
stereo
ORIGINAL MOTION PICTURE SOUNDTRACK
THE GOOD, THE BAD AND THE UGLY
Music by ENNIO MORRICONE

The Good, the Bad and …
the potential for improvement

Fred Wegman
SWOV Institute for Road Safety Research
The Netherlands

Fatalities in main OECD/ITF regions
(OECD/ITF, to be published)

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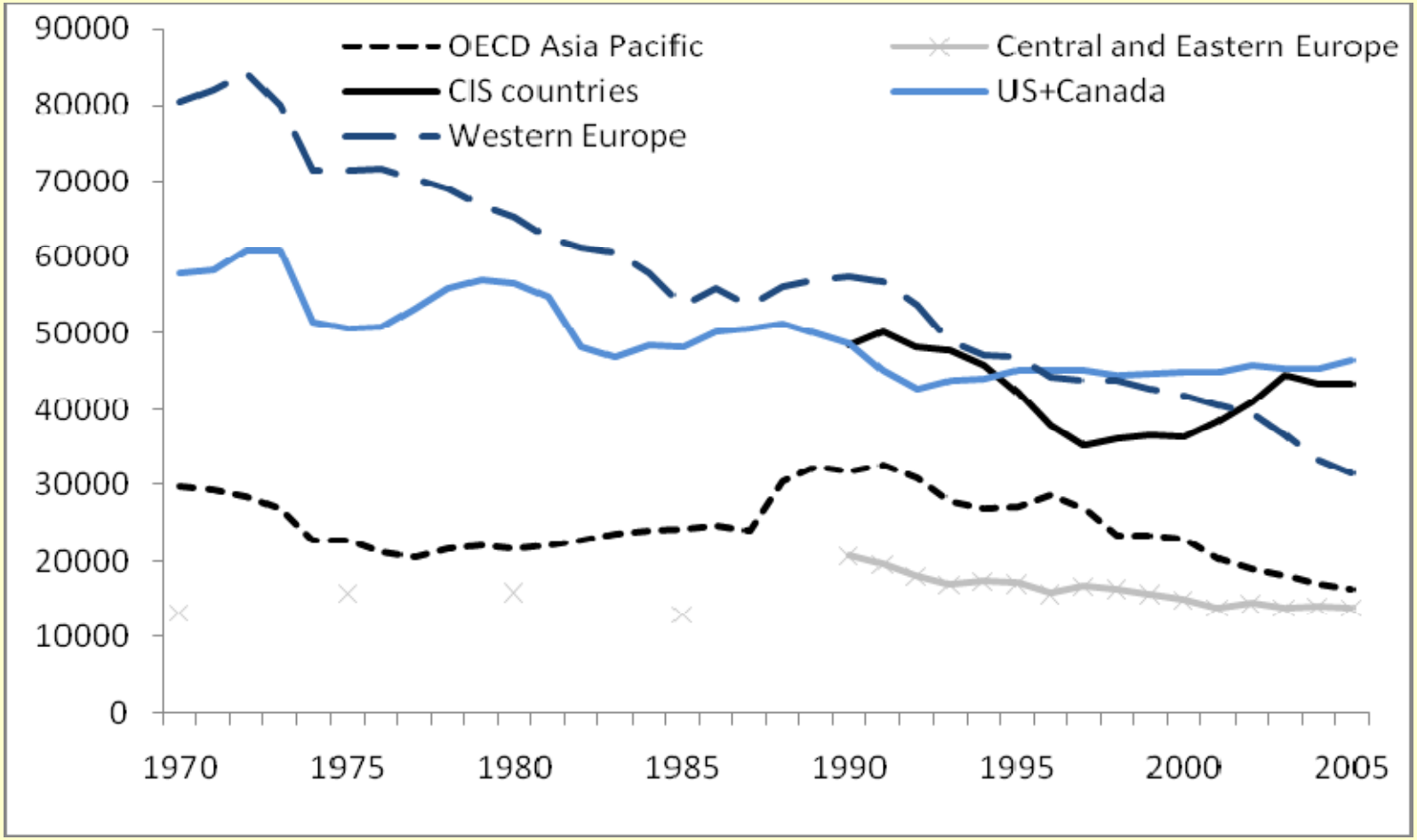
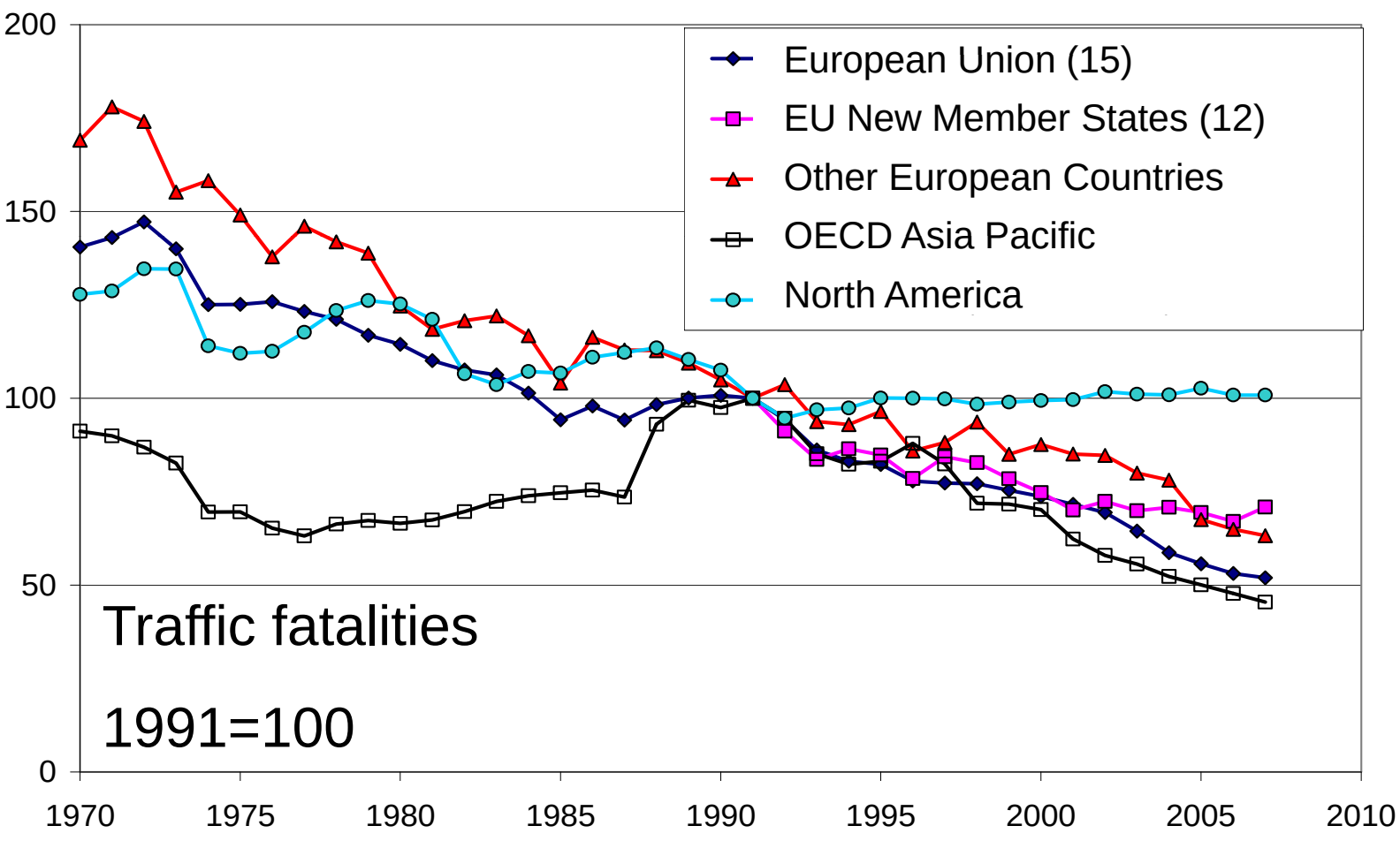


