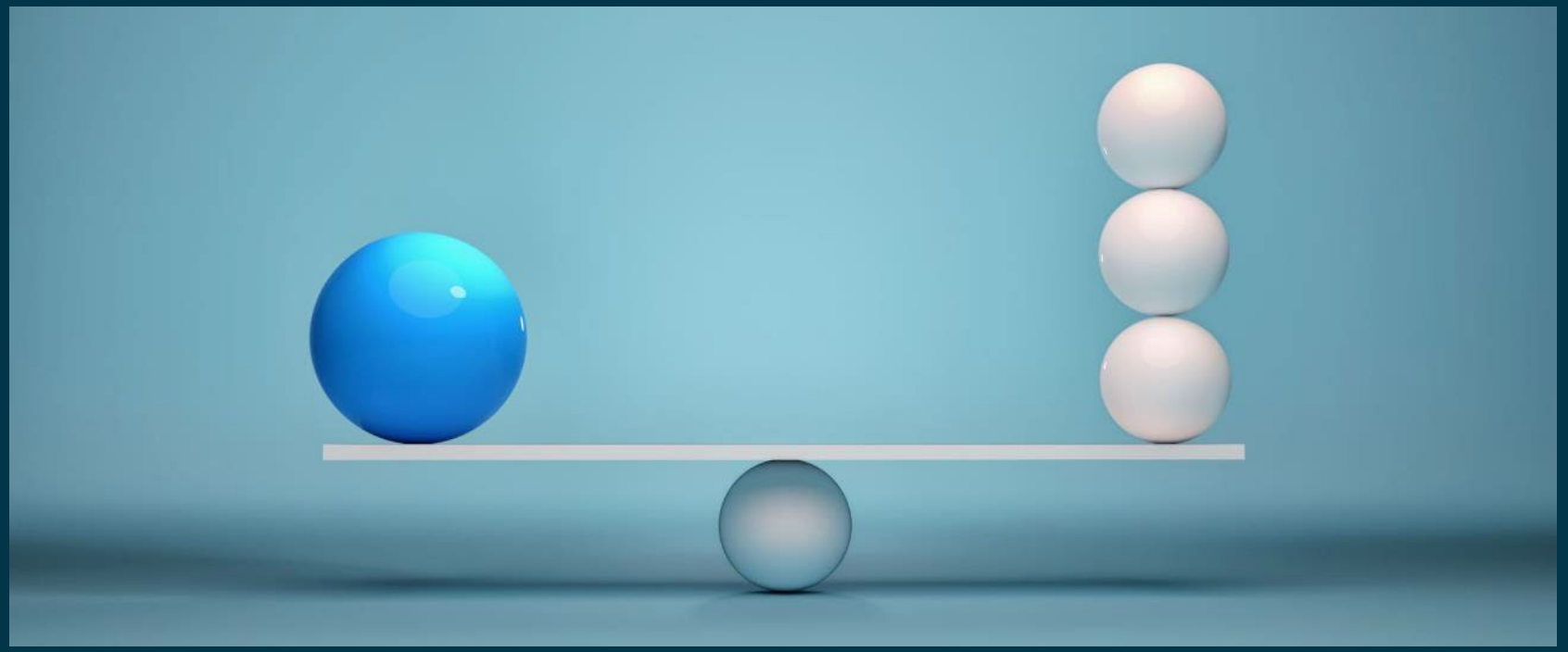
Romania

Road type	Time period	Vehicle type	Nr of locations	Traffic counts	N-rider	Nused-rider	KPI-rider
motorway	weekday/daytime	motorcycle	6	1273	762	758	99.48
motorway	weekend/daytime	motorcycle	1	152	91	90	98.90
motorway	all periods	**motorcycle**	6	1425	853	848	99.41
rural road	weekday/daytime	motorcycle	12	2352	1705	1697	99.53
rural road	weekday/daytime	moped	12	848	739	567	76.73
rural road	**weekday/daytime**	*all modes*	12	3200	2444	2264	92.64
rural road	weekend/daytime	motorcycle	1	280	203	202	99.51
rural road	weekend/daytime	moped	1	101	88	68	77.27
rural road	**weekend/daytime**	*all modes*	1	381	291	270	92.78
rural road	*all periods*	**motorcycle**	12	2632	1908	1899	99.53
rural road	*all periods*	**moped**	12	949	827	635	76.78
rural road	*all periods*	*all modes*	12	3581	2735	2534	92.65
urban road	weekday/daytime	motorcycle	12	2579	1214	1212	99.84
urban road	weekday/daytime	moped	12	1113	918	855	93.14
urban road	**weekday/daytime**	*all modes*	12	3692	2132	2067	96.95
urban road	weekend/daytime	motorcycle	1	307	145	144	99.31
urban road	weekend/daytime	moped	1	133	109	102	93.58
urban road	**weekend/daytime**	*all modes*	1	440	254	246	96.85
urban road	*all periods*	**motorcycle**	12	2886	1359	1356	99.78
urban road	*all periods*	**moped**	12	1246	1027	957	93.18
urban road	*all periods*	*all modes*	12	4132	2386	2313	96.94
all roads	**weekday/daytime**	motorcycle	30	6204	3681	3667	99.62
all roads	**weekday/daytime**	moped	30	1961	1657	1422	85.82
all roads	**weekend/daytime**	motorcycle	3	739	439	436	99.32
all roads	**weekend/daytime**	moped	3	234	197	170	86.29
all roads	*all periods*	**motorcycle**	30	6943	4120	4103	99.59
all roads	*all periods*	**moped**	30	2195	1854	1592	85.87
all roads	**weekday/daytime**	*all modes*	30	8165	5338	5089	95.34
