

Analyzing the Africa Road Safety Action Plan through the SaferAfrica Crowdsourcing tool

CENTRO DI RICERCA
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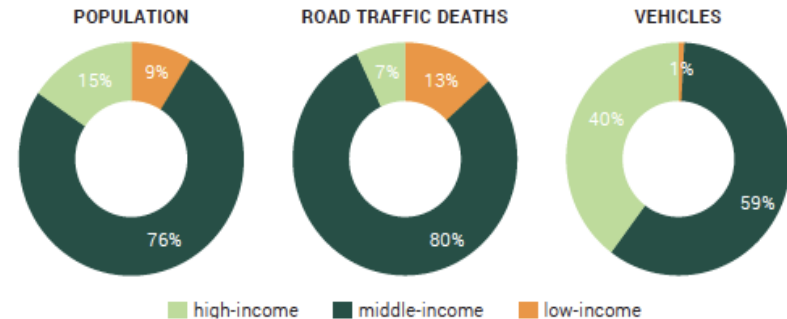
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8th Road Safety & Simulation
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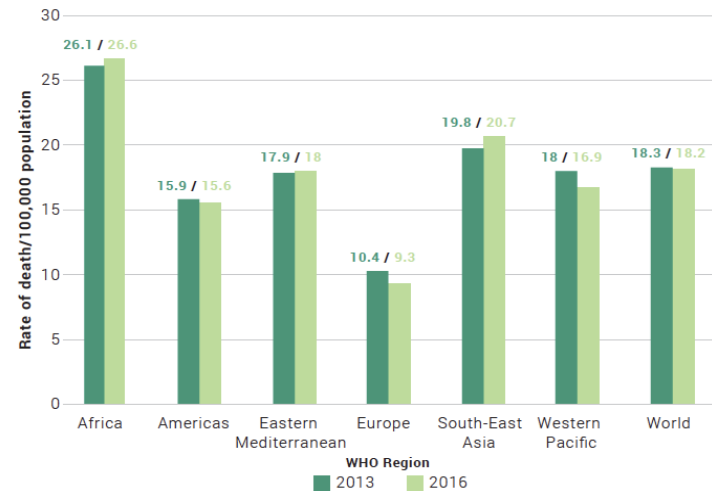
Introduction

- According to WHO (2018):
 - 1.35 million people die and 50 million are injured in road crashes every year
 - 93% of the related deaths resulting from road traffic crashes (RTCs) occur in LMICs.
 - Africa presents the highest traffic fatality rates globally.



*income levels are based on 2017 World Bank classifications.

Source: WHO, 2018



Source: WHO, 2018

The Africa Road Safety Action Plan (ARSAP)

Pillar	Expected Accomplishments	Number of Activities
Pillar 1: Road Safety Management	Lead Agencies established/improved	10
	Management of Data improved	9
	Partnership and Collaboration developed / strengthened	4
Pillar 2: Safer Roads and Mobility	Safer Roads Infrastructure for all Road Users	7
	Capacity-building and Training	1
Pillar 3: Safer Vehicles	Road Worthiness of Vehicles (Vehicle Safety)	5
Pillar 4: Safer Road Users	General Public educated (Road Users)	11
	Use of Helmets	3
	Use of Seat Belt	7
	Drinking and driving and influence of other drugs	4
	Mobile Phone Use	1
	Speeding	1
Pillar 5: Post-crash Response	Improved Emergency Care	11
Cross-cutting Issues	Rural Transport Safety	3
	Evaluation of the Decade	2
Total Number of Expected Accomplishments and Activities		79
		15

