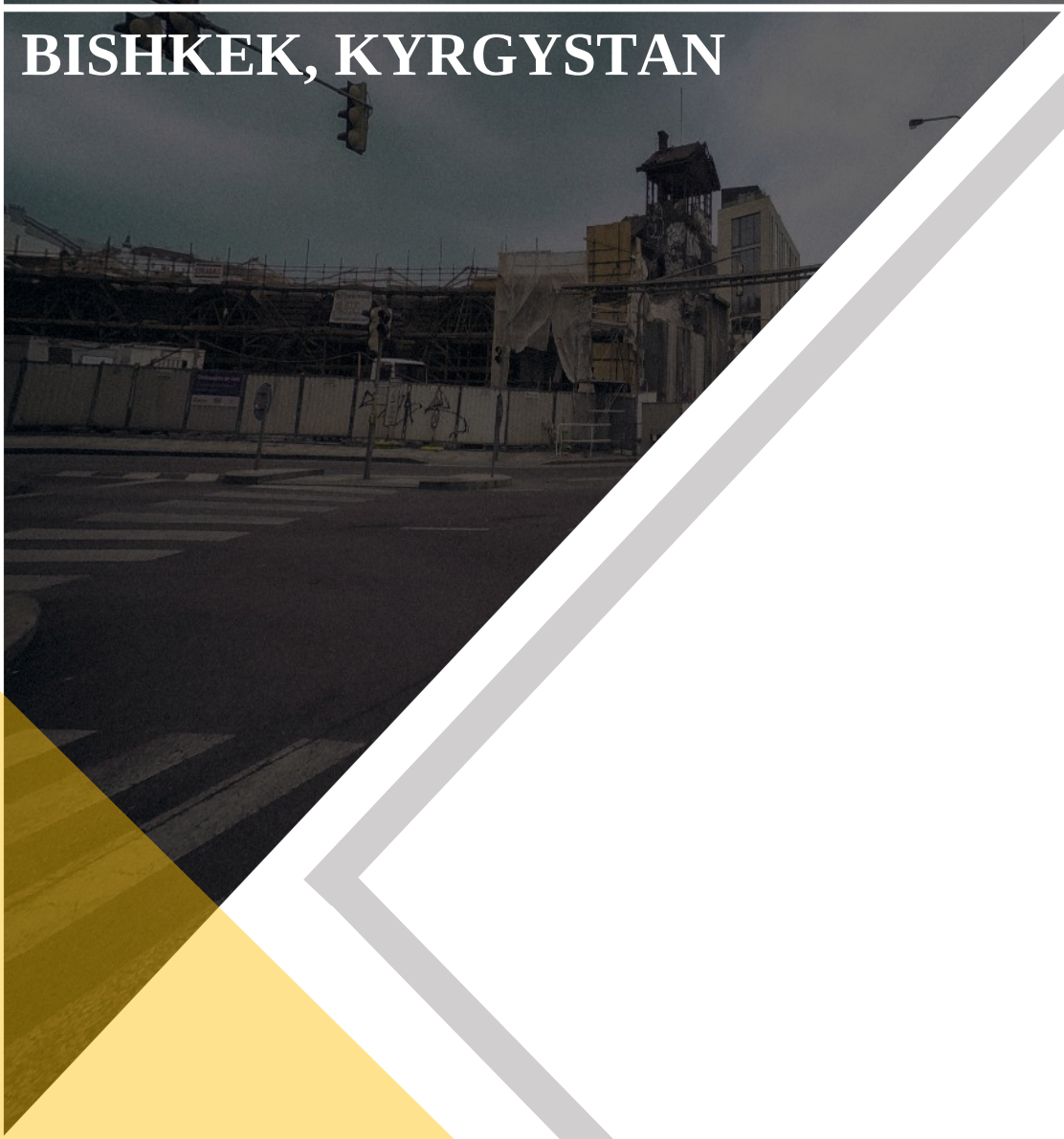
COMMUNITY SURVEY

PERCEPTIONS REGARDING THE IMPACT OF INFRASTRUCTURE UPGRADES AROUND SCHOOLS

BISHKEK, KYRGYSTAN



January 2023

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Introduction

This document presents the results of the analysis of 3 community surveys implemented by Make Roads Safe Hellas in Bishkek, Kyrgyzstan with the aim to explore the community perceptions regarding the crossroads upgrades that the Safer Roads Foundation developed around the secondary schools No 8, 48 and 61. The surveys targeted the three mainly affected groups i.e. the students, parents and teachers and examined the perceived road safety risks before and after these improvements in order to evaluate their impact.

Part I: General Conditions of Kyrgyzstan and Bishkek

Kyrgyzstan and Road Safety Indicators

Kyrgyzstan or Kyrgyz Republic is a landlocked country of Central Asia which is surrounded by the Republic of Kazakhstan (north), the People's Republic of China - PRC (east), the Republic of Tajikistan (south), and the Republic of Uzbekistan (west). Area of Kyrgystan is about 199,900 km^2. Kyrgyzstan's' largest city and capital is Bishkek.

Figure 1: Political Map of Kyrgyzstan

According to UNECE, road safety is a significant concern in Kyrgyzstan, with a high number of road accidents and fatalities[1]. Some of the major road safety risks in Kyrgyzstan include:

- Poor road infrastructure: Many roads in Kyrgyzstan are in poor condition, with inadequate signage, road markings, and lighting, which can contribute to accidents.
- Reckless and dangerous driving: Aggressive and reckless driving behaviors, such as speeding, tailgating, and overtaking in dangerous situations, are common on Kyrgyz roads.
- Overloading of vehicles: Overloading of vehicles, such as trucks and buses, is a common practice in Kyrgyzstan, which can make them more difficult to control and increase the risk of accidents.
- Lack of enforcement of traffic laws: There is often a lack of enforcement of traffic laws in Kyrgyzstan, which can lead to dangerous driving behaviors and accidents.
- Road conditions during winter: Winter weather can make road conditions in Kyrgyzstan difficult, with snow and ice making roads slippery and increasing the risk of accidents.

To reduce road safety risks, the government and other organizations have implemented a number of initiatives, including road safety education programs and improvements to road infrastructure. However, there is still much work to be done to improve road safety in Kyrgyzstan. The road infrastructure conditions in Bishkek, the capital city of Kyrgyzstan, present challenges for road safety. Many roads need repair and maintenance, causing hazards for drivers and vehicles. Traffic congestion, particularly during rush hour, can increase the risk of accidents and cause delays for motorists. Adequate signage and road markings are often lacking, making it difficult for drivers to navigate the roads safely. Pedestrian infrastructure is also often inadequate, with limited sidewalks, crosswalks, and pedestrian signals, which increase the risk of pedestrian accidents. In addition, the roads and transportation infrastructure in Bishkek are aging, making them more prone to problems and accidents.

[1] https://unece.org/sites/default/files/2022-01/2113621_E_pdf_web.pdf

Table 1: Kyrgyzstan road safety indicators for 2020[2,3]

WHO Estimated Fatalities:	812.5	**Cost of Fatalities and Serious Injuries:**	$260 million
ITF Estimated Fatalities:	760	**Cost as % of country GDP:**	5%
WHO Road Fatality Rate (deaths/100.000 population):	12.7		
Estimated Serious Injuries:	10,314		

Kyrgyzstan presents an approximate road fatalityrate of 12.6 deaths per 100.000 population, which translates into 812.5 number of deaths for the year 2020, according to WHO data. Compared to the EU27 and UK, the rate is 7 and 9% higher, accordingly, a fact that proves the need to adopt new policies and regulations and upgrade the existing road infrastructures, with the aim of reducing road deaths.

The following tables present more detailed statistics (local data provided by Director of 'Road Safety NGO') for the years 2020 and 2021 regarding the road safety indicators at Kyrgyzstan.

Table 2: Road Safety Statistics for 2020 and 2021

General

Year	Number of Car Accidents	Number of Deaths	Number of Injured People
2020	6128	756	9227
2021	7437	868	11369

Children involved

Years	Car Accidents	Death	Injured
2020	1245	93	1456
2021	1791	111	2174

Table 3: Three (3) top types of car accidents

Years	(1) Hiting a pedestrian	(2) Collision	(3) Overturning
2020	2203	2306	515
2021	2889	2808	593

Table 4: Three (3) top reasons of car accidents

Years	Violation of maneuvering	Exceeding speed	Exit into oncoming traffic, overtaking
2020	1578	1548	600
2021	1999	1987	690

[2] https://www.who.int/countries/kgz/
[3] https://w3.unece.org/PXWeb2015/pxweb/en/STAT/STAT__28-ALL_OVERV__07-MORE_overv/04_en_TRAccTotal_r.px/table/tableViewLayout1/

According to the Table 2, the share of children deaths (12.5%) and serious injuries (16.0 – 19.0%) for the years 2020 and 2021 are particularly high, a fact that highlights the need to implement actions to reduce road risks. Also, Table 3 shows that the most frequent type of car accidents involves pedestrians.

Natural Conditions of Bishkek city

Climate

The climate of the Kyrgyzstan is a typical continental type, characterized by cold winters and hot summers. Precipitation is dominantly falling in autumn, winter and spring and it is mostly dry in summer [4]. Bishkek city is located at an altitude of 634 m and its geographical coordinates are Latitude: 42 50N and Longitude: 074 35E. The average temperature for the year in Bishkek is 11.3°C. The warmest month, on average, is July with an average temperature of 24.9°C. The coolest month on average is January, with an average temperature of -2.6°C. In terms of liquid precipitation, there are an average of 93.0 days of rain, with May having the most with 13.0 days and January having the least with 3.0 days[5]. **Σφάλμα! Το αρχείο προέλευσης της αναφοράς δεν βρέθηκε.** shows general conditions of the climate of Bishkek City.

Socio-economic Conditions

The population of Kyrgyzstan rose from 4,92 million to 6,52 million over the course of the last 20 years (2000–2020), an increase of about 33%.

Table 5: Changes of the Population of Kyrgyzstan

Year	Population	Median Age	Fertility Rate
2020	**6,524,195**	26	3.00
2019	**6,415,850**	25.3	3.24
2018	**6,304,030**	25.3	3.24
2017	**6,189,733**	25.3	3.24
2016	**6,074,330**	25.3	3.24
2015	**5,959,121**	25.1	3.30
2010	**5,422,293**	24	2.78
2005	**5,075,347**	23.8	2.50
2000	**4,920,712**	22.5	2.96

Source: https://www.worldometers.info/world-population/kyrgyzstan-population/, last viewed on January 03, 2023

At the same time as the changes in the population of the country, Bishkek City's population has grown by 36%, practically proportionally. Male population is 49.46% of the total population, while female population is 50.54%. The difference in fatality rates between men and women is likely due to the longer distances that men typically drive, the higher likelihood that men will be driving while intoxicated, or other less well-documented factors like different driving habits or attitudes toward exposure to risk as well as risk-taking behavior[6].

Population in Bishkek	Male	Female	Median age in Bishkek
973,257	481.422	491.833	26

[4] https://openjicareport.jica.go.jp/pdf/12251955_01.pdf

[5] http://www.weatherbase.com/weather/weather.php3?s=35383&cityname=Bishkek-Kyrgyzstan

[6] https://unece.org/sites/default/files/2022-01/2113621_E_pdf_web.pdf

According to official statistics from the World Bank, Kyrgyzstan's Gross Domestic Product (GDP) was 8.54 billion US dollars in 2021. A tiny fraction of the global economy—less than 0.01 percent—is represented by Kyrgyzstan's GDP.

Part II: Outline of the Survey

Background and Objectives

In 2017, the president approved a decree (Government Action Plan #504) to enhance the nation's road safety regulations in response to a spate of tragic road crashes in which two schoolboys suffered serious injuries from a speeding car. During the Security Council meeting when the degree was signed, children's road safety was also brought up as an urgent issue. The bulk of the schools in the capital city of Bishkek are located along busy highways, which has raised concerns about the absence of a safe environment around schools there. The difficulty of frequent changes in government has slowed down the decree's actual implementation.

Therefore, the safety of pedestrians is still a major concern in our nation. In 2018, research Road Safety NGO of Kyrgyzstan conducted in collaboration with EASST and published revealed that more than 48% of traffic fatalities in Bishkek involved pedestrians, with 22% of those being minors under the age of 16. Since then, the "black spots" where young pedestrians are most at risk have been identified and, after collaboration with local government officials, actions have been taken to strengthen the infrastructure there.

The surveys aim to reveal the extent to which interventions improved road safety around certain schools, through the perceptions of main stakeholders who were continuously exposed to various road safety risks.

Locations of Surveys and Needs

Surveys conducted at the three schools in Kyrgyzstan where infrastructure upgrades have already been carried out, namely secondary school no 61, secondary school no 48 and secondary school no 8. These schools are located near the crossroads, where according to the statistics for 2018, many young people were involved in road crashes.

Crossroad of Maldybaev – Akhunbaev

The location of secondary school 61 and 48 is near the crossroad of Maldybaev – Akhunbaev. Figure 2 presents the poor quality of the sidewalks, ramps, and steps around the crossing, which makes the walking difficult and decrease the human safety. In addition, due to the weather conditions the difficulty is aggravated, especially for those who have mobility problems. Figure 3 shows the increased traffic around the crossing in question, as well as the lack of signals and the poor operation/brightness of the traffic lights.

Figure 2: Adjacent sidewalks, stairs, ramps of crossroad at Maldybaev – Akhunbaev location before upgrades

Figure 3: Crossroad of Maldybaev – Akhunbaev location before upgrades

Infrastructure upgrades that have been made about road safety are:

- Replacement and installation of pedestrian and transport traffic lights (poles, controller).
- Replacement of road signs
- Straightening of pedestrian crossings
- Repair of adjacent sidewalks, stairs, ramps
- Painting of pedestrian crossings
- Installation of additional lighting

Figure 4: Sidewalks, stairs, ramps of crossroad at Maldybaev – Akhunbaev of location before upgrades (left) and after upgrades (right)

Figure 5: Crossroad of Maldybaev – Akhunbaev location before upgrades (left) and after upgrades (right)

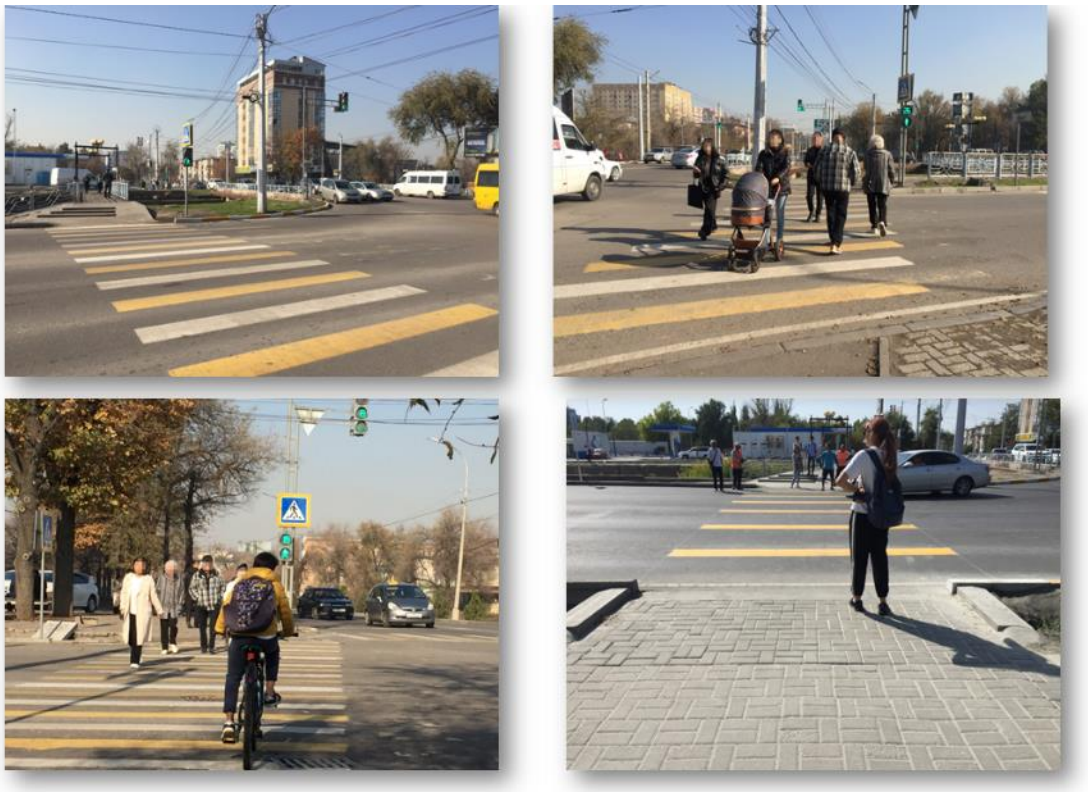


Figure 6: Crossroad of Maldybaev – Akhunbaev location after upgrades

Figure 7: Crossroad of Maldybaev – Akhunbaev location after upgrades

Crossroad of Moskovskaya – Beishenaliev

The location of secondary school 8 is near the crossroad Moskovskaya – Beishenaliev. The poor quality of the sidewalks, ramps, and steps around the crossing, which makes the walking difficult and decrease the human safety, is presenting at Figure 8. In

addition, due to the weather conditions the difficulty is aggravated, especially for those who have mobility problems. Figure 9 shows the need for upgrades (road signs, straightening and painting of pedestrian crossings, installation of Safety Island etc.) in order to ensure the safety of humans when they cross the road.

Figure 8: Adjacent sidewalks, stairs, ramps of crossroad at Moskovskaya – Beishenaliev location before upgrades

Figure 9: Crossroad of Moskovskaya – Beishenaliev location before upgrades

Infrastructure upgrades that have been made about road safety are:

- Replacement and installation of pedestrian and transport traffic lights (poles, controller).
- Replacement of road signs
- Straightening of pedestrian crossings
- Repair of adjacent sidewalks, stairs, ramps
- Painting of pedestrian crossings
- Installation of additional lighting
- Installation of Safety Island on this crossroad is planned.

Figure 10: Crossroad of Moskovskaya – Beishenaliev of location before upgrades (left) and after upgrades (right)

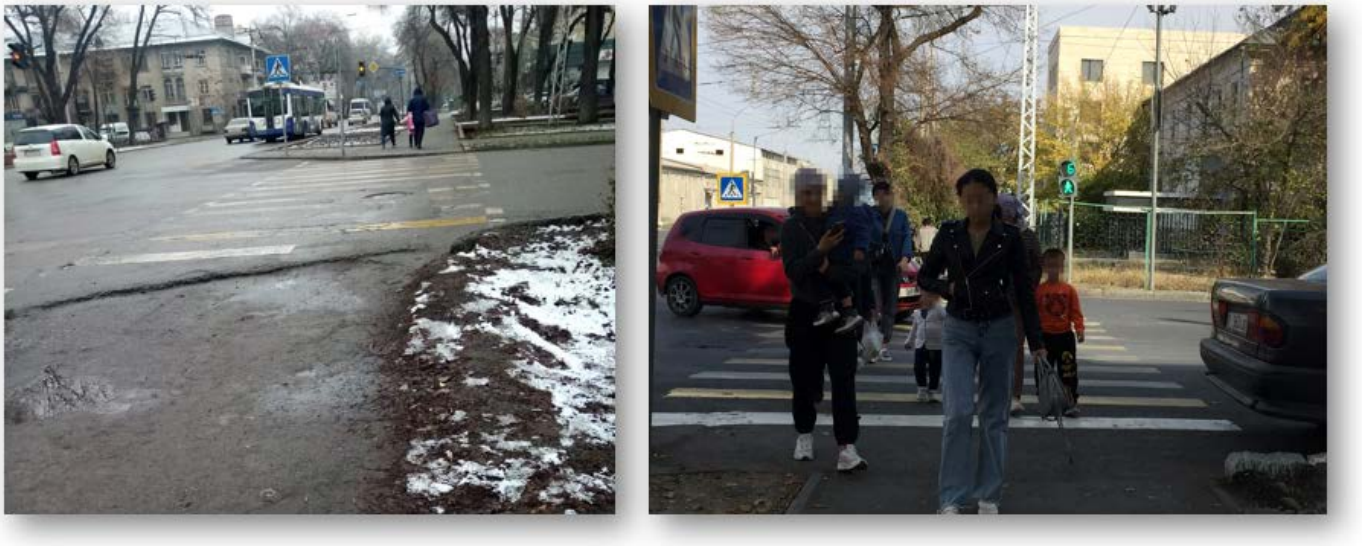


Figure 11: Crossroad of Moskovskaya – Beishenaliev location before upgrades (left) and after upgrades (right)

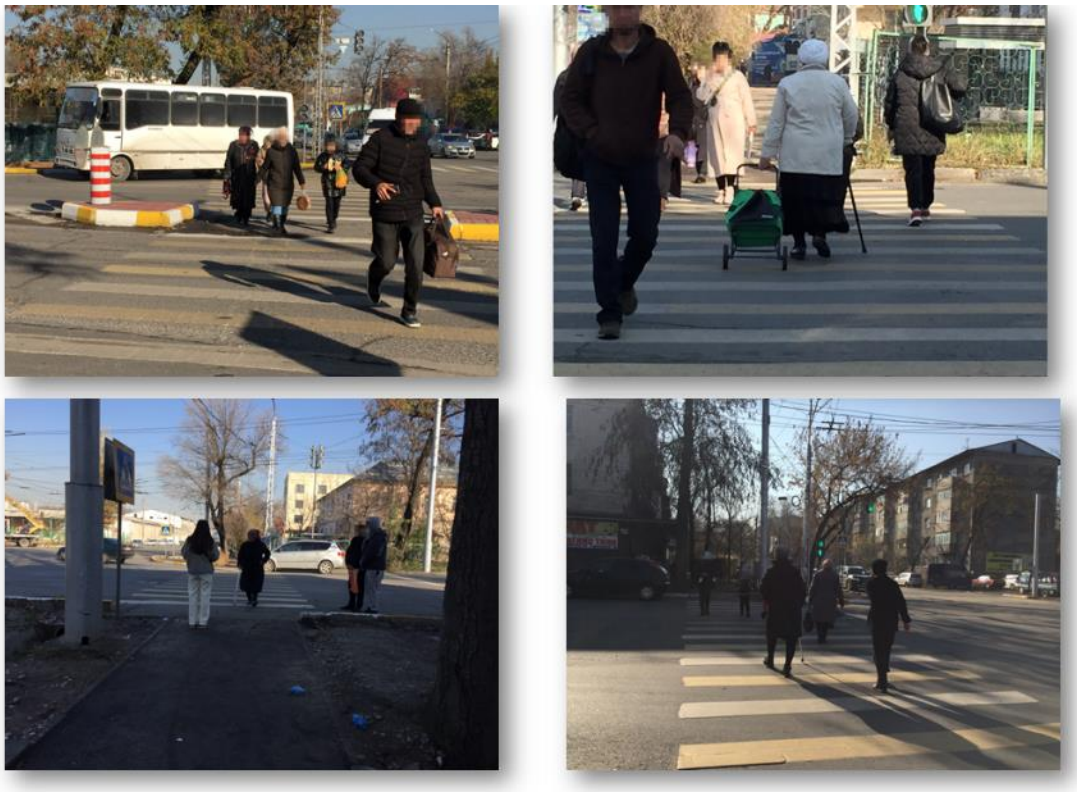


Figure 12: Crossroad of Moskovskaya – Beishenaliev location after upgrades

Figure 13: Crossroad of Moskovskaya – Beishenaliev location after upgrades

Survey Method

Target groups

In previous paragraph, the locations were presented, which were chosen with the aim of reducing road accidents. At these locations many young people were involved in road crashes, because of their closeness to schools. Therefore, the main participants of the surveys are the main interested parties related to the school environment (teachers, students, and parents of the students). Collection of perceptions from all three groups of stakeholders was considered necessary to evaluate the perspectives of different age groups, with varying awareness of road safety.

The students are the direct stakeholders because of the daily transition from and to school and due to their age, the cognizance of the road safety risks is less compared to adults. Teachers, who commute to the school every day for their work, can provide data on how they experience the safety around the school and on whether their students (with whom they interact daily) perceive the risks. Finally, the choice of collecting the perceptions of parents is of critical importance as it reflects their concern for the safety of their children who are daily exposed to various risks, including those of road safety.

Sample Size

The appropriate sample size was determined, according to the population of each target group. The minimum number of necessary samples to meet the desired statistical constraints were calculated, as follows.

Margin of error[7]: 5%

Confidence level[8]: 95%

Response distribution: 50%

Sample size of students

For the students was chosen the clustering sampling. In more details, the sample size of students is proportional to their grade, to collect the perceptions of different age groups and educational level. To do so, information regarding the education system in Kyrgyzstan was necessary. Kyrgyzstan has 11 years of education, which translates into 11 grades. The education level before university is Upper Secondary, which has three level of schools:

- Elementary: 4 grades and age group of 6 to 9
- Basic Secondary: 5 grades and age group of 10 to 15
- Upper Secondary: 2 grades and age group of 15 to 17

Schools in the sample include only the students at age group **10 to 17**, that is, they have been excluded persons going to elementary school. Also, schools in the sample include Professional Technical Secondary (about the age group of 15 to 17) usually starts by choice of the students after 9 grade - they combine 10,11 grades with additional technical professional classes. Last but not least, in each class at every grade there are 30-40 pupils. Taking all the above into account, the required sample size and the number of classes per grade were determined.

[7] The margin of error is the amount of error that you can tolerate. 5% is the most common choice.
[8] The confidence level is the amount of uncertainty you can tolerate.

Table 6: Sample size of students per school

School	Pupils Population (age group 10 -17)	Sample Size	Number of classes per grade
Secondary school no 61	1570	306	1 class per grade of age group of 10 to 15 (basic secondary) & 2 classes per grade of age group of 15 to 17 (upper secondary)
Secondary school no 48	746	254	1 class per grade
Secondary school no 8	1011	279	1 class per grade of age group of 10 to 15 (basic secondary) & 2 classes per grade of age group of 15 to 17 (upper secondary)
Sum		**839 pupils**	

Sample size of teachers

Population of teachers' target group is smaller than 100, so it is recommended that responses will be obtained from the entire population.

Sample size of parents

Currently, women in the Kyrgyz Republic have an average of 3.5 children. Women in urban areas have 3.0 children on average, compared with 4.0 children per woman in rural areas.

Table 7: Sample size of parents per school

School	Students Population	Estimated Parents Population	Sample Size
Secondary school no 61	2500	715	251
Secondary school no 48	1186	339	181
Secondary school no 8	1611	460	65
Sum			**497 parents**

It should be noted that the population of the parents has been estimated, so it is expected that the number of actual sample size will be different.

Survey data collection methodology

Table 8: Data Collection Methodology

Teachers	Parents	Students
Online	Online	Onsite

Send by email or other online communication channel. If the response rate is below 85%, it was recommended to conduct onsite data collection.	Send by email or other online communication channel. If the response rate is below 85%, it was recommended to conduct onsite data collection.	If there is a way for online.

Screenshots of the questionnaires developed during the survey period are presented at the ANNEX I.

Survey Team Member

The Survey team members are as shown in the following table.

Table 9: Survey Team Member

Organization	Member
Founder and Director of 'Road Safety NGO'	Chinara Kasmambetova
Project Manager at Make Roads Safe Hellas.	Bellos Evangelos

PART III: Community Surveys

Introduction

Community surveys were conducted to capture the perception about the impact of infrastructure upgrades of crossroad users within Bishkek city especially at the Maldybaev – Akhunbaev and Moskovskaya – Beishenaliev crossroads, where road safety risks have been identified. Three types of surveys for each stakeholder group were conducted from October to December 2022. The surveys phases are given as follows:

		Aug-22	Sep-22				Oct-22				Nov-22				Dec-22				Jan-23			
		4th	1th	2nd	3rd	4th	1th	2nd	3rd	4th	1th	2nd	3rd	4th	1th	2nd	3rd	4th	1th	2nd	3rd	4th
1	Survey Preparation																					
1.1	Data for designing the surveys																					
1.2	Description of the methodology																					
1.3	Design of the questionnaire template																					
1.4	Translation of the questionnaries into Russian																					
1.5	Development the online Google forms																					
2	Survey																					
2.1	First survey data																					
2.2	Development of Analysis																					
2.3	Survey data from 3 schools																					
2.4	Translation of survey Results from 3 schools																					
3	Analysis of survey data																					
3.1	Analysis of students data																					
3.2	Analysis of teachers data																					
3.3	Analysis of parents data																					
3.4	Development of presentations																					
3.5	Development of report																					

At the Survey Schedule it should be noted that from 16 to 24th December all schools in Kyrgyzstan were closed to mass flu situation.

General Data

The questionnaires developed were anonymous and aimed at capturing the perspectives of the various stakeholders regarding road safety in the areas under investigation. However, the categories of stakeholders differ in terms of age and concern for the safety of road users. Therefore, the questionnaires had the following structures:

Student questionnaires

- Basic information of the respondent
- Sense of safety, existence of difficulties and risks before the infrastructure upgrades
- Feeling of safety, ease, and risks after the infrastructure upgrades

Parents questionnaires

- Basic information of the respondent
- Familiarity with local traffic conditions
- Sense of safety, existence of difficulties and risks before the infrastructure upgrades
- Feeling of safety, ease, and risks after the infrastructure upgrades
- Child feeling of safety and understanding of risks before and after the infrastructure upgrades.

Teachers' questionnaires

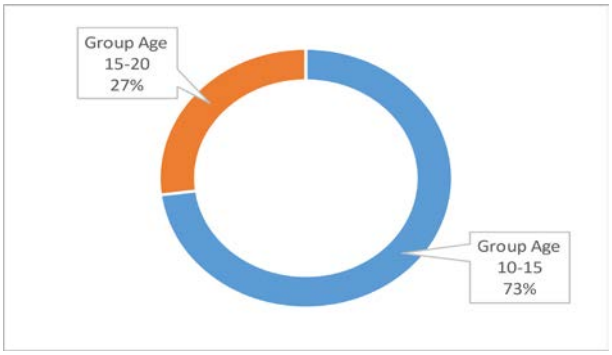
- Basic information of the respondent
- Familiarity with the area

- Sense of safety, existence of difficulties and risks before the infrastructure upgrades
- Feeling of safety, ease, and risks after the infrastructure upgrades
- Class feeling of safety and understanding of risks before and after the infrastructure upgrades.

The data collected satisfied the requirements of the **survey** and thus the following overall results were produced. The detailed description of which is carried out in the following paragraphs for each school and category of respondent.

