Strategic targets board as a management tool for Spanish Road Safety

4th IRTAD Conference Seoul, September 2009







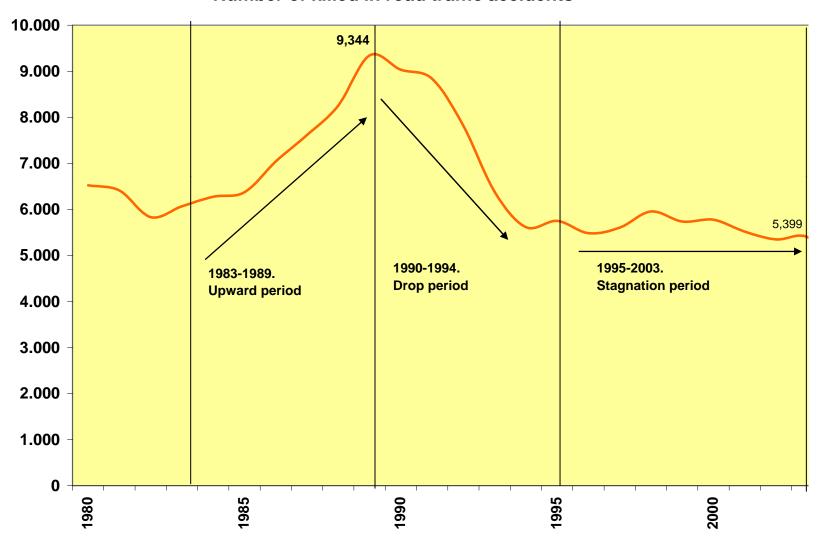
- 1. Road Safety Strategic Plan 2004-2008 Reference framework to combat accidents in Spain
 - Situation before the implementation of the 2004-2008 Road Safety Strategic Plan
 - International context
 - Road Safety Strategic Plan
- 2. Plan's Balance Scorecard as a management tool for Spanish Road Safety
 - Indicators' board methodology process
 - Monitoring Methodology
 - Main indicators development
 - **Key projects to underline**
- 3. Summary Comments

1. RSSP 2004-2008: IN ORDER TO COMBAT ACCIDENTS IN SPANISH ROADS



Situation before the implementation of the 2004-2008 Road Safety Strategic Plan

Number of killed in road traffic accidents

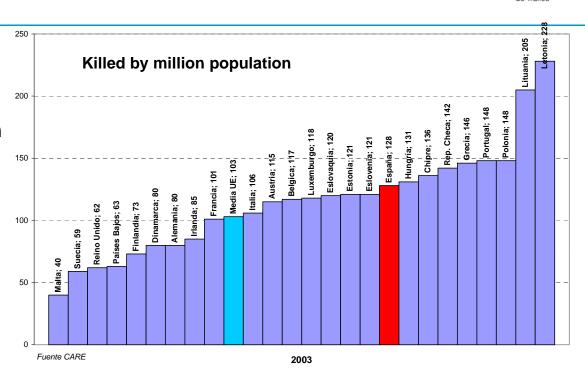


1. RSSP 2004-2008: IN ORDER TO COMBAT ACCIDENTS IN SPANISH ROADS



International context

In 2003, Spain was placed in the seventeenth position within European Union with a 128 mortality rate per million of inhabitants, much higher than the 103 European rate





- Reduce by 40% the number of deaths in accidents
- Reduce the seriousness of accidents

... and aligned with Europe's and ECMT's target

Deceases Reduction						
ECMT	2000-2012	50% reduction				
EU	2001-2010	50% reduction				

1. RSSP 2004-2008: IN ORDER TO COMBAT ACCIDENTS IN SPANISH ROADS



Road Safety Strategic Plan:

Axis

- Special Road
 Safety measures
 2004-2005
- Key Strategic
 Performance Plan
 2005-2008
- Basic Urban Road Safety Plan