SaferAfrica Crowdsourcing

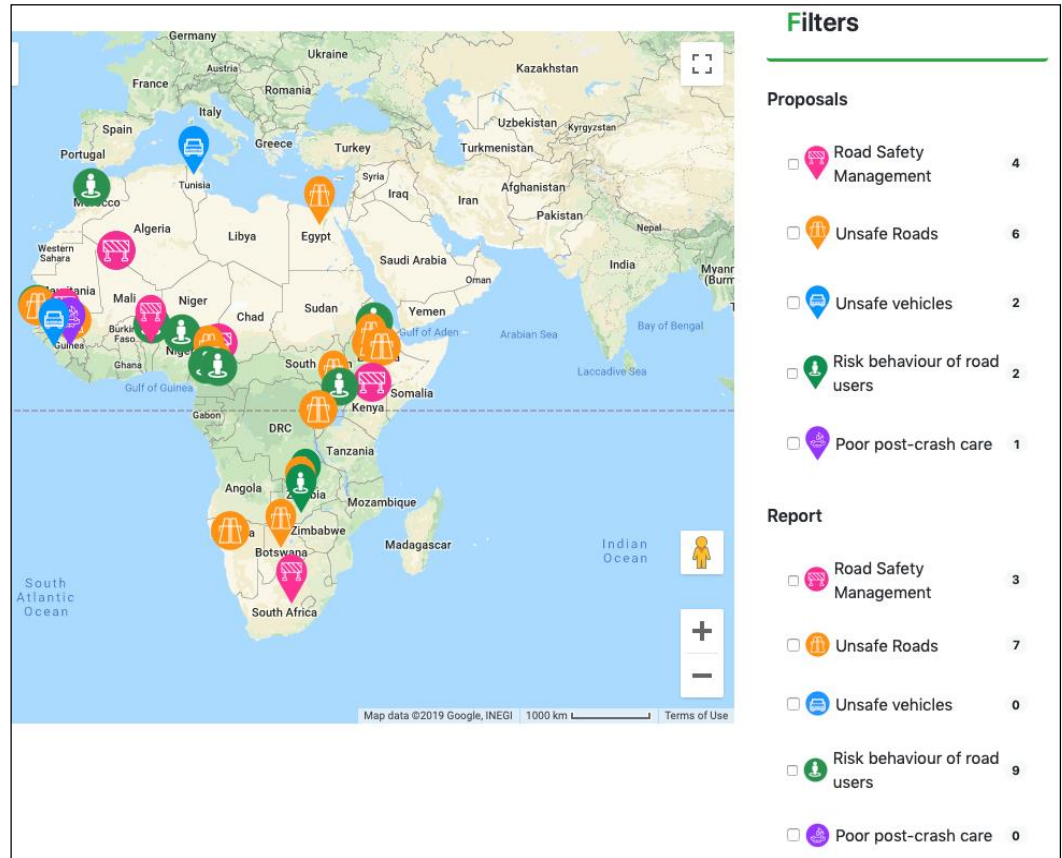
- The African Road Safety Observatory (<http://www.africanroadsafetyobservatory.org/>) is one of the principal outputs of the *SaferAfrica* project.
- The involvement of citizens takes place through crowdsourcing functions implemented in the Observatory



 This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 724202

Crowdsourcing is used to

1. Collect opinions and road safety needs of an African country from African citizens;
2. Report general road safety issues at country level;
3. Propose ideas to improve road safety in the country of origin.



Objectives

This study aims at understanding if the risks and the proposals reported during the survey promoted by the *SaferAfrica* project comply with the activities promoted by the African Road Safety Action Plan.

