

SUMMARY REPORT

Inaugural Stakeholder Workshop : UNICEF / Childsafe Child Pedestrian Safety Program, 4 April 2018

Representation				
Organisations	Individuals	Childsafe	Project Lead	Workshop Director
8	9	6	2	Teri Kruger
Issues / Inputs				
Education	Enforcement	Engineering	Evaluation	Advocacy
33	12	20	33	11
Additional Stakeholders & References Provided				
1. Draft Revised White Paper on National Transport Policy 2017 Department of Transport, Pretoria 2. Draft Roads Policy for South Africa (CONFIDENTIAL) Department of Transport, Pretoria				

UNICEF has contracted Childsafe to investigate the circumstances and consequences of child pedestrian injuries and the commitment to tackle the problem in South Africa. In support of the research conducted by UCT Engineering Department 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 from research, a series of workshops are to be conducted 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, conduct 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. We aim to identify, evaluate, capture and engage the local child safety knowledge base and engage external stakeholders to determine a Child Pedestrian Safety programme for UNICEF. On 4 April 2018, Childsafe requested the attendance and input from a spread of related stakeholders to the inaugural workshop in Cape Town, South Africa.

The quality and enthusiastic engagement of the participants allowed for in-depth discussions. Participants offered sound advice and insights to the issues faced. Various approaches that have been adopted by lead focus agencies were aired alongside identifying potential new stakeholders to engage. Our objective is to broaden the scope of research and conduct informative workshops around the entire country. Initial sites identified comprise of Gauteng, KZN & E Cape.

<p>ADVOCACY : A call to action by participants to use existing knowledge for issues representation at Parliamentary level; social media campaigns and child pedestrian safety promotion under the custodianship of Childsafe. Updates to be posted on childsafef.org.za. Potential links to UNICEF & related stakeholder websites is to be investigated. Coordination and engagement with media, educational and related institutions.</p>	
<p>EDUCATION : A clear request for education to be focused across parents and children as bad habits demonstrated by adults often negates positive behaviour in children. Incidence factors such as time of day and age indicate a pattern towards school-going activities. Safety training should be included in Life Orientation lessons through the schooling system, early driver training as well as engineering curriculum.</p>	<p>ENFORCEMENT : There are multiple national, provincial and metro agencies as traffic related authorities. Most are engaged in a form of training to mitigate incidence in their jurisdiction. There have been collaborative events with Childsafe in WCape and a range of approaches exercised. However, there are proportionately too few educators. Similarly, enforcement efforts are impaired and, at times the judicial / prosecution process is lacking.</p>
<p>ENGINEERING : Several traffic calming measures and approaches were discussed; traffic circles, slides off bridges, signage, sidewalks, or sculptural "child friendly indicators". The role of design in passive enforcing indicates some promise to addressing structural / congestion related incidences. Focus on scholar routes and behaviours can support interventions. Training and education authorities (eg TETA) are key stakeholders.</p>	<p>EVALUATION : Local to national and international best practices are to be investigated and evaluated as to their contribution to a reduction in child pedestrian incidences. Factors such as dehydration; hunger and distance of walk to schools / home are to be evaluated. Personal safety concerns have an influence on routes and use of measures such as sidewalks, position of crossings, ambient lighting & distances.</p>