

SafetyCube - the European Road Safety Decision Support System



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Annual Polis Conference, December 6-7, 2017



The SafetyCube project



Funded by the European Commission under the **Horizon 2020** research framework programme

Coordinator: Pete Thomas, Loughborough University

Start: May 2015

Finish: April 2018

17 partners from 12 EU countries



SafetyCube DSS Objectives



*The SafetyCube DSS objective is to provide the European and Global road safety community **a user friendly, web-based, interactive Decision Support Tool** to properly substantiate their road safety decisions for the actions, measures, programmes, policies and strategies to be implemented at local, regional, national, European and international level.*

The main contents of the SafetyCube DSS concern:

- road accident risk factors and problems
- road safety measures
- best estimate of effectiveness
- cost-benefit evaluation
- all related analytic background

Special focus on linking road safety problems with related measures.



Current Road Safety DSS Worldwide



- Crash Modification Factors Clearinghouse (www.cmfclearinghouse.org)
by NHTSA (USA) - **5.151 CMF** on infrastructure only - on going
- Road Safety Engineering Kit (www.engtoolkit.com.au)
by Austroads (Australia) - **67 treatments** on infrastructure only
- PRACT Repository (www.pract-repository.eu)
by CEDR (Europe) - **889 CMF and 273 APM** on infrastructure only – high quality
- iRAP toolkit (toolkit.irap.org/)
by iRAP - **58 treatments** (43 on infrastructure)
- Safety Performance Factors Clearinghouse (spfclearinghouse.org)
by Tatum Group LLC, Dr. Andrew Kwasniak (USA) - **few SPF** – subscribers only

SafetyCube DSS Users



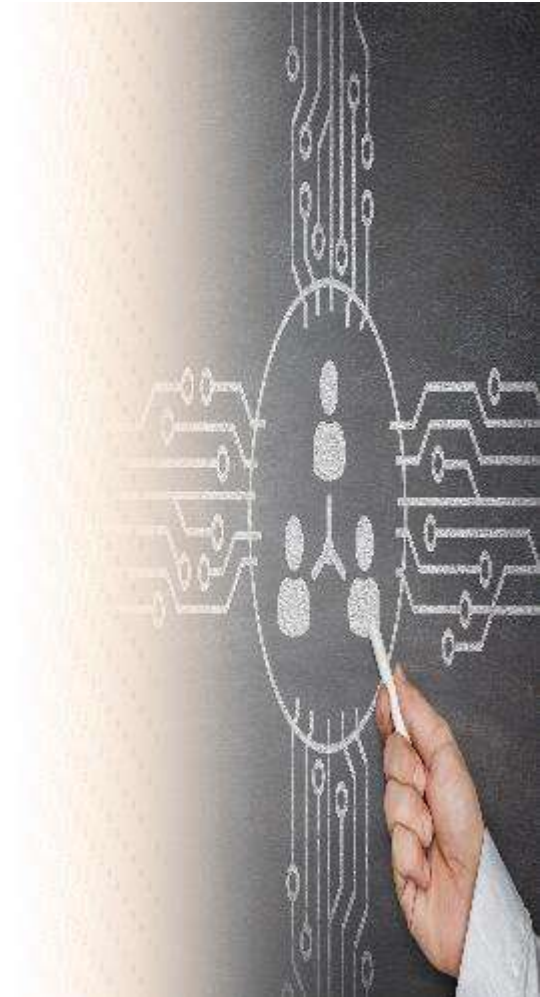
- **Public Authorities**
local, regional, national, European and international
- **Industry**
Infrastructure, Vehicle, Insurance, Technology
- **Research Institutes, Experts**
- **Non Governmental Organisations**
- **Mass Media**
- **Everyone**

The SafetyCube DSS is intended to have **a life well beyond the end of the SafetyCube** research project. It is developed in a form that can readily be incorporated within the existing European Road Safety Observatory of the European Commission DG-MOVE.



