

# Elaborating an Index Methodology for Creating an Overall Road Safety Performance Score for a Set of Countries

Elke Hermans

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**4<sup>th</sup> IRTAD CONFERENCE**

*Road safety data: collection and analysis  
for target setting and monitoring performances and progress*

Seoul, 16-17 September 2009

# Overview

- Introduction
- Index methodology
- Conclusion

# Introduction

## Introduction

Index  
methodology

Conclusion

- Road safety problem
- Improvement requires detailed insight
- Risk factors rather than crash data are studied
- Objective =
  - Methodology for comparing countries wrt their overall safety performance
  - Computation of a RSPI score for a set of European countries

# Introduction (2)

## Introduction

## Index methodology

## Conclusion

- Various indicators are combined in a performance index
  - Overall safety performance picture
  - Representation of a multitude of risk information
  - Advantages in terms of interpretation, ...
  - Scientifically sound and appropriate index methodology is required!
- Index building in other domains (e.g. Nardo et al., 2005) is studied while accounting for the specific road safety case

# Index methodology

Introduction

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Conclusion

- Indicator selection
- Data collection
- Data analyses
- Weighting
- Aggregating
- Robustness testing
- Final index scores

**Essential steps in  
creating a road  
safety performance  
index**

# 1. Selecting appropriate indicators

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- Starting from 6 essential risk domains



- 'best' indicators are searched for

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# 1. Selecting appropriate indicators (2)

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- Possible indicators are evaluated

- Relevant/valid

- Measurable

- Understandable

- Specific

- Sensitive

- Available data

- Reliable

- Comparable/coherent

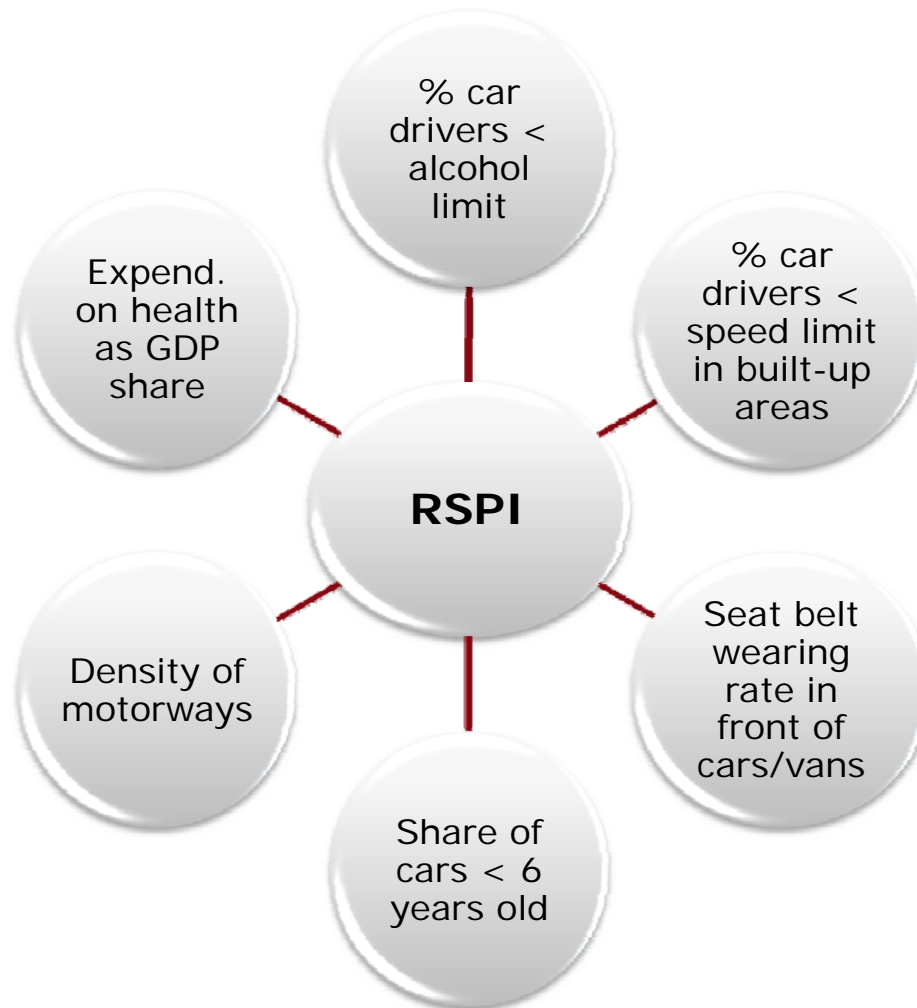
**Best  
available  
indicators**

# 1. Selecting appropriate indicators (3)

Introduction

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Conclusion





## 2. Gathering data

Introduction

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methodology

Conclusion

- Various international data sources were consulted (WHO, ERF, SARTRE, ...)

