

Road Safety Key Performance Indicators

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Monitoring EU transport
safety policy



Road Safety
Performance Index (PIN)

Ranking EU countries'
performances

EU ROAD SAFETY
EXCHANGE

LEARN!



SAFE & SOBER

SMART 
SOBER MOBILITY ACROSS ROAD TRANSPORT



DRUG DRIVING

ETSC PIN PROGRAMME

- Ranking road safety performance across participating countries since 2006
- Experts from the 32 participating countries, including all EU Member States
- Steering group
- Project team in the ETSC secretariat
- 43 PIN Flash reports

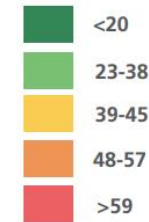


TOYOTA



MAP 2:

Road deaths per million inhabitants
in 2021



EU KPIs

- Speed
- Safety belt/child restraint system
- Protective equipment
- Alcohol
- Distraction
- Vehicle safety
- Infrastructure
- Post-crash care

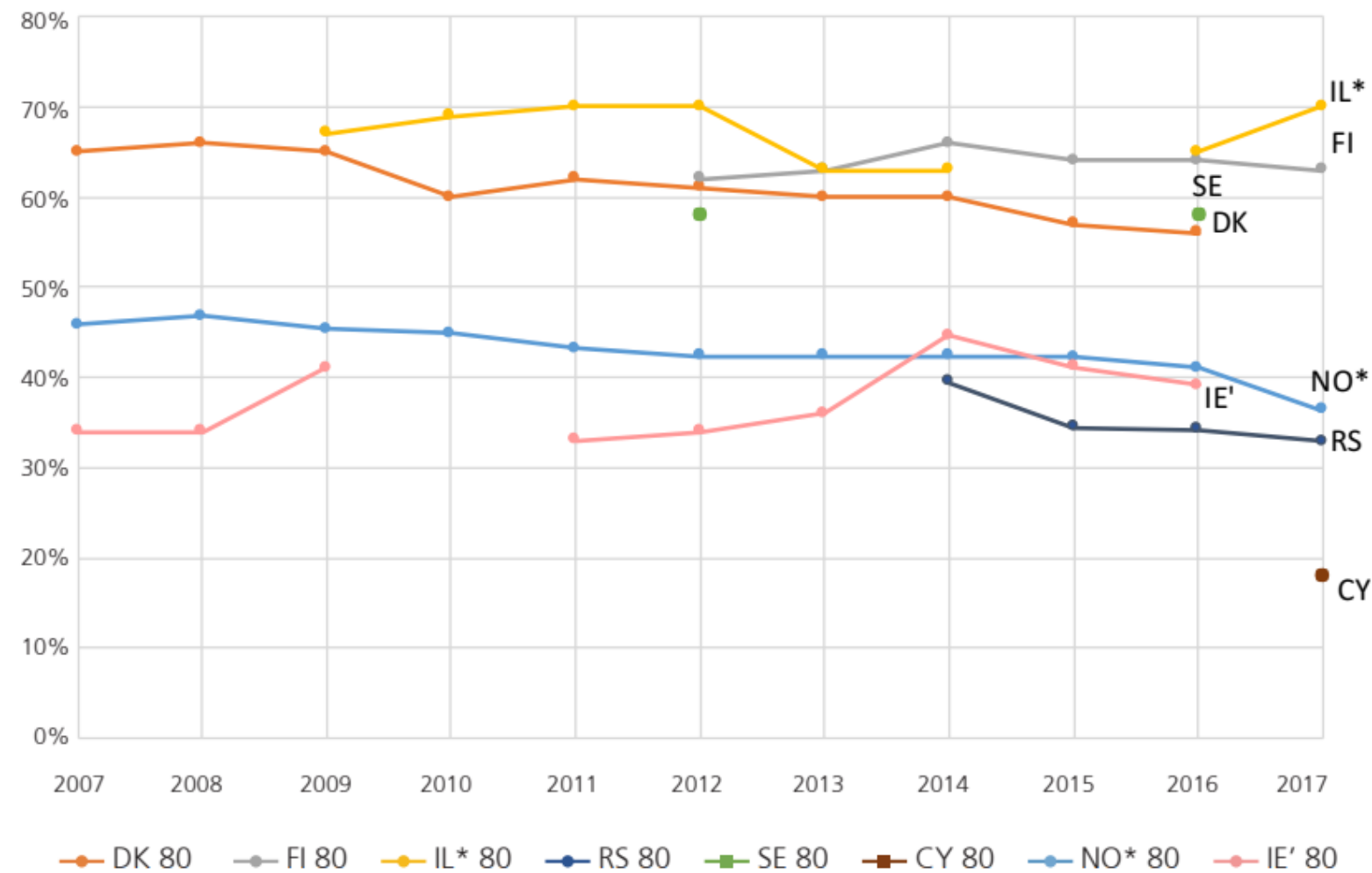
ETSC RECOMMENDATIONS

- Collect data to produce 2 indicators for each KPI:
