

Nicole Muhrad, IFSTTAR, Lyon-Bron, France
 Gilles Vallet, IFSTTAR, Lyon-Bron, France
 Butler, Ilona, ITS, Warsaw, Poland
 Victoria Gitelman, Technion, Haifa, Israel
 Etti Doveh, Technion, Haifa, Israel
 Emmanuelle Dupont, IBSR, Brussels, Belgium
 Pete Thomas, TSRC, Loughborough, UK

Rachel Talbot, TSRC, Loughborough, UK
 Eleonora Papadimitriou, NTUA, Athens, Greece
 George Yannis, NTUA, Athens, Greece
 Luca Persia, CTL, Rome, Italy
 Gabriele Giustiniani, CTL, Rome, Italy
 Klaus Machata, KfV, Vienna, Austria
 Charlotte Bax, SWOV, Netherlands

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Introduction

The objective is the analysis of road safety management practices in the European countries and the identification of “good practices”, which was developed within the DaCoTA research project in order to support the European Road Safety Observatory of the European Commission (www.erso.eu).

A road safety management investigation model was created, based on several “good practice” criteria. Road safety management systems have been thoroughly investigated in 14 European countries on 2010, by means of interviews with both governmental representatives and independent experts, who filled in an extensive questionnaire.



A reliable and accurate picture (“profile”) was created for each country, allowing country comparisons. Then, statistical methods were used to make rankings of countries, and analyze the relationship between road safety management and road safety performance. The results of the analyses suggest that it is not possible to identify one single “good practice”. Nevertheless, there were several elements that emerged as “good practice” criteria. On the basis of the results, recommendations are proposed at national and European level.

Methodology

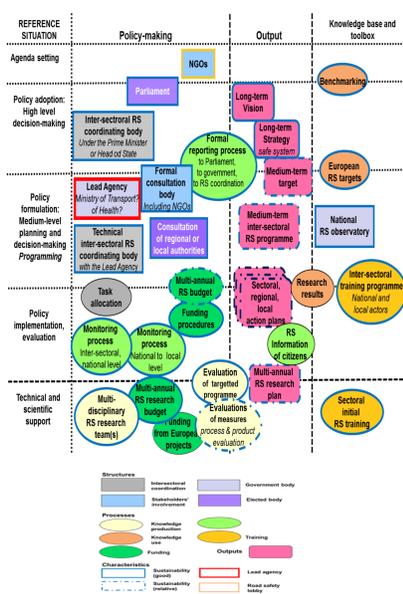
On the basis of the investigation model, an extensive DaCoTA questionnaire was developed, on the degree to which the various road safety management systems meet the “good practice” criteria. The questions related to five main areas of Road Safety Management:

- Institutional organisation, coordination and stakeholders’ involvement
- Policy formulation and adoption
- Policy implementation and funding
- Monitoring and evaluation
- Scientific support and information, capacity building

The questionnaire was filled for 14 EU countries.

Two groups of road safety professionals were targeted:

- **Government representatives:** Road safety practitioners who are or have been directly involved in policy and decision making over a long enough period of time for them to have acquired wide-ranging experience in road safety,
- **Independent experts:** Road safety researchers or scientists who may contribute to policy but do not have a decision making role and could offer a non-partisan view of the Road Safety Management systems in place.



Qualitative analyses

A. Road safety management profiles

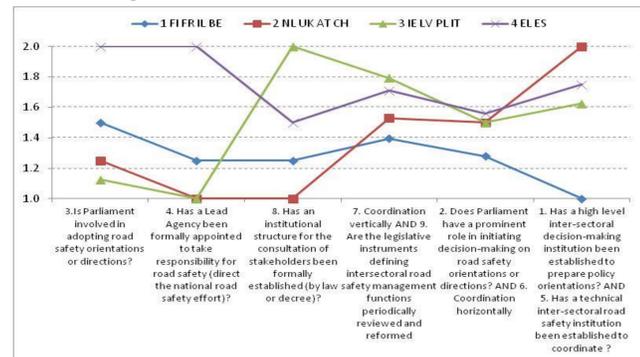
B. Synthesis of country analyses

- Institutional organization, coordination and stakeholders’ involvement
- Policy formulation and adoption
- Policy implementation and funding
- Monitoring and evaluation
- Scientific support and information, capacity building



Quantitative analyses

A. Clustering of countries on the basis of road safety management components



B. Statistical models linking road safety management with road safety performance

	Model 1	Model 2	Model 3	Model 4	Model 5
Dependent variable	Fatalities per million inhabitants	Fatalities per million passenger-kilometres	% reduction in fatalities 2001-2010	Composite index of road safety outcomes	Composite index on Safety Performance Indicators (SPI)
Dependent variable type	rate	rate	Percentage	Values within [0,1]	Values within [0,1]
Model	Quasi-Poisson	Quasi-Poisson	Beta regression	Beta regression	Beta regression
Explanatory variables	- Background indicator - Composite SPI - RSM	- Background indicator - RSM			
Significant effects	- Background indicator - Composite SPI	- Background indicator		- Background indicator	- Background indicator - RSM

Conclusions

- It is not possible to identify one single “good practice” model at national level
- Best performing countries are not always ranked best in terms of road safety management components
- The proposed “good practice” criteria seem to work as regards the worst performing countries.
- Several elements emerged as more critical “good practice” criteria
- Road safety management was found to be associated with SPIs, reflecting the operational level of road safety in each country.
- In some countries, road safety management components may be so recent that they hadn’t yet had the time to deploy their full potential
- Expert responses may reflect an independent and more objective view
- Overall, there is no single ideal road safety management model, but there are several good practice criteria which may be adapted to the national conditions in each case.

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* Contact : geyannis@central.ntua.gr