Development in OECD/ITF regions



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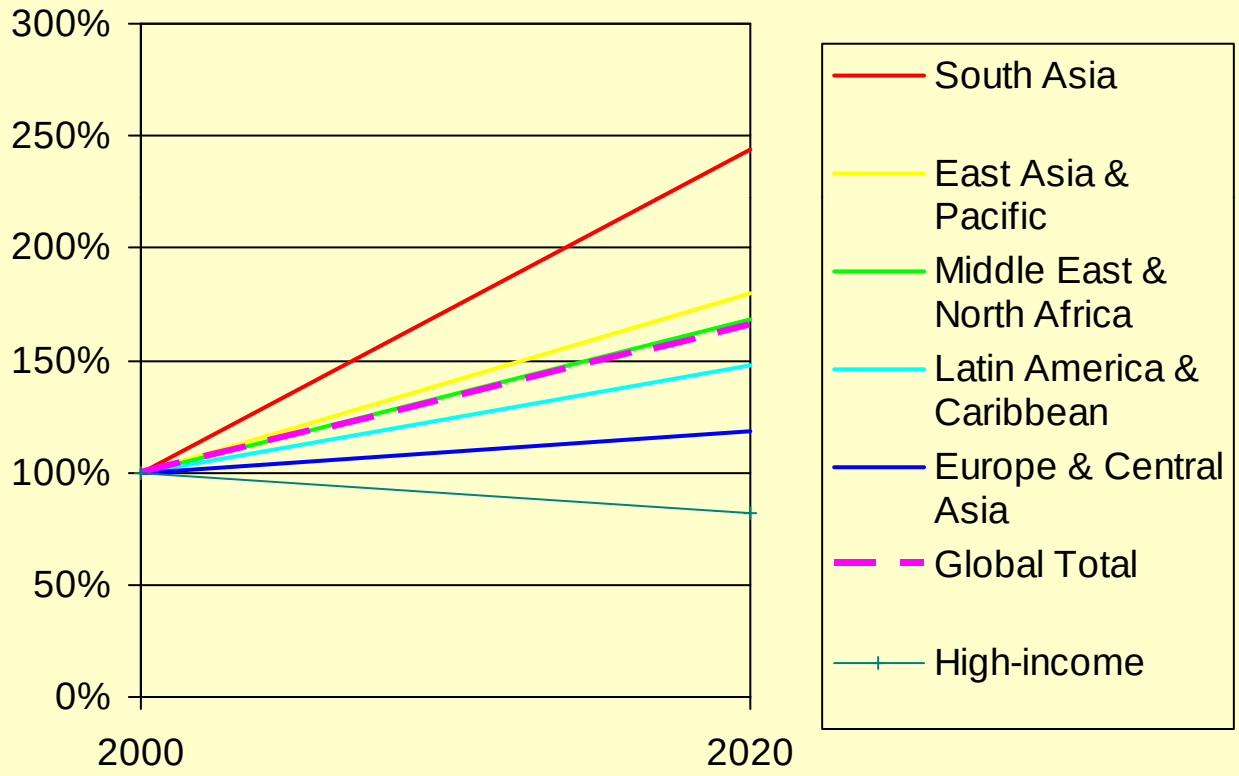
IRTAD International Traffic Safety Data and Analysis Group

“PRESS RELEASE
15th September 2008
Progress in road safety slowing down
Road fatalities for the countries for which data are available show a slowdown in the downward trend of recent years (see Table 1 below). It is important, however, to consider the data within a larger timeframe…..”

Predicted road traffic fatalities
(World Bank, Kopits/Cropper, 2003)



Evolution in fatality and injury crashes
(OECD/ITF, to be published)

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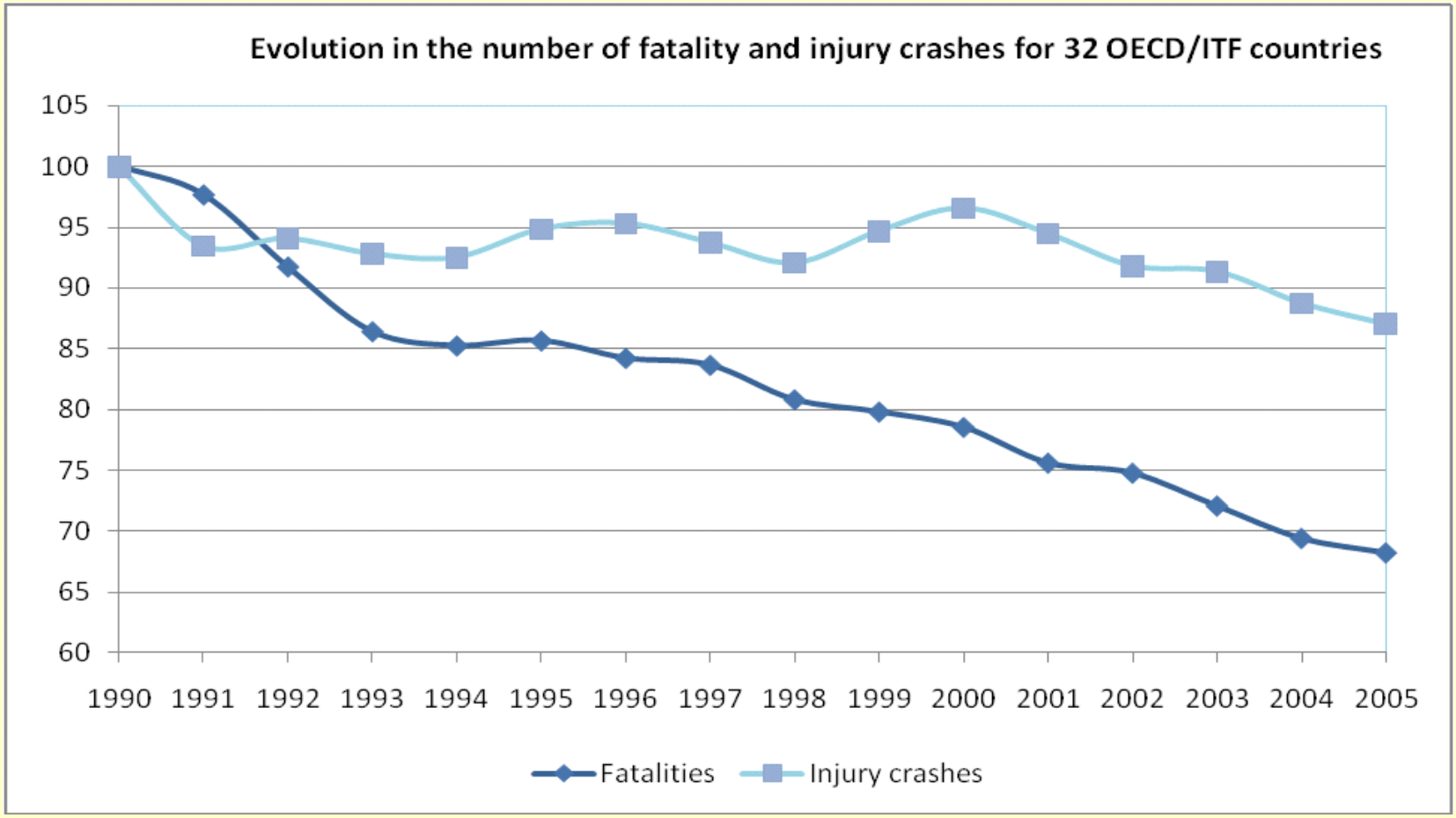
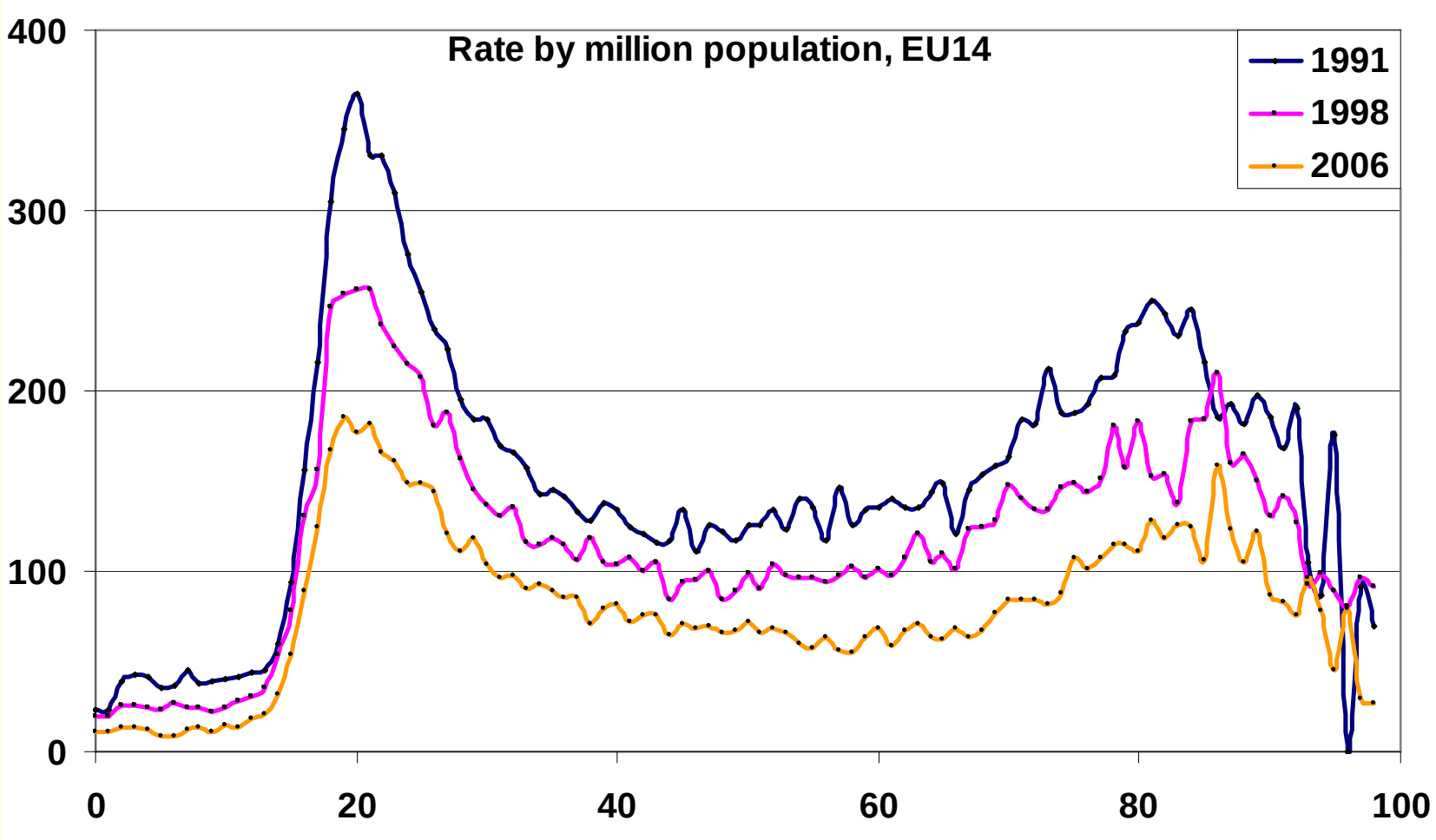


