



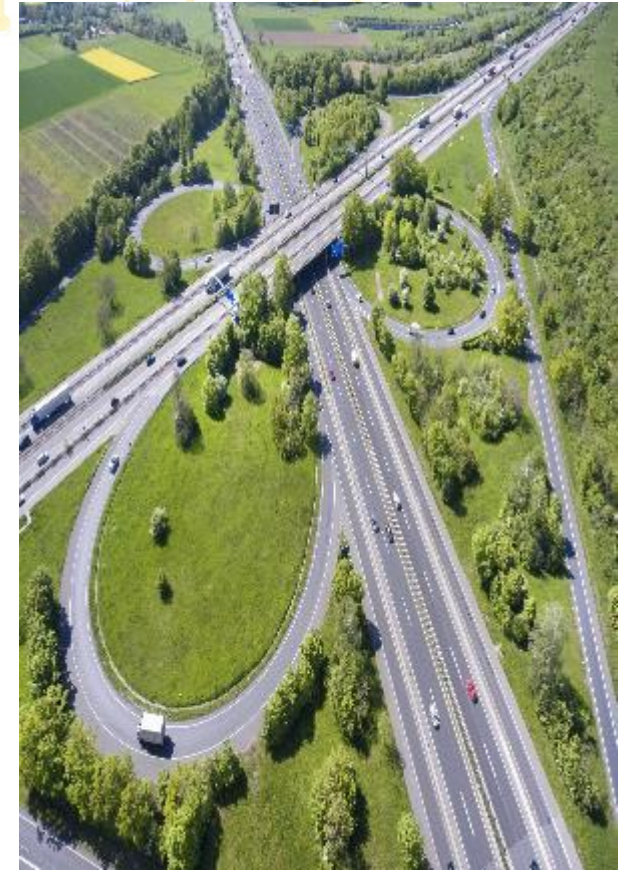
ERSO Tool: Monitoring National Strategies

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36th Meeting of the IRTAD Group
Paris, 9 November 2023

Background

- **EU Road Safety Policy Framework for the decade 2021-2030**, targeting 50% fewer crash fatalities and serious injuries
- Almost all EU countries have adopted **National Road Safety Strategies** and/or Action Plans
- There is a need to **monitor progress** of the above strategies and actions in order to assess their effectiveness and make any necessary adjustments

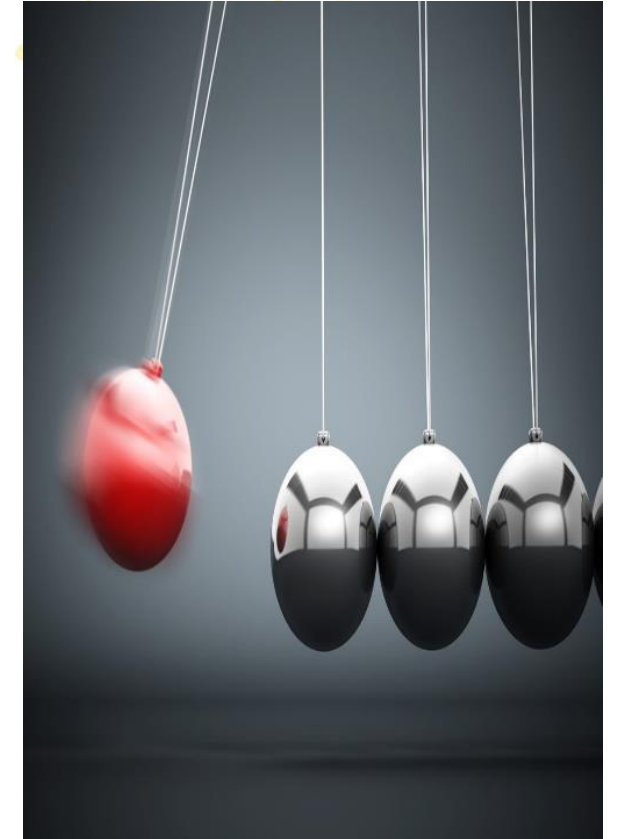


A Tool for National Authorities

The Monitoring tool should **motivate and assist EU, National Authorities**, as well as industry and road users by:

- **Supporting** policies, programmes and measures
- Exchanging **best practice**
- **Benchmarking** performance

The Tool will be **gradually populated** with data and information (the more data, the higher its usefulness)



Key Methodology Components

- Close **cooperation with National Authorities**
- Development of a set of specially designed **Quantitative and Qualitative** data and information
- A specially designed **Monitoring Tool** with all data and information
Back-end: available to National Authorities
- At a second stage, a specially designed **Dashboard** with selected results
Front-end: available to all



