



**GLOBAL YOUTH**  
**COALITION**  
**FOR ROAD SAFETY**

**#CLAIMINGOURSPACE**



# BRIDGING THE ROAD TO EQUALITY: SAFE IS **INCLUSIVE!**

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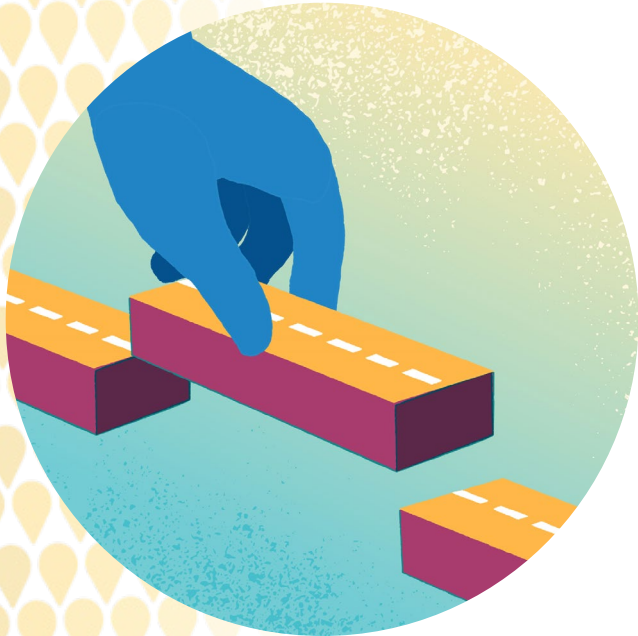
COMMUNITY ROAD SAFETY INITIATIVE

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LIVE POSITIVELY

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**IBRAHIM OZTURK**  
**SDG 10 CHAMPION**

Institute for Transport Studies  
University of Leeds  
[i.ozturk@leeds.ac.uk](mailto:i.ozturk@leeds.ac.uk)

# WHY SDG-10 & WHERE DOES SDG10 FIT IN?

SUSTAINABLE DEVELOPMENT **GOAL 10:**  
REDUCED INEQUALITIES



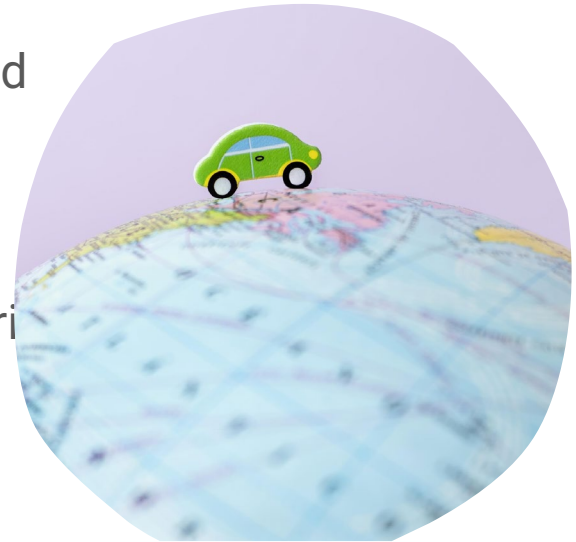
# INEQUALITY

- Inequalities everywhere
  - Gender
  - Income
  - Healthcare
  - Education
  - Economy
  - ...



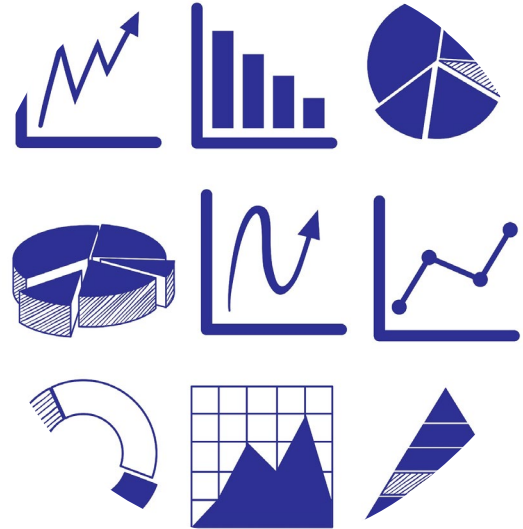
# ROAD TRAFFIC CRASHES: A PUBLIC HEALTH PROBLEM

- 1.35 million deaths and 50 million injured road users
- **Inequalities:** Age, gender, income, ethnicity, rurality, and disability
- Road traffic crashes:
  - Leading cause of death for young people
  - 93% of the deaths in low and middle-income countries
  - Differences among road user groups
- Inequalities in transport leading to wider societal inequalities in health, income, and ... more



