

SUMMARY REPORT

eThekwini Stakeholder Workshop : UNICEF / Childsafe Child Road Safety Program, 20 June 18

Representation				
Organisations	Individuals	Childsafe	Project Lead	Workshop Director
10	27	1	1	Teri Kruger
Issues / Inputs				
Education	Enforcement	Engineering	Evaluation	Advocacy
13	7	6	13	7
National School Safety Framework; My Road Safety Booklet & Learner Transport Guide Book				

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 to determine a Child Road Safety programme for UNICEF. On 20 June 2018, Childsafe requested the attendance and input from stakeholders to the eThekwini area at the offices of the eThekwini Transport Authority.

The Workshop: A diversity of participants were in attendance as well as the lead agency, the eThekwini Transport Authority. The incident data from KwaZulu Natal were shared by the authority in advance with several of the data department attending the workshop. Input was given on Drink Driving; Comparative study of & SA; Education curriculum development in SA; a data comparison to national statistics, and the perspective from the Emergency Response teams. It's Childsafe's objective is to broaden the scope of research and conduct informative workshops around the country in different Provinces & high incident areas.

ADVOCACY : One of the leading causes of traffic crashes is drink driving. However, crash investigations are inadequately investigated at times with a lack of focus on testing the driver or pedestrians for probable cause. The qualifications of crash / enforcement agencies need attention. Some judges "question" the accuracy of tests which results in drivers getting off scott-free. Campaigns to educate commuters to look at the safety aspects of their public transport vehicles and seat-belt usage would serve to reduce the incidents. Particularlry in scholar transport.

EDUCATION: There needs to be better coordinated stakeholder engagement amongst the different partners addressing social 'ills' with the identification of community champions. Enlistment of the School Governing Bodies to be the link between parents / community to ensure joint responsibility for trips between school & home. An investigation into role of extra-mural activities & incidents. Co-curricula & extra mural, after school + holiday programs developed to help mitigate crash events should be done.

ENFORCEMENT: Educate the across the spectrum of parents/managers/SGB's/ officials in government / police & services responsible for consequence management! Engage the department of Justice to name & shame offenders. Often Municipalities site a lack of funding for training learners. All new vehicles should have a sensor device that determines if driver is under the influence & a strong call for more speed cameras on major routes, like the N2 in KZN

ENGINEERING: Current urban roads should be re-engineered for more bike lanes, pavements, bus lanes & green cities principles that are human-centric with parks & recreation needs integrated. Public transport should be so good to accommodate all scholars & make scholar transport redundant – with an integrated transport system to support this. Physical infrastructure can curb driver behaviour, especially at school zones. Further insight into why people walk on freeways, railway lines & at crossings is needed with authorities & communities

EVALUATION: Accuracy of crash data is questionable from one province / authority to another. Use SA-SAMS to support data verification & M&E for smarter service delivery. Data collection needs to be more accurate & complete – KZN is a leader in data provision. Insurance, crash test site evaluations & railway safety date to be added. Define the multiple uses of the notion of 'hotspots' across authorities. An evaluation of awareness program should be tested for recall amongst scholars & a risk assessment conducted.