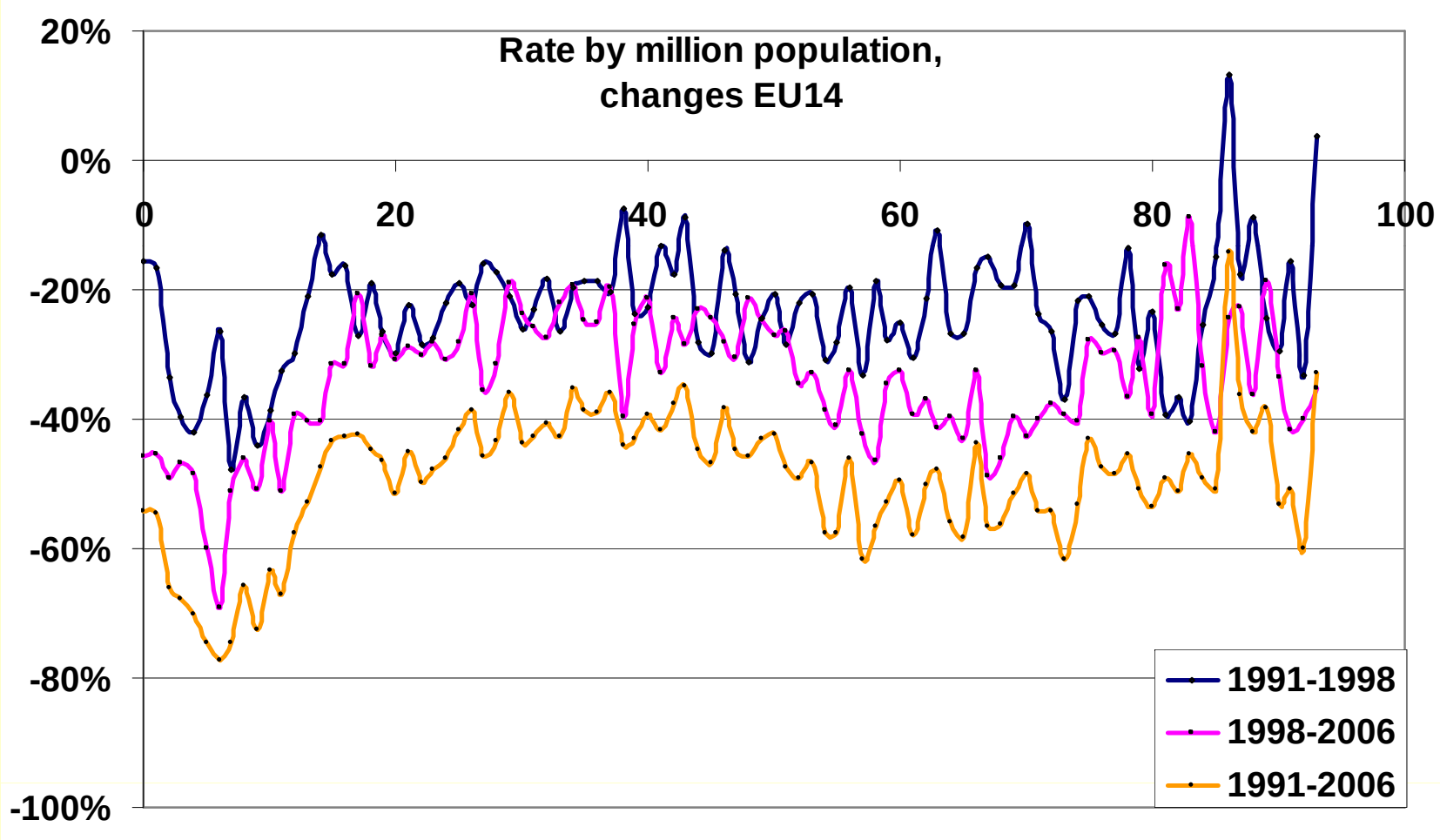
We have more than fatalities ….

- A less positive conclusion can be drawn about progress made in OECD/ITF countries when using injury figures than figures on fatalities
- It is recommended to add injury data to international databases (such as IRTAD) based on an international agreement on definitions and on how to respond in a harmonized way to underreporting

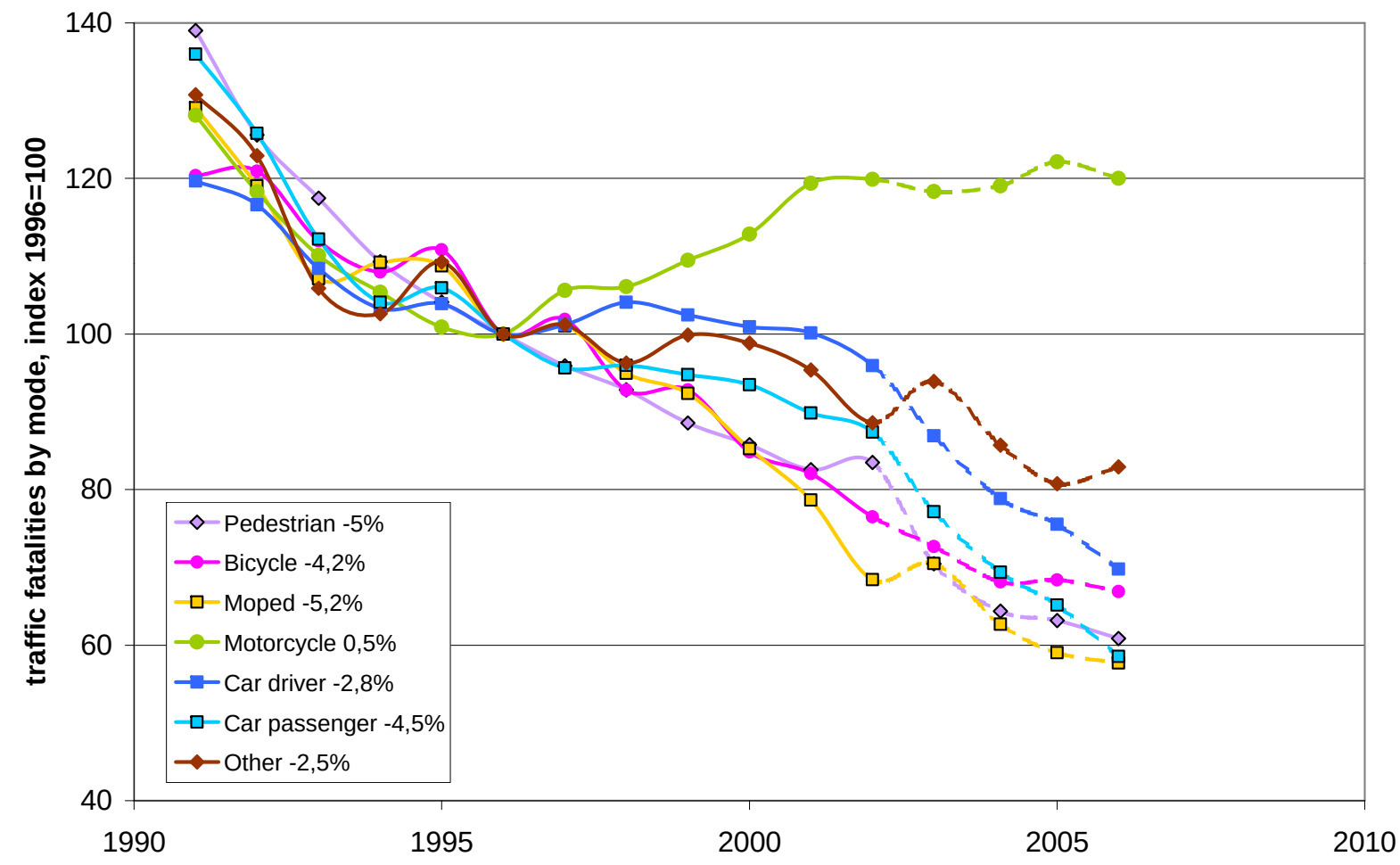
Progress of mortality rates by age (I)



