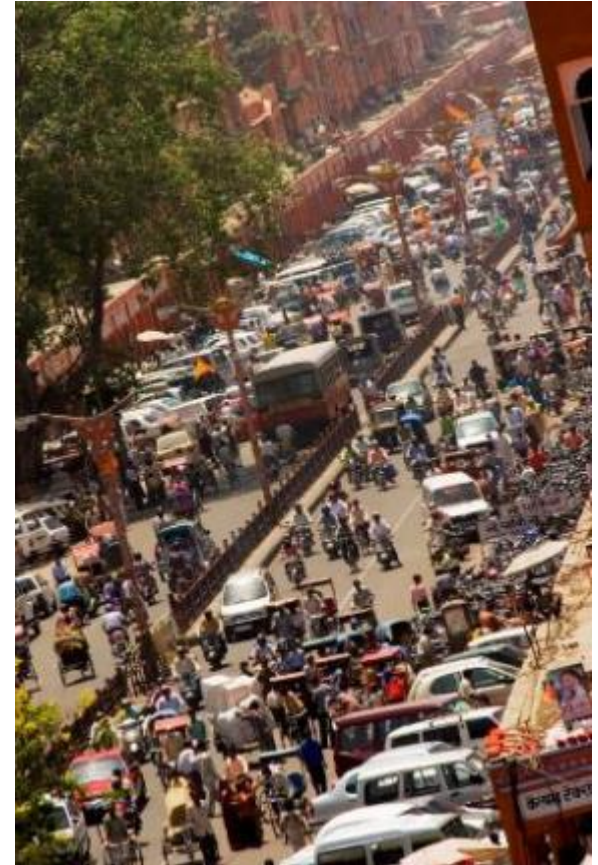


Social issues and road safety

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<https://ki.se/en/gph/injuries-social-aetiology-and-consequences-isac>



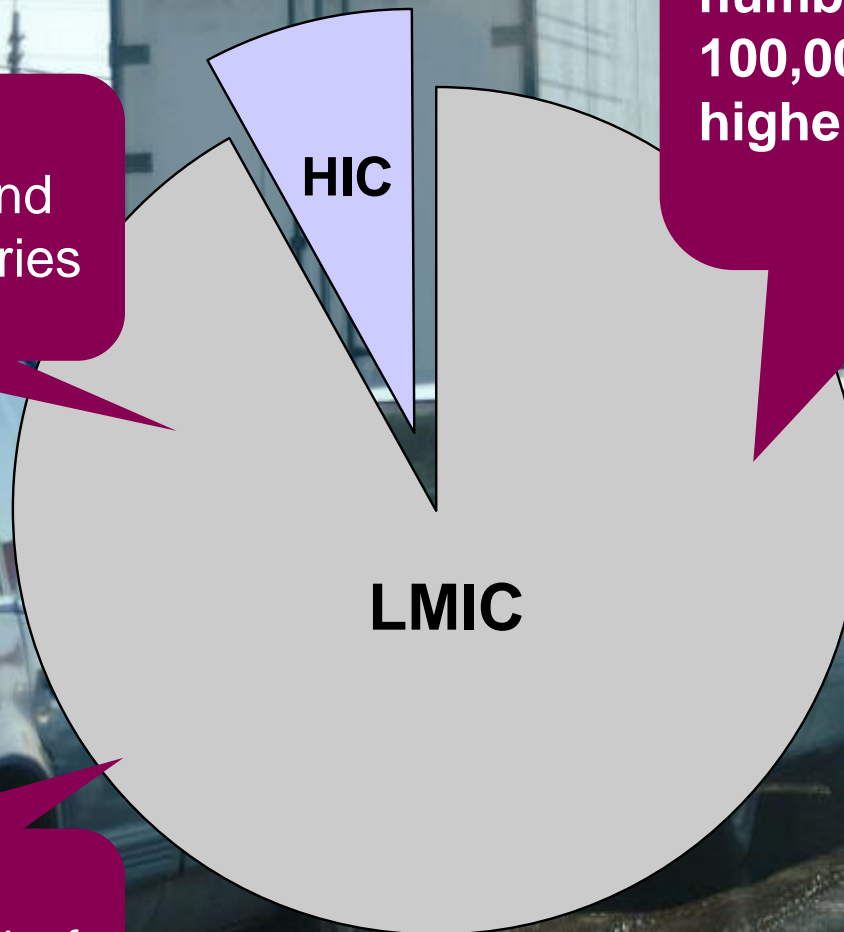
Why do we need to discuss social issues and road safety?

