

## SUMMARY REPORT

### Midrand Stakeholder Workshop : UNICEF / Childsafe Child Road Safety Program, 6 June 2018

Representation				
Organisations	Individuals	Childsafe	Project Lead	Workshop Director
7	26	2	1	Teri Kruger
Issues / Inputs				
Education	Enforcement	Engineering	Evaluation	Advocacy
10	5	8	8	11
<b>Additional Stakeholders were proposed and included in Breakaway Report</b>				

**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 6 June 2018, Childsafe requested the attendance and input from stakeholders to the Midrand workshop.

**The Workshop:** The majority of participants were from our host and lead agency, the Road Traffic Management Corporation. Additional participants from Dept of Transport, Partners for Possibility, Discovery and consulting engineers allowed for in-depth discussions with good insights to the issues faced. Various approaches that adopted by focus agencies were discussed and potential new stakeholders to engage were identified. 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 :** As with the Cape Town workshop, these participants felt that advocacy is a large component towards success in reducing the fatalities and injuries by engaging and informing the media; run social media campaigns and use the data for education, advocacy and lobby efforts. Particularly at Parliament. A list of stakeholders was suggested and proposed to be engaged at future events. Presentations are to be posted on [childsafe.org.za](http://childsafe.org.za) Coordination and engagement with media, educational and related institutions.

**EDUCATION :** The greatest concern for the group is the proposed replacement of Life Orientation lessons by History. A strong call is for safety training to be included in Life Orientation lessons through the schooling system, with early onset of driver training as well as attention to the engineering curriculum to employ international best practices considering current road usage patterns by school children as particularly vulnerable groups.

**ENFORCEMENT :** There are too few enforcement agents, and a prevalence of bribery to avoid fines / prosecution. Crash scenes are not fully investigated as to the environmental contribution to the event. The devastating role of alcohol usage and crash events was highlighted. More visible enforcement is needed and a call for professional drivers to undergo advanced driving courses whilst new drivers should have a "staged" licensing as their experience grows.

**ENGINEERING :** It was proposed that we view road safety issues "through the eyes of a child" to mitigate negative behaviours or attitudes of drivers. Several engineering approaches and lessons were highlighted and a call to design cities for walking and public transport – across all sectors

**EVALUATION :** What transport do communities want? This could lead to a public transport strategy that integrates all forms of transport in the network; buses; trains etc. Speed differential limits according to predominate usage around schools was debated. Whilst we have a strong legislative component, there needs to be attention to the Regulation 2.3.1 that stipulates the way a child is accounted for in transport terms.