Progress of mortality rates by age (II)



Progress by mode of transport



Motorcyclists EU-15 per age group

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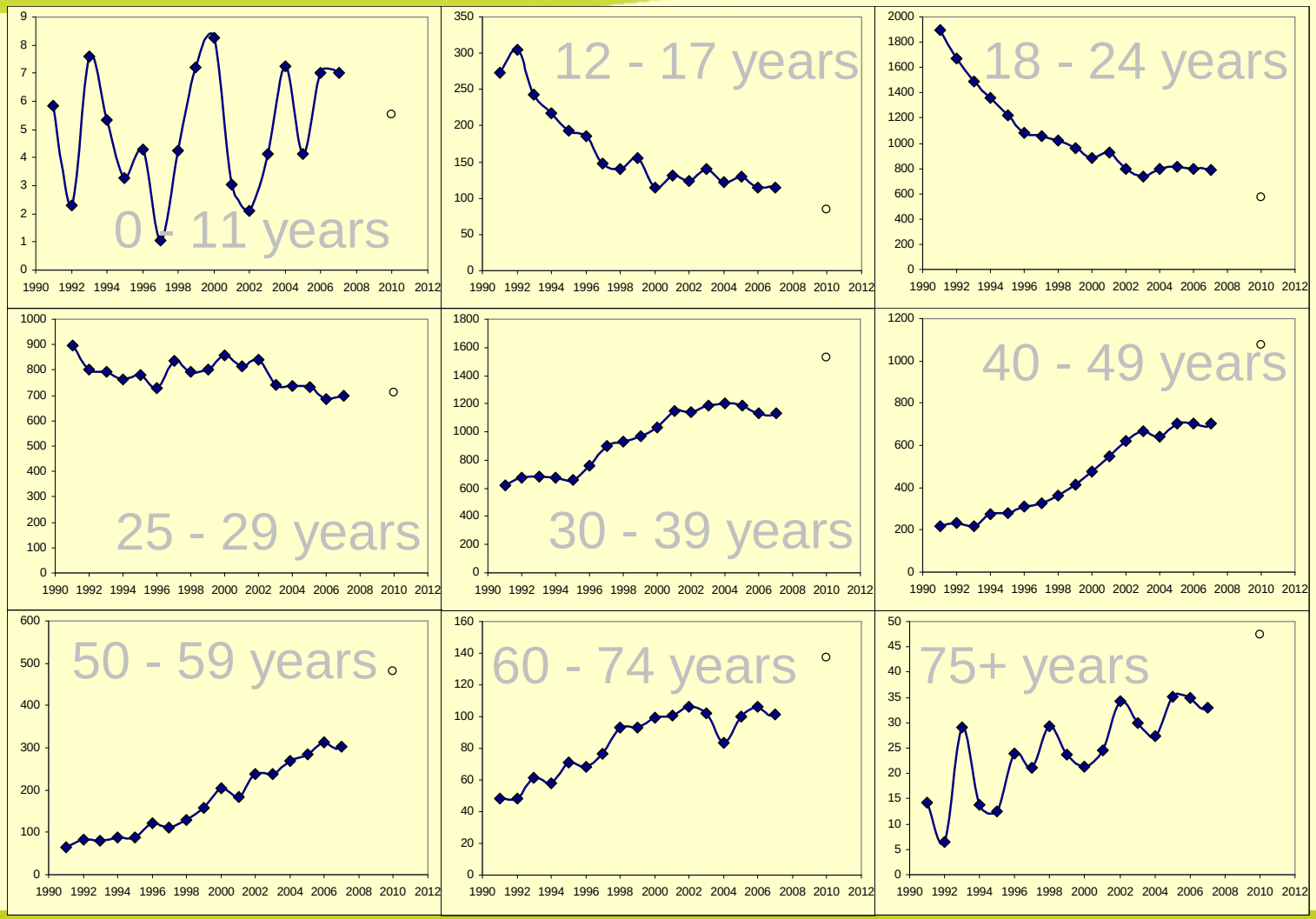

Relative fatality rate and its relative annual reduction for different settlement types of Belgian communes

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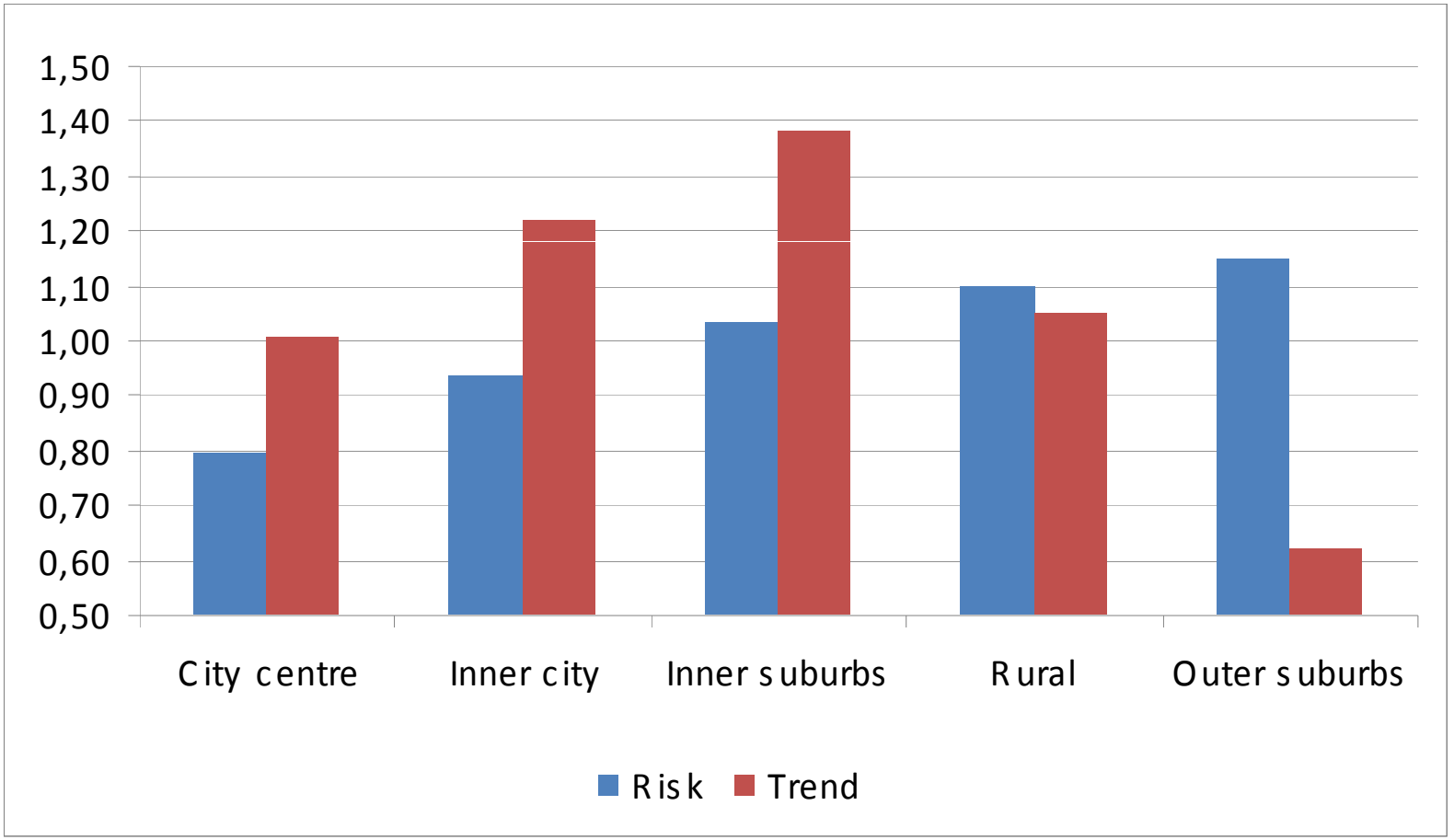

Mortality for different settlement types; EU-25 countries in 2004 (Eksler)