# INEQUALITIES IN TRANSPORT

- Inequalities in
  - Access to transport modes
  - Travel behavior
  - Road user behavior
  - Crash involvement and fatalities
- Pedestrians: Only **12%** of journeys on safe roads
- 1 billion people living more than 2 km from the nearest useable road
- 88% of pedestrian journeys on 1- or 2-star roads





# ROAD USERS WITH DISABILITIES

- Limited access to travel modes
- Less likely to travel
- More negative experience, frustration and safety concerns, when using public transport
- Higher risk of crash involvement



# ROAD SAFETY IN AFRICA

- Least motorised but highest fatality region
- Vulnerable road users: Pedestrians, cyclists, and powered two-wheeler
- Lack of safe and accessible infrastructure



# WHAT IS NEEDED?

- Better understanding of special needs
- Need for more data
- Accessible education, economic and healthcare services
- Safe and accessible pathways
- Affordable and accessible public transport
- Youth-led initiatives and activities

# WHAT IS (IS NOT) THIS POLICY BRIEF FOR?



- Brief overview of the literature on inequalities in transport
- A guide to highlighting inequalities in society
- A document of Things to Consider
- Impact document to operationalize transport-related inequities
- Examples of solutions and suggestions for improvement

# QUESTION AND ANSWER





**OLUFUNKE AFESOJAYE**  
**SDG 5 CHAMPION**

# INTRODUCTION

- 1 in 6 people worldwide has significant disability, and this number is expected to increase.
- The most common types of disabilities in Africa are visual impairment, hearing impairment, and physical impairment.
- People with disabilities are at higher risk of death due to poor health condition
- According to UN report Persons with disabilities face a risk of dying up to 20 years earlier than those without disabilities
- These risks include those associated with mobility and road usage
- How can inclusive transport systems prevent and ameliorate the difficulties people with disabilities face and thereby ensuring road safety through equality and equity?

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## ROAD INEQUALITIES AND PWDS

- Inequality occurs when communities and people have unequal access to infrastructure, resources, and decision-making.
- Inequalities in road safety occurs in a situation whereby women, girls, and people living with disabilities are not taken into consideration or prioritized while constructing road facilities.
- Health equity for persons with disabilities is a human right priority – persons with disabilities have the right to enjoy their highest attainable standard of health.

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# WHAT IS INCLUSIVE MOBILITY SYSTEM?

- Inclusive mobility system requires that the needs of everyone including people living with any form of disabilities are considered from the outset of any transport and pedestrian infrastructure, maintenance and schemes.
- A transportation system that allows ease of movement and mobility for all people, no matter their socioeconomic and physical circumstances.

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# CHALLENGES AND RECOMMENDED SOLUTIONS

## #1. Lack of Affordability and Accessibility in Mobility

- Lack of equitable access to safe and secure mobility for youths with disabilities pervades in many African societies.
- Navigating school, marketplace, and social gathering becomes a big issue when PWDs can't afford and access transport.

# CHALLENGES AND RECOMMENDED SOLUTIONS

## #1. Creating Affordability and Accessibility in Mobility

- Governments should invest in **multimodal transport systems** and boost financing of affordable and accessible public transport options that accommodate the needs of PWDs.
- The Multimodal planning not only ensures safety but also fosters equitable access to inclusive mobility.

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# CHALLENGES AND RECOMMENDED SOLUTIONS

## #2. Lack of Acceptance and Support

- PWDs experience negative attitudes from the public; this leads to marginalization and discrimination in road usage.
- Negative attitudes towards the people with disabilities have been indicated as a barrier for their participation in several activities such as physical activity, fitness, and education settings, and political settings.

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# CHALLENGES AND RECOMMENDED SOLUTIONS

## #2. Promoting Acceptance and Support

- All stakeholders should promote healthy attitudes towards people with disabilities especially when road usage and safety are involved.
- Promoting inclusion, equitable treatment, acceptance and equity for PWDs in accordance with the targets of the SDG10
- Research attention should be paid to the issues of public attitudes towards PWDs in the context of road safety in Africa societies.

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# CHALLENGES AND RECOMMENDED SOLUTIONS

## #3. Lack of Equitable Economic Opportunities

- The rate of unemployment among disabled job-seekers doubles that of able-bodied applicants for jobs
- Most women with PWDs in African societies are not gainfully employed.
- This challenge leads to lack of economic power among PWDs which in turns leads to lack of ability to purchase road safety assistive tools.
- PWDs are at higher risk of fatality if they lack the ability to cater for their health after encountering road accidents.

