





BIG DATA SCREENING: USING BIG DATA TO PRIORITISE SCHOOL ROAD SAFETY ASSESSMENTS

Final version, November 2021







ABOUT THIS PROJECT

The Al&Me: Empowering youth for safer roads project is supported by Fondation Botnar and co-funded by FIA Foundation.

The project partners are AIP Foundation (Lead), the International Road Assessment Programme (iRAP) and ANDITI.

Project Funders

Lead Funder



Fondation Botnar
https://www.fondationbotnar.org

Co-funder



FIA Foundation https://www.fiafoundation.org

Project Partners



AIP Foundation (Lead partner) https://www.aip-foundation.org



International Road Assessment Programme (iRAP) https://irap.org



Anditi https://www.anditi.com

This report is produced by iRAP, AIP Foundation, and Anditi. Enquiries can be made to the Project Leaders:

Truong Thi Nguyet Trang – Program Manager AIP Foundation (trang.truong@aipf-vietnam.org) **Shanna Lucchesi** - iRAP Project Coordinator (Shanna.lucchesi@irap.org)

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EXECUTIVE SUMMARY

This report presents an application of the Big Data Screening Methodology developed for the *Al&Me: Empowering youth for safer roads* project. It describes big data sources and the attribute calculations based on the specificity of the three cities where the project is being piloted: Ho Chi Minh City, Pleiku City and Yen Bai City.

The methodology aligns evidence-based attributes and big data sources to allow the ranking of schools from the highest to lowest road safety risk for pedestrians, resulting in a prioritized list for further detailed Star Rating for Schools assessments. The schools that should be prioritized are presented for each of the three pilot cities.

ABBREVIATIONS

The following table describes the definition of the abbreviations or acronyms presented in this report.

Abbreviation	Definition
CSV	Comma-separated values data format
FRC	Functional road classes
GHSL	Global Human Settlement Layer
GIS	Geographic information system
HCMC	Ho Chi Minh City
KPI	Key performance indicator
LiDAR	Light detection and ranging
MN-R	Multinet R data
NGO	Non-governmental organization
SR4S	Star Rating for Schools
TAZ	Traffic analysis zones
UN	United Nations







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1 INTRODUCTION

All children have the right to access education safely and sustainably. The Al&Me: Empowering youth for safer roads project aims to promote a safe environment for children around schools. Using technology to boost change, the project provides tools to prioritize actions and engage the community.

This report is the second of five deliverables which will be produced during the project. It builds on the first deliverable of the project, which proposed a risk screening methodology using big data sources to assess road safety for pedestrians from a macro-level perspective.

The aim of the risk screening methodology is to allow the categorization of schools in a given geographical area based on road safety risk, resulting in a priority list for further investigation using the iRAP Star Rating for Schools (SR4S) tool.

Together with SR4S, the method will help decision-makers make effective and evidence-based choices linked to the highest impact and most cost-effective road safety interventions to save children's lives.

This report puts into practice the methodology presented in the previous *Big Data Analysis Report*¹. The method uses available big data sources, including open data hubs, telematics, and satellite data, to 'scan' school locations in three cities in Viet Nam. Data collected for Ho Chi Minh City, Yen Bai City, and Pleiku City helps to target at-risk communities, identify built environment risk and examine pedestrian exposure to identify the 106 highest risk schools across the three cities.

This report presents the results of the analysis. Different contributions from the application of the methodology are presented in this document. They are:

- i) Presentation of data sources
- ii) Description of attributes and calculation methods
- iii) Attribute values used to rank schools that can be applied in other analyses, and
- iv) High-risk schools that need to be prioritized in the SR4S assessment.

This report is structured as follows:

- Section 2 (Big Data Analysis) provides a summary of the methodology. More detailed information can be assessed in the *Big Data Analysis Report*
- Section 3 provides details on the data sources used
- Section 4 present the availability of the attributes in the Vietnamese context and the description of the results in detail, and
- Section 5 concludes with lessons learned in the final remarks section.

¹ Access to the report and more information about the proposed method need to be requested from Project Leaders.







1.1 Project Overview

The Al&Me: Empowering youth for safer road is a three-year project that aims to harness proven and emerging technologies to support governments in focusing life-saving road upgrades and speed management. The young people are active voices in the project since they are involved in identifying a range of issues impacting their health/wellbeing. The tools and methodology delivered in the project will be piloted in three cities in Vietnam (Pleiku City, Yen Bai City and Ho Chi Mihn City). Our approach draws on past interventions which successfully promoted public awareness while enabling governments to identify and document hazardous road environments, incorporate community feedback and direct funding to interventions with the greatest potential to save lives.

Big data screening is a crucial activity to achieve the project objectives. It is fundamentally related to other activities including the empower youth tool and the SR4S assessments. Figure 1 presents an overview of the project organization and interrelation between activities/deliverables.

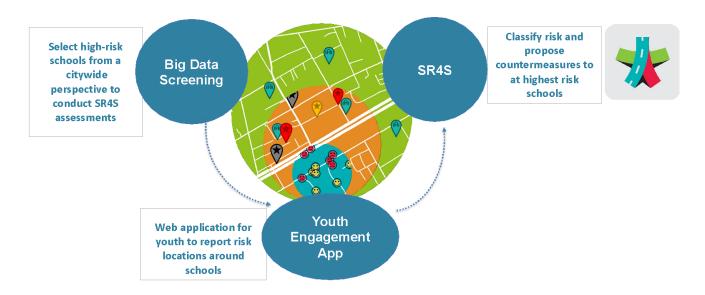


Figure 1 Project overview

1.2 Project objectives

The project's objectives are to:

- 1. Empower young people to participate in the decision-making process actively
- 2. Equip decision-makers to make effective and evidence-based choices linked to the highest impact and most cost-effective road safety interventions to save young people's lives
- 3. Develop a prototype digital tool leveraging emerging technologies and existing platforms to empower youth to identify the highest-risk roads they face as they travel to and from school
- 4. Demonstrate to community members and decision-makers that transparent and evidence-based results can translate into actionable recommendations for public and private actors, and
- 5. Prove scalability to prioritize safety using available sample data and establish channels for impact and youth engagement.







1.3 Project funders and partners

About Fondation Botnar

Fondation Botnar is a Swiss-based foundation which champions the use of artificial intelligence and digital technology to improve the health and wellbeing of children and young people in growing urban environments. To achieve this, Fondation Botnar supports research, catalyses diverse partners, and invests in scalable solutions around the world:

More information is available at: www.fondationbotnar.org

About FIA Foundation

The FIA Foundation is an independent UK registered charity that supports an international programme of activities promoting road safety, the environment and sustainable mobility. Their aim is to ensure 'safe, clean, fair and green' mobility for all, playing a part to ensure a sustainable future through:

- Promoting research, disseminating the results of research, and providing information in any matters of
 public interest which include road safety, automobile technology, the protection and preservation of
 human life and public health, transport and public mobility and the protection of the environment.
- Promoting improvement in the safety of motor sport, and of drivers, passengers, pedestrians, and other road users which works globally to promote safe, clean fair and green mobility.

More information is available at: www.fiafoundation.org

About AIP Foundation

AIP Foundation is a non-profit organization dedicated to preventing road injuries and fatalities in low and middle-income countries. For over 20 years, AIP Foundation has been delivering effective road safety programs in locations across Asia and Africa.

More information is available at: www.aip-foundation.org or connect with on Twitter @AIPFoundation.

About iRAP

The International Road Assessment Programme (iRAP) is a registered charity dedicated to saving lives by eliminating high risk roads throughout the world. iRAP works in partnership with governments, road authorities, mobility clubs, development banks, NGOs, and research organizations around the world. We provide the tools and training to assess and measure the safety of roads, create the business case for investment in safer roads, and track performance against road safety targets in over 100 countries. iRAP is financially supported by the FIA Foundation.

More information is available at: www.irap.org and at the SR4S Website.

About Anditi

Founded in 2014, Anditi is a data analytics company specialized in spatial data transformation to provide a better understanding of how data can improve our lives. Anditi provides LiDAR, data analytic and visualization services for people in government, roads and infrastructure, urban planning, mining, and energy industries. Its







powerful 3D data portal enables decision makers to access and view spatial data in a flexible and user-friendly way.

Anditi is working to create more sustainable global communities by helping clients better manage, visualize, and understand data insights. Through our projects and partnerships, Anditi is working to reduce waste and unnecessary use of resources, create safer roads and working environments and improve collaboration between industry and community.

More information is available at: www.anditi.com







2 BIG DATA ANALYSIS - METHODOLOGY SUMMARY

The proposed method aims to create an automatic, scalable, evidence-based approach using big data to identify schools located in high-risk road environments.

The design of this method is organized in four different analytical levels to increase detailed data requirements as the stage progresses. Road safety attributes are allocated at each level based on the available information and the required precision level. At every level, schools or the surrounding areas are ranked from highest to lowest risk. The top-ranking schools will then be evaluated at the next stage of analysis. Figure 2 presents the conceptual methodology framework.

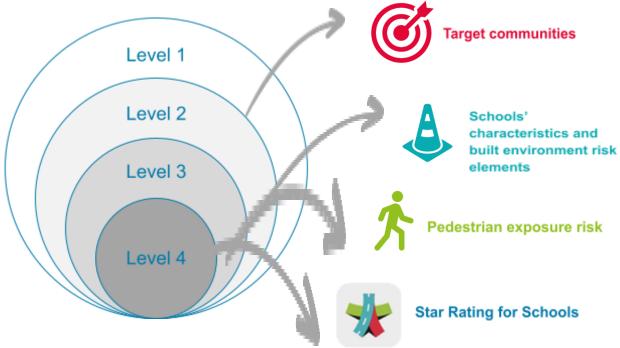


Figure 2 Big Data Analysis Conceptual Framework

The method is based on filtering and ranking attributes that increase pedestrian risk at the community or local levels. This approach systematically reduces the number of schools at each level. It starts from a citywide perspective, prioritizing relevant locations for more detailed data collection and assessments.

The Level 1, called the 'Target communities' level, is designed to identify and target high priority communities. Relevant attributes are based on data from available official socioeconomic and sociodemographic information and satellite image manipulation.

In the Level 2, 'Schools characteristics and built environment risk' data from land use, urban infrastructure, road network, and built environment help prioritize schools in the areas selected from the first analysis level. The second-level analysis focuses on the assessment of school streets and school surroundings.

Crucial elements for assessing pedestrian exposure risk (speed and flow) are considered in the Level 3. The Level 3 high-risk schools are the candidates for the Star Rating for Schools (SR4S) assessments in Level 4.

All the attributes are theory driven. The theoretical framework and literature review that supports the methodology is present in the preceding *Big Data Analysis Report*.²

² Access to the report and more information about the proposed method need to be requested from Project Leaders.







3 BIG DATA SOURCES

There are a wide variety of big data sources that come with varying coverage, frequency of collection, licencing conditions, and cost. The selection of available big data sources may vary by country and by available budget as part of any scaling of the initiative. A description of the big data sources used in this project is provided below.

Government open data sources

Government agencies at different administrative levels collect, maintain, and make available data to citizens from national jurisdiction to local authorities. Portals to access the data are available in other parts of the world, providing socioeconomic and sociodemographic variables and information about the built environment and crash data history. Identification of the government body and building the relationship with local stakeholders are examples of initiatives that need to be made to access the data.

Data aggregation level can be an issue with using governmental open data sources. Socioeconomic information is traditionally aggregated in determining geographic boundaries (e.g., districts). Population density and casualties are examples of data that traditionally come through governments open data sources.

This project relies on data from the Provincial Traffic Safety Committees and the Department of Education & Training in Vietnam as official data sources.

IPUMS Terra

IPUMS Terra³ is a data hub for human population characteristics, land use, land cover, climate, and other environmental characteristics data worldwide. Developed by the University of Minnesota, it provides census and surveys data for the different countries worldwide.

The available information depends on the country assessed, but there are options to select timeframes and aggregation levels. Data and services available are free of charge, and data can be downloaded in tabular or GIS format.

WorldPop

The WorldPop program provides high-resolution open data of population distribution. The data comes in grids down to 100m resolution and allows for aggregation into different spatial units such as administrative areas.

This data is generated from modelling using factors like census data, UN population estimates, and land use. The data is free to use and is available for every country, although the accuracy varies between countries due to the availability of model input data. This is a valuable dataset to use when other census data is too broad in scale.

³ Steven Ruggles, Steven M. Manson, Tracy A. Kugler, David A. Haynes II, David C. Van Riper, and Maryia Bakhtsiyarava. IPUMS Terra: Integrated Data on Population and Environment: Version 2 [dataset]. Minneapolis, MN: IPUMS, 2018. https://doi.org/10.18128/D090.V2







Global Human Settlements Layer

The Global Human Settlement Layer (GHSL)⁴ provides a variety of open-data products on human settlement distribution. Multi-temporal spatial layers of built-up areas derived from satellite imagery are available with global coverage. The GHSL Landsat derived product provides built-up areas at 30m resolution at the epoch's 1975, 1990, 2000, and 2014. The GHSL data can be used to estimate rapid urban growth by comparing the built-up layers between different epochs.

Satellite images

Satellite imagery has tremendous potential application in almost any field of work. Gathering data from earth observation help governments, policymakers, and other stakeholders to address future and present challenges like climate change⁵. The over 3,000 operational satellites⁶ that are orbiting around Earth are equipped with camera and sensor information capable of producing high-resolution images from all parts of the globe. With support to process a large amount of information available from satellite imagery, researchers can introduce more scalable, flexible, and cost-effective data in their monitoring and modelling process.

Satellite imagery can help assess land use and built environment attributes for transportation, urban planning, and road safety studies. Essential attributes to road safety assessments can be identified using image recognition algorithms like the number of road lanes and the presence of intersections. Also, negative difference spectral indices allow tracing changes in urban sprawl. Although it is also possible to obtain, it is still challenging to collect pedestrian infrastructure data due to the difficulty to identify thin elements (crossings) or invisibility (sidewalks covered by trees).

This project has several potential uses for satellite data, such as analysing land use, counting the number of road lanes, and measuring urban sprawl.

Multinet-R (MN-R) data

The Multinet-R data is a road network database provided by TomTom. It is provided as a navigation tool to find locations, guide routes and display maps for users⁷. A range of attributes are available for purchasing that address point data, road attributes (e.g., gradient and road curvature), cities point of interest, speed data and others.

The MN-R data refers to the Tomtom database model where the layers of the TomTom maps are available. Data is supplied in CSV format what allows easy manipulation. This project uses the MN-R data source to identify schools' locations and gather operational information like peak hour flows and operating speed. The MN-R data used in this project was made available via Anditi, which is a TomTom Value-Added Reseller.

⁷ Tomtom. Maps & Enhanced Content: Delivering High Quality Maps How Seamless Coverage Is Community Driven. 2021.







⁴ Corbane, Christina; Florczyk, Aneta; Pesaresi, Martino; Politis, Panagiotis; Syrris, Vasileios (2018): GHS built-up grid, derived from Landsat, multitemporal (1975-1990-2000-2014), R2018A. European Commission, Joint Research Centre (JRC) doi: 10.2905/jrc-ghsl-10007 PID: http://data.europa.eu/89h/jrc-ghsl-10007

⁵ European Commission. Big Data in Earth Observation. No. November, 2017, pp. 1–65.

⁶ UCS. UCS Satellite Database User's Manual 1-1-17. 1–10. https://www.ucsusa.org/resources/satellite-database.

Notes on human inputs in big data analysis

It is essential to highlight that, although big data sources are revolutionary sources of information, the analysis will never be purely digital. There is always a need for some level of human/manual judgment to guarantee the quality, fulfil gaps or validate the information. Tasks that required human judgment in the analysis included cleaning school location data, manual editing of MN-R road intersection data, and identifying the number of lanes per school road using satellite imagery.







