

Road safety outcome surveillance systems in ten low and middle income cities

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Background

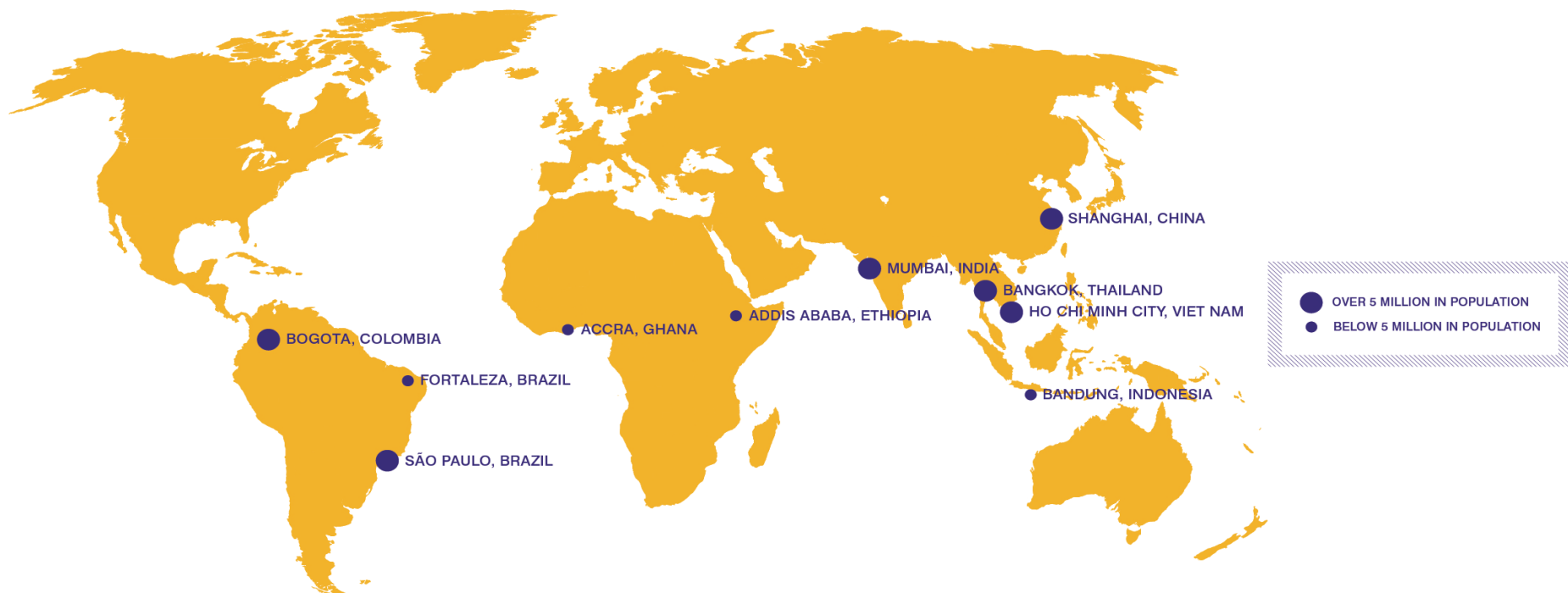
Bloomberg Initiative for Global Road Safety

- 5-year global road safety initiative in 10 cities
- Goal: reduce road injuries and deaths
- Strategy: Technical support to city governments in 4 areas
 - Infrastructure/engineering for vulnerable road users
 - Evidence-led enforcement
 - Behavior change communications, including mass media campaigns
 - Data, monitoring and evaluation

BLOOMBERG INITIATIVE FOR GLOBAL ROAD SAFETY 2015-2019

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10 CITIES SELECTED FOR INCLUSION IN THE ROAD SAFETY INITIATIVE



Data, monitoring and evaluation

- Observational surveys of road user behavior twice annually (JHU-IIRU)
 - Seatbelts/child restraints
 - Motorcycle helmet use
 - Speed
 - Drink driving
- Strengthening road safety outcome surveillance systems (crashes, injuries, deaths) (VS)
 - Baseline assessments, recommendations
 - Technical support to (initially) 5 cities

Methods

Baseline assessments

- Standardized rapid assessment tool
- 3-4 day visits to cities
- Meetings with Traffic/Transport, Police, Health Department, and other stakeholders
- Document review

We did not ...