Students	Parents	Teachers
835	341	64

Table 10: Students Distribution by age group and gender



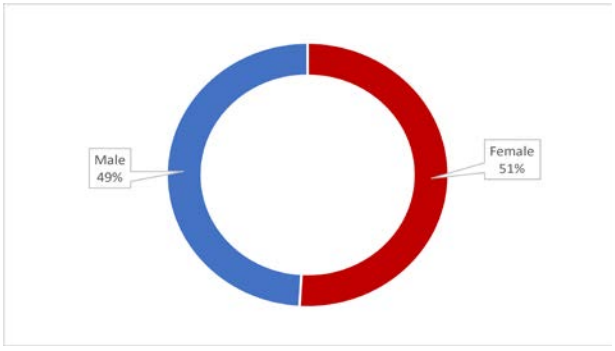
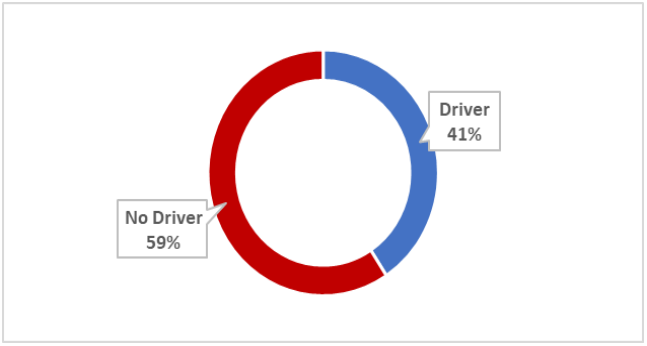


Table 11: Parents Distribution by driving skills (left) and familiarity with local traffic conditions.



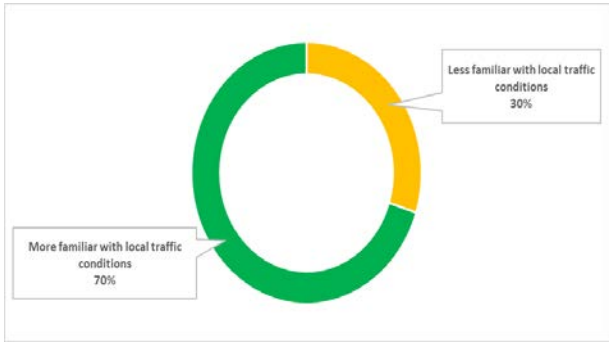
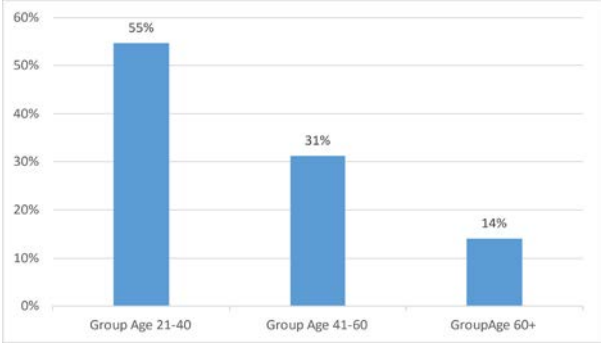
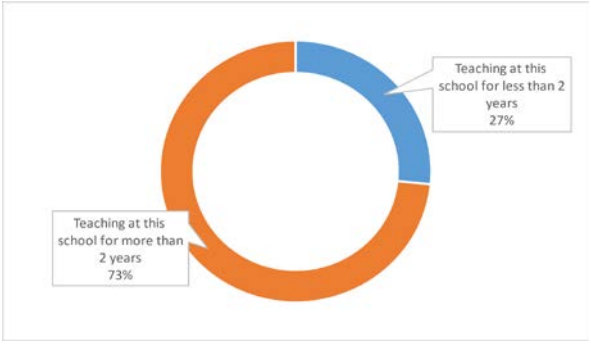


Table 12: Teachers Distribution by group age (left) and years of teaching at the school.



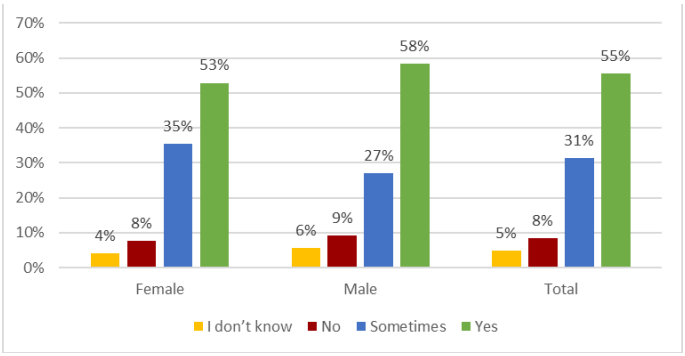


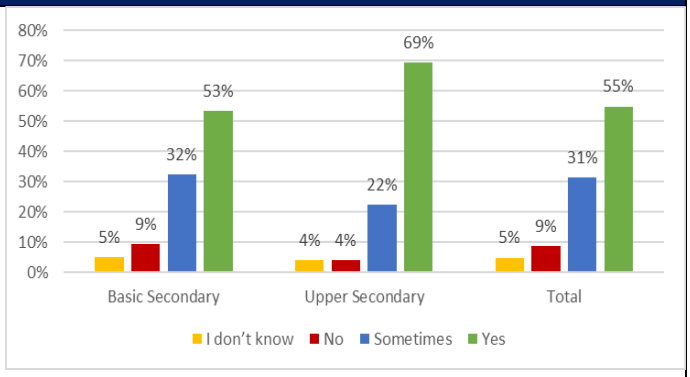
School No 8

Students

Total Number of Responders:	**478**
Distribution by Gender:	
Female	248 (52%)
Male	230 (48%)
Distribution by group age:	
Group Age 10-15	374 (%)
Group Age 15-20	116 (%)

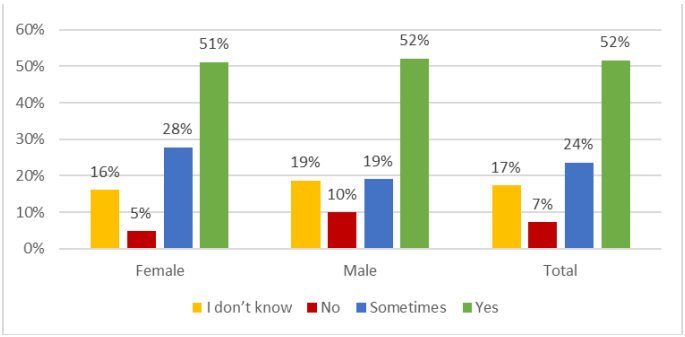
Do you feel safe while walking around the school?

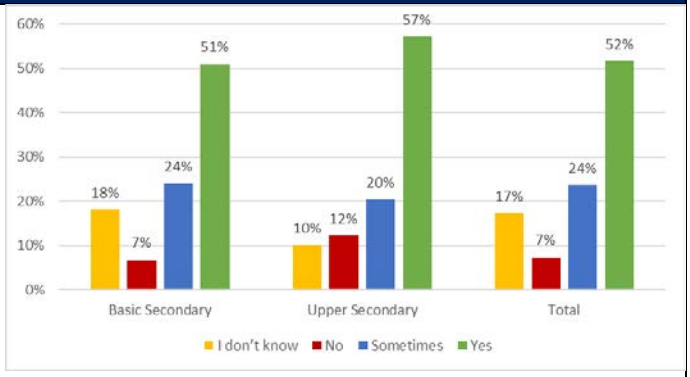




4 out of 10 students are concerned about their safety while walking around the school. Younger students (basic secondary education) feel more frequently unsafe. No gender related differences.

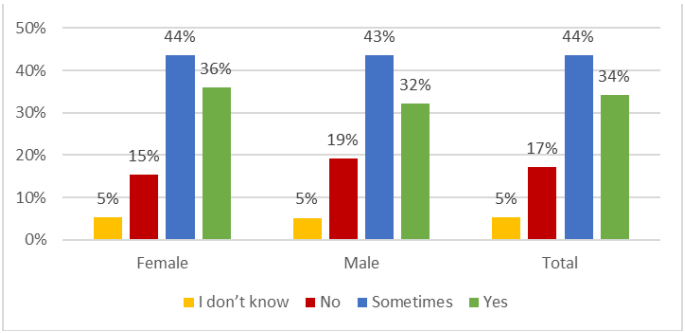
Do your friends feel safe while walking around the school?

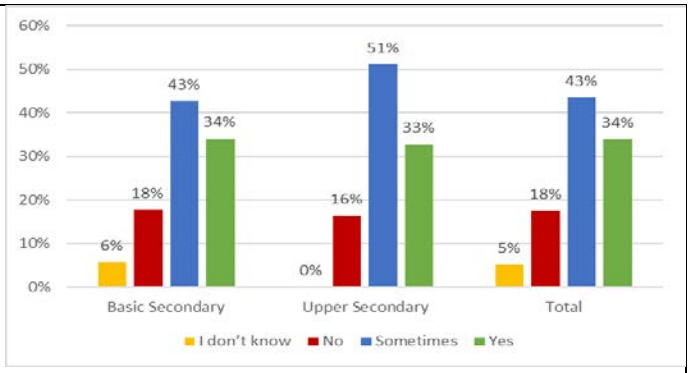




Regardless their age, 3 out of 10 students believe that their friends are also concerned about their safety while walking around the school. No gender related differences.

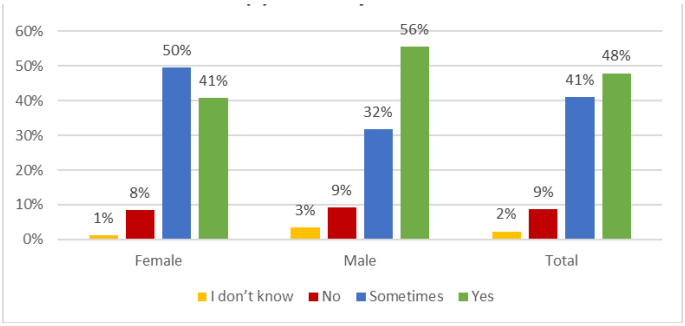
Do you think that traffic sometimes goes too fast on roads near your school?

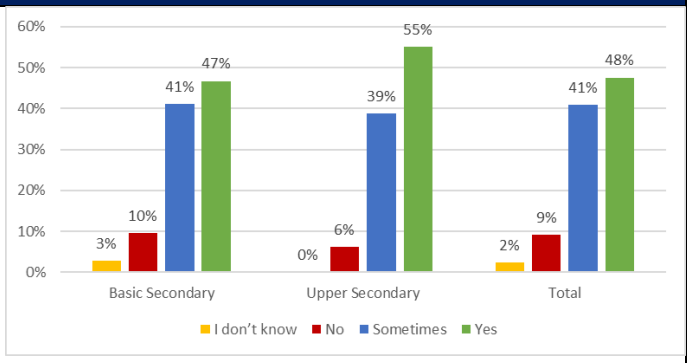




6 out of 10 students believe that traffic sometimes goes too fast on roads near their school. Older students (upper secondary education) realize that more frequently. No gender related differences.

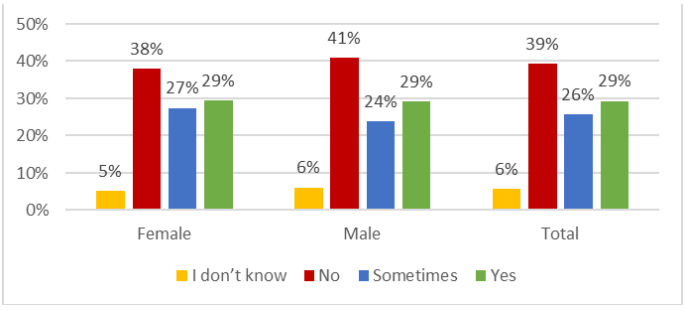
Do drivers stop when you want to cross the road(s) around your school?

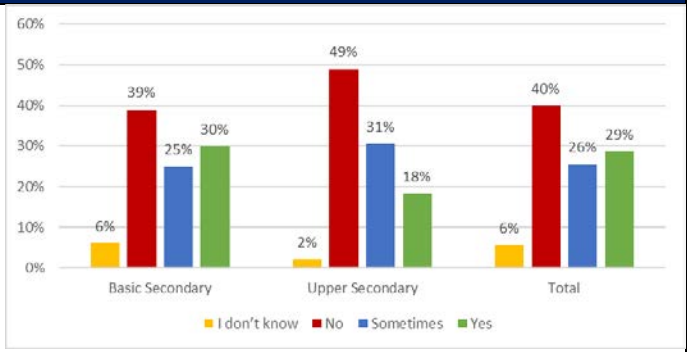




Half of the respondents complaint that drivers do not always stop to give them priority when they try to cross the road(s) around their school. Girls are more frequently concerned about this issue.

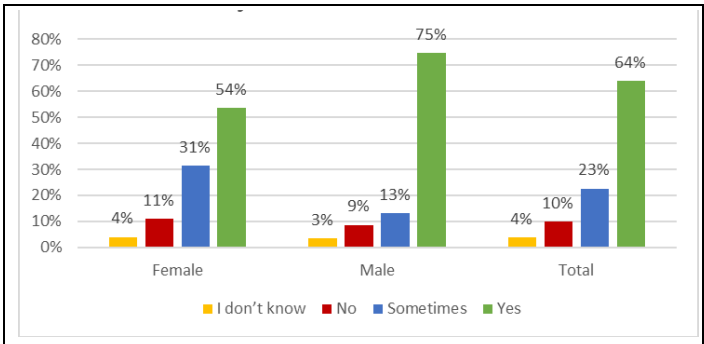
Are you afraid of being hit by another car while you get out from your parents' car or the school bus or public transport?

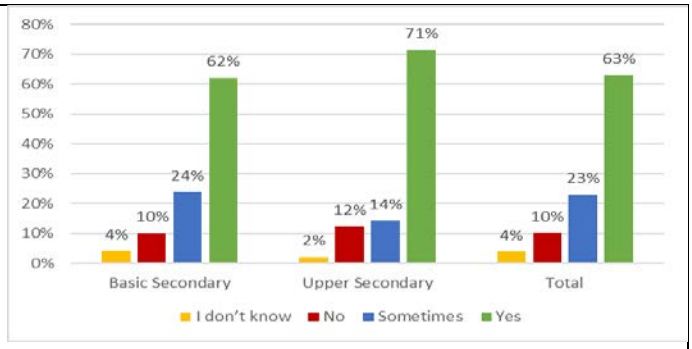




Almost 7 out of 10 students feel afraid of being hit by another car while they get out from your parents' car or the school bus or public transport. This happens more frequently to older students. No gender related differences.

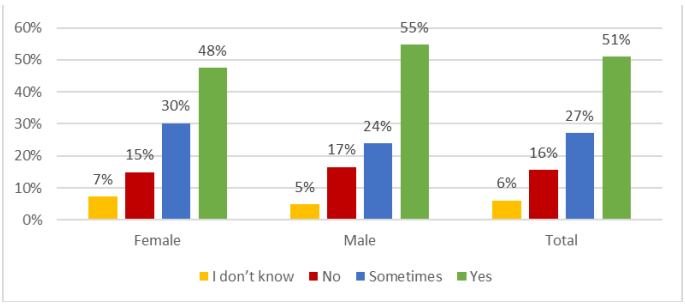
Can you easily find a safe place to cross the road just outside of the school?

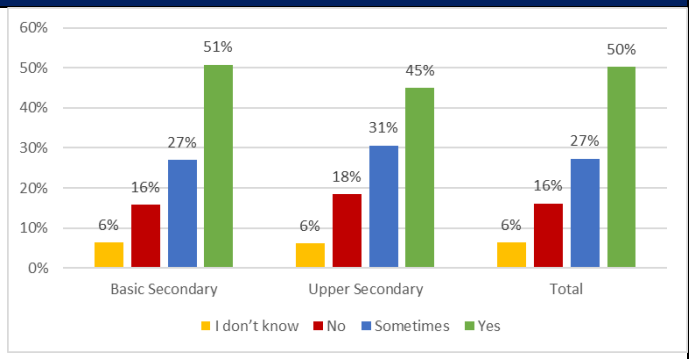




Regardless their age, 3 out of 10 students complained that they can't always easily find a safe place to cross the road just outside of the school. Girls are much more concerned about this issue.

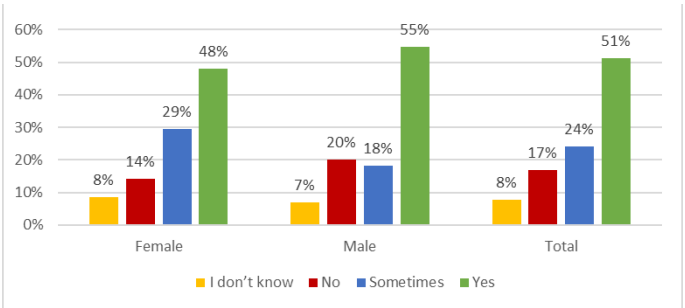
Do the traffic lights work well and help you cross the street?

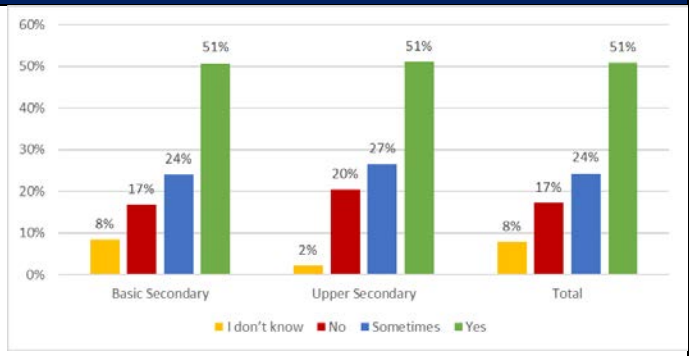




4 out of 10 students have observed that traffic lights do not always work well and help them cross the street. This is slightly more frequently observed by older students.

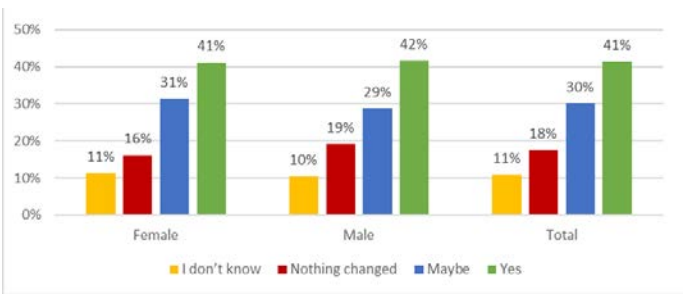
Do you think that there are enough streetlights at the crossroad to help you walk safely?

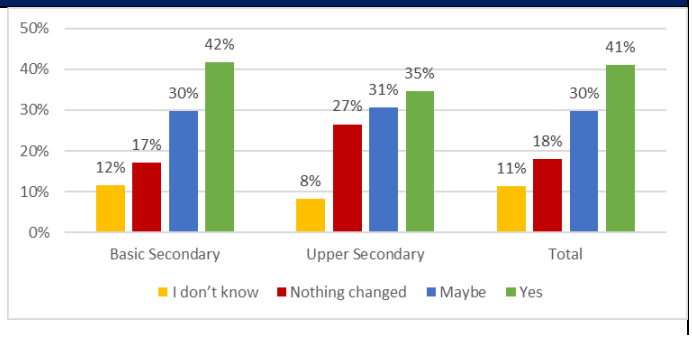




4 out of 10 students have observed that the existing streetlights do not always help to walk safely. This is slightly more frequently observed by older students.

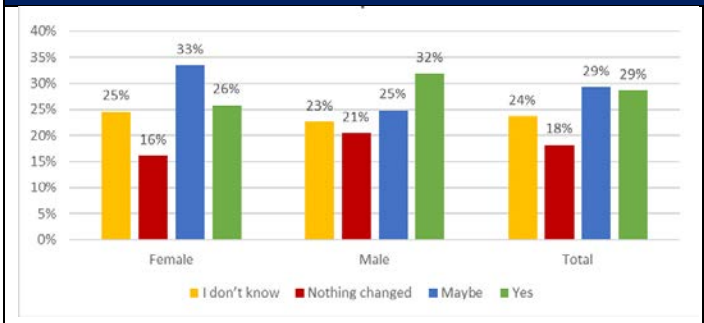
Do the crossroad improvements just outside of the school make you feel safer?

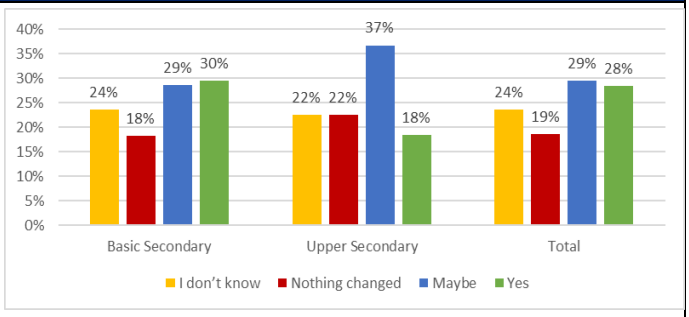




7 out of 10 students believe that the crossroad improvements just outside of the school make them feel safer. No gender or age-related differences.

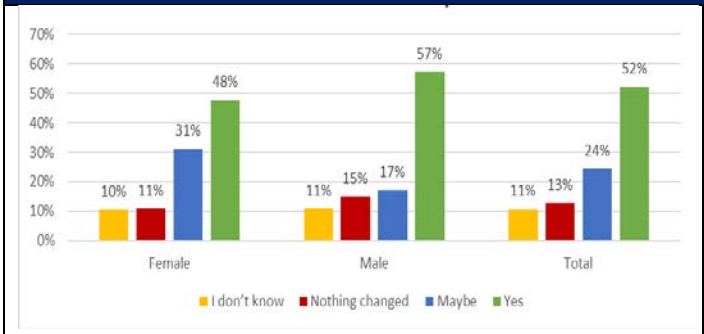
Do now drivers speed less there?

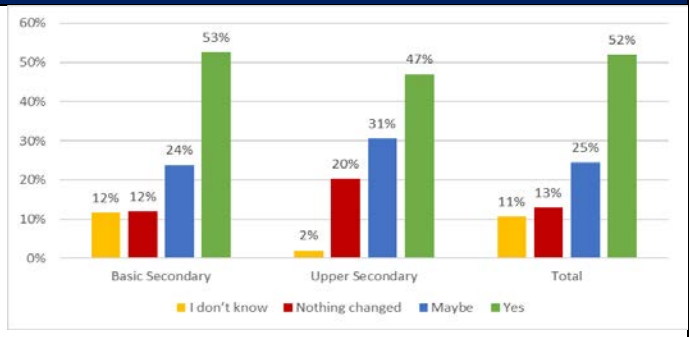




6 out of 10 students believe that due to the crossroad improvements drivers speed less around the school. No gender or age-related differences.

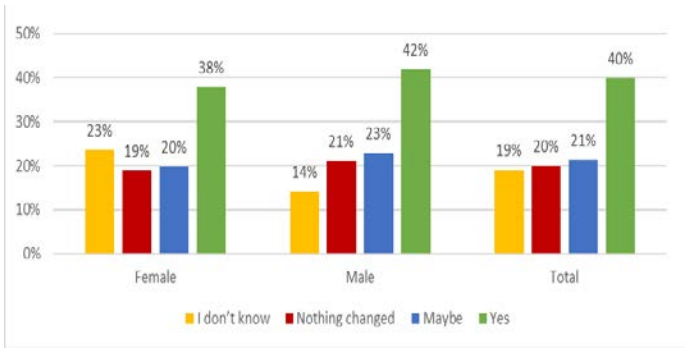
Do now drivers stop more frequently to allow children to cross the street safely?

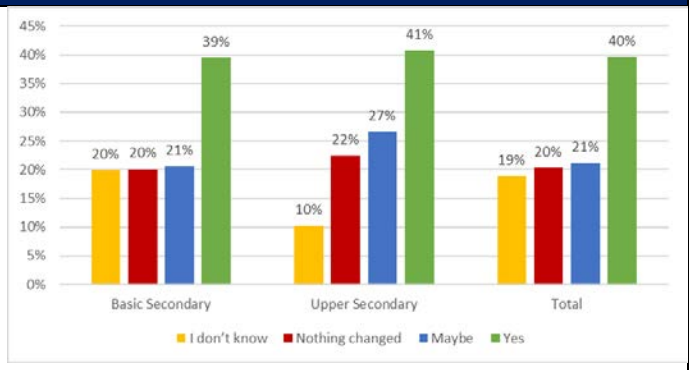




8 out of 10 students believe that due to the crossroad improvements drivers stop more frequently to allow children to cross the street safely. No gender or age-related differences.

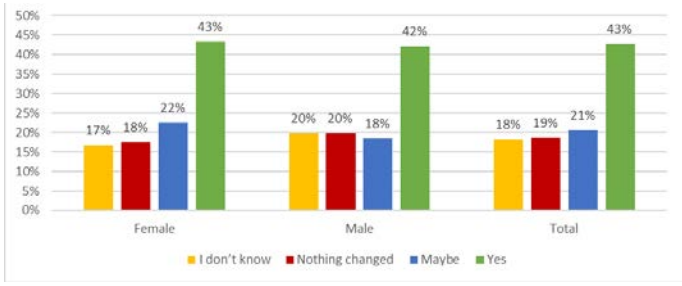
Are you now less afraid when you get out from your parents' car or the school bus or public transport?

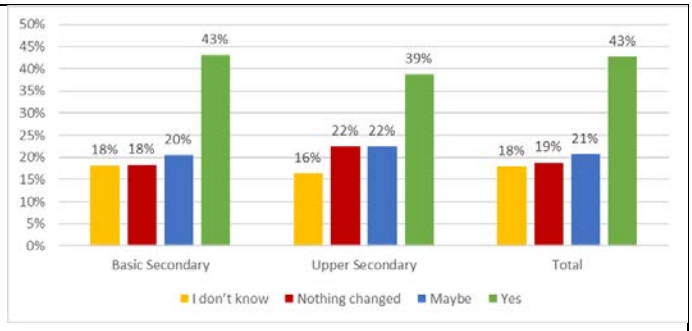




6 out of 10 students believe that due to the crossroad improvements drivers the exit from the vehicles is safer. Boys and older students report this improvement more frequently.

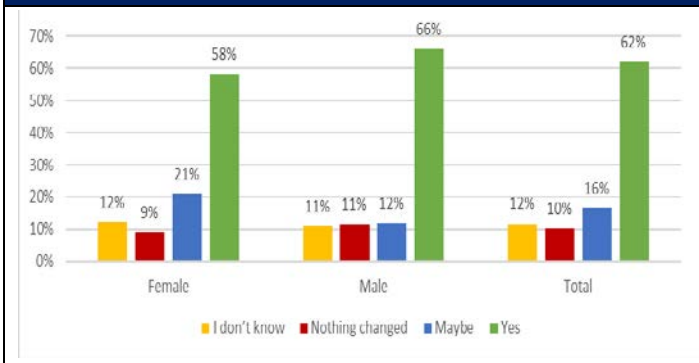
Do traffic lights work now better there?

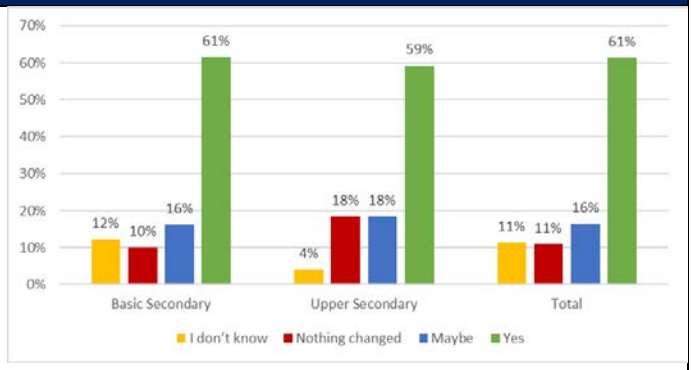




6 out of 10 students have observed that due to the crossroad improvements traffic lights work now better. No gender or age-related differences.

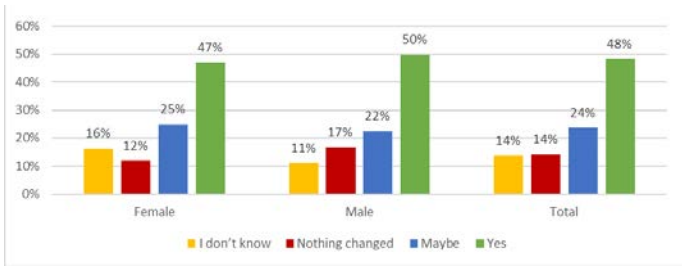
Can you now find a safe place to cross the street more easily?

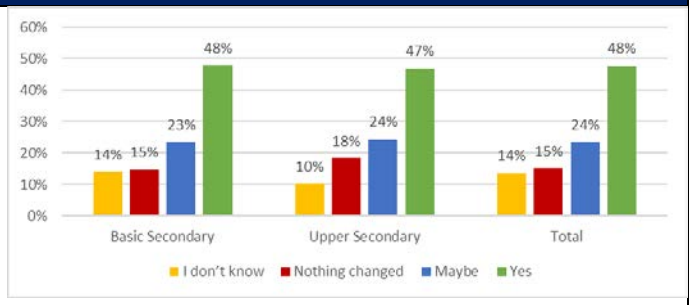




8 out of 10 students have observed that due to the crossroad improvements they can find easily a safer place to cross the road. No gender or age-related differences.

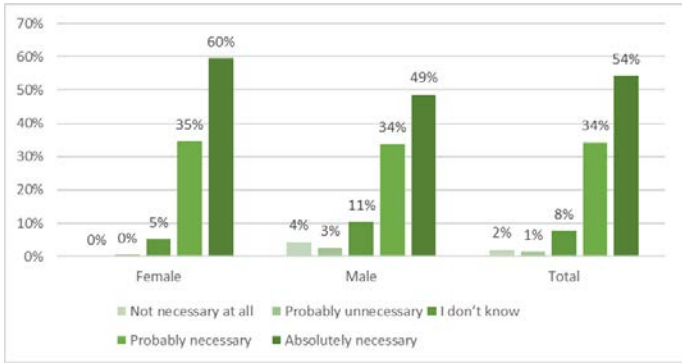
Do you think that streetlights at the crossroad are now enough to help you walk safely?

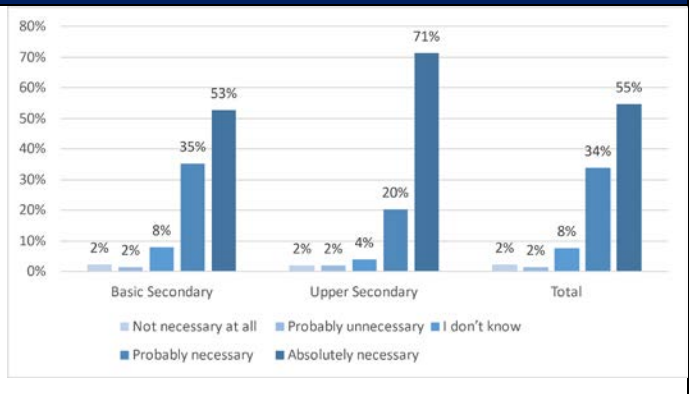




7 out of 10 students have observed that due to the crossroad improvement the streetlights at the crossroad help them to walk more safely. No gender or age-related differences.

Do you think that similar upgrades are necessary to other schools in your city?