all roads	**weekend/daytime**	*all modes*	3	973	636	606	95.28
all roads	*all periods*	*all modes*	30	9138	5974	5695	95.33

Data collection method	Observations (stationary on roadside)
Sampling of locations	Simple random

Trendline

Comparison with Baseline



Comparison - cyclists

	Helmet use among cyclists					
	Baseline		Trendline			
	KPI rider	KPI passenger	KPI rider		KPI passenger	
Austria	35.5	91.2	38.3	▲ 2.8	86.5	▼ -4.7
Belgium	23.8	66.3	30.9	▲ 7.1	61.2	▼ -5.1
Bulgaria	20.8	38.9	23.1	▲ 2.3	29.4	▼ -9.5
Czechia	50.3	-	46.2	▼ -4.1	-	-
Latvia	17.9	-	22.2	▲ 4.3	-	-
Poland [1]	20.9	75.0	24.4	▲ 3.5	78.5	▲ 3.5

[1] Baseline - no weighting

Most KPI declines are around 5%, with a maximum of 10%.

Comparison - cyclists

	Helmet use among cyclists on urban roads						
	Baseline		Trendline				
	KPI rider	KPI passenger	KPI rider			KPI passenger	
Austria [1]	32.2	92.0	33.9	▲	2	87.8	▼ -4
Belgium	23.7	67.2	27.2	▲	4	61.9	▼ -5
Bulgaria	17.0	32.6	18.3	▲	1	25.7	▼ -7
Czechia	39.1	-	35.3	▼	-4	-	-
Ireland [2]	41.7	45.0	57.5	▲	16	-	-
Italy [2]	23.5	-	28.7	▲	5	70.3	-
Latvia	13.6	-	18.8	▲	5	-	-
Poland [2]	16.6	-	24.2	▲	8	76.5	-
Portugal	47.7	-	38.2	▼	-10	51.0	-
Spain	33.0	-	31.8	▼	-1	-	-
Sweden	47.2	-	48.2	▲	1	-	-

[1] Baseline - only weekdays

[2] Baseline - no weighting

Trendline

Comparison - cyclists

	Helmet use among cyclists on rural roads						
	Baseline		Trendline				
	KPI rider	KPI passenger	KPI rider			KPI passenger	
Austria [1]	44.8	90.4	49.7	▲	5	84.5	▼ -6
Belgium	24.2	-	51.5	▲	27	53.9	-
Bulgaria	32.9	-	31.2	▼	-2	59.2	-
Czechia	61.7	-	64.9	▲	3	-	-
Italy [2]	65.9	-	66.9	▲	1	-	-
Latvia	35.1	-	29.8	▼	-5	-	-
Poland [2]	26.1	-	25.7	▼	-0.4	92.6	-
Spain	89.8	-	82.0	▼	-8	-	-

[1] Baseline - only weekends

[2] Baseline - no weighting

When KPI changes of up to 1%, the values are stable over time and therefore unchanged.