SafetyCube Methodology

- — ○
 1. Creating **taxonomies** of risk factors and measures
 2. Exhaustive literature review and rigorous study selection criteria
 3. Use of a template for **coding studies**, to be introduced in the DSS back-end database
 4. Carrying out meta-analyses to estimate the effects of risk factors / measures.
 5. Drafting **Synopses** summarising results of risk factors / measures.
- **Systems approach**: links between infrastructure, user and vehicle risks
 - Emphasis on risk factors and measures of **priority issues** (VRUs, ADAS, speed management, distraction, etc.)
 - Rigorous assessment of the **quality of the data / study methods**



SafetyCube Taxonomies



Three-level taxonomies Separately for risks and measures



- **4 Categories**
road user, infrastructure, vehicle, post impact care
- **88 Topics**
e.g. distraction, roadside, crashworthiness
- **175 Specific topics**
e.g. mobile phone use, no clear-zone, low pedestrian rating (NCAP)

Behavior	Infrastructure	Vehicle	Post Impact Care
Law and enforcement	Traffic flow	Frontal impact	Ambulances/helicopters
Education and voluntary training or programmes	Traffic composition	Side impact	Extraction from vehicle
Driver training and licensing	Formal tools to address road network deficiencies	Rear impact	Pre-hospital medical care
Fitness to drive assessment and rehabilitation	Speed management & enforcement	Rollover	Triage and allocation to trauma facilities
Awareness raising and campaigns	Road type	Pedestrian	First aid training drivers
	Road surface treatments	Child	
	Visibility / Lighting treatments	PTW	
	Workzones	Cyclist	
	Horizontal & vertical alignment treatments	HGV	
		Longitudinal	

Selection and Coding of Studies



Study search in key databases

(Scopus, TRID, Elsevier, Taylor & Francis, Springer etc.)

Study selection and prioritization criteria

- Studies with quantitative results
- Meta-analyses, or other high quality studies (peer-reviewed journals)
- Recent studies
- European studies

Coding of studies in a dedicated template

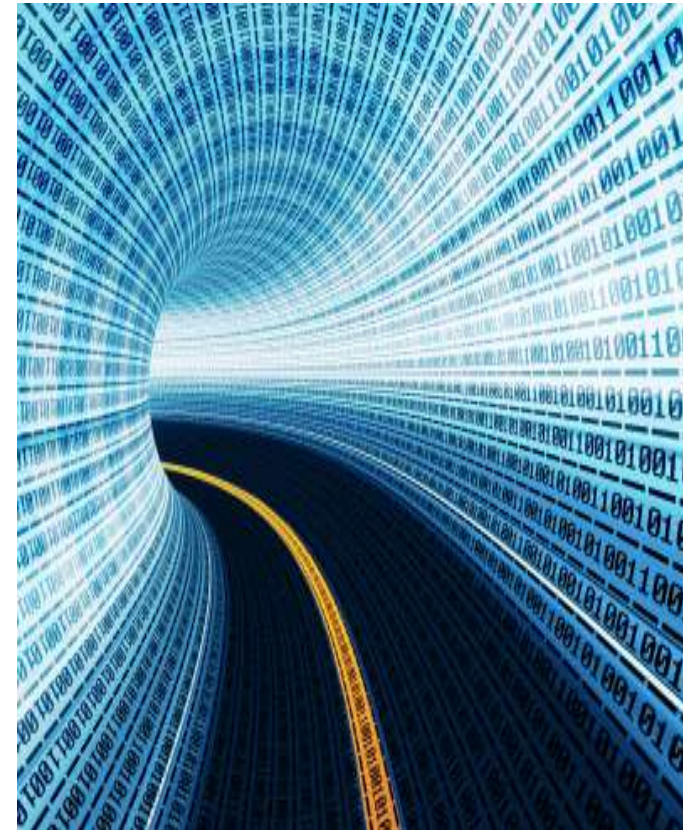
- Study design and methodology
- Results and their confidence intervals
- Study limitations



SafetyCube DSS Search Engine



- Fully **linked** search
 - search a road safety problem alone or through the measures
 - search a measure alone or through the road safety problems
 - search for risks and measures related to specific road user groups or crash types (accident categories)
- Fully **detailed** search
 - search by any parameter in each data table in the database
- Fully **flexible** search
 - adjust and customize search according to results
- Fully **documented** search
 - access background information at any stage (supporting documentation, links, etc.)



