

European Transport Safety Council  
Road Safety Institute "Pavlos Milonas"  
**Discussion on Road Safety Performance Indicators**  
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**The role of Performance Indicators  
in the implementation of Road Safety Programmes**

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# PERFORMANCE INDICATORS ARE NECESSARY FOR THE IMPROVEMENT OF ROAD SAFETY

***If you can not measure it,  
you can not improve it***

***Lord Kelvin***



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*If you can not measure it, you can not improve it*

# ROAD SAFETY PERFORMANCE INDICATORS ARE NECESSARY KNOWLEDGE

***Road Safety is a  
typical field  
with high risk of  
important  
investments not  
bringing results***



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# ROAD SAFETY PERFORMANCE INDICATORS ARE NECESSARY KNOWLEDGE

For the measures implemented, it is necessary to know:

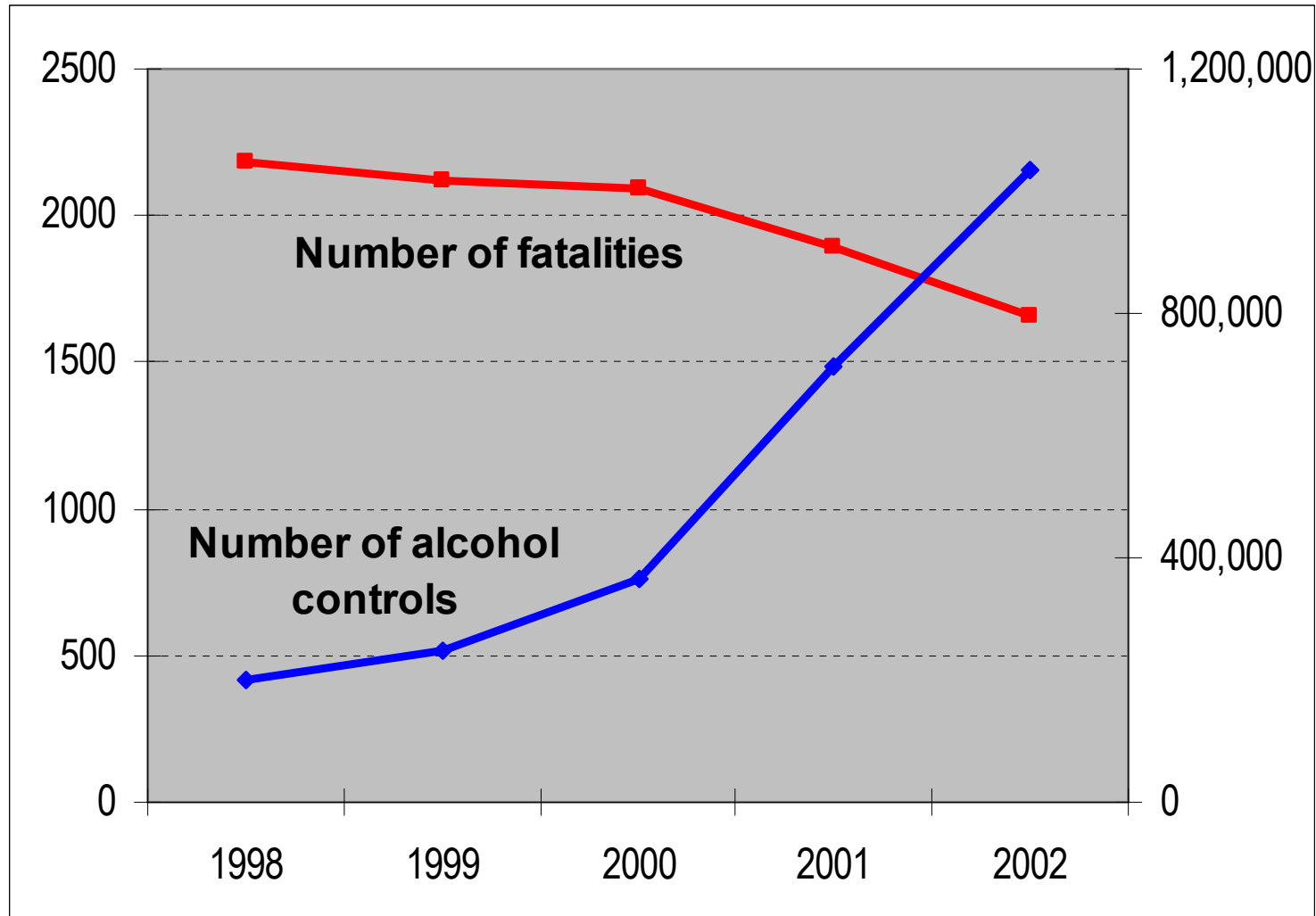
- to which extent they were implemented;
- whether they improved road users behaviour;
- whether they led to accidents (and accidents severity) reduction;