Comparison - PTWs

Helmet use among PTWs							
	Baseline		Trendline				
	KPI rider	KPI passenger	KPI rider			KPI passenger	
Austria	99.9	100.0	99.8	▼	-0.1	99.9	▼ -0.1
Bulgaria	96.0	92.8	94.5	▼	-1	85.3	▼ -8
Cyprus [3]	87.4	87.8	87.7	▲	0.3	93.7	▲ 6
Czechia [1]	99.5	100.0	100.0	▲	1	100.0	----------
Greece [1]	80.3	65.5	85.7	▲	5	89.9	▲ 24
Italy [2]	96.2	96.5	96.8	▲	1	97.1	▲ 1
Latvia	100.0	99.5	99.9	▼	-0.1	99.6	▲ 0.1
Poland [2]	99.5	100.0	99.8	▲	0.3	-	-
Portugal [1]	99.8	99.5	99.9	▲	0.1	99.4	▼ -0.1
Spain	99.4	96.2	98.4	▼	-1	99.2	▲ 3

[1] Baseline - minimum sample size not achieved for motorways

[2] Baseline - no weighting

[3] Baseline - minimum total sample size not achieved for riders and passengers of PTWs

When KPI changes of up to 1%, the values are stable over time and therefore unchanged.

Trendline

Comparison - PTWs

Helmet use among PTWs on urban roads							
	Baseline		Trendline				
	KPI rider	KPI passenger	KPI rider			KPI passenger	
Austria	99.7	99.8	99.8	▲	0.1	99.9	▲ 0.1
Bulgaria	94.7	91.4	93.0	▼	-2	80.0	▼ -11
Cyprus [2]	85.5	81.2	87.8	▲	2	93.6	▲ 12
Czechia	99.2	100.0	100.0	▲	1	-	-
Greece	75.5	60.5	85.5	▲	10	87.6	▲ 27
Ireland [1]	98.8	-	99.4	▲	1	-	-
Italy [1]	92.6	91.8	96.3	▲	4	96.8	▲ 5
Latvia	100.0	98.9	100.0	----------		100.0	▲ 1
Poland [1]	99.1	100.0	99.8	▲	1	-	-
Portugal	99.4	98.6	99.8	▲	0.4	98.9	▲ 0.3
Spain	99.3	97.1	98.3	▼	-1	98.8	▲ 2

[1] Baseline - no weighting

[2] Baseline - minimum sample size not achieved for PTWs

When KPI changes of up to 1%, the values are stable over time and therefore unchanged.

Trendline

Comparison - PTWs

Helmet use among PTWs on rural roads							
	Baseline		Trendline				
	KPI rider	KPI passenger	KPI rider			KPI passenger	
Austria	100.0	100.0	99.9	▼	-0.1	100.0	----------
Bulgaria	99.7	98.6	96.9	▼	-3	97.3	▼ -1
Cyprus [2]	89.3	-	81.6	▼	-8	94.0	-
Czechia	99.6	100.0	100.0	▲	0.4	100.0	----------
Greece	83.7	68.7	85.3	▲	2	-	-
Italy [1]	98.9	98.8	99.3	▲	0.4	99.1	▲ 0.3
Latvia	100.0	100.0	99.9	▼	-0.1	99.5	▼ -0.5
Poland [1]	99.5	100.0	99.7	▲	0.2	-	-
Portugal	100.0	100.0	100.0	----------		100.0	----------
Spain	100.0	94.2	98.6	▼	-1	100.0	▲ 6

[1] Baseline - no weighting

[2] Baseline - minimum sample size not achieved for PTWs

When KPI changes of up to 1%, the values are stable over time and therefore unchanged.

Trendline

Comparison - PTWs

Helmet use among PTWs on motorways						
	Baseline		Trendline			
	KPI rider	KPI passenger	KPI rider		KPI passenger	
Austria	100.0	100.0	100.0	----------	100.0	----------
Bulgaria	99.9	97.9	99.8	▼ -0.1	100.0	▲ 2
Cyprus [1]	95.7	-	92.0	▼ -4	92.2	-
Czechia [1]	100.0	100.0	100.0	----------	-	-
Greece [1]	94.9	-	95.8	▲ 1	67.7	-
Italy [2]	98.3	98.7	97.3	▼ -1	99.1	▲ 0
Poland [2]	99.9	100.0	100.0	▲ 0.1	-	-
Portugal [1]	100.0	100.0	100.0	----------	100.0	----------

[1] Baseline - minimum sample requirements are not achieved

[2] Baseline - no weighting

When KPI changes of up to 1%, the values are stable over time and therefore unchanged.