SafetyCube DSS Design Principles



- A **Modern** web-based tool
- Highly **Ergonomic** interface
- **Simple** structure
- Powerful **Search** Engines
- Fully **Documented** information
- Easily **Updated**



SafetyCube DSS Menu



- **Search**

Risk Factors & Measures

- **Knowledge**

135 synopses

- **Calculator**

Econ. Efficiency Evaluation
(under development)

- **Methodology**

System documentation

- **Support**

Contact, help, feedback



SafetyCube DSS Search Pages

DSS Search through five entry points:

- **Keyword search**
(all database keywords)
- **Risk factor search**
(taxonomy)
- **Measures search**
(taxonomy)
- **Road User Groups**
(database keywords related to each group)
- **Accident Categories**
(under development)

The screenshot displays the SafetyCube DSS (European Road Safety Decision Support System) interface. The top navigation bar includes links for Search, Knowledge, Calculator, Methodology, and Support. The main content area features five large tiles for Keyword Search, Risk Factors, Measures, Road User Groups, and Accident Categories. Below these, a sidebar lists pedestrian-related categories: CHILD PEDESTRIANS, PEDESTRIANS, PEDESTRIAN CROSSING, PEDELEC, MOPEDS, PEDESTRIAN CRASHES, PEDESTRIAN DETECTION, and PEDESTRIAN SIGNAL. The 'PEDESTRIANS' category is selected, leading to a detailed view with two main sections: Risk Factors and Measures. The Risk Factors section is further divided into Behavior, Infrastructure, and Vehicle categories, with a list of specific factors like Functional Impairment, Traffic Rule Violations, Adverse weather, Poor junction readability, At-grade junctions deficiencies, Median / barrier deficiencies, and Traffic flow. The Measures section is divided into Behavior, Infrastructure, Vehicle, and Post Impact Care categories, with a list of measures like Education and voluntary trainings/programs, Traffic signs treatments, Road markings at junctions, Speed management & enforcement, Speed management, Traffic signs treatments, and Rail-road crossings.

Risk Factors			Measures			
Behavior	Infrastructure	Vehicle	Behavior	Infrastructure	Vehicle	Post Impact Care
Functional Impairment	Adverse weather	LDV	Education and voluntary trainings/programs	Traffic signs treatments	Not Applicable	Not Applicable
Traffic Rule Violations	Poor junction readability	Passenger Cars		Road markings at junctions		
	At-grade junctions deficiencies	Pedestrian		Speed management & enforcement		
	Median / barrier deficiencies (risk of crash with oncoming traffic)	PTV / ATV		Speed management		
	Traffic flow			Traffic signs treatments		
				Rail-road crossings		

