



Western Cape
Government

BETTER TOGETHER.

GRSP CONFERENCE: SAFER CITIES FOR AFRICA'S CHILDREN SCHOOL TRAVEL INTERVENTIONS: WESTERN CAPE SCHOLAR PATROLS

DAVID FROST

CAPE TOWN

13 AUGUST 2014

SCHOLAR PATROL



Western Cape
Government

Transport and Public Works

SCOPE OF PRESENTATION

- Stating the obvious
- National Household Travel Survey 2013 findings
- Reflection on travel patterns: mode of travel to school
- Travel to school: other interventions adding value to scholar patrols
- Scholar Patrol Background
- Why do we need scholar patrols
- Enhancing safety to and from schools
- Characteristics of scholar patrols
- The essence of scholar patrol as a concept
- Road safety management involvement
- Western Cape Scholar Patrol Status
- Essential partners
- Conclusion

STATING THE OBVIOUS

EXPLAINING

- Safer Cities for Africa's Children
- School travel interventions in the Western Cape
- SCHOLAR PATROLS
 - WESTERN CAPE PEDESTRIAN FATALITIES 2013
 - 580
 - 118 CHILDREN
 - 57 of them under 5
- Regional figures for Africa show that in children aged 5–14 years, injuries account for 23% of deaths, with road traffic injuries – predominantly among pedestrians – as leading causes.
- It is an accepted fact that Africa as a region has the highest fatality rate in the world for the age group 5-14
- TO SAY WE HAVE A PROBLEM IS STATING IT MILDLY

NATIONAL HOUSEHOLD TRAVEL SURVEY 2013

SOME INTERESTING RELEVANT FINDINGS OF THE SURVEY

Learner's number of days and travel time

- Across all educational institutions, as would be expected, most learners travelled to their institutions of learning for five days per week. The majority of learners (60,9%) travelled between 07:00 and 07:59 in the morning to their place of learning. In Western Cape and Eastern Cape, more than 70% of learners travelled during this time slot.
- Only 8,1% of learners travelled more than 60 minutes to reach their educational institution.
- Nearly three-quarters (72,4%) of those who walked spent less than 30 minutes walking, while a further 22,0% needed between 31 and 60 minutes to reach their educational institution.

MODE OF TRAVEL TO SCHOOL (NHTS 2013)

Table 4.5: Main mode of transport used to travel to educational institutions (all learners) by province, 2013

| Mode of travel | | Statistics (numbers in thousands) | Province | | | | | | | | | |
|----------------------|------------------------|---|----------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| | | | WC | EC | NC | FS | KZN | NW | GP | MP | LP | RSA |
| Public transport | Train | Number | 75 | 11 | * | 2 | 28 | 2 | 84 | * | 2 | 205 |
| | | Per cent | 4,5 | 0,4 | * | 0,2 | 0,8 | 0,2 | 2,3 | * | 0,1 | 1,2 |
| | Bus | Number | 104 | 61 | 26 | 37 | 168 | 81 | 214 | 149 | 73 | 912 |
| | | Per cent | 6,2 | 2,4 | 7,3 | 4,0 | 4,6 | 7,2 | 6,0 | 10,4 | 3,4 | 5,2 |
| | Taxi | Number | 183 | 344 | 22 | 136 | 577 | 176 | 804 | 161 | 185 | 2 588 |
| | | Per cent | 10,9 | 13,8 | 6,2 | 14,7 | 15,8 | 15,5 | 22,4 | 11,3 | 8,5 | 14,8 |
| Private transport | Car/truck driver | Number | 32 | 11 | 1 | 11 | 27 | 19 | 153 | 11 | 17 | 283 |
| | | Per cent | 1,9 | 0,4 | 0,4 | 1,2 | 0,7 | 1,7 | 4,3 | 0,8 | 0,8 | 1,6 |
| | Car/truck passenger | Number | 405 | 184 | 40 | 76 | 402 | 103 | 763 | 98 | 180 | 2 252 |
| | | Per cent | 24,2 | 7,4 | 11,3 | 8,3 | 11,0 | 9,1 | 21,2 | 6,8 | 8,3 | 12,9 |
| Walking all the way | | Number | 845 | 1 870 | 262 | 649 | 2 436 | 748 | 1 524 | 996 | 1 719 | 11 050 |
| | | Per cent | 50,4 | 75,0 | 73,6 | 70,6 | 66,7 | 65,8 | 42,5 | 69,6 | 78,9 | 63,4 |
| Other | | Number | 32 | 11 | 4 | 9 | 14 | 7 | 48 | 15 | 3 | 144 |
| | | Per cent | 1,9 | 0,4 | 1,2 | 1,0 | 0,4 | 0,6 | 1,3 | 1,0 | 0,2 | 0,8 |
| Total | | Number | 1 676 | 2 492 | 356 | 920 | 3 652 | 1 137 | 3 590 | 1 431 | 2 180 | 17 435 |
| | | Per cent | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 | 100,0 |

Percentage calculated across provinces, within RSA.