Trendline

Recommendations

Recommendations on future scope

- For Cyclists:
  - For a more accurate comparison, it is necessary to follow methodological guidelines, especially for cyclists, where some states have different legal requirements for wearing helmets based on age and submit this data.
  - Comparison of data for cyclist-passengers is not possible due to the small sample.
  - For a more accurate comparison, it is necessary to follow methodological guidelines, especially for cyclists, where some states have different legal requirements for wearing helmets based on age and submit this data.

- For PTWs:
  - The sample size of helmet use by motorcycle and moped drivers is different, the data are not comparable.
  - Also, the number of passengers is lower than for drivers, which may cause their interpretation to be inaccurate.

Trendline

Recommendations on methodology

- For cyclists:
  - Revision of the methodology, division into other types of users, namely micromobility and leisure activities - see conclusions from the experimental KPI - PMD Helmet
  - We recommend monitoring only for cyclist-drivers.
- For PTW:
  - The number of passengers is approximately 10 times lower than that of drivers, so it is necessary to take this information into account when presenting the results.
  - As a rule, they do not even reach 500 people in individual countries, consider monitoring and evaluating them with regard to effectiveness

Trendline

Recommendations on policy integration

- Policy measures:
  - Set targets based on the KPI results - low helmet use rates among cyclists, in some countries the values are only around 50% for children, even less for adults (this is due to the legal obligation for children to wear helmets in many countries).
  - Extra focus on risk situations and groups based on the KPI results - lower helmet use rates for motorcyclists and cyclists on urban roads.

Annex 1 Meta-data -Cyclists

	Data collection method	Sampling of locations	Survey Period	Sampling Unit	Collected Categories
Austria	Roadside observations	Stratified random	06/2023 - 8/2023	Rider; Passenger; Total	KPI by road type, time period, vehicle type, age, gender
Belgium	Roadside observations	Non-proportional stratified sample	13/05/2024- 30/06/2024	Rider; Passenger; Total	KPI by road type, time period, vehicle type, age (0-12; 13+), gender
Bulgaria	Roadside observations	Simple random	27/04/2024 - 30/06/2024, 01/09/2024 - 26/11/2024	Rider; Passenger; Total	KPI by road type and time period
Croatia	Roadside observations	Stratified random	01/03/2023 - 01/12/2024	Rider; Total	KPI by road type, time period
Czechia	Roadside observations	Stratified random	13/08/23 - 27/08/23	Rider; Total	KPI by road type, time period, vehicle type, age, gender
Finland	Roadside observations	Stratified random	16/05/2024 - 12/08/2024	Rider	KPI by road type and time period
France	Roadside observations	The 44 observation points are high-flow locations, selected to allow the monitoring of road user behaviors in urban areas.	01/03/2023 - 31/05/2023, 01/09/2023 - 30/11/2023	Total	Only total data on urban roads, time period
Hungary	Roadside observations	Simple random	09/2024 - 10/2024	Rider; Total	KPI by road type and time period
Ireland	Video analysis	Stratified random	13/05/24 - 20/06/24	Rider	KPI on urban roads, time period, vehicle type, age, gender
Italy	Roadside observations	No information.	20/05/2024 - 21/10/2024	Rider; Passenger; Total	KPI by road type and time period
Latvia	Roadside observations	Simple random	06/09/2023 - 02/10/2023	Rider; Total	KPI by road type, time period, age, gender
Lithuania	Roadside observations	Stratified random	01/06/2023 - 04/10/2023	Rider; Total	KPI by road type and time period
Netherlands	Roadside observations	Stratified random	21-05-2024 - 23-06-2024	Rider; Total	KPI by road type, time period, vehicle type, age, gender
Poland	Roadside observations	Stratified random	10/04 - 19/06/2024	Rider; Passenger; Total	KPI by road type, time period, age, gender
Portugal	Roadside observations	Stratified random	12/10/2024 - 06/12/2024	Rider; Passenger; Total	KPI on urban roads, time period, vehicle type, age, gender
Slovakia	Roadside observations	Simple random	07/04/2024 - 27/10/2024	Rider	KPI by road type, time period, age
Slovenia	Roadside observations	Stratified random	2. April - 29. June	Rider; Total	KPI by road type, time period, vehicle type, age, gender
Spain	Roadside observations	Stratified random	01/10/2023-23/10/2023	Rider	KPI by road type, time period, vehicle type, gender
Sweden	Roadside observations	Stratified random	22/08/2023 - 30/09/2023	Rider	KPI on urban roads, vehicle type, age, gender

