

# **IRTAD and the Cities Towards a global urban road safety network and database**

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**2015 Annual POLIS Conference  
19 November 2015**

## Intergovernmental Organisation

linked to OECD  
57 member countries

## Think Tank

Policy analysis and research  
Data and statistics

## Annual Summit

Forum for Ministers, industry  
"The Davos of Transport"



# Summit Themes


- Transport and Energy **2008**  
Transport for a  
Global Economy **2009**  
Transport and Innovation **2010**  
Transport and Society **2011**  
Seamless Transport **2012**  
Funding Transport **2013**  
Transport for a  
Changing World **2014**  
Transport, Trade  
and Tourism **2015**

**2016**  
annual summit

**Green and  
Inclusive Transport**



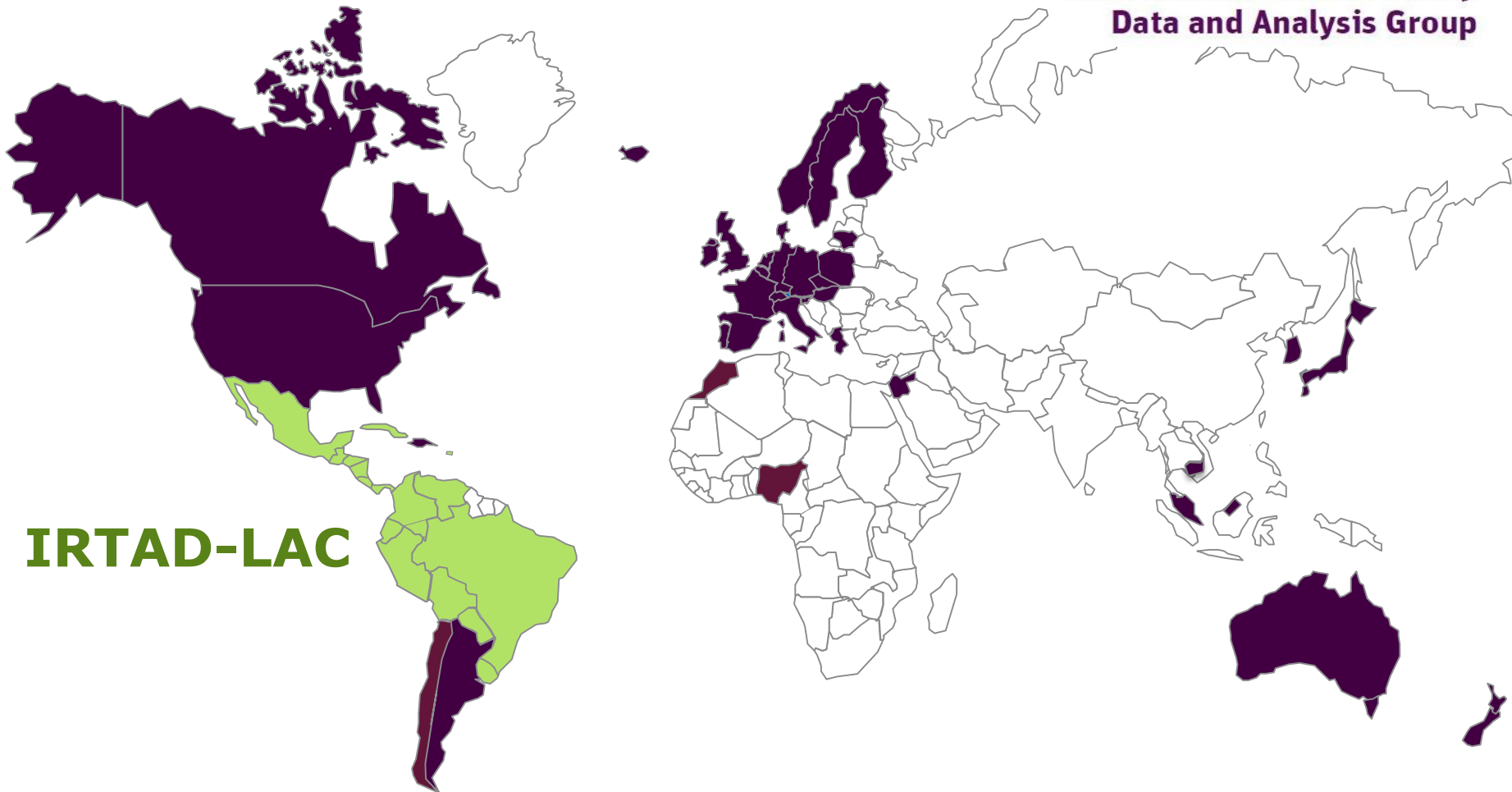
# **IRTAD: the International Traffic Safety Data and Analysis Group**

