



Road Infrastructure Safety KPIs

January 16, 2023

Network-wide Road Safety Assessment

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DG MOVE

Unit C.2 – Road Safety

The EU-funded Baseline project

- The **Baseline project** aims to:
 - assist authorities of EU Member States in the collection and harmonized reporting of KPIs for road safety and
 - contribute to building the capacity of those MS that have not yet collected the relevant data
- **18 EU Member States** participated in the project
- Each MS provided 1-8 **KPIs**, based on a common methodological framework:
 1. KPI Speed
 2. KPI Safety belt
 3. KPI Protective equipment
 4. KPI Alcohol
 5. KPI Distraction
 6. KPI Vehicle safety
 7. KPI Infrastructure
 8. KPI Post-crash care



Infrastructure KPI – Work in progress

Common definition of the KPI on Road Infrastructure Safety:

- **Not available during Baseline** project
National definitions/methodologies for road infrastructure safety assessment were used
- **Under preparation** within the framework of the **EU Directive 2019/1936**
EGRIS - DG Move Study on a EU Methodology for Network-wide Road Infrastructure Safety Assessment



Baseline versions of Infrastructure KPI

KPI (1): Percentage of the distance driven over roads with a safety rating above an agreed threshold

KPI (2): Percentage of the road network length of roads with a safety rating above an agreed threshold

KPI (3): Percentage of the distance driven over roads either with opposite traffic separation (by barrier or area) or with a speed limit equal to or lower than xx km/h in relation to total distance travelled [on all roads]

KPI (4): Percentage of the road network length of roads either with opposite traffic separation (by barrier or area) or with a speed limit equal to or lower than xx km/h in relation to the total road network length.



Baseline Results

- 6 EU MS provided data for the KPI on infrastructure safety based on national practices.
- All countries provided data on rural roads.
- Sweden, Finland, Portugal and Lithuania also provided data for motorways. All KPIs for motorways had a value of 100%.
- Finland was the only country to provide data for urban areas.
- KPIs based on distance travelled have higher values than those based on the length of the road network.
- Results to be made public soon (February 2023)

KPIs for rural roads

	Finland	Latvia	Lithuania	Malta	Portugal	Sweden
KPI(1)	70,4%					
KPI(2)	48,7%					
KPI(3)*	31,3%					64,3%
KPI(4)*	19,0%	4,4%	53,77%	39,2%	27,8%	

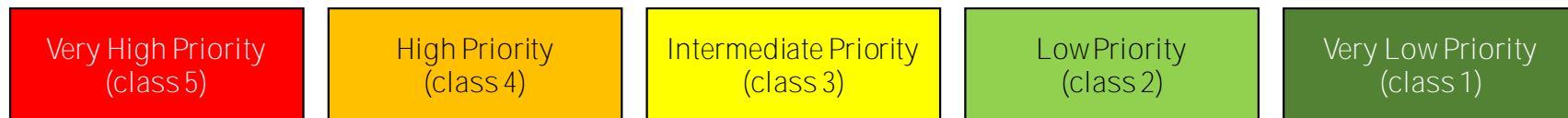
* Speed limit threshold for KPI(3) and KPI(4) was 70 km/h

EGRIS - DG Move RISM Methodology



RISM Methodology for the Network-wide Assessment of Roads

- The **outcome** of the adopted RISM methodology is the **classification** of a network's road sections to one out of five classes, considering the section's level of safety:



- Given the scope of the RISM methodology, KPIs for the road infrastructure safety can be developed for:
 - Urban motorways
 - Rural motorways
 - Primary divided roads
 - Primary undivided roads
- The KPIs for the **road infrastructure safety** may describe the percentage of the road network length within each class or percentage of the distance driven over roads within each class.

Conclusion

- **Baseline results** demonstrated the lack of road infrastructure safety KPI in several countries and the need for a systematic and common approach across EU.
- The implementation of the developed EU common methodology for network-wide road infrastructure safety assessment will allow the **development of road infrastructure safety KPIs** in the EU countries for four road types: urban and rural motorways, primary divided and undivided roads.
- Trendline (the next phase of the KPI project 2023-2025) will use the data collected to produce such KPIs





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