

Youth and Road Safety

Engaging hearts, minds and evidence

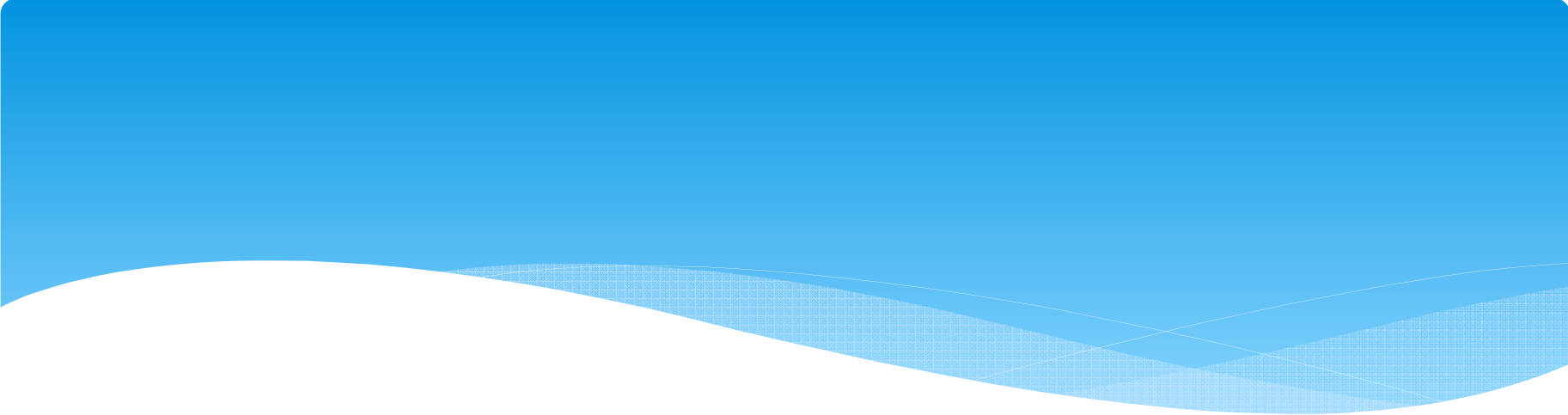
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Overview

- * Focus on Youth – provides solutions, not just problems
- * Solutions – what not to do:
 - * Beware of the Inverse Care Law!
 - * Reviewing “vulnerability”
- * Shifting the focus: enabling environments
- * Resources for the road ahead



I see no hope for the future of our people if they are dependent on the frivolous youth of today, for certainly all youth are reckless beyond words... When I was young, we were taught to be discreet and respectful of elders, but the present youth are exceedingly ... impatient of restraint.