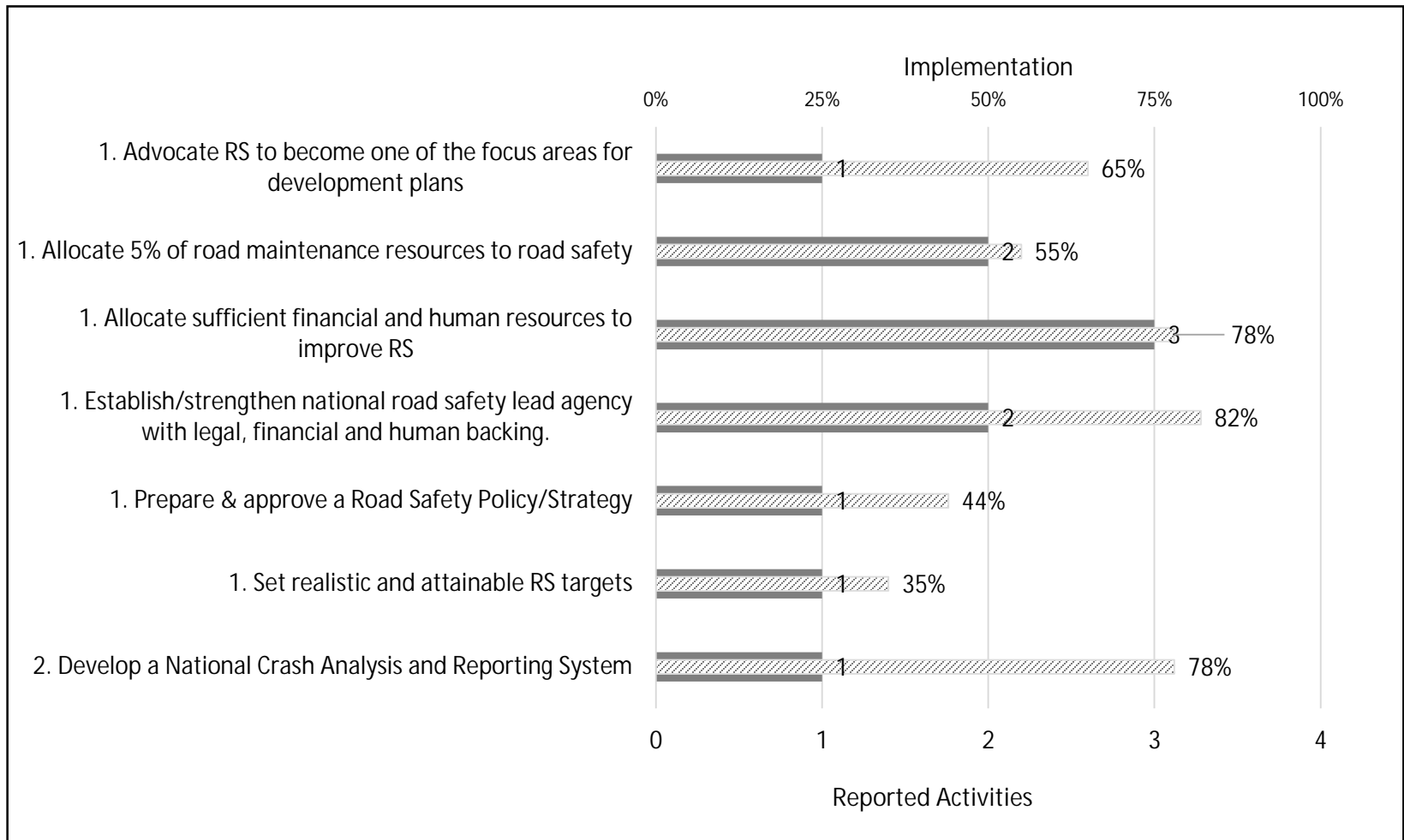
The objectives were twofold:

- To understand whether the road safety issues addressed by ARSAP are still relevant
- To highlight any emerging issue not specifically addressed by ARSAP