4 BIG DATA S CREENING RESULTS IN VIETNAM

The big data screening was conducted in three cities in Vietnam: Ho Chi Minh City, Yen Bai City and Pleiku City. The project tests how the method performs for Vietnam and the types of data available. Table 1 presents the attributes available for the pilot study. Explanation about partially available attributes are provided in the following sections.

Table 1 Attributes' availability

Analyses Level	Attributes		Availability	Data Sources	Note
	Density of pedestrian casualties (crashes/km2)	0	Partially available	Provincial Traffic Safety Committee	Pedestrians casualties available for Pleiku City and overall casualties for HCMC.
	Population Density (inhabitants/km2)	0	Partially available	IPUMS Terra / WorldPop	Only used for HCMC
	% of population 6-18 years old	0	Partially available	IPUMS Terra	Only used for HCMC
Level 1	Area type	0	Partially available	IPUMS Terra	Only used for HCMC
	Income	0	Partially available	IPUMS Terra	Unemployment rates only used for HCMC
	Urban rapid growth	0	Partially available	Satellite image / GHSL	Only used for HCMC
	Road density (km/km2)	0	Partially available	MN-R data	Only used for HCMC
	School density (Schools/km2)	0	Partially available	MN-R data	Only used for HCMC
	Km for road type	0	Available	MN-R data	-
	Number of intersections			MN-R data	-
	% of commercial land use	0	Not available	-	-
Level 2	Number of transit stops	0	Partially available – only available at the district level.	City data available	-
	School road type	0	Available	MN-R data	-
	Number of lanes on the school road	0	Available	Satellite / Google Earth	-
	Number of students	0	Available	Provincial Department of	-







Analyses Level	Attributes		Availability	Data Sources	Note
				Education and Training	
	Shift schedule	0	Not available	-	-
	Average operational speed in the buffer zone	0	Available	MN-R data	-
Level 3	Average operational speed on the school roads	0	Available	MN-R data	-
	Average peak flow in the buffer zone	0	Partially available	To be collected by Tomtom once Level 3 schools have been identified	Available as a proxy (data records)
	Average peak flow on the school roads Partially available To be collected by Tomtom once Level 3 schools have been identified		Tomtom once Level 3 schools have been	Available as a proxy (data records)	

Target school number in each city

The Al&Me: Empowering youth for safer roads project is committed to conducting SR4S assessments in 106 schools. The big data screening provides the list of schools that need to be prioritized in the three cities part of the project.

Based on the commitment with stakeholders, available spots in the final list were distributed for each city. Therefore, 56 schools from Ho Chi Minh City, 25 from Yen Bai City, and more than 25 from Pleiku City comprise the final list of schools.

Output indicator for big data screening

The aim was to use the big data screening to assess a total of 1,200 schools, thereby understanding which schools have the highest risk (and rank in risk order). A total of 1,063 schools were used in the analysis:

- 980 in Ho Chi Minh City
- 56 in Pleiku City, and
- 27 in Yen Bai City.

This number comprises the total number of schools in the official data for the Viet Nam Government in each city where it was possible to find the correct location.

4.1 Level 1 Analysis

The Level-2 administrative boundaries (Districts) were used as the 1st level target community scale. District boundaries came from the 2009 IPUMS Terra census data set. Although the district level is a good administrative boundary for Ho Chi Minh City, the area is too broad for Yen Bai City and Pleiku City analysis.







In the case of the two cities, the Level-3 administrative boundary (ward⁸) is more appropriate. However, the smaller boundaries at the first level reduce the number of schools more than expected. Census data for Pleiku City and Yen Bai city were also at a too broad of a scale to be used to calculate Level 1 attributes based on census data. For these reasons, it is important to note that only the first level was used for Ho Chi Minh City. Yen Bai City and Pleiku City analysis starts on the 2nd level. This means that more detailed information is collected for a broader area in these two cities, not jeopardizing the amount of data collected.

For Level 1, six attributes were fully available, and two were partially available. Those partially available were:

- Crash statistics 2018-20: This data was retrieved from the city's Traffic Safety Committee. The data for Ho Chi Minh city was not pedestrian specific, and total number of crashes was used as an alternative.
- Income: direct income statistics are not available in the IPUMS 2009 census data, so the unemployment rate was used instead.

In 2021, District 2, District 9 and Thu Duc were merged into a single district named Thu Duc City. The census data 2009 data for these three districts were aggregated to get totals of Thu Duc City.

Level 1 Attributes calculation

Crash density

The total number of crashes from 2018-2020 from the Provincial Traffic Safety Committee data was divided by district area to get the number of crashes per km². Crash density was ranked from highest to lowest.

Rapid urban growth

The GHSL Landsat multi-temporal (1975-1990-2000-2014) built-up layer was used to estimate rapid urban growth. The epoch range considered was 1990 to 2014 (see Figure 3). The built-up area up to 1990 was compared against the built-up area from 2014 to find the percentage increase for each District.

A district was considered to have experienced rapid urban growth when there was at least a 20% increase in built-up area from 1990 to 2014. Districts that reached the 20% increase threshold were ranked from highest to lowest % built-up increase. Districts that didn't reach the threshold were all given a ranking equivalent to the total number of Districts in the Level 1 analysis. Table 2 presents the percentage of urban expansion for each District in HCMC.

⁸ Ward is an urban sub-district of cities in Viet Nam. It is smaller than the city but greater than the neighbourhood.







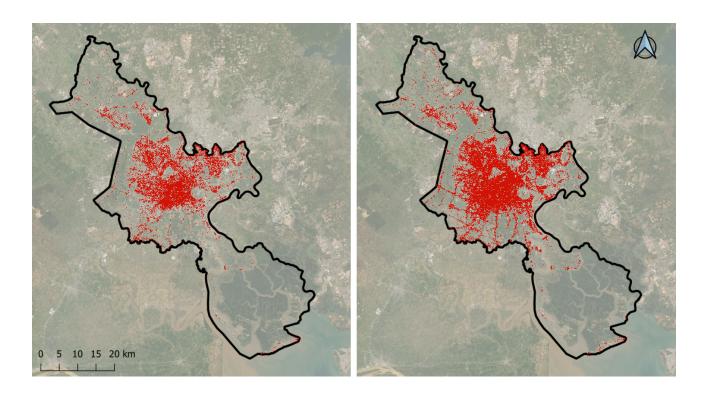


Figure 3 Built-up areas in Ho Chi Minh City 1990 (left) 2014 (right).

Data source: Global Human Settlement Layer (GHSL). Image source: Google Satellite 2021.

Table 2 Urban sprawl for Ho Chi Minh Districts 1990-2014

District	1990 Built-up area (km2)	2014 Built-up area (km2)	Increase (%)	Rapid urban growth
Binh Chanh	20.98	49.78	137.30	yes
Binh Tan	18.65	36.55	95.95	yes
Binh Thanh	10.66	13.98	31.17	yes
Can Gio	2.06	5.01	143.27	yes
Cu Chi	22.56	39.31	74.19	yes
District 1	6.28	6.92	10.23	no
District 3	4.39	4.73	7.91	no
District 4	3.24	3.66	13.01	no
District 5	3.84	4.04	5.18	no
District 6	5.37	6.91	28.82	yes
District 7	7.03	17.70	151.63	yes
District 8	7.43	13.68	84.17	yes
District 10	4.99	5.50	10.43	no
District 11	4.30	4.71	9.59	no
District 12	19.96	31.72	58.96	yes







District	1990 Built-up area (km2)	2014 Built-up area (km2)	Increase (%)	Rapid urban growth
Go Vap	11.63	17.63	51.59	yes
Hoc Mon	24.05	37.47	55.81	yes
Nha Be	2.49	14.16	467.99	yes
Phu Nhuan	3.69	4.42	19.66	no
Tan Binh	11.69	16.35	39.90	yes
Tan Phu	9.76	14.64	50.10	yes
Thu Duc	42.22	70.79	67.66	yes

Population Density

IPUMS Terra population data were used to calculate population density. The total population for a district was divided by the total area of the district to get the population per km² attribute. The population density was ranked from highest to lowest.

Population at school-age

Using the IPUMS Terra census data, population counts of the age bracket's 5 to 9, 10 to 14, and 15 to 19 were aggregated and then divided by the total population count to get the percentage of the school-age population for each district. Population school age was ranked from highest to lowest.

Income/Unemployment

There was no available data for income, so the unemployment rate from IPUMS census data was used as a proxy. Unemployment rates of each District were ranked from highest to lowest.

Road Density

The total length of road centrelines from the MN-R road network data was divided by district area to get road density (Road km/km²). This likely overestimates some areas where there is a high presence of divided roads. Divided roads are considered twice in the database (a link for each carriageway).

School density

School density was calculated by dividing the number of schools by area of the District to get schools per km². A manual compatibility between the MN-R data and the official data regarding the school's location was necessary to ensure that all the schools included in the analysis had the right information associated. Due to the high number of schools in Ho Chi Minh City, it was not practical to clean the dataset to get an accurate number of schools at the Level 1 analysis stage. This was instead done at the Level 2 stage where the top four districts were shortlisted. School density should therefore be considered an estimate. School density was ranked from highest to lowest.

Area Type

Due to the level of urbanization of the area under study, all the district were considered urban/suburban areas.

Level 1 Results - HCMC

Table 3 present the values for each attribute. All attributes calculated were ranked from high to lower risk (1 to 22) as presented in







Table 4. Annex I brings geographical visualization for the attributes calculated.

Table 3 Level 1 attributes database

Districts	Casualties density	Population Density	Population at school-ag e	Area type	Income/ Unemploy ment	Rapid urban growth	Road density	School density
Binh Chanh	1.64	1623.34	22.12	urban	2.95	137.30	6.54	0.24
Binh Tan	3.06	10756.83	21.03	urban	2.78	95.95	17.41	1.25
Binh Thanh	3.31	21050.80	20.85	urban	4.18	31.17	21.33	3.36
Can Gio	0.05	95.68	27.03	urban	5.93	143.27	0.55	0.05
Cu Chi	0.34	771.84	23.91	urban	1.97	74.19	4.96	0.23
District 1	11.27	21367.44	21.07	urban	7.08	10.23	30.84	7.09
District 10	3.14	37722.97	21.38	urban	4.73	10.43	31.69	6.63
District 11	2.95	42293.09	21.94	urban	3.65	9.59	35.83	8.26
District 12	2.41	7353.37	22.20	urban	2.43	58.96	15.33	1.08
District 3	7.64	36900.28	20.05	urban	4.47	7.91	33.72	8.88
District 4	4.11	40175.35	21.60	urban	6.84	13.01	32.01	6.52
District 5	23.05	38194.02	21.16	urban	4.66	5.18	33.07	10.08
District 6	6.89	33540.99	22.42	urban	4.22	28.82	33.53	7.31
District 7	2.52	6543.28	20.74	urban	2.92	151.63	13.80	1.19
District 8	0.83	20454.44	21.50	urban	7.84	84.17	20.32	2.61
Go Vap	2.95	25294.44	21.72	urban	3.10	51.59	27.55	2.95
Hoc Mon	0.95	3081.70	21.94	urban	2.56	55.81	7.85	0.54
Nha Be	0.67	899.90	23.48	urban	5.66	467.99	4.35	0.26
Phu Nhuan	2.08	33906.04	20.03	urban	4.92	19.66	35.15	7.28
Tan Binh	1.33	17885.57	22.35	urban	3.56	39.90	18.53	3.32
Tan Phu	3.67	24306.12	23.12	urban	2.72	50.10	24.97	3.55
Thu Duc	1.72	3820.46	20.97	urban	3.90	67.66	10.68	0.68

Table 4 Level 1 ranked attributed

Districts	Casualties density	Population Density	Population at school age	Area type	Income/ Unemploy ment	Urban rapid growth	Road density	School density
Binh Chanh	16	19	8	1	16	4	19	20
Binh Tan	9	14	17	1	18	5	14	14
Binh Thanh	7	11	19	1	11	14	11	10
Can Gio	22	22	1	1	4	3	22	22
Cu Chi	21	21	2	1	22	7	20	21







Districts	Casualties density	Population Density	Population at school age	Area type	Income/ Unemploy ment	Urban rapid growth	Road density	School density
District 1	2	10	16	1	2	22	8	6
District 10	8	4	14	1	7	22	7	7
District 11	11	1	9	1	13	22	1	3
District 12	13	15	7	1	21	9	15	16
District 3	3	5	21	1	9	22	3	2
District 4	5	2	12	1	3	22	6	8
District 5	1	3	15	1	8	22	5	1
District 6	4	7	5	1	10	15	4	4
District 7	12	16	20	1	17	2	16	15
District 8	19	12	13	1	1	6	12	13
Go Vap	10	8	11	1	15	11	9	12
Hoc Mon	18	18	9	1	20	10	18	18
Nha Be	20	20	3	1	5	1	21	19
Phu Nhuan	14	6	22	1	6	22	2	5
Tan Binh	17	13	6	1	14	13	13	11
Tan Phu	6	9	4	1	19	12	10	9
Thu Duc	15	17	18	1	12	8	17	17

The ranks are summed together to produce the big data screening score. The districts with the lowest scores are considered the priority district. The project team conducted tests including different weights in certain attributes (e.g.: double the scores for road crash densities). This approach did not significantly change the results.

Table 5 presents the priority rank and the number of schools per district. It is possible to see the results for Level 1 analysis on the map in Figure 4.







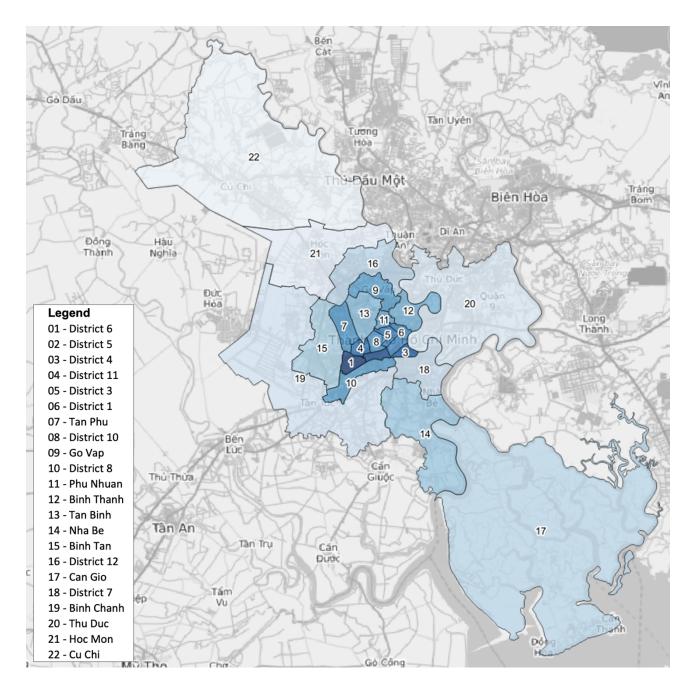


Figure 4 HCMC District priority rank







Table 5 High-risk districts in HCMC

Area	District Score	Priority Rank	Number of Schools per district
District 6	50	1	52
District 5	56	2	42
District 4	59	3	27
District 11	61	4	42
District 3	66	5	43
District 1	67	6	56
Tan Phu	70	7	56
District 10	70	7	38
Go Vap	77	9	59
District 8	77	9	50
Phu Nhuan	78	11	35
Binh Thanh	84	12	70
Tan Binh	88	13	75
Nha Be	90	14	26
Binh Tan	92	15	65
District 12	97	16	57
Can Gio	97	16	29
District 7	99	18	42
Binh Chanh	103	19	61
Thu Duc	105	20	145
Hoc Mon	112	21	59
Cu Chi	115	22	99

4.2 Level 2 and Level 3 Analyses

At Level 2, data for land use, urban infrastructure, road network, and built environment help prioritize schools in the areas selected from the first analysis level. The Level 2 analysis focuses on the assessment of school streets and school surroundings.

