



## WP4 Road Safety Index

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## Aim of study

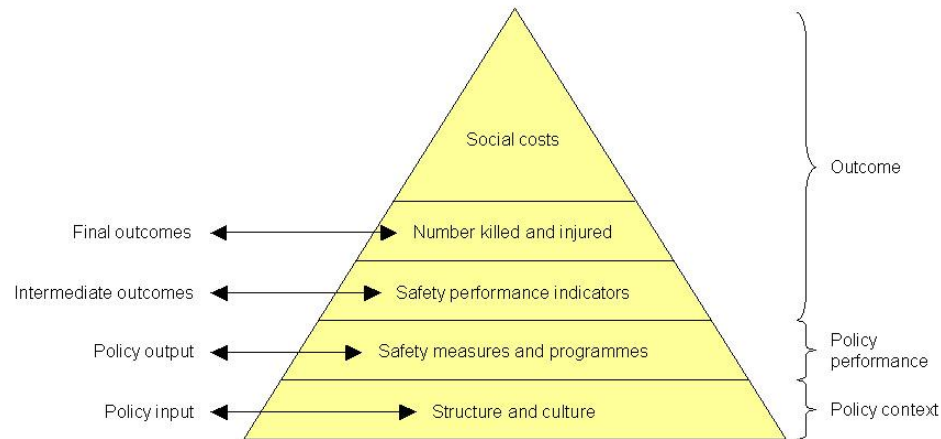
- Is it possible to develop a composed Road Safety Index?
- YES
- Approach and limitations

# Composite index: What?

- **Composite: a ‘composed’ index:**
  - an instrument to benchmark road safety performances between countries
- **Why valuable?**
  - Comparison between countries possible
  - Stimulates positive competition
  - Shows specific improvement possibilities
- **But not:**
  - Explanation of differences
  - Prediction of road safety

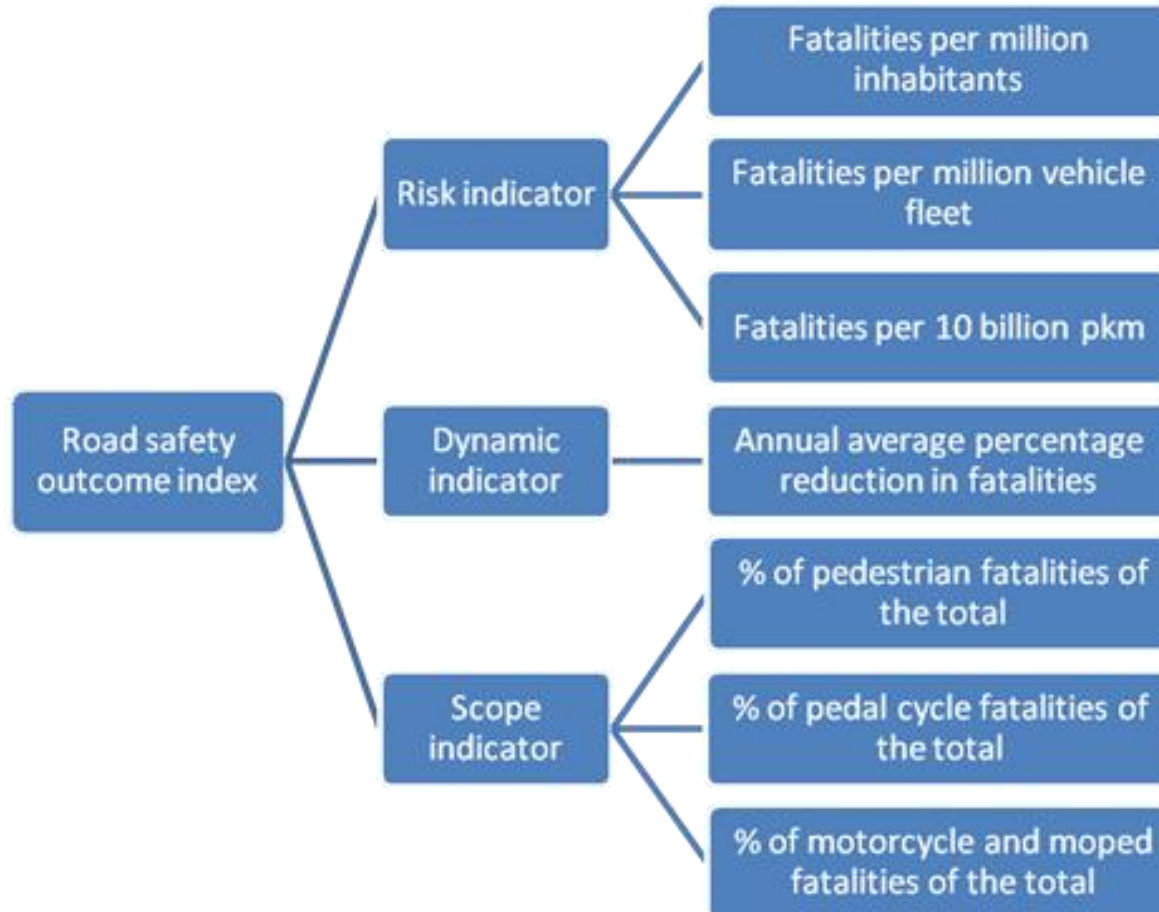
# Road Safety Index: How?