Elements

- Agents coordination: Ministries, autonomic management and local management
- Aims identification in order to the accident pattern analysis, historical pattern analysis and European goals
- **User groups:** set up specific targets and measures for the priority collectives
- Indicators systems which allow to measure and to evaluate in two levels: strategic objectives and actions and measures execution steps
- Monitoring, control and evaluation Plan (six- monthly and annual monitoring)



Score board basic indicators

	INDICATOR	2003	2004	2005	2006	2007	Objective 2008
1	Reduction of the total number of killed per a million of habitants	127	110	102	93	86	76
2	Reduction of the total number of killed	5 399	4 741	4 442	4 104	3 823	3 250
	Reduction of the total number of seriously injured	26 305	21 805	21 859	21 382	19 295	21 000
11	Reduction of the total number of killed at weekend	2 401	1 980	1 879	1 813	1 703	1 550
	Reduction of the total number of seriously injured at weekend	11 716	9 278	9 275	9 063	8 062	8 800
13	Reduction of the average age in fleets of vehicles	59%	60%	62%	N D	N D	65%
18	Increase of the total number of alcohol controls (in millions) to 20% of the census of drivers	2,476	3	4	4	4.7	4,6
	Alcohol control percentage of drivers census	11.1%	N D	14%	15.8%	17.9%	20%
19	Reduction of the deceases percentage with alcohol at blood >0,3 gr/l	37.30%	36,1	N D	30.4%	31.0%	20%
20	Increase of the use of front bet in urban roads	61.0%	N D	69.0%	81.6%	87.0%	90%
	Increase of the use of back bet in urban roads	34.0%	N D	46.0%	58.3%	69.0%	70%
	Increase of the use of back bet at highway	45.0%	N D	51.0%	74.6%	69.8%	75%
21	Increase of the use of helmet by motorcycle drivers in urban roads	66.0%	N D	94.5%	93.8%	95.2%	95%
	Increase of the use of helmet by motorcycle passengers in urban roads	51.0%	N D	86.0%	78.5%	84.5%	75%



Monitoring Methodology: continued evaluation

Task Manager

Road Security National Observatory



 Prepares the Report of activities, the Action Plan and Evaluation Report

Director Committee

Traffic's General Director

Ministerial General Director

ONSV

Traffic's General Deputy
Director

- Monitoring of strategic goals' evolution and the degree of implementation of the Action Plan
- Participates in the preparation of Plans and annual Reports
- Coordination mechanism: biannual reunions

Road Security Superior Council

TGD

Other involved Ministries

AARR

Local administration

Entities and Organizations

- It is advised of the status of the Plan's performance and the achieved results
- Body of participation through working groups that are created within it



2003-2008 main indicators' evolution

Achieved goals:



- Deaths and seriously injured
- Killed in mopeds
- Child victims in passenger cars
- Victims between 18 and 34 years old of car drivers
- Victims in summer time (July + August)

Decreasing trend not achieved goals:



- Total number of deaths during weekend
- Total number of deaths in a conventional road