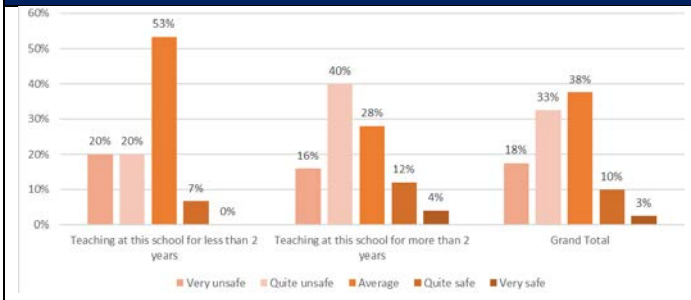


9 out of 10 students believe that similar upgrades are necessary also to other schools in the city. No gender or age-related differences.

Teachers

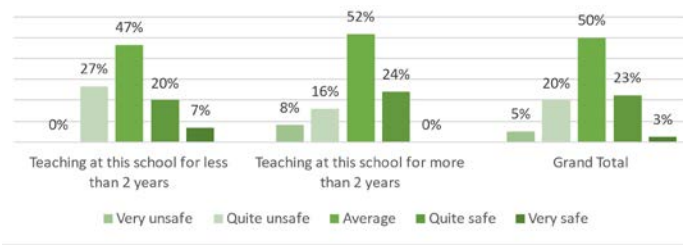
Total Number of Responders:	**40**
Distribution by Group Age:	
Group Age 21-40	22 (55%)
Group Age 41-60	13 (33%)
GroupAge 60+	5 (13%)
Distribution by Years of Teaching at the school:	
Teaching at this school for less than 2 years	15 (38%)
Teaching at this school for more than 2 years	25 (63%)

How safe were you feeling when driving around this school BEFORE the road safety upgrade?



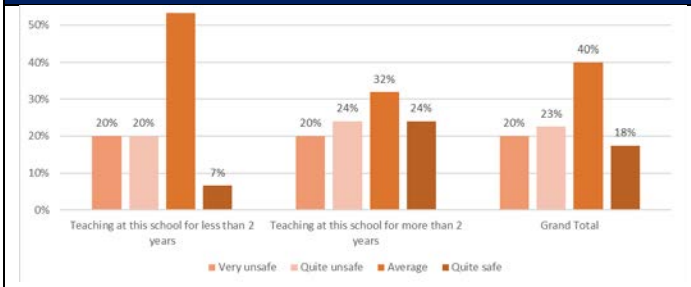
Half of the respondents reported feeling unsafe when driving around this school before the road safety upgrades. Familiarity with local traffic conditions seems not to play an important role to this perception.

How safe do you feel when driving around this school, AFTER the road safety upgrade?



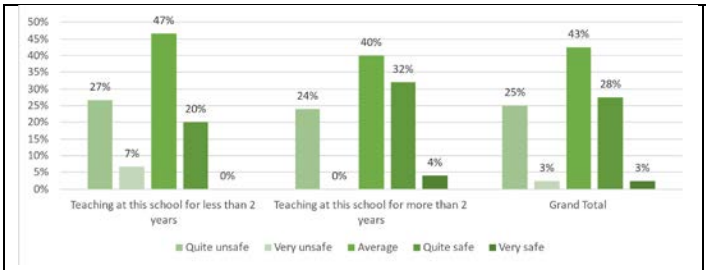
3 out of 10 teachers reported improvement of the perceived road safety level due to the implemented upgrades. Teachers working at this school for more years reported more frequently this improvement.

How safe were you feeling when walking around this school BEFORE the road safety upgrade?



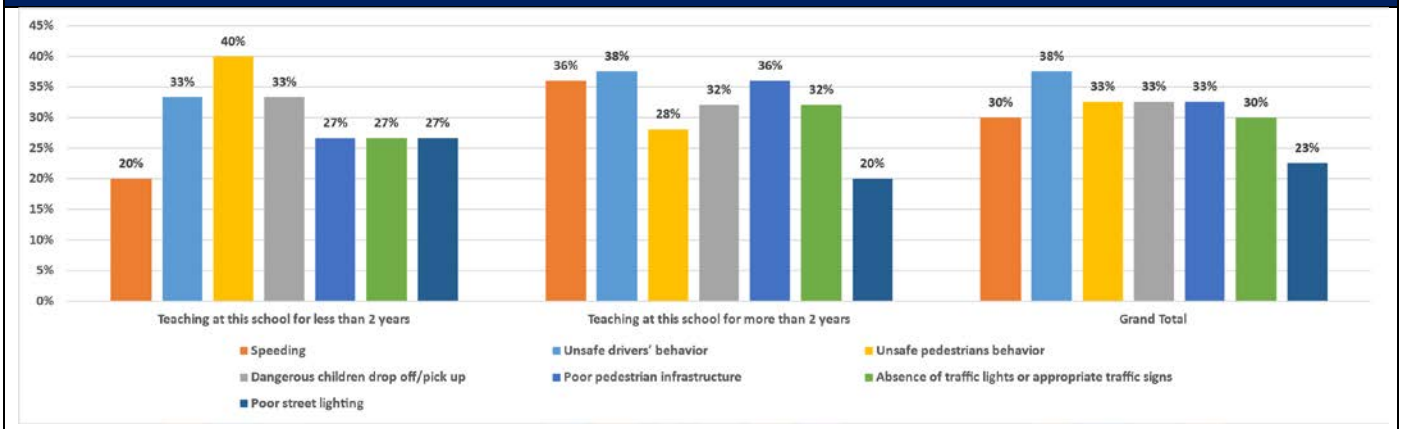
4 out of 10 teachers reported feeling unsafe when walking around this school before the road safety upgrades. Familiarity with local traffic conditions seems not to play an important role to this perception.

How safe do you feel when walking around this school, AFTER the road safety upgrade?



Teachers reported that their perceived safety level as pedestrians did not substantially improve due to the implemented upgrades.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor street lighting BEFORE the road safety upgrade at this school?

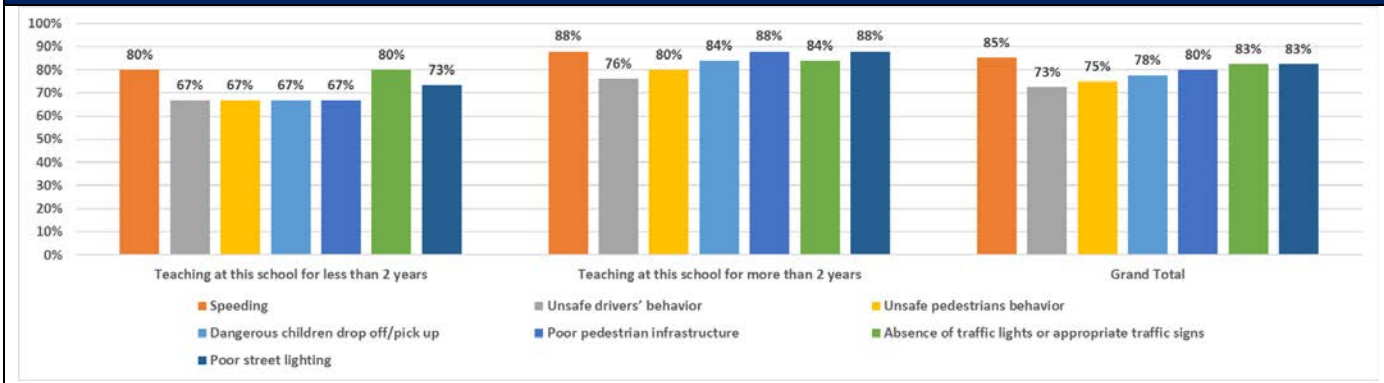


3 to 4 out of 10 teachers reported that:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor street lighting

are serious problems in this school area. Speeding is more frequently highlighted by teachers working at this school for more years.

How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor street lighting?

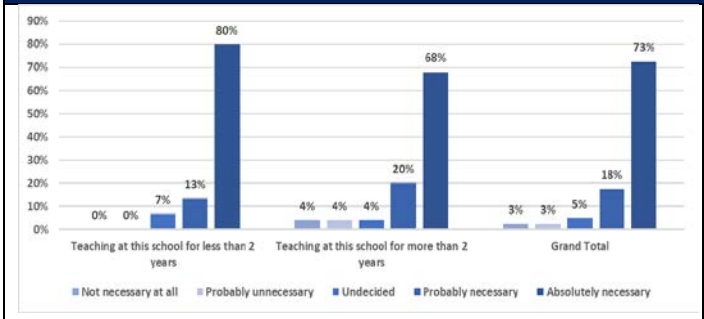


In general, more than 7 out of 10 teachers believe that the implemented upgrades reduce important road safety risks for pedestrians related to:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor street lighting

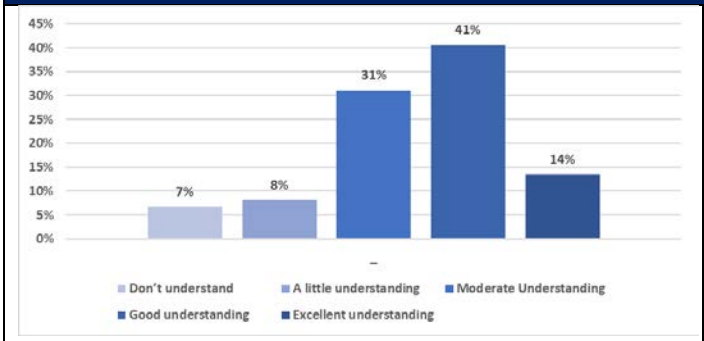
This improvement was more frequently highlighted by teachers working at this school for more years.

Do you think that similar upgrades are necessary to other schools in your city?



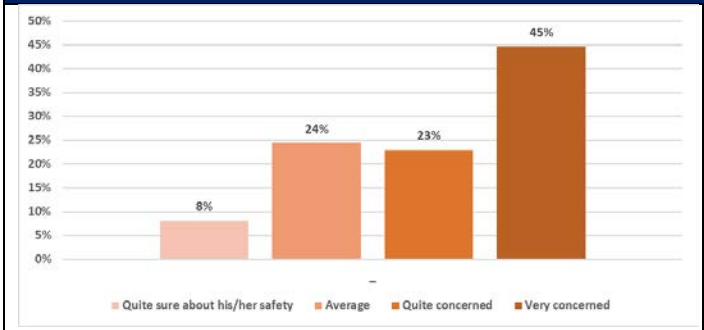
Almost all teachers participated in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

Do you think that children in the specific class are aware of traffic risks?



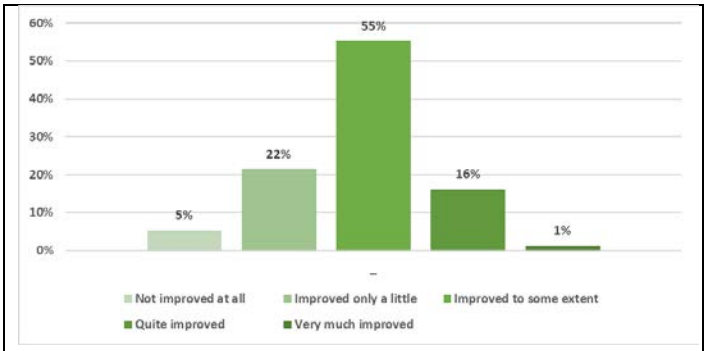
1 in 2 teachers believes that students have only a little to moderate understanding of traffic risks.

Were you concerned about their safety on the roads around this school before the road safety upgrade?



7 in 10 teachers were concerned about the safety of students before that road safety upgrades around the school.

Do you think that the road safety upgrade at this school improved the safety of the children in this class?

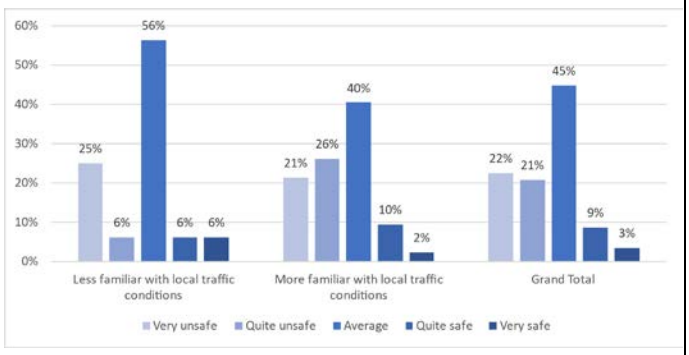


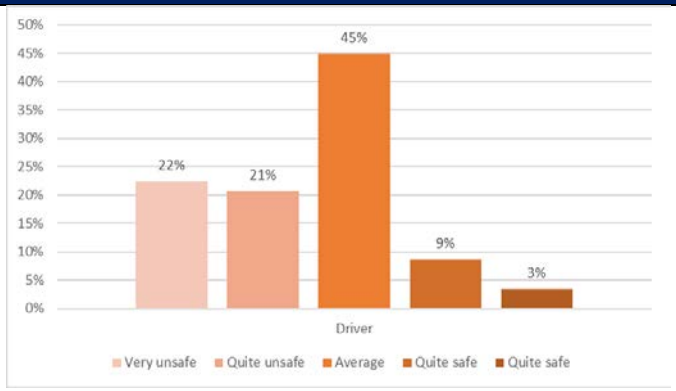
In total 7 out of 10 teachers participated in the survey agree that the implemented road safety upgrades considerably improved the safety of children.

Parents

Total Number of Responders:	**204**
Distribution by Driving Skills:	
Driver	58 (28%)
No Driver	146 (72%)
Distribution by familiarity with local traffic conditions:	
Less familiar with local traffic conditions	49 (24%)
More familiar with local traffic conditions	155 (76%)

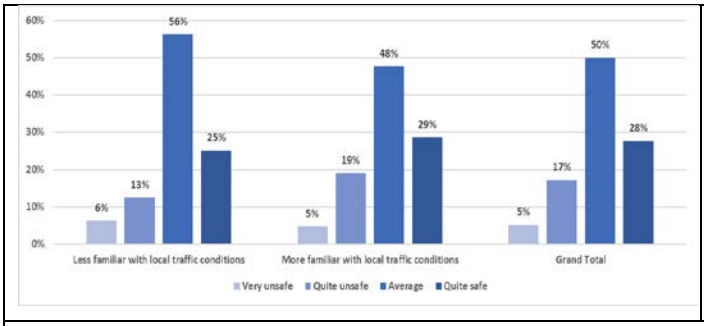
How safe were you feeling when driving around this school BEFORE the road safety upgrade?

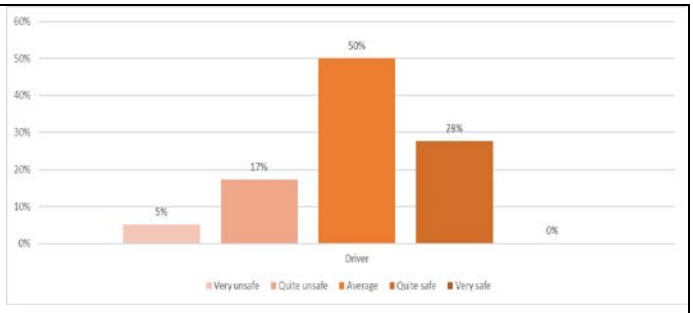




4 out of 10 parents reported feeling unsafe when driving around this school before the road safety upgrade. The estimated level of familiarity with local traffic conditions seems not to play an important role to this perception.

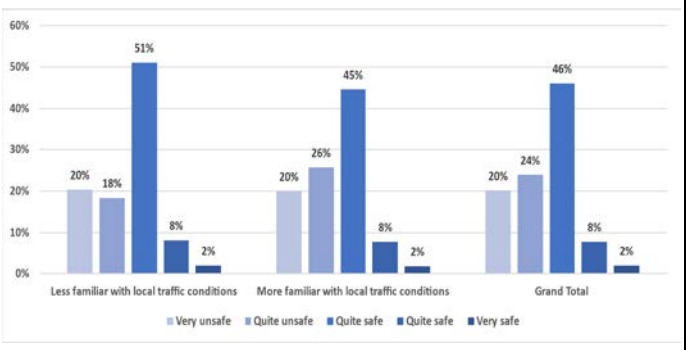
How safe do you feel when driving around this school, AFTER the road safety upgrade?





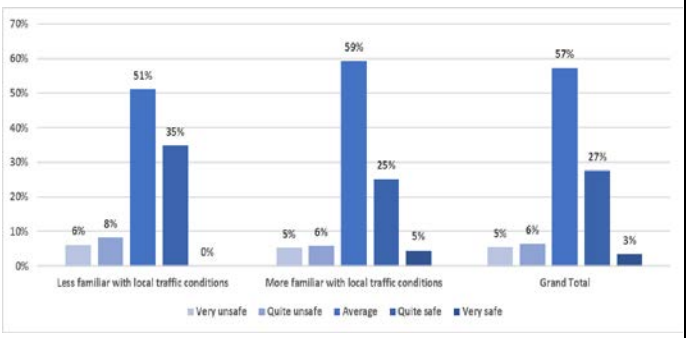
3 out of 10 parents reported improvement of the perceived road safety level due to the implemented upgrade. The type of road user (driver/no driver) or the estimated level of familiarity with local traffic conditions seems not to play an important role to this perception.

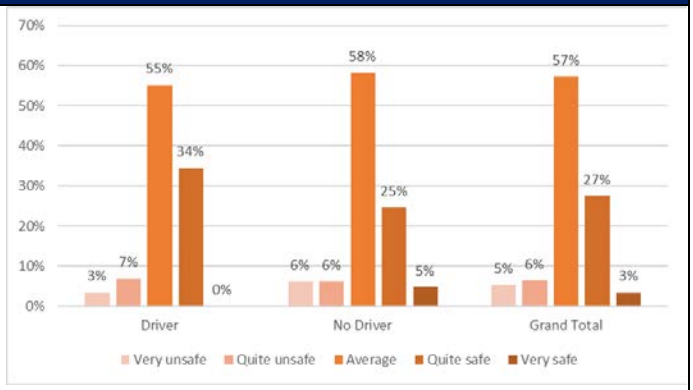
How safe were you feeling when walking around this school BEFORE the road safety upgrade?



4 out of 10 parents reported feeling unsafe when walking around this school before the road safety upgrade. The estimated level of familiarity with local traffic conditions seems not to play an important role to this perception.

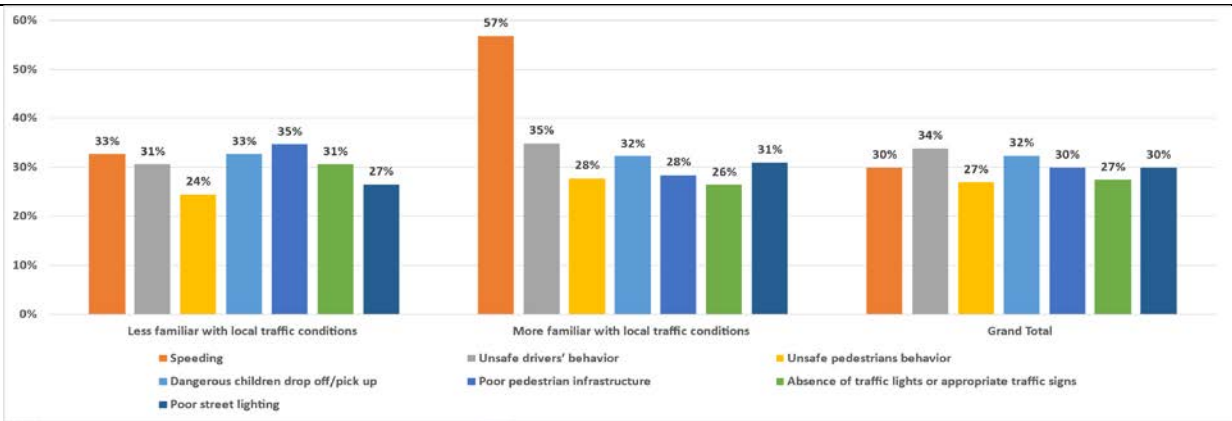
How safe do you feel when walking around this school, AFTER the road safety upgrade?





3 out of 10 parents reported that their perceived safety level as pedestrians improved due to the implemented upgrades.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor street lighting BEFORE the road safety upgrade at this school?

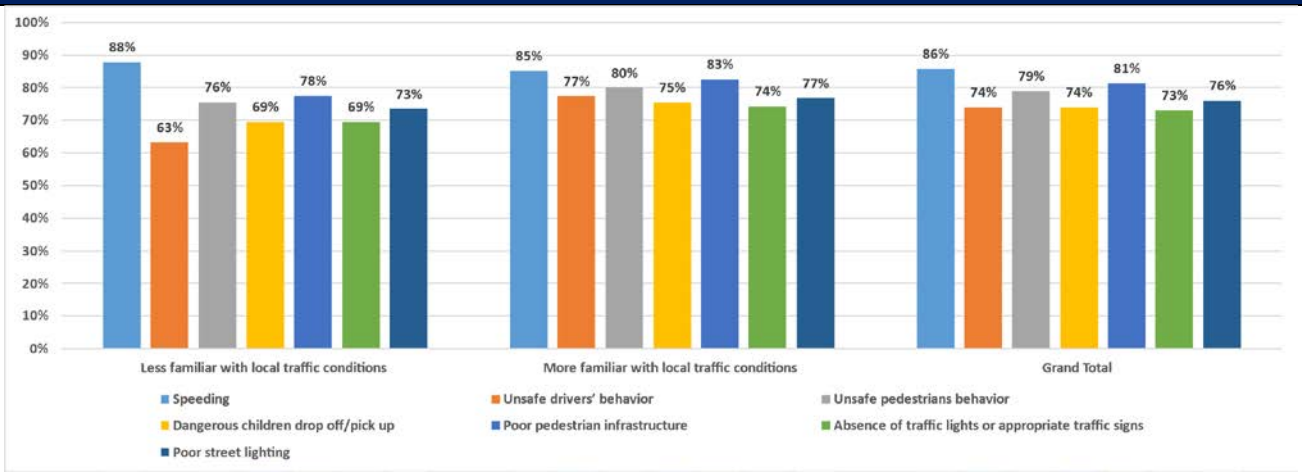


3 out of 10 parents reported that:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor street lighting

are serious problems in this school area. Speeding is more frequently highlighted by parents that are more familiar with local traffic conditions. Dangerous children drop off/pick up is highlighted by drivers.

How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting?

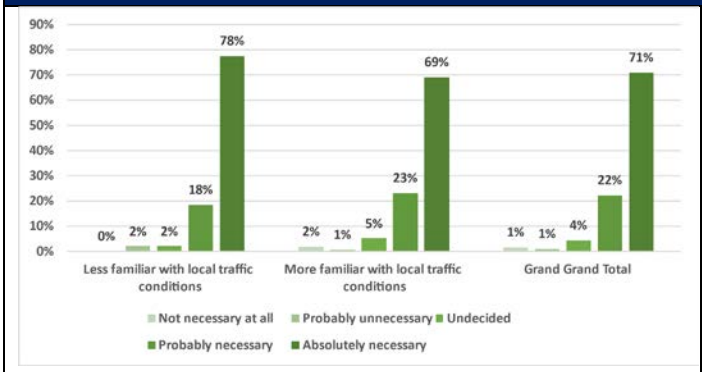


In general, more than 7 out of 10 parents believe that the implemented upgrades reduce important road safety risks for pedestrians related to

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs.
- Poor street lighting

Improvements related to (1) Dangerous children drop off/pick up, (2) Poor pedestrian infrastructure and (3) Absence of traffic lights or appropriate traffic signs were more frequently highlighted by drivers. Improvements related to safe pedestrians' behavior was highlighted more frequently by parents that are more familiar with the local traffic conditions

Do you think that similar upgrades are necessary to other schools in your city?



Almost all parents in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

Health Condition of their children

Healthy	**98%**	**Mobility impaired**	**0%**	**Other health condition impacting on his/her safety around roads**	**1%**

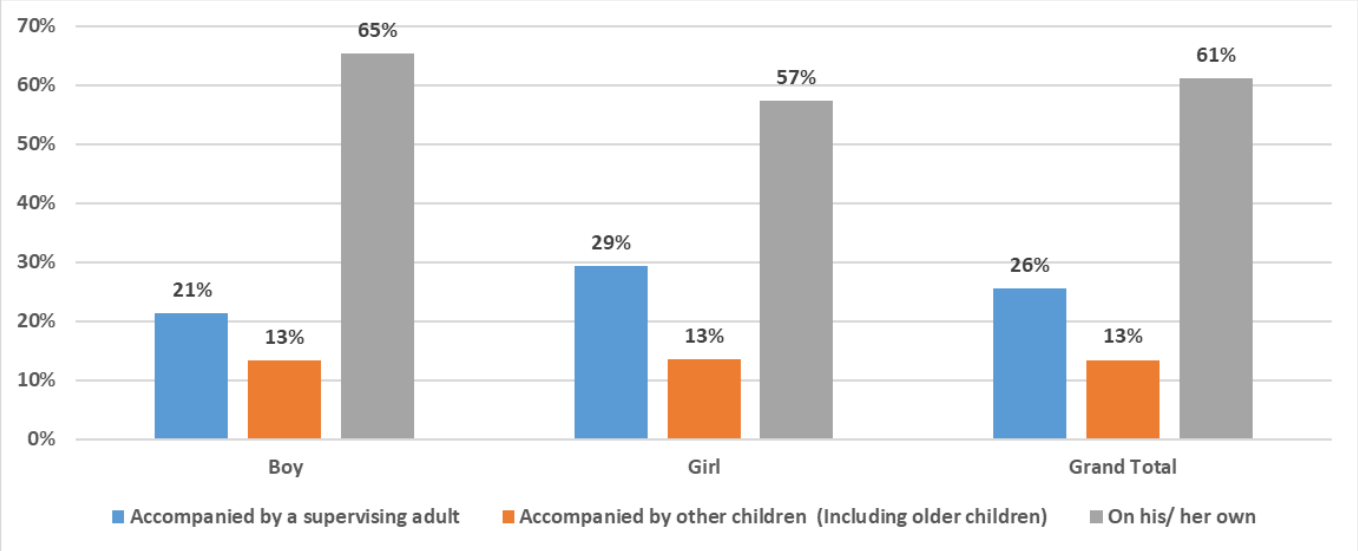
Female (Distribution: 53%)

Healthy	**98%**	**Mobility impaired**	**0%**	**Other health condition impacting on his/her safety around roads**	**1%**

Male (Distribution: 47%)

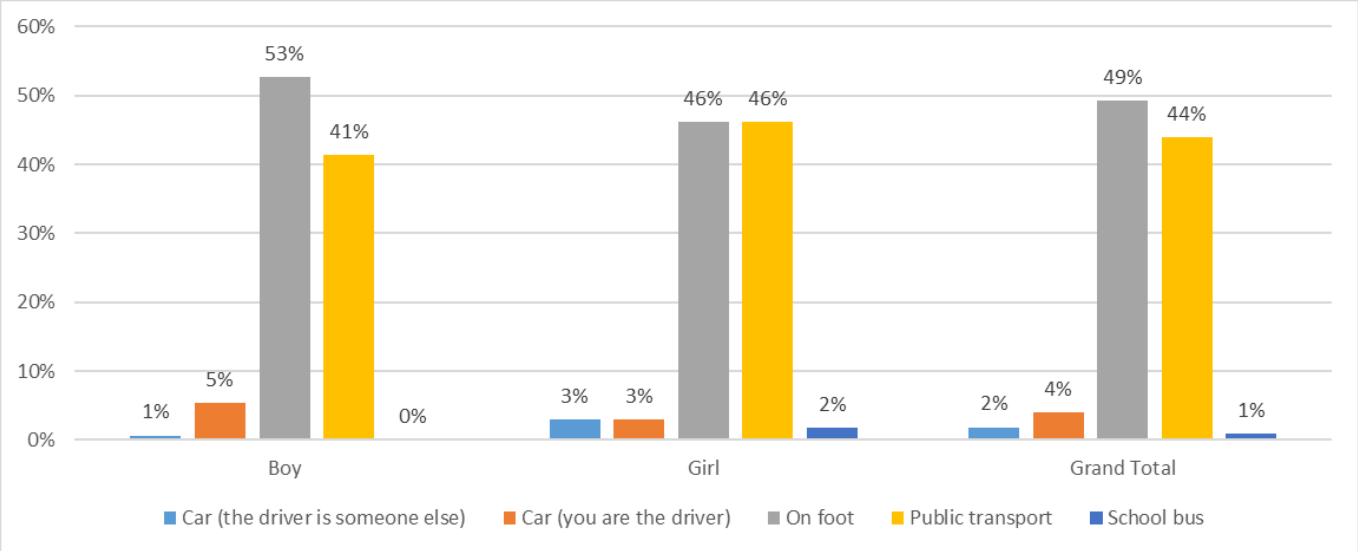
Healthy	**98%**	**Mobility impaired**	**0%**	**Other health condition impacting on his/her safety around roads**	**1%**

How does your child travel from/ to school?



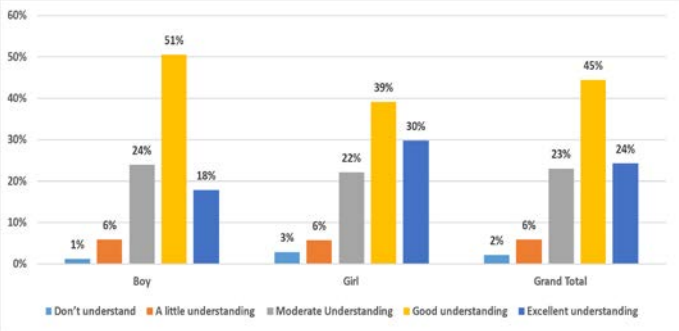
Most children are traveling from/to school on their own or with an adult. No gender related differences.

Which mode(s) of transport does he/she use most to/from school?



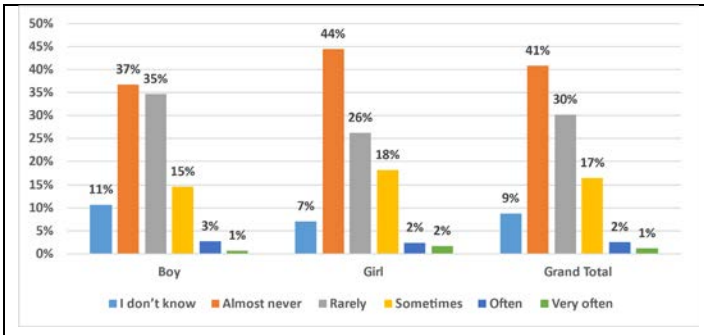
Walking and public transport are the most preferable modes of transport for children to/from school.

Do you think that your child understands the traffic risks?



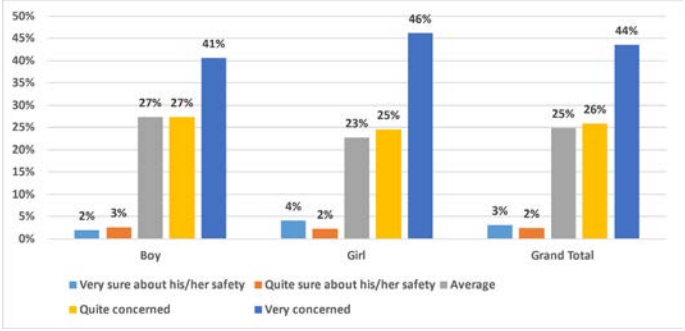
3 out of 10 parents believe that children have only a little to moderate understanding of traffic risks. No gender related differences.

