Evaluation of the Decade of Action

Margie Peden PhD
Head Global Injury Programe, The George Institute, Oxford University
Co-director WHO Collaborating Centre Injury Prevention & Trauma Care
Conjoint Senior Lecturer, UNSW
Senior Advisor, JHU
When the DoA started
First Global Ministerial Conference on Road Safety: Time for Action
Moscow, 19-20 November 2009

Moscow Declaration

We, the Ministers and heads of delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and private bodies gathered in Moscow, Russian Federation, from 19–20 November 2009 for the First Global Ministerial Conference on Road Safety,

Acknowledging the leadership of the Government of the Russian Federation in preparing and hosting this First Global Ministerial Conference on Road Safety and the leadership of the Government of the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions,

Aware that as described in the 2004 World Health Organization/World Bank World report on road traffic injury prevention and subsequent publications, road traffic injuries are a major public health problem and leading cause of death and injury around the world and that road crashes kill more than 1.2 million people and injure or disable as many as 50 million a year, placing road traffic crashes as the leading cause of death for children and young people aged 5–29 years,

Invite the United Nations General Assembly to declare the decade 2011–2020 as the “Decade of Action for Road Safety” with a goal to stabilize and then reduce the forecast level of global road deaths by 2020;
Decade of action for Road Safety (2011-2020) announced through UN GA resolution 64/255
1. Welcomes the declaration adopted at the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009;¹⁴

2. Proclaims the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels;

3. Requests the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Decade as a guiding document to support the implementation of its objectives;

17. Invites the World Health Organization and the United Nations regional commissions to coordinate regular monitoring, within the framework of the United Nations Road Safety Collaboration, of global progress towards meeting the targets identified in the plan of action and to develop global status reports on road safety and other appropriate monitoring tools;

UN GA resolution 64/255
Global Plan for the Decade of Action (2011-2020) launched; Global Alliance of NGOs established
Decade objectives

• adhering to and fully implementing the major United Nations road safety related agreements and conventions, and use others as principles for promoting regional ones, as appropriate;
• developing and implementing sustainable road safety strategies and programmes;
• setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of regional casualty targets;
• strengthening the management infrastructure and capacity for technical implementation of road safety activities at the national, regional and global levels;
• improving the quality of data collection at the national, regional and global levels;
• monitoring progress and performance on a number of predefined indicators at the national, regional and global levels;
• encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects;
• building capacities at national, regional and international level to address road safety.
Decade activities

<table>
<thead>
<tr>
<th>National activities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pillar 1</strong>&lt;br&gt;Road safety management</td>
</tr>
<tr>
<td><strong>Pillar 2</strong>&lt;br&gt;Safer roads and mobility</td>
</tr>
<tr>
<td><strong>Pillar 3</strong>&lt;br&gt;Safer vehicles</td>
</tr>
<tr>
<td><strong>Pillar 4</strong>&lt;br&gt;Safer road users</td>
</tr>
<tr>
<td><strong>Pillar 5</strong>&lt;br&gt;Post-crash response</td>
</tr>
</tbody>
</table>

- 34 national activities + 5 international activities
M & E of Decade

- Pillar 1: 7 core + 2 optional indicators
- Pillar 2: 8 core + 6 optional indicators
- Pillar 3: 3 core + 1 optional indicator
- Pillar 4: 10 core + 5 optional indicators
- Pillar 5: 3 core + 1 optional indicator
- International: 4 core indicators

TOTAL = 35 core indicators + 13 optional indicators
UN GA endorses 12 global targets & indicators for road safety agreed by Member States in 2018.
Monitoring the Decade of Action
Monitoring the Decade of Action for Global Road Safety 2011–2020: An update

Adnan A. Hyder\textsuperscript{a}, Nino Paichadze\textsuperscript{b}, Tamitza Toroyan\textsuperscript{c} and Margaret M. Peden\textsuperscript{c}