SafetyCube DSS Results Pages

Search results

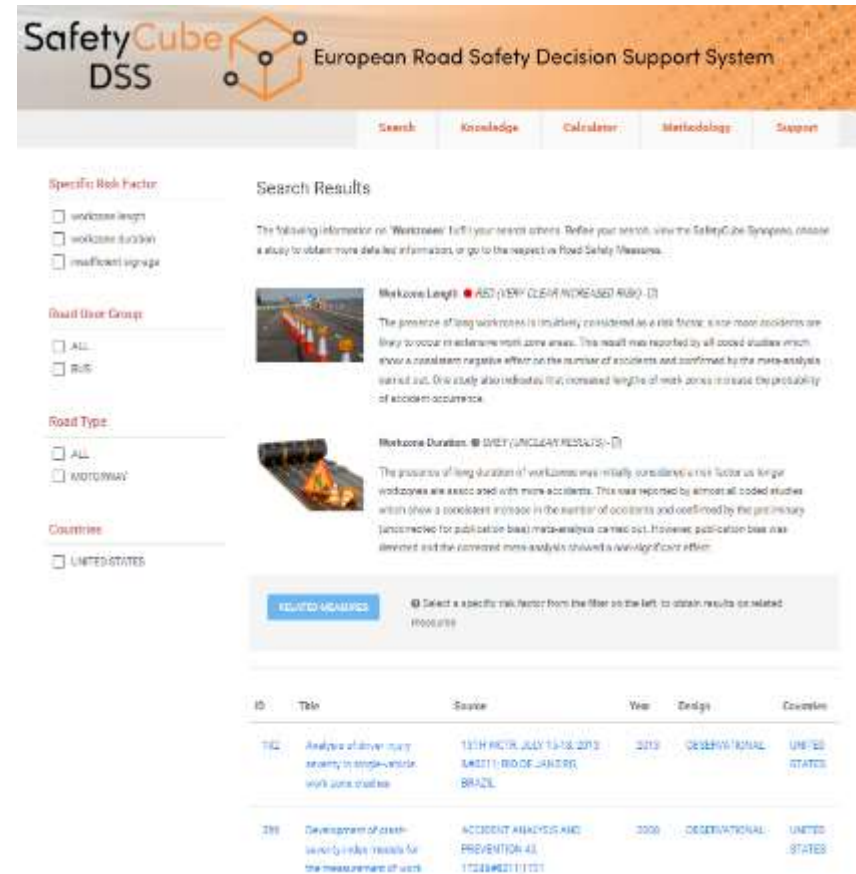
- Synopses, and their short summaries & colour codes
- Table listing the available studies

Refine search

- Specific Risk factor / Measure
- Other **search filters**:
 - Road user groups: All, car occupants, drivers, passengers, PTW riders, pedestrians, cyclists, HGV.
 - Road types: All, motorways, rural roads, urban roads
 - Country: EU, EU countries (all names), US and Canada, Australia, Asia.

Links to related measures

- Select a specific risk factor / measure
- Get the list of related measures



SafetyCube DSS European Road Safety Decision Support System

Search Knowledge Calculator Methodology Support

Search Results

The following information re 'Workzones' fulfilled your search criteria. Refine your search, view the SafetyCube Synopses, choose a study to obtain more detailed information, or go to the respective Road Safety Measures.

Workzone Length **ASD (VERY CLEARLY INCREASED RISK)**

The presence of long workzones is relatively considered as a risk factor, since most accidents are likely to occur in intermediate zone areas. This result was reported by all coded studies which show a consistent negative effect on the number of accidents and confirmed by the meta-analysis carried out. One study also indicates that, consistent lengths of work zones increase the probability of accident occurrence.

Workzone Duration **DEF (UNCLEAR RESULTS)**

The presence of long duration of workzones was initially considered a risk factor as longer workzones are associated with more accidents. This was reported by almost all coded studies which show a consistent increase in the number of accidents and confirmed by the preliminary (unconnected for publication bias) meta-analysis carried out. However, publication bias was detected and the corrected meta-analysis showed a non-significant effect.

RELATED MEASURES Select a specific risk factor from the filter on the left to obtain results on related measures

ID	Title	Source	Year	Design	Country
162	Analysis of driver injury severity by single-vehicle work zone crashes	11TH FICHT, JULY 13-18, 2013 SAFETY 11: ROAD SAFETY BRAZIL	2013	OBSERVATIONAL	UNITED STATES
198	Development of crash severity index results for the measurement of work	ACCIDENT ANALYSIS AND PREVENTION 43 17233462111121	2008	OBSERVATIONAL	UNITED STATES

SafetyCube DSS Individual Study Pages



Title, author, source, abstract

- Link to URL for full-text download (depending on Institute permissions))

Study design info:

- Country
- Research Method, Design, Sample
- Exposure/Control group
- Risk/Outcome Group
- Modifying Conditions
- Potential limitations

Study results:

- Table listing the detailed effects reported in the study



Modeling work zone crash frequency by quantifying measurement errors in work zone length

Heng H., Orbay R., Ozkan G., Valleronga M.

