

Duration

36 months (Sept. 2020 – Sept. 2023)

Objectives

1. Combine proactive, “in-built” safety assessment and reactive, crash analysis methods
2. Identify appropriate proactive parameters and scientifically sound relationships for assessing network-level safety
3. Achieve a balance between accuracy and level of detail, without being overly data-intensive and costly to use
4. Consider the needs of Member States (e.g., data availability, design standards) and achieve consensus

Methodology

Proactive:

- ❖ A perfectly safe road section is rated with 100 points (max)
- ❖ Reductions are applied for each identified unsafe condition

Reactive:

- ❖ Homogenous sections or junctions
- ❖ Calculate safety performance metrics for each section
- ❖ Definition of thresholds

Sections are classified as:

- **High Risk**
- **Intermediate Risk**
- **Low Risk**

Impact

Integrated proactive and reactive safety assessment approach addresses limitations of commonly applied crash-based assessments

Large scale road safety assessment at network level in a cost-efficient way is made possible

Common understanding of the safety level of all major road networks across the EU MS

Contribution towards the reduction of road fatalities and injuries in EU