in order to intensify efficient measures  
and avoid inefficient ones

# ROAD SAFETY PERFORMANCE INDICATORS ARE A BASIC TOOL FOR MANAGEMENT

- For monitoring the implementation of Road Safety Programmes
- For monitoring the efficiency of measures
- For monitoring the overall level of road safety
- For comparing with other countries or areas

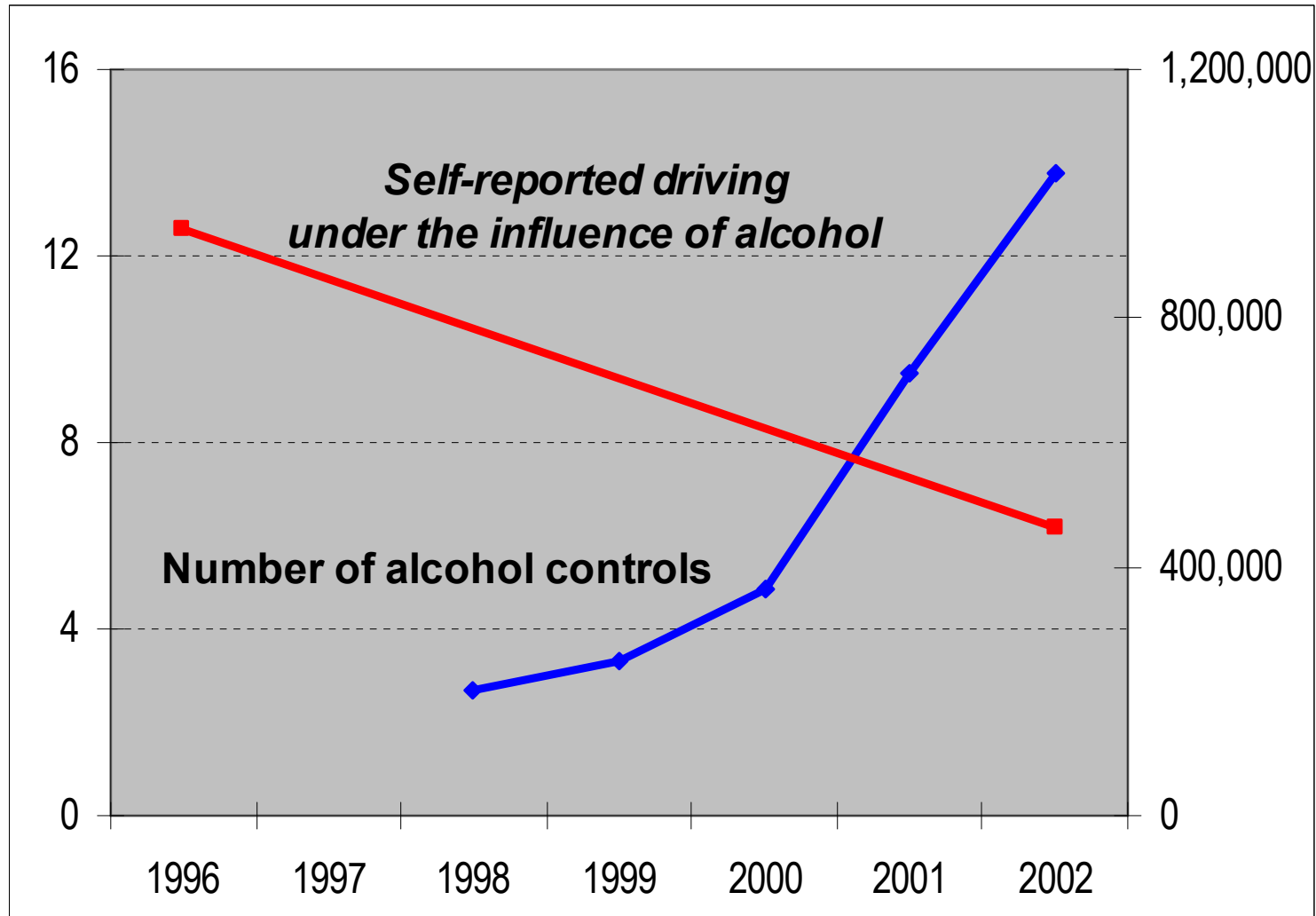
# EXAMPLE OF PERFORMANCE INDICATOR



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# EXAMPLE OF PERFORMANCE INDICATOR



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# THE ROAD SAFETY STRATEGIC PLAN

- Road Safety Performance Indicators are included in both the 1<sup>st</sup> (2001-2005) and the 2<sup>nd</sup> (2006-2010) Strategic Plan
- The Implementation Plan of both Strategic Plans includes specific procedures for the exploitation of Road Safety Performance Indicators by the Support Unit.
- The Support Unit has not yet efficiently operated and Road Safety Performance Indicators have not been exploited so far.



# AVAILABILITY OF PERFORMANCE INDICATORS IN GREECE (1/3)

- Road Safety Performance Indicators

Availability

General indicators		
Road risk	Fatalities per million population	YES
Specific indicators		
Young people's risk	Proportion of 15-24 year olds in road deaths (in relation to)	YES
	Proportion of 15-24 year olds in the population	YES
Powered two wheelers' risk	Proportion of PTW users in road deaths (in relation to)	YES
	Modal share of PTW traffic	NO
Pedestrians' risk	Pedestrian share in road deaths (in relation to)	YES
	Modal share of pedestrian traffic	NO
Cyclist risk	Cyclist share in road deaths (in relation to)	YES
	Modal share of cyclist traffic	NO

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# AVAILABILITY OF PERFORMANCE INDICATORS IN GREECE (2/3)

- Road Safety Performance Indicators

Availability

Policy Indicators		
Planning	- Road safety strategy - Road safety targets	YES YES
Evaluation	- Monitoring system	NO
User behaviour indicators		
Speed	- Mean speed - Speed variance (V85) - Proportion of vehicles above the legal limit	NO NO NO