How often does he/ she behave dangerously or carelessly near a road?



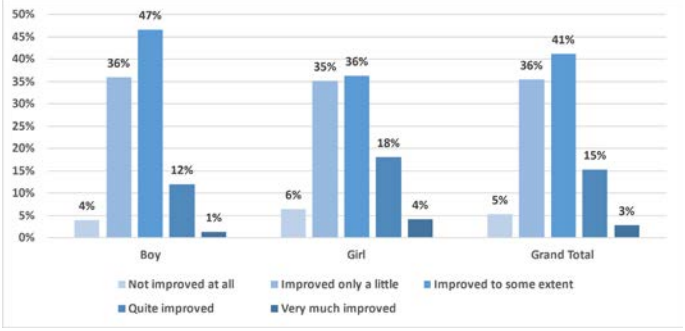
2 out of 10 parents confirmed that their children behave sometimes dangerously or carelessly near a road. No gender related differences.

Were you concerned about your child's safety on the roads around this school before the road safety upgrade?



7 out of 10 parents confirmed that they were quite or very concerned about your child's safety on the roads around this school, before the road safety upgrade No gender related differences.

Do you think that the road safety upgrade at this school improved the safety of your child?



In Grand Total 6 out of 10 parents participated in the survey agree that the implemented road safety upgrades considerably improved the safety of children. No gender related differences.

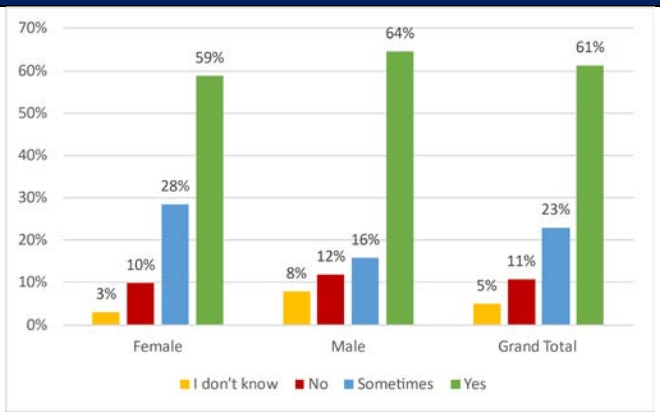
Conclusions

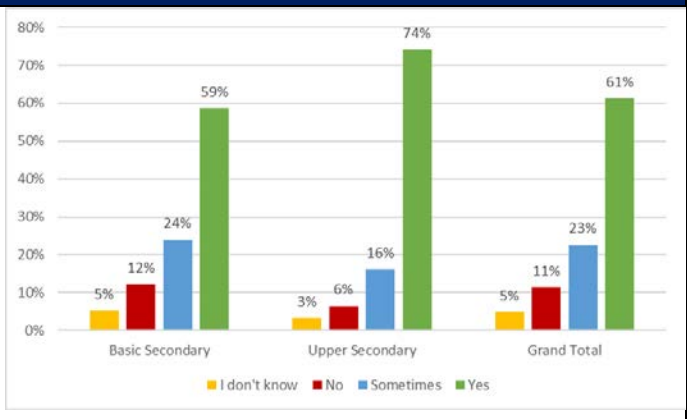
School No 48

Students

Total Number of Responders:	**186**
Distribution by Gender:	
Female	106 (57%)
Male	80 (43%)
Distribution by group age:	
Group Age 10-15	121 (65%)
Group Age 15-20	65 (35%)

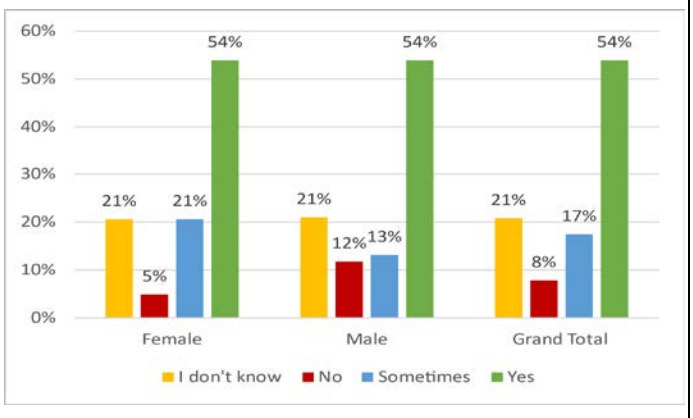
Do you feel safe while walking around the school?

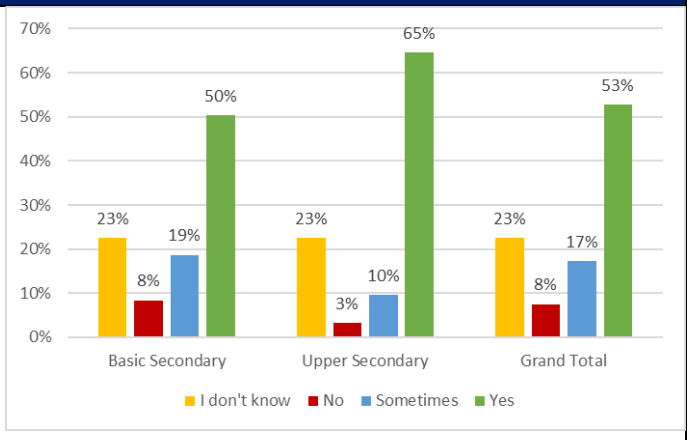




3 to 4 out of 10 students are concerned about their safety while walking around the school. Girls and younger students (basic secondary education) feel more frequently unsafe.

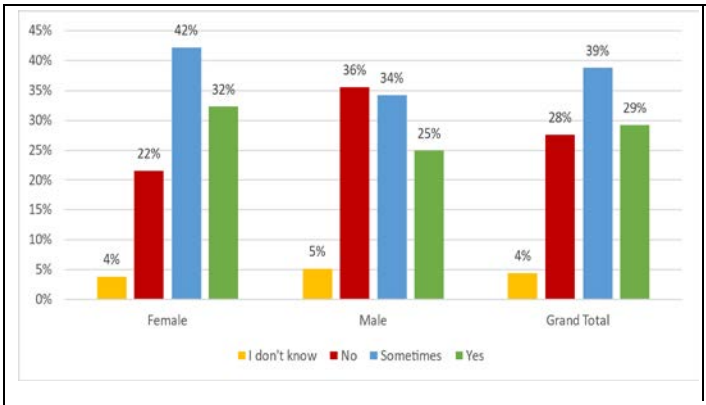
Do your friends feel safe while walking around the school?

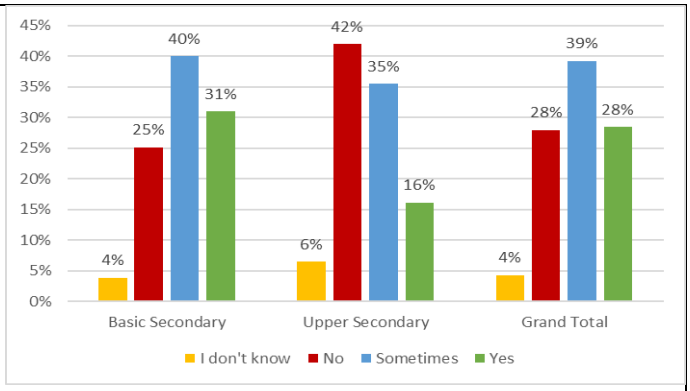




3 out of 10 students believe that their friends are also concerned about their safety while walking around the school. This is believed more frequently by younger students (basic secondary education). No gender related differences.

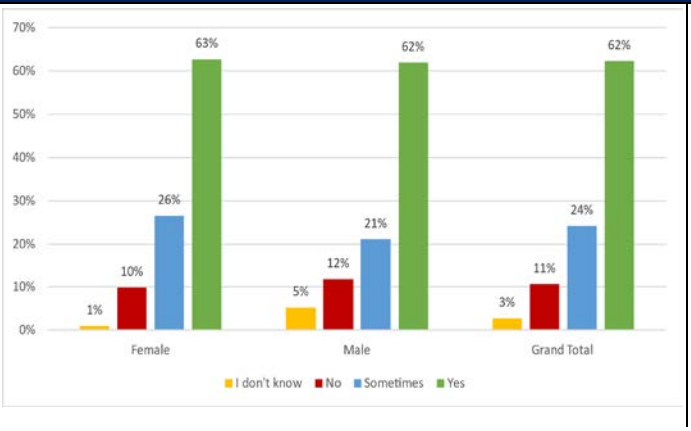
Do you think that traffic sometimes goes too fast on roads near your school?

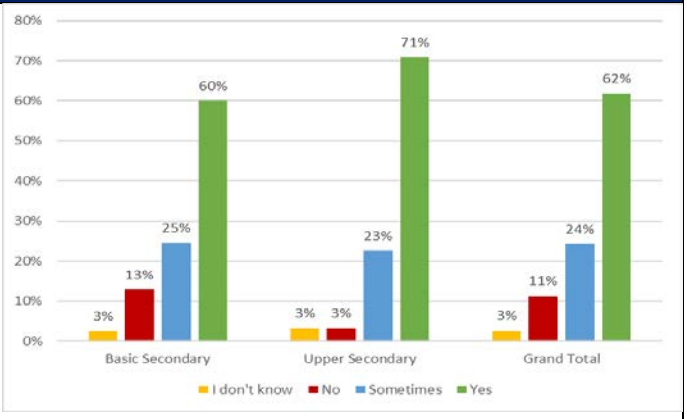




7 out of 10 students believe that traffic sometimes goes too fast on roads near their school. Girls and younger students are more concerned.

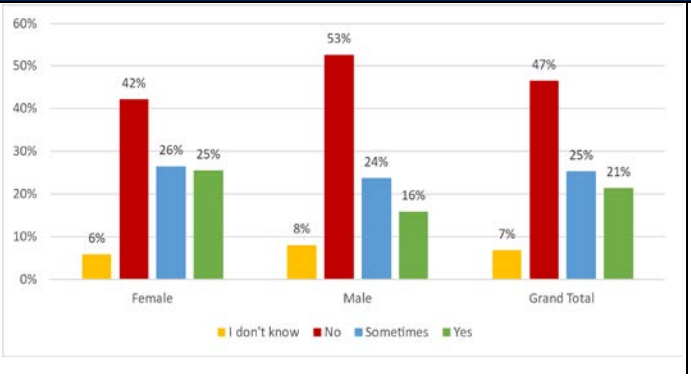
Do drivers stop when you want to cross the road(s) around your school?

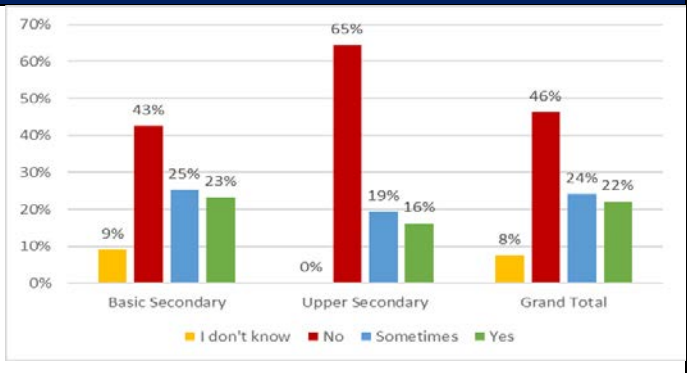




3 to 4 out of 10 students' complaint that drivers do not always stop to give them priority when they try to cross the road(s) around their school. Younger students are more frequently concerned about this issue. No gender related differences.

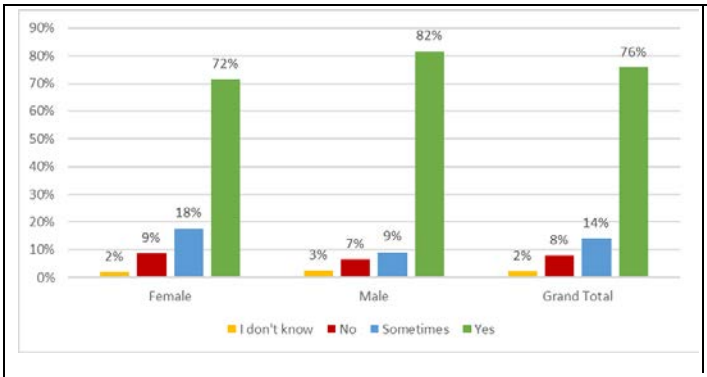
Are you afraid of being hit by another car while you get out from your parents' car or the school bus or public transport?

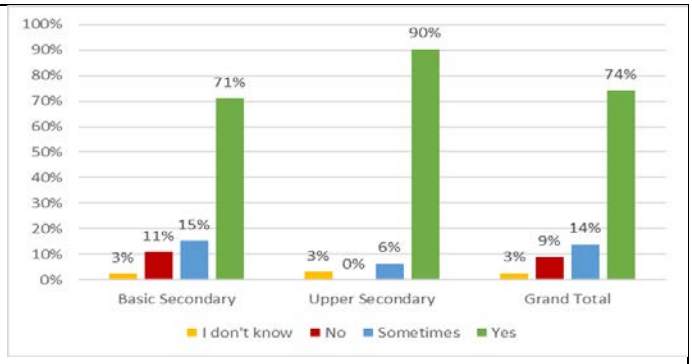




Almost 5 out of 10 students feel afraid of being hit by another car while they get out from your parents' car or the school bus or public transport. Girls and younger students are more concerned.

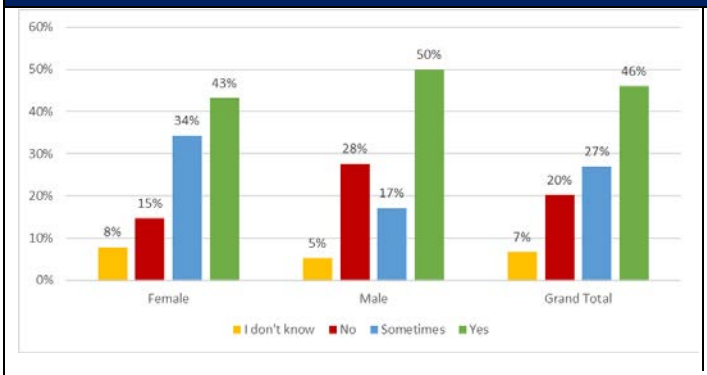
Can you easily find a safe place to cross the road just outside of the school?

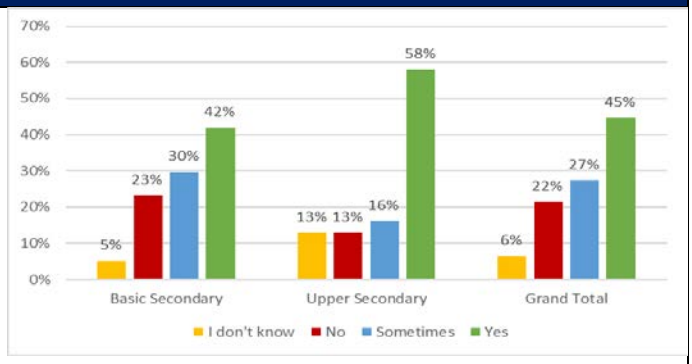




3 out of 10 students complained that they can't always easily find a safe place to cross the road just outside of the school. Girls and younger students are more concerned about this issue.

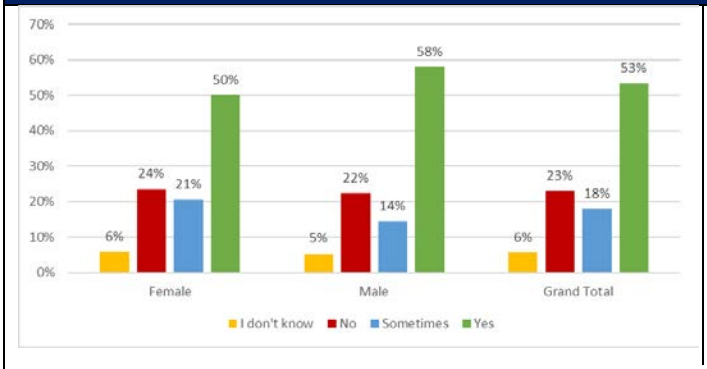
Do the traffic lights work well and help you cross the street?

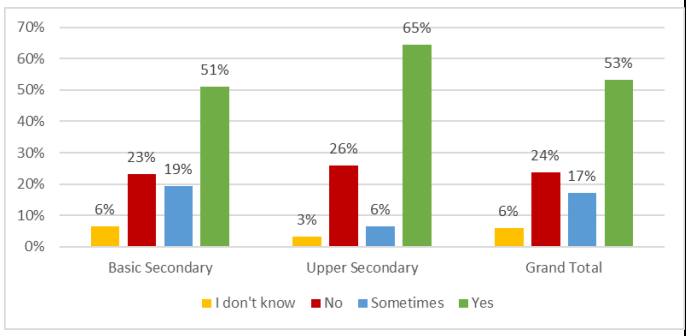




5 out of 10 students have observed that traffic lights do not always work well and help them cross the street. This is more frequently observed by younger students.

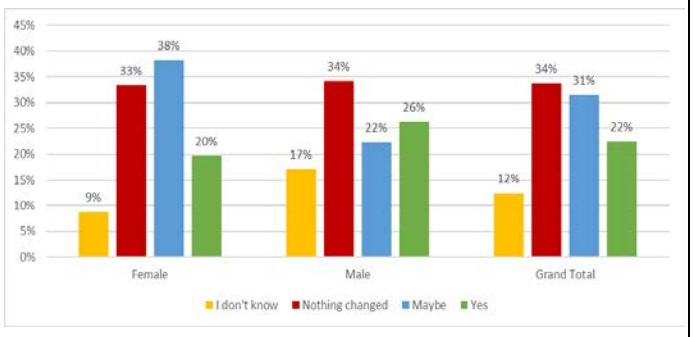
Do you think that there are enough streetlights at the crossroad to help you walk safely?

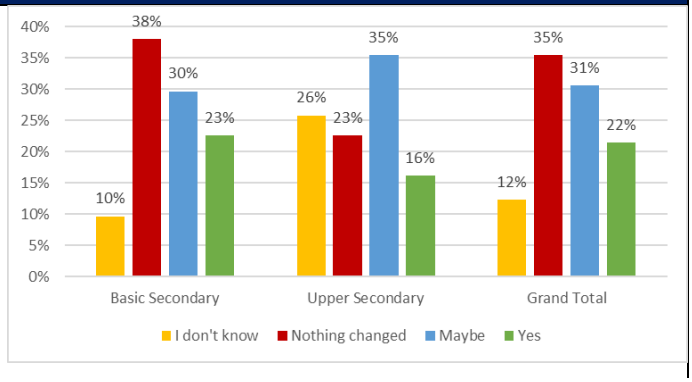




4 out of 10 students complain that there are not enough streetlights at the crossroad to help them walk safely. This is more frequently observed by younger students. No gender related differences.

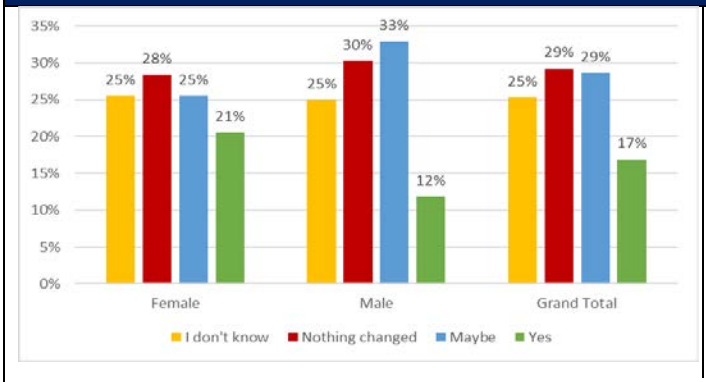
Do the crossroad improvements just outside of the school make you feel safer?

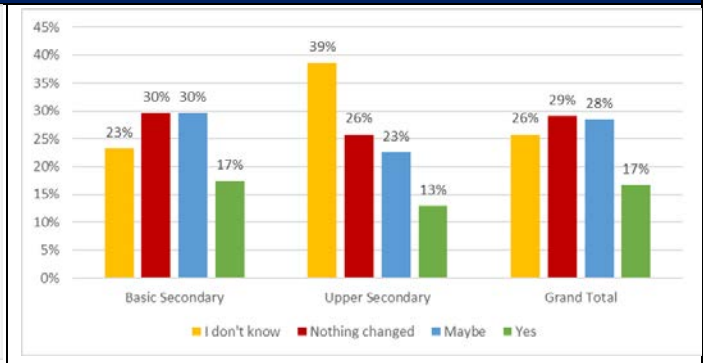




5 out of 10 students believe that the crossroad improvements just outside of the school make them feel safer. This is expressed more frequently among girls. No age-related differences.

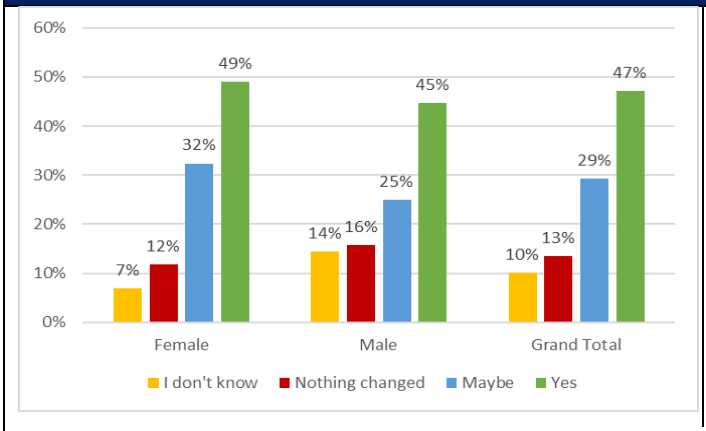
Do now drivers speed less there?

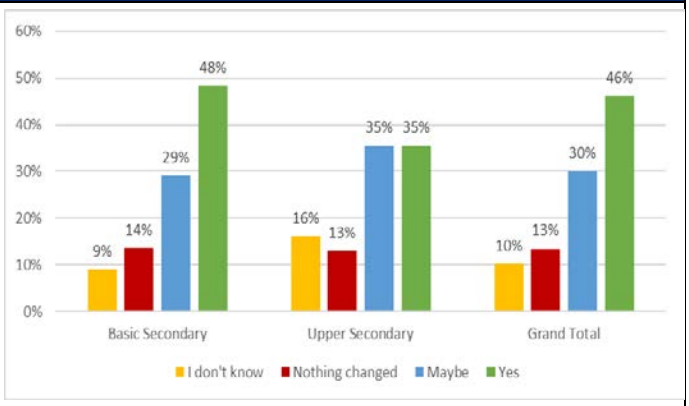




5 out of 10 students believe that due to the crossroad improvements drivers speed less around the school. No gender differences. This is expressed more frequently among younger students.

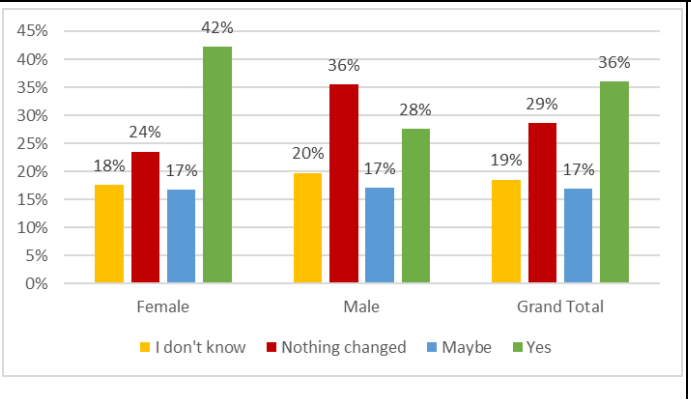
Do now drivers stop more frequently to allow children to cross the street safely?

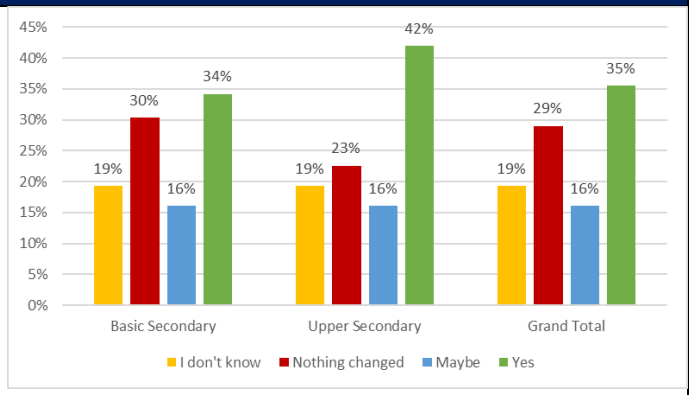




8 out of 10 students believe that due to the crossroad improvements drivers stop more frequently to allow children to cross the street safely. This is expressed more frequently among girls and younger students.

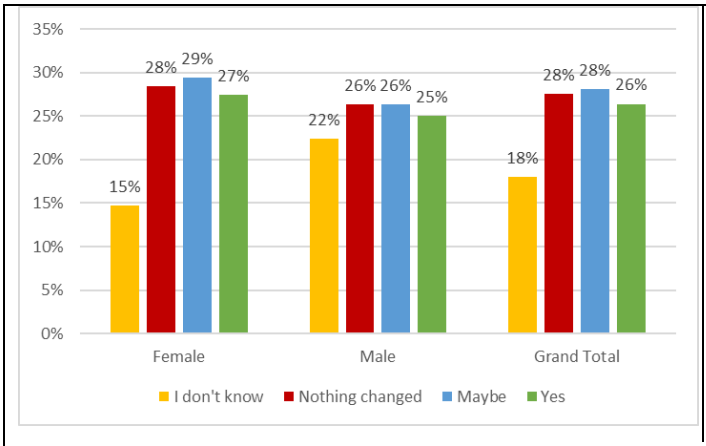
Are you now less afraid when you get out from your parents' car or the school bus or public transport?

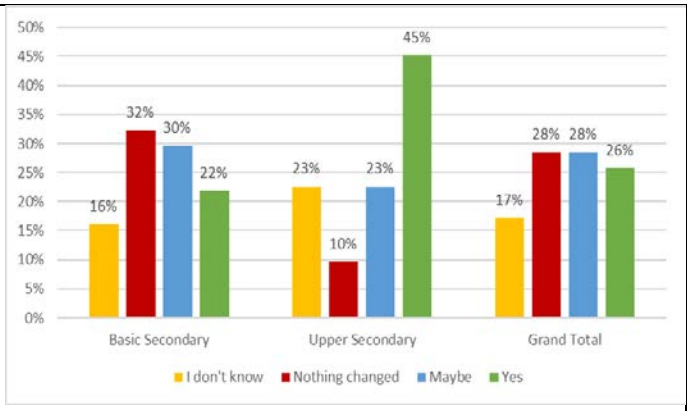




Half of the students believe that due to the crossroad improvements the exit from the vehicles is safer. This is expressed more frequently among girls and older students.

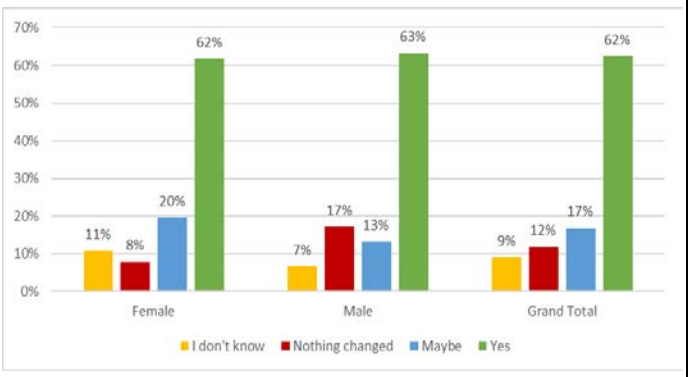
Do traffic lights work now better there?

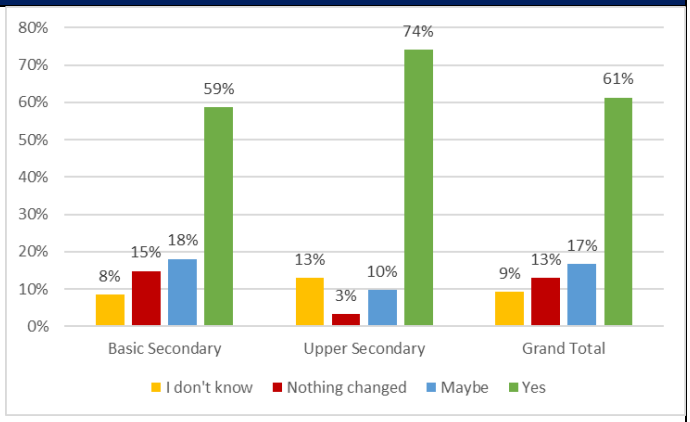




6 out of 10 students have observed that due to the crossroad improvements traffic lights work now better. This is expressed more frequently among older students. No gender differences.

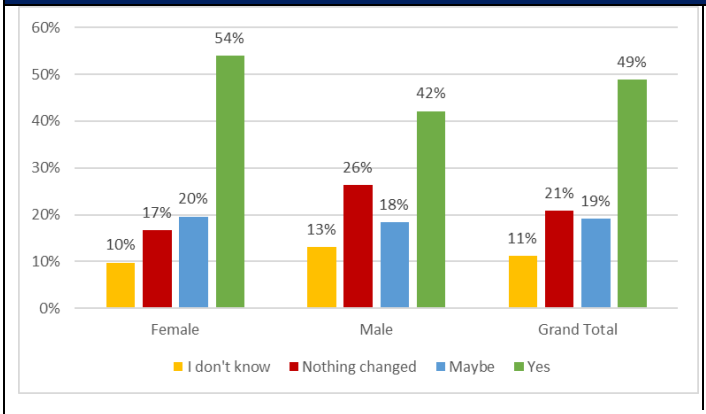
Can you now find a safe place to cross the street more easily?

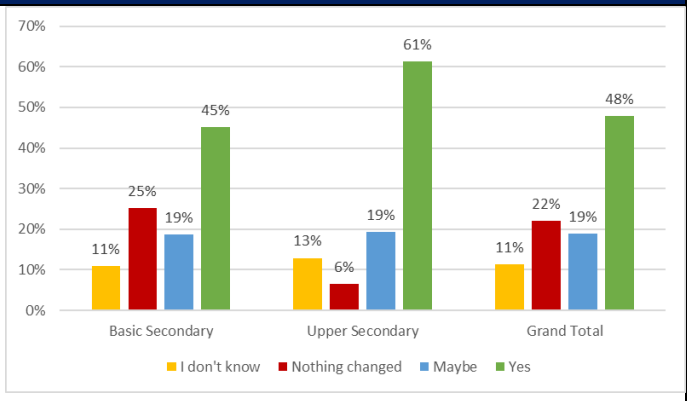




8 out of 10 students have observed that due to the crossroad improvements they can find easier a safe place to cross the street. No gender or age-related differences.