- Use the Road Safety Pyramid, Four layers:

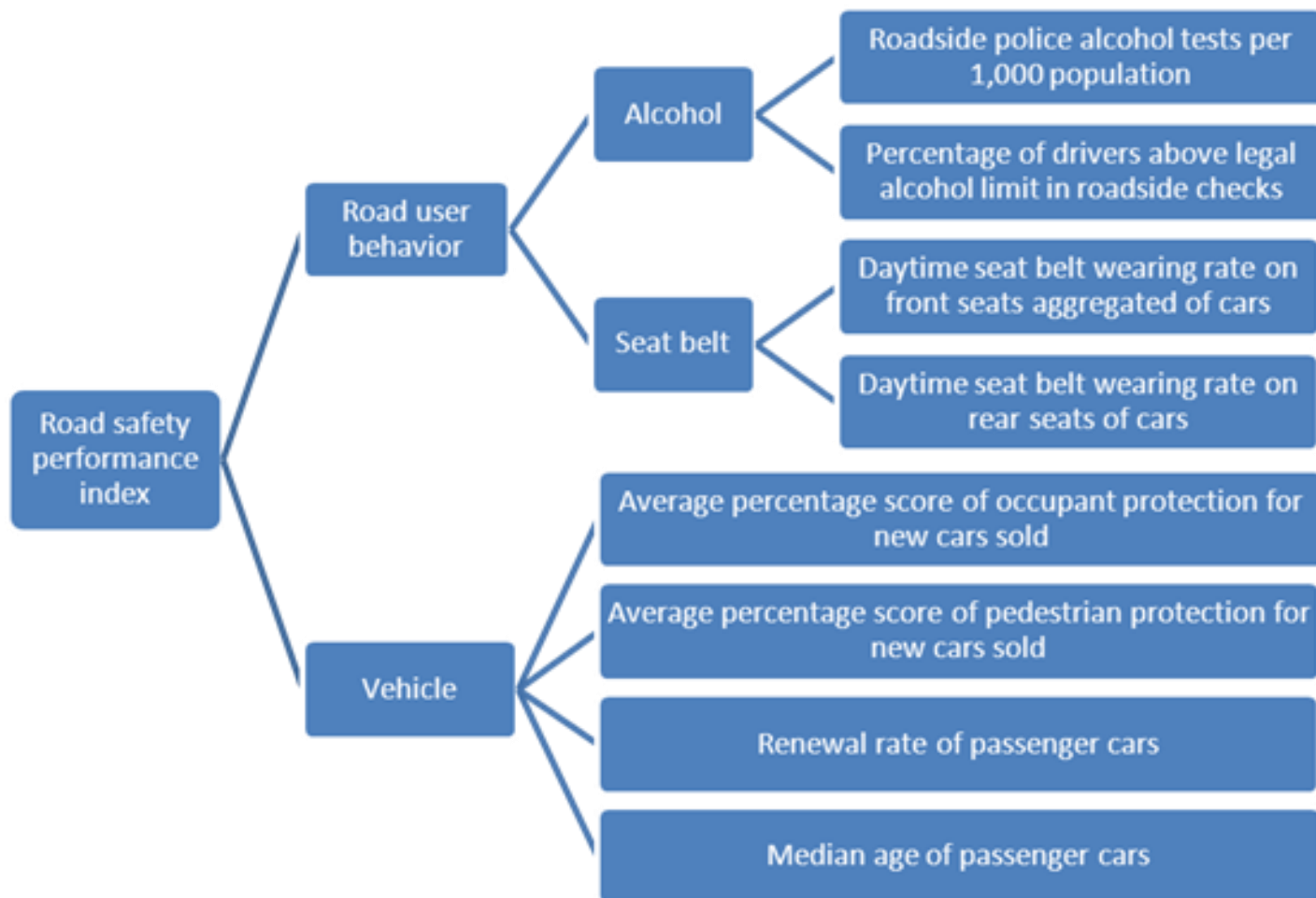


- Choice for variables: on theoretical (SafetyNet) AND practical basis
- Data used: various sources: IRTAD/OECD, CARE, UNECE, Eurostat, ETSC

