





BP2: Highway Features and Policy

Reference: BP2 022	Title of Project:	PROMISING Project
Version: 1	Website:	http://ec.europa.eu/transport/road_safety/projects/doc/promising.pdf
Brief Description of Project:	<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2; padding-left: 10px;"> <p>The PROMISING project, funded by the EU, was completed in 2001.</p> <p>The project aimed to develop measures that reduce the risk of injury to vulnerable and young road users in a non-restrictive way. The focus was on projects where safety and mobility could both be improved and where the improvement of safety should not lead to reduced mobility.</p> <p>PROMISING focused on four groups of vulnerable road users:</p> <ol style="list-style-type: none"> 1. Pedestrians, 2. Cyclists, 3. Powered two-wheelers (PTWs) and 4. Young car drivers. <p>The project was co-ordinated by the Netherlands Institute for Road Safety Research (SWOV) and included partners from 9 other European states.</p> <div style="text-align: right;">  </div> <p>Project Deliverable 3 (D3) examines safety measures for PTWs which do not compromise mobility.</p> <p>Section 2 of D3 looks at the definitions of different classes of PTW, motivation for use and the social context of riding.</p> </div> </div>	

	<p>Section 3 of D3 examines the legislative background and an assessment of the collision/casualty problems for this group.</p> <p>Section 4 analyses the collision data to assess the problems faced by PTW users.</p> <p>Section 5 looks at safety factors including the rider, the vehicle and the infrastructure.</p> <p>Section 6 reviews collision data research to identify common causation factors and injury types.</p> <p>Section 7 of D3 assesses the likely effects of a range of collision/casualty counter-measures. This provides useful information for road safety practitioners and decision makers.</p> <p>Section 9 of D3 provides a set of recommendations covering legislation, protective clothing, rider and driver training, infrastructure and vehicle improvements. There is also a strong emphasis on countries compiling and harmonising collision data more comprehensively.</p>
<p>Monitoring Data:</p>	<p>The assessment of potential counter measures was based partially on collision/casualty data and research into the effectiveness of specific measures.</p>
<p>Results:</p>	<p>There does not appear to be any specific assessment of the results of issuing the report but the content of D3 provides useful information for those involved in casualty reduction programmes.</p>
<p>Key Effective Conclusions:</p>	<p>Although PROMISING was concluded some years ago and the casualty data is now not current, some of the recommendations have now been widely implemented.</p> <p>Information provided on the potential effectiveness of counter measures in Section 7 may still be useful to road safety professionals.</p>
<p>Projects for Comparison:</p>	<p>BP2 014 ETSC Vulnerable Riders Report. BP4 010 IRAP Road Safety Toolkit. SUNFlower +6 Project.</p>
<p>Justification:</p>	<p>Although completed in 2001, the analysis of counter measures based on casualty data and research into effectiveness provides useful guidance for road safety professionals. The project appears to have the continuing potential to support eSUM objectives but an updating of the report would be positive.</p>