Two attributes from Level 2 were unavailable: Percentage of commercial land use and shift schedule. The number of transit stops was only available at the district level and therefore were not used in the analysis.

Level 2 attributes are based on measures on the school road and within a walkable school zone. The school zones were defined by generating a 400-meter buffer around the school location. The buffers represent the walkable areas around the school and are limited by natural barriers to walking (rivers, train lines, freeways). Figure 5 present an example of road type length and number intersections calculated within the school buffer zone.







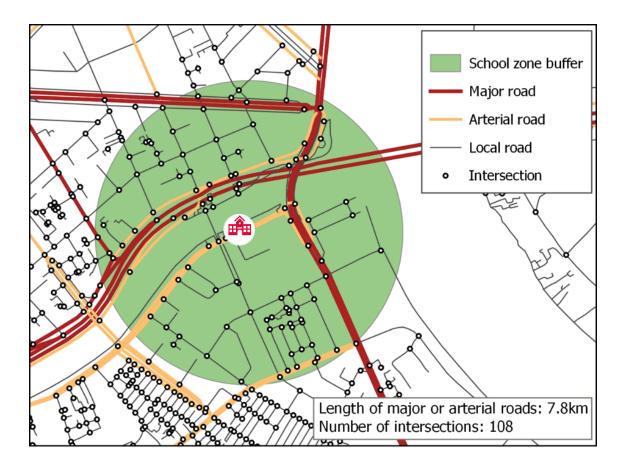


Figure 5 Example of attribute calculation in the school zone buffer

Level 2 Attributes calculation

Number of intersections

Intersections points were extracted using the MN-R network data. Intersections were extracted from the road network where at least three different road segments intersected. This required some manual editing at complex intersections to remove excess points. The total number of intersections were counted per school zone. The number of intersections per school zone was ranked from highest to lowest.

Km of high-risk roads

The MNR-R data has a Functional Road Class (FRC) attribute that represents a classification of roads based on the importance that the constituting roads have in the total road network. The FRC represents a hierarchical classification of roads into nine distinct levels:10 = Motorway, 20 = Major Road of High Importance, 30 = Other Major Road, 40 = Secondary Road, 51 = Local Connecting Road, 52 = Local Road Of High Importance, 60 = Local Road, 70 = Local Road Of Minor Importance, 80 = Other Road.

Roads in the Tomtom data MN-R data with an FRC of 52 or lower were classified as high-risk roads. Then the total length of high-risk roads per school zone was calculated. The total length of high-risk roads was ranked from highest to lowest.







School road type

The school road type was extracted from the MN-R data using the FRC value. Road types were classified into local, arterial, and major based on the FRC (FRC 10 to 30 = major roads, FRC 51 to 52 = arterial road, FRC 60 to 80 = local road).

All schools on arterial or major roads were given a ranking of 1, whilst schools on local roads were all given a ranking equivalent to the total number of Level 2 schools per city.

Number of lanes on the school road

The number of lanes was assigned by viewing satellite/aerial imagery on Google Earth Pro. Roads were classified into one lane (per direction) or two or more lanes. All schools where the number of lanes was two or more were given a ranking of 1, whilst schools with one lane were all given a ranking equivalent to the total number of level 2 schools for that city.

The analysis uses a categorical attribute because of the difficulties to obtain the actual number of lanes. A lack of road markings on the pavement or non-compliance of vehicle with the markings that are present make it hard to identify the number of lanes using satellite images.

Number of students

AIPF sourced a list of student numbers per school from the Provincial Department of Education and Training. The number of students per school was ranked from highest to lowest.

Level 3 Attribute calculation

Figure 6 provides an example of speed and number of records (number of individual vehicles that have been measured in the specified time range) collected in the school buffer zone. All the information of the MN-R data is collected from all times of 2019. The methodology recommended using peak hours flows. However, the analyses include all data available for two reasons. Firstly, some of the roads did not present data for specific periods of the day. Therefore, we increase the data sample considering all the data available in the analysis period. Secondly, it is hard to identify peak hours without complete counting for the roads.







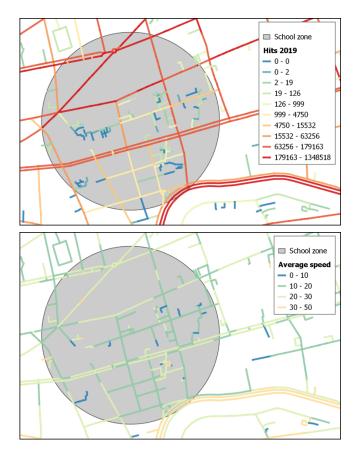


Figure 6 Example of records and average speed in the school buffer zone

Note: Speed and flow data is based on a road network database provided by TomTom. Speed data is considered very accurate in representing vehicle speed in the traffic stream. In the case of traffic flows, TomTom data present only a sample of the vehicles on the road with TomTom navigation device in use. We are assuming this sample is evenly distributed around the cities, and the number of records (number of individual vehicles that have been measured in the specified time range) represents the busier roads. This means that roads with more records are also considered the roads with more traffic.

Note: All roads with less than 100 records were included in the same category. A lack of records does not mean there is no traffic. It only says that there are no vehicles captured within the TomTom sample. The other values are used as a continuous variable in order to produce more granular information to rank the schools.

School Road Average Speed

The average speed for the school road was extracted from traffic stats data. If there was no data for a road, the average speed from historical data in the MN-R database was used. The average speed of school roads was ranked from highest to lowest.

School Road Traffic Density

The number of records/samples for the school road was extracted from traffic probe data. The number of records on the school road was ranked highest to lowest.







School Zone Average Speed

The average of all average speeds per road in the school zone was used to calculate the school zone average speed. School zone average speed was ranked from highest to lowest.

School Zone Traffic Density

The number of records per road was summed together to get the total records within the school zone. School zone traffic density was ranked from highest to lowest.

Level 2 and 3 Results - HCMC

Level 1 analysis targets the community based on attributes to conduct macrolevel pedestrian road safety analysis. The schools for the fourth highest risk districts are the ones assessed in Level 2. The districts selected are District 6 (1st), District 5 (2nd), District 4 (3rd) and District 11 (4th). The fourth districts together comprise 124 schools.

In order to not reduce the number of schools too fast, second and third levels were combined to select the 56 highest risk schools in HCMC. Although different from the original proposal method, this assumption did not jeopardize the level of information provided. Speed and flow data is collected for a broader number of schools than initially proposed.

Accessing Annex II is possible to see the values of the attributes and their scores for each school assessed. Table 6 presents the final prioritisation list of schools for HCMC.

History of SR4S assessments in Ho Chi Minh City

Looking at the register of the SR4S assessments, we identified that some schools selected as high-risk using the big data screening methodology for Ho Chi Minh City already has a star rating associated. From the 12 schools already assessed using the SR4S platform, four schools were evaluated and intervened by AIPF Walk this Way project (2019-2020) with good post-intervention results. AIPF assessed the other five schools in 2017 with low star ratings. The remaining three schools were evaluated in 2017 with risk classified as 3- or 4-star ratings. Therefore, the four schools more recently assessed will be excluded from the list bring space to include four subsequent schools in the risk rank. The AI&Me project will reassess the other ones due to potential changes in the built environment and traffic patterns in recent years. The data collected in the big data screening will help update parameters like speed and flow.

District 5 has the most schools on the final list (20 schools), followed by District 11 (18 schools), District 6 (9 schools) and District 4 (9 schools). Most schools are primary schools. Twenty-seven schools from the list are classified as primary schools. In addition, thirteen schools are classified as secondary schools and eleven schools as high school. Another three schools include secondary and high school students. Completing the 56 schools in the list, school 121 and 125 have students from all levels: primary, secondary and high school.

Table 6 Priority schools to conduct SR4S assessments in HCMC

ID	School Name	District	School Type*	Big Data Screenin g Score	Priority Rank	Assessed on SR4S
124	Trường Tiểu Học Nguyễn Thi	District 11	PS	190	1	-
35	Trường Trung Học Cơ Sở Phú Thọ	District 11	MS	227	2	-
121	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Trương Vĩnh Ký	District 11	PS, MS,HS	236	3	-







ID	School Name	District	School Type*	Big Data Screenin g Score	Priority Rank	Assessed on SR4S
22	Trường Trung Học Phổ Thông Chuyên Lê Hồng Phong	District 5	HS	263	4	-
13	Trường Trung Học Cơ Sở Vân Đồn	District 4	MS	267	5	-
64	Trường Tiểu Học Lê Đình Chinh	District 11	PS	272	6	-
46	Trường Tiểu Học Phùng Hưng	District 11	PS	281	7	-
122	Trường Tiểu Học Trần Văn Ơn	District 11	PS	283	8	-
91	Trường Trung Học Phổ Thông Dân Lập Thăng Long	District 5	HS	292	9	-
44	Trường Trung Học Cơ Sở Trần Bội Cơ	District 5	MS	306	10	9
58	Trường Trung Học Cơ Sở Lê Quý Đôn	District 11	MS	307	11	-
61	Trường Tiểu Học Đặng Trần Côn	District 4	PS	309	12	-
97	Trường Tiểu Học Lê Văn Tám	District 5	PS	309	13	-
114	Trường Trung Học Phổ Thông Trần Khai Nguyên	District 5	HS	312	13	-
125	Dân lập Việt Mỹ	District 11	PS, MS, HS	323	15	-
50	Trường Trung Học Thực Hành Đại Học Sư Phạm	District 5	HS	330	17	-
77	Trường Trung Học Cơ Sở Hồng Bàng	District 5	MS	331	16	-
95	Trường Trung Học Phổ Thông Trần Hữu Trang	District 5	HS	334	18	-
85	Trường Tiểu Học Trần Quốc Toản	District 5	PS	340	19	-
38	Trường Tiểu Học Kim Đồng	District 6	PS	342	20	-
59	Trường Trung Học Phổ Thông Nguyễn Hữu Thọ	District 4	HS	344	21	-
67	Trường Trung Học Phổ Thông Hùng Vương	District 5	HS	359	22	-
	Trường Trung Học Phổ Thông Trần Quang Khải	District 11	HS	361	23	-
79	Trường Phổ Thông Năng Khiếu - Đại Học Quốc Gia Thành Phố Hồ Chí Minh"	District 5	HS	365	24	-
	Trường Trung Học Cơ Sở Nguyễn Huệ	District 11	MS	366	25	-
98	Trường Tiểu Học Phạm Văn Hai	District 11	PS	367	25	-
100	Trường Tiểu Học Công Lập Thái Phiên	District 11	PS	377	27	-
43	Trường Trung Học Cơ Sở Nguyễn Đức Cảnh	District 6	MS	382	28	-
27	Trường Trung Học Cơ Sở Mạch Kiếm Hùng	District 5	MS	383	28	10
26	Trường Tiểu Học Bến Cảng	District 4	PS	386	30	-
123	Trường Trung Học Cơ Sở, Trung Học Phổ Thông Quang Trung Nguyễn Huệ	District 5	MS,HS	408	31	-
45	Trường Tiểu Học Anh Việt Mỹ	District 4	PS	409	31	-
71	Trường Tiểu Học Huỳnh Mẫn Đạt	District 5	PS	427	33	-
96	Trường Tiểu Học Bàu Sen	District 5	PS	433	34	-
60	Trường Dự Bị Đại Học Thành Phố Hồ Chí Minh - Trường Trung Học Cơ Sở và Trung Học Phổ Thông An Đông	District 5	MS, HS	439	35	-
80	Trường Tiểu Học Trần Bình Trọng	District 5	PS	440	36	-
101	Trường Tiểu Học Hưng Việt	District 11	PS	481	37	-

⁹ Result after implement modifications.

¹⁰ Result after implement modifications







ID	School Name	District	School Type*	Big Data Screenin g Score	Priority Rank	Assessed on SR4S
73	Trường Tiểu Học Đặng Nguyên Cẩn	District 6	PS	511	38	-
39	Trường Trung Học Cơ Sở Hậu Giang	District 11	MS	512	39	-
69	Trường Trung Học Thực Hành Sài Gòn	District 5	MS,HS	521	40	-
103	Trường Trung Học Cơ Sở Chi Lăng	District 4	MS	522	40	-
6	Trường Tiểu Học Võ Văn Tần	District 6	PS	528	42	-
54	Trường Tiểu Học Nguyễn Văn Trỗi	District 4	PS	537	43	-
76	Trường Tiểu Học Hàm Tử	District 5	PS	551	44	-
11	Trường Tiểu Học Nguyễn Viết Xuân	District 5	PS	557	45	11
78	Trường Tiểu Học Phú Thọ	District 11	PS	561	46	-
86	Trường Trung Học Cơ Sở Lam Sơn	District 6	MS	576	47	-
66	Trường Tiểu Học Phú Định	District 6	PS	588	48	-
51	Trường Tiểu Học Hùng Vương	District 6	PS	589	49	12
37	Trường Tiểu Học Phú Lâm	District 6	PS	599	50	-
19	Trường Tiểu Học Bạch Đằng	District 4	PS	603	51	-
63	Trường Phổ Thông Trung Học Mạc Đĩnh Chi	District 6	HS	611	52	-
47	Trường Trung Học Cơ Sở Hoàng Lê Kha	District 6	MS	618	53	-
113	Trường Trung Học Cơ Sở Lý Phong	District 5	MS	625	54	-
10	Trường Tiểu Học Âu Cơ	District 11	PS	627	55	-
83	Trường Trung Học Cơ Sở Kim Đồng	District 5	MS	634	56	-
40	Trường Trung Học Cơ Sở Ba Đình	District 5	MS	634	57	-
53	Trường Trung Học Phổ Thông Nguyễn Trãi	District 4	HS	636	58	-
90	Trường Tiểu Học Lạc Long Quân	District 11	PS	640	59	-
68	Trường Tiểu Học Đề Thám	District 11	PS	641	60	-

*PM: Primary School, MS: Middle School and HS: High School

¹² Result after implement modifications.







¹¹ Result after implement modifications.

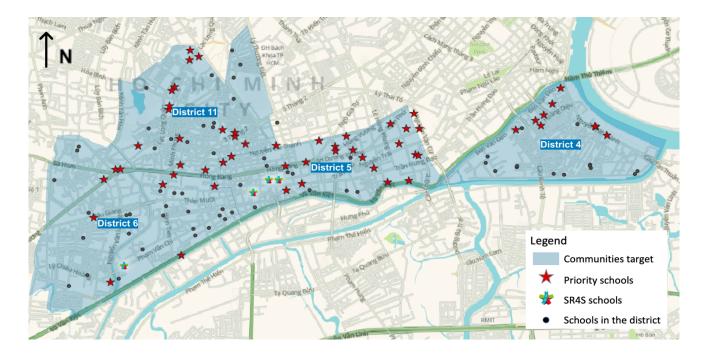


Figure 7 Location of the priority schools in HCMC

Level 2 and 3 Results - Pleiku City

As mentioned before, Level 1 was omitted for Pleiku City. Therefore, the analysis for Pleiku City is conducted in one stage, combining Levels 2 and 3. The tables in Annex III show the values of the attributes and their scores for each school assessed.

Error! Reference source not found. presents the final prioritisation for Pleiku City.