 - Indicator of progress over time (e.g. in country A, seat belt wearing rates improved by x % between 2020 and 2024).
 - Indicator of outcome (e.g. in country B, x% of children are correctly restrained).
- In the medium term, set the KPI outcome targets to match the outcome performance of the 3 best performing countries for each KPI (when possible).
- Develop common data collection methodologies.
- Publish updated data regularly, at least every two years ahead of the conference.

SPEED

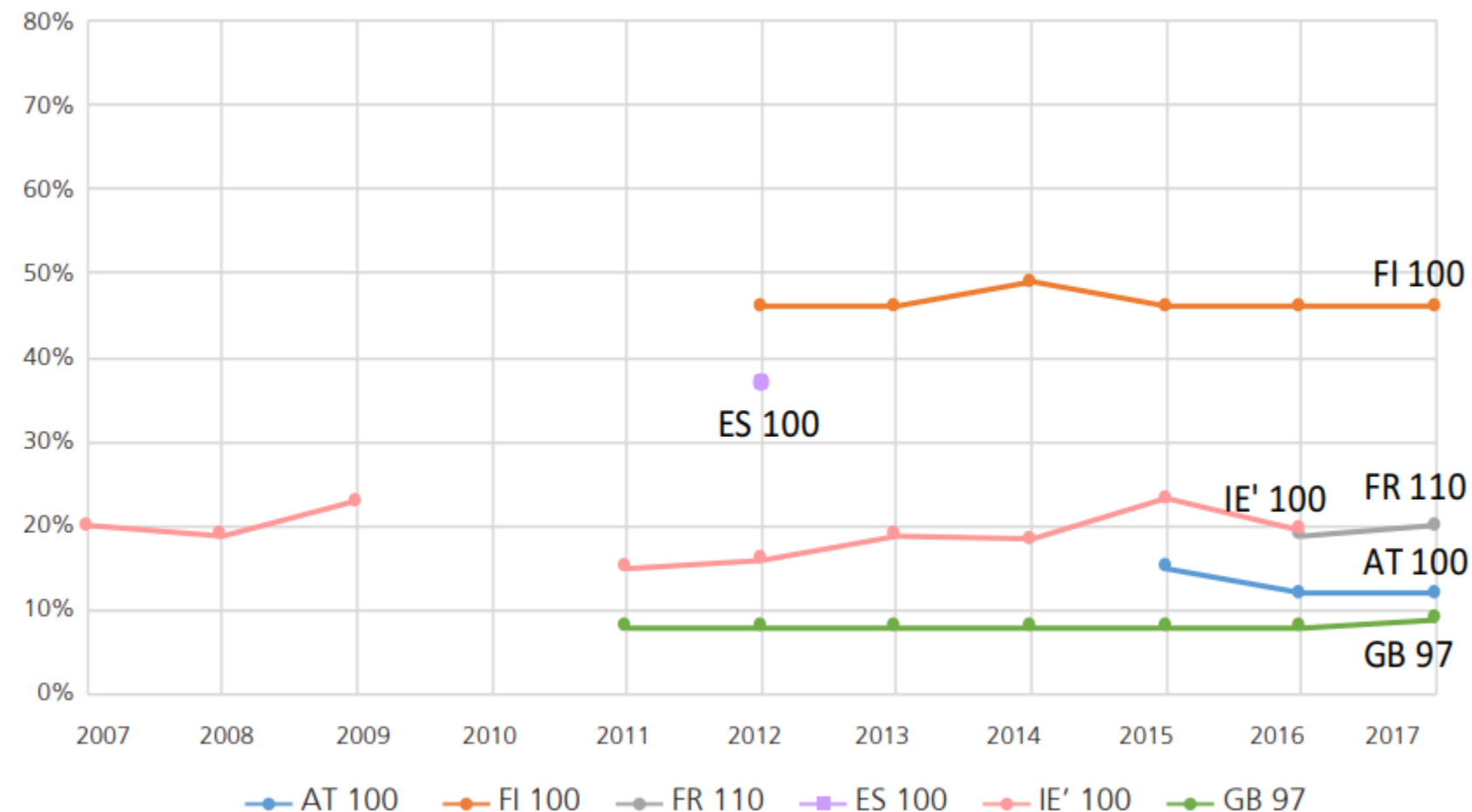
- EU: % of vehicles travelling within the speed limit.
 - Method: Collect data on vehicle speed by vehicle and road type
- ETSC recommends:
 - Collect data by vehicle type AND maximum legal speed limit
 - Add KPI on % of roads with safe and credible speed limits
- Countries have different legal speed limits, even on the same road type
- Reflect changes in speed compliance over time.

