

SafetyCube

DSS – Frequently Asked Questions

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DSS launch

Brussels, 5th Oct 17



Co-funded by the Horizon 2020
Framework Programme of the European Union

Frequently Asked Questions



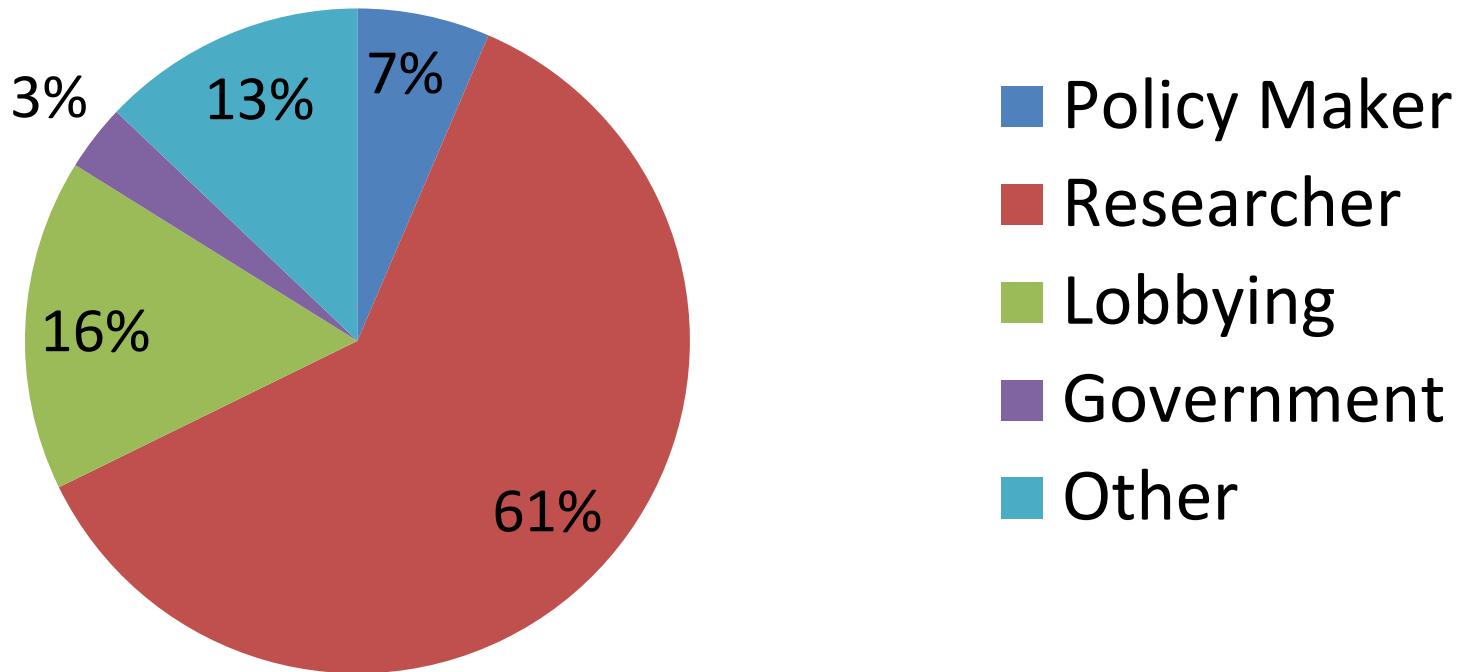
- Gathering feedback on DSS
 - *Partner organisations*
 - *Friends of SafetyCube*
- 31 Survey respondents
- 4 Detailed partner reviews