History of SR4S assessments in Pleiku City

AIPF have already assessed thirty one schools on the priority list as part of the project *Slow Zone Safe Zone* (2021) and have modifications implemented. These schools will not be reassessed. Therefore, we include the subsequent school in the rank to be assessed in the AI&Me Project.

Therefore, the final list of schools presents, excluding those already assessed on SR4S or being modified, fourteen middle schools, eight high schools, and one primary schools. Two school include all levels.

Table 7 Priority schools to conduct SR4S assessments in Pleiku City

ID	School Name	School Type	Big Data Screenin g Score	Priority Rank	Assesse d on SR4S
156	Trường Trung Học Cơ Sở Phạm Hồng Thái	MS	82	1	
150	Trường Tiểu Học Hoàng Hoa Thám	PS	97	2	#
148	Trường Tiểu Học Võ Thị Sáu	PS	106	3	#
151	Trường Tiểu Học Ngô Mây	PS	116	4	#
137	Trường Trung Học Cơ Sở Nguyễn Du	MS	121	5	
154	Trường Tiểu Học Nguyễn Lương Bằng	PS	128	6	#







ID	School Name	School Type	Big Data Screenin g Score	Priority Rank	Assesse d on SR4S
142	Trường Trung Học Phổ Thông Chuyên Hùng Vương	HS	131	7	
128	Trường Phổ Thông Dân Tộc Nội Trú Tỉnh Gia Lai	HS	139	8	
138	Trường Trung Học Phổ Thông Phan Bội Châu	HS	142	9	
135	Trường Tiểu Học Lê Quý Đôn	PS	150	10	
141	Trường Tiểu Học Chu Văn An	PS	157	11	#
145	Trường Trung Học Phổ Thông Lê Lợi	HS	167	12	
149	Trường Tiểu Học Nguyễn Văn Trỗi	PS	176	13	#
161	Trường Tiểu Học Anh Hùng Núp	PS	173	14	#
131	Trường Trung Học Cơ Sở Trưng Vương	MS	184	15	
166	Trường Trung Học Cơ Sở Trần Phú	MS	196	16	
139	Trường Tiểu Học Nguyễn Bá Ngọc	PS	196	16	#
175	Trường Trung Học Phổ Thông Chi Lăng	HS	206	18	
158	Trường Trung Học Phổ Thông Hoàng Hoa Thám	HS	226	19	
140	Trường Tiểu Học Nguyễn Trãi	PS	228	20	#
165	Trường Trung Học Cơ Sở Lý Thường Kiệt	MS	217	21	
179	Trường Tiểu Học Lê Lai	PS	231	22	#
143	Trường Tiểu Học Cù Chính Lan	PS	232	23	#
129	Trường Trung Học Cơ Sở Huỳnh Thúc Kháng	MS	233	24	
133	Trường Trung Học Cơ Sở Nguyễn Văn Cừ	MS	233	25	
170	Trường Tiểu Học Nguyễn Khuyến	PS	241	26	#
147	Trường Tiểu Học Nguyễn Thị Minh Khai	PS	243	27	#
132	Trường Tiểu Học Nguyễn Bỉnh Khiêm	PS	244	28	#
146	Trường Trung Học Cơ Sở Nguyễn Viết Xuân	MS	250	29	
162	Trường Trung Học Phổ Thông Pleiku	HS	254	30	
144	Trường Trung Học Cơ Sở Nguyễn Huệ	MS	259	31	
153	Trường Trung Học Phổ Thông Nguyễn Chí Thanh	HS	262	32	
159	Trường Tiểu Học Phan Đăng Lưu	PS	266	33	#
178	Trường Tiểu Học Đinh Tiên Hoàng	PS	273	34	#
155	Trường Trung Học Cơ Sở Lý Tự Trọng	MS	284	35	
130	Trường Tiểu Học Trần Quốc Toản	PS	299	36	#
169	Trường Tiểu Học Lê Hồng Phong	PS	301	37	#
181	Trường Tiểu Học Lương Thạnh	PS	327	38	#
136	Trường Trung Học Cơ Sở Tôn Đức Thắng	MS	326	40	
152	Trường Tiểu Học Bùi Dự	PS	339	41	#
1111	Trường Tiểu Học Ngô Quyền	PS	345	42	#
164	Trường Trung Học Cơ Sở Lương Thế Vinh	MS	334	44	
172	Trường Tiểu Học Nay Der	PS	347	45	#
173	Trường Tiểu Học Nguyễn Đức Cảnh	PS	366	46	#
127	Trường Tiểu Học, Trung Học Cơ Sở Bùi Thị Xuân	PS,MS	362	47	#







ID	School Name	School Type	Big Data Screenin g Score	Priority Rank	Assesse d on SR4S
174	Trường Quốc Tế Châu Á Thái Bình Dương	PS, MS, HS	373	48	
180	Trường Tiểu Học Trần Đại Nghĩa	PS	375	49	#
157	Trường Tiểu Học, Trung Học Cơ Sở Nguyễn Chí Thanh	PS,MS	378	50	#
167	Trường Tiểu Học, Trung Học Cơ Sở Lê Văn Tám	PS,MS	406	51	#
168	Trường Tiểu Học Hồ Tùng Mậu	PS	420	52	#
177	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Wừu	PS,MS	428	53	
171	Trường Tiểu Học Trần Quý Cáp	PS	430	54	#
1112	Trường Trung Học Cơ Sở Lê Lợi	MS	431	55	
163	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Sao Việt	PS,MS,H S	432	56	
1113	Trường Trung Học Cơ Sở Ngô Gia Tự	MS	448	57	
176	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Đôn	PS, MS	494	58	#

*PM: Primary School, MS: Middle School and HS: High School

[#] Modifications recently implemented.

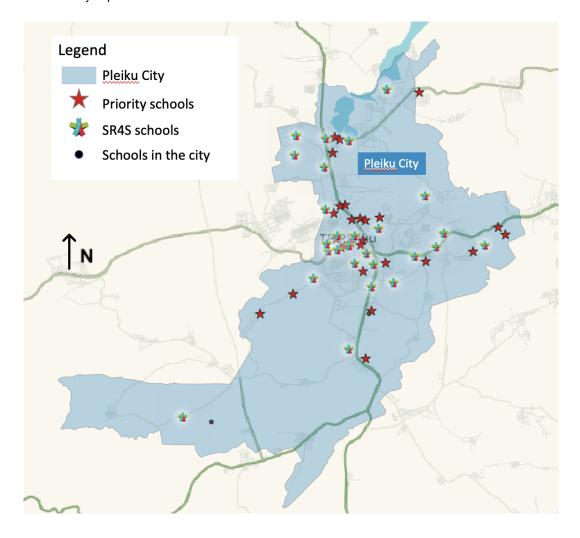


Figure 8 Location of the priority schools in Pleiku City







Level 2 and 3 Results – Yen Bai City

The combination of Level 2 and Level 3 attributes were also applied to Yen Bai City. The tables in <u>Annex IV</u> provides the values of the attributes and their scores for each school assessed.

The city only has 27 schools. Therefore, almost all the schools are candidates for the SR4S assessments (25 schools) since no one was assessed before. Table 8 presents the schools ranked from higher to lower risk. In the case of Yen Bai City, the priority schools list it's made of eight primary schools, five secondary school and five high school. Seven schools teach at the primary and secondary school levels.

Table 8 Priority schools to conduct SR4S assessments in Yen Bai City

ID	School name	School Type	Big Data Screening Score	Priority Rank
206	Trường Trung Học Phổ Thông Nguyễn Huệ	HS	78	1
185	Trường Trung Học Phổ Thông Chuyên Nguyễn Tất Thành	HS	80	2
188	Trường Tiểu Học Nguyễn Phúc	PS	88	3
187	Trường Tiểu Học Nguyễn Thái Học	PS	93	4
191	Trường Trung Học Cơ Sở Quang Trung	MS	105	5
204	Trường Tiểu Học Hồng Thái	PS	112	6
183	Trường Tiểu Học Yên Ninh	PS	113	7
201	Trường Tiểu Học, Trung Học Cơ Sở Âu Lâu	PS,MS	115	8
200	Trường Trung Học Phổ Thông Hoàng Quốc Việt	HS	117	9
198	Trường Trung Học Phổ Thông Lý Thường Kiệt	HS	125	10
205	Trường Trung Học Cơ Sở Lê Hồng Phong	MS	133	11
184	Trường Tiểu Học Kim Đồng	PS	134	12
194	Trường Tiểu Học Nguyễn Trãi	PS	140	13
195	Trường Tiểu Học và Trung Học Cơ Sở Hợp Minh	PS, MS	140	13
199	Trường Trung Học Cơ Sở Yên Thịnh	MS	143	15
186	Trường Tiểu Học, Trung Học Cơ Sở Tân Thịnh	PS,MS	146	16
193	Trường Trung Học Cơ Sở Nguyễn Du	MS	149	17
192	Trường Tiểu Học Yên Thịnh	PS	150	18
189	Trường Tiểu Học, Trung Học Cơ Sở Giới Phiên Cơ Sở 2	PS,MS	153	19
197	Trường Phổ Thông Dân Tộc Nội Trú Trung Học Phổ Thông Tỉnh Yên Bái	HS	161	20
190	Trường Trung Học Cơ Sở Yên Ninh	MS	162	21
196	Trường Tiểu Học, Trung Học Cơ Sở Giới Phiên Cơ Sở 1	PS, MS	170	22
208	Trường Tiểu Học, Trung Học Cơ Sở Tuy Lộc	PS, MS	182	23
207	Trường Tiểu Học, Trung Học Cơ Sở Văn Phú	PS, MS	190	24
203	Trường Tiểu Học Nam Cường	PS	211	25

*PM: Primary School, MS: Middle School and HS: High School







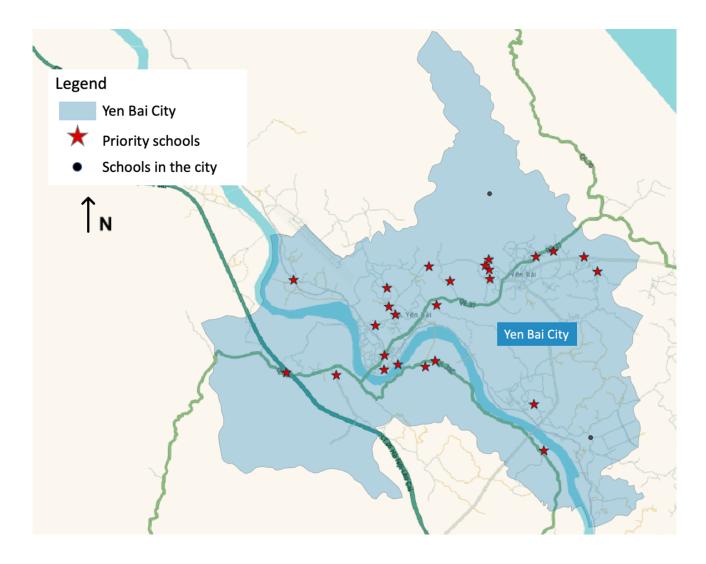


Figure 9 Location of the priority schools in Yen Bai City







5 FINAL REMARKS AND LESSONS LEARNED

This report presents an application of the Big Data Screening Methodology developed for the *Al&Me: Empowering youth for safer roads* project. The methodology aligns evidence-based attributes and big data sources to allow ranking of schools from the highest to low road safety risk for pedestrians, resulting in a prioritization list for further, detailed assessments.

The methodology was applied in the three project pilot cities: Ho Chi Minh City, Pleiku City and Yen Bai City. Differences in size and administrative boundaries affected the way the methodology was applied in each of the cities.

In the case of Pleiku City and Yen Bai City, the Level 1 analysis was omitted due to the scale of the city. It was considered that the target community in these two cases was the entire city.

Level 1 was well suited for the HCMC case. Starting from a citywide perspective, It helped identify the areas with a high density of road crashes and where people potentially walk more. The Level 1 optimised the data collection effort to focus on the denser and centralized communities.

However, it does not mean that road safety problems in other parts of the city do not deserve attention. The methodology can be seen as a first attempt to tackle road safety issues, where continuous and comprehensive assessments need to be made to guarantee that kids have a safe walk to and from schools. Whre resources permit the more detailed biga data analyses presented in Level 2 and 3 can be undertaken across a whole region.

The final list of schools are then the nominated candidates for the SR4S assessments in the following stages of the project. The number of schools identified as part of the final list is a predetermined based on the project goals and agreements with the local government. Applications in other contexts might present different values and a different number of target schools.

Since the project's overall aim is to see infrastructure improvements implemented, it depends on political commitment and agreements among decision-makers. The results of piloting the methodology showed that the number of target schools influences the appropriate level of analysis to use in the localised methodology.

For this reason, based on the Viet Nam specific needs, the project team decided to combine the second and third levels since the number of schools was already close to the desired number in the final list, even though the attributes still bring valuable information to prioritize investments. A new application might include more areas in the Level 1 analysis results. For smaller cities, the attributes may be used in full without narrowing down the number of schools.

Finally, it is possible to say that the methodology meets the objectives proposed. The attributes included are simple and easy to obtain using big data sources, although some manipulations and human verification are needed. Most of them are available in different parts of the world and at a low cost. Therefore, the application and the results reinforce the potential scalability and repeatability of the methodology, being part of the package of solutions that the *Al&Me: Empowering youth for safer roads* project delivers.







ANNEX I HCMC – LEVEL 1 ATTRIBUTES MAPS

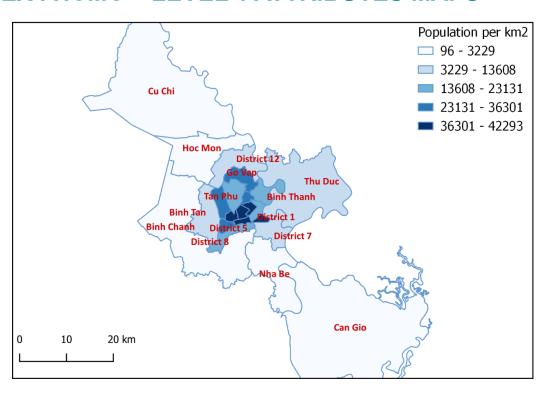


Figure 10 Population density Ho Chi Minh City.

Data source: IMPUMS Terra Census Data 2009

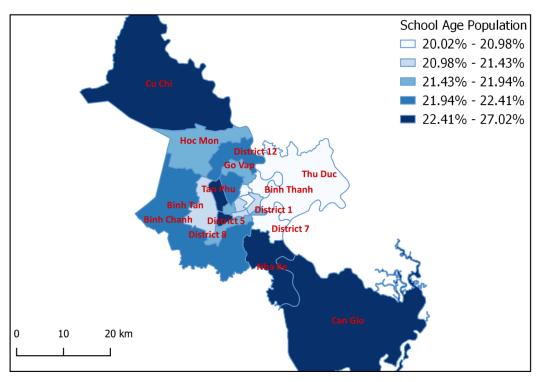


Figure 11 Population school-age Ho Chi Minh City.







Data source: IMPUMS Terra Census Data 2009

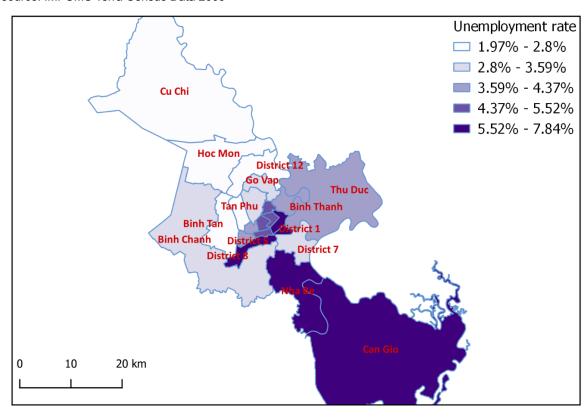


Figure 12 Unemployment rate Ho Chi Minh City.