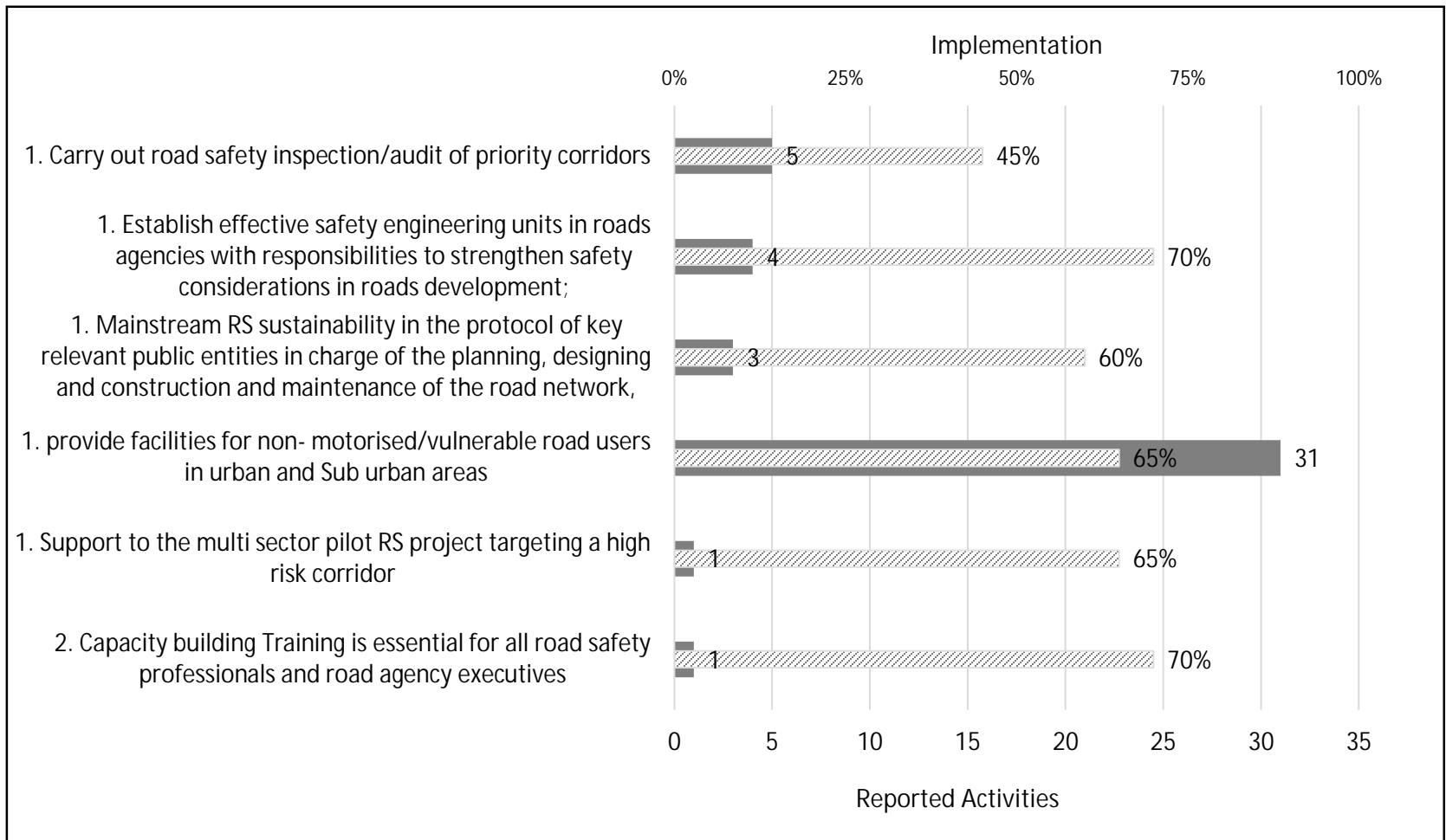
Methodology

1. Identifying the activities addressed by the Crowdsourcing tool participants.
2. Examining to which extent the road safety issue linked to the activity has been reported in the continent.
3. Comparing the identified activities with their implementation status according to the ARSAP Mid-term review.
4. Analysing the new proposed accomplishment highlighting the relevance of the problem in Africa and possible solutions suggested by the crowd or by *SaferAfrica* recommended actions.

