ROAD SAFETY PERFORMANCE MONITORING FRAMEWORK FOR AFRICAN COUNTRIES

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SSATP
Africa Transport Policy Program

DECADE OF ACTION FOR ROAD SAFETY
2021 2030

A Road Safety Performance Monitoring Framework for African Countries

November 2024

SSATP is an international partnership supported by:

Webinar

MONITORING ROAD SAFETY PERFORMANCE IN AFRICA

Time

Paris
3-4pm

Washington DC
9-10 EST

Abidjan
2-3pm

DECADE OF
ACTION FOR
ROAD SAFETY
2021
2030

A Road Safety
Performance
Monitoring

OUTLINE

1. Rationale and methodology

2. Proposed road safety performance indicators (RSPIs)

3. Results framework & reporting mechanisms
   ➢ Data requirements; types; methods of collection and potential issues
   ➢ Reporting tools
   ➢ Data and information sharing
   ➢ Reporting structure

RATIONALE FOR RSPMF

Commitment to addressing road safety challenges in Africa:
2nd Decade of Action (DoA) for road safety 2021-2030

Africa Road Safety Action Plan for the Decade (2021-2030)

Objective: To reduce road traffic fatalities and serious injuries by at least 50% by 2030

12 UN global road safety targets. The targets are tied to **key** road safety **problem areas,** calling for monitoring of **Safety Performance Indicators (SPIs)**.
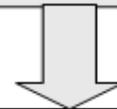
Theory of change (ToC): Pathway through which recommended actions of the DoA are expected to lead to desired road safety outcomes
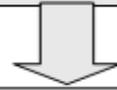
Identified desired results (outcomes) for each DoA/SS pillar

Mapped suggested actions and activities around each desired result within pillars

Reviewed the literature and applied specific criteria to select 14 key road safety performance indicators (SPIs)

RSPMF Development Methodology
(Selection criteria for SPIs)

Criterion	Justification
Credibility	The indicator has been adopted or is used by lead actors or global commitments for road safety organizations. Indicator is important; accurate (not biased) and relevant - 3 essential requirements for indicators.
Specificity	The indicator measures a unique aspect of road safety
Feasibility	Data on the indicator is available within realistic effort (not too expensive given the frequency of data collection)

PROPOSED KEY SPIs

ROAD SAFETY MANAGEMENT	Unit
1. Percentage of financed annual RSLA budget (High Priority)	Percent
2. National road safety action plan with time-bound targets published (Medium Priority)	Yes / No
3. Centralized database on road safety established and operationalized (Medium Priority)	Yes / No

SAFE ROAD INFRASTUCTURE	Unit
4. Percentage of trunk (national/primary) road length (km) with 3-star or better rating for road users (vehicle occupants, motorcyclists, cyclists, pedestrians) (High Priority)	Percent
5. Percentage of other (secondary and tertiary) road length (km) with 3-star or better rating for road users (vehicle occupants, motorcyclists, cyclists, pedestrians) (Medium Priority)	Percent

SAFE VEHICLES	Unit
6. Mean age of registered motor vehicle fleet (Medium Priority)	Years
7. Percentage of registered motor vehicle fleets that meet UN vehicle safety standards (High Priority)	Percent

PROPOSED KEY SPIs

SAFE ROAD USERS	Unit
8. *Percentage of drivers under the influence of alcohol (High Priority)*	Percent
9. *Percentage of drivers using a mobile phone while driving (Medium Priority)*	Percent
10. *Percentage of drivers exceeding legal speed limits (High Priority)*	Percent
11. *Daytime helmet wearing rates by cyclists, moped riders, and motorcyclists (High Priority)*	Percent
12. *Daytime seatbelt-wearing rate of all vehicle occupants (Medium Priority)*	Percent

POST CRASH RESPONSE	Unit
13. *Average response time for EMS (High Priority)*	Minutes
14. *Fully operational designated EMS lead agency for coordination of pre-hospital and facility-based EMS (Medium Priority)*	Yes/no

RESULTS FRAMEWORK (RF) & MONITORING AND EVALUATION (M&E) PLAN

❑ Theory of Change (ToC): A proposed **logical link** between key road safety **interventions** by African countries and the desired **outcome/goal** of halving fatalities and serious injuries by 2030

Goal/Outcomes → Intermediate Outcomes→ outputs/activities

❑ **Results Framework**: Layout of the **criteria for defining success/progress** and **measurement** of key elements of the ToC. Emphasis on **intermediate outcomes and** their respective SPIs

❑ **Monitoring and Evaluation Plan**: To operationalize the monitoring in terms of the data needed for each SPIs, data collection/ analysis methods and frequency and structure of reporting and learning