Abstract

Work zones are temporary traffic control zones that can potentially cause safety problems. Maintaining safety while implementing necessary changes on highways is an important challenge traffic engineers and researchers have to confront. In this study, the risk factors in work zone safety evaluation were identified through the estimation of a crash frequency (CF) model. Measurement errors in explanatory variables of a CF model can lead to unreliable estimates of certain parameters. Among these, work zone length raises a major concern in this analysis because it may change as the construction schedule progresses generally without being properly documented. This paper proposed an improved modeling and estimation approach that involves the use of a measurement error (ME) model integrated with the traditional negative binomial (NB) model. The proposed approach was compared with the traditional NB approach. Both models were estimated using a large dataset that consists of 60 work zones in New Jersey. Results showed that the proposed improved approach outperformed the traditional approach in terms of goodness-of-fit statistics. Moreover, it is shown that the use of the traditional NB approach in this context can lead to the overestimation of the effect of work zone length on the crash occurrence.

DOI:10.1016/j.aap.2013.02.021

Summary

The study investigates workzone crashes in New Jersey state. 7 years of data are exploited. Full Bayesian negative binomial models are applied. AADT, length of workzone and number of operating lanes in the workzone were found to increase frequency of injury and noninjury (property damage only) accidents.

Study Design

Topic: RISK FACTOR
Source: ACCIDENT ANALYSIS AND PREVENTION 58 (2013) 1826-1831, 2013
Design: OBSERVATIONAL CROSS-SECTIONAL
Countries: UNITED STATES
Keywords: FULL BAYESIAN MEASUREMENT ERROR NEGATIVE BINOMIAL MODEL CRASH-FREQUENCY SAFETY ANALYSIS WORK ZONE

Effects

Effect No.	Outcome	Exposure	Group Type	Group	Effect Estimator	Effect Specifications	Sample	Estimate	Estimate Lower Limit	Estimate Upper Limit	Credible Comments
1	NUMBER OF PROPERTY DAMAGE ONLY ACCIDENTS				SLOPE	FULL BAYESIAN NEGATIVE BINOMIAL MODEL		0.847	-0.728	0.960	SIGNIFICANT NEGATIVE EFFECT ON ROAD SAFETY THE MODEL WITH THE BEST FIT IS PRESENTED (LOWER DIC VALUE). LOWER AND UPPER LIMIT REFER TO THE 95% CREDIBLE INTERVALS (0.2% - 97.2%).
2	NUMBER OF PROPERTY DAMAGE				SLOPE			0.838	-0.413	0.858	SIGNIFICANT NEGATIVE EFFECT ON ROAD SAFETY

SafetyCube Related Risks / Measures



Related Studies for "poor visibility - darkness"

The following measures are related to the risk factor you selected. Select a measure from the table below to see the available SafetyCube results.

Behavior	Infrastructure	Vehicle	Post Impact Care
Helmet, protective clothing and visibility	Installation of road lighting	Enhanced Headlights (automated, adaptive, advanced system, ...)	Not Applicable
	Improvement of existing lighting	Night Vision	
		Vehicle backup camera - Reversing Detection or Camera systems (REV)	

Countries

- ☐ CANADA
- ☐ NETHERLANDS
- ☐ UNITED KINGDOM
- ☐ UNITED STATES

ID	Title	Source	Year	Design	Countries
327	Relationship Between Roadway Illuminance Level and Nighttime Rural Intersection Safety	TRANSPORTATION RESEARCH RECORD: JOURNAL OF THE TRANSPORTATION RESEARCH BOARD, NO. 2485, PP. 88-92;11;15	2015	CROSS-SECTIONAL	UNITED STATES
328	Road Lighting Effects on Bicycle and Pedestrian Accident Frequency Case	TRANSPORTATION RESEARCH RECORD: JOURNAL OF THE	2016	CROSS-SECTIONAL	CANADA

SafetyCube DSS Calculator



Economic Efficiency Evaluation Tool (E₃)

- Combines information about the **effectiveness of a measure** (i.e. the percentage of crashes or casualties prevented) with the **costs** of this measure.
- Integrates updated information of **crash-costs in the European countries**
- Allows to express all costs and benefits of a measure in monetary values and conduct **cost benefit analysis**.
- Perform cost-benefit analysis with **own input data**.
- Select one of the **SafetyCube examples** of cost benefit analyses
 - *Measures with high effectiveness*
 - *For which reliable cost information could be found*
- Under development and coming soon ...