- ❑ Permanent working group under the umbrella of ITF and OECD
  - ❑ Network of experts, representing key road safety stakeholders
  - ❑ Mission
    - Networking for road safety professionals
    - World standard road safety database
    - Data analysis
- 

**IRTAD** 74 members or observers from 38 countries  
The database includes validated data from 32 countries



**International Traffic Safety  
Data and Analysis Group**



**IRTAD-LAC**



## Why an international group on road safety data ?

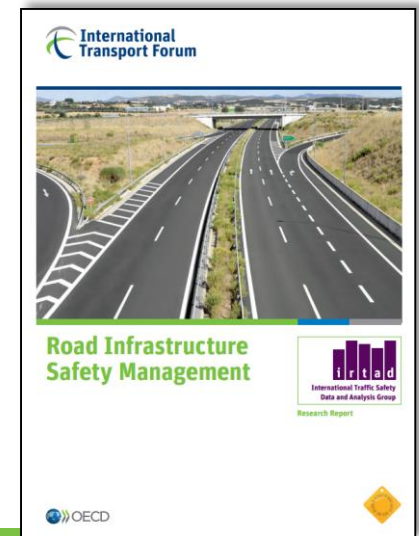
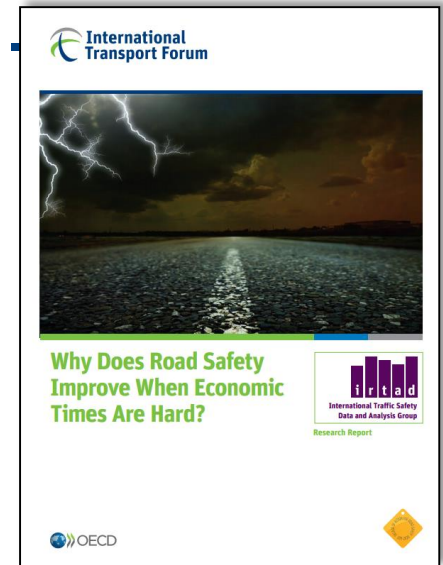
- ❑ Comprehensive data collection and analysis;  
essential for:
  - designing effective safety strategies
  - setting achievable targets
  - developing and determining intervention priorities
  - monitoring program effectiveness
- ❑ Harmonized definitions and data collection for  
meaningful international comparisons
- ❑ In the context of the UN Decade of Action, it is of  
high importance to be able to monitor progress





# IRTAD Outputs

- ❑ Annual report on road safety
- ❑ Road safety database with data from 32 countries
- ❑ Research reports:
  - Why does road safety improve when economic times are hard? (Oct. 2015)
  - Road Infrastructure Safety Management (October 2015)
  - Reporting alcohol related crashes (2016)
  - Speed and crash risk (2016)
  - Forecasting
- ❑ Annual meetings and permanent networking
- ❑ Twinning projects with new countries



# **IRTAD and the Cities**

## **Why ?**

- Interest expressed by several cities to have a forum and tool to share their data and experiences
- Interest from ITF/IRTAD to start co-operation on road safety in countries where there is no yet good data at national level but good local initiatives





# **IRTAD and the Cities Pilot project in 2011 -2012**

- Nine cities:
  - Bogota, Barcelona, Lyon, London, Paris, New York, Chicago, Lisbon, Copenhagen
- Test the feasibility of the project
- Identify relevant safety data and exposure data for urban areas
- Identify future challenges