Passenger data only from these countries: Austria, Belgium, Bulgaria, Italy, Poland, Portugal.
Data from urban roads only: France, Ireland, Portugal, Sweden.
Data by vehicle type: Austria, Belgium, Czechia, Ireland, Netherlands, Portugal, Slovenia, Spain and Sweden.

Only Total data: France
Collected age categories in Belgium: 0-12; 13+.

Trendline

Annex 1 Meta-data - PTWs

	Data collection method	Sampling of locations	Survey Period	Sampling Unit	Collected Categories
Austria	Roadside observations	Stratified random	8/2023 - 9/2023	Rider and Passenger	KPI by road type, time period, vehicle type
Bulgaria	Roadside observations	Simple random	27/04/2024 - 30/06/2024, 01/09/2024 - 26/11/2024	Rider and Passenger	KPI by road type, time period
Croatia	Roadside observations	Stratified random	01/03/2023 - 01/12/2024	Rider and Passenger	KPI on urban road, rural road by time period, vehicle type
Cyprus	Roadside observations	Stratified random	05/06/2025 - 29/06/2025	Vehicle	KPI by road type, time period
Czechia	Roadside observations	Stratified random	04/09/2023 - 29/10/2023	Rider and Passenger	KPI by road type, time period
France	Roadside observations	The observation points are predetermined high-flow locations, selected to allow the monitoring of road user behaviors in urban areas	01/03/2023 - 31/05/2023, 01/09/2023 - 30/11/2023	Rider and Passenger	rural and urban areas
Greece	Roadside observations	Simple random	28/3/25 - 09/04/25	Rider and Passenger	KPI by road type, time period
Hungary	Roadside observations (rural, urban), Observation from moving vehicle (motorway)	Simple random	09/2024 - 10/2024	Rider and Passenger	KPI by road type, time period, vehicle type
Ireland	Video analysis	Stratified random	13/05/2024 - 20/06/2024	Rider	KPI on urban road by time period, vehicle type
Italy	Roadside observations	No infromation	20/05/2024 - 21/10/2024	Rider and Passenger	KPI on urban road by time period, vehicle type
Latvia	Roadside observations	Simple random	06/09/2023 - 02/10/2023	Rider and Passenger	KPI on urban road, rural road by time period
Lithuania	Roadside observations	Stratified random	23/05/2023 - 07/10/2023	Vehicle	KPI by road type, time period, vehicle type
Netherlands	Roadside observations	Stratified random	03/09/2024 - 28/09/2024	Rider and Passenger	KPI on urban road, rural road by time period
Poland	Roadside observations	Stratified random	10/04/2024 - 19/06/2024	Rider and Passenger	KPI by road type, time period, vehicle type
Portugal	Roadside observations	Stratified random	12/10/2024 - 30/11/2024	Vehicle	KPI by road type, time period, vehicle type
Slovakia	Roadside observations	Simple random	07/04/2024 - 27/10/2024	Vehicle	KPI by road type, time period
Slovenia	Roadside observations	Stratified random	02/04/2024 - 29/06/2024	Rider and Passenger	KPI by road type, time period, vehicle type
Spain	Roadside observations	Stratified random	01/10/2023-31/10/2023	Rider and Passenger	KPI by road type, time period, vehicle type

Trendline

Not collecting Motorway data: Croatia, France, Ireland, Italy, Netherlands.

Not collecting Rural road data: Ireland.

