

Bogotá



Intervention area: Road safety

City action: Data collection on road safety

With over 8 million inhabitants, Bogotá is the most populous city in Colombia. It also has the highest concentration of active vehicle registrations: almost 2.5 million in 2017, or 17.8% of all vehicle registrations in the country.ⁱ Road safety is a priority for the city as it is considered a significant public health challenge. More deaths occur in Bogotá as a result of poor road safety than are caused by armed conflict, suicide and accidents.ⁱⁱ

Bogotá is using an approach known as Vision Zero (Visión Cero) to tackle road safety, highlighted in Colombia's National Road Safety Strategy 2011–2012. The approach emphasizes the importance of a “safe system” that considers design of urban infrastructure, vehicle standards, and road-user risk behaviours when tackling road safety. For all of these elements, high-quality data are necessary to inform planning and track the results of new policies.

Compared to other cities, Bogotá has a relatively robust data bank on road safety incidents. This is partly due to an agreement with the local Public Transport Police that supports the collection of regular data. Through this agreement, road safety data are continuously updated: each new road incident is registered through the Police Report on Road Incidents (IPAT) and coded using a geolocation tool. As a result, registration of road traffic casualties has improved in recent years, providing a more accurate source data for local planning.

Data use is maximized by the city's open data policy, which enables data to be published in a way that allows citizens and policy-makers to track road safety progress. The city has created a data portal known as the Sistema Integrado de Información sobre Movilidad Urbano Regional (Integrated Information System on Regional Urban Mobility), or SIMUR,ⁱⁱⁱ which allows public

access to data on city mobility through a website and mobile app, and gives access to data and services such as real-time updates on traffic incidents. An annual report is also produced that provides a comprehensive overview of key road safety indicators in the city and progress in reducing mortality and risk factors. Data visualization is a core component of both the annual reporting and the SIMUR platform, making it easy for individuals and policy-makers to understand what the information really means.

While local data are crucial, the city has also worked to integrate data from national sources such as the National Department of Statistics and the National Institute of Legal Medicine and Forensic Sciences. This allows for comparisons between Bogotá and the rest of the country on indicators such as transport deaths. Municipal authorities have also aligned their mortality index on road safety with the methodology recommended by WHO for numbers of deaths or injuries per 100 000 inhabitants.^{iv} This allows for cross-national and international comparisons of road-death trends.

Taken together, all of the data have allowed the city to obtain a fuller picture of incident locations and mortality trends, which has helped inform decisions about where to target new initiatives and highlight areas for future actions.

ⁱ Annual Report on Road Safety in Bogotá 2017 (Anuario de Siniestralidad Vial de Bogotá 2017). Bogotá: District Secretariat for Mobility; 2017

(<http://www.simur.gov.co/portal-simur/datos-del-sector/documentos/anuario-de-siniestralidad>, accessed 17 September 2019).

ⁱⁱ Annual Report on Road Safety in Bogotá 2017, *ibid*,

ⁱⁱⁱ Integrated Information System on Regional Urban Mobility in Bogotá [website]. Bogotá District Secretariat for Mobility; 2019 (<http://www.simur.gov.co/portal-simur/>, accessed 17 September 2019).

^{iv} Global status report on road safety 2018. Geneva: World Health Organization; 2018

(https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/, accessed 12 September 2019).