SPEED – PIN FLASH 36



Proportion (in %) of observed car and van speeds higher than the speed limit on rural non-motorway roads with a speed limit of 80 km/h since 2007.

SPEED – PIN FLASH 36



Proportion (in %) of observed car and van speeds higher than the speed limit on rural non-motorway roads with a speed limit of 100 km/h since 2007.

SAFETY BELT

- EU: % of vehicle occupants correctly using the seatbelt or CRS
- ETSC stresses the importance of 'correctly' fitted CRS
- ETSC suggests to add:
 - % of vehicle occupants killed without wearing a seatbelt or child restraint system (results shown separately)

PROTECTIVE EQUIPMENT

- EU: % riders of powered two-wheelers and bicycles wearing a protective helmet
- ETSC suggests to add:
 - KPI on pedestrian, cyclist and PTW infrastructure safety.

ALCOHOL

- EU: % of drivers driving within the legal limit for blood alcohol concentration (BAC)
 - But 3 data collection options. Results will not be comparable.
- ETSC: only 1 option: % of drivers driving within the legal BAC limit among drivers that have been breath-tested by the police in roadside checks.
- ETSC suggests to add a KPI:
 - % change in the number of road deaths attributed to alcohol (using the SafetyNet definition)

DISTRACTION

- EU: % of drivers NOT using a handheld mobile device
- ETSC: YES but mobile devices only 1 form of distraction.
 - eg. hands-free devices also a source of distraction.

VEHICLE SAFETY

- EU: % of new passenger cars with a Euro NCAP safety ranking equal or above a predefined threshold (e.g. 4-star)
- ETSC: % of 2-3-4-5 star Euro NCAP tested cars as well as not-tested cars among new passenger cars sold in the latest year.

