36th ICTCT conference, 17–18 October 2024, the Hague, the Netherlands

Selecting KPIs on enforcement of traffic regulations

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The Trendline project

- The **EU Road Safety Policy Framework 2021- 2030**: Next steps towards "Vision Zero“ highlights the need of measuring road safety KPIs at European level

- The Trendline project builds on the experience gained in the **Baseline project**

- **Objective**: data collection and analysis of road safety KPIs in a harmonized way for the EU MS and exploration of their use within national road safety policies

Trendline

Co-funded by the European Union

Key Performance Indicators (KPI) on Enforcement

- **Experimental and complementary indicators** have been defined within the Trendline project including “Enforcement of traffic regulations”
- Enforcement KPI may concern any of the **steps** of the **penal procedure** that constitutes enforcement of traffic regulations.
- Enforcement **KPI options** are identified in the international **literature** and relate to different aspects of enforcement.

Challenges

- ✓ Enforcement **methods** and **procedures** vary widely among countries. Consequently, **available data** on relevant procedures and results may also **vary**.
- ✓ Key **road safety problems** in each country should be considered and focus should be on KPIs related to particular road safety **offences**, groups of road **users** or types of **roads** that relate to these key problems.
- ✓ The most appropriate and useful KPI is calculated based on the **applicability** and **availability** of data as well as on the particular local **needs**.

Proposed KPI Enforcement

A. Number of police controls per infringement and per population

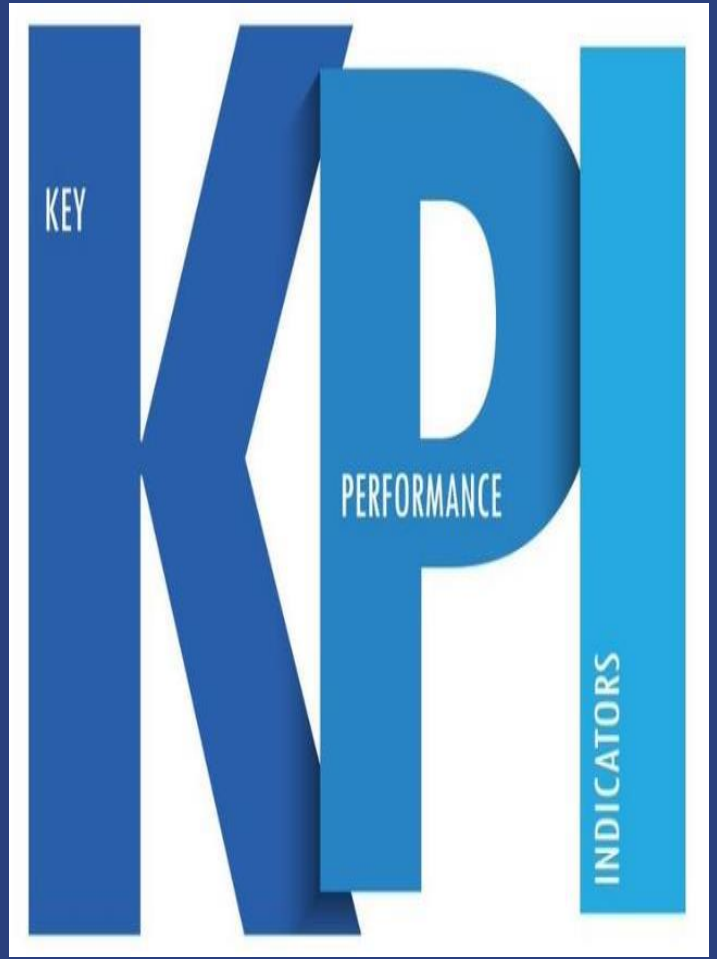
B. Number of tickets per infringement and per population

C. Number of red light cameras on the urban network

(per km of network OR per population OR per population/km^2)

D. Number of fixed speed enforcement cameras or section control stretches

(per km of rural and urban network OR per population OR per population/km^2)



Data availability 1/2

- ✓ Option A (police controls) is widely **used**, though **not equally** for all road infringements.

  Data on police controls for speeding, seat belt and helmet use, and drink-driving are generally available.