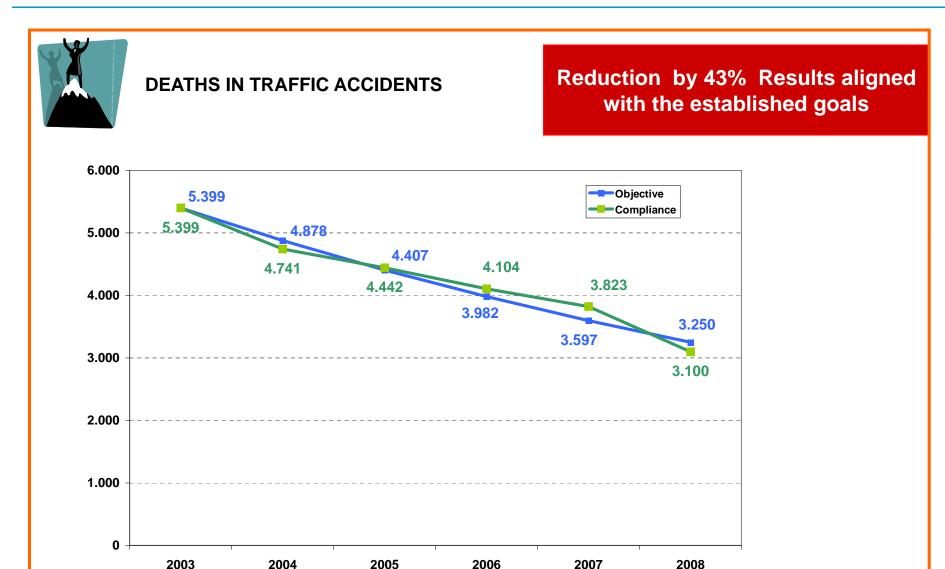
Increasing trend away from the target:



- Total number of motorcycles involved in accidents with victims
- Motorcycles' drivers > 34 years dead and seriously injured
- Number of pedestrians > 45 years dead and seriously injured in urban area



2003-2008 main indicators evolution GENERAL TARGET

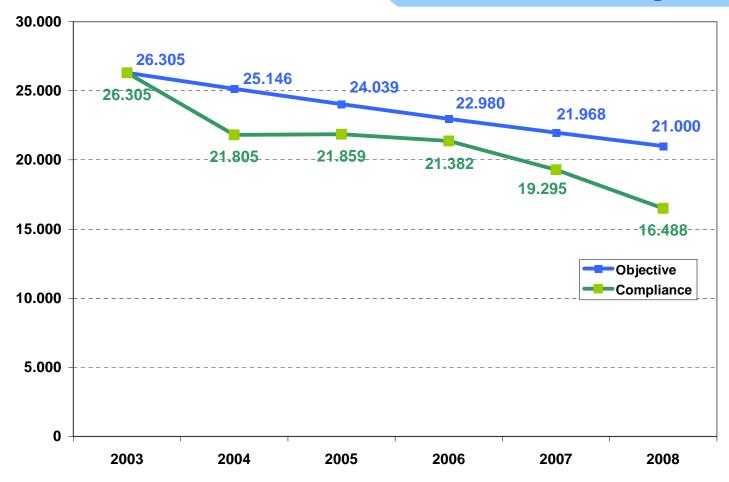




2003-2008 main indicators' evolution



- Reduction by 37%
- NUMBER OF SERIOUSLY INJURED
- In 2007, is below the target set for 2008



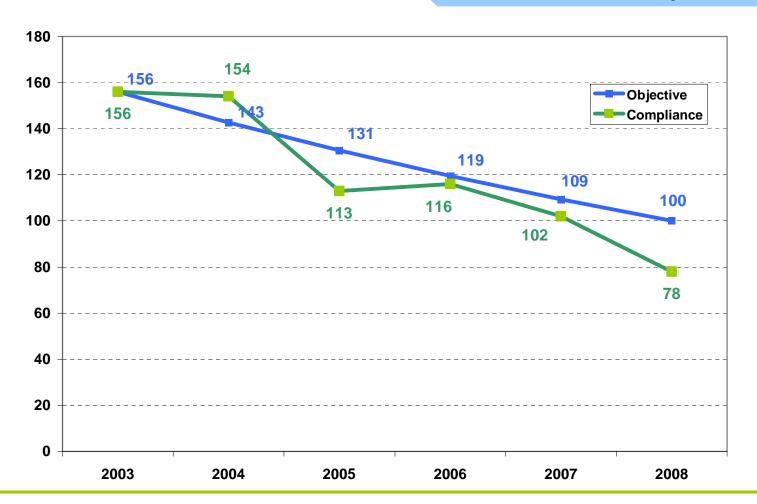


2003-2008 main indicators' evolution



MOPEDS DECEASES BETWEEN 15 AND 20 YEAR OLD

- Decline trend :
- 50% reduction in the period.