Data source: IMPUMS Terra Census Data 2009

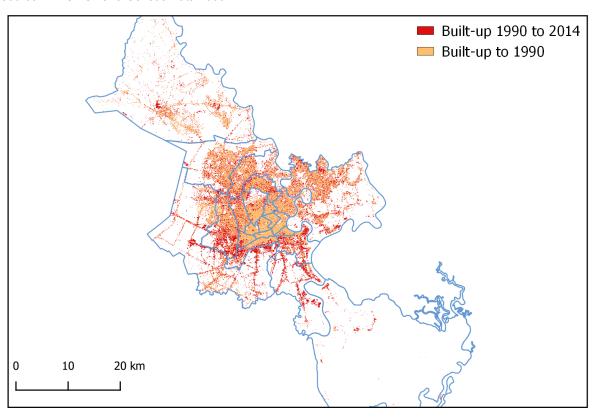








Figure 13 Increase of built-up area in Ho Chi Minh City from 1990 to 2014.

Data source: Global Human Settlement Layer (GHSL).

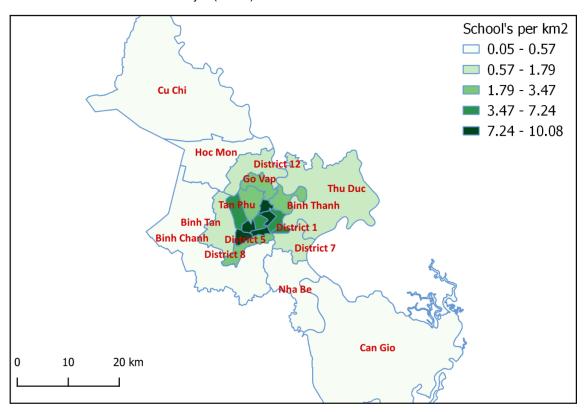


Figure 14 School density Ho Chi Minh City

Data source: Provincial Department of Education and Training and MN-R data

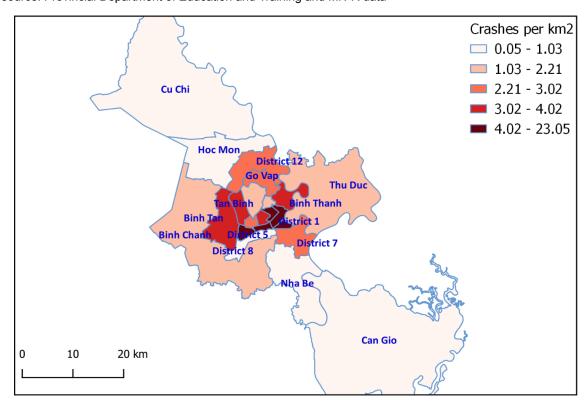








Figure 15 Crash Density Ho Chi Minh City.

Data source: Provincial Traffic Safety Committee

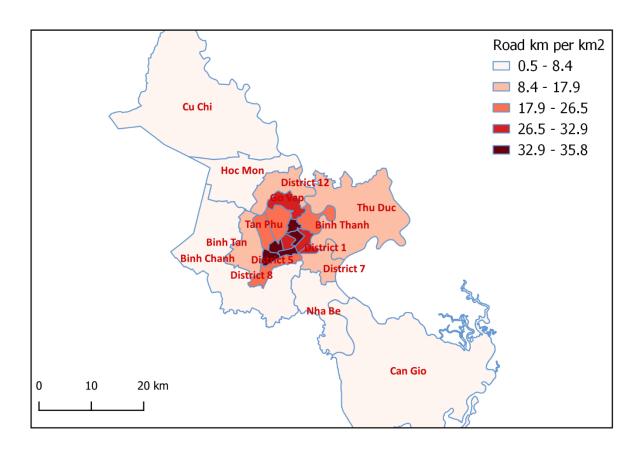


Figure 16 Road density Ho Chi Minh City.

Data source: Tomtom-MNR







ANNEX II HCMC - Level 2 AND 3 ATTRIBUTES AND RANKS

It is possible to see in the following tables, Table 9 and Table 10, the list of schools in Ho Chi Minh City assessed in the Level 2 and 3 analyses. Every school is identified by ID, name, type of school and the district where the school is located.

- Table 9 presents the calculate values for the attributes.
- Table 10 presents the scores associated with the attributes ranked.







Table 9 Level 2 and 3 attributes database - HCMC

id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
1	Trường Phạm Văn Chí	6	PS	1104	local	1.0	59	1	0.23	33.00	48.83	32.81
2	Trường Nguyễn Minh Hoàng	11	MS	451	local	3.5	268	1	0.00	0.00	286.68	20.52
3	Trường Tiểu Học Trương Công Định	6	PS	862	local	1.1	358	1	0.00	0.00	16.28	26.56
4	Trường Trung Học Cơ Sở Nguyễn Văn Luông	6	MS	2005	local	0.0	140	1	0.00	0.00	1.70	25.04
5	Trường Tiểu Học Và Trung Học Cơ Sở Quốc Tế Mỹ Úc - Trường Anh Ngữ Mỹ Úc	6	PS	92	local	0.0	352	1	0.78	22.72	2.71	24.61
6	Trường Tiểu Học Võ Văn Tần	6	PS	881	arterial	3.1	229	1	5.57	26.63	141.80	20.79
7	Trường Tiểu Học Đại Thành	11	PS	593	local	1.5	341	1	0.00	0.00	183.11	21.19
8	Trường Tiểu Học Nguyễn Huệ	6	PS	1312	local	1.6	156	1	0.13	17.89	36.72	19.90
9	Trường Tiểu Học Công Lập Trưng Trắc	11	PS	1346	local	0.0	208	1	1.67	21.64	9.00	19.20
10	Trường Tiểu Học Âu Cơ	11	PS	521	local	2.8	405	1	2.10	21.00	210.06	22.41
11	Trường Tiểu Học Nguyễn Viết Xuân	5	PS	846	arterial	4.9	137	1	8.55	17.00	262.21	19.87
12	Trường Tiểu Học Phạm Hồng Thái	5	PS	929	local	4.9	170	1	4.27	19.90	203.40	20.33
13	Trường Trung Học Cơ Sở Vân Đồn	4	MS	950	arterial	5.6	338	2 or more	24.72	17.80	326.51	21.68
14	Trường Tiểu Học Vĩnh Hội	4	PS	759	local	8.0	232	1	0.00	0.00	34.48	17.20
15	Trường Tiểu Học Hòa Bình	11	PS	818	local	1.5	140	1	0.00	0.00	117.61	23.13
16	Trường Trung Học Cơ Sở Quang Trung	4	MS	1034	local	0.9	187	1	0.00	0.00	68.21	23.41
17	Trường Tiểu Học Huỳnh Kiến Hoa	5	PS	793	local	4.0	131	1	0.60	21.55	168.98	25.26
18	Trường Tiểu Học Chương Dương	5	PS	593	local	3.4	162	1	0.00	0.00	92.16	23.45
19	Trường Tiểu Học Bạch Đằng	4	PS	770	local	5.0	189	1	2.17	21.62	241.97	22.77

¹³ School types are classified as PS: Primary School / MS: Middle School / HS: High Scool.

¹⁵ School zone records are presented divided by 100.000







¹⁴ School road records are presented divided by 10.000.

id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
20	Trường Tiểu Học Nguyễn Bá Ngọc	11	PS	638	local	3.1	374	1	0.00	0.00	86.10	22.63
21	Trường Trung Học Phổ Thông Bình Phú	6	HS	1993	local	0.0	91	1	0.00	30.00	3.40	24.65
22	Trường Trung Học Phổ Thông Chuyên Lê Hồng Phong	5	HS	2030	major	3.5	113	2 or more	35.74	25.73	292.44	23.19
23	Trường Trung Học Cơ Sở Chuẩn Quốc Gia Nguyễn Văn Phú	11	MS	1260	local	1.4	336	1	0.00	0.00	32.04	19.58
24	Trường Tiểu Học Dân Lập Bình Thới	11	PS	131	local	2.4	284	1	0.00	0.00	114.68	22.93
25	Trường Tiểu Học Khánh Hội B	4	PS	956	local	1.2	133	1	0.43	26.29	27.42	27.90
26	Trường Tiểu Học Bến Cảng	4	PS	478	major	1.6	237	2 or more	45.29	24.24	138.01	23.87
27	Trường Trung Học Cơ Sở Mạch Kiếm Hùng	5	MS	1462	arterial	5.2	131	2 or more	9.65	16.01	282.15	20.33
28	Trường Tiểu Học Nguyễn Văn Luông	6	PS	1059	local	0.0	316	1	0.00	0.00	2.43	25.98
29	Trường Tiểu Học Lê Đình Chinh	5	PS	859	local	3.1	128	1	0.09	18.35	113.48	21.55
30	Trường Tiểu Học Nguyễn Thiện Thuật	6	PS	539	local	2.2	189	1	0.03	18.43	41.89	18.94
31	Trường Tiểu Học Chi Lăng	6	PS	1038	local	1.2	346	1	0.00	0.00	52.87	22.51
32	Trường Tiểu Học Nhật Tảo	6	PS	429	local	1.1	308	1	0.04	25.13	15.37	22.85
33	Trường Tiểu Học Quốc Tế Việt Mỹ Úc	11	PS	41	local	0.0	350	1	0.00	19.86	20.23	19.94
34	Trường Trung Học Cơ Sở Đoàn Kết	6	MS	1061	local	0.5	325	1	0.00	0.00	9.15	26.99
35	Trường Trung Học Cơ Sở Phú Thọ	11	MS	1528	major	2.3	392	2 or more	20.33	26.64	212.14	22.64
36	Trường Tiểu Học Nguyễn Huệ	4	PS	320	local	1.3	165	1	0.12	14.11	44.20	24.15
37	Trường Tiểu Học Phú Lâm	6	PS	2307	local	1.9	171	2 or more	0.00	0.00	177.92	26.79
38	Trường Tiểu Học Kim Đồng	6	PS	920	major	1.6	206	2 or more	27.02	46.65	28.77	27.40
39	Trường Trung Học Cơ Sở Hậu Giang	11	MS	2133	local	3.8	330	1	0.62	19.44	197.66	24.76
40	Trường Trung Học Cơ Sở Ba Đình	5	MS	1779	local	4.2	270	1	0.00	19.00	320.01	20.58
41	Trường Trung Học Cơ Sở Văn Thân	6	MS	949	local	0.0	272	1	0.00	21.37	0.31	27.65
42	Trường Tiểu Học Lê Văn Tám	6	PS	1021	local	1.8	316	1	0.00	0.00	97.46	25.72
43	Trường Trung Học Cơ Sở Nguyễn Đức Cảnh	6	MS	1232	local	5.0	303	2 or more	0.95	17.81	232.34	25.99







id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
44	Trường Trung Học Cơ Sở Trần Bội Cơ	5	MS	2313	arterial	4.6	157	2 or	12.91	25.84	201.64	20.91
45	Trường Tiểu Học Anh Việt Mỹ	4	PS	149	major	1.6	235	more 2 or more	45.29	24.24	146.66	23.12
46	Trường Tiểu Học Phùng Hưng	11	PS	1196	arterial	3.2	231	2 or	16.54	28.63	180.02	23.18
47 48	Trường Trung Học Cơ Sở Hoàng Lê Kha "Văn Lang High school /	6	MS	1174	local	3.1	284	more 1	0.01	21.88	200.04	25.92
49	Trường Tiểu Học Vĩnh Xuyên	6	PS	79	local	2.3	163	1	0.19	17.02	40.09	19.79
50	Trường Trung Học Thực Hành Đại Học Sư Phạm	5	HS	816	major	3.3	110	2 or more	36.25	30.99	204.60	23.25
51	Trường Tiểu Học Hùng Vương	6	PS	1015	local	0.9	137	2 or more	0.11	32.61	17.07	31.78
52	Trường Trung Học Phổ Thông Trần Quang Khải	11	HS	2376	arterial	2.4	202	2 or more	0.00	33.00	148.94	23.59
53	Trường Trung Học Phổ Thông Nguyễn Trãi	4	HS	1716	local	1.6	214	1	0.17	20.78	129.58	27.58
54	Trường Tiểu Học Nguyễn Văn Trỗi	4	PS	1205	local	5.7	263	1	1.12	21.37	283.61	22.38
55	Trường Tiểu Học Phù Đổng	6	PS	1550	local	0.0	122	1	0.00	12.45	0.41	21.74
56	Trường Trung Học Phổ Thông Phạm Phú Thứ	6	HS	1991	local	1.5	273	1	0.01	24.15	23.35	24.33
57	Trường Tiểu Học Đống Đa	4	PS	409	local	0.1	222	1	0.00	4.00	8.39	17.69
58	Trường Trung Học Cơ Sở Lê Quý Đôn	11	MS	1668	arterial	2.4	188	2 or more	14.65	26.41	151.61	24.07
59	Trường Trung Học Phổ Thông Nguyễn Hữu Thọ	4	HS	1729	arterial	2.9	54	2 or more	7.45	30.21	121.45	25.85
60	Trường Dự Bị Đại Học Thành Phố Hồ Chí Minh - Trường Trung Học Cơ Sở và Trung Học Phổ Thông An Đông	5	HS	1	arterial	4.4	184	2 or more	8.24	21.33	226.64	20.34
61	Trường Tiểu Học Đặng Trần Côn	4	PS	787	arterial	4.2	163	2 or more	27.09	23.48	264.44	23.21
62	Trường Trung Học Cơ Sở Nguyễn Huệ	11	MS	498	arterial	2.2	244	2 or more	15.82	33.42	128.44	23.22
63	Trường Phổ Thông Trung Học Mạc Đĩnh Chi	6	HS	2853	local	1.6	149	2 or more	0.00	0.00	180.73	26.83
64	Trường Tiểu Học Lê Đình Chinh	11	PS	1085	arterial	3.7	307	2 or more	13.78	27.87	213.64	21.41
65	Trường Trung Học Cơ Sở Nguyễn Huệ	4	MS	979	local	0.0	161	1	0.48	23.43	2.14	20.86







