

Developing global performance targets & indicators for road safety

Process and Progress

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**World Health
Organization**

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 not compete with the SDG process
- Global level
 - Raises awareness of road safety issue
 - Allows assessment of progress towards DoA / SDG goals
- National level
 - Keeps focused action, especially where results made public
 - Allows adjustment of activities as needed

Road safety-related SDGs and targets



SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents



SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable

Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons



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**
- **Time bound**

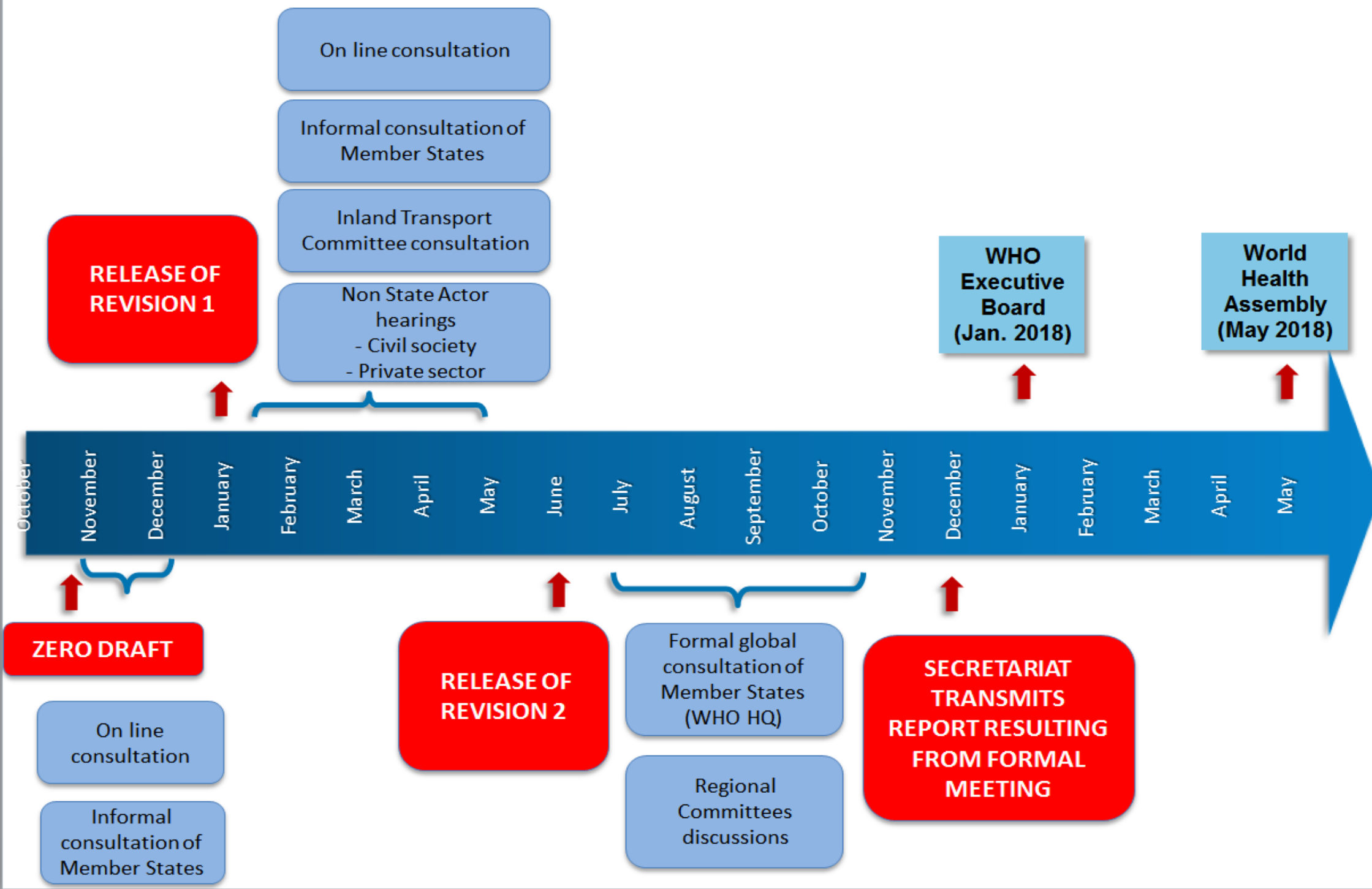


Indicators

- For each global target → one or more indicator (outcome indicators, intermediate outcome indicators or national systems response indicators).
- 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 measurable 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.