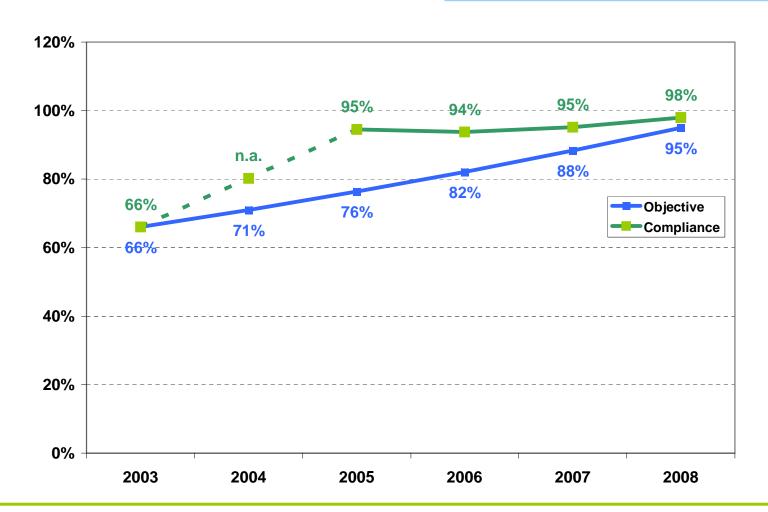


2003-2008 main indicators' evolution



USE OF HELMET IN MOPED IN THE URBAN ZONE

 Increasing trend. Despite the good result at the national level there are differences between regions



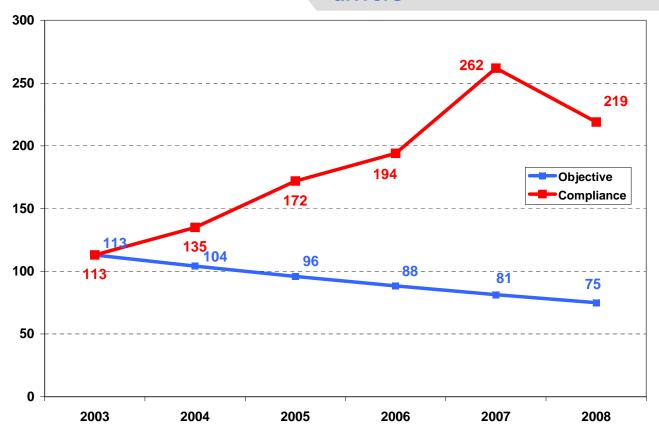


2003-2008 main indicators' evolution



Motorcycles' drivers deceases older than 34 years old

- 132% increase in 2003-2007 period Important annual increase
- Higher than the goal of 75 deceases drivers