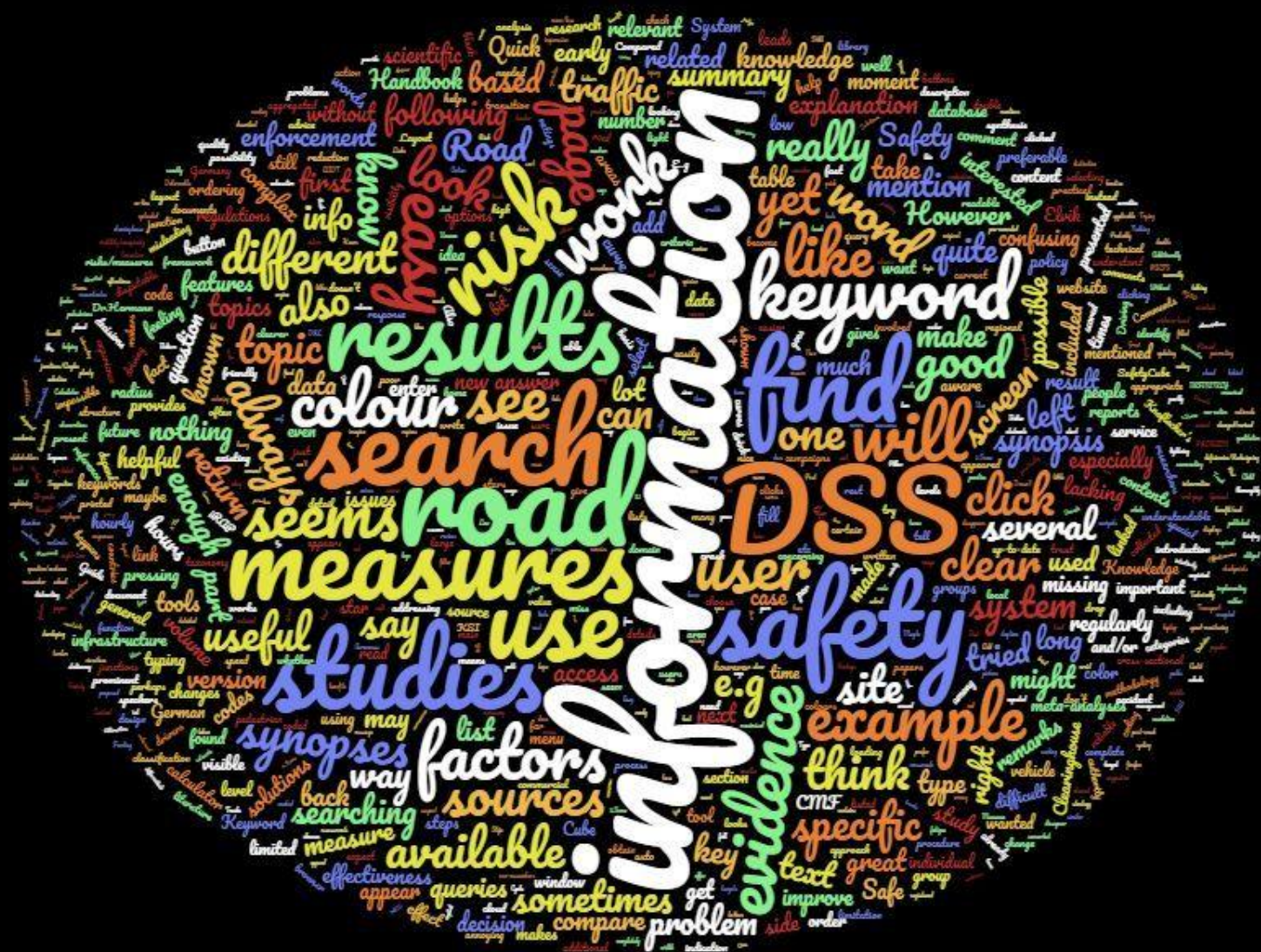


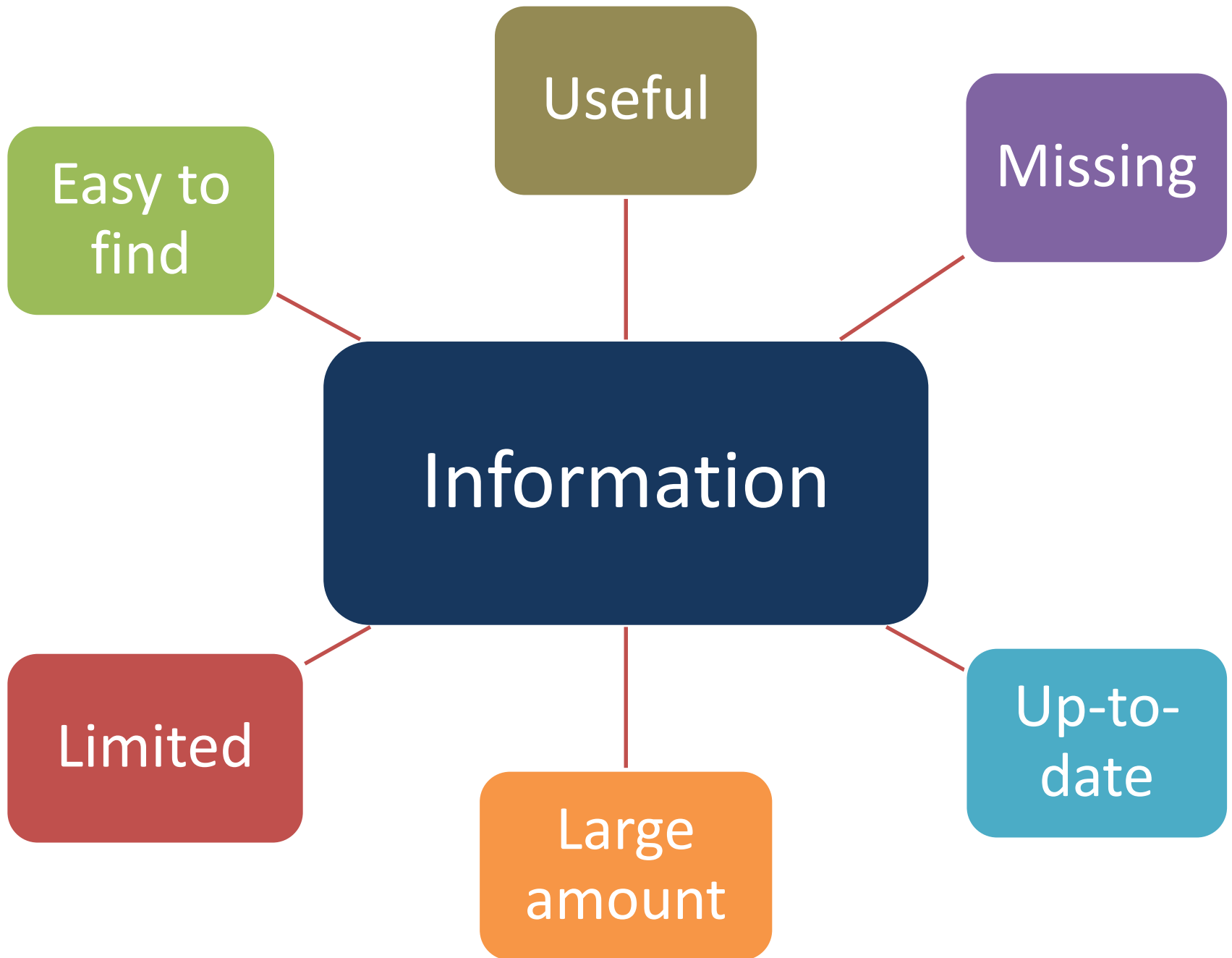
Survey Respondents



Role in transport safety







Why can't I find information on ...?



- Structure of the DSS



Risk Factors

Distraction
and
Inattention

Summary (PDF)