id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
66	Trường Tiểu Học Phú Định	6	PS	1448	local	0.6	79	2 or	0.10	29.83	48.75	31.46
67	Trường Trung Học Phổ Thông Hùng Vương	5	HS	3147	major	3.5	106	more 2 or more	26.95	26.28	175.91	19.66
68	Trường Tiểu Học Đề Thám	11	PS	544	arterial	3.3	250	1	2.59	16.09	131.02	19.36
69	Trường Trung Học Thực Hành Sài Gòn	5	MS,HS	2267	local	4.2	147	1	8.16	22.09	229.62	23.70
70	Trường Tiểu Học Nguyễn Đức Cảnh	5	PS	998	local	3.0	182	1	7.04	17.50	147.54	19.56
71	Trường Tiểu Học Huỳnh Mẫn Đạt	5	PS	662	major	3.1	167	2 or	36.61	30.60	97.09	20.20
72	Trường Trung Học Cơ Sở Phú Định	6	MS	1714	local	0.0	101	more 2 or more	0.19	31.31	0.59	21.30
73	Trường Tiểu Học Đặng Nguyên Cẩn	6	PS	785	local	2.4	191	2 or more	7.98	26.20	123.08	23.75
74	Trường Trung Học Cơ Sở Lê Anh Xuân	11	MS	1469	local	2.4	395	1	0.00	0.00	58.44	22.12
75	Trường Phổ Thông Trung Học Nam Kỳ Khởi Nghĩa	11	HS	2120	local	2.5	376	1	0.00	0.00	168.24	21.82
76	Trường Tiểu Học Hàm Tử	5	PS	851	local	3.3	129	2 or more	4.67	31.15	104.84	22.18
77	Trường Trung Học Cơ Sở Hồng Bàng	5	MS	3094	major	4.7	100	2 or more	28.48	24.96	223.26	18.82
78	Trường Tiểu Học Phú Thọ	11	PS	1210	local	1.9	405	1	6.49	21.46	206.74	22.68
79	Trường Phổ Thông Năng Khiếu - Đại Học Quốc Gia Thành Phố Hồ Chí Minh"	5	HS	1457	arterial	3.0	171	2 or more	20.91	25.55	154.04	21.33
80	Trường Tiểu Học Trần Bình Trọng	5	PS	1140	local	4.3	260	2 or more	8.05	21.11	293.13	20.85
81	Trường Tiểu Học Hàn Hải Nguyên	11	PS	652	local	2.7	390	1	0.00	20.10	121.96	23.40
82	Trường Tiểu Học Him Lam	6	PS	673	local	2.1	183	1	2.77	24.00	43.67	23.69
83	Trường Trung Học Cơ Sở Kim Đồng	5	MS	2139	local	3.7	275	1	0.19	15.54	205.61	20.00
84	Trường Trung Học Cơ Sở Phạm Đình Hổ	6	MS	1513	local	1.5	211	1	0.04	23.80	33.41	21.89
85	Trường Tiểu Học Trần Quốc Toản	5	PS	653	arterial	4.5	221	2 or more	19.03	29.41	215.78	19.93
86	Trường Trung Học Cơ Sở Lam Sơn	6	MS	2140	local	0.7	181	2 or more	0.18	28.07	31.85	22.87
87	Trường Tiểu Học Quyết Thắng	11	PS	490	local	1.9	282	1	0.00	0.00	149.07	21.83
88	Trường Tiểu Học Lý Nhơn	4	PS	623	local	4.7	197	1	1.68	18.54	308.81	21.79
89	Trường Trung Học Cơ Sở Hậu Giang	6	MS	1271	local	1.3	362	1	0.00	0.00	59.66	23.98







id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
90	Trường Tiểu Học Lạc Long Quân	11	PS	1165	local	1.6	349	1	0.52	21.73	168.50	21.90
91	Trường Trung Học Phổ Thông Dân Lập Thăng Long	5	HS	1030	arterial	5.7	128	2 or more	19.26	26.95	243.18	22.41
92	Trường Tiểu Học Châu Văn Liêm	6	PS	843	local	0.0	357	1	0.00	18.45	3.60	21.17
93	Trường Trung Học Phổ Thông Nguyễn Hiền	11	HS	1208	local	1.2	338	1	0.34	22.16	120.16	21.28
95	Trường Trung Học Phổ Thông Trần Hữu Trang	5	HS	865	arterial	4.9	123	2 or more	17.06	26.07	229.79	22.20
96	Trường Tiểu Học Bàu Sen	5	PS	1016	arterial	3.4	269	1	22.72	24.61	203.13	21.51
97	Trường Tiểu Học Lê Văn Tám	5	PS	491	arterial	3.7	202	2 or more	22.89	31.82	209.49	23.22
98	Trường Tiểu Học Phạm Văn Hai	11	PS	551	arterial	3.1	320	2 or more	7.35	27.58	196.85	20.88
99	Trường Trung Học Cơ Sở Lữ Gia	11	MS	1474	local	0.9	172	1	0.00	0.00	83.20	22.04
10 0	Trường Tiểu Học Công Lập Thái Phiên	11	PS	384	arterial	2.9	388	2 or more	10.45	26.65	80.01	22.50
10 1	Trường Tiểu Học Hưng Việt	11	PS	934	arterial	1.8	285	1	4.71	26.25	52.38	26.62
10 2	Trường Tiểu Học Tăng Bạt Hổ B	4	MS	1544	local	0.0	217	1	0.00	0.00	0.79	20.17
10 3	Trường Trung Học Cơ Sở Chi Lăng	4	MS	1466	local	6.0	255	1	2.15	20.29	357.36	22.24
10 4	Trường Tiểu Học Chính Nghĩa	5	PS	1714	local	3.9	123	1	7.24	18.14	195.21	20.27
10 5	Trường Tiểu Học Nguyễn Thị Nhỏ	11	PS	590	local	1.5	216	1	7.67	22.50	170.81	22.12
10 6	Trường Tiểu Học Xóm Chiếu	4	PS	777	local	1.9	324	1	3.48	21.24	134.40	19.93
10 7	Trường Trung Học Cơ Sở Bình Tây	6	MS	1868	local	1.6	190	1	0.00	19.00	36.12	19.63
10 8	Trường Tiểu Học Đoàn Thị Điểm	4	PS	854	local	1.5	173	1	0.62	21.69	60.21	25.98
10 9	Trường Trung Học Cơ Sở Chu Văn An	11	MS	1520	local	0.7	344	1	0.34	22.16	91.72	21.20
110	Trường Tiểu Học Bán Trú Nguyễn Trường Tộ	4	PS	678	local	0.0	253	1	0.00	0.00	0.71	19.94
111	Trường Tiểu Học Bình Tiên	6	PS	782	local	0.0	337	1	0.00	16.34	2.50	25.37
112	Trường Tiểu Học Lý Cảnh Hớn	5	PS	653	local	3.8	94	1	0.00	0.00	157.62	24.92







id	Name	District	School Type ¹³	Number of student s	School road type	Length high risk roads	Number of Intersect.	Number of lanes	School Road Rec. ¹⁴	School road avg. speed	School Zone Rec. ¹⁵	School zone avg. speed
113	Trường Trung Học Cơ Sở Lý Phong	5	MS	1570	local	5.8	146	1	4.69	16.02	257.19	20.37
114	Trường Trung Học Phổ Thông Trần Khai Nguyên	5	HS	2241	major	4.7	117	2 or more	15.38	25.88	220.72	20.88
115	Nguyễn Tất Thành high school	6	HS	2222	local	0.0	319	1	0.00	0.00	2.48	24.86
116	Lê Thánh Tôn primary school	4	PS	529	local	1.0	197	1	0.00	0.00	76.68	22.30
117	Đinh Bộ Lĩnh primary school	4	PS	574	local	0.0	246	1	0.00	0.00	0.75	20.06
118	Nguyễn Thái Bình primary school	4	PS	614	local	1.7	135	1	0.42	26.72	67.94	28.71
119	Minh Đạo primary school	5	PS	2028	local	4.3	109	1	0.37	14.94	220.44	19.61
12 0	Lam Son primary school	6	PS	1378	local	1.2	180	1	0.00	0.00	63.66	23.94
12 1	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Trương Vĩnh Ký	11	PS,MS, HS	3291	arterial	2.2	253	2 or more	16.01	32.77	172.17	23.36
12 2	Trường Tiểu Học Trần Văn Ơn	11	PS	1120	arterial	2.4	238	2 or more	15.58	32.57	178.63	23.39
12 3	Trường Trung Học Cơ Sở, Trung Học Phổ Thông Quang Trung Nguyễn Huệ	5	MS,HS	496	arterial	5.2	113	2 or more	21.71	24.58	225.70	20.34
12 4	Trường Tiểu Học Nguyễn Thi	11	PS	533	major	5.9	360	2 or more	7.56	36.17	230.62	26.16
12 5	Dân lập Việt Mỹ	11	PS, MS, HS	718	arterial	3.3	223	2 or more	16.98	27.76	182.44	23.16







Table 10 Level 2 and 3 attributes ranked – HCMC

id	Name	District	School Type ¹⁶	Number of student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road rec	School road avg. speed	School zone avg. speed	School zone rec.
1	Trường Phạm Văn Chí	6	PS	53	126	100	125	126	71	5	91	1
2	Trường Nguyễn Minh Hoàng	11	MS	115	126	35	42	126	126	126	7	96
3	Trường Tiểu Học Trương Công Định	6	PS	73	126	99	11	126	126	126	108	13
4	Trường Trung Học Cơ Sở Nguyễn Văn Luông	6	MS	17	126	111	100	126	126	126	120	23
5	Trường Tiểu Học Và Trung Học Cơ Sở Quốc Tế Mỹ Úc - Trường Anh Ngữ Mỹ Úc	6	PS	123	126	111	13	126	58	50	115	28
6	Trường Tiểu Học Vỗ Văn Tần	6	PS	71	1	48	56	126	43	28	61	94
7	Trường Tiểu Học Đại Thành	11	PS	99	126	87	18	126	126	126	39	87
8	Trường Tiểu Học Nguyễn Huệ	6	PS	41	126	84	95	126	77	81	97	111
9	Trường Tiểu Học Công Lập Trưng Trắc	11	PS	40	126	111	66	126	55	58	111	120
10	Trường Tiểu Học Âu Cơ	11	PS	109	126	55	1	126	53	67	27	63
11	Trường Tiểu Học Nguyễn Viết Xuân	5	PS	77	1	11	102	126	31	86	11	112
12	Trường Tiểu Học Phạm Hồng Thái	5	PS	69	126	13	87	126	47	71	32	101
13	Trường Trung Học Cơ Sở Vân Đồn	4	MS	66	1	6	19	1	10	83	2	79
14	Trường Tiểu Học Vĩnh Hội	4	PS	88	126	105	54	126	126	126	99	126
15	Trường Tiểu Học Hòa Bình	11	PS	80	126	88	100	126	126	126	71	52
16	Trường Trung Học Cơ Sở Quang Trung	4	MS	58	126	104	77	126	126	126	83	40
17	Trường Tiểu Học Huỳnh Kiến Hoa	5	PS	82	126	25	106	126	61	60	50	22
18	Trường Tiểu Học Chương Dương	5	PS	99	126	38	92	126	126	126	77	39
19	Trường Tiểu Học Bạch Đằng	4	PS	87	126	9	74	126	51	59	14	57
20	Trường Tiểu Học Nguyễn Bá Ngọc	11	PS	96	126	47	8	126	126	126	79	60
21	Trường Trung Học Phổ Thông Bình Phú	6	HS	18	126	111	123	126	126	15	114	27
22	Trường Trung Học Phổ Thông Chuyên Lê Hồng Phong	5	HS	15	1	34	115	1	5	37	6	49
23	Trường Trung Học Cơ Sở Chuẩn Quốc Gia Nguyễn Văn Phú	11	MS	43	126	91	22	126	126	126	101	117

¹⁶ School types are classified as PS: Primary School / MS: Middle School / HS: High School







id	Name	District	School Type ¹⁶	Number of student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road rec	School road avg. speed	School zone avg. speed	School zone rec.
24	Trường Tiểu Học Dân Lập Bình Thới	11	PS	122	126	63	34	126	126	126	72	54
25	Trường Tiểu Học Khánh Hội B	4	PS	65	126	95	105	126	64	30	104	5
26	Trường Tiểu Học Bến Cảng	4	PS	114	1	78	52	1	1	43	62	34
27	Trường Trung Học Cơ Sở Mạch Kiếm Hùng	5	MS	36	1	8	106	1	30	92	9	100
28	Trường Tiểu Học Nguyễn Văn Luông	6	PS	56	126	111	28	126	126	126	118	16
29	Trường Tiểu Học Lê Đình Chinh	5	PS	74	126	45	109	126	81	79	73	80
30	Trường Tiểu Học Nguyễn Thiện Thuật	6	PS	106	126	66	74	126	84	78	95	121
31	Trường Tiểu Học Chi Lăng	6	PS	57	126	96	16	126	126	126	89	61
32	Trường Tiểu Học Nhật Tảo	6	PS	116	126	98	30	126	82	39	109	56
33	Trường Tiểu Học Quốc Tế Việt Mỹ Úc	11	PS	125	126	111	14	126	126	72	106	108
34	Trường Trung Học Cơ Sở Đoàn Kết	6	MS	55	126	109	24	126	126	126	110	9
35	Trường Trung Học Cơ Sở Phú Thọ	11	MS	30	1	64	4	1	15	27	26	59
36	Trường Tiểu Học Nguyễn Huệ	4	PS	119	126	93	89	126	78	95	93	30
37	Trường Tiểu Học Phú Lâm	6	PS	7	126	72	85	1	126	126	45	11
38	Trường Tiểu Học Kim Đồng	6	PS	70	1	83	67	1	8	1	103	8
39	Trường Trung Học Cơ Sở Hậu Giang	11	MS	13	126	29	23	126	60	73	36	26
40	Trường Trung Học Cơ Sở Ba Đình	5	MS	21	126	23	40	126	126	74	3	95
41	Trường Trung Học Cơ Sở Văn Thân	6	MS	67	126	111	39	126	126	62	126	6
42	Trường Tiểu Học Lê Văn Tám	6	PS	60	126	74	28	126	126	126	75	20
43	Trường Trung Học Cơ Sở Nguyễn Đức Cảnh	6	MS	44	126	10	32	1	57	82	15	15
44	Trường Trung Học Cơ Sở Trần Bội Cơ	5	MS	6	1	17	94	1	28	36	34	89
45	Trường Tiểu Học Anh Việt Mỹ	4	PS	121	1	77	53	1	1	43	59	53
46	Trường Tiểu Học Phùng Hưng	11	PS	48	1	44	55	1	21	18	43	50
47	Trường Trung Học Cơ Sở Hoàng Lê Kha	6	MS	49	126	49	34	126	126	55	35	18
48	"Văn Lang High school /			79	126	28	64	126	66	87	60	124
49	Trường Tiểu Học Vĩnh Xuyên	6	PS	124	126	65	90	126	73	85	96	113
50	Trường Trung Học Thực Hành Đại Học Sư Phạm	5	HS	81	1	39	117	1	4	12	31	44
51	Trường Tiểu Học Hùng Vương	6	PS	62	126	103	102	1	79	7	107	2







id	Name	District	School Type ¹⁶	Number of student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road rec	School road avg. speed	School zone avg. speed	School zone rec.
52		11	HS	5	1	61	68	1	126	4	57	38
53	Trường Trung Học Phổ Thông Nguyễn Trãi	4	HS	23	126	82	63	126	76	68	65	7
54	Trường Tiểu Học Nguyễn Văn Trỗi	4	PS	47	126	4	43	126	56	62	8	65
55	Trường Tiểu Học Phù Đổng	6	PS	28	126	111	113	126	126	96	125	78
56	Trường Trung Học Phổ Thông Phạm Phú Thứ	6	HS	19	126	90	38	126	85	45	105	29
57	Trường Tiểu Học Đống Đa	4	PS	117	126	110	59	126	126	97	112	125
58	Trường Trung Học Cơ Sở Lê Quý Đôn	11	MS	26	1	62	76	1	26	29	55	31
59	Trường Trung Học Phổ Thông Nguyễn Hữu Thọ	4	HS	22	1	54	126	1	38	14	69	19
60	Trường Dự Bị Đại Học Thành Phố Hồ Chí Minh - Trường Trung Học Cơ Sở và Trung Học Phổ Thông An Đông	5	HS	126	1	19	78	1	32	64	19	99
61	Trường Tiểu Học Đặng Trần Côn	4	PS	83	1	22	90	1	7	48	10	47
62	Trường Trung Học Cơ Sở Nguyễn Huệ	11	MS	110	1	67	50	1	23	3	66	45
63	Trường Phổ Thông Trung Học Mạc Đĩnh Chi	6	HS	4	126	80	96	1	126	126	42	10
64	Trường Tiểu Học Lê Đình Chinh	11	PS	54	1	31	31	1	27	20	25	82
65	Trường Trung Học Cơ Sở Nguyễn Huệ	4	MS	64	126	111	93	126	63	49	119	92
66	Trường Tiểu Học Phú Định	6	PS	38	126	108	124	1	80	16	92	3
67	Trường Trung Học Phổ Thông Hùng Vương	5	HS	2	1	36	119	1	9	31	46	114
68	Trường Tiểu Học Đề Thám	11	PS	105	1	42	48	126	50	90	64	119
69	Trường Trung Học Thực Hành Sài Gòn	5	MS;HS	8	126	23	97	126	33	54	18	36
70	Trường Tiểu Học Nguyễn Đức Cảnh	5	PS	63	126	51	80	126	41	84	58	118
71	Trường Tiểu Học Huỳnh Mẫn Đạt	5	PS	92	1	50	88	1	3	13	76	103
72	Trường Trung Học Cơ Sở Phú Định	6	MS	24	126	111	120	1	74	10	124	84
73	Trường Tiểu Học Đặng Nguyên Cẩn	6	PS	84	126	58	72	1	35	33	67	35
74	Trường Trung Học Cơ Sở Lê Anh Xuân	11	MS	34	126	59	3	126	126	126	88	70
75	Trường Phổ Thông Trung Học Nam Kỳ Khởi Nghĩa	11	HS	14	126	57	7	126	126	126	52	76
76	Trường Tiểu Học Hàm Tử	5	PS	76	126	40	108	1	46	11	74	69
77	Trường Trung Học Cơ Sở Hồng Bàng	5	MS	3	1	16	121	1	6	40	21	122
78	Trường Tiểu Học Phú Thọ	11	PS	45	126	73	1	126	42	61	29	58







