MEASURING ROAD SAFETY PROGRESS

ASIA-PACIFIC ROAD SAFETY OBSERVATORY WORKSHOP

GLOBAL ROAD SAFETY PARTNERSHIP

CELEBRATING 20 YEARS

The Global Road Safety Partnership is hosted by:

INTERNATIONAL FEDERATION

1919-2019

ABOUT US

- Hosted by the International Federation of Red Cross and Red Crescent Societies (IFRC)
- Headquartered in Geneva, Switzerland & Kuala Lumpur, Malaysia
- Founded in 1999 after IFRC's 1998 World Disasters Report:
  - Identified catastrophic number of traffic injuries and deaths and dramatic consequences on people and their livelihoods
  - IFRC, World Bank and British Govt's Dept for International Development (DFID) decided to create GRSP
  - Member-based organisation
  - Bring together governments, government agencies, private sector & civil society to urgently address road safety

ABOUT US

- We are part of an extensive international multi sector network of partners committed to reducing road trauma
- Our people are professionals with expertise in road safety that includes academic research, project management, communications, journalism, advocacy, road policing, education and training

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CONSIDERATIONS

- WHO's Global Status Report highlights that many countries significantly under-report road traffic fatalities, e.g.

Country	2016 reported traffic fatality number	WHO estimated traffic fatality number
Vietnam	8,147	24,970
India	150,785	299,091
China	58,022	256,180

CONSIDERATIONS

- Injury definitions vary (e.g. defining serious or minor injuries)
- Non-fatal injury reporting rates are very low or non-existent
- Contributing factors are often not recorded and investigative standards are poor
- Training and equipment is required to accurately identify;
  - **Pre-crash speed estimates**
  - **Alcohol involvement**
  - **Seat belts worn**
  - **Helmets worn**
  - **Vehicle factors**
  - **Plus a range of other factors**

Systematic improvements in crash investigation, reporting, recording and analysis standards will take considerable time and investment.

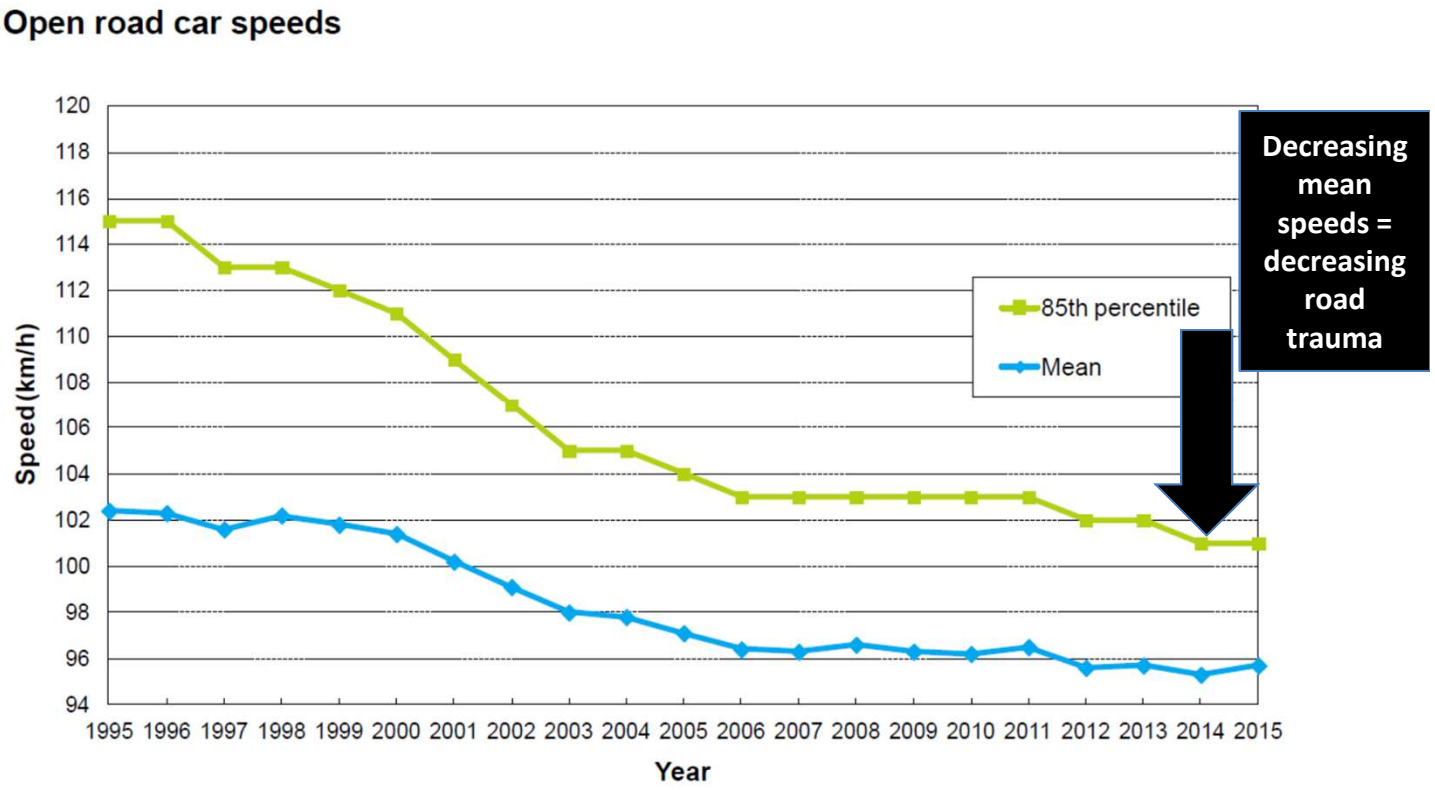
PROXY FOR FINAL ROAD SAFETY OUTCOME MEASURES