Distraction
inside vehicle

Distraction by
outside
factors

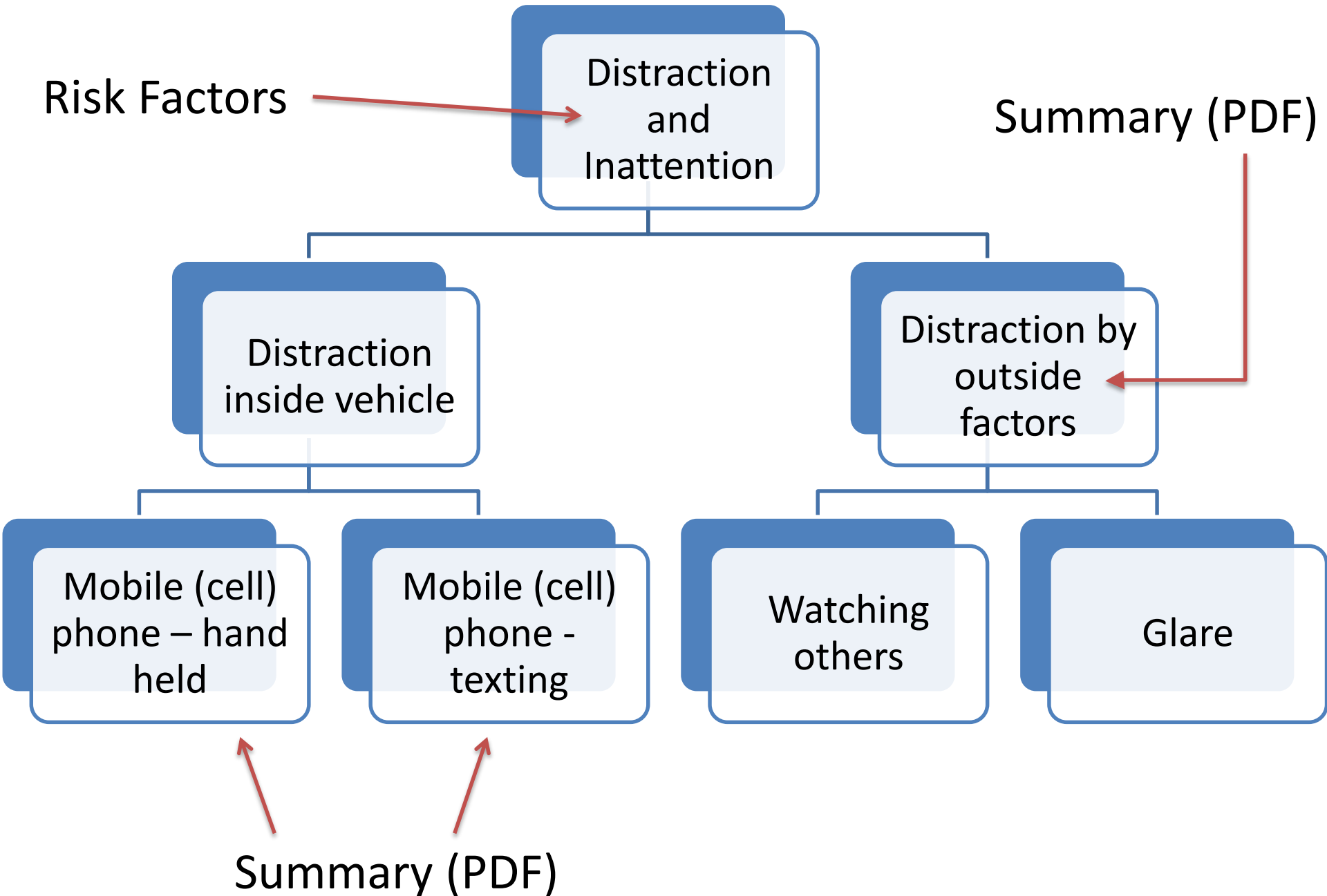
Mobile (cell)
phone – hand
held

Mobile (cell)
phone -
texting

Watching
others

Glare

Summary (PDF)





Mobil

MOBILE PHONE USE

SafetyCube (Safety CaUsation, Benefits and Efficiency) is a
Programme for Research and Innovation. in the domain of R

MOBILE PHONE USE

Risk Factors

Behavior

[Distraction and inattention](#)

Infrastructure

Not Applicable

Vehicle

Not Applicable

Measures

Behavior

[Law and enforcement](#)

Infrastructure

Not Applicable

Vehicle

Not Applicable

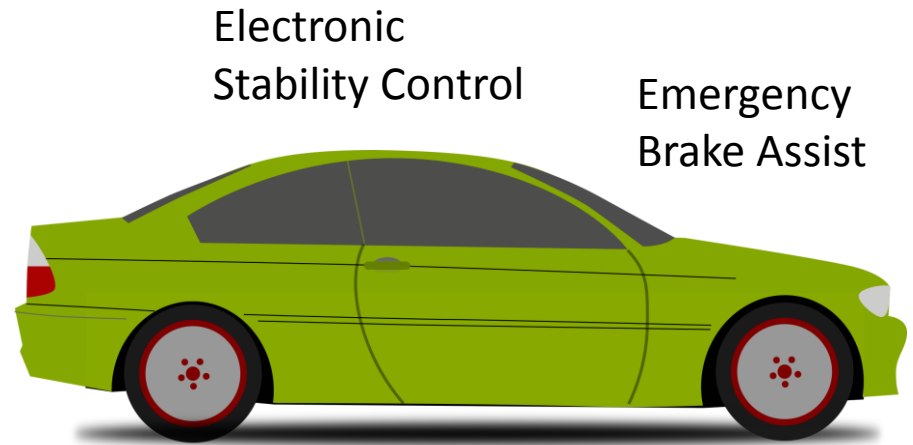
Post Impact Care

Not Applicable

Why can't I find information on ...?



- Structure of the DSS
- Its not there yet
 - Update Nov 2017
 - Update Feb 2017



E-call

Daytime
running lights

Adaptive
Headlights

Triage/
Trauma



Extraction from
vehicle

Pre-hospital
care

Why doesn't [term] produce results in the Keyword search?



- Keyword search is looking for topic areas
 - *DSS structure guides results*
 - *Should find risk/measure categories*
 - *Uses keywords associated with summary and individual study*
 - *Will not find items not yet in the DSS*

SafetyCube DSS



junction[

AT-GRADE JUNCTIONS

LEVEL JUNCTIONS

FOUR-LEGGED JUNCTIONS

JUNCTIONS

JUNCTION DENSITY

RAISED JUNCTIONS

RURAL JUNCTIONS

JUNCTION ANGLE

STAGGERED JUNCTION

T JUNCTIONS

UNCONTROLLED JUNCTION

URBAN JUNCTIONS

Benefits and Efficiency) is
ation, in the domain of

Cube project is to deve
ppropriate strategies, i

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anced by the European Co
y (INEA).

