



Developing safe system road safety indicators for the UK

A report by Anderson Etika, PACTS
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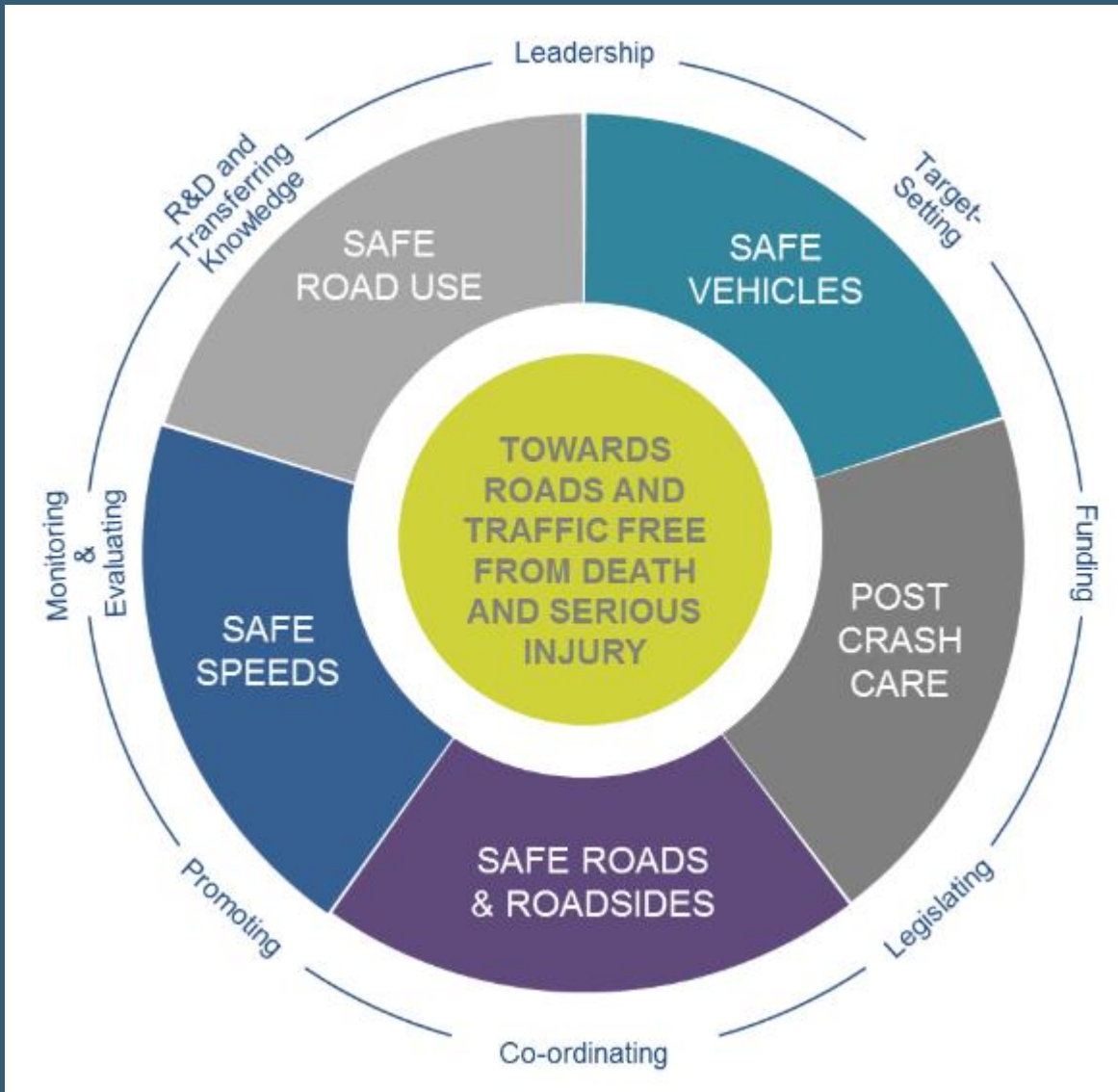
In association with