id	Name	District	School Type ¹⁶	Number of student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road rec	School road avg. speed	School zone avg. speed	School zone rec.
79	Trường Phổ Thông Năng Khiếu - Đại Học Quốc Gia Thành Phố Hồ Chí Minh"	5	HS	37	1	52	85	1	14	38	54	83
80	Trường Tiểu Học Trần Bình Trọng	5	PS	51	126	20	44	1	34	66	5	93
81	Trường Tiểu Học Hàn Hải Nguyên	11	PS	95	126	56	5	126	126	70	68	41
82	Trường Tiểu Học Him Lam	6	PS	91	126	69	79	126	49	46	94	37
83	Trường Trung Học Cơ Sở Kim Đồng	5	MS	12	126	32	37	126	72	93	30	106
84	Trường Trung Học Cơ Sở Phạm Đình Hổ	6	MS	32	126	89	65	126	83	47	100	74
85	Trường Tiểu Học Trần Quốc Toản	5	PS	93	1	18	60	1	17	17	24	109
86	Trường Trung Học Cơ Sở Lam Sơn	6	MS	11	126	106	81	1	75	19	102	55
87	Trường Tiểu Học Quyết Thắng	11	PS	113	126	70	36	126	126	126	56	75
88	Trường Tiểu Học Lý Nhơn	4	PS	97	126	15	70	126	54	76	4	77
89	Trường Trung Học Cơ Sở Hậu Giang	6	MS	42	126	92	9	126	126	126	87	32
90	Trường Tiểu Học Lạc Long Quân	11	PS	50	126	81	15	126	62	56	51	73
91	Trường Trung Học Phổ Thông Dân Lập Thăng Long	5	HS	59	1	5	109	1	16	24	13	64
92	Trường Tiểu Học Châu Văn Liêm	6	PS	78	126	111	12	126	126	77	113	88
93	Trường Trung Học Phổ Thông Nguyễn Hiền	11	HS	46	126	94	19	126	69	52	70	85
95	Trường Trung Học Phổ Thông Trần Hữu Trang	5	HS	72	1	12	111	1	18	34	17	68
96	Trường Tiểu Học Bàu Sen	5	PS	61	1	37	41	126	12	41	33	81
97	Trường Tiểu Học Lê Văn Tám	5	PS	112	1	33	68	1	11	9	28	46
98	Trường Tiểu Học Phạm Văn Hai	11	PS	104	1	46	26	1	39	23	37	90
99	Trường Trung Học Cơ Sở Lữ Gia	11	MS	33	126	102	84	126	126	126	80	72
10	Trường Tiểu Học Công Lập Thái Phiên	11	PS	118	1	53	6	1	29	26	81	62
0 10 1	Trường Tiểu Học Hưng Việt	11	PS	68	1	75	33	126	44	32	90	12
10 2	Trường Tiểu Học Tăng Bạt Hổ B	4	MS	29	126	111	61	126	126	126	121	104
10 3	Trường Trung Học Cơ Sở Chi Lăng	4	MS	35	126	1	45	126	52	69	1	67
10 4	Trường Tiểu Học Chính Nghĩa	5	PS	24	126	27	111	126	40	80	38	102







id	Name	District	School Type ¹⁶	Number of student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road rec	School road avg. speed	School zone avg. speed	School zone rec.
10	Trường Tiểu Học Nguyễn Thị Nhỏ	11	PS	101	126	86	62	126	36	51	49	71
5 10 6	Trường Tiểu Học Xóm Chiếu	4	PS	86	126	71	25	126	48	65	63	110
10 7	Trường Trung Học Cơ Sở Bình Tây	6	MS	20	126	79	73	126	126	74	98	115
10 8	Trường Tiểu Học Đoàn Thị Điểm	4	PS	75	126	85	83	126	59	57	86	17
10 9	Trường Trung Học Cơ Sở Chu Văn An	11	MS	31	126	107	17	126	69	52	78	86
110	Trường Tiểu Học Bán Trú Nguyễn Trường Tộ	4	PS	90	126	111	46	126	126	126	123	107
111	Trường Tiểu Học Bình Tiên	6	PS	85	126	111	21	126	126	89	116	21
112	Trường Tiểu Học Lý Cảnh Hớn	5	PS	93	126	30	122	126	126	126	53	24
113	Trường Trung Học Cơ Sở Lý Phong	5	MS	27	126	3	98	126	45	91	12	97
114	Trường Trung Học Phổ Thông Trần Khai Nguyên	5	HS	9	1	14	114	1	25	35	22	91
115	Nguyễn Tất Thành high school	6	HS	10	126	111	27	126	126	126	117	25
116	Lê Thánh Tôn primary school	4	PS	108	126	101	70	126	126	126	82	66
117	Đinh Bộ Lĩnh primary school	4	PS	102	126	111	49	126	126	126	122	105
118	Nguyễn Thái Bình primary school	4	PS	98	126	76	104	126	65	25	84	4
119	Minh Đạo primary school	5	PS	16	126	21	118	126	68	94	23	116
12 0	Lam Son primary school	6	PS	39	126	97	82	126	126	126	85	33
12 1	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Trương Vĩnh Ký	11	PS,MS, HS	1	1	68	46	1	22	6	48	43
12 2	Trường Tiểu Học Trần Văn Ơn	11	PS	52	1	60	51	1	24	8	44	42
12 3	Trường Trung Học Cơ Sở, Trung Học Phổ Thông Quang Trung Nguyễn Huệ	5	MS,HS	111	1	7	115	1	13	42	20	98
12 4	Trường Tiểu Học Nguyễn Thi	11	PS	107	1	2	10	1	37	2	16	14
12 5	Dân lập Việt Mỹ	11	PS, MS, HS	89	1	43	58	1	19	21	40	51







ANNEX III PLEIKU CITY - LEVEL 2 AND 3 ATTRIBUTES AND RANKS

Tables in the next page presented the values and rankings for the Level 2 and 3 analyses for Pleiku City. Every school is identified by ID, name, and type of school.

- Table 11 presents the calculate values for the attributes.
- Table 12 presents the scores associated with the attributes ranked.







Table 11 Level 2 and 3 attributes database - Pleiku City

ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records ¹⁷	School Road Avg Speed	School Zone records ¹⁸	School Zone Avg Speed
156	Trường Trung Học Cơ Sở Phạm Hồng Thái	MS	2240	major	2.44	50	2 or more	38.54	42.40	134.72	27.98
150	Trường Tiểu Học Hoàng Hoa Thám	PS	813	arterial	3.59	64	2 or more	24.96	31.49	159.25	31.94
148	Trường Tiểu Học Võ Thị Sáu	PS	1250	arterial	4.54	71	2 or more	18.58	33.28	105.28	27.09
151	Trường Tiểu Học Ngô Mây	PS	1555	major	2.95	29	2 or more	28.24	45.56	56.62	28.87
137	Trường Trung Học Cơ Sở Nguyễn Du	MS	2073	arterial	6.60	41	2 or more	6.89	33.08	61.97	25.46
154	Trường Tiểu Học Nguyễn Lương Bằng	PS	1224	major	3.81	34	2 or more	16.40	44.94	35.71	28.69
142	Trường Trung Học Phổ Thông Chuyên Hùng Vương	HS	1378	arterial	7.09	51	2 or more	10.33	28.01	108.98	23.68
128	3 3	HS	399	major	3.06	37	2 or more	24.31	47.80	51.11	31.16
138	Trường Trung Học Phổ Thông Phan Bội Châu	HS	1634	arterial	7.92	49	2 or more	8.13	22.76	71.61	23.67
135	Trường Tiểu Học Lê Quý Đôn	PS	1449	arterial	4.25	31	2 or more	7.03	35.27	45.38	26.77
141	Trường Tiểu Học Chu Văn An	PS	1263	arterial	6.20	40	2 or more	23.31	25.41	46.56	23.83
145	Trường Trung Học Phổ Thông Lê Lợi	HS	1606	arterial	5.08	59	1	24.23	30.28	131.07	24.02
149	Trường Tiểu Học Nguyễn Văn Trỗi	PS	1975	arterial	3.10	57	1	3.48	33.10	156.14	26.26
161	Trường Tiểu Học Anh Hùng Núp	PS	547	major	1.88	25	2 or more	14.95	50.53	18.04	31.22
131	Trường Trung Học Cơ Sở Trưng Vương	MS	1210	arterial	7.65	40	2 or more	2.90	24.12	41.34	23.18
166	Trường Trung Học Cơ Sở Trần Phú	MS	1885	arterial	3.57	30	1	2.45	28.46	65.62	31.61
139	Trường Tiểu Học Nguyễn Bá Ngọc	PS	1250	local	1.72	46	2 or more	0.00	87.25	86.69	28.90
175	Trường Trung Học Phổ Thông Chi Lăng	HS	370	major	1.56	21	2 or more	0.00	59.00	23.05	45.20
158	Trường Trung Học Phổ Thông Hoàng Hoa Thám	HS	1721	arterial	2.28	38	1	12.90	38.98	15.68	23.42
140	Trường Tiểu Học Nguyễn Trãi	PS	1176	arterial	6.86	50	1	2.51	22.43	49.34	24.91

¹⁷ School road records are presented divided by 1.000.

¹⁸ School zone records are presented divided by 10.000







ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records ¹⁷	School Road Avg Speed	School Zone records ¹⁸	School Zone Avg Speed
165	Trường Trung Học Cơ Sở Lý Thường Kiệt	MS	623	major	1.67	9	2 or more	0.00	62.00	15.77	43.78
143	Trường Tiểu Học Cù Chính Lan	PS	808	arterial	5.06	46	1	5.93	19.94	136.19	24.39
129	Trường Trung Học Cơ Sở Huỳnh Thúc Kháng	MS	672	arterial	0.81	12	2 or more	15.47	41.43	7.73	27.47
179	Trường Tiểu Học Lê Lai	PS	626	arterial	3.15	26	1	4.10	35.52	27.15	35.30
133	Trường Trung Học Cơ Sở Nguyễn Văn Cừ	MS	1424	arterial	2.56	37	1	0.44	29.39	36.53	27.67
170	Nguyen Khuyen	PS	701	major	0.82	8	1	27.02	54.09	16.28	43.99
147	Trường Tiểu Học Nguyễn Thị Minh Khai	PS	1069	arterial	2.35	17	1	9.99	36.39	11.21	30.93
132	Trường Tiểu Học Nguyễn Bỉnh Khiêm	PS	1066	arterial	2.56	37	1	0.44	29.39	40.47	27.81
146	Trường Trung Học Cơ Sở Nguyễn Viết Xuân	MS	989	arterial	3.40	38	1	7.54	36.65	9.65	23.08
162	Trường Trung Học Phổ Thông Pleiku	HS	1765	arterial	1.13	12	1	1.40	34.45	10.69	35.20
144	Trường Trung Học Cơ Sở Nguyễn Huệ	MS	1419	local	4.40	48	1	4.40	28.01	121.37	24.75
153	Thanh	HS	1652	arterial	0.80	16	1	2.70	40.29	2.24	31.13
159	Trường Tiểu Học Phan Đăng Lưu	PS	1181	arterial	1.53	20	1	9.72	36.63	4.75	27.47
178	Trường Tiểu Học Đinh Tiên Hoàng	PS	827	arterial	0.78	20	1	14.99	41.02	7.48	27.71
155	Trường Trung Học Cơ Sở Lý Tự Trọng	MS	958	arterial	3.67	30	1	0.19	21.53	16.74	25.49
130	Trường Tiểu Học Trần Quốc Toản	PS	1348	local	5.62	34	1	0.11	31.75	33.32	23.25
169	Trường Tiểu Học Lê Hồng Phong	PS	1023	local	3.31	30	1	0.05	26.68	50.69	31.91
181	Trường Tiểu Học Lương Thạnh	PS	775	local	2.87	45	1	0.00	13.00	58.21	28.72
136	Trường Trung Học Cơ Sở Tôn Đức Thắng	MS	1231	local	1.16	39	1	0.01	17.83	54.98	30.29
152	Trường Tiểu Học Bùi Dự	PS	372	arterial	2.03	34	1	0.32	21.96	8.83	22.23
164	Trường Trung Học Cơ Sở Lương Thế Vinh	MS	508	arterial	0.83	22	1	0.07	28.42	0.06	28.51
172	Trường Tiểu Học Nay Der	PS	546	local	1.20	32	1	0.00	28.00	10.78	59.05
173	Trường Tiểu Học Nguyễn Đức Cảnh	PS	320	local	0.00	12	1	0.11	52.47	0.18	42.09
127	Trường Tiểu Học, Trung Học Cơ Sở Bùi Thị Xuân	PS,MS	749	arterial	0.80	14	1	0.00	29.00	0.29	24.29
180	Trường Quốc Tế Châu Á Thái Bình Dương	PS	633	local	1.65	22	1	0.02	22.56	3.20	30.91
174	Trường Tiểu Học Trần Đại Nghĩa	PS, MS, HS	126	local	0.00	10	1	0.03	59.13	0.01	56.90







ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records ¹⁷	School Road Avg Speed	School Zone records ¹⁸	School Zone Avg Speed
157	Trường Tiểu Học, Trung Học Cơ Sở Nguyễn Chí Thanh	PS, MS	163	local	0.00	11	1	0.02	51.62	0.01	45.99
167	Trường Tiểu Học, Trung Học Cơ Sở Lê Văn Tám	PS,MS	500	local	0.99	13	1	0.00	27.00	2.76	30.50
168	Trường Tiểu Học Hồ Tùng Mậu	PS	458	local	0.00	16	1	0.01	31.37	0.00	27.24
163	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Sao Việt	PS,MS, HS	55	local	0.78	25	1	0.00	19.00	14.25	25.14
177	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Wừu	PS,MS	295	local	0.00	3	1	0.00	28.00	0.00	40.69
171	Trường Tiểu Học Trần Quý Cáp	PS	702	local	0.00	19	1	0.02	28.07	0.01	21.75
176	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Đôn	PS	115	local	0.00	0	1	0.00	0.00	0.00	0.00
1111	Trường Tiểu Học Ngô Quyền	PS	423	Local	1.143	18	1	0.00	40.00	176293	40.27
1112	Trường Trung Học Cơ Sở Lê Lợi	MS	365	Local	0.838	14	1	0.00	21.00	11850	28.21
1113	Trường Trung Học Cơ Sở Ngô Gia Tự	MS	825	Local	0	4	1	0.00	28.00	0	19.64

