

Developing global targets for road traffic risk factors and service delivery mechanisms

CONSULTATION with WP1

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The mandate

- United Nations General Assembly Resolution A/70/260,
- World Health Assembly Resolution 69.7.

“requests WHO, in collaboration with other United Nations agencies and the United Nations regional commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop voluntary global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries.”

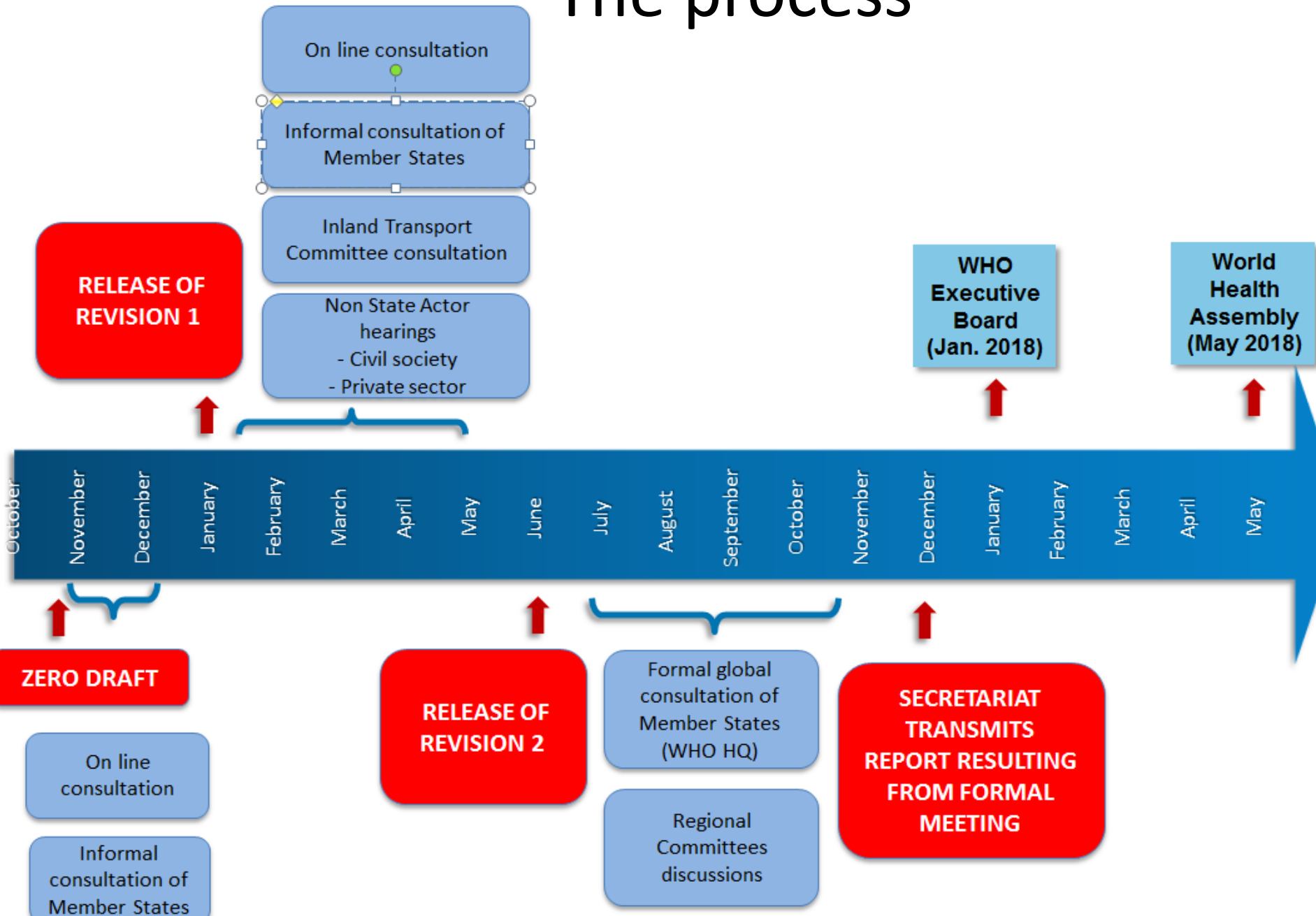


Why we need global targets?