- Conduct detailed analysis of city data
 - Reviewed tables only
- Conduct data validation
- Check completeness and consistency in data fields

Surveillance system strengthening

- Dissemination and onsite discussion of findings
- In five cities: technical support for system strengthening
 - Data sources and data quality
 - Data analysis, including cross-source matching
 - Data reporting and dissemination
 - Linkage to action

Results

Crash Report Forms

- 3 cities: structured forms, most or all WHO-recommended data elements
 - 1 city: multiple authorities, varying formats
- 4 cities: structured or semi-structured forms, key data elements missing
 - E.g. injured person demographics, helmet use, seatbelt use, adequate location information
- 3 cities: narrative forms

[illegible]

A photograph of a male police officer in profile, facing right, seated at a wooden desk. He is wearing a dark blue uniform shirt with a "P.O.L.I.C.E." patch on the sleeve. His hands are on a black keyboard and mouse. A large monitor displays a software interface with various fields and lists. On the desk, there is also a printer and some papers. The background shows a plain wall with a light switch.

- [illegible]

Crash reporting formats and data linkage

		Structured crash report form	Electronic Crash Database	Data linkage: Fatalities	Data Linkage: Injuries
Latin America	A	✓	✓	✓	x
	B	✓	(✓)	(✓)	(✓)
	C	✓	✓	✓	x
Asia	D	(✓)	✓	x	x
	E	x	x	x	x
	F	(✓)	(✓)	x	x
	G	x	x	x	x
Africa	H	(✓)	(✓)	x	x
	I	x	(✓)	x	x
	J	(✓)	x	x	x

Data Availability:

Timely, electronic crash data available to city government

	City	2015	2017
Latin America	A	Yes	Yes
	B*	Partial	Yes
	C*	Yes	Yes
Asia	D*	Yes, limited	Yes
	E	Partial	Partial
	F	Yes	Yes
Africa	G*	None	Fatal
	H	Yes	Yes
	I	Yes, limited	Yes, limited
	J*	None	Fatal

	No electronic crash records
	Electronic records, limited in scope, timeliness, or access
	Electronic records, timely, available to city teams

*Technical assistance provided

Data source linkage and validation

	City	2015	2017
Latin America	A	Yes-deaths	Yes-deaths
	B*	No	Yes
	C*	Yes-deaths	Inj - in process
Asia	D*	No	In process
	E	No	No
	F	No	No
	G*	No	No
Africa	H	No	No
	I	No	No
	J*	No	In process

	No linkage
	Linkage for deaths only; or in process (injuries)
	Linkage for deaths and injuries

*Technical assistance provided

Data use best practices

- **Reports:** (2 cities) Produce detailed, city-specific reports at least annually, brief reports weekly/monthly
- **Dashboards** (0 cities) or other interactive online tools
 - Internal
 - Public-facing
- **Review/action platforms:** for multi-sectoral, action-oriented review of data
 - (1 city) Police and engineering review of blackspots
 - (0 cities) Functional road safety taskforce
 - (0 cities) Multi-sectoral fatality review committee

Data use:

Detailed, city-specific dissemination (report or online)

	City	2015	2017
Latin America	A	Yes	Yes
	B*	No	Yes
	C*	Yes	Yes
Asia	D*	No	Yes
	E	No	No
	F	No	No
	G*	No	Yes
Africa	H	No	No
	I	No	No
	J*	No	Yes

	No city-specific outcome data
	Limited in scope or distribution
	Detailed and disseminated widely

*Technical assistance provided

Discussion

Summary

- Limited availability and use of road safety outcome data in these settings
- Police crash reports were sole source of road safety outcome data in most cities
- Significant changes in practice seen after one year of technical assistance support

Recommendations

- Further efforts required to provide stakeholders with adequate data to plan and monitor interventions
- Technical support approaches must be adapted to widely varying local contexts

Acknowledgements

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Accra

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Thank you!

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