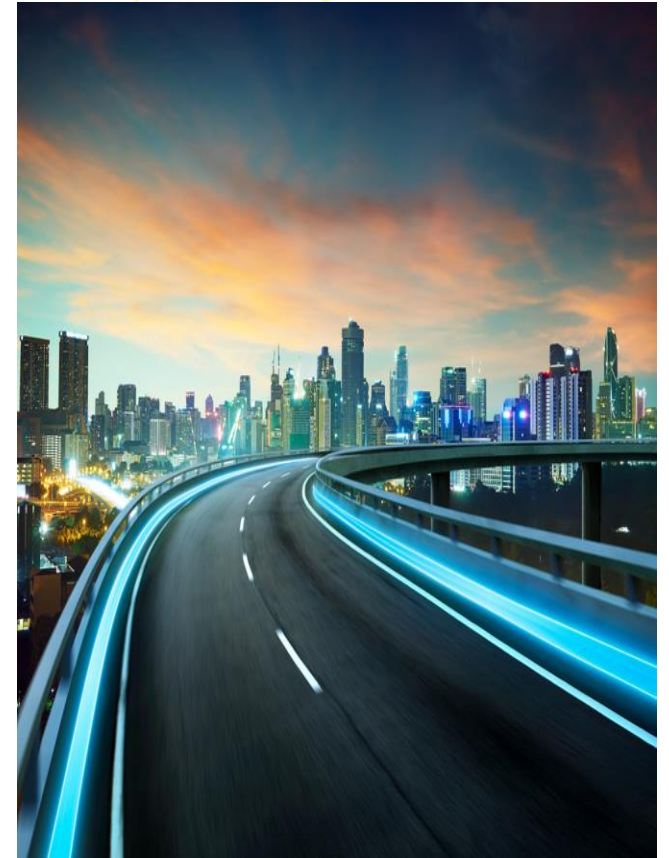
A periodic review of strategy implementation

a frequent process

- carried out by the National Authorities
- support EU and Member States' reviews of strategies mid-way and at the end of period

attempting balance between:

- accuracy of results and simplicity of use
- quantitative (data) and qualitative results



A three-step approach

A. Road Safety Performance

A1. Road Crash Fatalities

A2. Safety Performance Indicators

B. Monitoring Strategy Implementation

B1. Road Safety Management

B2. Safe Road User Behaviour

B3. Safe Speeds

B4. Safe Roads

B5. Safe Vehicles

B6. Post Crash Care

C. Effectiveness Evaluation

Analyses linking strategy implementation (B) to safety performance (A), using scientific expertise



Road Safety Performance Data

Road Crash Fatalities

- Data provided by **CARE** system and national datafiles
- detailed (where appropriate/available) per road type

Safety Performance Indicators

- Data provided by **Baseline and Trendline** projects and other national sources
- detailed (where appropriate/available) per type of:
 - road user
 - road
 - vehicle

A. ROAD SAFETY PERFORMANCE

A1. Road Crash Fatalities

- 1 Total road fatalities
- 2 Inside built up areas
- 3 Outside built up areas
- 4 On motorways
- 5 Single vehicle crashes
- 6 Multi vehicle crashes
- 7 Passenger cars
- 8 PTWs
- 9 Cycles
- 10 Pedestrians

A2. Safety Performance Indicators

- 1 Speed
- 2 Safety belt
- 3 Protective equipment
- 4 Alcohol
- 5 Distraction
- 6 Vehicle safety
- 7 Infrastructure
- 8 Post-crash care
- 9 Enforcement
- 10 Attitudes

Monitoring Strategy Implementation

B. MONITORING STRATEGY IMPLEMENTATION

B1. Road Safety Management

1	National Road Safety Authority		
2	Road Safety Capacity		
3	National Road Safety Budget		
4	Road Safety Legislation		
5	National Road Safety Observatory		

B2. Safe Road User Behaviour

1	Enforcement		
2	Education		
3	New drivers training		
4	Communication campaigns		
5	Measures for vulnerable road users		

B3. Safe Speeds

1	Update of speed limits		
2	Enforcing speeding		
3	Campaigns on speeding		
4	Monitoring speeding		

B4. Safe Roads

1	City Mobility & Safety Plans		
2	Urban infrastructure for VRUs		
3	Rural Roads Safety Interventions		
4	Motorways safety management		
5	Road design standards		
6	Road safety audit and inspection		

B5. Safe Vehicles

1	Fleet renewal		
2	Promotion of ADAS		
3	Vehicle Technical Inspection		
4	Automation preparation		

B6. Post Crash Care

1	Reduce EMS reaction time		
2	Support people injured		

Monitoring progress in 26 road safety areas within the **6 Pillars** of UN decade of action

For each **road safety area**, three fields should be filled-in (starting with the strategy baseline year):

- **foreseen** - according to the strategy
- **implemented** - estimation of the Authorities
- **effectiveness** - estimation (effectiveness evaluation)

Four **categories** are foreseen, for estimating implementation progress of all related actions:

initial
partial
almost full
full

Assessing the effectiveness

How effectively the strategy is being implemented will be assessed by attempting **to link progress at the level of actions with the respective safety performance**

- for all crashes
- for certain types of crashes (whenever possible)

Targeted analyses by national experts

Methodological guidance and support will be provided by ERSO, with focus on before-after and time-series analyses





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