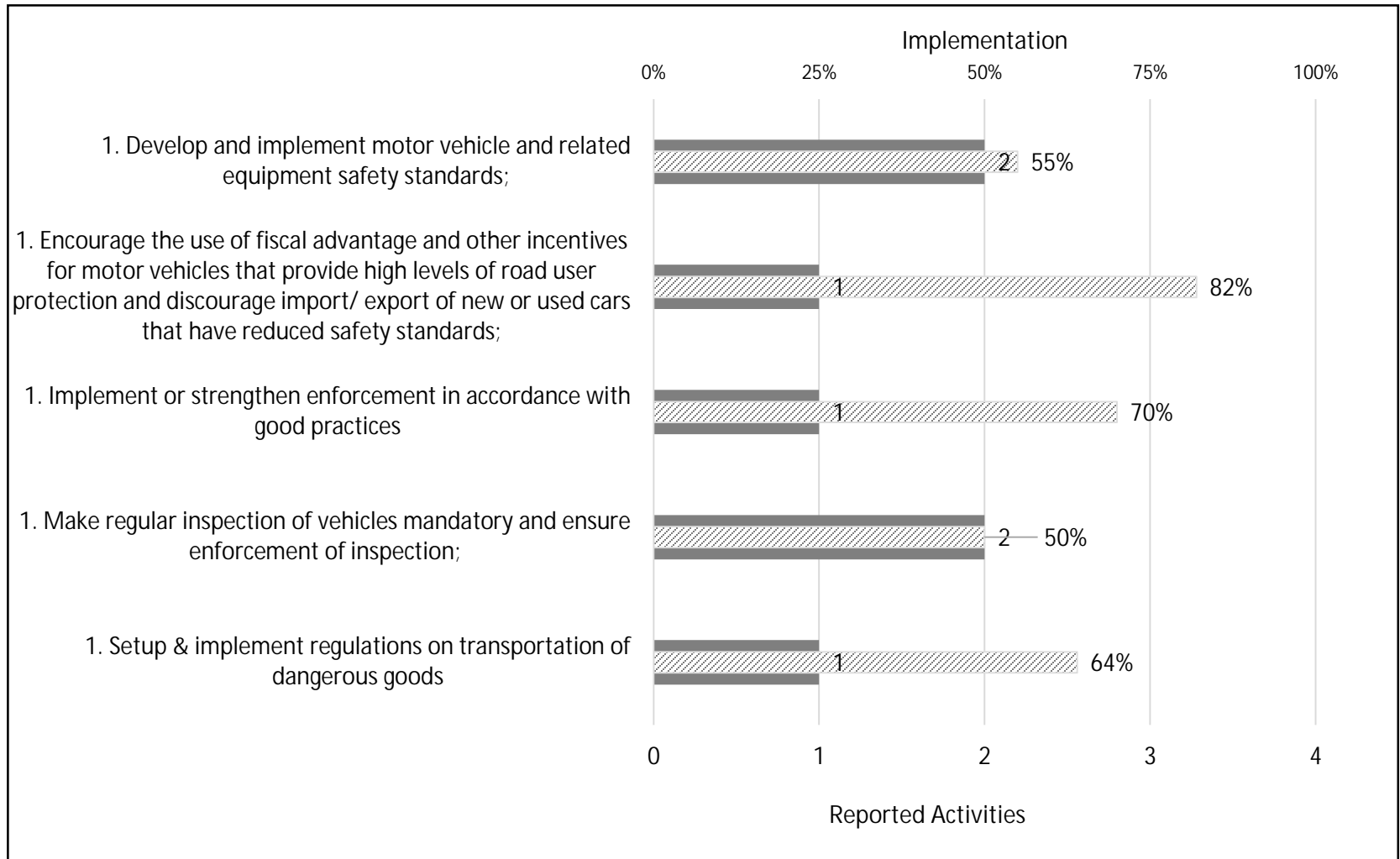
Results Pillar 1: Road Safety Management