- Complement to the SDG process
- National level
 - keeps focused action, esp where results made public
 - allows adjustment of activities as needed
- Global level
 - raises awareness of road safety issue
 - allows assessment of progress towards multi country initiatives



The process



Criteria for developing targets

- High epidemiologic and public health relevance (strong causal links, other health co-benefits)
- Evidence driven targets and indicators
- Availability of effective and feasible public health interventions
- Evidence of achievability at the country level
- Ease of communication



Indicators

- For each voluntary global target one or more indicators will need to be developed which may be outcome indicators, intermediate outcome indicators or national systems response indicators.



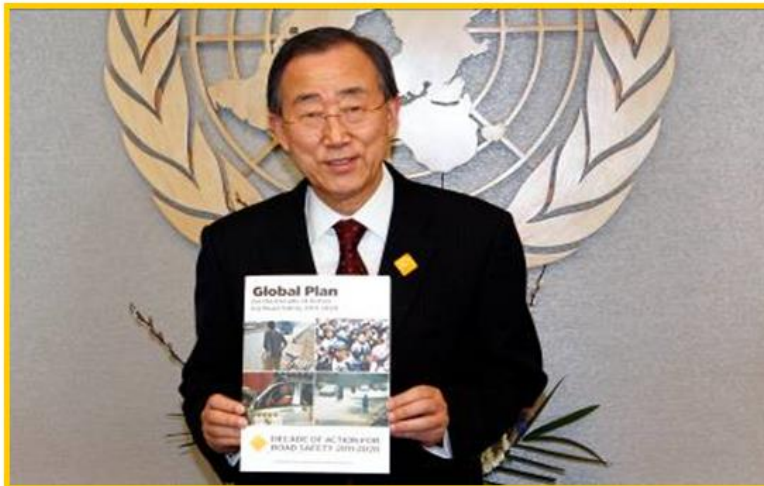
Indicators should:

- Be strongly associated with the injury and/or fatality occurrence
- Be sensitive to changes brought about by road safety measures
- Have a clear operational definition, be measureable and quantifiable
- Be feasible for countries to collect, compile
- Be supported by data that can be collected through unambiguous data collection instruments with the potential to set a baseline and monitor changes over time.



Framework

- Based on the 5 pillars in the Global Plan of Action that is used to guide the Decade of Action for Road Safety 2011-2020



World Health
Organization

Pillar 1: Road safety management

Target	Indicator	Source within countries	Global source
<p><u>Objective:</u></p> <p>Establish a multisectoral national road safety action plan with time-bound targets.</p> <p><u>Target:</u></p> <p>All countries have multisectoral action plan with targets</p>	<p>Existence of a multisectoral national road safety action plan that is funded and includes time-bound targets</p> <p>Existence of a lead agency on road safety that performs a specified number of functions</p>	<p>Ministries of Transport via the National Data Coordinators of the <i>Global status report on road safety</i></p>	<p><i>Global status report on road safety</i></p>

Pillar 2: Safe roads and mobility

Target	Indicator	Source within countries	Global source
<p>Objective: Eliminate high risk roads</p> <p>Target: 100 % of new roads are 3 star or better for all road users</p> <p>or</p> <p>>75% of travel on existing roads are 3 star or better for all road users</p>	<p>% of new roads that are 3 star or better for all road users</p> <p>% of travel on existing roads that are 3 star or better for all road users</p>	<p>Ministry of Highways or Ministries of Transportation and/or infrastructure</p>	<p>Collected and published annually for 70+ countries by iRAP – or another equivalent system of rating, e.g. EU direction 2008/96/EG.</p>