DATA REQUIREMENTS FOR PROPOSED SAFETY PERFORMANCE INDICATORS (SPIS)

Primary and secondary data

❑ **Primary Data**: Does not exist but is needed for SPIs

➢ *Costly and has resource implications that have to be considered by countries*

❑ **Secondary Data**: Exists and can be used for SPIs

➢ *Cost-effective, but must undergo 'fit for purpose' evaluation as it may not have been originally collected for Road Safety Performance Indicator (RSPI) reporting purposes.*

DATA COLLECTION METHODS FOR SPIs

❑ **Primary data collection methods**

➢ Roadside human observation

➢ Roadside technology-based observation

➢ Population-based surveys

To collect data on road user behaviour (alcohol use; over speeding; distracted driving; use of protective systems) and road infrastructure safety.

❑ **Secondary data collection methods**

➢ Data existing in some form somewhere
  - *Traffic accident databases,*
  - *Police records,*
  - *Hospital records for EMS*
  - *Legal records*
  - *Vehicle registration statistics*

➢ Identify, access and collect through reviews

POTENTIAL DATA ISSUES

African countries have different levels of data capacity. **Diagnosis of potential data issues** specific to a country is important to design relevant road safety data management capacity building programs.

1. *Data unavailability:* Absence of comprehensive systems for data collection and lack of data sharing protocols

2. *Data accuracy*: Arising from the quality and periodicity of collection. challenges relate to data management skills of human resources

3. *Data completeness*: underreporting largely documented by WHO in cases of causalities. Incomplete databases are common especially in public registries.
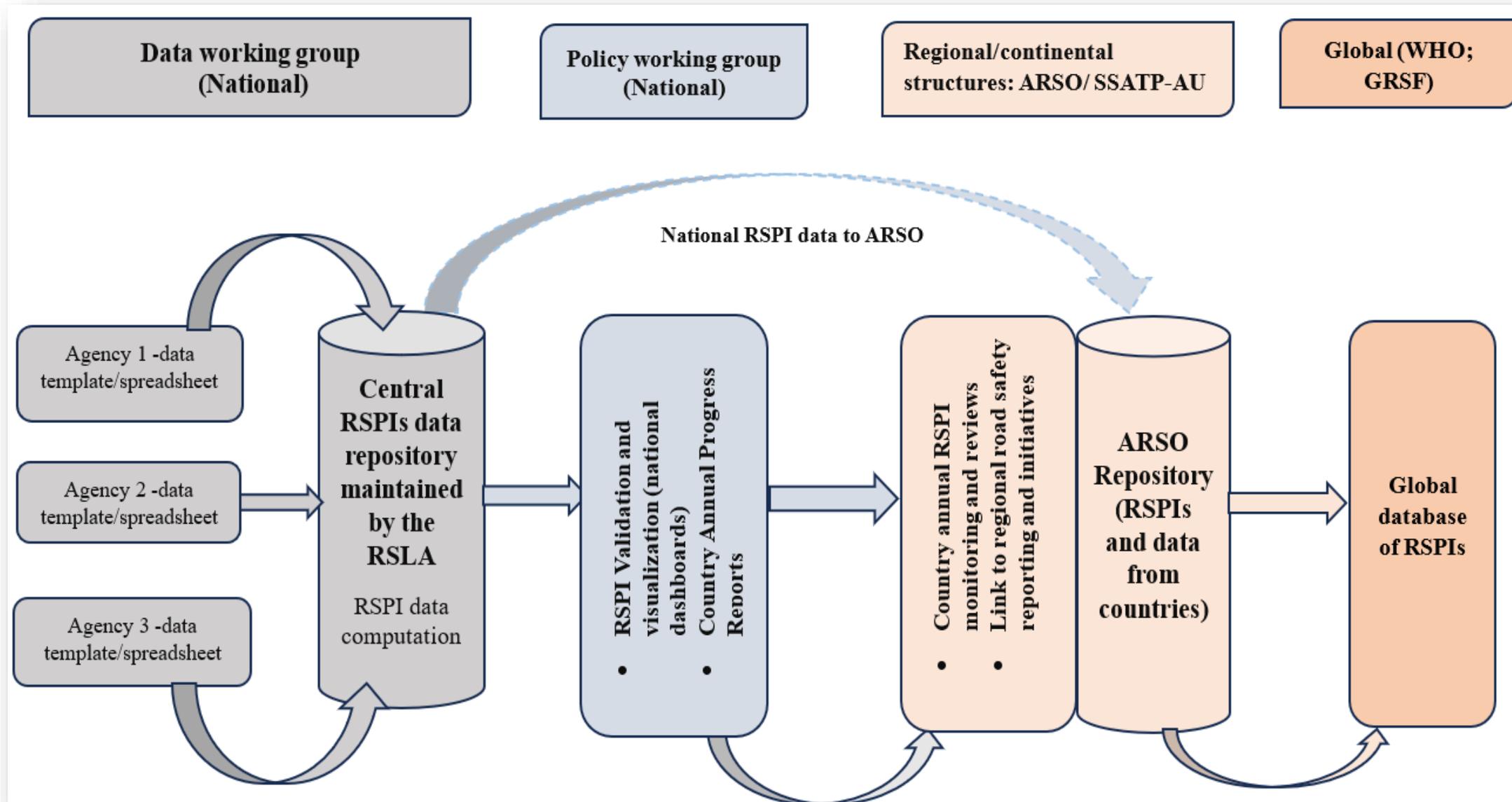
REPORTING TOOLS AND MECHANISMS FOR INFORMATION SHARING