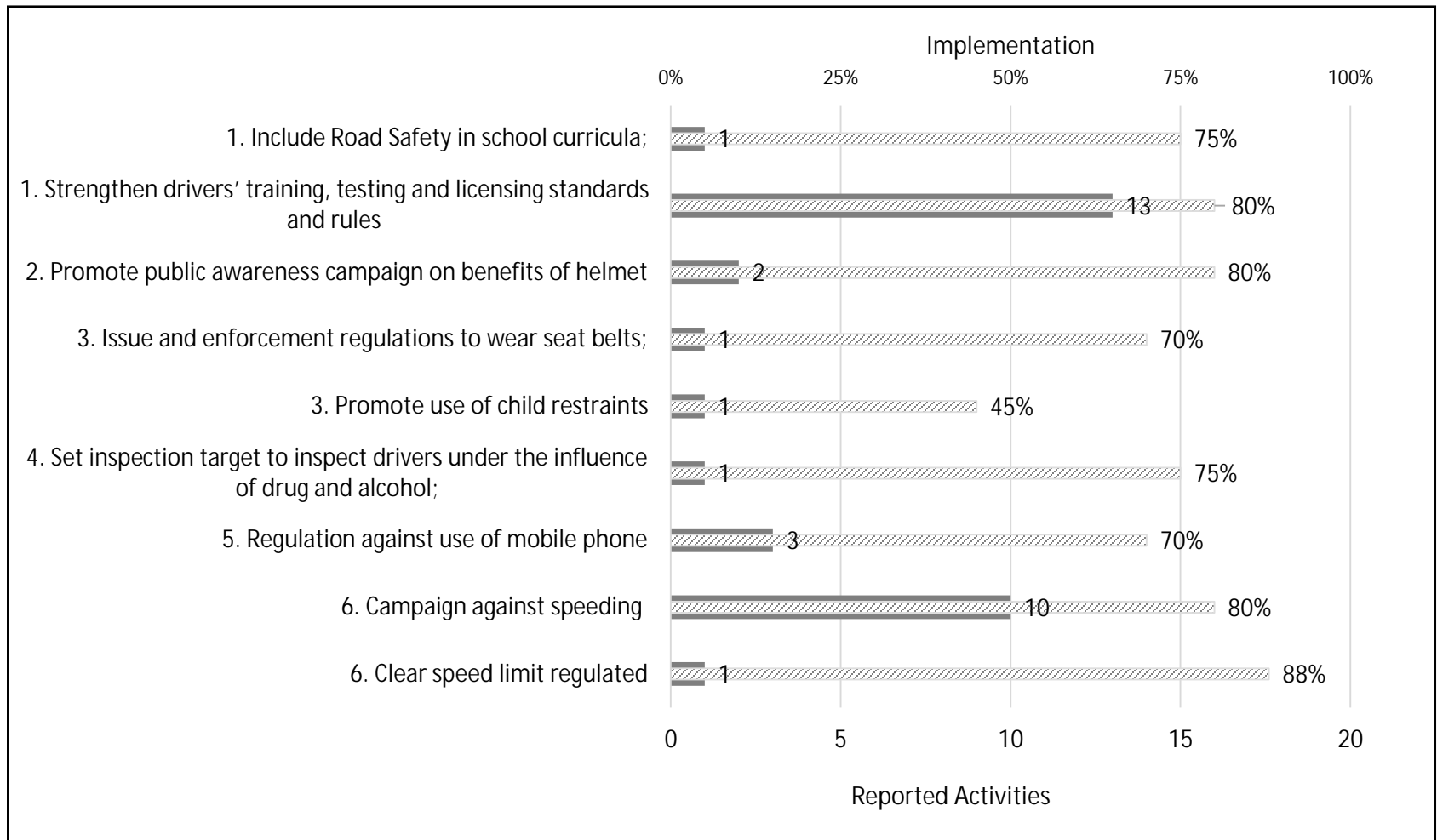
Results Pillar 2: Safer Roads and Mobility