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.



TRAVEL TO SCHOOL: OTHER INTERVENTIONS

- Non motorised policy development and implementation
- Reflective bands
- Walking bus
- Bicycle safety
- Scholar transport
 - Western Cape Education Department tender
 - Operating licence
 - Law enforcement and
 - Road safety management perspectives
- Infrastructure development
 - Bus embayments at pick up and drop off points
 - Safe congregation points
 - Pedestrian walkways, Bus shelters and Pedestrian crossings

SCHOLAR PATROL BACKGROUND

Scholar Patrol is an important part of road safety education and essential to enhancing the safety of scholars at schools

Not only does it

- regulate traffic,
- improve speed calming and
- facilitate safe crossing of the road

but it also

- instils in the minds of our young pedestrians
- an awareness of the importance of road safety



WHY DO WE NEED SCHOLAR PATROLS

- Each year, children travel to and from school almost 200 times.
- Dangerous traffic congestion occurs around schools with so many parents dropping their children off in the morning and picking them up after school
- Traffic Authorities, school teachers and principals recognise that this congestion creates the most dangerous location on a child's journey to and from school
- Scholar Patrol performs a very important and responsible public service by controlling traffic and safeguarding scholar pedestrians.
- Student patrollers guide fellow students and prevent them from entering traffic when it is unsafe



ENHANCING SAFETY TO AND FROM SCHOOL

Benefits

The school, the community and the learner patrollers

The program provides quality training and recognition for the learner's efforts

Apart from providing safer access to schools at nearby crossings, it inspires learners to develop positive relationships with peers and authority figures and develop leadership skills, teamwork, maturity and a sense of responsibility

The Scholar Patrol helps foster closer ties with the community and increases the school's visibility in the community

Learners are visible ambassadors for their school and assist both parents and their children at school crossings

CHARACTERISTICS OF SCHOLAR PATROL MEMBERS

Scholar Patrol is a call for unselfish service to fellow learners and the community. It requires the efforts of individuals with the following characteristics:

- **Responsibility:** a focus on the safety of pedestrians is of paramount importance
- **Punctuality:** the team and their fellow pedestrian scholars depend on the team to be on duty at the correct time
- **Dedication:** These scholars are prepared to offer up their free time and to endure all kinds of weather conditions. Their training is ongoing and they need to maintain their enthusiasm for the task. They have to be committed to team work and develop character traits like dependability, attention to detail, honesty, seriousness, etc

Obligations on road users

To benefit from the Scholar Patrol and enhance the effectiveness thereof for road safety, ALL road users need to behave responsibly

ROAD SAFETY MANAGEMENT INVOLVEMENT



WESTERN CAPE PATROL STATUS

| SCHOLAR PATROLS | |
|-----------------|-----|
| CAPE WINELANDS | 55 |
| CENTRAL KAROO | 2 |
| EDEN | 36 |
| METRO | 43 |
| METRO CENTRAL | 68 |
| METRO EAST | 30 |
| METRO NORTH | 11 |
| METRO SOUTH | 30 |
| OVERBERG | 9 |
| TOTAL | 284 |

ESSENTIAL PARTNERS

- Local Traffic Departments
- Road Safety Management
- Western Cape Education Department
- Individual Schools
- Each Community
- Educators
- Learners



SUSTAINABILITY

- Part of Annual Performance Plan targets regarding road safety awareness interventions
- Continued needs assessment of new schools to implement scholar patrols at, in conjunction with local traffic and schools
- Ongoing training of existing patrols
- Continuous equipping of existing and new patrols
- Regular interaction with schools where patrols are functional, this inclusive of liaison with traffic departments to assist with such
- Annual audit of patrols in respect of functioning and general layout, including road markings and signage
- Recognition of learners who participate by way of either fun/competition days or recognition days
- Ongoing willingness and goodwill of all of those who want to make a success of the package

CONCLUSION

- How many more would have died had it not been for the intervention mentioned
- We have a duty to prevent road deaths in general, but in particular regarding the most vulnerable of those, being pedestrians
- An added duty is in respect of children and of those who are scholars
- The safety of learners in general en route to and from schools needs to be secured
- Scholar patrol forms part of the total package of safety from door to door both before and after school
- The development of scholars as leaders and stalwart members of society is paramount in securing the future of the nation too

**A scholar who cherishes the love of comfort
is not fit to be deemed a scholar**

Lao Tzu