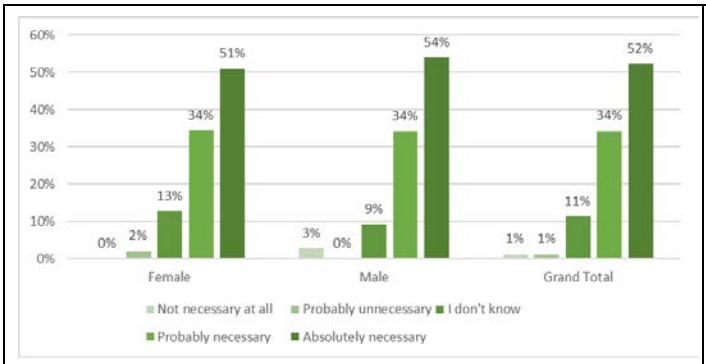
Do you think that streetlights at the crossroad are now enough to help you walk safely?

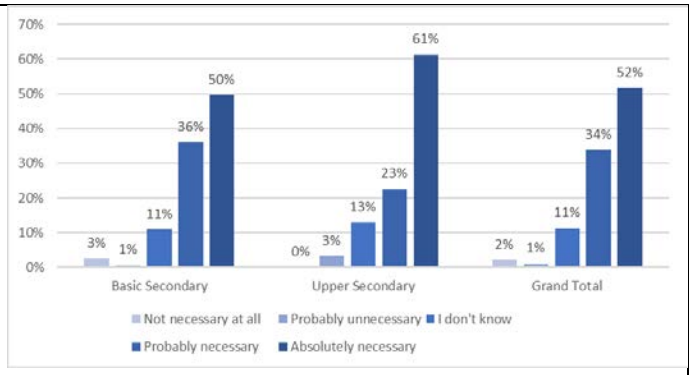




7 out of 10 students have observed that due to the crossroad improvement the streetlights at the crossroad help them to walk more safely. This is expressed more frequently among girls and older students.

Do you think that similar upgrades are necessary to other schools in your city?



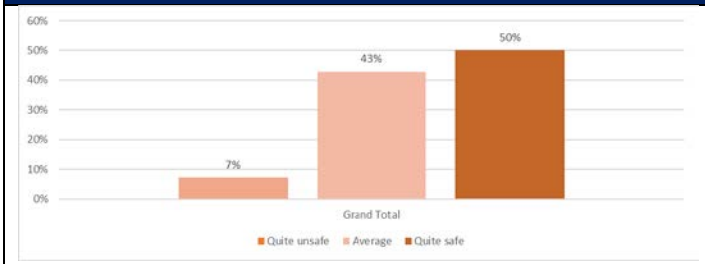


9 out of 10 students believe that similar upgrades are necessary also to other schools in the city. No gender or age-related differences.

Teachers

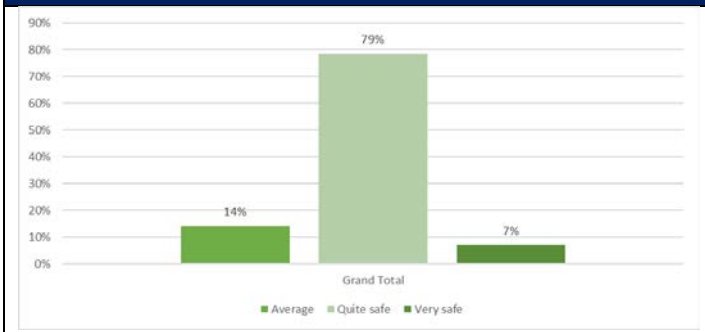
Total Number of Responders:	**14**
Distribution by Group Age:	
Group Age 21-40	8 (57%)
Group Age 41-60	3 (21%)
GroupAge 60+	3 (21%)
Distribution by Years of Teaching at the school:	
Teaching at this school for less than 2 years	2 (14%)
Teaching at this school for more than 2 years	12 (86%)

How safe were you feeling when driving around this school BEFORE the road safety upgrade?



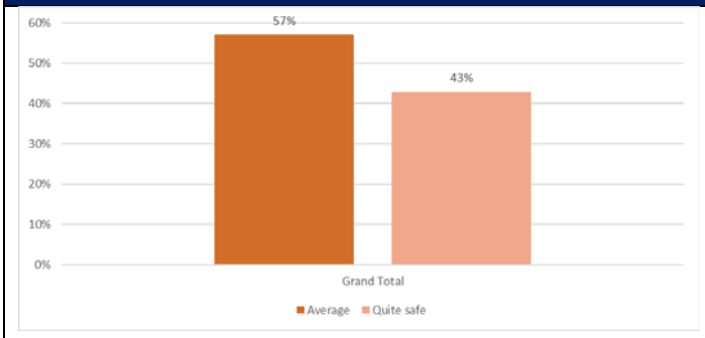
Half of the respondents reported feeling average or unsafe when driving around this school before the road safety upgrade

How safe do you feel when driving around this school, AFTER the road safety upgrade?



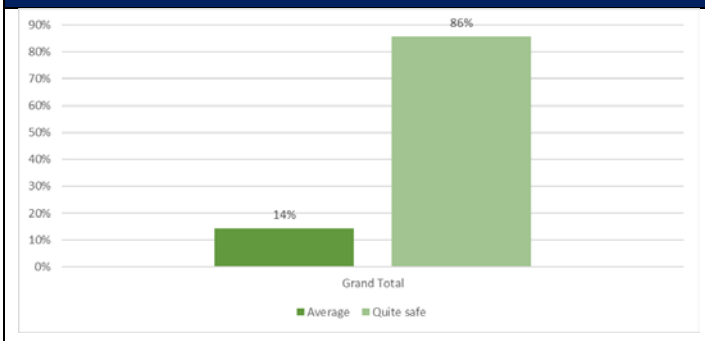
8 to 9 out of 10 teachers reported improvement of the perceived road safety level due to the implemented upgrade.

How safe were you feeling when walking around this school BEFORE the road safety upgrade?



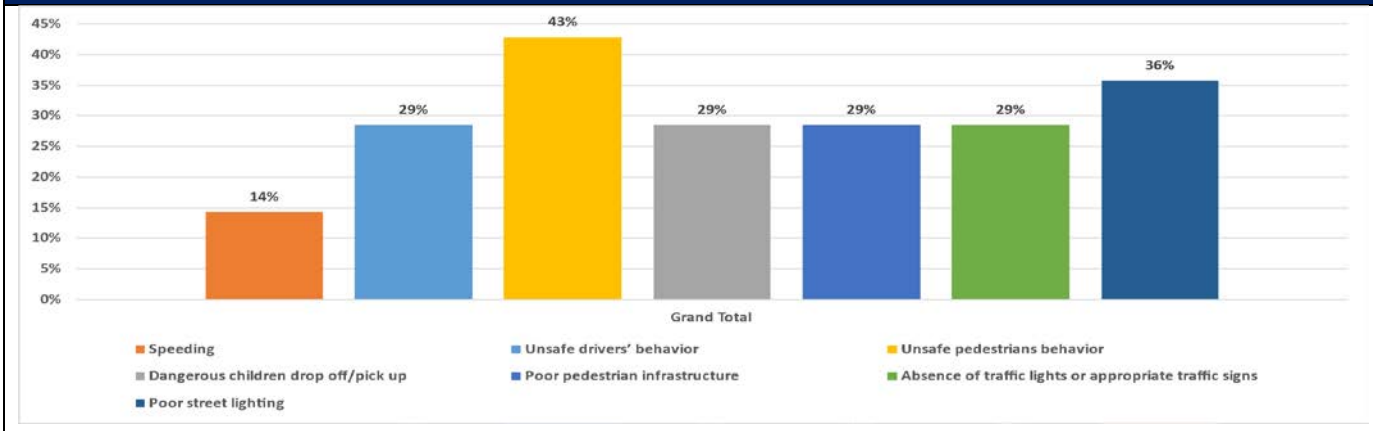
6 out of 10 teachers reported feeling average when walking around this school before the road safety upgrade

How safe do you feel when walking around this school, AFTER the road safety upgrade?



4 out of 10 teachers reported that their perceived safety level as pedestrians substantially improved due to the implemented upgrades.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting BEFORE the road safety upgrade at this school?

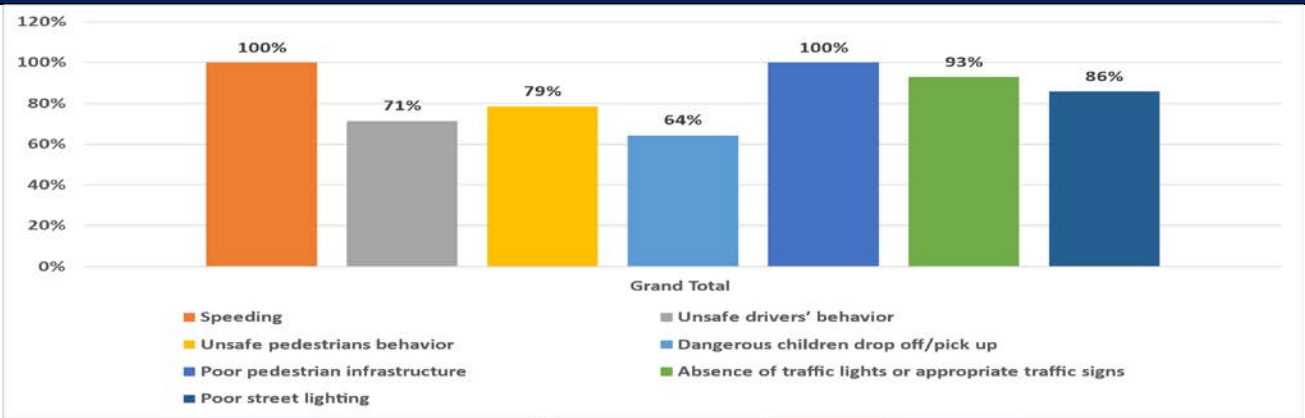


3 to 4 out of 10 teachers reported that:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor Street lighting

are serious problems in this school area. Unsafe pedestrians' behavior and Poor Street lighting are among the most serious problems at this school area.

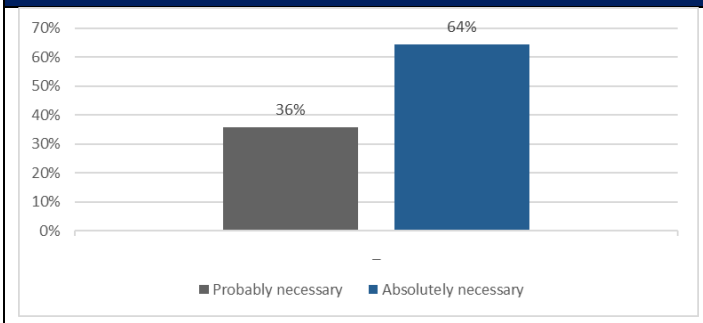
How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting?



In general, more than 8 out of 10 teachers believe that the implemented upgrades reduce important road safety risks for pedestrians related to:

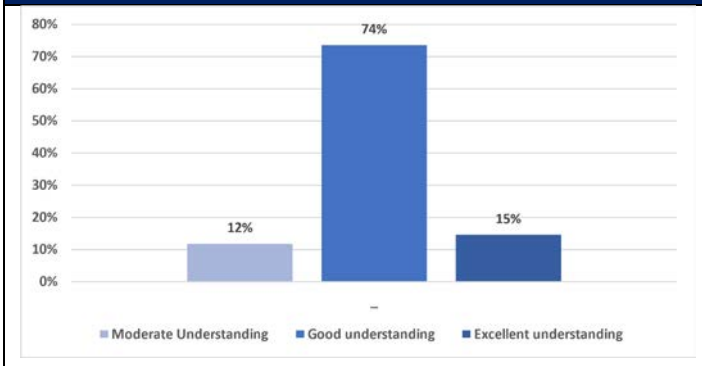
- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor Street lighting

Do you think that similar upgrades are necessary to other schools in your city?



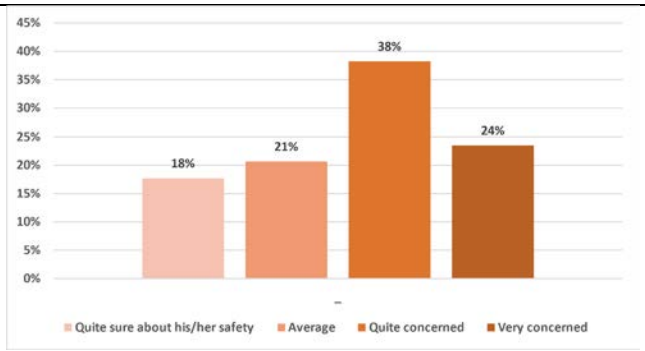
All teachers participated in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

Do you think that children in the specific class are aware of traffic risks?



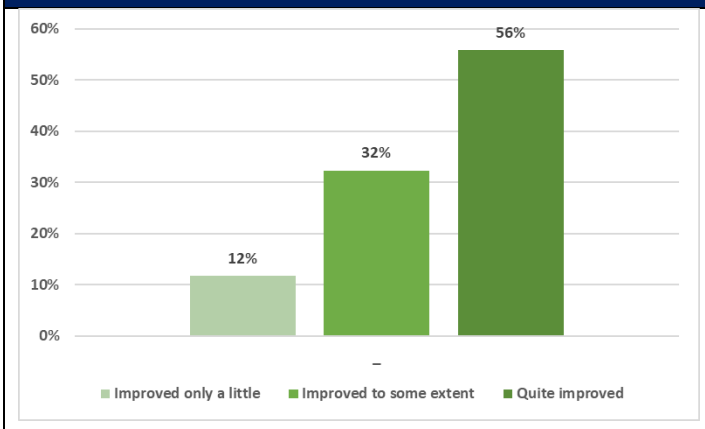
1 out of 10 teachers believe that students at secondary education level have only a little to moderate understanding of traffic risks.

Were you concerned about their safety on the roads around this school before the road safety upgrade?



6 in 10 teachers were concerned about the safety of their students before that road safety upgrades around the school.

Do you think that the road safety upgrade at this school improved the safety of the children in this class?

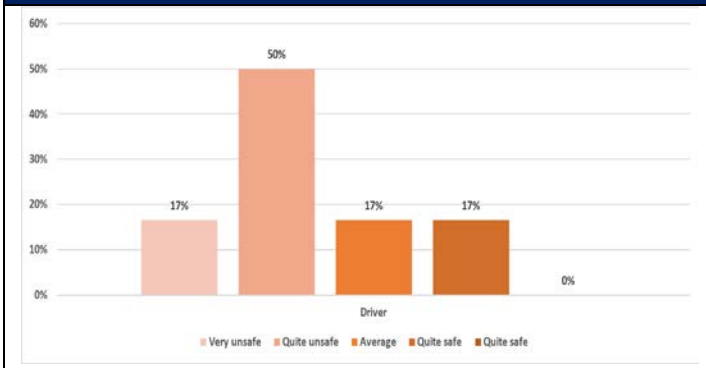


In total 9 out of 10 teachers participated in the survey agree that the implemented road safety upgrades considerably improved the safety of children

Parents

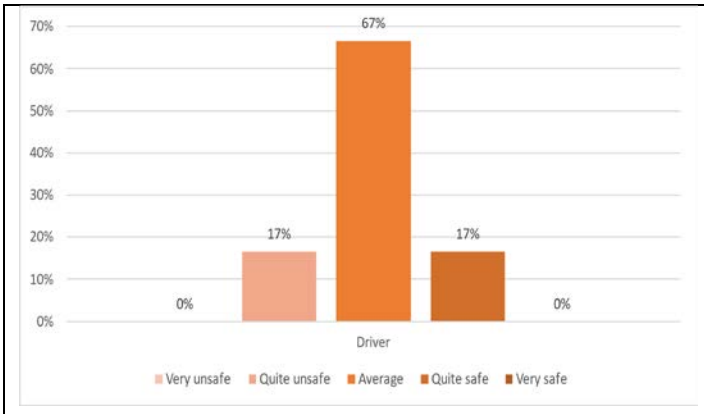
Total Number of Responders:	**18**
Distribution by Driving Skills:	
Driver	6 (33%)
No Driver	12 (66%)
Distribution by familiarity with local traffic conditions:	
Less familiar with local traffic conditions	1 (6%)
More familiar with local traffic conditions	17 (94%)

How safe were you feeling when driving around this school BEFORE the road safety upgrade?



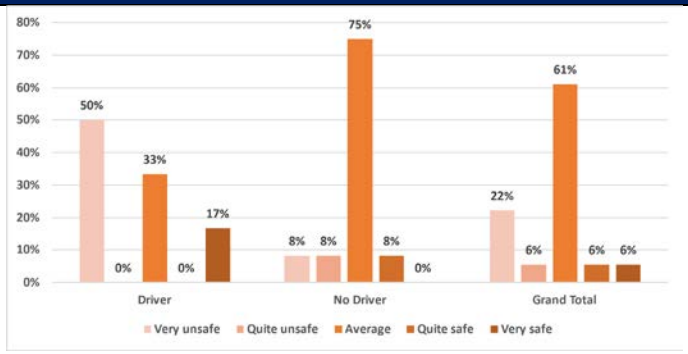
7 out of 10 parents reported feeling unsafe when driving around this school before the road safety upgrade.

How safe do you feel when driving around this school, AFTER the road safety upgrade?



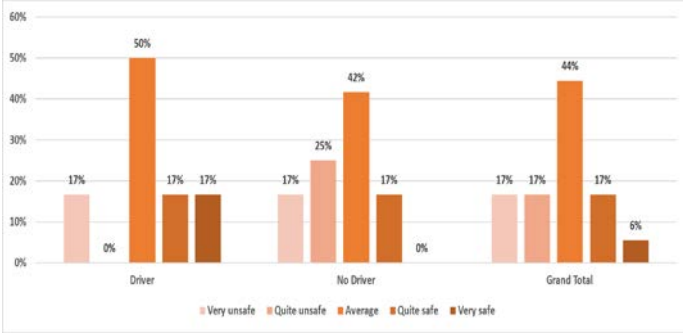
2 out of 10 parents reported improvement of the perceived road safety level due to the implemented upgrade. It appears that in relation to the previous rather unsafe situation, most drivers consider the situation to be average.

How safe were you feeling when walking around this school BEFORE the road safety upgrade?



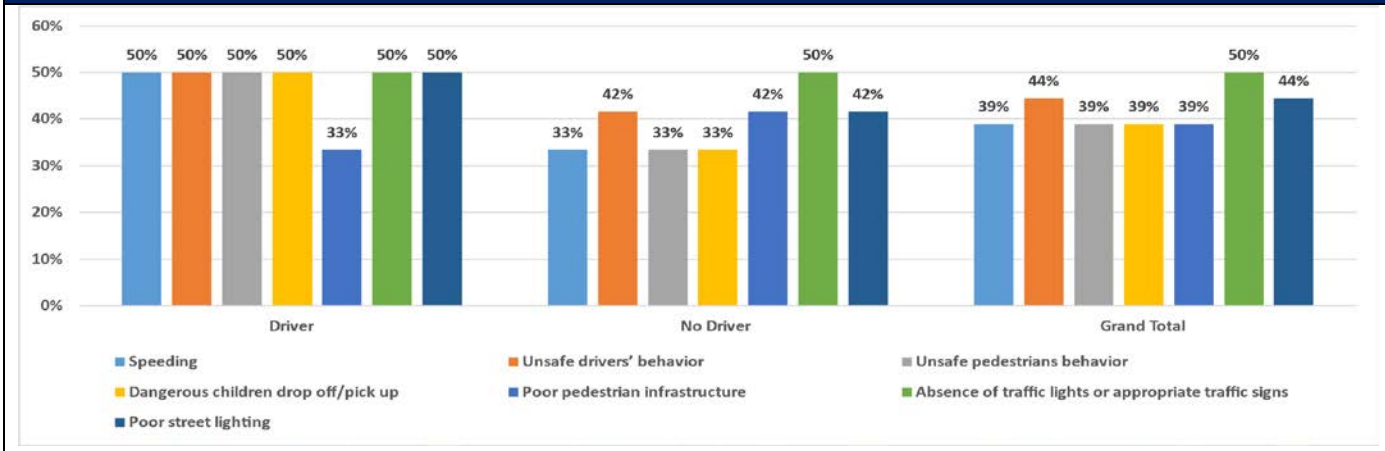
3 out of 10 parents reported feeling unsafe when walking around this school before the road safety upgrade.

How safe do you feel when walking around this school, AFTER the road safety upgrade?



Parents reported that their perceived safety level as pedestrians did not substantially improve due to the implemented upgrades.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure and (vi) Absence of traffic lights or appropriate traffic signs BEFORE the road safety upgrade at this school?



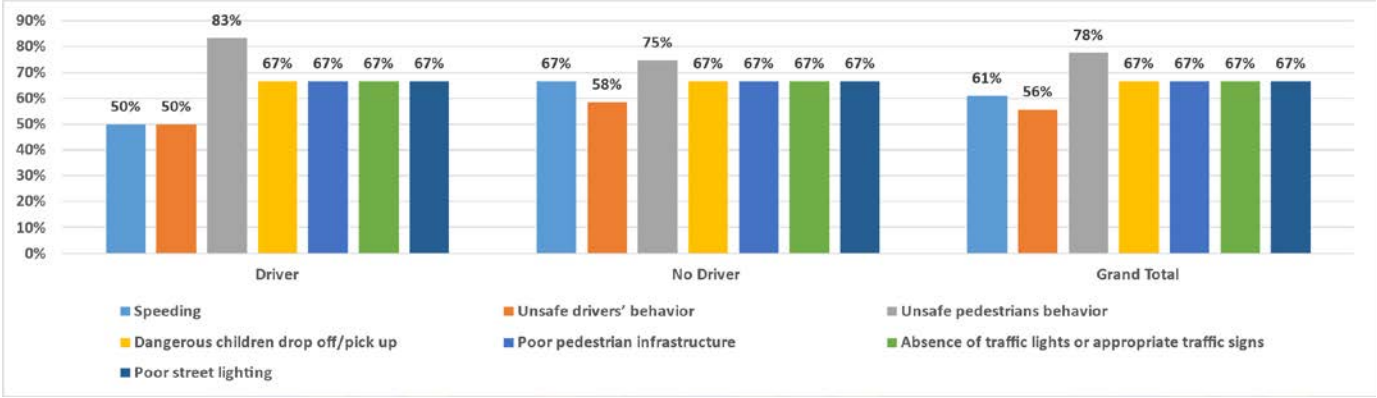
4 out of 10 parents reported that:

- Speeding

- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor Street Lighting

are serious problems in this school area. Speeding, Unsafe pedestrians' behavior and Dangerous children drop off/pick up are more frequently highlighted by drivers.

How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting?

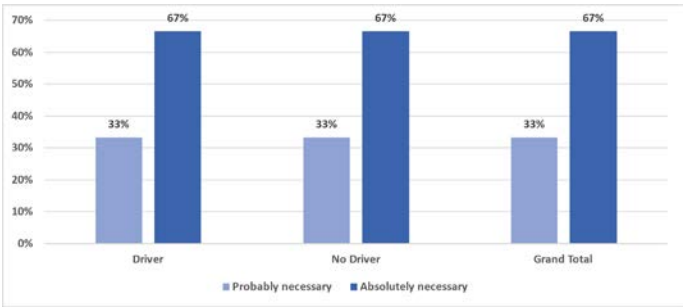


In general, more than 7 out of 10 parents believe that the implemented upgrades reduce important road safety risks for pedestrians related to

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor Street lighting

Improvements related to Unsafe pedestrians' behavior was more frequently highlighted by drivers. Improvements related to speeding and unsafe pedestrians' behavior was highlighted more frequently by no driver parents.

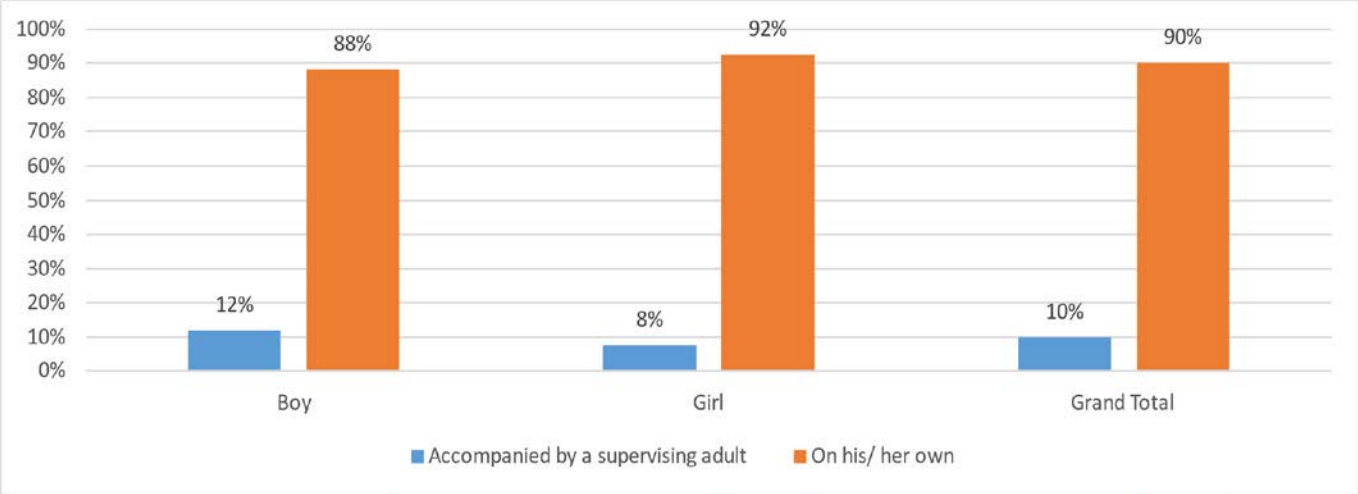
Do you think that similar upgrades are necessary to other schools in your city?



All parents in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

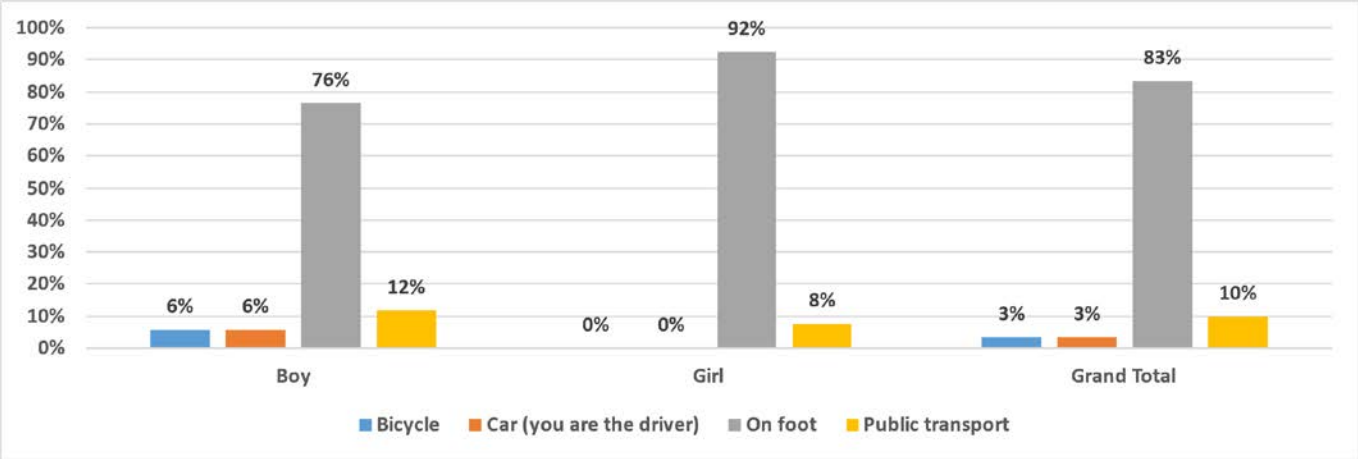
Health Condition of their children					
Healthy	90%	Mobility impaired	0%	Other health condition impacting on his/her safety around roads	10%
Female (Distribution: 43%)					
Healthy	92%	Mobility impaired	0%	Other health condition impacting on his/her safety around roads	8%
Male (Distribution: 57%)					
Healthy	88%	Mobility impaired	0%	Other health condition impacting on his/her safety around roads	12%

How does your child travel from/ to school?



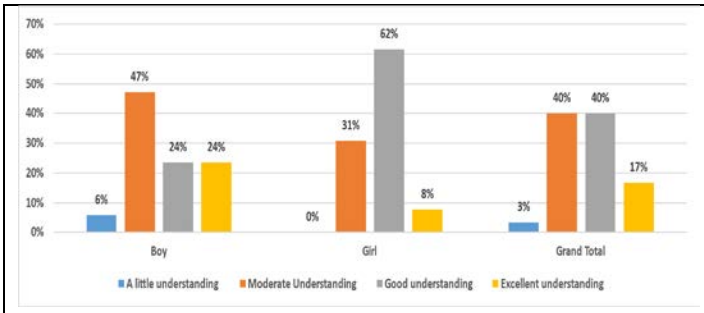
All the children are traveling from/to school on their own or with an adult.

Which mode(s) of transport does he/she use most to/from school?



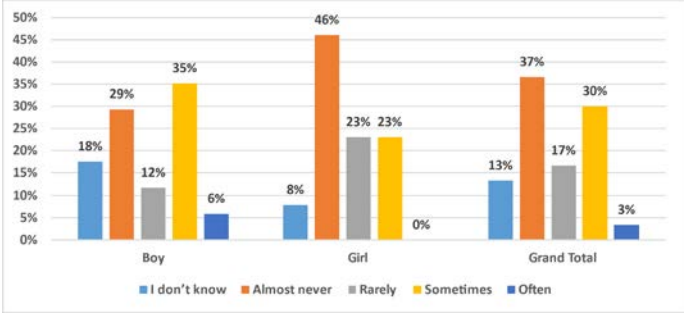
Walking is the most preferable mode of transport for children to/from school.

Do you think that your child understands the traffic risks?



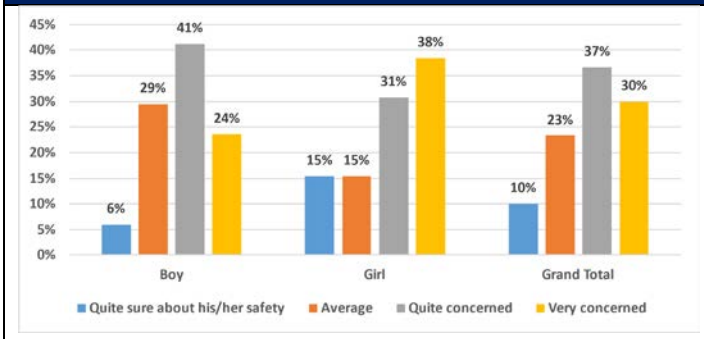
4 out of 10 parents believe that children have only a little to moderate understanding of traffic risks. They reported that boys have less understanding that girls.