Pillar 3: Safe Vehicles

Target	Indicator	Source within countries	Global source
<p>Eliminate production (and importation) of substandard new vehicles.</p> <p>Target: 100% of new vehicles (defined as produced or sold) meeting 8 priority standards (based on UN regulations or equivalent recognised national standards).</p>	<p>Implementation of UN regulation R94 and R95 front and side impact protection</p> <p>Implementation of UN regulation R13H electronic stability control (<i>note that as of Jan 2017 ESC will be covered by UN R140</i>)</p> <p>Implementation of UN regulation R127⁵ pedestrian protection</p> <p>Seat-belts: UN regulation 16.</p> <p>Or equivalent national standards in the USA</p>	<p>UNECE Working Party 29</p>	<p>Collected and published as part of <i>Global status report on road safety</i></p>

Pillar 4: Safe road users (1)

Target	Indicator	Source within countries	Global source
<p><u>Objective:</u></p> <p>Reduce speeding</p> <p><u>Target:</u></p> <p>Reduce the proportion of vehicles travelling over the posted speed limit by at least 10% per year.</p>	<p>National legislation on urban speeds meets best practice</p>	<p>Ministries of Transport via National Data Coordinators of the <i>Global status report on road safety</i></p>	<p><i>Global status report on road safety</i></p>
	<p>% of vehicles driving over the speed limit in urban and rural areas</p>	<p>Country surveys</p>	

Safe road users (2)

Target	Indicator	Source within countries	Global source
<p>Objective:</p> <p>Increase use of motorcycle helmets meeting a quality standard.</p> <p>Target:</p> <p>Reduce the proportion of unhelmeted motorcycle riders by at least 10% per year</p> <p>Or</p> <p>At least 90% helmet</p>	<p>Legislation on motorcycle helmet use meets best practice</p>	<p>Ministries of Transport via NDCs of the Global status report on road safety</p>	<p>Global status report on road safety</p>

Safe road users (3)

Target	Indicator	Source within countries	Global source
<p><u>Objective:</u></p> <p>Increase use of seat-belts</p> <p><u>Target:</u></p> <p>Reduce the proportion of unrestrained occupants by at least 10% per year</p> <p>Or</p> <p>At least 90% seat-belt wearing</p>	<p>Legislation on seat-belt use meets best practice</p> <p>Legislation on child restraint use meets best practice</p>	<p>Ministries of Transport via NDCs of the <i>Global status report on road safety</i></p>	<p><i>Global status report</i></p>
	% of all occupants	Country surveys ¹¹	

Safe road users (4)

Target	Indicator	Source within countries	Global source
<p><u>Objective:</u></p> <p>Reduce drinking and driving</p> <p><u>Target:</u></p> <p>Reduce the proportion of deaths attributable to alcohol (or driving while impaired rates)</p>	<p>Legislation on drink-driving meets best practice</p>	<p>Ministries of Transport via the National Data Coordinators of the <i>Global status report on road safety</i></p>	<p><i>Global status report on road safety</i></p>
	<p>% of deaths</p>	<p>Country surveys</p>	

Pillar 5: Post crash response

Target	Indicator	Source within countries	Global source
<p><u>Objective:</u></p> <p>Improve access to emergency care</p> <p><u>Target:</u></p> <p>- Reduce the time from serious injury to first emergency care provider by 10% per year</p>	<p>Average time from serious injury to first contact with emergency care provider (includes providers at all trauma facility levels.</p> <p>-In urban areas</p> <p>-in rural areas</p>	<p>Patient reporting and pre hospital and facility based emergency care delivery data.</p>	<p>Community surveys, systematic prehospital and facility based emergency care data collection (e.g. health information system registries, hospital reporting systems etc). WHO led global data gathering.</p>

Consultations

- UN Road Safety Collaboration (x 2)
- Web consultation (x 2)
- Timeframe has been clarified (2030 except for vehicle standards)



Discussion paper

- www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en

For additional comments on the discussion paper please email: roadsafetytarget@who.int