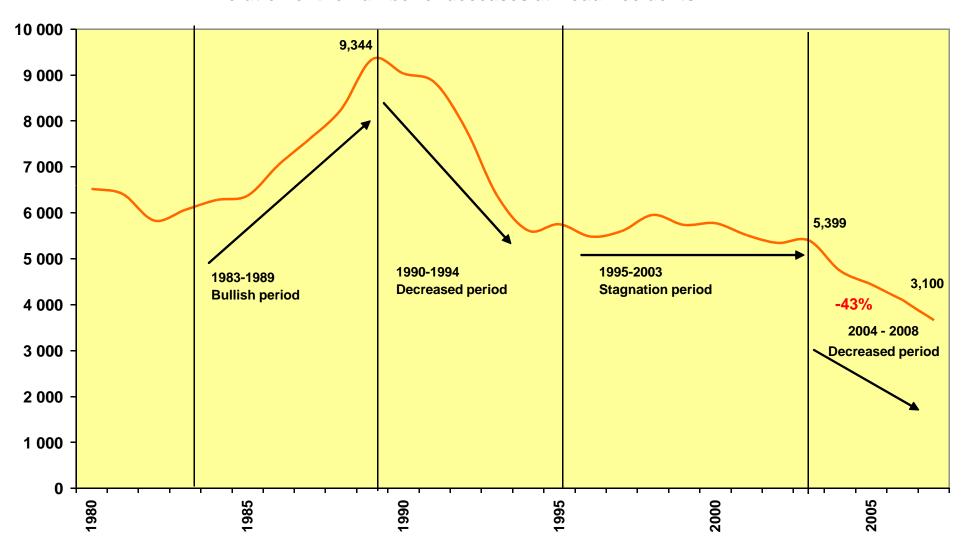


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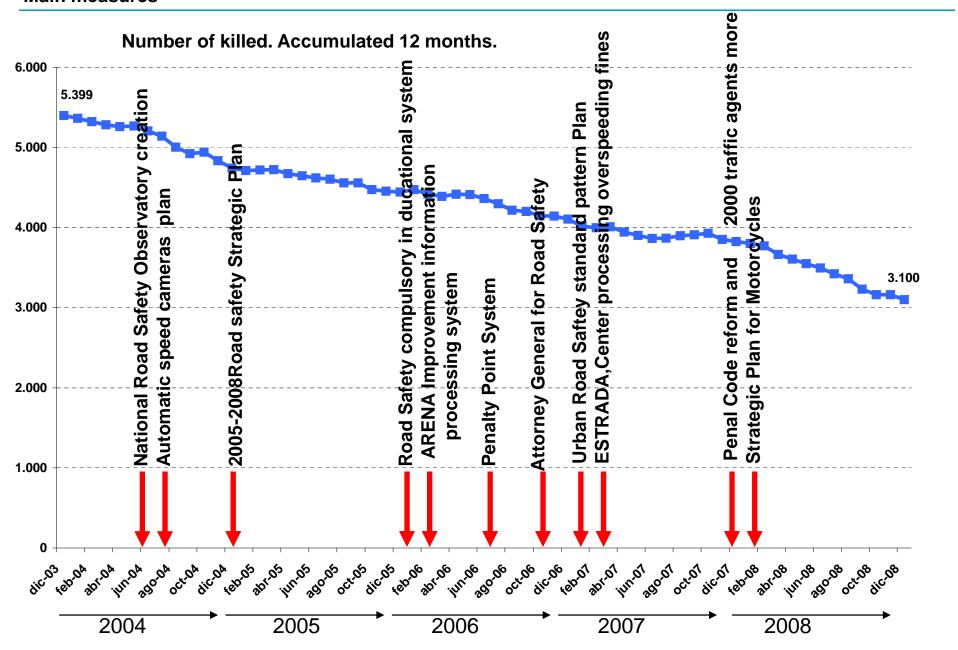
Situation

Evolution of the number of deceases at Road Accidents





Main measures



3. SUMMARY COMMENTS



Targets are primarily considered as a performance management tool, used to measure progress over time towards a desired objective and compare that progress. This makes it easier to assess the achievements, to carry out the measures and to promote the participation of the involved organizations.

- But obtaining indicators quickly is not an easy task. In this sense, we have identified the need to automate the process of obtaining results, and promote the collection of information from other agents external to DGT.
- The constant assessment process helps us in identifying particular problems and defining specific measures for its treatment. For example, the evaluation of the indicators related to motorcycles has allowed the design of actions to improve the road safety of this specific group.



- The Strategic Targets panel has offered the opportunity to learn some lessons:
 - The road safety targets should be rigorous, easy to measure and achievable.
 - Stakeholders must agree on the targets and see the benefits.
 - Indicators Panel is useful as motivation to work in casualty reduction activity and helps to carry out efficient measures

THANKS FOR YOUR ATTENTION

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