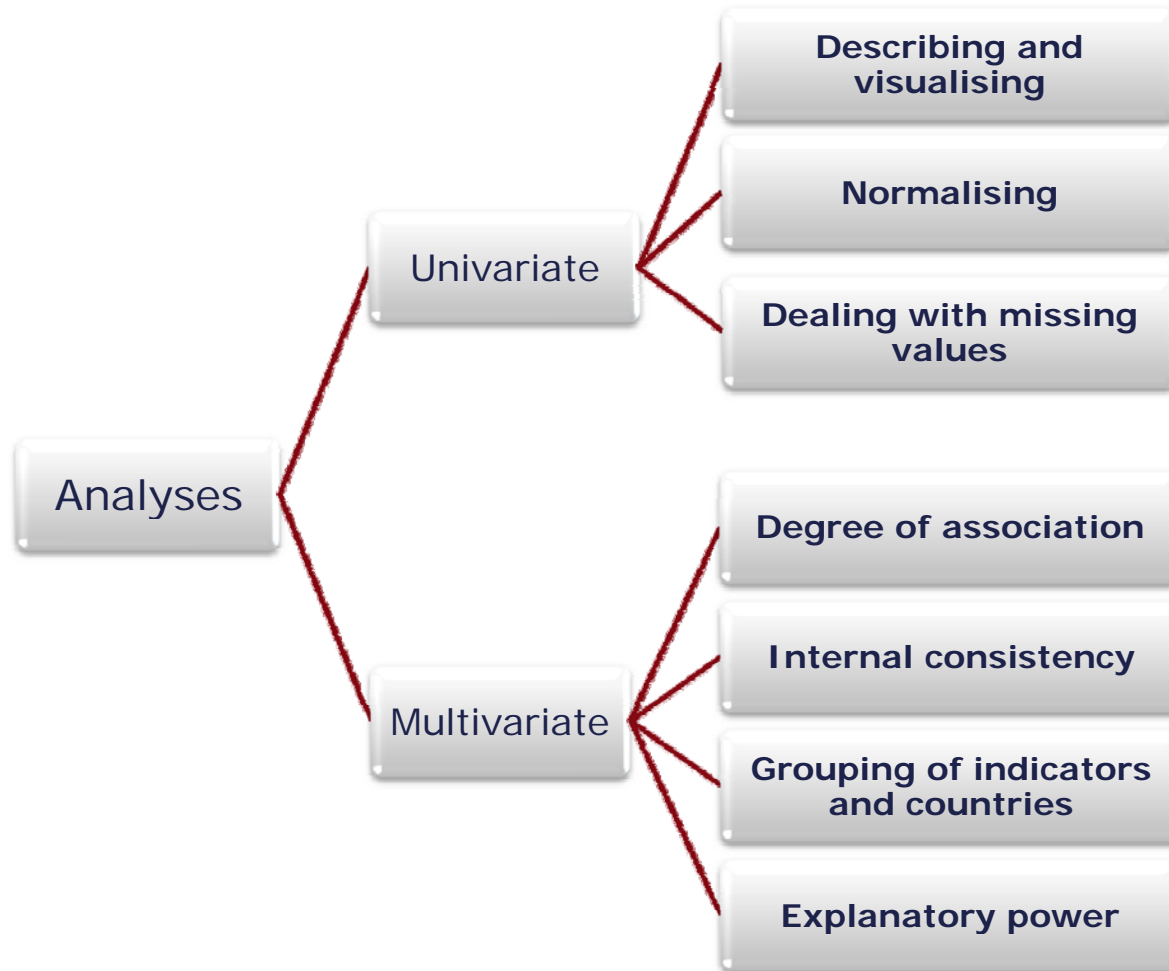
Indicator values for each risk domain	6
Large set of European countries	21
Particular time period or year	2003
With the same expected direction	max