***Presented by David Davies, Executive Director, PACTS
at Road Safety Scotland Annual Seminar, October 2018***



Safe System approach





Safe System approach in the UK

- ▶ UK Government: *British Road Safety Statement 2015* endorsed Safe System
 - ▶ *However, no proposals to evaluate the outcomes of the strategies and actions in the statement*
- ▶ Scottish Government: *Strategic Road Safety Plan 2016* endorsed Safe System
 - ▶ *Evaluation against casualty reduction targets*



A performance management approach

Key components

- Vision – zero
- Final outcome target – fewer KSI casualties
- Intermediate outcome performance indicators



Support for a performance management approach with indicators

- ▶ International – WHO *Developing Indicators for voluntary global performance*, 2017
- ▶ EU – Third Road Safety Package, 2018: all EU Member States to adopt indicators by Q2 2019
- ▶ UK – Road Safety Management Capacity Review, 2018
- ▶ Examples and generic recommendations



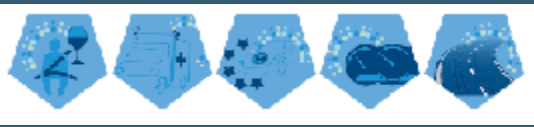
**But which indicators
for the UK??**



The PACTS project: Developing road safety performance indicators for the UK

PACTS investigated

- Current practice
- Support for indicators approach
- Criteria for selecting indicators
- Support for specific indicators
- Practicality of data collection



Research methods

Review of literature on safe system and performance indicators
Theory and policy guidance
International practice



Establishment of advisory panel
Questionnaire
Follow up inquiries of key stakeholders



Review feedback, shortlist possible key indicators, investigate survey methods, consult, refine proposals, draft report.



Current use of KPIs in the UK



- Most stakeholders currently use casualty outcome indicators (numbers, rates etc)
- Few use intermediate outcomes
- Strong support for development and adoption of indicators



Criteria for selecting indicators – results of PACTS survey	Mean scores (Range)	Ranking
Relationship with KSIs	4.7(1)	1
Accuracy/reliability of data	4.3 (2)	2
Collection possible at different levels (nationally and locally)	4.1 (2)	3
Relevance nationally	4 (3)	4
Legal requirement	3.9 (3)	5
Need to cover all five pillars of safe system	3.9(4)	6
Cost of collection	3.7(2)	7
Relationship with the Highway Code	3.5 (3)	8



Eight key indicators proposed

1. compliance with speed limits on national roads
2. compliance with speed limits on local roads
3. drivers not consuming alcohol or drugs
4. car occupants using a seat belt / child seat
5. drivers not using an in-car phone
6. passenger cars with highest Euro NCAP safety rating
7. major roads with appropriate iRAP safety ratings
8. emergency medical services arriving within priority time



Indicators for further investigation



- ▶ Traffic travelling at safe speeds
- ▶ Motorcyclists wearing a helmet correctly
- ▶ Pedal cyclists wearing a helmet
- ▶ Local authorities with good-quality pedestrian and cycle paths
- ▶ Percentage of drivers who are fully alert while driving
- ▶ Percentage of population covered by trauma centres



Limitations of performance indicators

- ▶ These indicators are for intermediate objectives. Not necessarily objectives in their own right. Things may change.
- ▶ Impossible to capture the full scope and complexity of the system in a few key indicators
- ▶ Conflict between accuracy and practicality
- ▶ Care about setting targets for indicators – gaming etc
- ▶ 2011 *Road Safety Framework* did include indicators – but not taken seriously



Conclusions

- ▶ A need to kick-start UK road safety – flat since 2010
- ▶ Support for a UK framework of road safety performance indicators
- ▶ Monitoring these indicators will focus attention on key safety criteria
- ▶ Proposed indicators selected based on relevance to fatalities and UK
- ▶ Success will rely on the willingness of government and key stakeholders to collect the data, report on progress and act



PACTS recommendations



- ▶ Adopt a performance-based approach
- ▶ Undertake further technical assessment and consultation
- ▶ Report annually
- ▶ Investigation of additional indicators that support active travel
- ▶ Work with local authorities to investigate feasibility and resources for regional and local reporting



Thank
you



PACTS
Clutha House
10 Storey's Gate
Westminster
London SW1P 3AY

t 020 7222 7732
e admin@pacts.org.uk
w www.pacts.org.uk
twitter @PACTS