CYCLISTS

Risk Factors

Measures

Behavior

Infrastructure

Vehicle

Behavior

Infrastructure

Vehi

Risk taking

Poor junction readability

Pedestrian

Law and
enforcement

Cycle lanes

Not

Traffic Rule Violations

At-grade junctions
deficiencies

Trucks / Bus

Education and
voluntary
trainings/programs

At-grade junctions
treatments

Distraction and inattention

Road surface deficiencies
(risk of ran-off road)

Traffic signs
treatments

Functional Impairment

Adverse weather

Speed management

Traffic flow

Rail-road crossings

Keyword

CYCLISTS ⓘ

Specific Risk Factor

- ☐ Prevalence of pedestrian factors in crash data
- ☐ Vehicle design
- ☐ Crashworthiness
- ☐ Visibility / Conspicuity

Road User Group

- ☐ PEDESTRIAN

Countries

- ☐ SWEDEN

Search Results

The following information on "**Pedestrian**" fulfill your search criteria. Refine your search, view the Safety study to obtain more detailed information, or go to the respective Road Safety Measures.

Pedestrian - Vehicle design - Vehicle shape: ● YELLOW (PROBABLY RISKY) - 

Pedestrian - Crashworthiness - Low NCAP rating: ● YELLOW (PROBABLY RISKY) - 

Pedestrian: prevalence of factors in crash data: ● RED (VERY CLEAR INCREASED RISK) - 

RELATED MEASURES

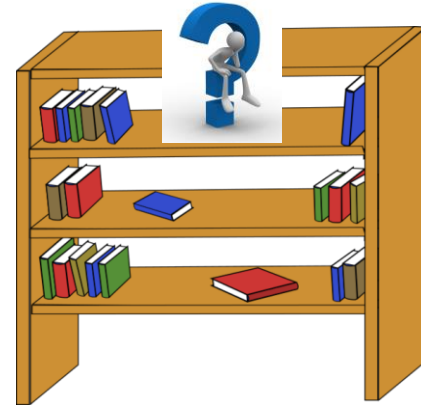
ⓘ Select a specific risk factor from the filter on the left, to obtain related measures

ID	Title	Source	Year	Design
175	Correlation Between Euro NCAP Pedestrian Test Results and Injury Severity in Injury Crashes with Pedestrians and Bicyclists in Sweden	STAPP CAR CRASH JOURNAL, 2014;58:213-31	2014	OBSERVATION

Why isn't the study by [name] included?



- Methodology
 - *Systematic literature search*
 - 'Coding rules'
 - *Excluding more qualitative studies*
 - *Need for control group*
 - *Prioritising more 'objective' methods e.g. simulator/crash statistics over 'subjective' e.g. questionnaire*
 - *Not enough studies identified*
- Time constraints
 - *Maximise topics examined*



What do the colour codes refer to?



- Evidence in terms of consistency and number of studies

Grey
Yellow
Green
Red
Light Green

Colour code descriptions



	Risk Factor		Measure
Red	Results consistently show an increased risk when exposed to the risk factor concerned.	Green	Results consistently show that the countermeasure reduces road safety risk.
Yellow	There is some indication that exposure to the risk factor increases risk, but results are not consistent.	Light green	There is some indication that the counter measure reduces road safety risk, but results are not consistent.
Grey	No conclusion possible because of few studies with inconsistent results, or few studies with weak indicators, or an equal amount of studies with no (or opposite) effect.		
Green	Results consistently show that exposure to the presumed risk factor does not increase risk.	Red	Results consistently show that this measure does NOT reduce road safety risk and may even increase it.

What do the colour codes refer to?



- Evidence in terms of consistency and number of studies
- Assigned to a synopsis
 - *Occasionally 2 colour codes for a synopsis*
- Provide an overview



What did respondents say about the DSS?



“It’s a simple design – works well but could be difficult to find something very specific.”

“I ... had a general browse around and I could find info I would on areas I work on / am interested in”

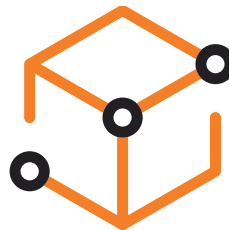
“The current version is quite complex but seems very rich in information”

“Attractive layout and easy categories – seems clear and intuitive”

Contact



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www.SafetyCube-project.eu