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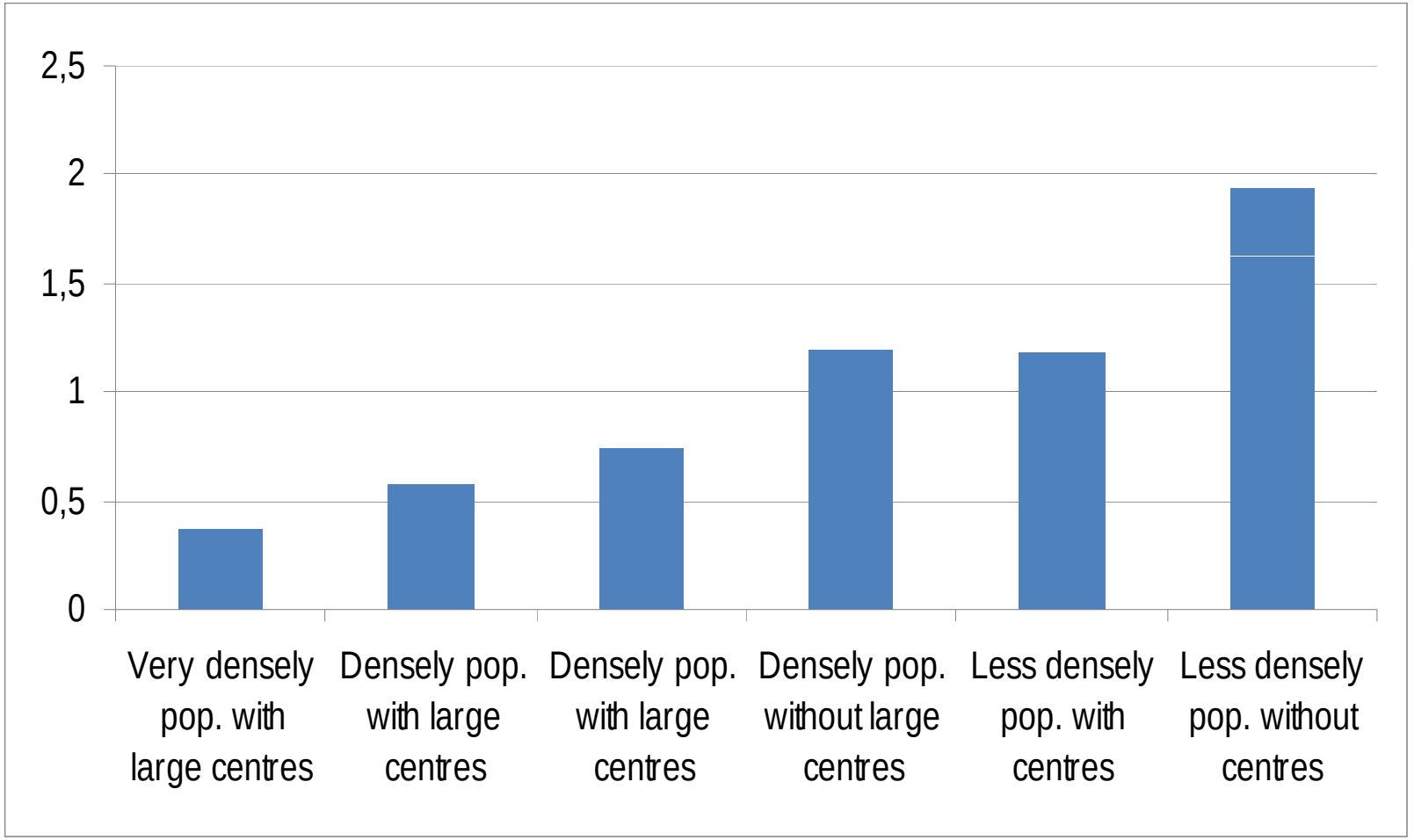