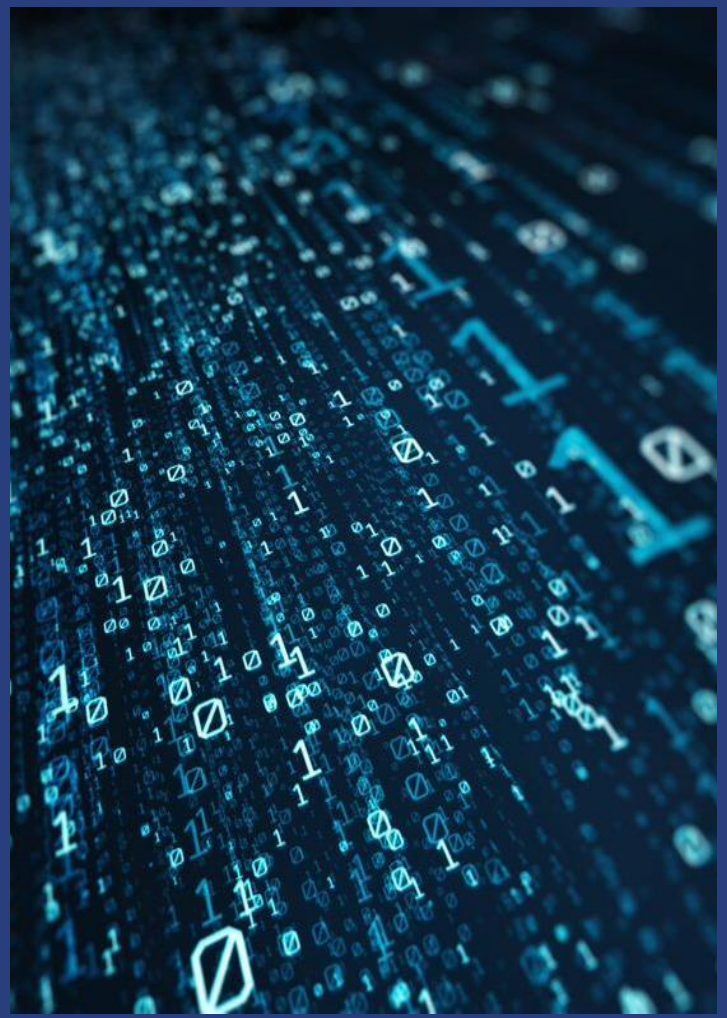
  However, police controls for distracted driving are focussed on driving while using a mobile phone and all other distraction factors are less examined.

  Data on red light running controls are also limited.

- ✓ In most countries the number of tickets (Option B) is available for **specific infringements**. In this case too, data are limited concerning distraction factors other than driving while using a mobile phone and red light running.

Data availability 2/2

- ✓ Data on red light cameras (Option C) are available in official sources but also in **open databases**, regularly updated by anonymous users.
- ✓ Data on the number of speed cameras (Option D) are available from both **official** and **non-official** sources.
- ✓ Data from non-official sources should be considered only in case of total lack of an official source and should be treated as **approximate** or **indicative** information.



Conclusions 1/2

- Police controls provide a good **measurement** of the **effort** dedicated to enforcement generally and to specific infringements in particular. In combination with an analysis of key road safety problems, it can be very useful for the identification of **enforcement gaps**.

- Tickets reflect the **effectiveness** of **enforcement** activities in terms of identifying violators. In combination with police controls they may provide useful insight on the effectiveness of enforcement as a preventive measure.

- Red light cameras is a measure of the level of enforcement at sites with **frequent traffic violations** and indicates potential gaps.

Conclusions 2/2

- Police controls and tickets require a well **organised enforcement system** in which all information about all stages of enforcement is properly recorded and followed and relevant data is accessible.

- Red light and speed cameras KPI may be developed using information from various sources to fill in possible **gaps** in **official information**. Thus, they are perhaps easier to develop. Still, trustworthiness of non-official information sources must be checked.

- In conclusion, countries should choose which KPI to calculate based on the most crucial **road safety problems** that are facing and the targets set in the relevant **national policies**.

Thank you!

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