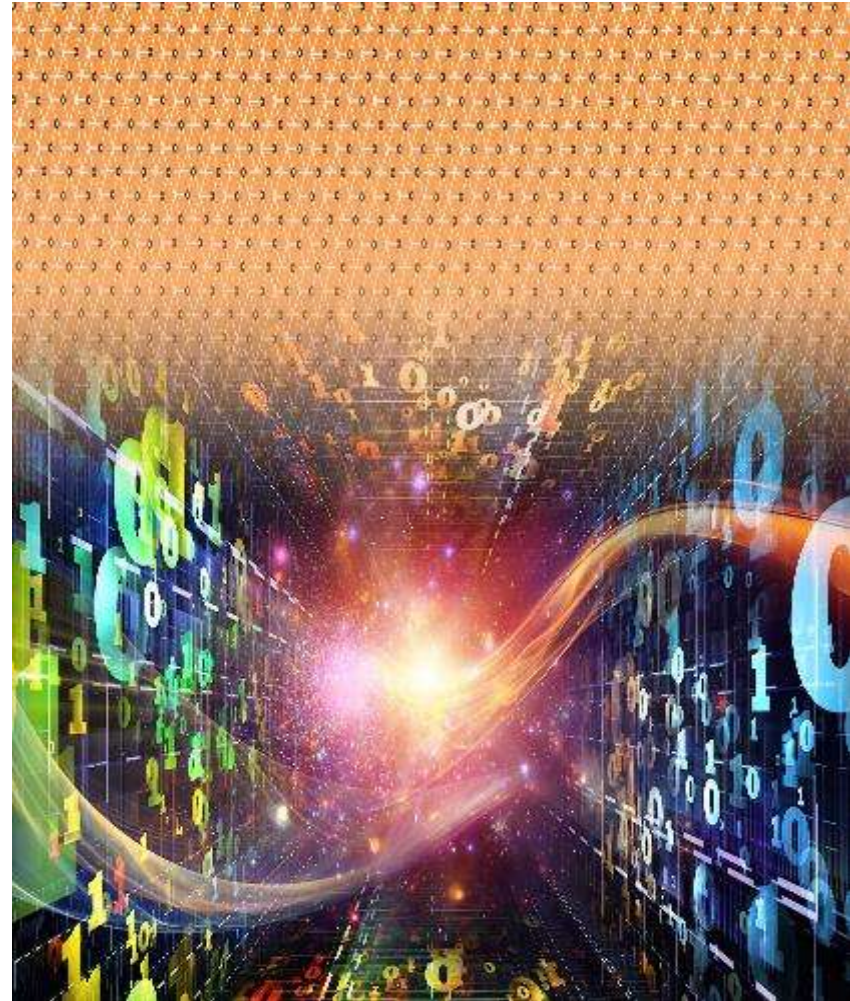


SafetyCube DSS Knowledge Wealth



SafetyCube DSS will eventually include by April 2018:

- more than **1,200 studies**,
- with more than **7,500 estimates** of risks/measures effects on:
 - behaviour,
 - infrastructure,
 - vehicle, and
 - post impact care
- more than **150 Synopses**
- more than **50 cost-benefit analyses** (adjustable)



Development and Operation Phases



- **SafetyCube DSS Pilot Operation**
 - *Started early 2017*
 - *User feedback exploited*
- **SafetyCube DSS Opening**
 - *October 2017*
- **Continuous Enhancement and Update**
 - *Until April 2018 (end of SafetyCube project)*
 - *And beyond...*



- ... then use SafetyCube DSS to have the answers



Delivering a long waited powerful tool



- SafetyCube DSS is the first integrated road safety support system **developed in Europe**
- SafetyCube DSS **offers for the first time** scientific evidence on:
 - risks and not only measures
 - risks and measures not only on infrastructure
 - a very large number of estimates of risks and measures effects
 - links between risks factors and measures
- SafetyCube DSS aims to be **a reference system** for road safety in Europe, constantly improved and enhanced



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