Regional differences for mortality and population density in the Netherlands

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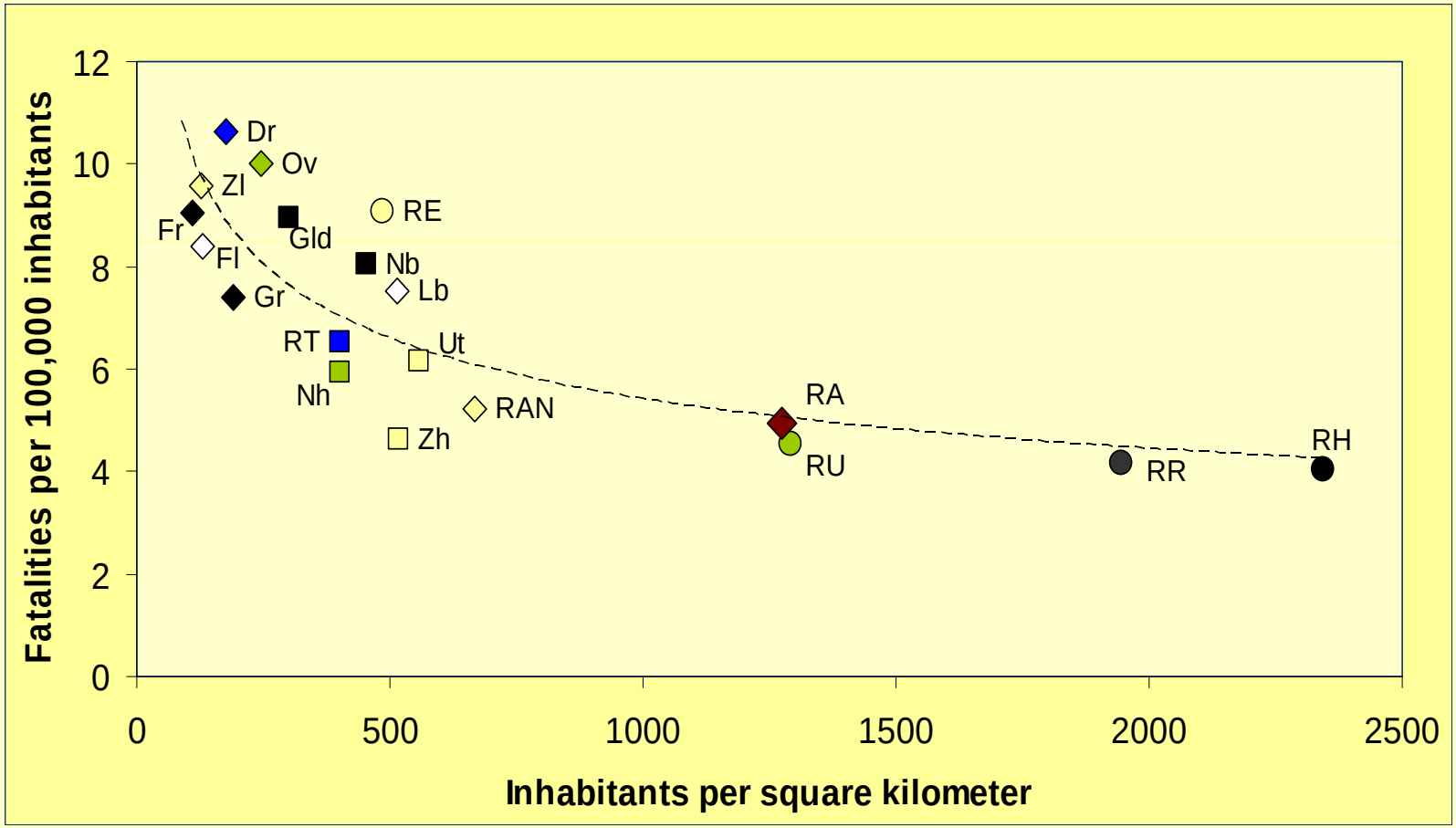
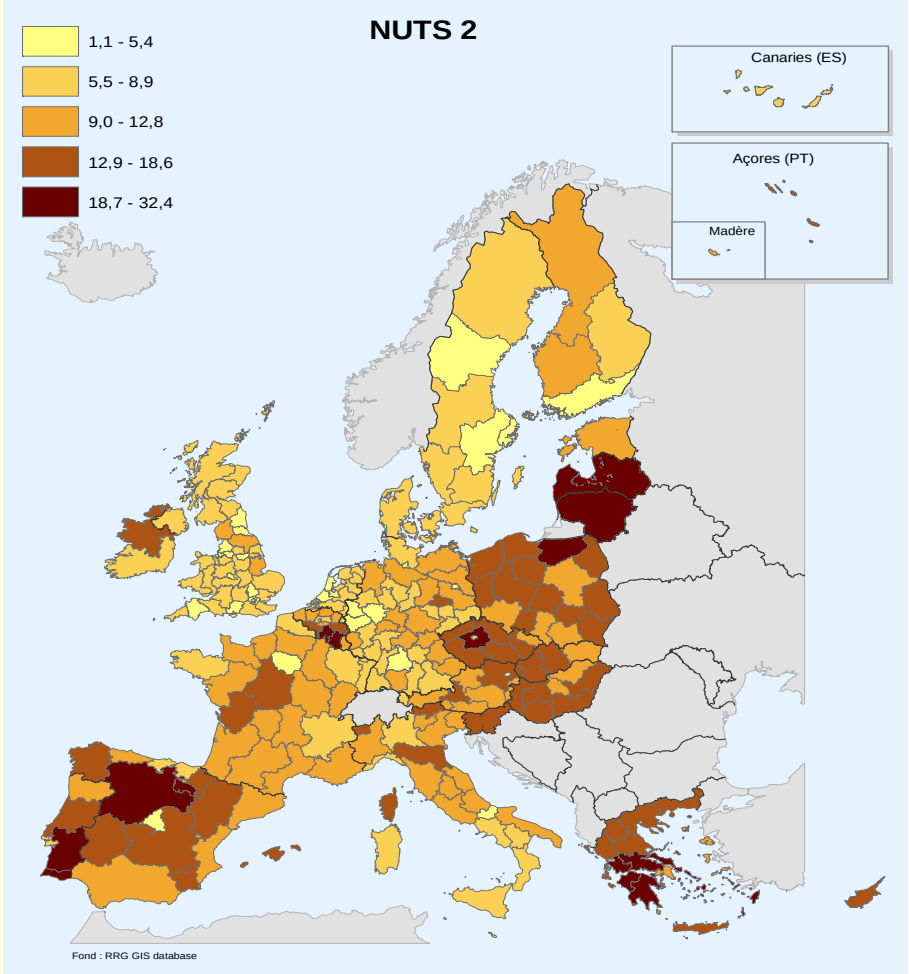
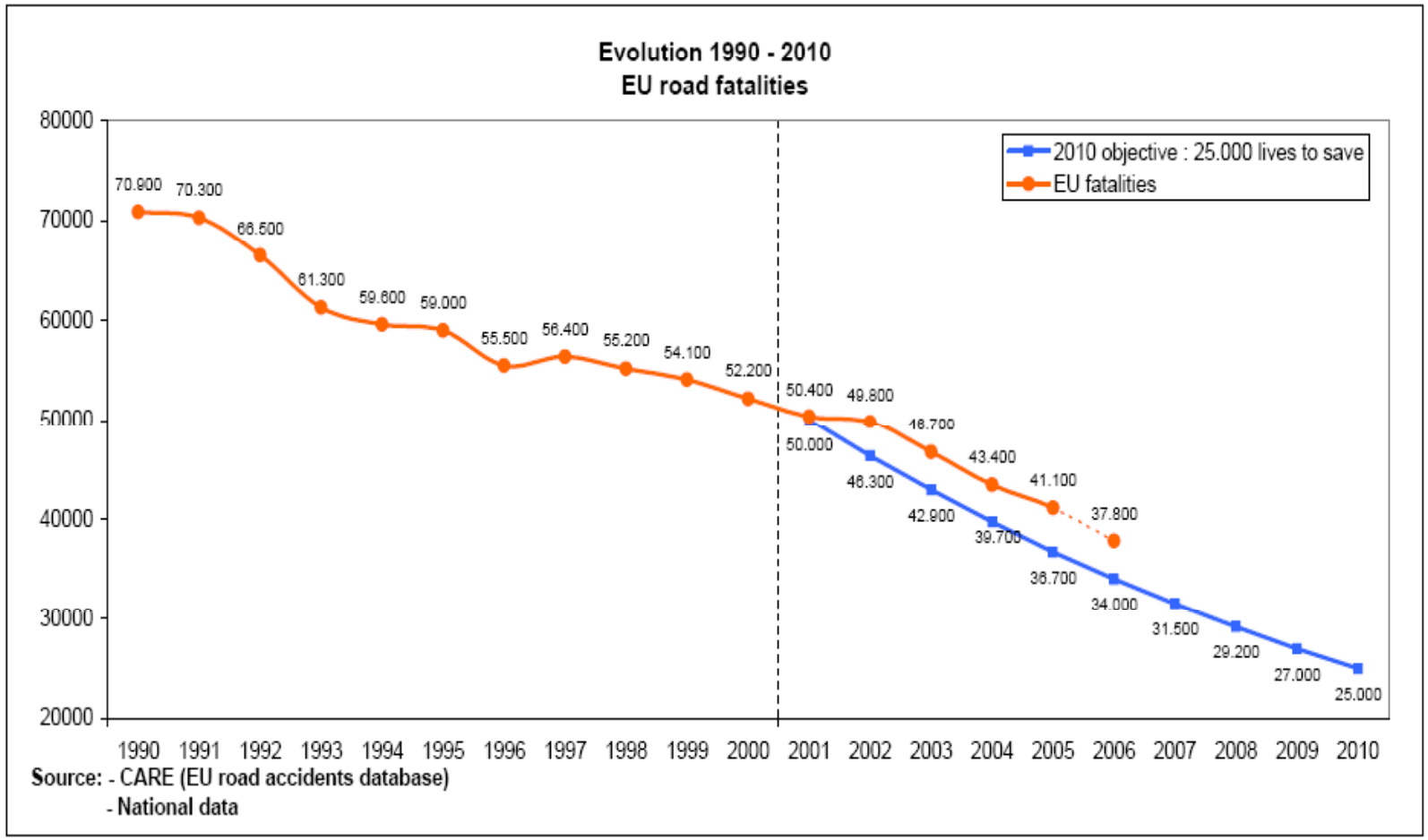


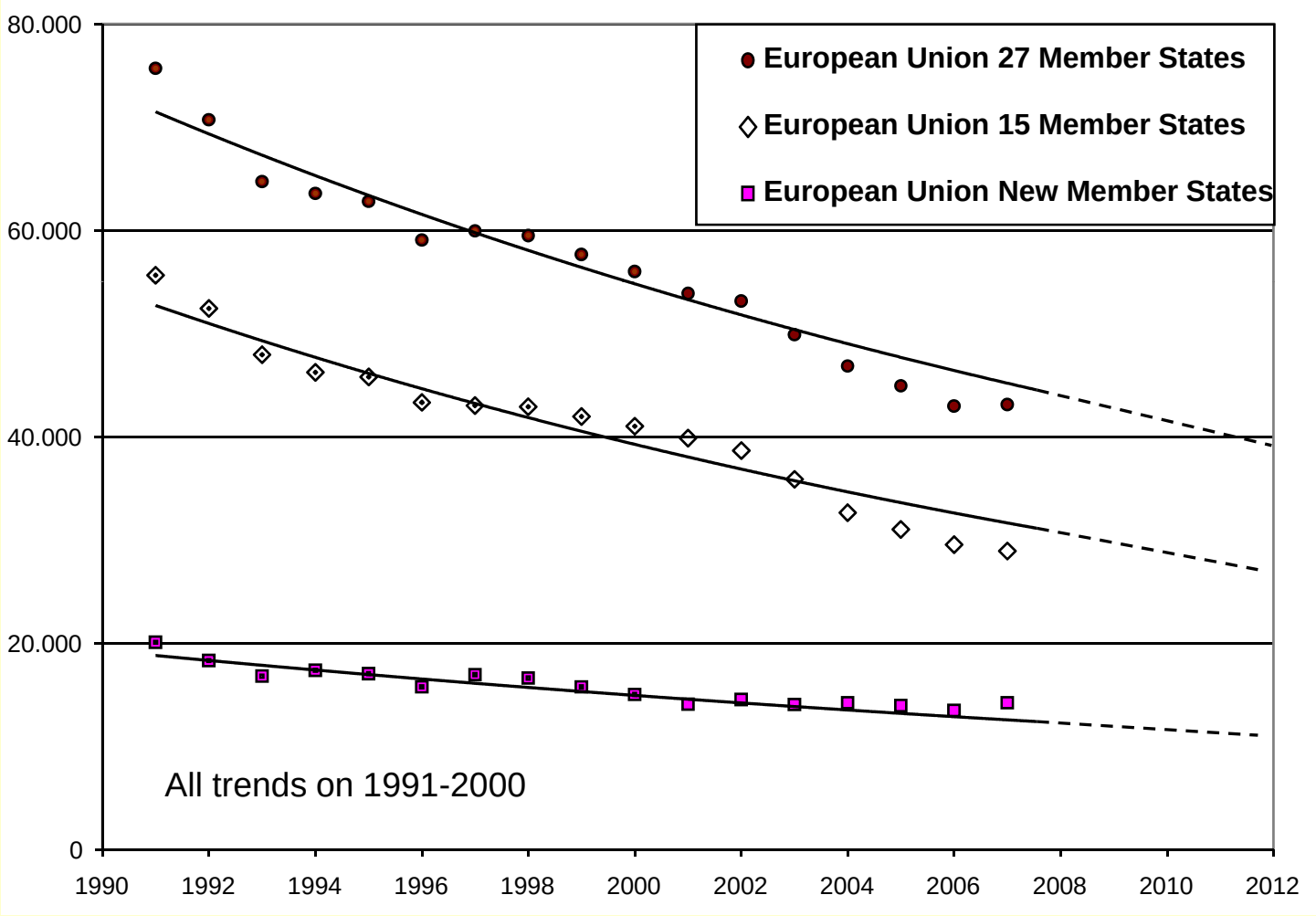
Mortality rates for NUTS-2 regions in EU (2004)