How often does he/ she behave dangerously or carelessly near a road?



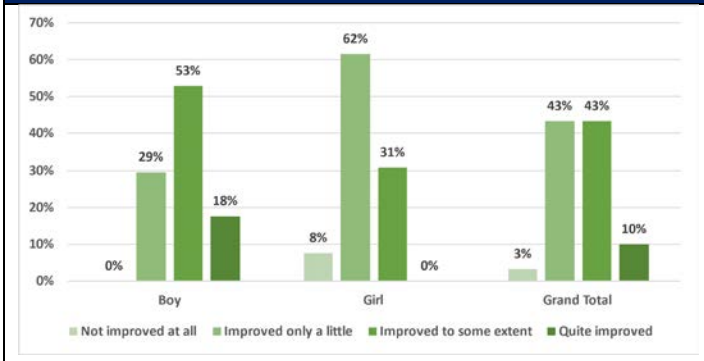
3 out of 10 parents confirmed that their children behave sometimes dangerously or carelessly near a road. Boys are more frequently behave dangerously.

Were you concerned about your child's safety on the roads around this school before the road safety upgrade?



7 out of 10 parents confirmed that they were quite or very concerned about child's safety on the roads around this school, before the road safety upgrade

Do you think that the road safety upgrade at this school improved the safety of your child?



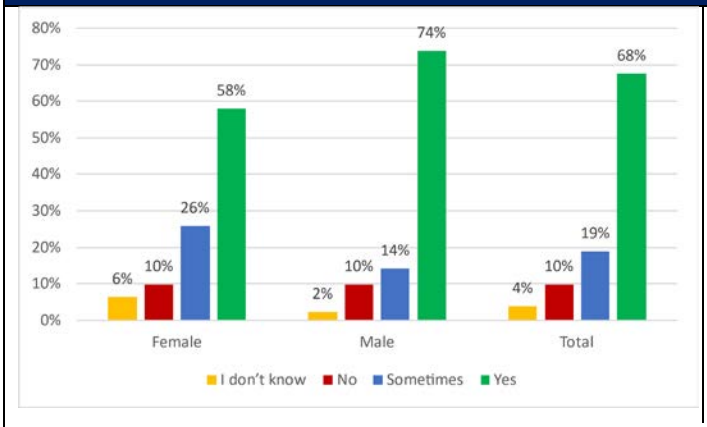
In Grand Total 5 out of 10 parents participated in the survey agree that the implemented road safety upgrades considerably improved the safety of children. Mainly this is reported for boys.

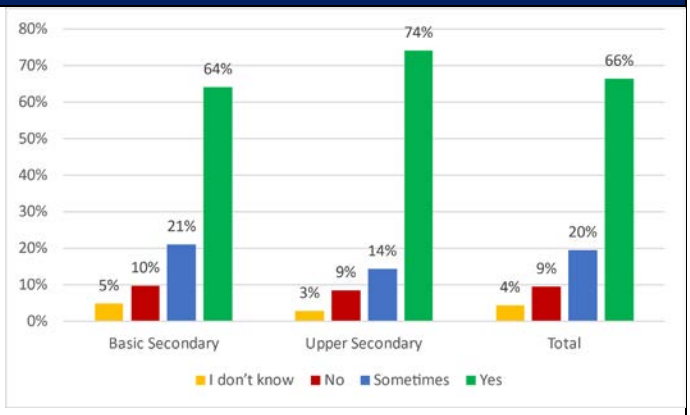
School No 61

Students

Total Number of Responders:	**154**
Distribution by Gender:	
Female	62 (40%)
Male	90 (60%)
Distribution by group age:	
Group Age 10-15	115 (73%)
Group Age 15-20	43 (27%)

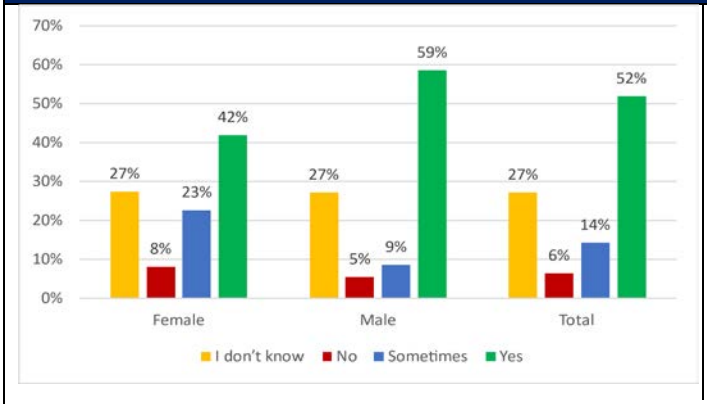
Do you feel safe while walking around the school?

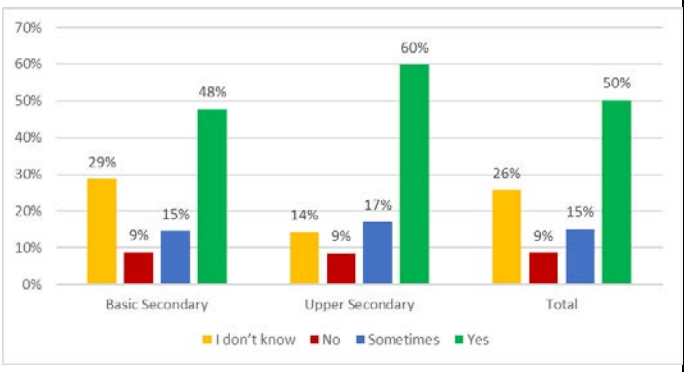




3 out of 10 students are concerned about their safety while walking around the school. Girls and younger students (basic secondary education) feel more frequently unsafe.

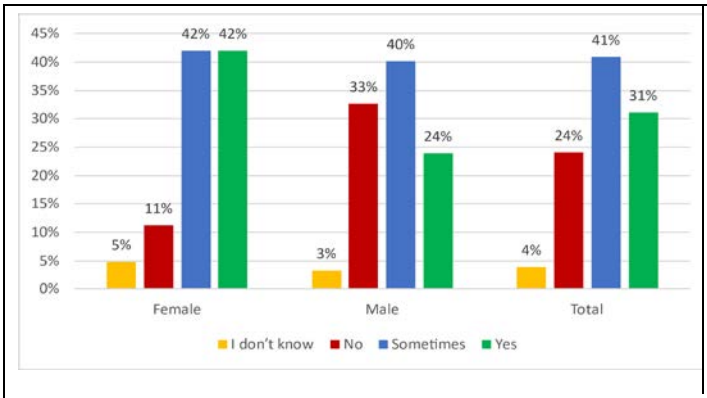
Do your friends feel safe while walking around the school?

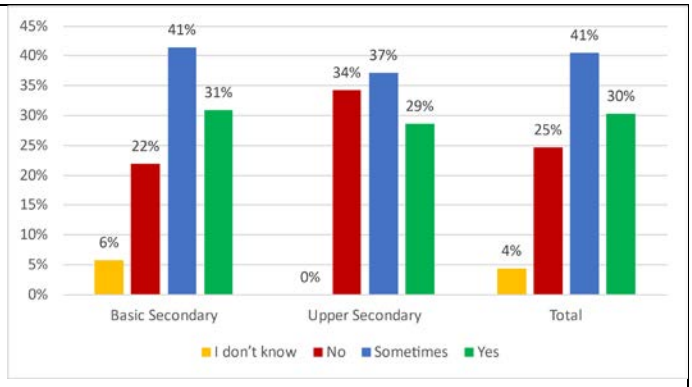




3 out of 10 students believe that their friends are also concerned about their safety while walking around the school. This is more frequently expressed by girls.

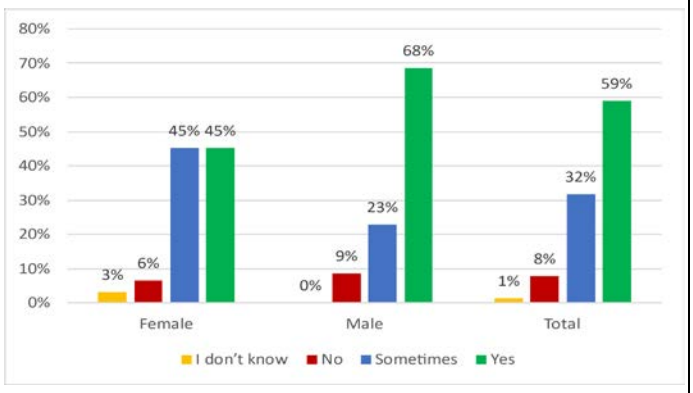
Do you think that traffic sometimes goes too fast on roads near your school?

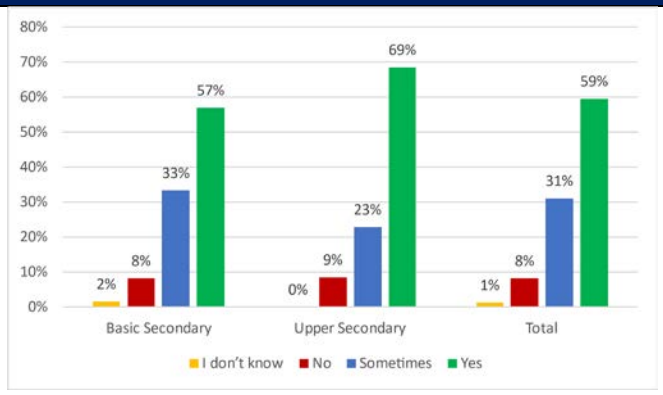




7 out of 10 students believe that traffic sometimes goes too fast on roads near their school. Girls are more concerned.

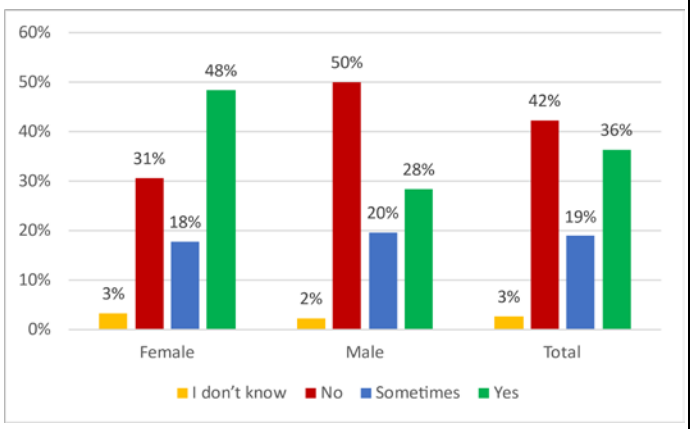
Do drivers stop when you want to cross the road(s) around your school?

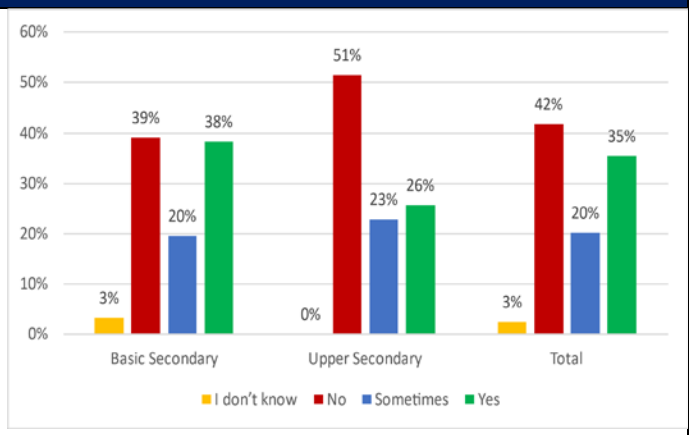




4 out of 10 students' complaint that drivers do not always stop to give them priority when they try to cross the road(s) around their school. This is more frequently expressed by girls and younger students.

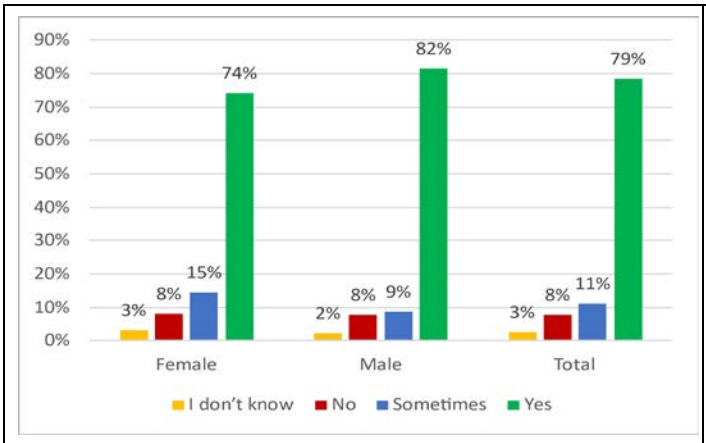
Are you afraid of being hit by another car while you get out from your parents' car or the school bus or public transport?

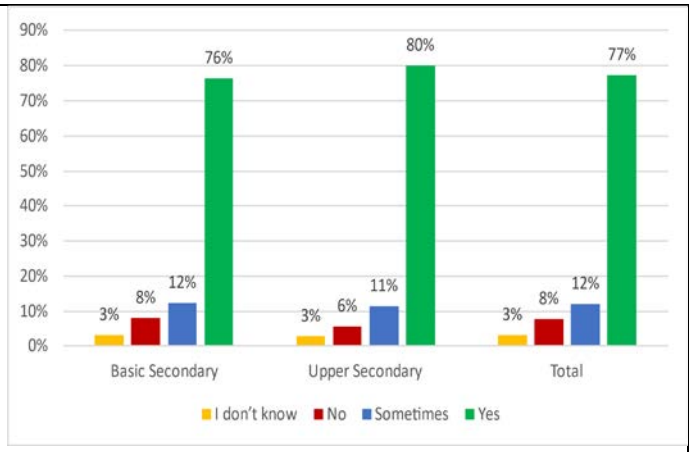




Almost 6 out of 10 students feel afraid of being hit by another car while they get out from your parents' car or the school bus or public transport. Girls and younger students are more concerned.

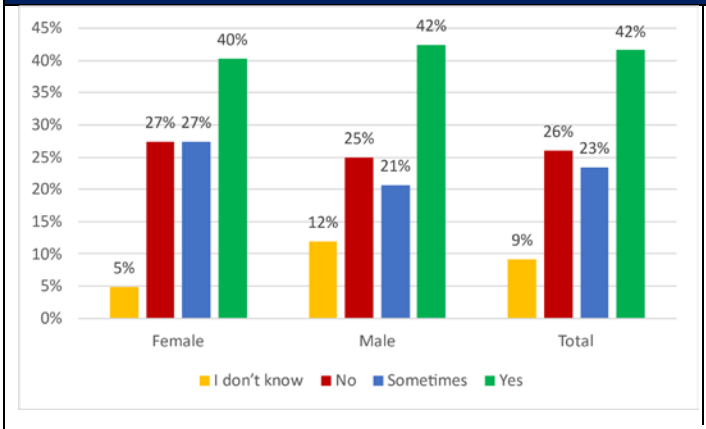
Can you easily find a safe place to cross the road just outside of the school?

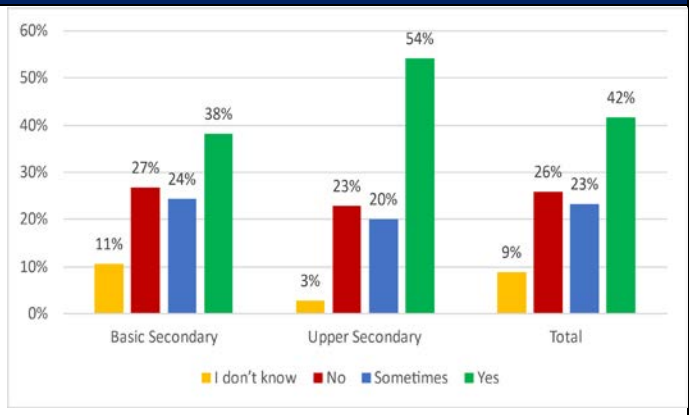




2 out of 10 students complained that they can't always easily find a safe place to cross the road just outside of the school. This is expressed slightly frequently among girls.

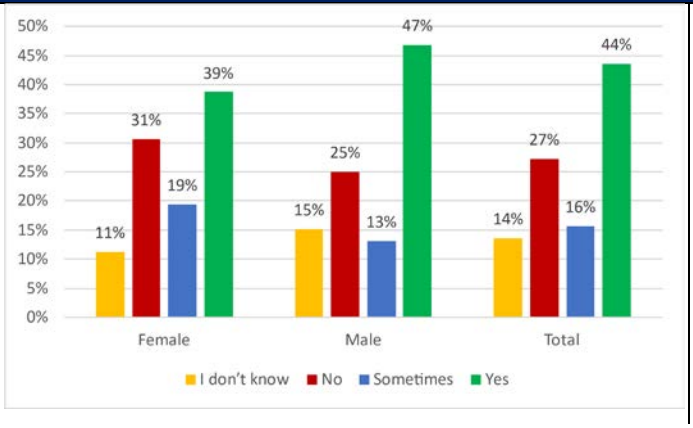
Do the traffic lights work well and help you cross the street?

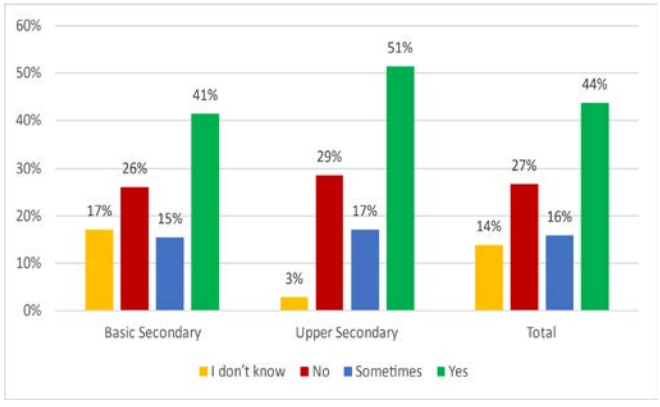




Half of the students have observed that traffic lights do not always work well and help them cross the street. This is more frequently observed by younger students and girls

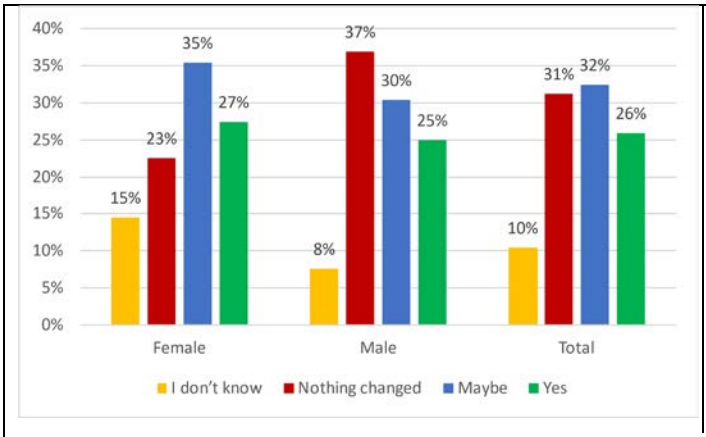
Do you think that there are enough streetlights at the crossroad to help you walk safely?

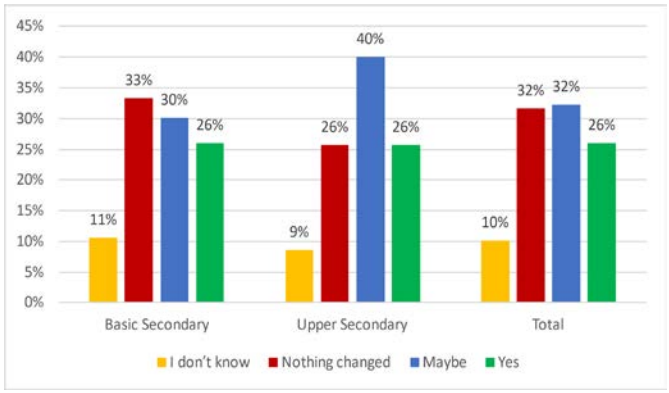




5 out of 10 students complain that there are not enough streetlights at the crossroad to help them walk safely. This is more frequently observed by girls. No age-related differences.

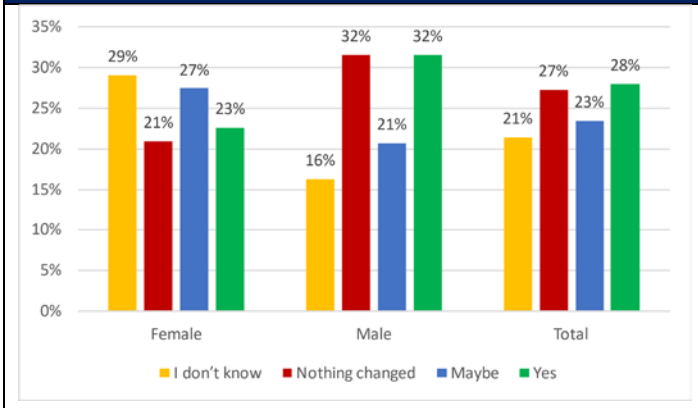
Do the crossroad improvements just outside of the school make you feel safer?

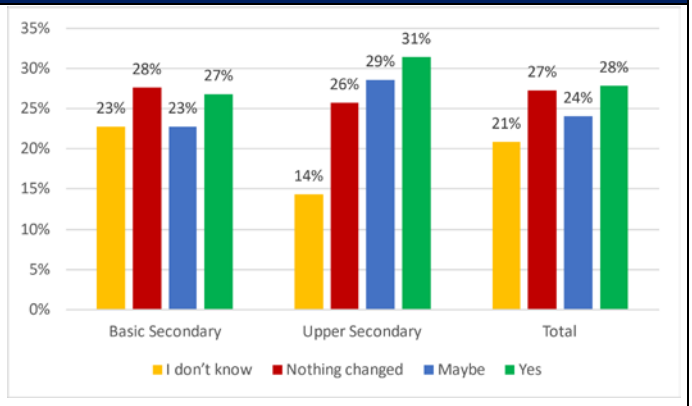




6 out of 10 students believe that the crossroad improvements just outside of the school make them feel safer. This is more frequently expressed by older students and girls.

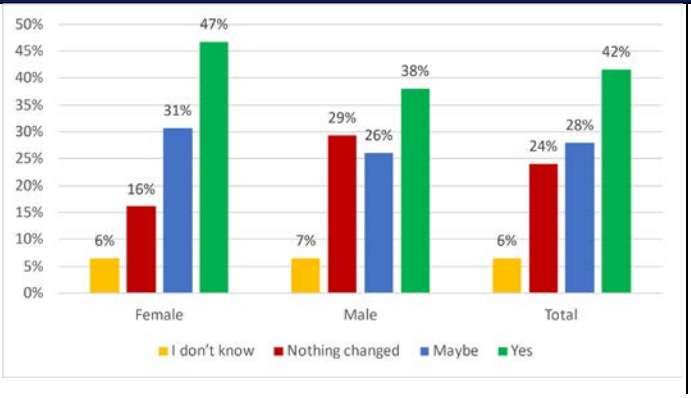
Do now drivers speed less there?

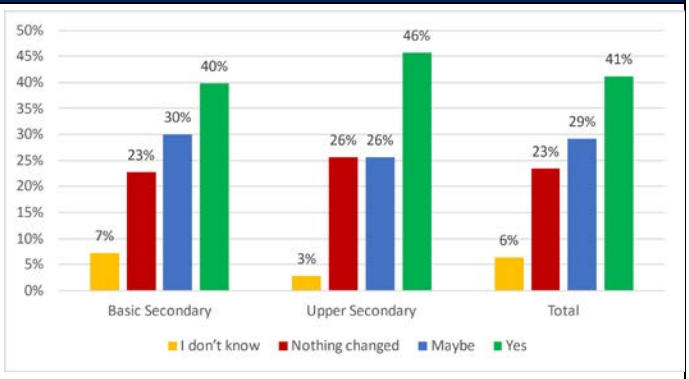




5 out of 10 students believe that due to the crossroad improvements drivers speed less around the school. No gender differences. This is expressed more frequently among older students.

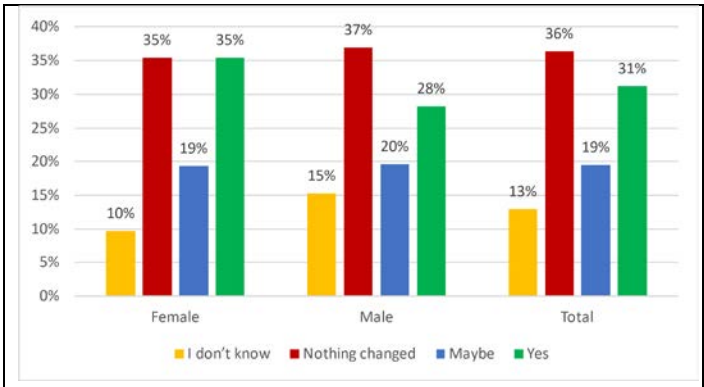
Do now drivers stop more frequently to allow children to cross the street safely?

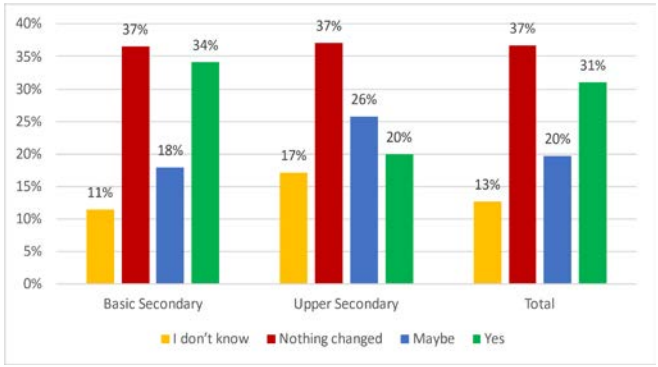




7 out of 10 students believe that due to the crossroad improvements drivers stop more frequently to allow children to cross the street safely. This is expressed more frequently among girls. No age-related differences.

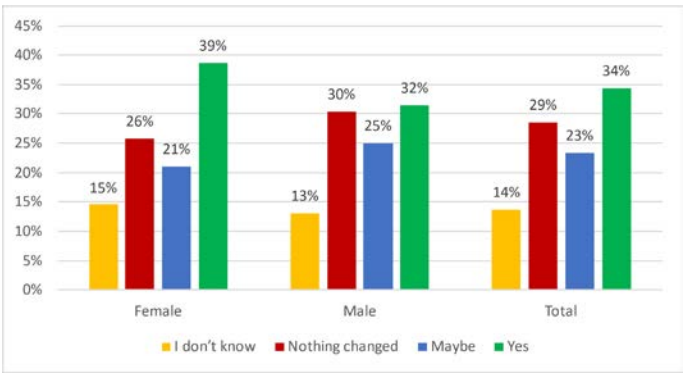
Are you now less afraid when you get out from your parents' car or the school bus or public transport?

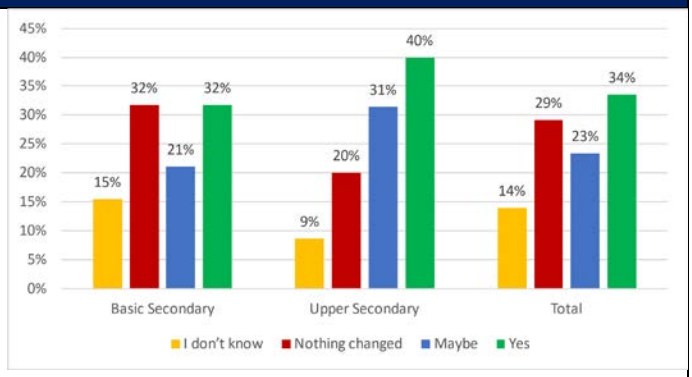




5 out of 10 students believe that due to the crossroad improvements reduce their fear feeling when they get out of a vehicle. No gender or age-related differences.

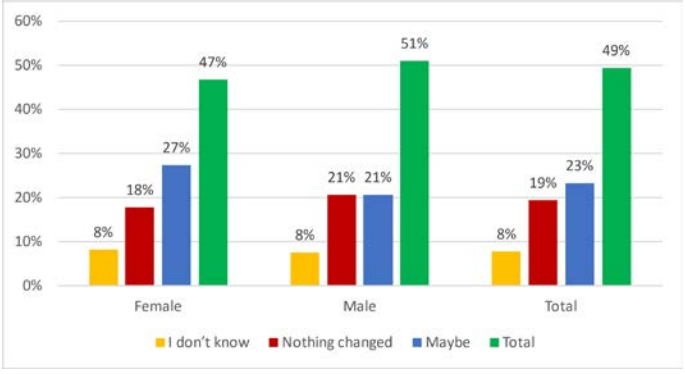
Do traffic lights work now better there?

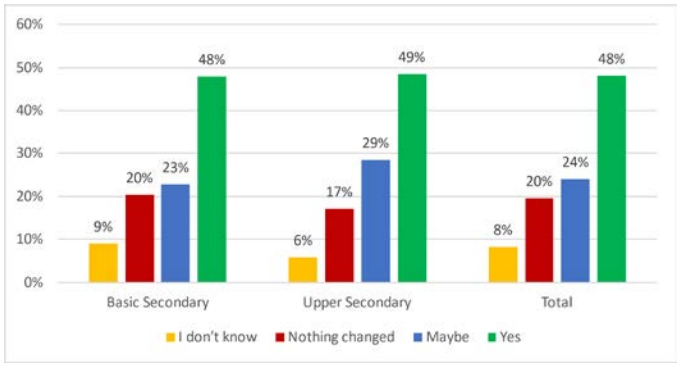




6 out of 10 students have observed that due to the crossroad improvements traffic lights work now better. This is expressed more frequently among older students. No gender related differences.

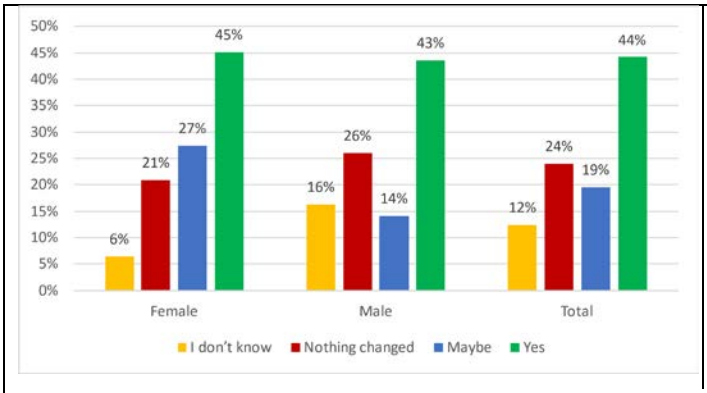
Can you now find a safe place to cross the street more easily?