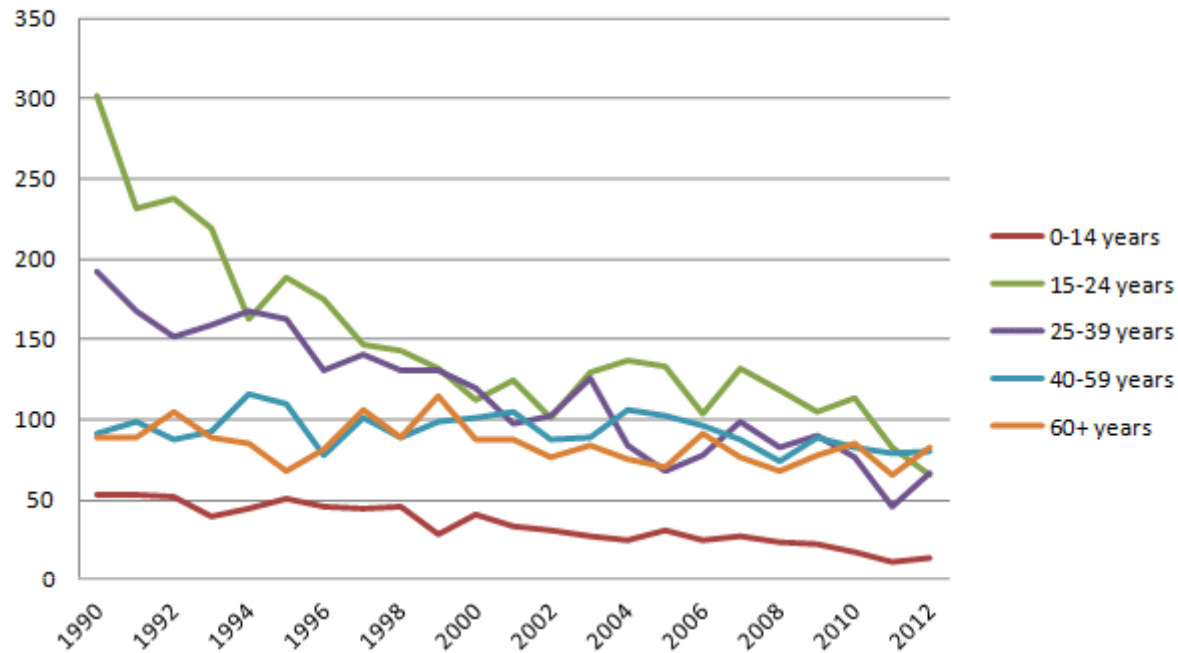
Attributed to: Hesiod, 8th century BC

Key challenges and Opportunities

- * Absence of a **strong voice** advocating for youth and road safety resulting in a lack of **awareness and recognition** of the vulnerable position of young people in traffic.
- * A lack of **youth participation** in **decision making** in road safety to increase the effectiveness of measures – a missed opportunity to foster the next generation of leaders, passionate about road safety.
- * A lack of resources (financial, technical and human) to **develop the capacity** of youth to enable youth-led / youth-informed strategies.

Road deaths by age group

NZ Ministry of Transport



<http://www.transport.govt.nz/research/annualroadtollhistoricalinformation/>

In 2011, 34% of all fatal crashes in New Zealand involved a young driver aged 15-24 years

<http://www.transport.govt.nz/research/Documents/young-drivers-crash-facts-2012.pdf>

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A tale of two cities: paradoxical intensity of traffic calming around Auckland schools

Timothy Hopgood, Teuila Percival, Joanna Stewart, Shanthi Ameratunga

Abstract:

Background The school journey is a common context for child pedestrian injuries in New Zealand, with children from low socioeconomic, Māori or Pacific families being at increased risk. The extent to which evidence-based environmental strategies that can address this problem are equitably implemented is unclear.

Aim To determine if there is a difference in the distribution of traffic-calming modifications around schools in areas of high and low socioeconomic deprivation in Auckland and Manukau Cities, New Zealand.

Conclusion Traffic-calming measures were observed more commonly in less deprived areas where the risks of child pedestrian injuries are generally lower. This apparent paradox could result in increasing socioeconomic inequities in the distribution of child pedestrian injuries.



One approach to reduce road traffic injury:
Walk and cycle less!

But car dependency has major disadvantages:
physical inactivity, obesity, climate change

“Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity”

Lewis Mumford



“There is this '**I-Must-Drive-Syndrome**' that has taken over African youth's minds like a computer virus. Young people that drive are seen as classy, flashy, stylish, smart, cool, educated... For teenagers, a **car** symbolizes freedom, adventure, instant cool and perhaps a hint of sex appeal.”

Brian's Column: March 12, 2012
Brian Mwebaze, www.youthforroadsafety.org





- **Who drives?**

Who is likely to own a car?

- **Who dies?**

Which types of road users are at risk of more serious injury and



Double jeopardy for Youth living with a disability



- * Young people living with disabilities experience many barriers to social participation, education and opportunities in life due to dis-abling environments including transportation options
- * Children and youth with disabilities (including visual or hearing impairments) are 4-5 times more likely to be injured as pedestrians
- * Environmental changes can reduce these vulnerabilities, particularly when people with disabilities are engaged in designing solutions (eg, Papua New Guinea, UK)

Countries which have experienced major decreases in pedestrian mortality are distinguished by having placed greater emphasis on environmentally based prevention strategies (e.g. street design) rather than pedestrian skills education.

Ian Roberts 1993

Shifting the focus to overcome road blocks

- * Counter 'fatalism' in policy agenda. Road traffic crashes are largely predictable and therefore preventable
- * Implement and evaluate proven & promising approaches, particularly environmental strategies
- * Work across sectors is essential (eg, transport engineers, town planners, car industry, politicians)
- * Allocate resources to address the issue consistent with the size of the burden and opportunity for prevention
- * Promote capacity development of the workforce, particularly in low- and middle-income countries
- * Address data gaps on incidence, disability and causes
- * Engage youth as key stakeholders!

Further resources

- * www.youthforroadsafety.org
- * www.who.int/violence_injury_prevention/
- * www.rtirn.net

- * Selected recent publications of relevance:
 - * 2013 Global Road Safety Report
 - * *World Report on Disability*
 - * *Pedestrian Safety: A road safety manual for decision-makers and practitioners*