## Pilot project conclusions

- Genuine interest for such a network and tool.
- Data challenges:
  - Geographical scope: A municipality or a town and its neighbourhood
  - Fatality data are not enough – need to collect serious injury data, preferably with a common definition
  - Exposure data: Population data is not the best indicator to normalise safety data ; passenger –km is preferred, but difficult to collect comparable data
  - Size of the city: how to make relevant groupings ?
- Need of adequate resources
  - Dedicated Secretariat
  - In 2015, FIA Grant to contribute to the implementation of a full scale project



## IRTAD and Cities Objectives

- To build and maintain a road safety **database** for cities;
- To design an **analysis tool** for cities to compare the performance of cities
- To develop a **network** of experts working in/for cities



# IRTAD and the Cities

## What for ?

- Identify and discuss specific urban road safety challenges,
  - Exchange knowledge for targeted urban road safety countermeasures,
  - Monitor road safety activities and performance at city level
  - Compare and benchmark performance between cities to learn from each other.
- =>a tool for benchmarking road safety performance in cities and learn from others experiences.



# Tasks and next steps

## Methodological framework

1. Review of international activities on urban traffic safety
2. Overview of road safety situation and data challenges in urban areas
3. Define the overall scope of the project
4. Data needs
  - General data
  - Crash data
  - Exposure data
  - Performance indicators
  - Other information (
5. Structure of the database
6. Identify areas for common road safety data analysis
7. Criteria for city groupings options



# IRTAD and The cities

## Development of the network

- Identify and invite experts working in or for cities.
- In a first phase (2016)
  - Cities with good data system (including data on serious injuries)
  - Capital cities or above 1 million population
  - From 5 continent (if possible)
  - Political support for the project
- Memorandum of Understanding ITF / Cities
- 1st meeting: May 2016



# **IRTAD and the Cities**

## **Development of the Database**

- Will be hosted on the OECD Statistical Portal
- Database will follow the structure of the main IRTAD database, with adjustment (exposure data; SPI)
- First data survey will be circulated in April
- Beta Version in Autumn





# IRTAD and the Cities

## Expected output

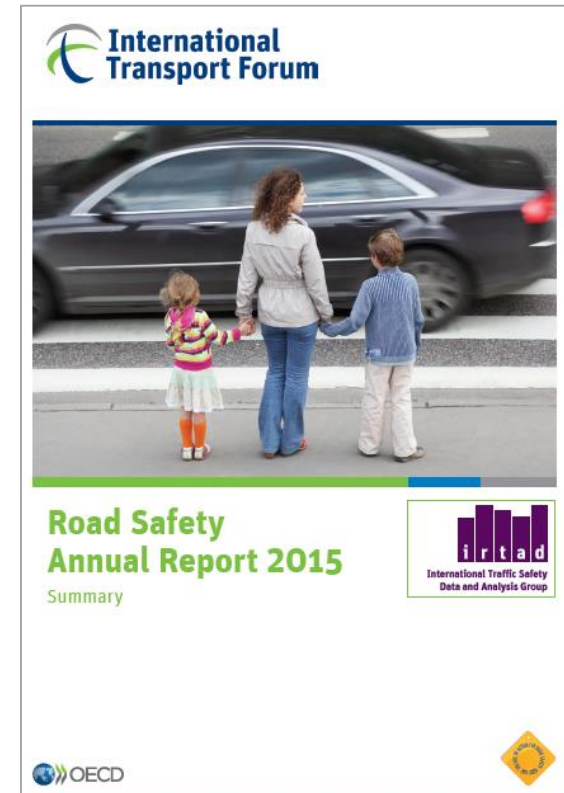
- A safety database for cities
  - Progressive inclusion of more cities
  - Adjustment of data collection based on needs
- A forum of exchange
- Common research and analysis
- Annual report on road safety performance



# IRTAD 2015 Report on Road Safety Performance

Detailed reports from 38 countries

In 2017: first edition of a city report ?



**Thank You**