- Traffic affects all of us
- RTI morbidity and mortality affect public health, social inclusions, national productivity and economic progress
- A significant body of evidence shows that RTI risk is unevenly distributed across society between countries, regions and socioeconomic groups
- Studies since 1980 onwards
- Both area- and individual-based studies

90% of all deaths in traffic occur in low- and middle income countries

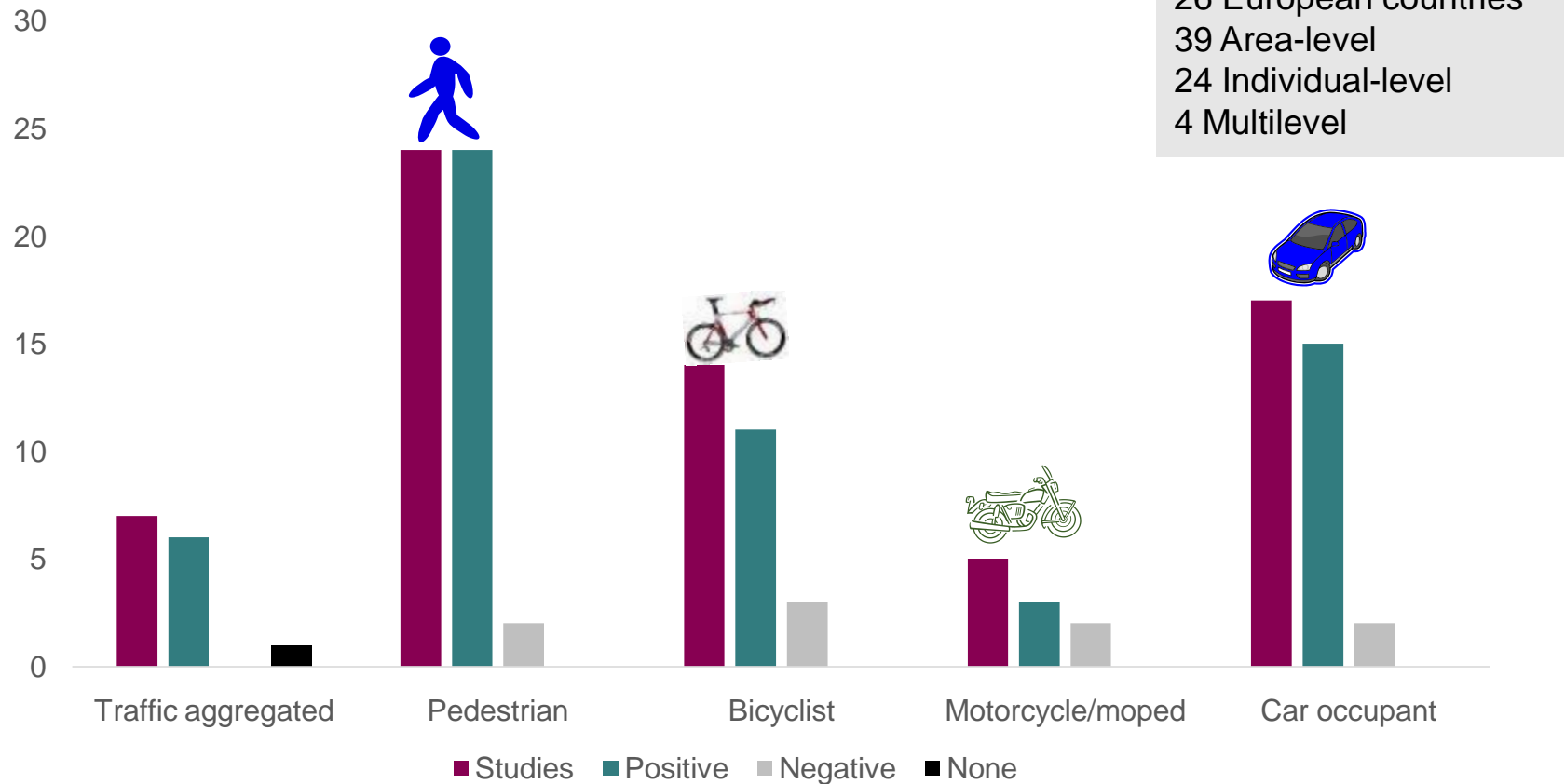
Among children the number of fatalities per 100,000 is six times higher in LMIC