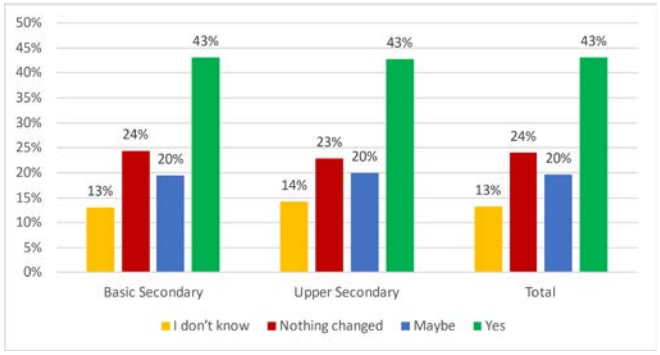




7 out of 10 students have observed that due to the crossroad improvements traffic lights work now better. No gender or age-related differences.

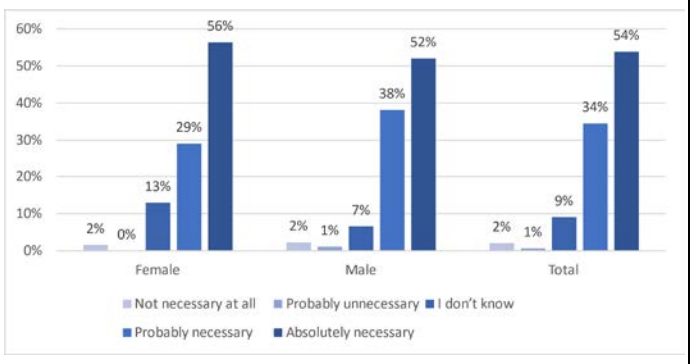
Do you think that streetlights at the crossroad are now enough to help you walk safely?

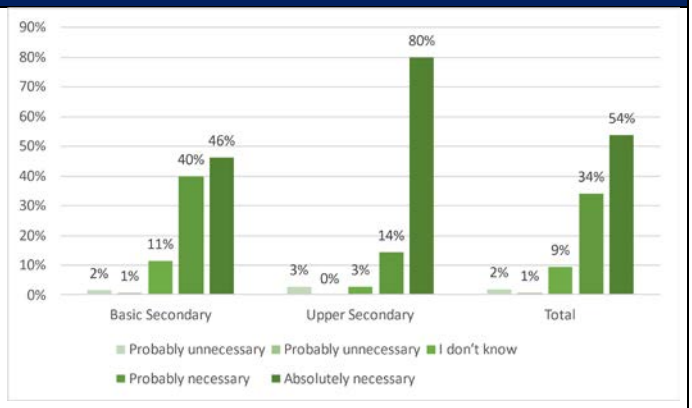




6 out of 10 students have observed that due to the crossroad improvement the streetlights at the crossroad help them to walk more safely. This is expressed more frequently among girls. No age-related differences.

Do you think that similar upgrades are necessary to other schools in your city?



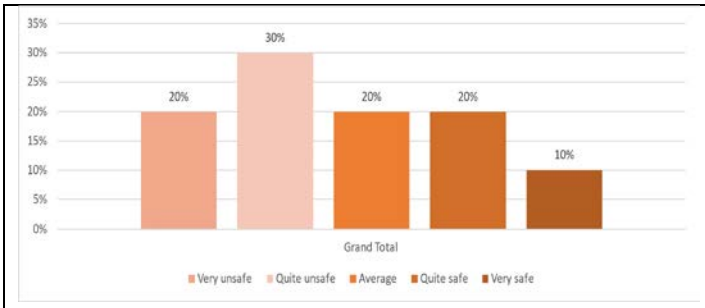


9 out of 10 students believe that similar upgrades are necessary also to other schools in the city. No gender or age-related differences.

Teachers

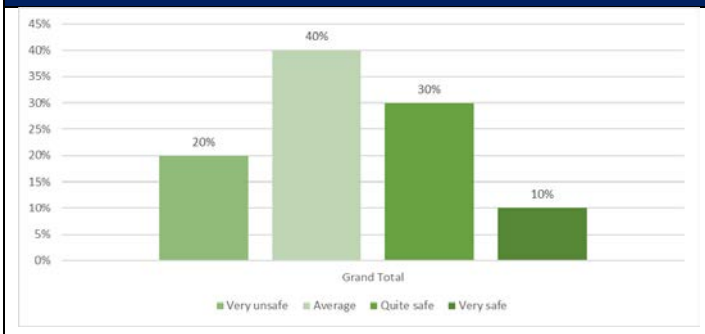
Total Number of Responders:	**10**
Distribution by Group Age:	
Group Age 21-40	5 (50%)
Group Age 41-60	4 (40%)
GroupAge 60+	1 (10%)
Distribution by Years of Teaching at the school:	
Teaching at this school for less than 2 years	0 (0%)
Teaching at this school for more than 2 years	10 (100%)

How safe were you feeling when driving around this school BEFORE the road safety upgrade?



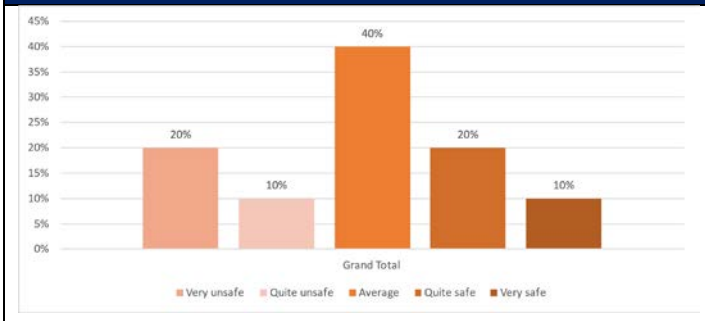
Half of the respondents reported feeling average or unsafe when driving around this school before the road safety upgrade.

How safe do you feel when driving around this school, AFTER the road safety upgrade?



4 out of 10 teachers reported improvement of the perceived road safety level due to the implemented upgrade.

How safe were you feeling when walking around this school BEFORE the road safety upgrade?

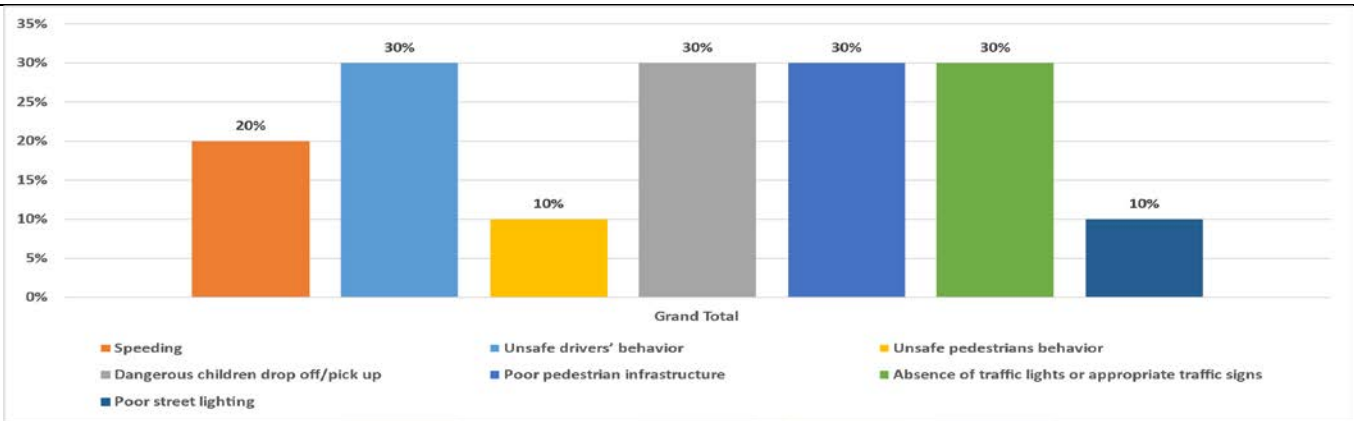


7 out of 10 teachers reported feeling unsafe/average when walking around this school before the road safety upgrade.

How safe do you feel when walking around this school, AFTER the road safety upgrade?

2 out of 10 teachers reported that their perceived safety level as pedestrians substantially improved due to the implemented upgrades.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure and (vi) Absence of traffic lights or appropriate traffic signs BEFORE the road safety upgrade at this school?

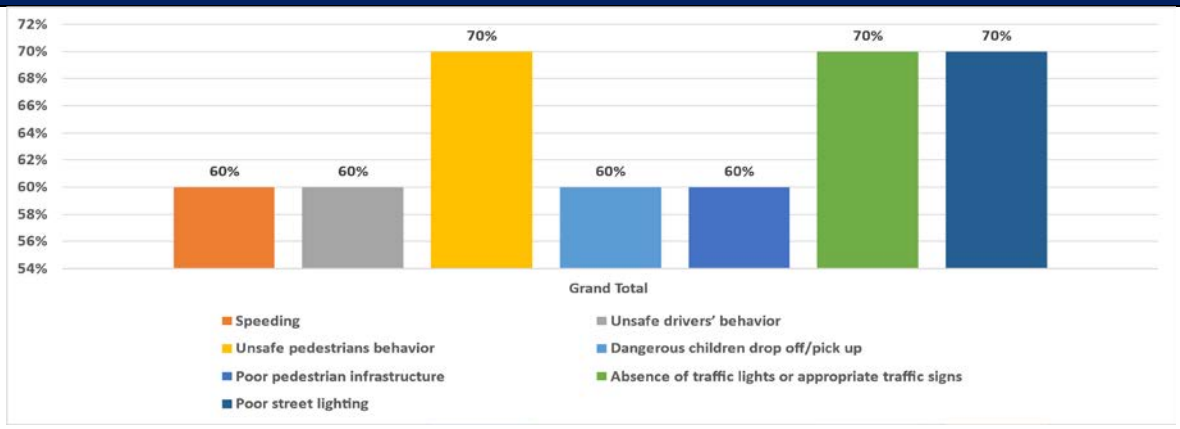


3 out of 10 teachers reported that:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs

are serious problems in this school area.

How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure and (vi) Absence of traffic lights or appropriate traffic signs?

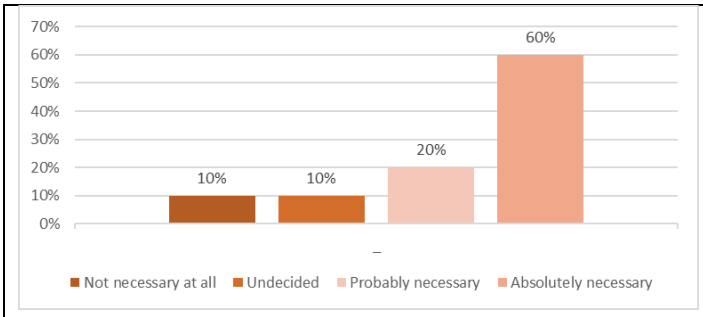


In general, 6 to 7 out of 10 teachers believe that the implemented upgrades reduce important road safety risks for pedestrians related to:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs.

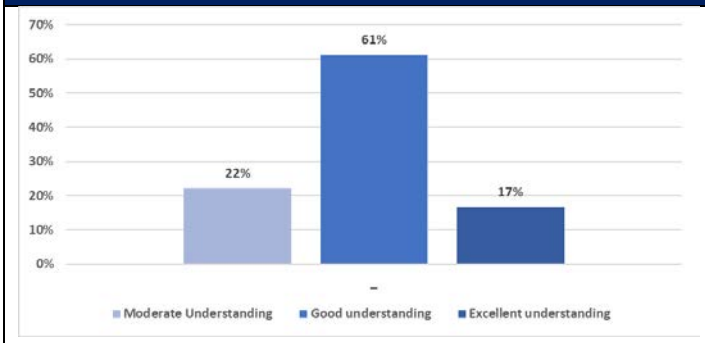
This improvement was more highlighted for the most serious problems.

Do you think that similar upgrades are necessary to other schools in your city?



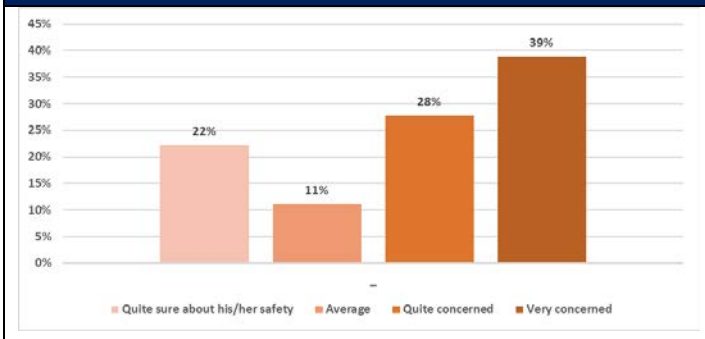
8 out of 10 teachers participated in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

Do you think that children in the specific class are aware of traffic risks?



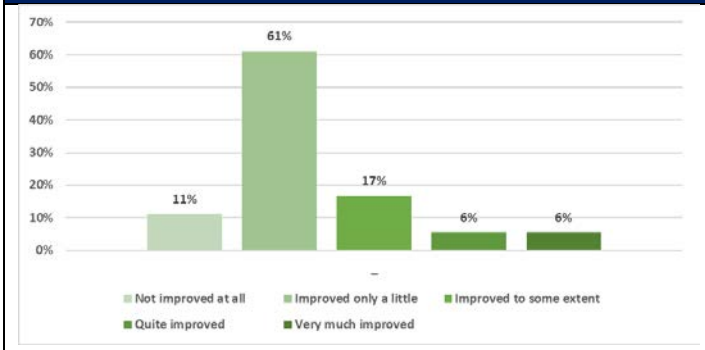
2 out of 10 teachers believe that students at secondary education level have moderate understanding of traffic risks.

Were you concerned about their safety on the roads around this school before the road safety upgrade?



7 out of 10 teachers were concerned about the safety of students before that road safety upgrades around the school.

Do you think that the road safety upgrade at this school improved the safety of the children in this class?



3 out of 10 teachers participated in the survey agree that the implemented road safety upgrades considerably im-proved the safety of children

Parents

Total Number of Responders:	**119**

Distribution by Driving Skills:

Driver 75 (63%)

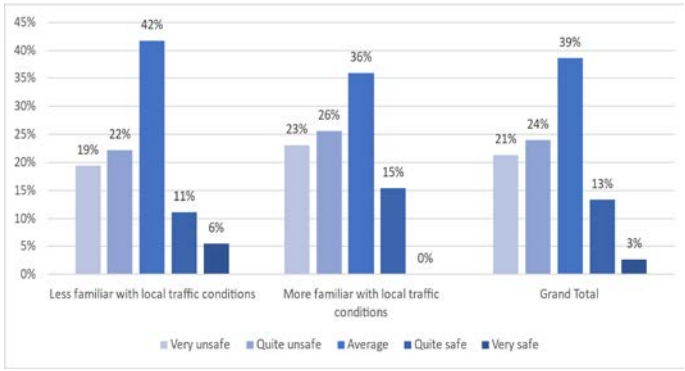
No Driver 44 (37%)

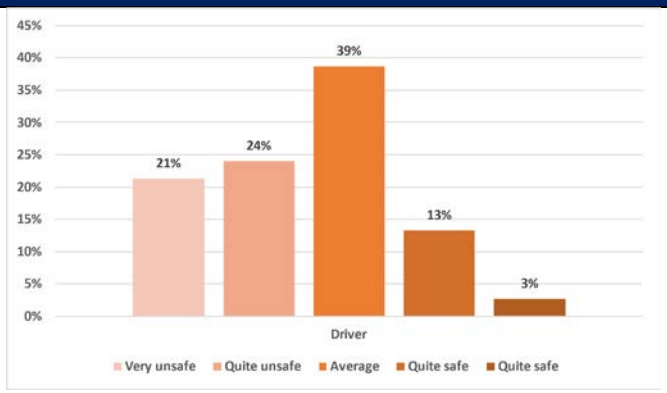
Distribution by familiarity with local traffic conditions:

Less familiar with local traffic conditions 52 (44%)

More familiar with local traffic conditions 67 (66%)

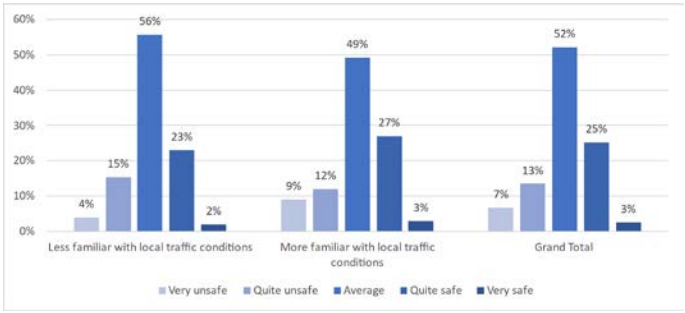
How safe were you feeling when driving around this school BEFORE the road safety upgrade?

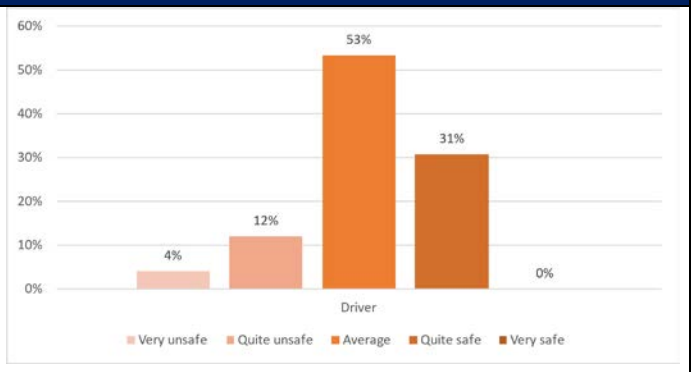




3 out of 10 parents reported feeling unsafe when driving around this school before the road safety upgrade.

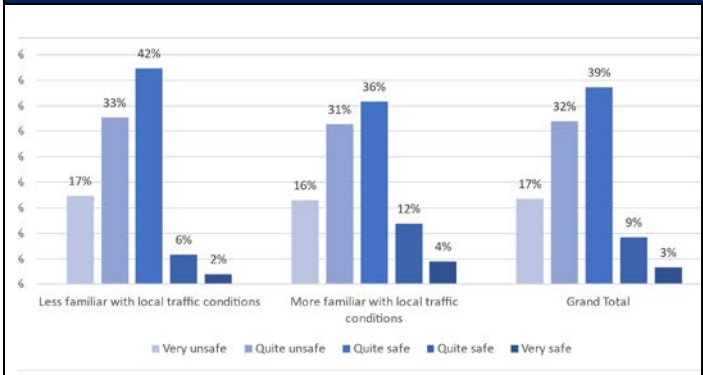
How safe do you feel when driving around this school, AFTER the road safety upgrade?

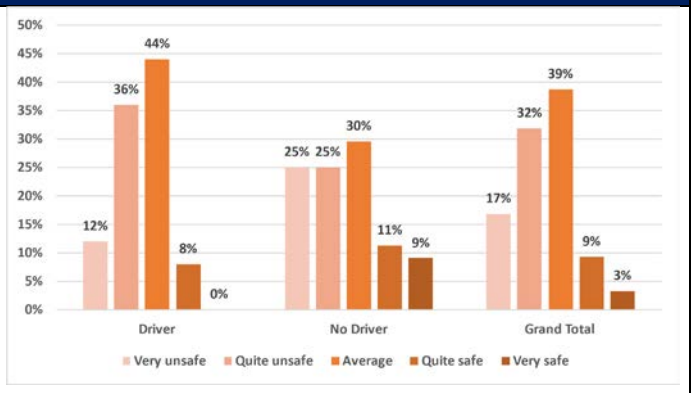




2 out of 10 parents reported improvement of the perceived road safety level due to the implemented upgrade. It appears that in relation to the previous rather unsafe situation, most drivers consider the situation to be average

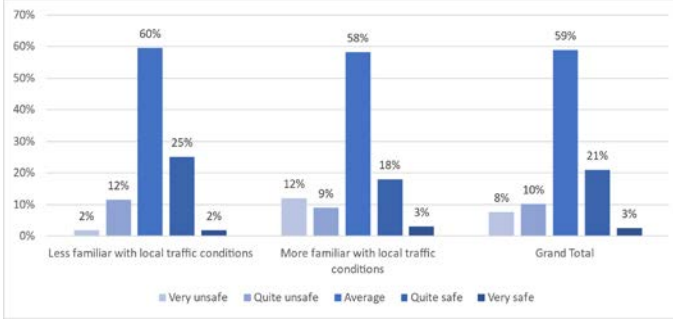
How safe were you feeling when walking around this school BEFORE the road safety upgrade?

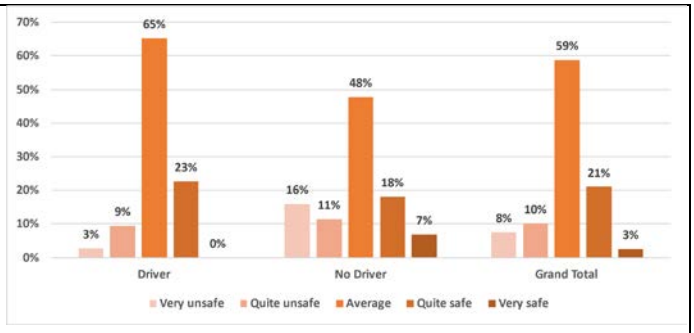




5 out of 10 parents reported feeling unsafe when walking around this school before the road safety upgrade. The estimated level of familiarity with local traffic conditions and type of road user (driver/no driver) seems not to play an important role to this perception.

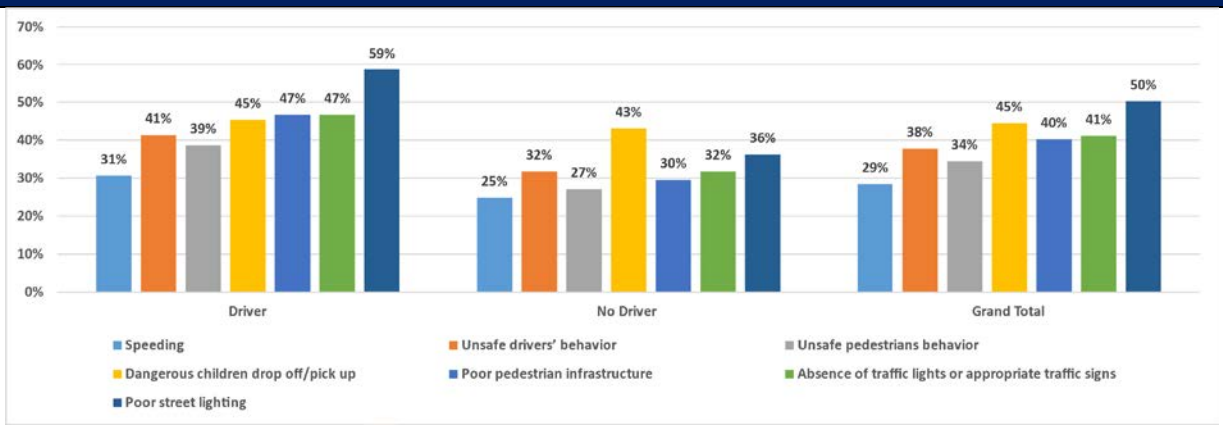
How safe do you feel when walking around this school, AFTER the road safety upgrade?





3 out of 10 parents reported that their perceived safety level as pedestrians improved due to the implemented upgrades. Drivers seems to feel safer. No familiarity with local traffic conditions related differences.

How serious were the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting BEFORE the road safety upgrade at this school?

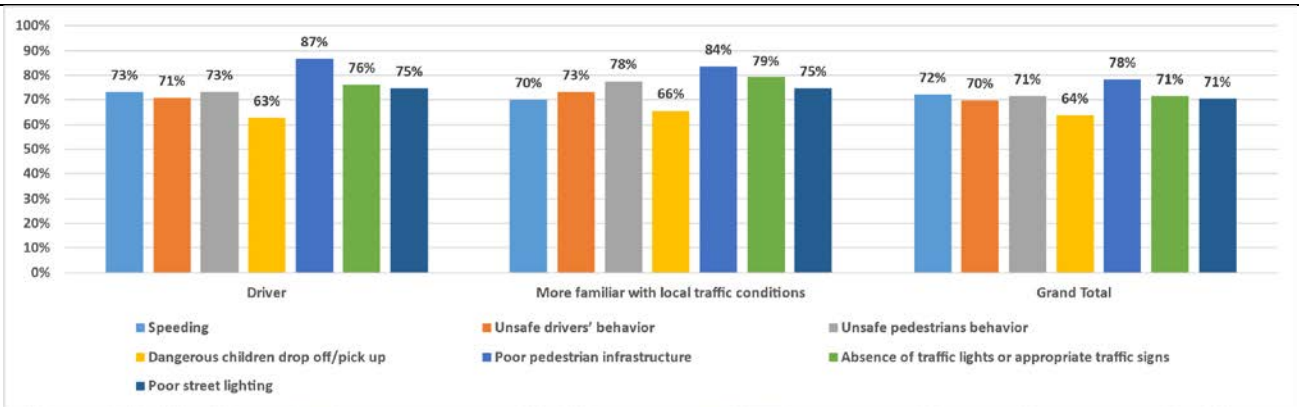


4 to 5 out of 10 parents reported that:

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor street lighting

are serious problems in this school area. Poor Street lighting is more frequently highlighted by drivers.

How much the road safety upgrades at this school IMPROVED the problems of (i) Speeding, (ii) Unsafe drivers' behavior, (iii) Unsafe pedestrians' behavior, (iv) Dangerous children drop off/pick up, (v) Poor pedestrian infrastructure, (vi) Absence of traffic lights or appropriate traffic signs and (vii) Poor Street lighting?

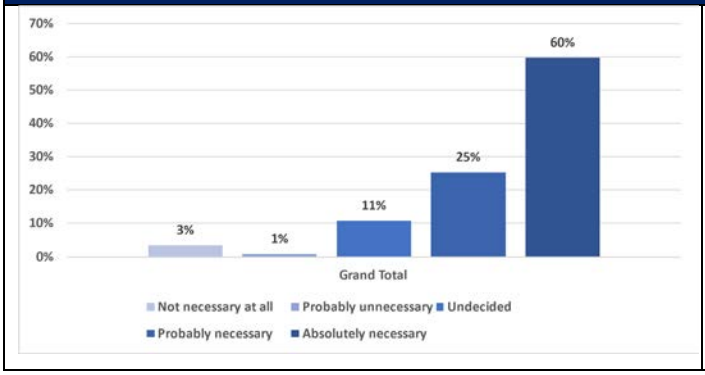


In general, 7 out of 10 parents believe that the implemented upgrades reduce important road safety risks for pedestrians related to

- Speeding
- Unsafe drivers' behavior
- Unsafe pedestrians' behavior
- Dangerous children drop off/pick up.
- Poor pedestrian infrastructure
- Absence of traffic lights or appropriate traffic signs
- Poor street lighting

Improvements related to Unsafe pedestrians' behavior was more frequently highlighted by drivers and parents who are more familiar with local traffic conditions.

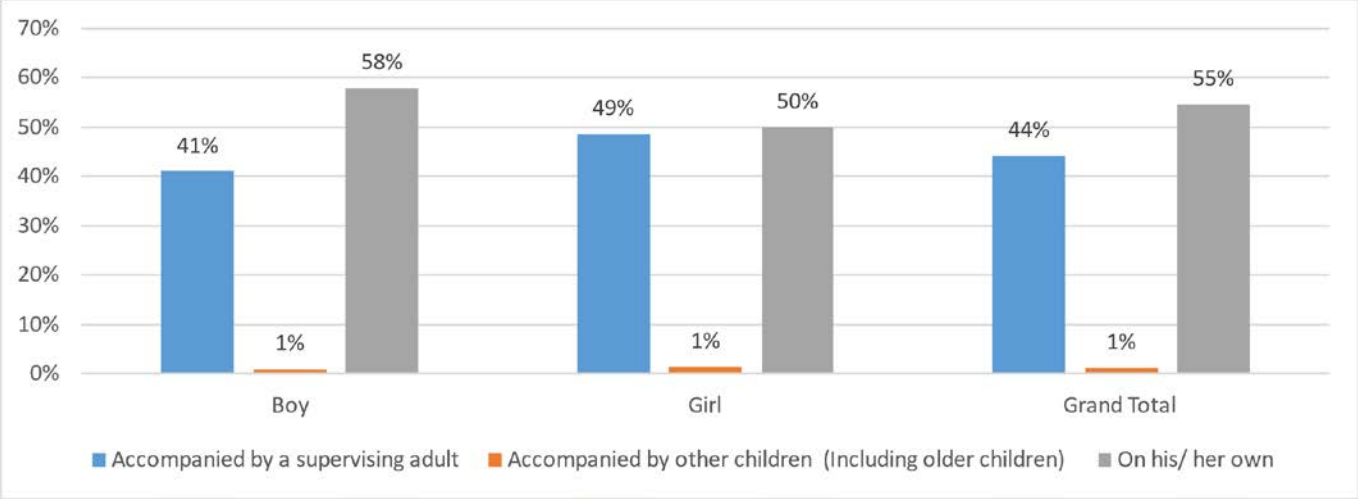
Do you think that similar upgrades are necessary to other schools in your city?



Almost all parents in the survey believe that the implementation of similar upgrades around other schools in the city are necessary.

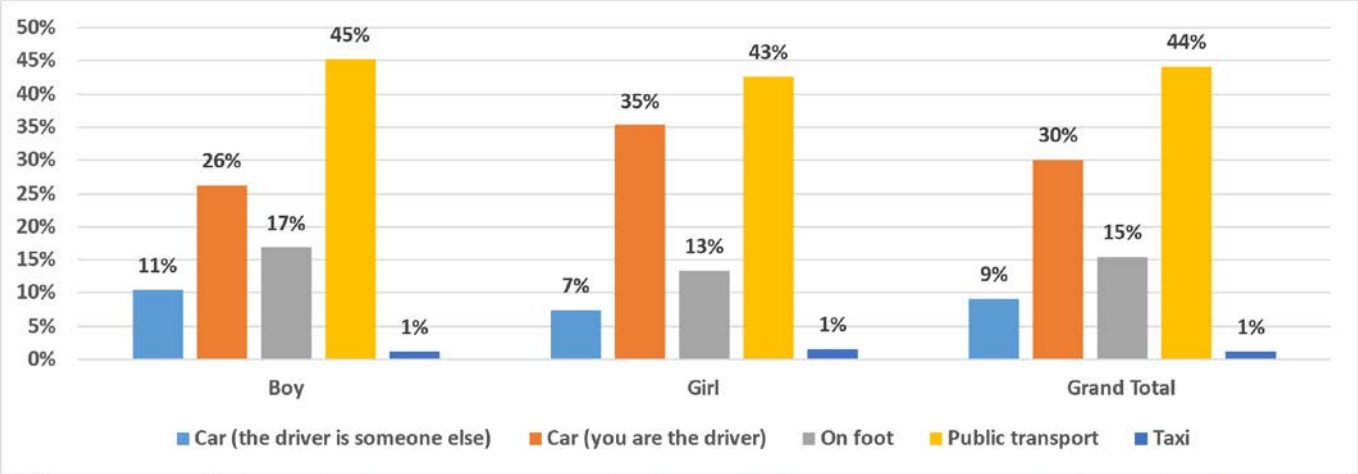
Health Condition of their children					
Healthy	**96%**	**Mobility impaired**	**2%**	**Other health condition impacting on his/her safety around roads**	**2%**
Female					
Healthy	**97%**	**Mobility impaired**	**3%**	**Other health condition impacting on his/her safety around roads**	**0%**
Male					
Healthy	**97%**	**Mobility impaired**	**1%**	**Other health condition impacting on his/her safety around roads**	**4%**

How does your child travel from/ to school?