Final outcome - reduction in road traffic deaths and serious injuries

- **Changes in behavioural outcome measures provide a barometer for final road safety outcome performance (overall trauma reduction). As examples;**
  - I. Reductions in free travel speed = reduced speed related road trauma
  - II. Reductions in percentages of drivers who are alcohol affected = reduced alcohol related road trauma
  - III. Increases in vehicle passengers using seat belts/child restraints = reduced un-restrained vehicle occupant trauma
  - IV. Increase in correct wearing rates of quality motor cycle helmets = reduced motor cyclist rider and passenger head trauma

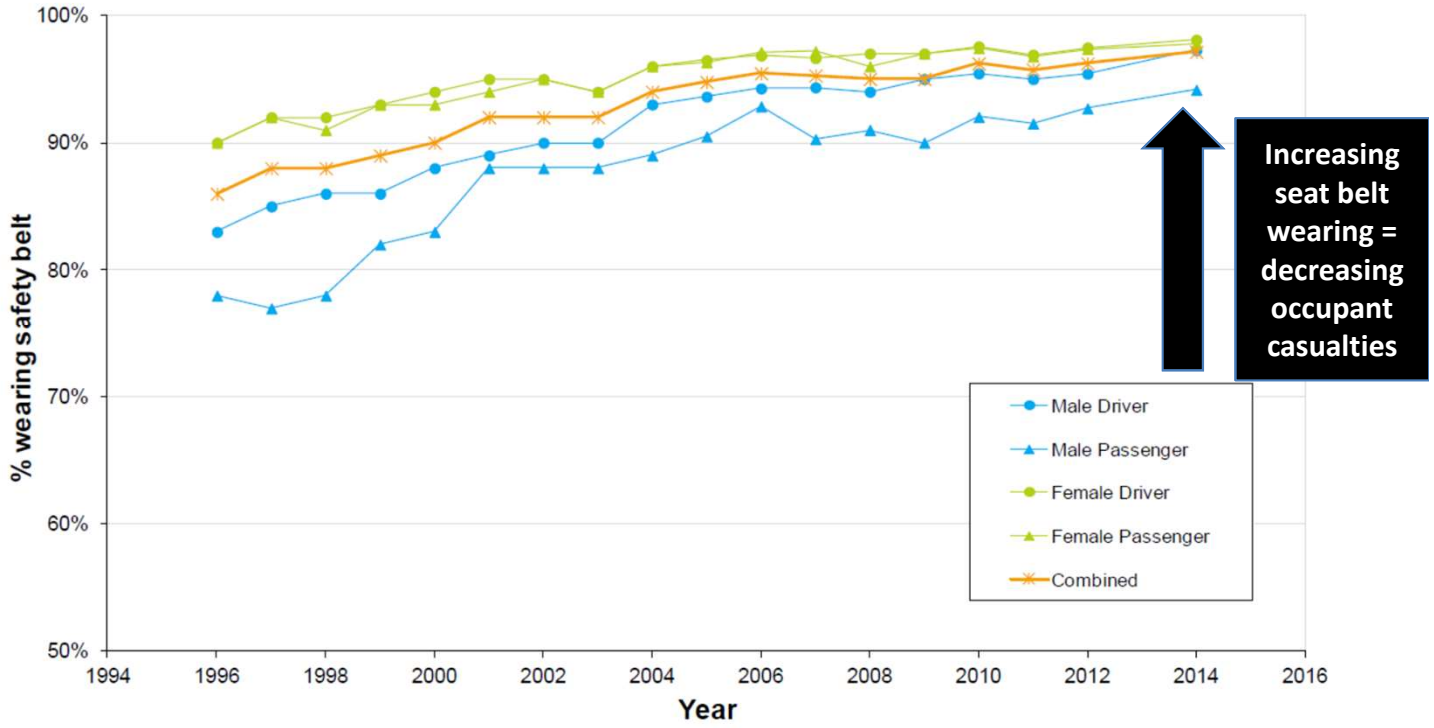
A systemic, methodologically sound, and geographically relevant national survey of behavioural outcomes provides highly valueable data on improving or degrading road safety system performance.