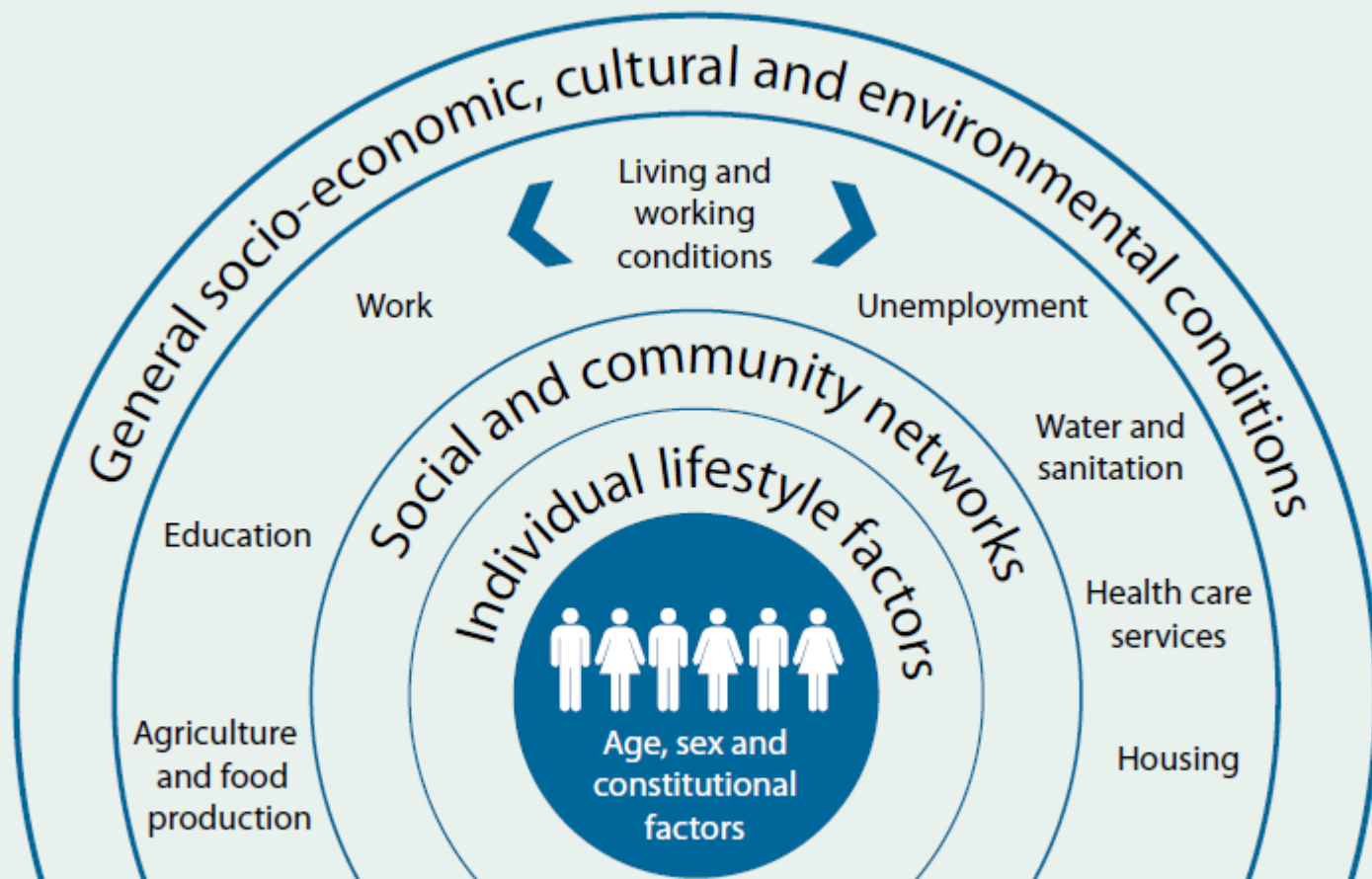
81% of the world's population and 20% of the world's vehicles



Review of studies on socioeconomic differences in road traffic injuries among young people 0-24 years