Evolution road fatalities in the EU



Progress on fatalities in the EU



All countries move to the same spot ?!
Fatality rate vs. mortality rate

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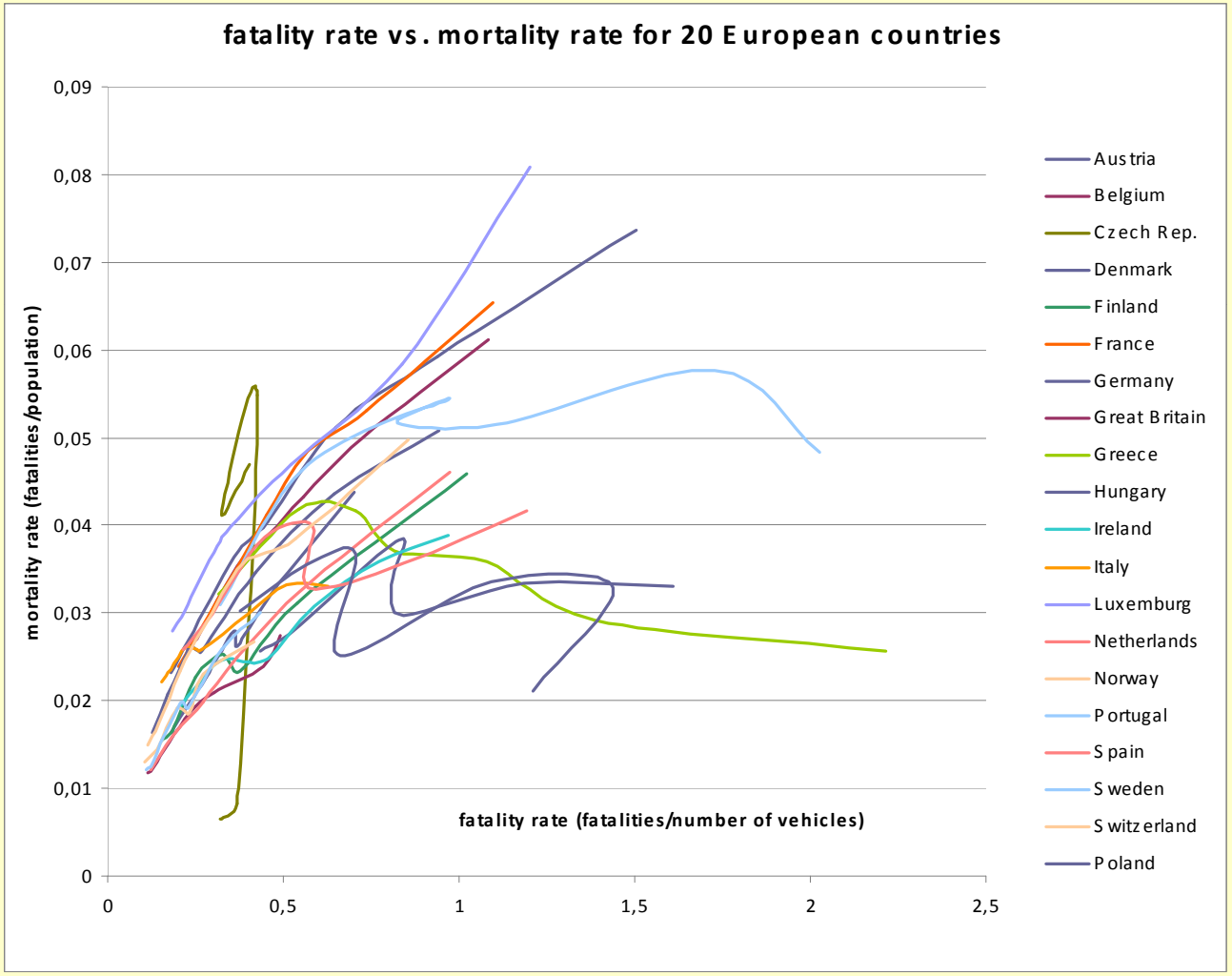

An example: number of traffic fatalities in the Netherlands (running total)

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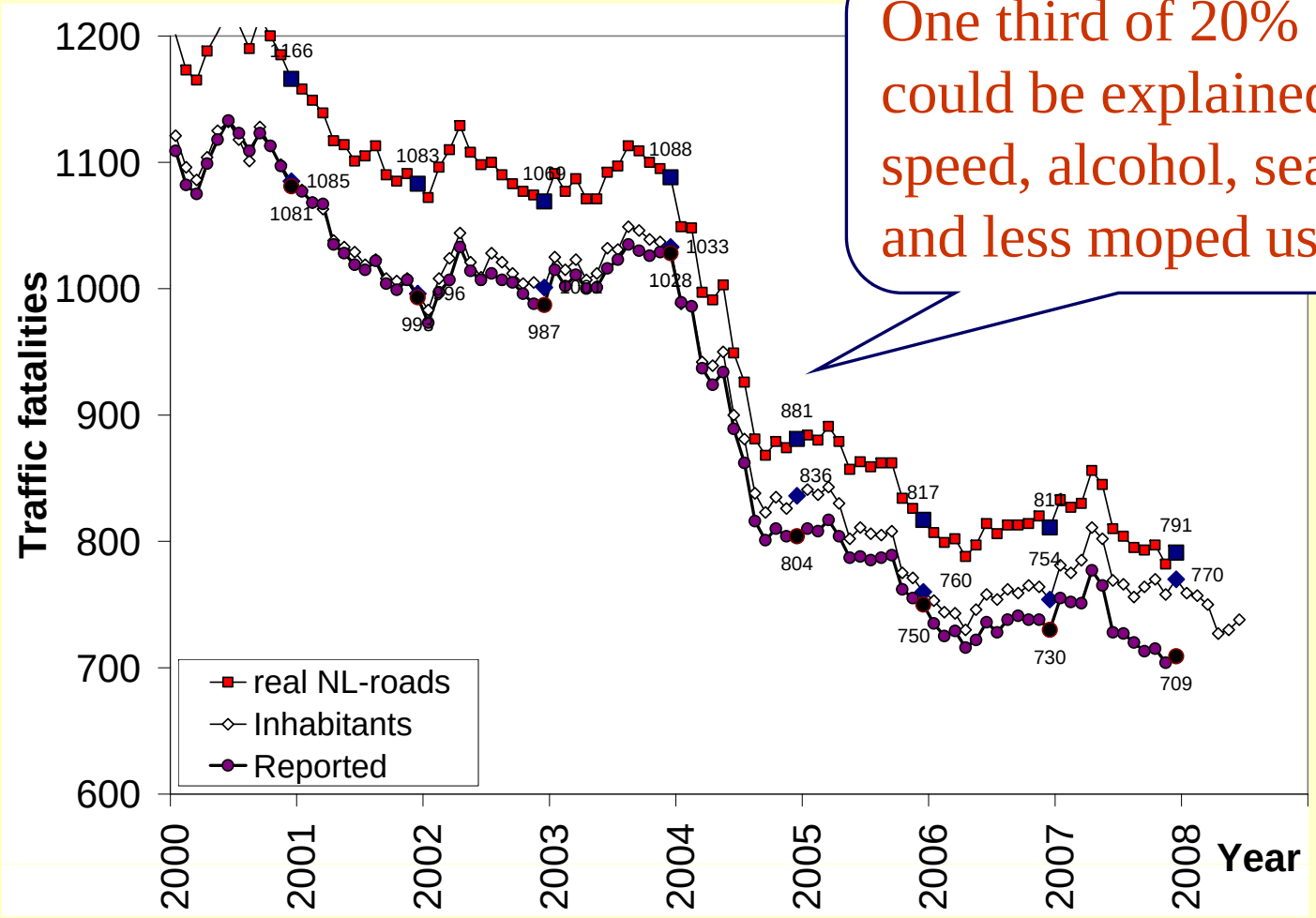

One third of 20% drop could be explained by speed, alcohol, seatbelt and less moped use

How to speed up our learning curve?

