The Use of Situation Assessments to Understand the Drink Driving Issue

Brett Bivans
November 13, 2014
Why Assess the Situation?

- Important to conduct a situation assessment before implementing a program to prevent alcohol related crashes.

- Three main reasons:
  - To identify the scale of the problem
  - To understand the currently available mechanisms in place
  - To provide baseline data for monitoring and evaluation
Overview of a Situation Assessment

• Comprehensive document profiling everything about the problem
• Used to guide program development
• Identifies information gaps
• Records past experience
• Points toward program objectives
• Points toward program design
• Points toward program evaluation
Developing a Situation Assessment

**Crash Data**
Collect, collate, and analyze crash and injury data

**Agency Roles**
Identify agency responsibilities for liquor licensing, driver licensing, vehicle registration, road safety, law enforcement, road infrastructure, healthcare, etc.

**Others’ Experience**
Undertake a literature search on drink driving programs and initiatives

**Legislation**
Identify licensing laws, drink driving laws, etc.

**Drink Drivers**
Identify drink driver target groups and their motivations for drink driving (commission qualitative research, if this information is unavailable)

**Drinking Profile**
Identify where and when alcohol is consumed to excess (map locations, times, and drinking venues)

**Past Programs**
Analyze past drink driving programs used by others (program content, activities, approaches, and planning experience)

**Draft Program**
Identify possible objectives, potential components, and likely evaluation objectives for the future drink driving intervention

**Stakeholders**
Identify Stakeholders and their likely interest in drink driving

**Community/Driver Views**
Identify community/driver views about drink driving

**Situation Assessment Total Problem Profile**
Information Interpretation

- Key components must be analyzed
- Use a simple question sheet
- Use a yes/no response process
- Map the gaps or things not known
- Build a picture of the things known
- Build a picture of improvements needed
# Crash Data Interpretation

<table>
<thead>
<tr>
<th>Question</th>
<th>Do we know?</th>
<th>What to do?</th>
</tr>
</thead>
<tbody>
<tr>
<td>How many crashes and injuries from road accidents?</td>
<td>Yes</td>
<td>Maintain/improve data</td>
</tr>
<tr>
<td>How many crashes and injuries involving illegal alcohol?</td>
<td>No</td>
<td>Law exists, but full data not available, so need a system to collect data</td>
</tr>
<tr>
<td>Where and when do alcohol related crashes occur?</td>
<td>No</td>
<td>Include location and times of crashes in agreed data collection system</td>
</tr>
<tr>
<td>What types of drivers are most likely to be involved in alcohol related</td>
<td>Yes</td>
<td>Local surveys have identified but data system does not. Include age, gender, driving experience in agreed data system.</td>
</tr>
<tr>
<td>Question</td>
<td>Do we know?</td>
<td>What to do?</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Is drink driving illegal?</td>
<td>Yes</td>
<td>No action needed</td>
</tr>
<tr>
<td>Is the definition measurable?</td>
<td>No</td>
<td>Law must be based on blood/breath data not subjective judgments</td>
</tr>
<tr>
<td>Do police have powers to stop drivers randomly and ask them to take a test?</td>
<td>No</td>
<td>Include random stopping for breath testing in draft legislation</td>
</tr>
<tr>
<td>Is there a law requiring drivers who have crashed to provide breath or blood alcohol readings</td>
<td>Yes</td>
<td>Link illegal alcohol law to crashed driver data when law is passed.</td>
</tr>
<tr>
<td>Is there a legal minimum drinking age law?</td>
<td>Yes</td>
<td>Assess effectiveness</td>
</tr>
</tbody>
</table>
## Community Views

<table>
<thead>
<tr>
<th>Question</th>
<th>Do we know?</th>
<th>What to do?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do people think alcohol consumption is a factor in road crashes?</td>
<td>Yes</td>
<td>Check proportion and strength of view</td>
</tr>
<tr>
<td>What level of alcohol consumption do people think increases crash risk?</td>
<td>No</td>
<td>Check views of levels in survey</td>
</tr>
<tr>
<td>Do people agree with police having random stopping powers?</td>
<td>No</td>
<td>Negotiate with legislators. Consider a publicity campaign on value of random stopping</td>
</tr>
<tr>
<td>What proportion of people knows the penalties for being caught drink driving?</td>
<td>Yes</td>
<td>If small proportion need to tell them, if large proportion we don’t.</td>
</tr>
<tr>
<td>Do people believe there is a high chance of being caught if they are drink driving?</td>
<td>No</td>
<td>Build increased enforcement levels into a program</td>
</tr>
</tbody>
</table>
Situation Assessment Guidelines

• Developed by ICAP in 2010
• Used to conduct situation assessments in 6 countries
  • China
  • Colombia
  • Mexico
  • Nigeria
  • Russia
  • Vietnam
• Assessments conducted by local consultancies
Much diversity . . .
But. . . some common issues

• Lack of accurate official statistics
• Lack of public awareness/concern about drink driving
• Lack of legal framework, e.g., illegal BAC limit
• Lack of enforcement resources: training, equipment
• Lack of alcohol control policies
• Availability of unregulated alcohol
• Cultural acceptance of alcohol use
• Lack of norms about drinking and driving
Published summaries of the situation assessment process and results:

- China
- Colombia
- Nigeria
- Vietnam

Summary

• Situation assessment is the first step
• Collect and collate information
• Analyze and interpret the information
• Use simple check sheets and questions
Thank you.

Questions?