Alcohol	- Proportion of alcohol-related fatalities - Proportion of alcohol-related injury accidents - Proportion of drunk drivers in the traffic flow	(YES) (YES) NO
Seat belt use	- Proportion of front/back seat occupants wearing seat belts	NO
Child restraint use	- Proportion of children that are properly secured in cars and vans	NO

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# AVAILABILITY OF PERFORMANCE INDICATORS IN GREECE (3/3)

## ● Road Safety Performance Indicators

Availability

Vehicle Indicators		
Crashworthiness	- Proportion of EuroNCAP tested models / EuroNCAP five star models in the vehicle fleet	<b>YES</b>
	- Newly registered vehicles	<b>YES</b>
	- Average age of the vehicle fleet	<b>(YES)</b>
Conspicuity	- Proportion of use of daytime running lights	<b>NO</b>
Road Indicators		
Risk per category	- Average fatal collision rates per billion vehicle km for each category (EuroRAP)	<b>NO</b>
Risk variance	- Difference in risk between the least safe and the 'mean' road in each category (EuroRAP: variation in colour-coded risk maps)	<b>NO</b>
	- Proportion of accidents occurring at high risk sites compared to all accidents (presupposes EU definition of high risk sites)	<b>NO</b>
Crashworthiness	- Road Protection Score (EuroRAP: star rating)	<b>NO</b>

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# ACTIONS REQUIRED

- Definition of the necessary Road Safety Performance Indicators.
- Assurance of resources and structures.
- Data collection through general or ad hoc surveys.
- Data analysis and synthesis of Road Safety Performance Indicators.
- Exploitation of Road Safety Performance Indicators for the evaluating programmes and measures and decision supporting.

# CONCLUSION

- Beneath each high road safety performance lies a powerful system for the collection and analysis of data and performance indicators (ETSC 2006).
- If an improvement of road safety is really pursued, then it is necessary to invest in time and money for the development of an efficient support system for Performance Indicators.
- The level of economic and social development of a country is based on and reflected in the level of road safety, as assessed by the Performance Indicators.