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- We have to learn more from ex-post evaluations
- Not only from high-impact, short-term and more or less isolated interventions; progress is coming from many, small steps forward in an ever changing world
- We have to improve our ex-ante evaluations to support decision making on road safety programmes

- Scientific Research on Road Safety Management
  - Workshop in the Netherlands 2009
  - Special Issue Safety Science 2010

How to measure progress?
Example from New Zealand

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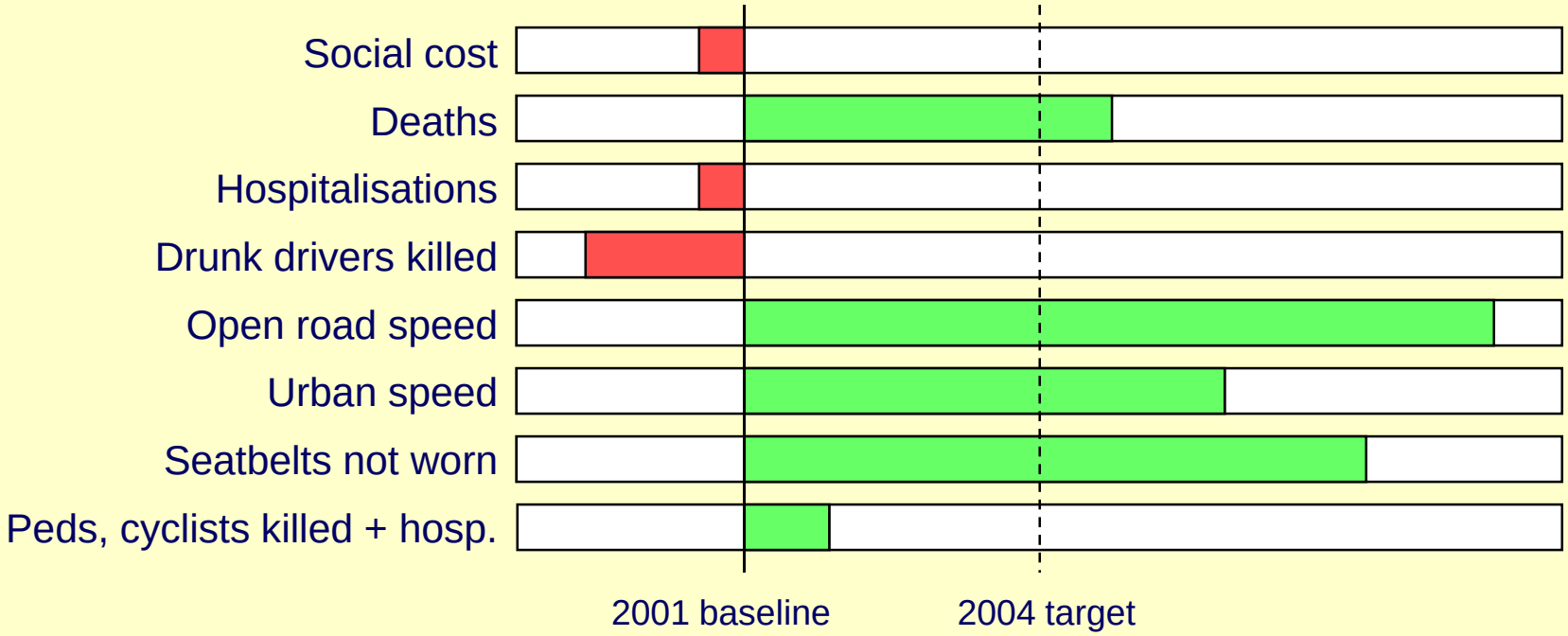

Road Safety Benchmarking

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- Not only fatality rates and mortality rates
- The process of measuring various aspects of a road safety performance of a country (or other jurisdiction) and comparing this with the performance of others, i.e. the best-of-class by identifying, understanding and adapting their (outstanding) practices
  - Who performs well?
  - Who is the most compatible to benchmark with?
  - What can I learn?

A framework for our knowledge: road safety target hierarchy (SUNflower)

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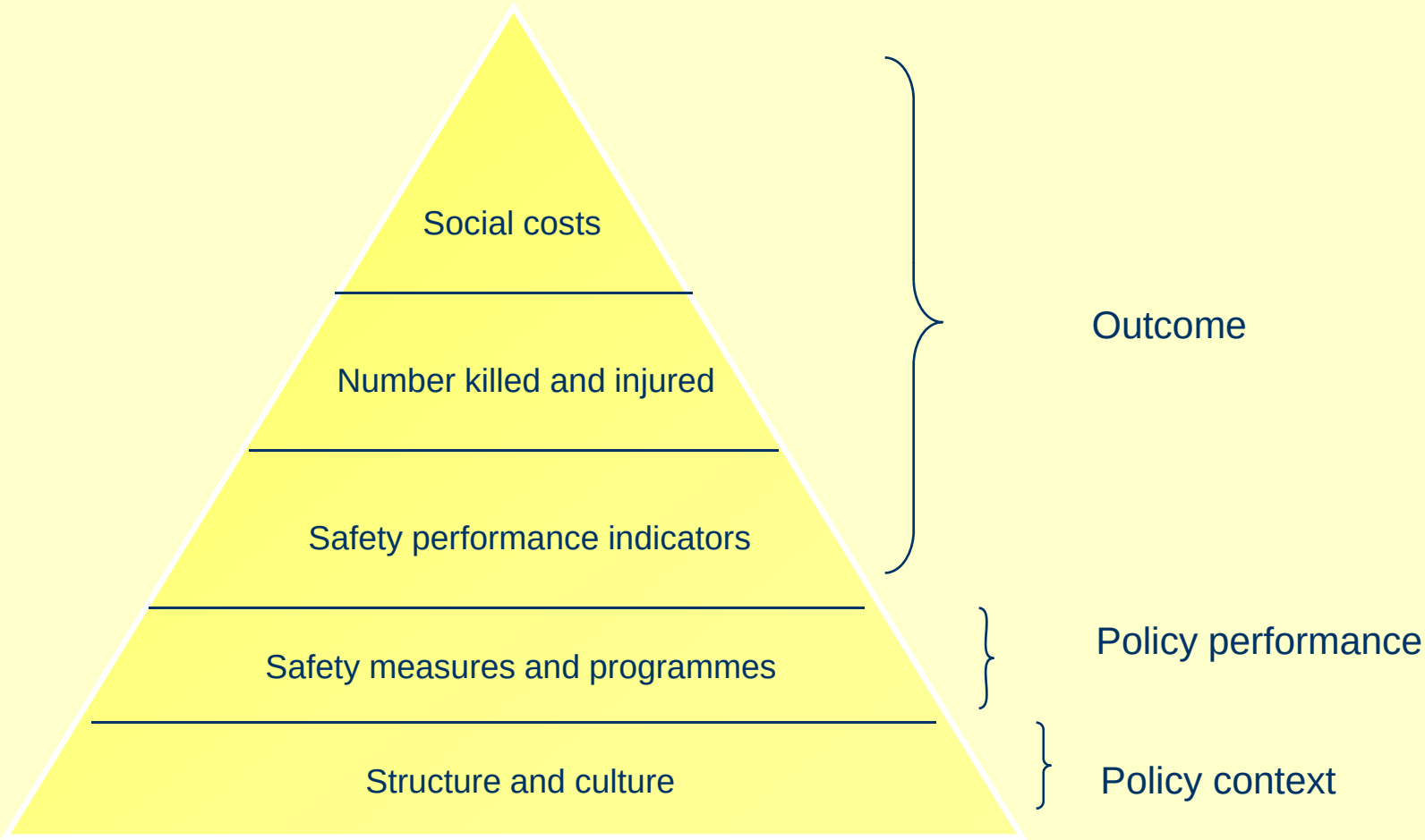

Composite indicator for benchmarking purposes

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- Three entrances:
  - Outcome indicators (final and intermediate outcomes)
  - Quality of road safety ‘measures and programmes’
  - Indicators on ‘structure and culture’

- SUNflower in SafetyNet (initial results later this year)

Towards a composite indicator for ROAD SAFETY PERFORMANCE ?

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- Advantages
  - Simplification
  - Quantification
  - Communication

- Accepted in many other fields, e.g.
  - Financial world: Dow Jones, CAC,
  - Human Development Index
  - Environmental Sustainability Index
  - Overall Health System Index

Go fishing where fish is, but ….

- Look for high risks, high proportions, high increases
  - e.g. novice drivers, elderly road users, PTW, high-risk locations
- Road crashes *can* occur and *will* occur everywhere
- We were (relatively) successful in fishing where the fishes are
- However, fishes are more and more everywhere
- The answer is a systems approach

Road fatalities are scattered

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Our fundamental road safety problem

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- Today's road traffic is *inherently* unsafe
- The road system of today has not been designed with safety in mind, as is the case with air transport or rail transport
- Which means we are almost fully dependent on whether a road user makes a mistake or error in preventing a crash
- Another approach is needed: *Safe Safety Approach*

To conclude

- We are all Good and Bad
- All countries/regions have potential for improvements
- Road Safety Management could be improved considerably
- Which approach? *Safe System Approach*