

# Importance of reliable data in Policy Making & Best Practice Examples

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Session 1

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# Disc 1: Overview and two considerations

Disc 1: Overview and two considerations are examples on interventions where (better) data, may have directed towards other priority interventions

*“Not everything that can be counted counts and not everything that counts can be counted” A. Einstein*

Value of Data = Value of Information = Data that allows different decision making that is more beneficial to reach objectives



# Fatality undercount

- In the World
  - (2016) 1 fatality reported: 2 fatalities estimated
  - Among WBRSO members
    - (2016) 1:1.3
    - (2019) 1:1.2
- Random missing? Targeted missing?
  - Geographically, user type, crash type,...
  - If targeted: **reducing 50% of the known will not be sufficient to reduce 50% of the whole**



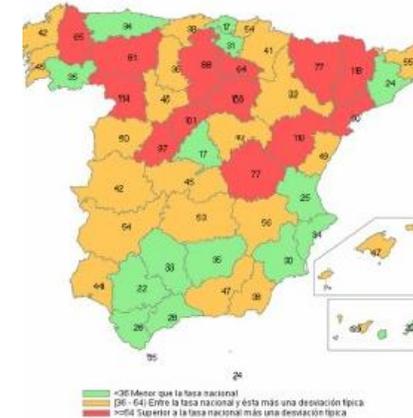
# Non-fatal injuries characterization

- Installing motorcycle barriers to prevent amputations
  - In 2016, out of 20542 patients admitted to hospital
    - 87 amputations: 53 upper ext. + 34 lower ext.
    - 3499 severe head injuries
  - € Resources used in development & installation of barriers could have been re-directed to other road injury priorities (with higher cost effectiveness ratios).



# Lack of crash location

- Mapping of fatal and serious injuries to drive infrastructure improvements
  - Does human error vary geographically?
- We entertain ourselves with aggregations by municipality, provincial- or regional-levels. On occasions, even by “urban” vs. “interurban”. We rarely point out to specific location and analyze by infrastructure “owner”. Much less publish this information to allow users to choose safer routes when alternatives exist.



# Seat belt usage –general population & crash victims



- Whose seat belt
  - General population –if high, sb becomes “not interesting” yet
  - Crashed population
  - Fatalities
    - An example-- Spain (2020):
      - Population NOT use: 12%
      - Dead occupants NOT USE: 21% in interurban roads, 37% in urban roads
  - UN Performance Target 8: By 2030 increase the proportion of motor vehicle occupants using safety belts or child restraint systems to close to 100%
    - Modify message to reach non-users –particularly those at higher risks
  - Who do we target for education/enforcement?



# Impairing substance (alcohol and/or drugs) – general population & Crash victims

- Whose drug/alcohol?
  - General driving/pedestrian population
  - Crashed drivers/pedestrians
  - Killed/injured drivers/pedestrians
    - An example-- Spain (2020):
      - Driver population +: 11%
      - Drivers in crashes +:19%
      - Dead occupants +: 35%
- Is it possible drunk/drugged drivers do not use their seatbelts?
- UN Performance Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances



# Lack of information on speed

- Most population agrees with speed control
- However, speed signals are perceived as uncredible because of heterogeneous criteria
  - Use real data to help modify downwards/upwards the limits?
  - Is it possible drunk/drugged drivers not using seatbelts overspeed?



# Conclusion

- Data are not needed for quite a few decisions ahead of us
- Data on non modifiable risk factors are quite irrelevant –why keep collecting it?
- Data that drives different outcomes in decision making is necessary
- Data that allows monitoring towards SDG3.6 (fatalities and non-fatal injuries) is imperative –let´s get that right

