JOHANNESBURG INJURY AND SAFETY PROMOTION OBSERVATORY (JISPO)

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Transformation in a Nutshell

The Johannesburg Injury and Safety Promotion Observatory (JISPO) is used to inform an epidemiological overview of unintentional and intentional injuries, enable a profile of injury priorities and patterns to be created, review the city's responses, and identify current gaps and necessary adjustments in city responses.

Key Components

1. An example of an inter-institutional observatory housing cross-referenced databases with advanced analytic and research capabilities.
2. Preliminary epidemiological findings based on traffic accident data from the Johannesburg Metropolitan Police Department
3. Based on the findings, the City of Johannesburg (CoJ) can improve its safety related internal planning and decision-making processes, strengthen its data collection, management and analysis, monitoring and evaluation.

Benefits to Ethekwini Municipality

Through a similar observatory the Ethekwini Municipality can:

- create a city specific epidemiology of unintentional and intentional injuries
- be guided to effectively and efficiently allocate resources
- identify groups to target through intervention
- implement early interventions c
- monitor and improve the quality of their data collection, management, and analysis.

Expanded Summary

The Johannesburg Injury and Safety Promotion Observatory (JISPO) is housed by the City of Joburg in collaboration with the Unisa Institute for Social and Health Sciences. The objective of the observatory is to enable the City of Joburg to improve its own safety-related internal decision-making processes, by strengthening its data collection, management, and analysis. An observatory comprises of *"specialized informational repositories and knowledge-building centres housing cross-referenced databases with advanced analytic and research capabilities"* (Gutierrez-Martinez *et al.*, 2007, p.77). Observatories are effective ways to: (1) enhance governance by maximising inter-institutional cooperation, information-sharing, analysis, and policy development initiatives, (2) provide an evidence base for prevention activities and ultimately improve the quality and reliability of violence and injury data, (3) support local authorities and partners to prioritise and mobilise resources to address key issues, (4) improve the quality and reliability of violence and injury data and (5) create a comprehensive profile of public safety by including various possible data sources.

The project developed in response to the long-term goals of Joburg 2040 Growth and Development Strategy (GDS) of creating a safe, liveable, and responsive city for all its citizens and short-term city goals for urban safety. The current observatory consists of data on traffic accidents from the Johannesburg Metropolitan Police Department (JMPD) and data from fire and ambulance emergency call centres. The figure below displays other sources of data held by the City which will be added to the observatory at a later stage.

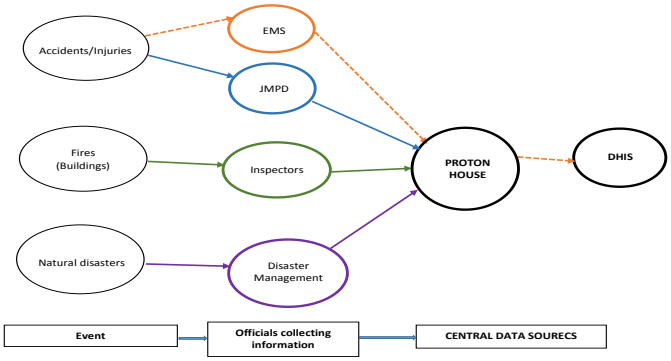

Figure 1. City of Joburg data flow

The JISPO aims to demonstrate the utility of an observatory in informing an epidemiological overview of violence and injury, highlighting injury priorities and in identifying the current gaps of the available data, thereby suggesting how data may be improved henceforth. The preliminary report focuses on traffic data alone for 2014. In 2014, a total of 248 910 individuals were involved in traffic accidents. Due to limitations in the way the JMPD data was captured only 189 794 individuals were included in subsequent analyses. Most traffic incidents did not involve any injuries (74%), 6.6% of cases involved slight injury, 1.1% involved serious injury and 0.2% resulted in death. The road user type most frequently involved in accidents was drivers (93%), followed by passengers (5.7%), pedestrians (1.2%). This pattern was true for all age categories apart from children aged 1-17, who were often passengers: 69.6%. The proportion of children who were pedestrians was substantially larger than for any other age group (23.3%).

Males were more likely to be involved in accidents than females; 50.2% of individuals involved in accidents were male and 27.1% were female. Individuals between the ages of 25 and 34 were the most frequently involved in an accident (33.3%) followed by individuals between the ages of 35 and 44 (27%). Children between the ages of 1 and 17 were the least likely to be involved in an accident (0.9%), followed by individuals that were 75 years old and above (1.1%). Region F (the inner city) accounted for the largest proportion of individuals involved in accidents (28.1%), proceeded by region E (Sandton/Alexandra) which accounted for 20.3% of all accidents. Region B (Northcliff/Randburg) presented with the least number of accidents (1%).

The analysis of the data housed within the observatory enables timely identification of ‘hotspot’ areas (i.e. regions, wards, groups most at risk for injuries) will allow for early interventions and effective and efficient allocation of resources. With data that is timeously and accurately delivered, the city can track alignment of outputs and initiatives with overall strategic goals and ensure health and well-being for all its citizens. The abovementioned allows the City of Joburg to improve its own safety-related internal decision-making processes, through the strengthening its data collection, management, analysis. The JISPO is an example of how through inter-institutional collaboration, information-sharing and research, an evidence base for prevention activities can be developed. This other example can be applied to other cities across South Africa in the aim of ultimately increasing the wellbeing of the citizens of South Africa.