Annex 2 Observation sessions and locations cyclists

	Number of location		Number of session			
	Rural	Urban	Rural	Urban	Weekday	Weekend
Austria	33	33	47	57	57	47
Belgium	16	44	31	84	56	59
Bulagaria	44	38	152	176	164	164
Croatia	13	19	22	24	25	21
Czechia	10	10	20	20	20	20
Finland	14	15	18	28	32	14
France		22		22		
Hungary	10	10	10	10	20	20
Ireland		149		164	149	15
Italy	10	18	21	77	64	34
Latvia	26	47	29	51	60	20
Lithuania	23	47	23	51	64	10
Netherlands	2	11	24	132	52	104
Poland	28	18	33	21	34	20
Portugal		45		63	40	23
Slovakia	18	29	41	59	51	49
Slovenia	15	23	15	23	25	13
Spain	25	64	100	234	165	169
Sweden		760		797		

Data from urban roads only: France, Ireland, Portugal, Sweden.
Fewer Number of location (rural): Netherlands.

Annex 2 Observation sessions and locations PTWs

	Number of location			Number of session				
	Motorway	Rural	Urban	Motorway	Rural	Urban	Weekday	Weekend
Austria	25	48	74	35	70	146	198	53
Bulgaria	18	44	38	72	152	176	200	200
Croatia	10	13	19	16	22	24	34	28
Cyprus	8	14	13	8	20	26	28	26
Czechia	10	10	10	20	20	20	23	25
France	21	50	44	21	50	44	73	42
Greece	9	9	13	9	9	13	18	13
Hungary	10	11	13	20	22	26	34	34
Ireland			141			155	141	14
Italy	18	17	17	63	60	79	126	76
Latvia	0	26	43	0	28	47	55	20
Lithuania	46	48	47	53	48	53	124	29
Netherlands		4	9		11	27	13	25
Poland	23	28	18	26	33	21	50	30
Portugal	14	24	36	24	32	47	64	39
Slovakia	24	21	28	33	74	62	92	77
Slovenia	16	20	25	16	20	25	38	23
Spain		25	65		100	260	259	264

Fewer Number of location: Cyprus (motorway), Netherlands (rural and urban road).
Fewer Number of session (motorway): Cyprus.

Trendline

Annex 3 Sample Data on KPI helmet cyclists

	Number of observations		Number of observations riders and passengers		Number of observations riders				Number of observations passengers			
	Rider	Passengers	Rural	Urban	Rural	Urban	Weekday	Weekend	Rural	Urban	Weekday	Weekend
Austria	26414	441	13802	13053	7091	4633	4633	7091	259	182	182	259
Belgium	6611	263	1341	5533	1305	5306	3479	3132	36	227	108	155
Bulgaria	6103	55	1067	5091	1059	5044	2703	3400	8	47	20	35
Croatia	845	8	57	796	57	788	589	256		8	6	2
Czechia	3595		1904	1691	1229	1691	1746	1849				
Finland	2670				280	2390	2090	580				
Hungary	12238		4421	7817	4421	7817	5743	6495				
Ireland	15170			15170		15170	14117	1053				
Italy	4129	43	634	3538	631	3498	2265	1864	3	40	30	13
Latvia	3317	17	910	2424	908	2409	2647	670	2	15	17	
Lithuania	2030				281	1749	1786	244				
Netherlands	9633		1355	8278	1355	8278	4764	4869				
Poland	4196	61	1740	2517	1713	2483	2059	2137	27	34	9	52
Portugal	2069	12		2081		2069	1456	613	3	12	7	5
Slovakia	4876				1100	3776	1443	3433				
Slovenia	2066		408	1658	408	1658	1136	930				
Spain	1705				529	1176	853	852				
Sweden						100709						

Fewer number of observed passengers compared to the methodology (rural and urban roads; weekday and weekend): Bulgaria, Croatia, Italy (on rural roads and at the weekend), Poland, Portugal.
Fewer Number of observations riders compared to the methodology: Croatia (rural road) and Lithuania (weekend).
Due to the small sample size, Croatia did not evaluate passenger data.
Due to the small sample size, Bulgaria, Italy, Latvia and Portugal did not evaluate passenger data on rural roads.
Due to the small sample size, Poland did not evaluate passenger data on weekday.
Due to the small sample size, Portugal did not evaluate passenger data on time period.