# 3. Gaining insight into the data set

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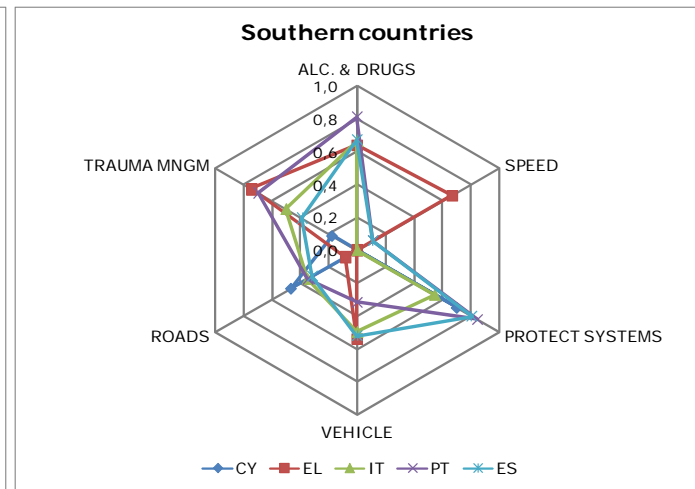
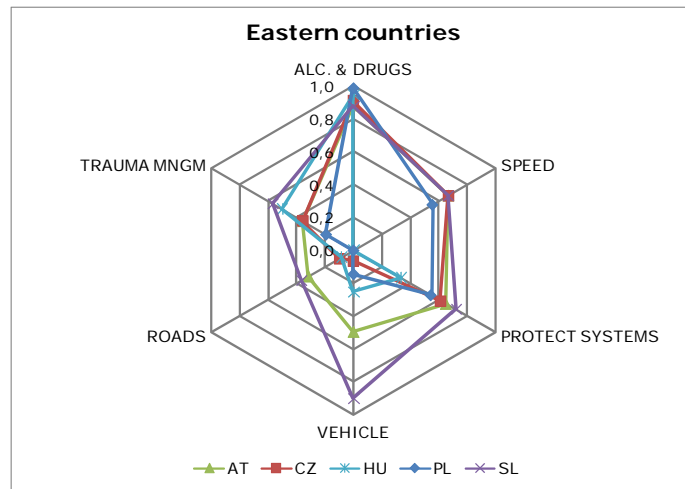
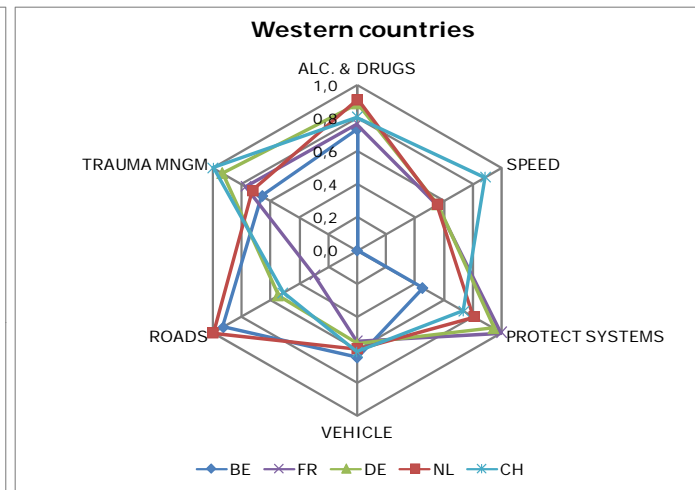
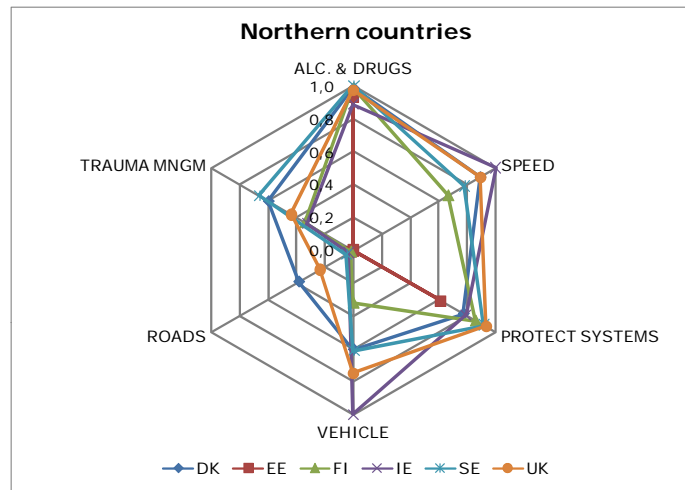