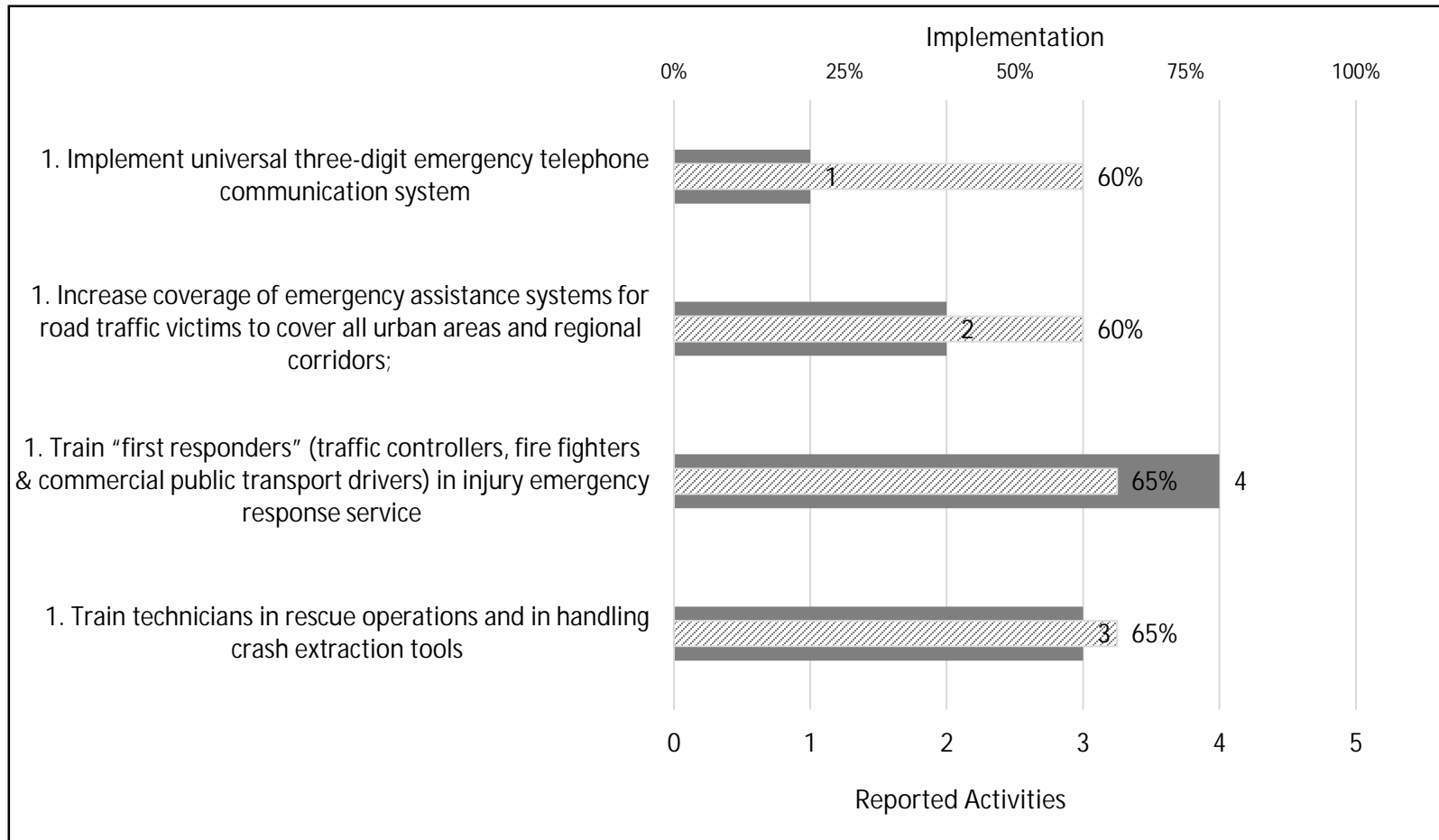
Results Pillar 3: Safer Vehicles



Results Pillar 4: Safer Road Users



Results Pillar 5: Post-crash response



Discussion and conclusions₁

- This study provides a comparison of the results from crowdsourcing and the ARSAP activities. Through the Crowdsourcing tool, 29 countries reported problems related to road safety. While, in the ARSAP mid-term review 23 countries were involved.
- Collecting opinions and highlights on road safety needs from African citizens could be a useful support for assessing general road safety needs at country level, especially considering the poor availability and reliability of road safety data in many Africa countries.

Discussion and conclusions₂

- Two main road safety issues, not included in the ARSAP, were highlighted by several respondents, these are: unsafe school travel and informal transport.
- Further aspects highlighted, not addressed by the ARSAP, were like a general lack of roads maintenance, the increasing use of personal mobility devices (pedelecs, e-bikes, segway, electric kick scooters), obstruction and defacing of road signs and the safety conditions at road work-zones.
- These issues might represent emerging aspects that are worth being considered in a future update of the plan for the 2021-2030 decade.

Discussion and conclusions₃

- Among the limitations of the present study:
 - the small amount of feedback in Pillars 1, 3 and 5 should be considered, which does not necessarily reflect reality;
 - the group of countries monitored within the mid-term review of ARSAP is different from the group of Crowdsourcing countries
 - the reports did not pass any type of filter and their veracity was not controlled
 - temporality, while the implementation percentages are from the ARSAP mid-term review of 2015, the feedbacks were received in the Crowdsourcing tool between 2018 and 2019.

Thanks for your attention!

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