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# CHALLENGES AND RECOMMENDED SOLUTIONS

## #3. Optimizing Opportunities for PWDs

- Policies and laws should be formulated to ensure equitable economic opportunities for PWDs so they can optimize their mobility.
- Government should support poor PWDs with mobility assistive equipment.
- African Governments should increase investment in post-crash response to reduce the health and economic burden of road traffic crashes on the PWDs.
- Enactment of laws that provide free or highly subsidized and expedited treatment for PWD victims of road accidents.

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## CONCLUSION

Without sufficient access to these inclusive facilities, individuals with disabilities risk experiencing further marginalization, poverty, and a sense of despair.

SDG 10 Policies highlight that inclusive and equitable infrastructure must be put in place to ensure accessibility and affordability of transport, which therefore helps to promote equity.

Representation of vulnerable youths in the transport system should be ensured.

We encourage all stakeholders to embrace our recommendations.

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# QUESTION AND ANSWER





# MEET JACOB SMITH

Regional Leader

Global Youth Coalition for Road Safety

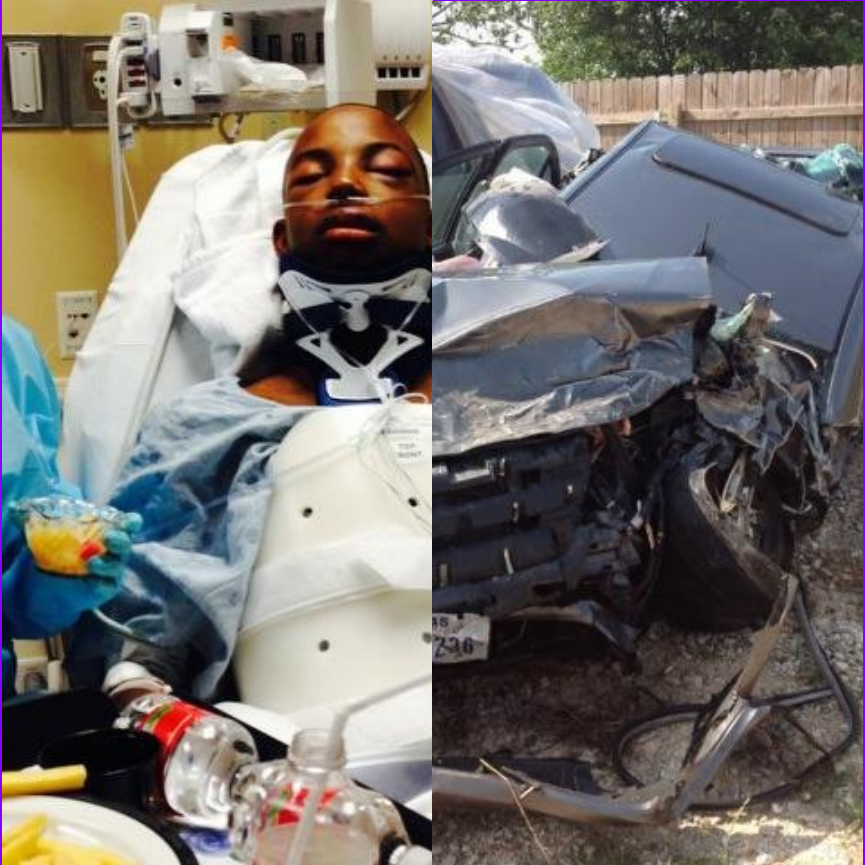
Executive Director

National Organizations for Youth Safety

Email: [JSmith@noys.org](mailto:JSmith@noys.org)







# CAR CRASH SURVIVOR

TRAUMATIC BRAIN INJURY AND FACIAL RECONSTRUCTION

FRACTURED BACK L3/5 WITH ROD FUSION

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# YOUTH POWER FOR YOUTH SAFETY



“Safety is more than protection from cars... When people live at the intersection of multiple vectors of oppression, unfettered access to mobility and public space are not guaranteed... Racism, sexism, classism, ableism, xenophobia, homophobia and constraints imposed upon gender-non-conforming folks can make the public space hostile to many. Bodies encounter different risks and have different needs.” - “Untokening” Mobility Justice



All bodies are unique and essential.

All bodies have strengths and needs that must be met.