Process for developing global targets for road safety



Proposed monitoring 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
- Draft zero WHO discussion paper
 - Expert guided
 - Consultation from Oct 2016 → Jan 2017: comments received from 35 Member States / organizations
- Draft one WHO discussion paper
 - consultation Feb → April 2017
- Draft two WHO discussion paper (July 2017)



Pillar 1: Road safety management

Objective & target	Indicator	Source within countries	Global source
<p>Establish a multisectoral national road safety action plan with time-bound 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 coordination functions</p>	<p>Ministries of Transport (via National Data Coordinators of Global status report)</p>	<p><i>Global status report on road safety</i></p>

NEW: No. of countries that adhere/have ratified UN conventions

Pillar 2: Safe roads and mobility

Target	Indicator	Source within countries	Global source
<p>Eliminate high risk roads</p> <p>100 % of new roads are 3 star or better for all road users or >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 network of existing roads that are 3 star or better for all road users</p>	<p>Ministries of Highways or Transportation and/or Infrastructure</p>	<p>Collected and published annually for 70+ countries by iRAP or another equivalent system of rating, e.g. EU 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>100% of new vehicles (defined as produced or sold) meeting 8 priority UN regulations or equivalent recognized national standard.</p>	<p>Implementation of UN regulations:</p> <ul style="list-style-type: none"> • No. 94 (front impact) • No. 95 (side impact) • No. 13H/140 (ESC) • No. 127 (pedestrian protection) • Nos. 14 and 16 (seat-belts and seat-belt anchorages) • No. 44/129 (child restraints) • No. 78 (motorcycle anti-lock brakes) <p>Or equivalent national standards.</p>	Submitted to UNECE WP29	<i>Global status report on road safety</i>

NEW: Indicator to assess safety of existing (“old”) vehicles

Pillar 4: Safe road users (1)

Target	Indicator	Source within countries	Global source
<p>Reduce speeding</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>% of vehicles driving over the speed limit in urban and rural areas</p>	<p>Ministries of Transport, road safety laws</p> <p>Country surveys</p>	<p><i>Global status report on road safety</i></p>

Safe road users (2)

Target	Indicator	Source within countries	Global source
<p>Increase use of motorcycle helmets meeting a quality standard</p> <p>Reduce the % of unhelmeted motorcycle riders by at least 10% per year Or At least 90% helmet wearing</p>	<p>Legislation on motorcycle helmet use meets best practice</p> <p>% of motorcycle riders (drivers and passengers) wearing helmets</p>	<p>Ministries of Transport, road safety laws</p> <p>Country surveys</p>	<p><i>Global status report on road safety</i></p>



Safe road users (3)

Target	Indicator	Source within countries	Global source
<p>Increase use of seat-belts</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>% of all occupants wearing seat-belts (disaggregated by driver, front seat passenger and rear seat passenger)</p>	<p>Ministries of Transport, road safety laws</p> <p>Country survey</p>	<p><i>Global status report</i></p>



Safe road users (4)

Target	Indicator	Source within countries	Global source
<p>Reduce drinking and driving</p> <p>Reduce the proportion of deaths attributable to alcohol by 10% per annum</p>	<p>Legislation on drink-driving meets best practice</p> <p>% of deaths attributable to alcohol among drivers</p>	<p>Ministries of Transport, road safety laws</p> <p>Forensic Medicine departments</p>	<p><i>Global status report on road safety</i></p>

NEW: No. countries with legislation to address the use of mobile phones while driving

Pillar 5: Post crash response

Target	Indicator	Source within countries	Global source
<p>Improve access to emergency care</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>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, etc).</p> <p>WHO-led global data gathering.</p>

NEW: Law requiring access to emergency care regardless of ability to pay

Comments and suggestions

- To access multiple language versions please go to:

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