➢ **Spreadsheet reporting tool** as a starting point to enable integration into other reporting systems/templates in the future

➢ Lead agencies - national focal points for RSPI reporting

➢ Lead agencies - establish national repositories for RSPIs data, (reception and storage centers for data from other agencies).

➢ Data and policy working group.

➢ The Africa Road Safety Observatory – data sharing platform
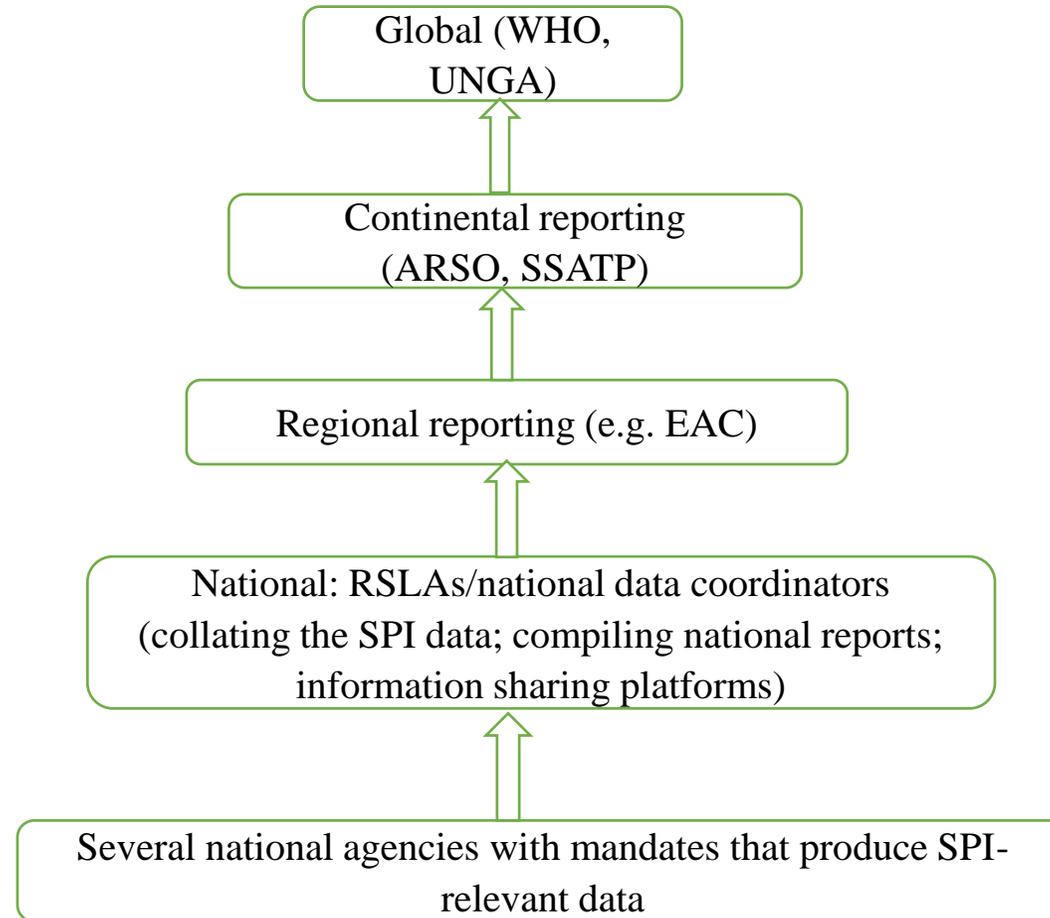
KEY SPI DATA AND INFORMATION SHARING MECHANISM