We are powerful, not despite the complexities of our bodies, but because of them.

All bodies are confined by ability, race, gender, sexuality, class, nation state, religion, and more, and we cannot separate them.

# NATIONAL BIPOC YOUTH TRANSPORTATION EQUITY FELLOWSHIP (LOCAL ACTION)

The National Youth Transportation Equity Fellowship (NYTEF) provides an opportunity for Black, Indigenous and People of Color (BIPOC) youth leaders (17-29) from across the nation to participate in a 10-month educational and community engagement experience addressing transportation inequities in their local communities.

- **An inclusive environment** - identifying who is in the room, who is not in the room, and why
- **Emphasizing the ability and knowledge** of local youth to solve their own issues. Young people need to have a sense of their own value and their strengths
- **Center young people's humanity** while doing the work together and connecting appropriate traffic safety messaging
- **Willingness to learn from mistakes** and successes and become stronger people in the process:



# NATIONAL WEEK WITHOUT DRIVING





sidewalks with curb cuts or ramps, tactile paving

Community de-escalators



Participatory street and city design-thinking

"Mobility is not transport"



Accessible paths to transit stops

## Disability Justice & Mobility Liberation Garden

Accessible benches ie. public spaces to rest and receive joy

Non-motorized infrastructure



Free public and accessible transit

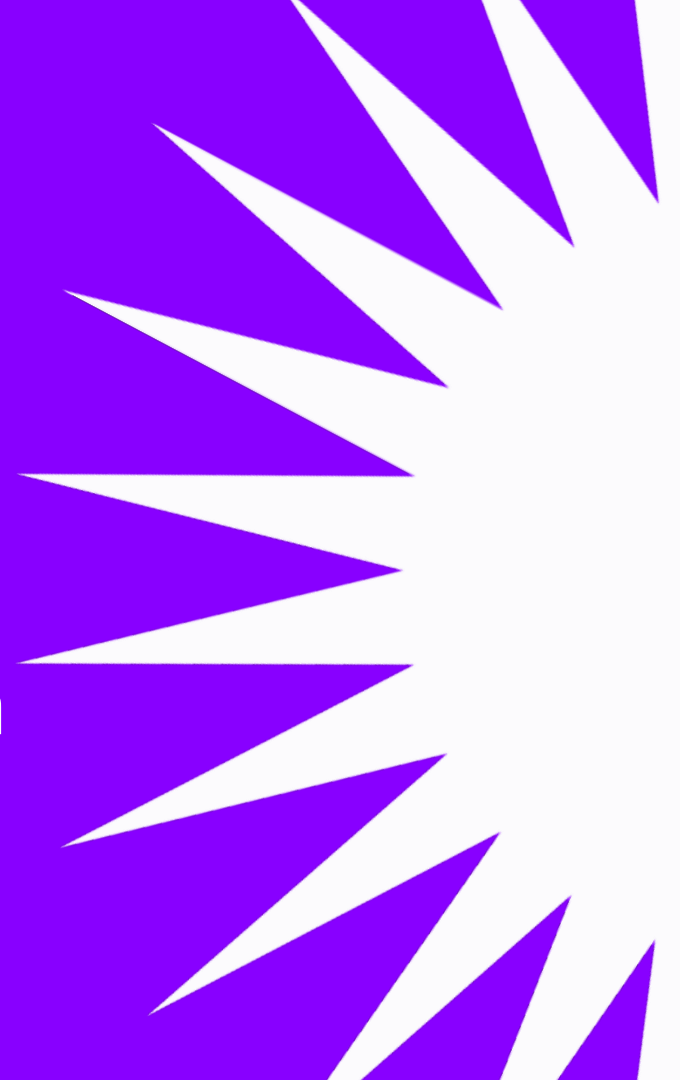


Low-stimulation streets

What else?



Disabled youth are seen as experts of their own lived experience and can provide valuable insight, experience, and creativity toward education and advocacy on key issues.



# QUESTION AND ANSWER



# Action Points for YOU!

1. **Join** the Global Youth Coalition for Road Safety.
2. Download our **policy briefs** and learn on how Road Safety is linked with the relevant sustainable development goals.
3. **Learn** more about how reducing inequalities plays a vital role in shaping safer and more inclusive transport systems.
4. **Enrol** at the YOURS Academy to improve your Road Safety knowledge and skills.
5. **Advocate** with your government to implement the recommendations of the policy briefs in your local community.
6. **STAY TUNED!** We are launching a new call-to-applications for our Local Actions program.



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