Module 1

1. What percentage of all fatal injuries do those to unprotected road users account for in the EC23?

Around 45% (Pedestrians 20%, Two-wheeled motor vehicles 18% and pedal cyclists 6%)

2. What is the safe systems approach to road safety?

The 'Safe Systems' approach aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body. Road users, vehicles and the road network/environment are addressed in an integrated manner, through a wide range of interventions, with greater attention to speed management and vehicle and road design than in traditional approaches to road safety.

Module 2 (Pedestrians)

3. What type of data should we collect and analyse to plan which measures to take?

Crash data with pedestrian involvement (by age) other types might include number of controlled crossings, street lighting quality etc.

4. List 3 interventions or activities that might be included in a programme of measures.

Here are some examples:

• Child pedestrian training,

• Good pedestrian facilities as part of road designs – footways, crossings etc.,

• Effective speed reduction or control measures in urban areas,

• Good quality street lighting,

• Monitoring and Evaluation.

Module 3a (Cyclists)

5. What type of data should we collect and analyse to plan which measures to take?

Crash data with cyclist involvement (by age) other types might include length of good quality cycle routes (Km) or number of cyclists wearing high visibility clothing, using lights or wearing helmets etc.

6. List 3 interventions or activities that might be included in a programme of measures.

Here are some examples:

• Child cycle training,

• Good cycle facilities – lanes, tracks, routes, crossings, junction treatments,

• Encouragement of high visibility clothing,

• Encouragement of use of lights,

• Encouragement of helmet use,

• Publicity campaigns,

• Monitoring and Evaluation,

Module 3b (Motorised Two-Wheelers)

7. What type of data should we collect and analyse to plan which measures to take?

Crash data with motorised two-wheelers involvement (by age and moped / motorbike, motorbike engine size) other types might include number using daytime running lights or wearing helmets etc.

8. List 3 interventions or activities that might be included in a programme of measures.

Here are some examples:

• Training and testing standards,

• Helmet legislation / enforcement,

• Daylight running lights,

• Protective clothing,

• Publicity campaigns,

• Monitoring and Evaluation.

Module 4 (Monitoring and Evaluation)

9. Why are monitoring and evaluation of programmes so important?

• To determine whether it works or not

• To help refine the programme

• To provide evidence for continued support