Trendline

Annex 3 Sample Data on KPI helmet - PTWs

	Number of observations		Number of observations riders and passengers			Number of observations riders					Number of observations passengers				
	Rider	Passengers	Motorway	Rural	Urban	Motorway	Rural	Urban	Weekday	Weekend	Motorway	Rural	Urban	Weekday	Weekend
Austria	15895	1574	978	8059	8432	922	7133	7840	9797	6098	56	926	592	755	819
Bulgaria	5346	524	880	1983	3007	824	1779	2743	2173	3173	56	204	264	180	344
Croatia	656	74	9	124	597	8	111	537	349	307	1	13	60	37	37
Cyprus	692	358			727	69	144	479	487	205	46	64	248	254	104
Czechia	2159	230	615	1077	692	533	976	650	922	1237	82	106	42	75	150
France			63	120	427										
Greece	2906	332	478	260	2594	314	229	2363	2105	801	30	11	21	188	144
Hungary	562	61	59	283	281	56	248	258	231	331	3	35	23	8	53
Ireland	1963				1963			1963	1819	144					
Italy	15567	3719	6169	5742	7375	4699	4634	6234	9045	6522	1470	1108	1141	1989	1730
Latvia	2271	298	0	1484	1085	0	1267	1004	1380	891	0	217	81	124	174
Lithuania	2298	183	545	754	1182	501	688	1109	1698	600	44	66	73	127	56
Netherlands	3966	614		912	3668		785	3181	1928	2038		127	487	176	438
Poland	3879	322	1308	1811	1082	1180	1673	1026	1830	2049	128	138	56	100	22
Portugal	2547	281	763	756	1309	686	673	1188	1751	796	77	83	121	158	123
Slovakia	2377	279	565	1240	851	520	1092	765	1015	1362	45	148	86	55	224
Slovenia	1787	279	448	836	782	377	719	691	1030	757	71	117	91	124	155
Spain	8142	403		1494	4467		1453	4174	4238	3904		41	293	200	203

Fewer Number of observation per road: Croatia (motorway, rural road), France (all categories), Greece (motorway, rural road), Hungary (all categories), Slovenia (motorway).
Fewer observations per day of the week: Croatia, Cyprus (only weekend), Hungary.
With fewer than 30 observations, data were not included in the comparison.
Due to the small total sample size, Croatia did not evaluate data on motorways.
Due to the small sample size, Croatia did not evaluate riders data on motorways.
Due to the small sample size, passenger data were not evaluated: Croatia (motorways and rural roads), Greece (urban roads) and Hungary (motorways, urban roads and weekdays).

Trendline

Annex 3 Next information – helmet cyclists

- No information on related laws, regulations and procedures: Finland, Hungary, Italy, Netherlands, Portugal, Spain.
- Passenger data only from these countries: Austria, Belgium, Bulgaria, Italy, Poland, Portugal.
- Data from urban roads only: France, Ireland, Portugal, Sweden.
- Data by vehicle type: Austria, Belgium, Czechia, Ireland, Netherlands, Portugal, Slovenia, Spain and Sweden.
- Only Total data: France
- Fewer Number of location (rural): Netherlands.
- Fewer Number of observations riders compared to the methodology: Croatia (rural road) and Lithuania (weekend).
- Fewer number of observed passengers compared to the methodology (rural and urban roads; weekday and weekend): Bulgaria, Croatia, Italy (on rural roads and at the weekend), Poland, Portugal.
- Due to the small sample size, Croatia did not evaluate passenger data.
- Due to the small sample size, Bulgaria, Italy, Latvia and Portugal did not evaluate passenger data on rural roads.
- Due to the small sample size, Poland did not evaluate passenger data on weekday.
- Due to the small sample size, Portugal did not evaluate passenger data on time period.
- Country without a grant: Denmark, France and Sweden.
- Data collection or evaluation is not in accordance with the methodology, so comparison with other countries was not possible: Denmark, Germany, Romania
- Collected age categories in Belgium: 0-12; 13+.