# 3. Gaining insight into the data set (2)

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## 4. Assigning a weight to each indicator

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- Five common methods were evaluated: FA, BA, AHP, DEA, EW
- DEA = most promising method  
(Hermans et al., 2009)
  - ✓ High degree of correlation with the road fatality ranking
  - ✓ Best possible yet acceptable weights
  - ✓ Most optimal index score
  - ✓ Identification of benchmarks

## 5. Deciding on the way of aggregating the indicators

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- Class of averaging aggregation operators
  - Weighted mean operators
  - Ordered weighted averaging (OWA) operators
- In case of OWA good and bad performances can be weighted differently
- A panel discussion revealed some degree of intolerance; ordered weighting vector = (0.03; 0.08; 0.14; 0.19; 0.25; 0.31)

## 6. Testing the robustness of the index

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*What is the impact of methodological choices...*

- Indicator selection (7)
- Normalisation technique (3)
- Weighting method (4)
- Expert selection (9)
- Way of aggregating (3)

*... on the end result?*

- Global average shift in rank

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## 6. Testing the robustness of the index (2)

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- Global average shift in rank:
  - 3.87 positions wrt the fatality ranking
- Most influencing factors:
  - Weighting method
  - Indicator selection

## 7. Computing, evaluating and visualizing final index scores

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Conclusion

- Final index scores are computed taking all acquired information into account
  - 6 best available indicators
  - DEA weighting method
  - Ordered weighted averaging operator
- 3 groups of countries were identified based on their optimal index score



# 7. Computing, evaluating and visualizing final index scores (2)

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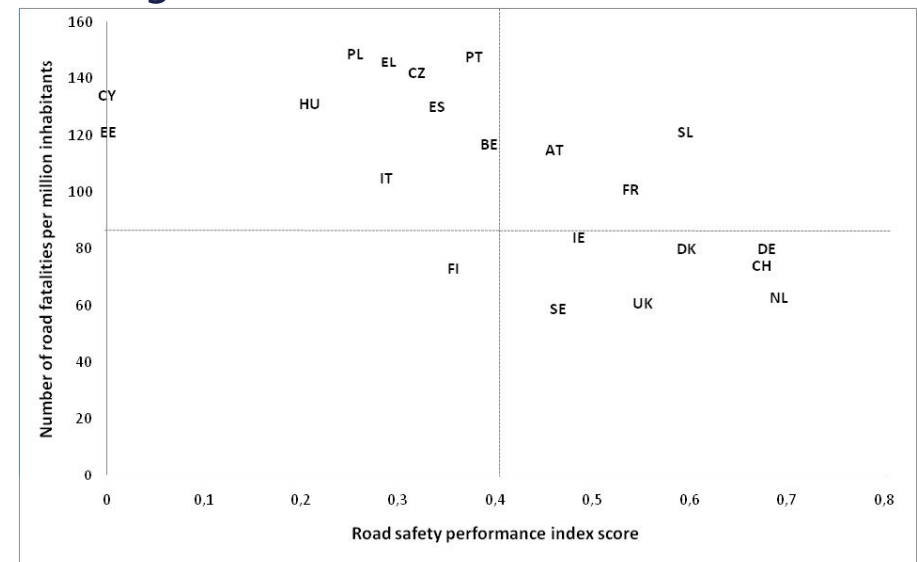
# 7. Computing, evaluating and visualizing final index scores (3)

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- The results are compared to related research
- High degree of agreement with:
  - Corruption perceptions index
  - SUNflowerNext study
  - Fatality ranking



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# Conclusion

Introduction

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- Indicators can be used to represent the concept of road safety
- Countries can be compared based on their overall safety performance
- An appropriate index methodology is required
- All methodological steps need careful investigation
- Here, the most optimal index score was computed for each country

Thank you for your attention  
Questions?!