# Indicators for Outcome layer



# Indicators for Safety Performance



# Indicators for RSM and S&C

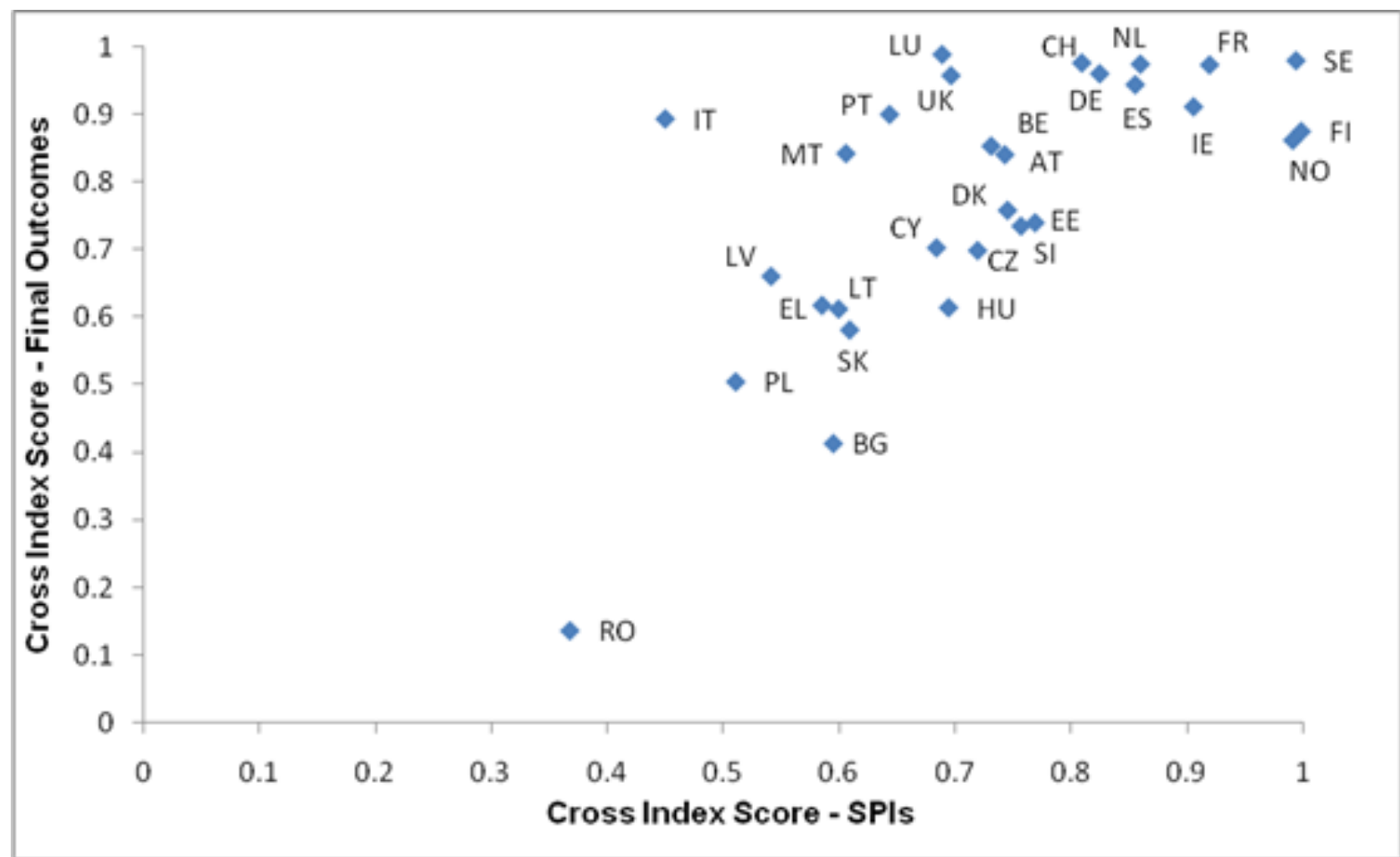
- Road safety management
  - WP 1 data are used
- Structure and culture
  - GDP per head
  - Motorization level (number of passenger cars per 1000 inhabitants) 2008
  - Population density inh/km<sup>2</sup> 2008
  - Population living in urban areas (communities > 10.000 pop or > 500 addresses/km<sup>2</sup>) 2008: mean
  - Hofman's score

# Composing per layer

- Each layer composed into one figure per country
  - Using DEA method
  - Result should be scientifically sound, but ALSO recognizable for policy makers
  - Structure and culture layer: grouping
    - 2 groups: compare countries with more or less similar characteristics



# Road Safety Index: Result



# Conclusion

- A composed Road Safety Index is possible
  - Composed index has its limitations
  - Road Safety Index in future improved by:
    - More data on SPI's
    - More knowledge on management and structure/culture
    - More knowledge on relationship between layers
    - Updates needed in future