Laflamme et al. International Journal of Pediatrics, 2010

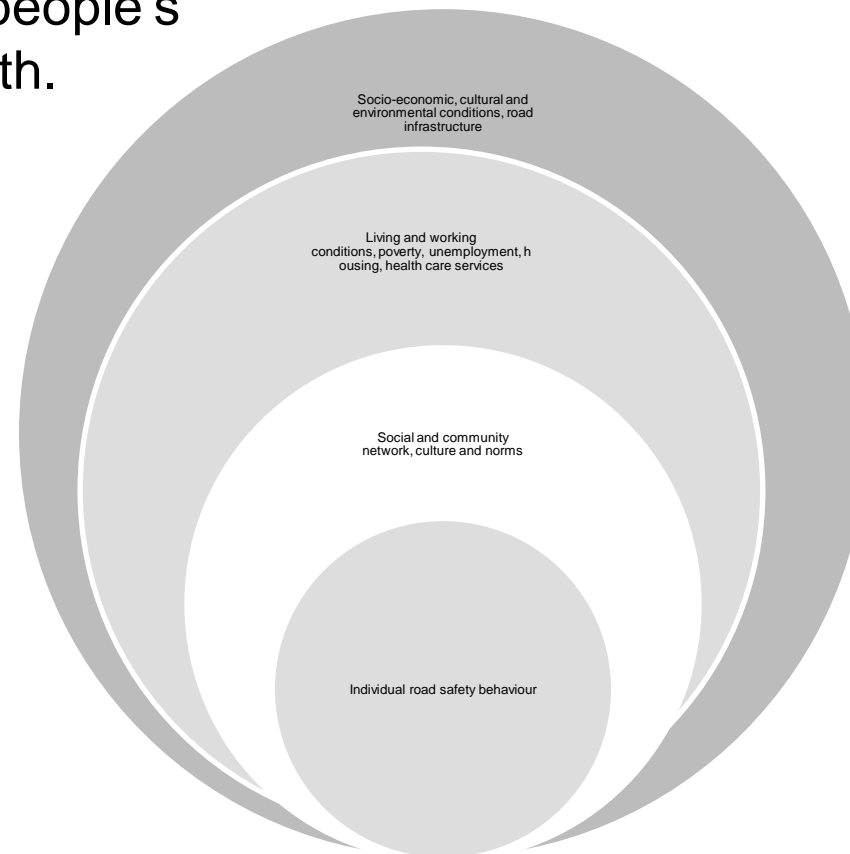




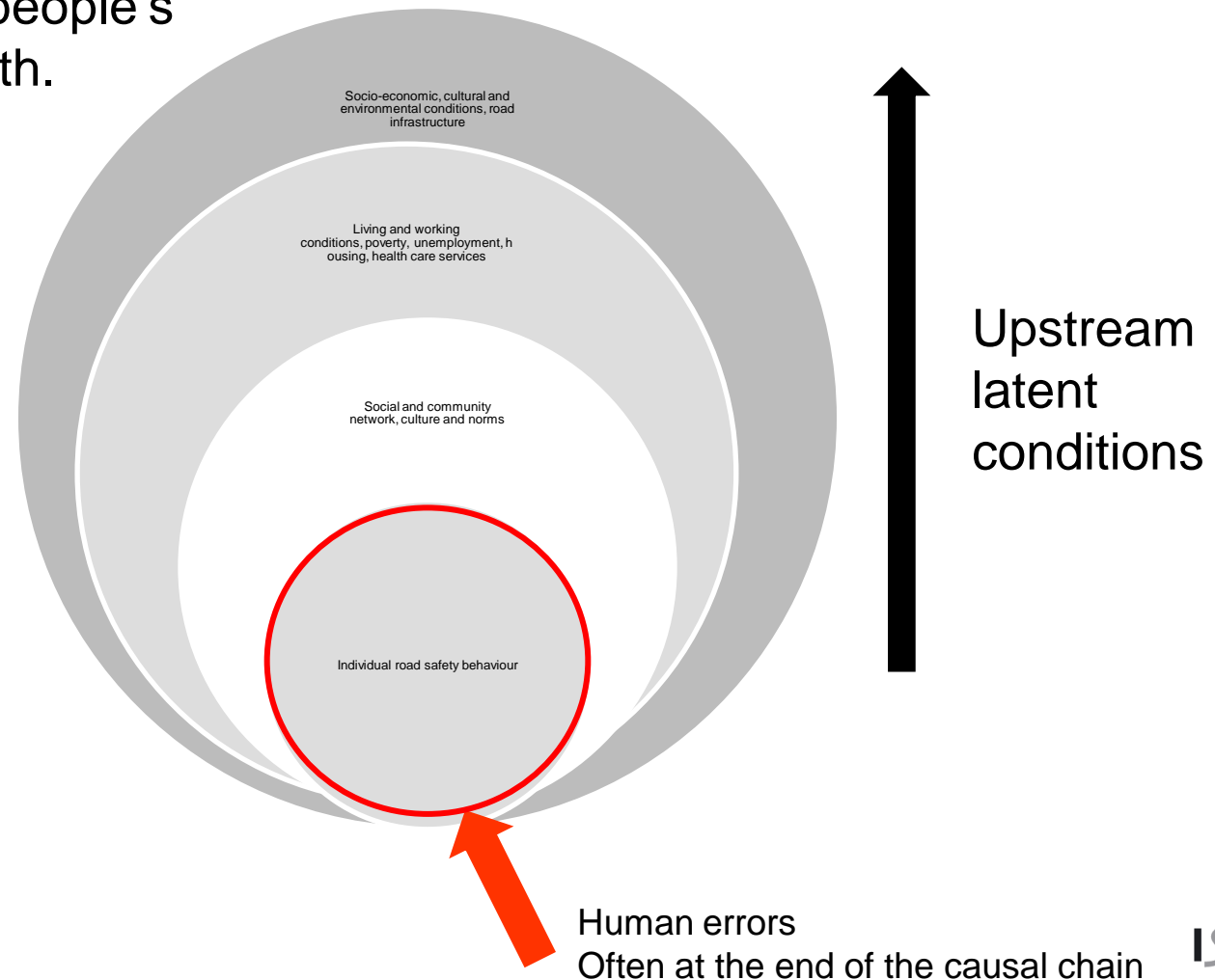
Source: Dahlgren & Whitehead 1991.