Table 12 Level 2 and 3 attributes ranked – Pleiku City

ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records	School Road Avg Speed	School Zone records	School Zone Avg speed
156	Trường Trung Học Cơ Sở Phạm Hồng Thái	MS	1	1	27	6	1	1	12	4	27
150	Trường Tiểu Học Hoàng Hoa Thám	PS	31	1	16	2	1	4	27	1	11
148	Trường Tiểu Học Võ Thị Sáu	PS	17	1	10	1	1	8	23	8	34
151	Trường Tiểu Học Ngô Mây	PS	10	1	23	31	1	2	10	14	23
137	Trường Trung Học Cơ Sở Nguyễn Du	MS	2	1	5	14	1	20	25	12	38
154	Trường Tiểu Học Nguyễn Lương Bằng	PS	20	1	13	23	1	9	11	24	25
142	Trường Trung Học Phổ Thông Chuyên Hùng Vương	HS	14	1	3	5	1	14	37	7	46
128	Trường Phổ Thông Dân Tộc Nội Trú Tỉnh Gia La	HS	47	1	22	20	1	5	9	16	15
138	Trường Trung Học Phổ Thông Phan Bội Châu	HS	8	1	1	8	1	17	45	10	47
135	Trường Tiểu Học Lê Quý Đôn	PS	11	1	12	27	1	19	21	20	35







ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records	School Road Avg Speed	School Zone records	School Zone Avg speed
141	Trường Tiểu Học Chu Văn An	PS	16	1	6	15	1	7	43	19	45
145	Trường Trung Học Phổ Thông Lê Lợi	HS	9	1	8	3	55	6	30	5	44
149	Trường Tiểu Học Nguyễn Văn Trỗi	PS	3	1	21	4	55	24	24	2	36
161	Trường Tiểu Học Anh Hùng Núp	PS	42	1	31	33	1	12	8	29	14
131	Trường Trung Học Cơ Sở Trưng Vương	MS	21	1	2	15	1	25	44	21	50
166	Trường Trung Học Cơ Sở Trần Phú	MS	4	1	17	28	55	28	34	11	13
139	Trường Tiểu Học Nguyễn Bá Ngọc	PS	17	55	32	10	1	55	1	9	22
175	Trường Trung Học Phổ Thông Chi Lăng	HS	49	1	35	37	1	55	4	27	4
158	Trường Trung Học Phổ Thông Hoàng Hoa Thám	HS	6	1	29	18	55	13	16	33	48
140	Trường Tiểu Học Nguyễn Trãi	PS	23	1	4	6	55	27	47	18	40
165	Trường Trung Học Cơ Sở Lý Thường Kiệt	MS	40	1	33	52	1	55	2	32	6
143	Trường Tiểu Học Cù Chính Lan	PS	32	1	9	10	55	21	50	3	42
129	Trường Trung Học Cơ Sở Huỳnh Thúc Kháng	MS	37	1	44	47	1	10	13	40	32
179	Trường Tiểu Học Lê Lai	PS	39	1	20	32	55	23	20	26	9
133	Trường Trung Học Cơ Sở Nguyễn Văn Cừ	MS	12	1	25	20	55	30	31	23	30
170	Nguyen Khuyen	PS	36	1	43	53	55	3	5	31	5
147	Trường Tiểu Học Nguyễn Thị Minh Khai	PS	24	1	28	42	55	15	19	35	17
132	Trường Tiểu Học Nguyễn Bỉnh Khiêm	PS	25	1	26	20	55	30	31	22	28
146	Trường Trung Học Cơ Sở Nguyễn Viết Xuân	MS	27	1	18	18	55	18	17	38	51
162	Trường Trung Học Phổ Thông Pleiku	HS	5	1	39	47	55	29	22	37	10
144	Trường Trung Học Cơ Sở Nguyễn Huệ	MS	13	55	11	9	55	22	38	6	41
153	Trường Trung Học Phổ Thông Nguyễn Chí Thanh	HS	7	1	45	43	55	26	15	46	16
159	Trường Tiểu Học Phan Đăng Lưu	PS	22	1	36	38	55	16	18	42	31
178	Trường Tiểu Học Đinh Tiên Hoàng	PS	29	1	47	38	55	11	14	41	29
155	Trường Trung Học Cơ Sở Lý Tự Trọng	MS	28	1	15	28	55	33	49	30	37
130	Trường Tiểu Học Trần Quốc Toản	PS	15	55	7	23	55	35	26	25	49
169	Trường Tiểu Học Lê Hồng Phong	PS	26	55	19	28	55	55	42	17	12







ID	name	School Type	Number of Student s	School road type	Length main road	Number of Intersect.	Number of lanes	School road records	School Road Avg Speed	School Zone records	School Zone Avg speed
181	Trường Tiểu Học Lương Thạnh	PS	33	55	24	12	55	55	54	13	24
136	Trường Trung Học Cơ Sở Tôn Đức Thắng	MS	19	55	38	17	55	55	52	15	21
152	Trường Tiểu Học Bùi Dự	PS	48	1	30	23	55	32	48	39	53
164	Trường Trung Học Cơ Sở Lương Thế Vinh	MS	44	1	42	35	55	55	35	49	26
172	Trường Tiểu Học Nay Der	PS	43	55	37	26	55	55	39	36	1
173	Trường Tiểu Học Nguyễn Đức Cảnh	PS	50	55	55	47	55	34	6	48	7
127	Trường Tiểu Học, Trung Học Cơ Sở Bùi Thị Xuân	PS,MS	34	1	46	45	55	55	33	47	43
180	Trường Quốc Tế Châu Á Thái Bình Dương	PS	38	55	34	35	55	55	46	43	18
174	Trường Tiểu Học Trần Đại Nghĩa	PS, MS, HS	53	55	55	51	55	55	3	51	2
157	Trường Tiểu Học, Trung Học Cơ Sở Nguyễn Chí Thanh	PS, MS	52	55	55	50	55	55	7	52	3
167	Trường Tiểu Học, Trung Học Cơ Sở Lê Văn Tám	PS,MS	45	55	40	46	55	55	41	45	19
168	Trường Tiểu Học Hồ Tùng Mậu	PS	46	55	55	43	55	55	28	53	33
163	Trường Tiểu Học, Trung Học Cơ Sở và Trung Học Phổ Thông Sao Việt	PS,MS, HS	55	55	47	33	55	55	51	34	39
177	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Wừu	PS,MS	51	55	55	54	55	55	39	54	8
171	Trường Tiểu Học Trần Quý Cáp	PS	35	55	55	40	55	55	36	50	54
176	Trường Tiểu Học, Trung Học Cơ Sở Anh Hùng Đôn	PS	54	55	55	55	55	55	55	55	55
1111	Trường Tiểu Học Ngô Quyền	PS	48	58	39	41	58	46	16	30	9
1112	Trường Trung Học Cơ Sở Lê Lợi	MS	52	58	43	46	58	46	52	48	28
1113	Trường Trung Học Cơ Sở Ngô Gia Tự	MS	31	58	51	56	58	46	40	57	57







ANNEX IV YEN BAI CITY - Level 2 and 3 ATTRIBUTES AND RANKS

Tables in the next page presented the values ans rankings for the Level 2 and 3 analyses for Yen Bai City. Every school is identified by ID, name, and type of school.

- Table 13 presents the calculate values for the attributes.
- Table 14 presents the scores associated with the attributes ranked.







Table 13 Level 2 and 3 attributes database - Yen Bai City

fid	Name	School Type	Number of students	School road type	Length of main road	Number of intersec.	Number of lanes	School road records ¹⁹	School road avg. speed	School road records	School zone avg. speed
206	Trường Trung Học Phổ Thông Nguyễn Huệ	HS	1350	arterial	1.329	20	1	18.25	35.87	24.61	33.36
185	Trường Trung Học Phổ Thông Chuyên Nguyễn Tất Thành	HS	866	major	1.899	18	2 or more	0.00	49.00	8.82	44.89
188	Trường Tiểu Học Nguyễn Phúc	PS	488	arterial	1.777	41	1	10.80	35.98	22.75	34.69
187	Trường Tiểu Học Nguyễn Thái Học	PS	1296	arterial	1.906	33	1	8.76	30.11	16.71	28.85
191	Trường Trung Học Cơ Sở Quang Trung	MS	1222	arterial	1.405	20	1	3.73	31.37	14.85	32.24
204	Trường Tiểu Học Hồng Thái	PS	745	arterial	2.158	45	1	0.54	26.75	16.15	26.74
183	Trường Tiểu Học Yên Ninh	PS	699	arterial	0.809	20	1	16.24	35.33	15.01	33.02
201	Trường Tiểu Học, Trung Học Cơ Sở Âu Lâu	PS,MS	737	local	2.195	17	1	0.00	86.00	55.32	51.07
200	Trường Trung Học Phổ Thông Hoàng Quốc Việt	HS	652	arterial	0.827	7	1	16.02	36.93	11.81	38.56
198	Trường Trung Học Phổ Thông Lý Thường Kiệt	HS	1046	local	3.82	51	1	0.36	20.16	30.42	25.95
205	Trường Trung Học Cơ Sở Lê Hồng Phong	MS	1263	arterial	1.336	18	1	0.00	38.00	8.78	26.33
184	Trường Tiểu Học Kim Đồng	PS	865	arterial	0.929	10	1	4.47	34.96	2.77	27.70
194	Trường Tiểu Học Nguyễn Trãi	PS	1450	local	1.382	22	1	0.00	28.00	23.09	32.44
195	Trường Tiểu Học và Trung Học Cơ Sở Hợp Minh	PS,MS	514	arterial	1.301	12	1	0.00	29.00	13.75	39.00
199	Trường Trung Học Cơ Sở Yên Thịnh	MS	636	local	2.575	33	1	0.00	28.00	22.60	33.21
186	Trường Tiểu Học, Trung Học Cơ Sở Tân Thịnh	PS,MS	482	arterial	0.944	3	1	0.31	34.21	0.15	36.18
193	Trường Trung Học Cơ Sở Nguyễn Du	MS	724	local	2.843	55	1	0.02	14.54	22.90	27.46
192	Trường Tiểu Học Yên Thịnh	PS	942	local	1.909	15	1	0.00	27.00	15.19	38.28
189	Trường Tiểu Học, Trung Học Cơ Sở Giới Phiên Cơ Sở 2	PS,MS	225	arterial	0.822	6	1	8.82	35.58	3.52	31.32

¹⁹ School road records are presented divided by 1.000.

²⁰ School zone records are presented divided by 10.000







fid	Name	School Type	Number of students	School road type	Length of main road	Number of intersec.	Number of lanes	School road records ¹⁹	School road avg. speed	School road records	School zone avg. speed
197	Trường Phổ Thông Dân Tộc Nội Trú Trung Học Phổ Thông Tỉnh Yên Bái	HS	418	local	1.772	24	1	0.00	8.19	24.49	34.19
190	Trường Trung Học Cơ Sở Yên Ninh	MS	784	local	1.165	8	1	0.16	23.36	17.41	31.94
196	Trường Tiểu học và Trung Học Cơ Sở Giới Phiên Cơ Sở 1	PS,MS	263	local	0.831	9	1	0.00	40.00	9.52	40.95
208	Trường Tiểu học và Trung Học Cơ Sở Tuy Lộc	PS,MS	499	local	0.621	11	1	0.00	28.00	4.97	40.09
207	Van Phu primary and secondary school	PS,MS	297	local	0	8	1	0.05	40.23	0.03	35.69
203	Trường Tiểu Học Nam Cường	PS	291	local	0	24	1	0.00	28.00	0.01	24.21
202	Trường Trung Học Cơ Sở Văn Tiến	MS	454	local	0	6	1	0.02	31.19	0.02	27.20
182	Trường Tiểu Học Minh Bảo	PS	378	local	0.689	2	1	0.00	2.67	0.23	26.04

Table 14 Level 2 and Level 3 attributes ranked – Yen Bai City

fid	Name	School Type	Number of students	School road type	Length of main road	Number of intersec.	Number of lanes	School road records	School road avg. speed	School zone avg. speed	School road records
206	Trường Trung Học Phổ Thông Nguyễn Huệ	HS	2	1	14	10	27	1	8	3	12
185	Trường Trung Học Phổ Thông Chuyên Nguyễn Tất Thành	HS	8	1	8	13	1	27	2	18	2
188	Trường Tiểu Học Nguyễn Phúc	PS	19	1	9	4	27	4	7	7	10
187	Trường Tiểu Học Nguyễn Thái Học	PS	3	1	7	5	27	6	15	10	19
191	Trường Trung Học Cơ Sở Quang Trung	MS	5	1	11	10	27	8	13	14	16
204	Trường Tiểu Học Hồng Thái	PS	11	1	5	3	27	9	22	11	23
183	Trường Tiểu Học Yên Ninh	PS	14	1	22	10	27	2	10	13	14
201	Trường Tiểu Học, Trung Học Cơ Sở Âu Lâu	PS,MS	12	27	4	15	27	27	1	1	1
200	Trường Trung Học Phổ Thông Hoàng Quốc Việt	HS	15	1	20	23	27	3	6	16	6
198	Trường Trung Học Phổ Thông Lý Thường Kiệt	HS	6	27	1	2	27	10	24	2	26
205	Trường Trung Học Cơ Sở Lê Hồng Phong	MS	4	1	13	13	27	27	5	19	24







fid	Name	School Type	Number of students	School road type	Length of main road	Number of intersec.	Number of lanes	School road records	School road avg. speed	School zone avg. speed	School road records
184	Trường Tiểu Học Kim Đồng	PS	9	1	18	19	27	7	11	22	20
194	Trường Tiểu Học Nguyễn Trãi	PS	1	27	12	9	27	27	17	5	15
195	Trường Tiểu Học và Trung Học Cơ Sở Hợp Minh	PS,MS	17	1	15	17	27	27	16	15	5
199	Trường Trung Học Cơ Sở Yên Thịnh	MS	16	27	3	5	27	27	17	8	13
186	Trường Tiểu Học, Trung Học Cơ Sở Tân Thịnh	PS,MS	20	1	17	26	27	11	12	24	8
193	Trường Trung Học Cơ Sở Nguyễn Du	MS	13	27	2	1	27	27	25	6	21
192	Trường Tiểu Học Yên Thịnh	PS	7	27	6	16	27	27	21	12	7
189	Trường Tiểu Học, Trung Học Cơ Sở Giới Phiên Cơ Sở 2	PS,MS	27	1	21	24	27	5	9	21	18
197	Trường Phổ Thông Dân Tộc Nội Trú Trung Học Phổ Thông Tỉnh Yên Bái	HS	22	27	10	7	27	27	26	4	11
190	Trường Trung Học Cơ Sở Yên Ninh	MS	10	27	16	21	27	12	23	9	17
196	Trường Tiểu Học, Trung Học Cơ Sở Giới Phiên Cơ Sở 1	PS,MS	26	27	19	20	27	27	4	17	3
208	Trường Tiểu Học, Trung Học Cơ Sở Tuy Lộc	PS,MS	18	27	24	18	27	27	17	20	4
207	Trường Tiểu Học, Trung Học Cơ Sở Văn Phú	PS,MS	24	27	27	21	27	27	3	25	9
203	Trường Tiểu Học Nam Cường	PS	25	27	27	7	27	27	17	27	27
202	Trường Trung Học Cơ Sở Văn Tiến	MS	21	27	27	24	27	27	14	26	22
182	Trường Tiểu Học Minh Bảo	PS	23	27	23	27	27	27	27	23	25