EXAMPLE OF SPEED SURVEY DATA



EXAMPLE OF SEAT BELT SURVEY

Figure 1: Safety belt wearing rates for front seat adults, 1996-2014



EXAMPLE – WHEN TO SURVEY FOR DRIVER ALCOHOL (HIGH ALCOHOL HOURS)

Alcohol related fatal/injury crashes					Greater than average (91)		
2008-12	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**	**Sun**
12:00-1:59 am	64				61	319	327
2:00-3:59 am	31				80	256	295
4:00 -5:59 am	22	15	34	48	62	180	215
6:00-7:59 am	19	15	22	35	45	104	132
8:00-9:59 am	15	17	12	22	26	45	51
10:00-11:59 am	10	12	22	23	20	41	37
12:00-1:59 pm	21	19	25	28	30	50	55
2:00-3:59 pm	33	47	43	46	57	80	66
4:00 -5:59 pm	38	76	84	94	104	108	103
6:00-7:59 pm	73	86	108	101	182	183	135
8:00-9:59 pm	69				89	256	131
10:00-11:59 pm	65				291	299	96
Total	460	591	776	950	1337	1921	1643

Survey times/days of the week must be at highest risk periods

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PROXY FOR FINAL ROAD SAFETY OUTCOME MEASURES

- Changes in public attitudes to road safety provide a secondary barometer of road safety outcome performance (i.e. ESRA – E-Survey of Road users' Attitudes) and cross country comparisons.
- Collecting comparable (inter)national data on road users' opinions, attitudes, and behaviour with respect to road traffic risks.
- Examples include:
  I. Understanding the perceived likelihood of drivers being checked for alcohol ***(i.e. effectivness of police drink drive enforcement)***
  II. Understanding pereceptions of likelihood of being stopped for speeding ***(i.e. measure of police enforcement effectiveness)***
  III. Measuring support for seat belt enforcement ***(i.e. informing governments about public rediness for active seat belt enforcement.)***

PUBLIC ATTITUDE MEASUREMENT - ESRA

Table 1: Themes covered within the ESRA1 questionnaire

Theme	Number of questions	Number of sub-questions and original variables
Attitudes towards road safety	3	64
Behaviour of other road users	2	18
Subjective safety and risk perception	2	28
Involvement in road crashes	2	15
Enforcement	6	11
Self-declared (unsafe) behaviour in traffic	2	31
Support for policy measures	2	23
Use of different transport modes	6	20
Other items (e.g. socio-demographic information)	7	12
Total	33	222

GRSP RECOMMENDATIONS

- Improving crash investigation, reporting, recording and analysis is critically important but will take years and significant investment.
- Regularly (annually) collecting important behavioral outcome measures allows countries to effectively monitor long term road safety performance as crash reporting accuracy is improved.
- Behavioral outcome measures can be rapidly collected.
- Collecting public perceptions data (ESRA) is a secondary monitoring tool allowing cross national comparison and for road safety performance to be monitored over time.
- Surveys must be methodologically sound!
- GRSP strongly encourages the Asia-Pacific Road Safety Observatory and Member Countries to invest in these measures.