Most children are traveling from/to school on their own or with an adult. No gender related differences.

Which mode(s) of transport does he/she use most to/from school?



Public transport is the most preferable mode of transport for children to/from school, followed by car.

Do you think that your child understands the traffic risks?

	3 out of 10 parents believe that students have only a little to moderate understanding of traffic risks. No gender related differences.

How often does he/ she behave dangerously or carelessly near a road?

	3 out of 10 parents confirmed that their children behave sometimes dangerously or carelessly near a road. Boys are more frequently behave dangerously.

Were you concerned about your child's safety on the roads around this school before the road safety upgrade?

	6 out of 10 parents confirmed that they were quite or very concerned about your child's safety on the roads around this school, before the road safety upgrade

Do you think that the road safety upgrade at this school improved the safety of your child?

	6 out of 10 parents participated in the survey agree that the implemented road safety upgrades considerably improved the safety of children.

Conclusions

In Bishkek city, community surveys were carried out to identify how crossroad users experienced about the effects of infrastructure improvements, particularly at the crossroads of Maldybaev-Akhunbaev and Moskovskaya-Beishenaliev, where there have been concerns about road safety. The surveys confirmed that **road safety is a major concern in the area around School 8,48 and 61**.

About half of the students in the sample reported that before the upgrades they felt unsafe when walking to and from school, identifying speeding and hitting by car as the most important road safety risks (~70%). Additionally, about 30-50% % of teachers and parents felt insecure while they were walking or driving in the area near the school. 60 to 70 percent of parents and teachers were highly concerned about the safety of children at this area, highlighted that the usual children drop off/pick up just outside of the school and speeding are the most important road safety risks. To the questions regarding the level of understanding of road hazards by the children, the teachers and the parents answered that in general the children do not have a good understanding of the risks, so about 70% of them were concerned about their safety.

The implemented road safety **upgrades considerably improved** the perception of safety of children (60-70%), teachers (50-80%) and parents (50-80%).

Almost all the participants believe that the implementation of similar upgrades **around other schools in the city are necessary**.

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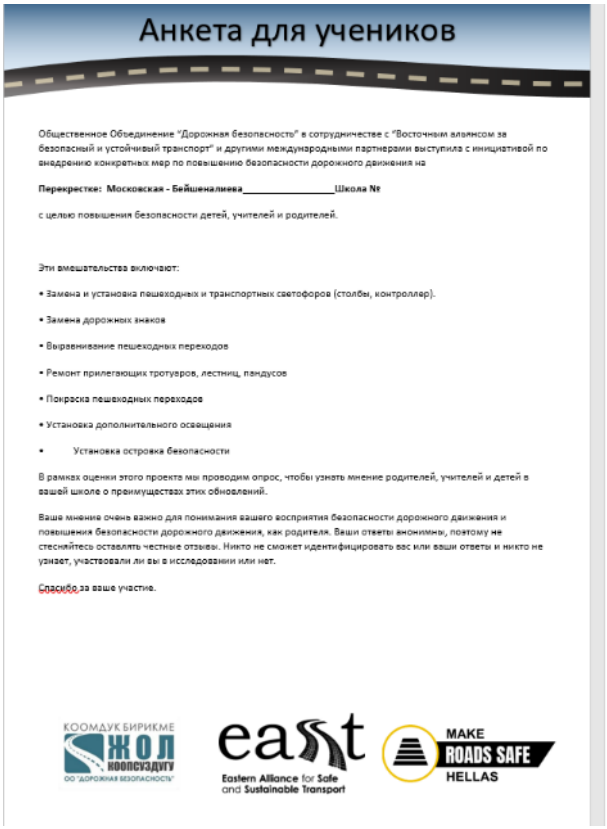
ANNEX I

Questionnaire of students



Анкета для учеников

Общественное Объединение "Дорожная безопасность" в сотрудничестве с "Восточным альянсом за безопасный и устойчивый транспорт" и другими международными партнерами выступила с инициативой по внедрению конкретных мер по повышению безопасности дорожного движения на

Перекрестке: Московская - Бейшеналиева_____Школа №

с целью повышения безопасности детей, учителей и родителей.

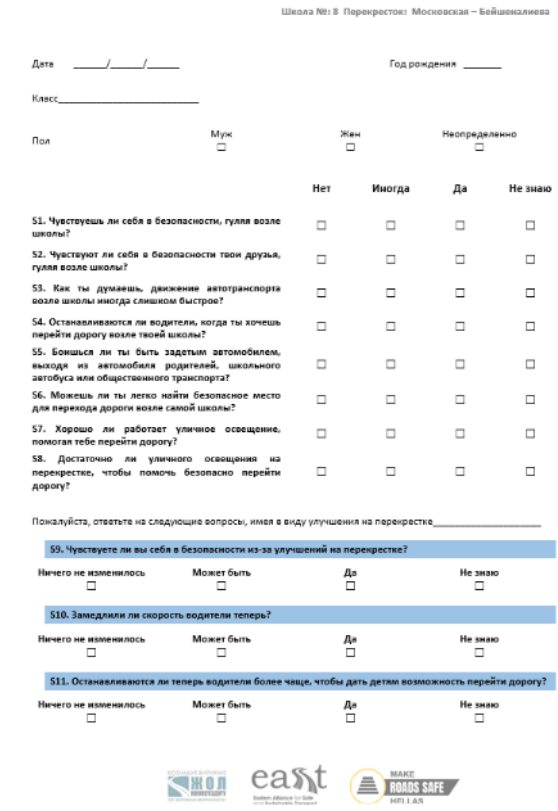
Эти вмешательства включают:

- Замена и установка пешеходных и транспортных светофоров (столбы, контроллер).
- Замена дорожных знаков
- Выравнивание пешеходных переходов
- Ремонт прилегающих тротуаров, лестниц, пандусов
- Покраска пешеходных переходов
- Установка дополнительного освещения
- Установка острожка безопасности

В рамках оценки этого проекта мы проводим опрос, чтобы узнать мнение родителей, учителей и детей в вашей школе о преимуществах этих обновлений.

Ваше мнение очень важно для понимания вашего восприятия безопасности дорожного движения и повышения безопасности дорожного движения, как родителя. Ваши ответы анонимны, поэтому не стесняйтесь оставлять честные отзывы. Никто не сможет идентифицировать вас или ваши ответы и никто не узнает, участвовали ли вы в исследовании или нет.

Спасибо за ваше участие.



Школа №: 8 Перекресток: Московская – Бейшеналиева

Дата _____/_____/_____ Год рождения _____

Класс_____

Пол Муж ☐ Жен ☐ Неопределенно ☐

	Нет	Иногда	Да	Не знаю
S1. Чувствуешь ли себя в безопасности, гуляя возле школы?	☐	☐	☐	☐
S2. Чувствуют ли себя в безопасности твои друзья, гуляя возле школы?	☐	☐	☐	☐
S3. Как ты думаешь, движение автотранспорта возле школы иногда слишком быстрое?	☐	☐	☐	☐
S4. Останавливаются ли водители, когда ты хочешь перейти дорогу возле твоей школы?	☐	☐	☐	☐
S5. Боишься ли ты быть задетым автомобилем, выходя из автомобиля родителей, школьного автобуса или общественного транспорта?	☐	☐	☐	☐
S6. Можешь ли ты легко найти безопасное место для перехода дороги возле самой школы?	☐	☐	☐	☐
S7. Хорошо ли работает уличное освещение, помогая тебе перейти дорогу?	☐	☐	☐	☐
S8. Достаточно ли уличного освещения на перекрестке, чтобы помочь безопасно перейти дорогу?	☐	☐	☐	☐

Пожалуйста, ответьте на следующие вопросы, имея в виду улучшения на перекрестке_____

S9. Чувствуете ли вы себя в безопасности из-за улучшений на перекрестке?

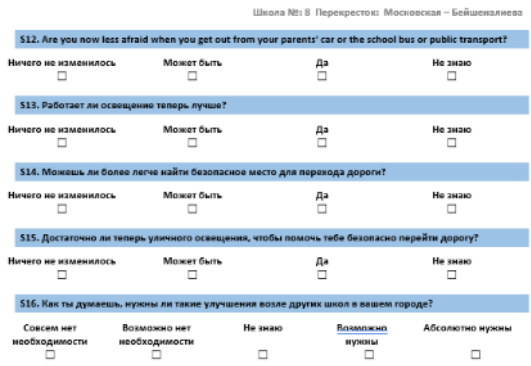
Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

S10. Замедлили ли скорость водители теперь?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

S11. Останавливаются ли теперь водители более чаще, чтобы дать детям возможность перейти дорогу?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐



Школа №: 8 Перекресток: Московская – Бейшеналиева

S12. Are you now less afraid when you get out from your parents' car or the school bus or public transport?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

S13. Работает ли освещение теперь лучше?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

S14. Можешь ли более легче найти безопасное место для перехода дороги?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

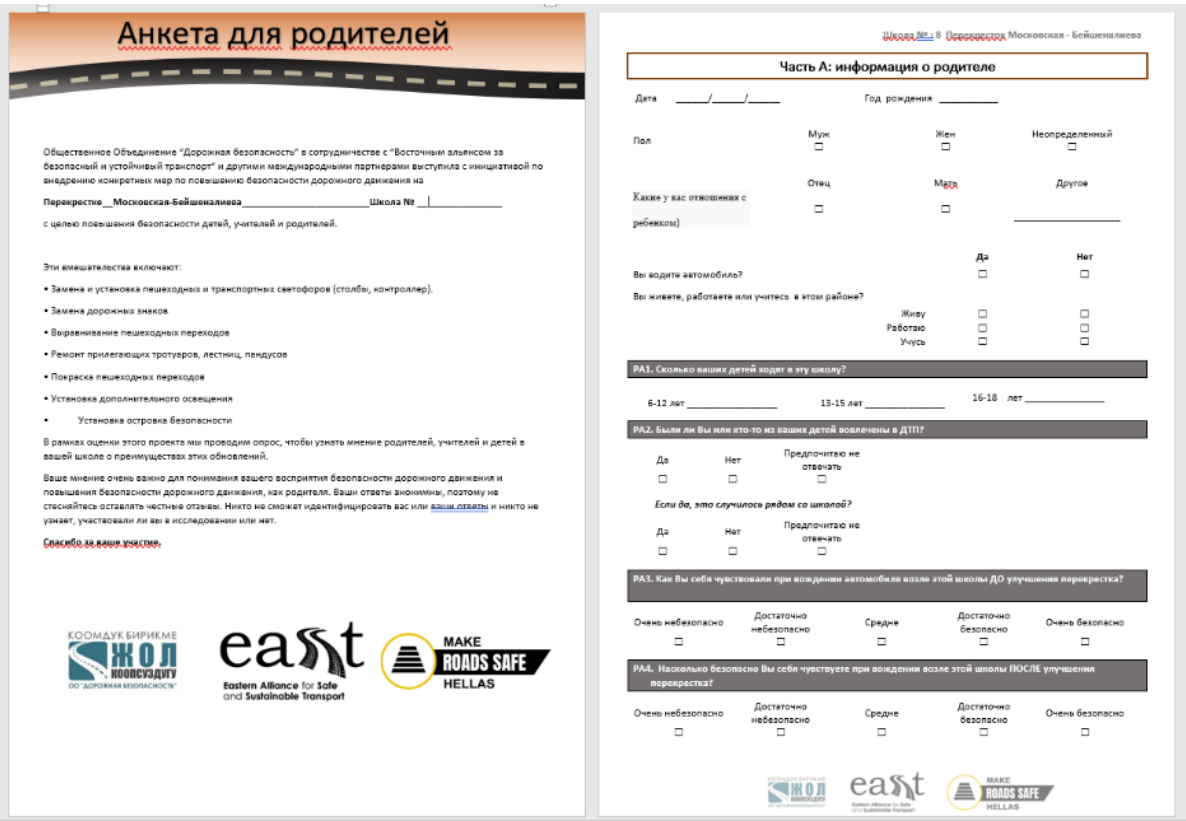
S15. Достаточно ли теперь уличного освещения, чтобы помочь тебе безопасно перейти дорогу?

Ничего не изменилось ☐ Может быть ☐ Да ☐ Не знаю ☐

S16. Как ты думаешь, нужны ли такие улучшения возле других школ в вашем городе?

Совсем нет необходимости ☐ Возможно нет необходимости ☐ Не знаю ☐ Возможно нужны ☐ Абсолютно нужны ☐

Questionnaire of parents



Анкета для родителей

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Перекрестке__Московская-Бейшеналиева_____Школа № _____

с целью повышения безопасности детей, учителей и родителей.

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- Установка дополнительного освещения
- Установка островка безопасности

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Спасибо за ваше участие.

Школа № : 8 Перекресток Московская - Бейшеналиева

Часть А: информация о родителе

Дата ____/____/_____ Год рождения _____

Пол — Муж ☐ Жен ☐ Неопределенный ☐

Какие у вас отношения с ребенком) — Отец ☐ Мать ☐ Другое _____

	Да	Нет
Вы водите автомобиль?	☐	☐
Вы живете, работаете или учитесь в этом районе?		
Живу	☐	☐
Работаю	☐	☐
Учусь	☐	☐

РА1. Сколько ваших детей ходят в эту школу?

6-12 лет _____ 13-15 лет _____ 16-18 лет _____

РА2. Были ли Вы или кто-то из ваших детей вовлечены в ДТП?

Да ☐ Нет ☐ Предпочитаю не отвечать ☐

Если да, это случилось рядом со школой?

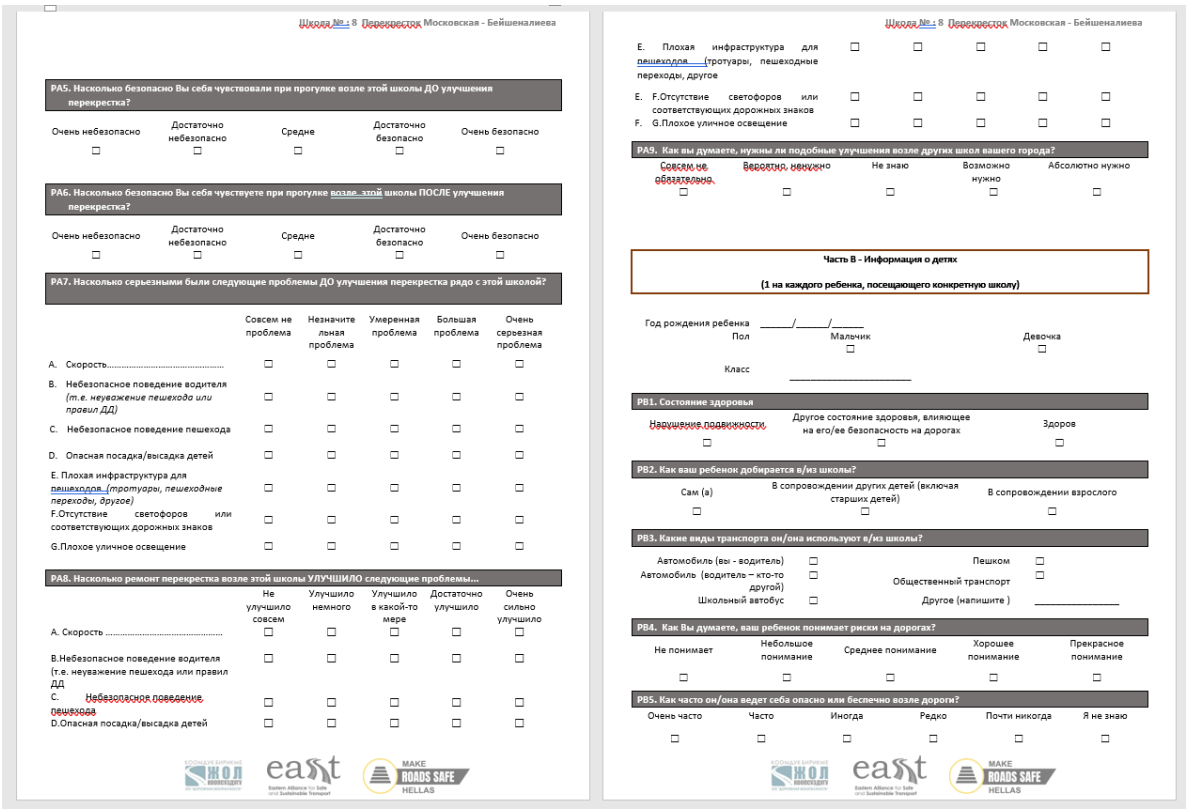
Да ☐ Нет ☐ Предпочитаю не отвечать ☐

РА3. Как Вы себя чувствовали при вождении автомобиля возле этой школы ДО улучшения перекрестка?

Очень небезопасно ☐ Достаточно небезопасно ☐ Средне ☐ Достаточно безопасно ☐ Очень безопасно ☐

РА4. Насколько безопасно Вы себя чувствуете при вождении возле этой школы ПОСЛЕ улучшения перекрестка?

Очень небезопасно ☐ Достаточно небезопасно ☐ Средне ☐ Достаточно безопасно ☐ Очень безопасно ☐



Школа № : 8 Перекресток Московская - Бейшеналиева

РА5. Насколько безопасно Вы себя чувствовали при прогулке возле этой школы ДО улучшения перекрестка?

Очень небезопасно ☐ Достаточно небезопасно ☐ Средне ☐ Достаточно безопасно ☐ Очень безопасно ☐

РА6. Насколько безопасно Вы себя чувствуете при прогулке возле этой школы ПОСЛЕ улучшения перекрестка?

Очень небезопасно ☐ Достаточно небезопасно ☐ Средне ☐ Достаточно безопасно ☐ Очень безопасно ☐

РА7. Насколько серьезными были следующие проблемы ДО улучшения перекрестка рядо с этой школой?

	Совсем не проблема	Незначительная проблема	Умеренная проблема	Большая проблема	Очень серьезная проблема
A. Скорость	☐	☐	☐	☐	☐
B. Небезопасное поведение водителя *(т.е. неуважение пешехода или правил ДД)*	☐	☐	☐	☐	☐
C. Небезопасное поведение пешехода	☐	☐	☐	☐	☐
D. Опасная посадка/высадка детей	☐	☐	☐	☐	☐
E. Плохая инфраструктура для пешеходов *(тротуары, пешеходные переходы, другое)*	☐	☐	☐	☐	☐
F.Отсутствие светофоров или соответствующих дорожных знаков	☐	☐	☐	☐	☐
G.Плохое уличное освещение	☐	☐	☐	☐	☐

РА8. Насколько ремонт перекрестка возле этой школы УЛУЧШИЛО следующие проблемы...

	Не улучшило совсем	Улучшило немного	Улучшило в какой-то мере	Достаточно улучшило	Очень сильно улучшило
A. Скорость	☐	☐	☐	☐	☐
B.Небезопасное поведение водителя (т.е. неуважение пешехода или правил ДД	☐	☐	☐	☐	☐
C. Небезопасное поведение пешехода	☐	☐	☐	☐	☐
D.Опасная посадка/высадка детей	☐	☐	☐	☐	☐

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E. Плохая инфраструктура для пешеходов (тротуары, пешеходные переходы, другое	☐	☐	☐	☐	☐
E. F.Отсутствие светофоров или соответствующих дорожных знаков	☐	☐	☐	☐	☐
F. G.Плохое уличное освещение	☐	☐	☐	☐	☐

РА9. Как вы думаете, нужны ли подобные улучшения возле других школ вашего города?

Совсем не обязательно ☐ Вероятно, нежелательно ☐ Не знаю ☐ Возможно нужно ☐ Абсолютно нужно ☐

Часть В - Информация о детях

(1 на каждого ребенка, посещающего конкретную школу)

Год рождения ребенка ____/____/_____

Пол — Мальчик ☐ Девочка ☐

Класс _____

РВ1. Состояние здоровья

Нарушения подвижности ☐ Другое состояние здоровья, влияющее на его/ее безопасность на дорогах ☐ Здоров ☐

РВ2. Как ваш ребенок добирается в/из школы?

Сам (а) ☐ В сопровождении других детей (включая старших детей) ☐ В сопровождении взрослого ☐

РВ3. Какие виды транспорта он/она используют в/из школы?

Автомобиль (вы - водитель) ☐ Автомобиль (водитель – кто-то другой) ☐ Школьный автобус ☐ Пешком ☐ Общественный транспорт ☐ Другое (напишите) _____

РВ4. Как Вы думаете, ваш ребенок понимает риски на дорогах?

Не понимает ☐ Небольшое понимание ☐ Среднее понимание ☐ Хорошее понимание ☐ Прекрасное понимание ☐

РВ5. Как часто он/она ведет себя опасно или беспечно возле дороги?

Очень часто ☐ Часто ☐ Иногда ☐ Редко ☐ Почти никогда ☐ Я не знаю ☐

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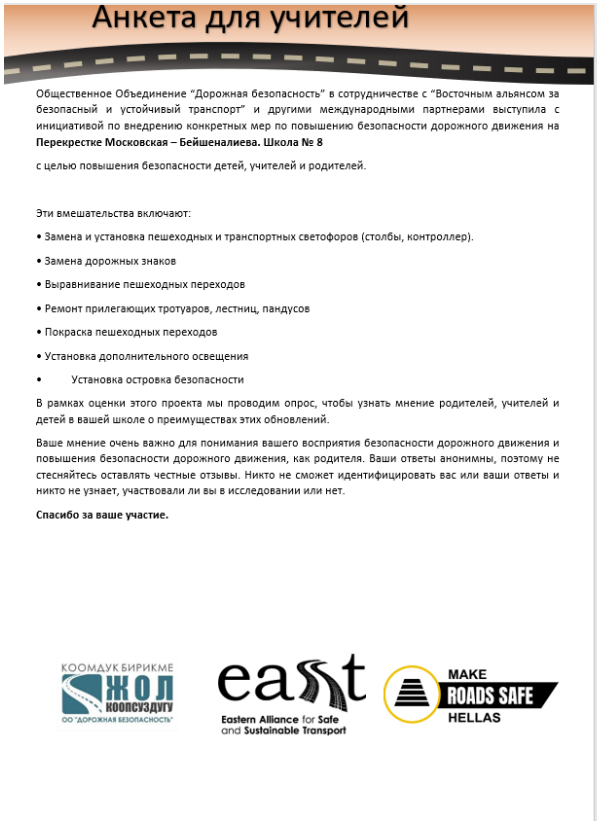
PB6. Беспокоились ли вы о безопасности вашего ребенка на дорогах вокруг этой школы до повышения безопасности дорожного движения (улучшения перекрестка)?				
Очень беспокоились	Достаточно беспокоились	Средне	Достаточно уверены в его/ее безопасности	Очень уверены в его/ее безопасности
☐	☐	☐	☐	☐

PB7. Как Вы думаете, улучшение перекрестка возле этой школы улучшило безопасность вашего ребенка?				
Не улучшило совсем	Немного улучшило	Улучшило в какой-то степени	Достаточно улучшило	Очень сильно улучшило
☐	☐	☐	☐	☐

Questionnaire of teachers



Анкета для учителей

Общественное Объединение "Дорожная безопасность" в сотрудничестве с "Восточным альянсом за безопасный и устойчивый транспорт" и другими международными партнерами выступила с инициативой по внедрению конкретных мер по повышению безопасности дорожного движения на **Перекрестке Московская – Бейшеналиева. Школа № 8**

с целью повышения безопасности детей, учителей и родителей.

Эти вмешательства включают:

- Замена и установка пешеходных и транспортных светофоров (столбы, контроллер).
- Замена дорожных знаков
- Выравнивание пешеходных переходов
- Ремонт прилегающих тротуаров, лестниц, пандусов
- Покраска пешеходных переходов
- Установка дополнительного освещения
- Установка островка безопасности

В рамках оценки этого проекта мы проводим опрос, чтобы узнать мнение родителей, учителей и детей в вашей школе о преимуществах этих обновлений.

Ваше мнение очень важно для понимания вашего восприятия безопасности дорожного движения и повышения безопасности дорожного движения, как родителя. Ваши ответы анонимны, поэтому не стесняйтесь оставлять честные отзывы. Никто не сможет идентифицировать вас или ваши ответы и никто не узнает, участвовали ли вы в исследовании или нет.

Спасибо за ваше участие.

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Часть А – Информация об учителе

Дата _____/_____/_____ Год рождения _____

Пол | Муж ☐ | Жен ☐ | Неопределенно ☐

Сколько лет Вы преподаете в этой школе? _____

ТА1. Вовлекались ли Вы когда-либо в ДТП?

Да	Нет	Предпочитаю не отвечать
☐	☐	☐

Если да, это случилось возле этой школы?

Да	Нет	Предпочитаю не отвечать
☐	☐	☐

ТА2. Сталкивались ли вы когда-нибудь с автомобильной аварией или несчастным случаем с участием детей в этой школе?

Да	Нет	Предпочитаю не отвечать
☐	☐	☐

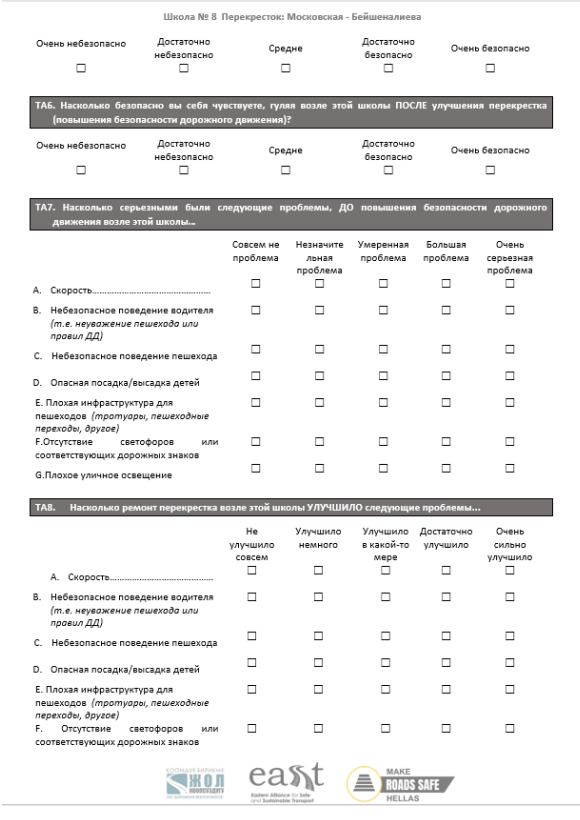
ТА3. Насколько безопасно вы себя чувствовали, проезжая возле этой школы ДО улучшения перекрестка (повышения безопасности дорожного движения)?

Очень небезопасно	Достаточно небезопасно	Средне	Достаточно безопасно	Очень безопасно
☐	☐	☐	☐	☐

ТА4. Насколько безопасно вы себя чувствуете при движении возле этой школы ПОСЛЕ улучшения перекрестка (повышения безопасности дорожного движения)?

Очень небезопасно	Достаточно небезопасно	Средне	Достаточно безопасно	Очень безопасно
☐	☐	☐	☐	☐

ТА5. Насколько безопасно вы себя чувствовали, гуляя возле этой школы ДО улучшения перекрестка (повышения безопасности дорожного движения)?



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Очень небезопасно	Достаточно небезопасно	Средне	Достаточно безопасно	Очень безопасно
☐	☐	☐	☐	☐

ТА6. Насколько безопасно вы себя чувствуете, гуляя возле этой школы ПОСЛЕ улучшения перекрестка (повышения безопасности дорожного движения)?

Очень небезопасно	Достаточно небезопасно	Средне	Достаточно безопасно	Очень безопасно
☐	☐	☐	☐	☐

ТА7. Насколько серьезными были следующие проблемы, ДО повышения безопасности дорожного движения возле этой школы...

	Совсем не проблема	Незначительная проблема	Умеренная проблема	Большая проблема	Очень серьезная проблема
A. Скорость.....	☐	☐	☐	☐	☐
B. Небезопасное поведение водителя *(т.е. неуважение пешехода или правил ДД)*	☐	☐	☐	☐	☐
C. Небезопасное поведение пешехода	☐	☐	☐	☐	☐
D. Опасная посадка/высадка детей	☐	☐	☐	☐	☐
E. Плохая инфраструктура для пешеходов *(тротуары, пешеходные переходы, другое)*	☐	☐	☐	☐	☐
F.Отсутствие светофоров или соответствующих дорожных знаков	☐	☐	☐	☐	☐
G.Плохое уличное освещение	☐	☐	☐	☐	☐

ТА8. Насколько ремонт перекрестка возле этой школы УЛУЧШИЛО следующие проблемы...

	Не улучшило совсем	Улучшило немного	Улучшило в какой-то мере	Достаточно улучшило	Очень сильно улучшило
A. Скорость.....	☐	☐	☐	☐	☐
B. Небезопасное поведение водителя *(т.е. неуважение пешехода или правил ДД)*	☐	☐	☐	☐	☐
C. Небезопасное поведение пешехода	☐	☐	☐	☐	☐
D. Опасная посадка/высадка детей	☐	☐	☐	☐	☐
E. Плохая инфраструктура для пешеходов *(тротуары, пешеходные переходы, другое)*	☐	☐	☐	☐	☐
F. Отсутствие светофоров или соответствующих дорожных знаков	☐	☐	☐	☐	☐

Школа № 8 Перекресток: Московская - Бейшеналиева

G.Плохое уличное освещение	☐	☐	☐	☐	☐

ТА9. Как вы думаете, нужны ли подобные улучшения возле других школ вашего города?

Совсем не обязательно	Вероятно, ненужно	Не знаю	Возможно нужно	Абсолютно нужно
☐	☐	☐	☐	☐

Школа № 8 Перекресток: Московская - Бейшеналиева

Часть B - Информация о детях

(1 на каждого ребенка, посещающего конкретную школу)

Пожалуйста, определите только 1 класс. Учитель может дать информацию на более, чем 1 класс, на отдельном листе.

Класс _____ Возраст детей _____

В интервале (например, 6-7 лет)

TB1. Считаете ли вы, что дети в этом классе осведомлены о рисках дорожного движения?

Не понимают	☐
Незначительное понимание	☐
Среднее понимание	☐
Хорошее понимание	☐
Прекрасное понимание	☐

TB2. Беспокоились ли вы об их безопасности на дорогах вокруг этой школы ДО улучшения перекрестка (повышения безопасности дорожного движения)?

Очень беспокоились	Достаточно беспокоились	Средне	Достаточно уверены в его/ее безопасности	Очень уверены в его/ее безопасности
☐	☐	☐	☐	☐

TB3. Как Вы думаете, улучшение перекрестка возле этой школы улучшило безопасность детей в этом классе?

Не улучшило совсем	Немного улучшило	Улучшило в какой-то степени	Достаточно улучшило	Очень сильно улучшило
☐	☐	☐	☐	☐