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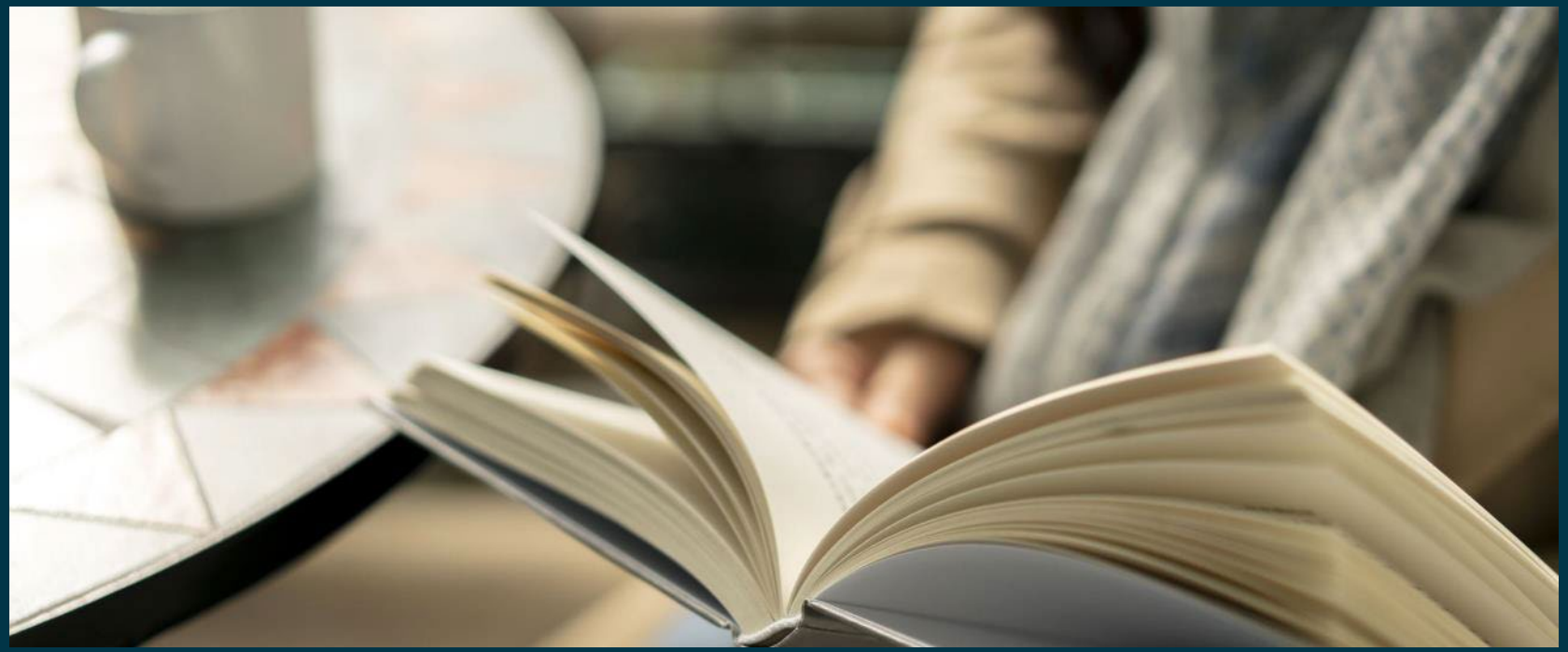
Annex 3 Next information – helmet - PTWs

- No information on national legislation: Italy, Netherlands, Spain.
- Not collecting Motorway data: Croatia, France, Ireland, Italy, Netherlands.
- Not collecting Rural road data: Ireland.
- Fewer Number of location: Cyprus (motorway), Netherlands (rural and urban road).
- Fewer Number of session (motorway): Cyprus.
- Fewer Number of observation per road: Croatia (motorway, rural road), France (all categories), Greece (motorway, rural road), Hungary (all categories), Slovenia (motorway).
- Fewer observations per day of the week: Croatia, Cyprus (only weekend), Hungary.
- The Netherlands only collected light and heavy mopeds.
- Due to the small total sample size, Croatia did not evaluate data on motorways.
- Due to the small sample size, Croatia did not evaluate riders data on motorways.
- Due to the small sample size, passenger data were not evaluated: Croatia (motorways and rural roads), Greece (urban roads) and Hungary (motorways, urban roads and weekdays).
- Country without a grant: Denmark, France, Greece, Sweden.
- Data collection or evaluation is not in accordance with the methodology, so comparison with other countries was not possible: Denmark, Germany, Romania

Trend line

References and further reading



Key documents and links

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- Helmets - A road safety manual for decision-makers and practitioners, WHO, 2006 (p 35) – https://www.who.int/violence_injury_prevention/publications/road_traffic/helmet_manual.pdf
- Trendline Dashboard (+ link) https://trendlineproject.eu/

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