\textsuperscript{a}Department of International Health and Director, Johns Hopkins International Injury Research Unit, Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA; \textsuperscript{b}Department of International Health and Johns Hopkins International Injury Research Unit, Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA; \textsuperscript{c}Unintentional Injury Prevention, Department for Management of Noncommunicable Diseases, Disability, Violence and Injury Prevention, World Health Organization, Geneva, Switzerland

\section*{ABSTRACT}
The United Nations Road Safety Collaboration (UNRSC) was set up in 2004 in response to the recognised need for the United Nations (UN) system to encourage efforts to address the global road safety crisis. In 2010, the UN General Assembly Resolution 64/255 declared 2011–2020 the Decade of Action for Road Safety with the overarching goal of stabilising and reducing the forecasted number of road traffic deaths by increasing activities at national, regional and global levels. In 2011, a Plan of Action for the Decade of Action, a tool to support the development of national and local plans of action, was launched. Countries are encouraged to implement activities according to the five pillars set out by the Plan of Action. The UNRSC, tasked to evaluate the overall impact of the Decade, developed and populated indicators for each pillar. Currently, 36 of 38 proposed indicators are populated by baseline data for 2010 from the second Global status report for road safety. However, gaps exist in data quality and availability on a global level. Therefore, there is an urgent need for improving data quality and availability to measure the progress of the Decade of Action.
What about evaluation?

- Evaluation is the periodic, **retrospective** assessment of an organisation, project or programme.
- It can be conducted internally or by external independent evaluators.
- It allows for the identification of inconsistencies between what was planned and the actual impacts.
- It can suggest changes to a project to better align objectives and outcomes.
- It assesses the value or impact of the interventions undertaken in terms of both outcome indicators (lives saved) and process indicators (changes in behaviour) via the uptake of good practices.
Evaluation is most effective when…

• It is well thought out
• It involves all those who have a role in the project
• It uses imaginative and creative approaches
• It helps the project be more accountable to the wider community
• It is used to challenge discriminatory practices, old policies / laws, or overcome inequities or disadvantages
• It highlights and celebrates successes, but is not afraid to point out weaknesses
• It encourages an honest assessment of the project

What approach should be taken?

a. Full evaluation – qualitative and quantitative, time consuming, expensive

b. Light evaluation
   i. Base on the objectives of the DoA (pillars & global)
   ii. Use the data we have from the Status report
   iii. Interviews with key informants (UNRSC members)
   iv. Focus group (? M&E working group, AEC for Swedish conference)
   v. Use new technologies?
   vi. SG reports
   vii. What ministers say in Stockholm
Basic Logic Model (pathway to change)

**PROBLEM**

**INPUTS**

- **Resources**
  - used e.g. money, people, materials, etc

**IMPLEMENTATION**

- **Activities**
  - proposed such as Workshops
  - Infrastructural changes
  - Supervised crossings etc

- **Outputs**
  - Direct **products** or deliverables such as Workshops conducted
    - People reached
    - Materials distributed
    - Zebra crossings built etc

**OUTCOMES**

- **Immediate**
  - results such as changes in
    - knowledge, attitudes, skills

- **Intermediate**
  - results that occur some time after the intervention such as
    - changes in
      - behaviour,
      - skills,
      - policies,
      - infrastructure, etc

- **Long**
  - term results such as reductions in crashes, injuries and deaths among children
What should be evaluated?

• Decade of Action objectives (8)
• Activities for each of the Pillars
  ▪ Pillar 1 : 6 activities
  ▪ Pillar 2 : 6 activities
  ▪ Pillar 3 : 7 activities
  ▪ Pillar 4 : 8 activities
  ▪ Pillar 5 : 7 activities
• International activities → funding, advocacy, awareness raising, guidance, data improvement
Who should do the evaluation?

- M&E working group for UNRSC (coordination)
- Each of the Project Groups
- AEC for Swedish ministerial meeting

Who will fund the evaluation?
Discussion

• What approach should be taken?

• What should be evaluated?

• Who should do the evaluation? (and by when?)

• Who will fund the evaluation?