VEHICLE SAFETY – ETSC PIN Flash 30

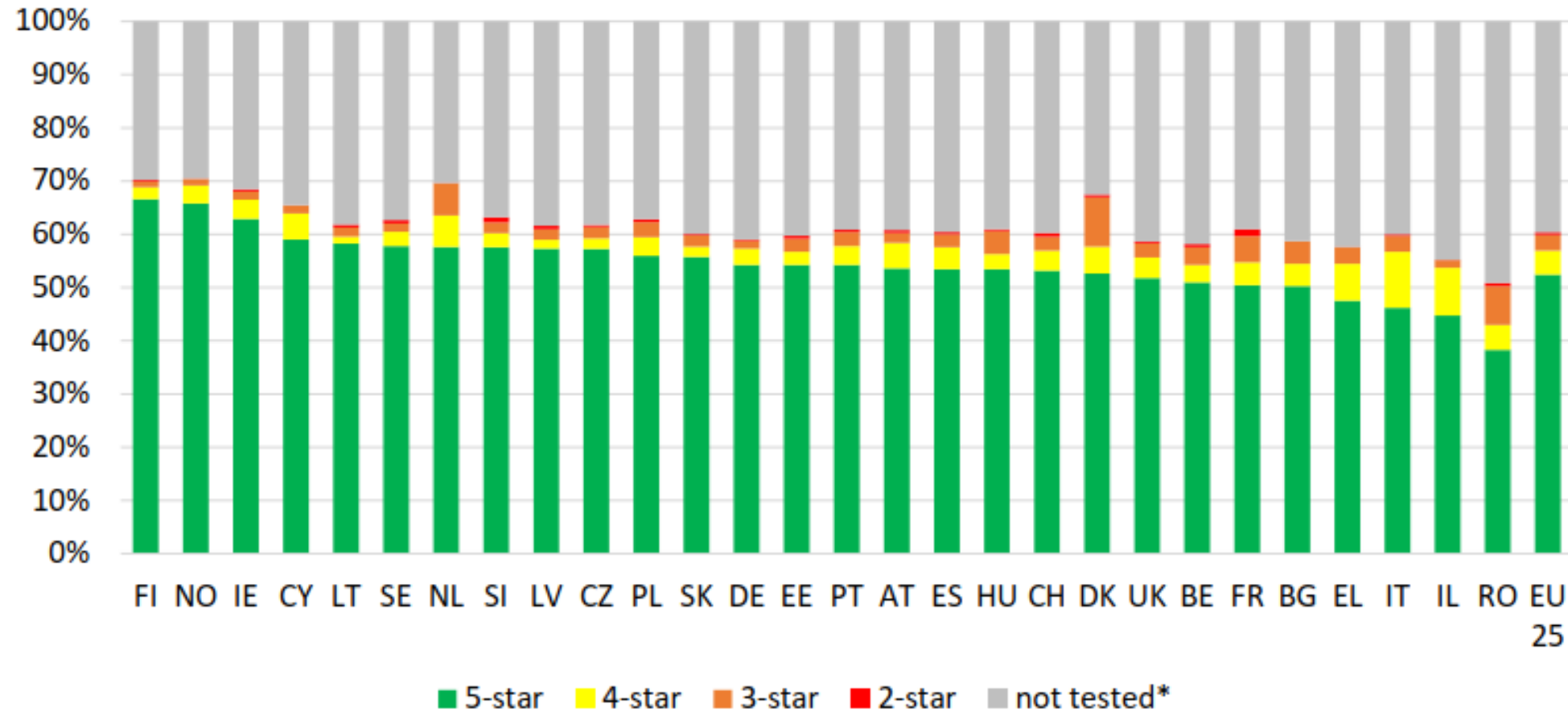


Figure 5. Proportion of Euro NCAP tested cars among new cars sold in 2013.¹²²

INFRASTRUCTURE

- EU: % of distance driven over roads with a safety rating above an agreed threshold
- ETSC: % of distance travelled in the Member States on the roads that meet the standards of the infrastructure safety management directive.

ETSC recommendations for more EU KPIs

- Enforcement: Number of checks performed by the police and safety cameras (where applicable) in the priority areas of speeding, drink and drug driving (separately), illegal use of mobile devices, seat belt, child restraint and helmet use.
- Work-related road safety: Recorded work-related road deaths as a proportion of all road deaths; allowing for a breakdown of professional road users, commuters, road workers and third party deaths.



THANK YOU!

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