Artificial Intelligence in Road Traffic Crash Prevention
ITF Round Table

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Presentation Outline

1. The ITF Roundtable
2. Main Findings
3. Recommendations
4. Conclusions
The ITF Roundtable

- The 3-day online ITF roundtable on Artificial Intelligence in Road Traffic Crash Prevention was held in mid-February 2021. 

- A balanced group of 45 experts from 33 organizations and from 15 countries:
  - Data providers
  - Technology and Industry Groups
  - Governmental/Intergovernmental Organisations
  - Academics
  - NGOs
ITF Roundtable Objectives

The objectives of the RoundTable:

• Identification of the most relevant use cases for Artificial Intelligence in:
  ✓ Mapping crash prone locations along the entire road network
  ✓ Supporting a proactive approach to network safety management

• Recommendations to all relevant stakeholders to lift barriers to the development and the appropriate utilization of life-saving AI solutions
AI Road Safety Applications

- **Road infrastructure risk prediction**
  AI applications can transform big data on crash occurrence and road and traffic characteristics from infrastructure sensors into multi-dimension static or dynamic maps of road risk prediction and road star rating.

- **Vehicle technology**
  AI algorithms are implemented to exploit computer vision and interpret data provided by RADAR and LIDAR technologies in both traditional and Connected and Automated Vehicles.

- **Telematics assisted driver behaviour monitoring**
  AI can exploit big data from vehicles and smartphones to identify risky behaviours like speeding, harsh manoeuvring and distraction and provide customized solutions, including driver behaviour star rating.
Main Findings (1/3)

➢ AI facilitates the **proactive management of traffic safety** in two ways:
  • Collection of data on road infrastructure conditions and traffic events through **sensors and systems** such as computer vision
  • **Identification of high risk locations** proactively, through predictive models

➢ Decision makers are more familiar with a **traditional reactive approach** to traffic safety which consists in the re-design of high risk locations
Main Findings (2/3)

- **AI** pushes the limits of **pattern recognition** beyond human capabilities and may thus uncover **new crash-prone road configurations**

- Recent developments in the field of so-called **“explainable AI”** begin to cope with the challenge of the **“black box” phenomenon**
Main Findings (3/3)

➢ Two **main challenges** need to be overcome:

• The **availability of data** remains in silos instead of being shared, due to the fear of litigation for the disclosure of personal identifiable information

• Skilled individuals to **supervise the modelling process** as AI brings a high potential for significant upgrade of knowledge on road risk
Recommendations (1/6)

➢ Develop a *competitive market for the sharing and monetising* of traffic and mobility data

- Governments should provide *industrial partners with incentives* such as monetisation to lift the barriers to data sharing, cover some true costs and develop innovative quality data products

- Adjustments are needed, transforming road safety data from bi-product to *core business activity* for producers
Recommendations (2/6)

Do not wait for real-time data to develop risk maps

- Develop risk prediction models that feed on aggregate instead of real-time data, and map abnormally dangerous locations on the road network.

- Rotterdam and London provide an illustration of how AI can learn and predict crash risk with aggregate input data.
Recommendations (3/6)

- Mandate the sharing of aggregate vehicle data
  - Define a minimum set of data for all vehicle manufacturers to report in an anonymous standard aggregate format
  - Collect data on traffic volume, speed distribution, and locations where vehicles’ active safety systems (ABS/ESP/AEB) are engaged
Recommendations (4/6)

- Learn from other fields and best practice for data sharing and privacy protection
  - More secure alternatives to data exchange, such as the exchange of queries and responses instead of raw information

- Clarify regulatory frameworks for data protection
  - Governments should also examine how Freedom of Information laws articulate with data protection laws.
Recommendations (5/6)

- Support research and innovation efforts on the use of AI in computer vision and risk prediction

  • Priorities should include the development of so-called “explainable AI” techniques

  • Funding must also be available to road safety multi-disciplinary professionals to conduct post-intervention assessments and validate or re-calibrate the risk prediction tools
Recommendations (6/6)

➢ Align new tools to precise policy objectives
  • Governments should commission research to assess the capability of proxy data and risk mapping tools

➢ Develop new skills and a digital infrastructure
  • Promote a multi-disciplinary approach to road safety that combines expertise from the fields of data science, technology and safety

➢ Design user-friendly risk mapping tools
  • Estimates of the benefit/cost ratio of interventions, along with accessible user-friendly interfaces
Conclusions

➢ Artificial Intelligence opens a new future for road safety

➢ Coordinated efforts at national and international level are needed to upgrade capacity, knowledge and governance

➢ The Industry, the Researchers and the Public Authorities can bring highly efficient solutions for safer drivers, safer vehicles and safer roads

➢ Artificial Intelligence can be used as the catalyst for achieving vision zero road fatalities by 2050
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