SUMMARY REPORT

Pretoria Stakeholder Workshop : UNICEF / Childsafe Child Road Safety Program, 7 June 2018

Representation				
Organisations	**Individuals**	**Childsafe**	**Project Lead**	**Workshop Director**
13	19	2	1	Teri Kruger
Issues / Inputs				
Education	**Enforcement**	**Engineering**	**Evaluation**	**Advocacy**
17	7	12	9	14
Please see list of additional materials & research papers submitted on Childsafe.org.za website				

UNICEF contracted Childsafe to investigate the circumstances and consequences of child road safety injuries and the commitment to tackle the problem in South Africa.To assist the research conducted by UCT Engineering as an evidence-based approach, a proposed program to reduce the incidence is to be developed as an outcome of this pilot program. To support information and the trend-analyses, a series of workshops are to be held across South Africa. Analysis, engagement and reporting to a greater stakeholder group will broadly promote the application of best practices in addressing the problem, and an evidence-based evaluation.

The Program: Road traffic crashes are the leading cause of injury and death amongst young children in South Africa. Of which, pedestrians represent nearly 75% of the injuries. Childsafe aims to identify, evaluate, capture and engage the local child safety knowledge base and engage external stakeholders in order to determine a Child Road Safety programme for UNICEF. On 7 June 2018, Childsafe requested the attendance and input from stakeholders to the Pretoria workshop as one of two such engagements in Gauteng.

The Workshop: A diversity of participants werein attendance as well as the lead agency, Road Traffic Management Corporation. Additional participants from Dept of Transport, City of Tshwane, Puma Energy, UNISA; Road Accident Foundation, RTMC; Wheel Well; SANRAL; and the NGO TEPRASM lead to good insights to the issues faced. Of particular interest was the work of Tshwane on their "*City of Tshwane Comprehensive Integrated Transport Plan: Road Safety Strategy".* Also invaluable insights to their education program and engineering contributions by the City's Departments. Childsafe's objective is to broaden the scope of research and conduct informative workshops around the country in each of the Provinces at least.

ADVOCACY : An overwhelming call from Pretoria participants was to support progress in reducing the incidents through the coordination of the various agencies active in this field. Strong and unified advocacy approach is a large component towards success in reducing the fatalities and injuries by using the vast amount of data for awareness, education, advocacy and lobby efforts

EDUCATION : Particular effort should be made to educate all levels of scholars by encouraging the participation of the scholars in finding solutions. Education should not be restricted and include all households; churches, ECD's; NGO's Taxi industry and the petrochemical companies. Competency tests for drivers license renewal and additional education of enforcement officers on car seat stipulations are recommended

ENFORCEMENT : The unintended consequences of the Road Traffic Act needs attention; especially Reg 2 should be enforced countrywide. A concern is around the youth infringements whereby a youth cannot be charge without a responsible adult being present was highlighted. The negative impact of corruption and lack of resources available are hampering enforcement efforts.

ENGINEERING : A call for the enforcement of the policy that walk ways are placed where needed could go a long way to reducing pedestrian injuries. Engaging in the community needs and "desire lines" would assist with placement of walkways & consider their safety issues. Educating new engineers in forgiving road designs & rectifying current inefficiencies are proposed. A more human-Centric design perspective – not vehicular.

EVALUATION : A call for a formal evaluation of road user behaviours with community participation and feedback to support this will help to understand attitudes. Access to data timeously will help determine where & when interventions are held and their efficacy. How does the system contribute to crashes? Which NGO's are active and their capacity to implement programs