To understand the social determinants of health, we need to investigate the individual, social, economic and environmental factors that shape people's behaviour and health.

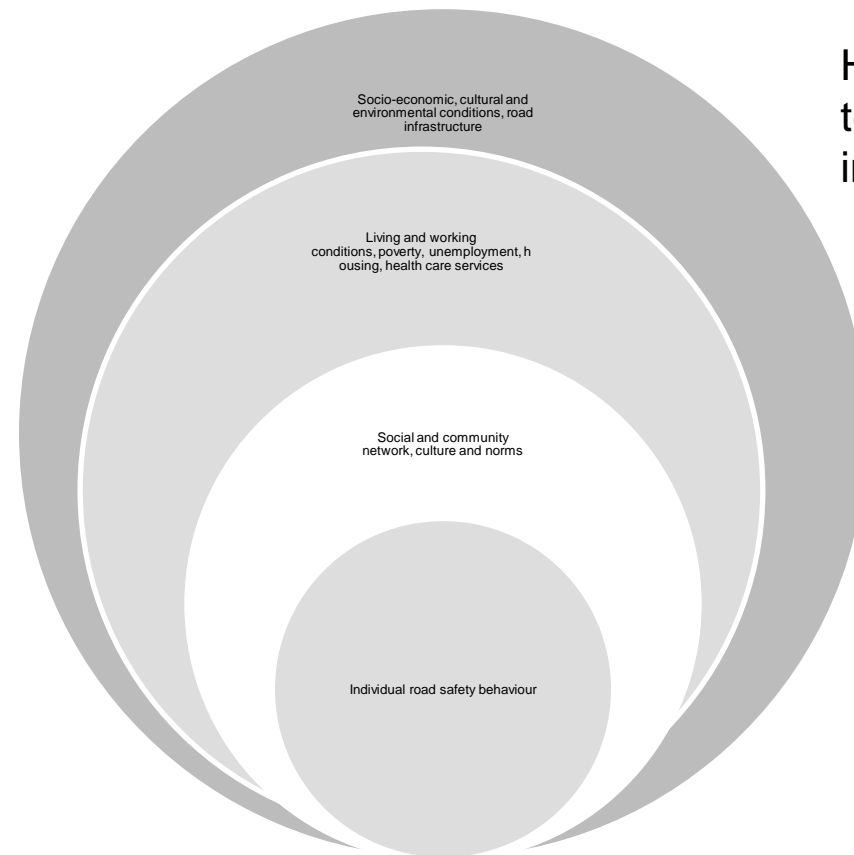
To understand the social determinants of road traffic injuries, we need to investigate the individual, social, economic and environmental factors that shape people's behaviour and health.



To understand the social determinants of road traffic injuries, we need to investigate the individual, social, economic and environmental factors that shape people's behaviour and health.



Contradiction between gains and responsibility – different perspectives

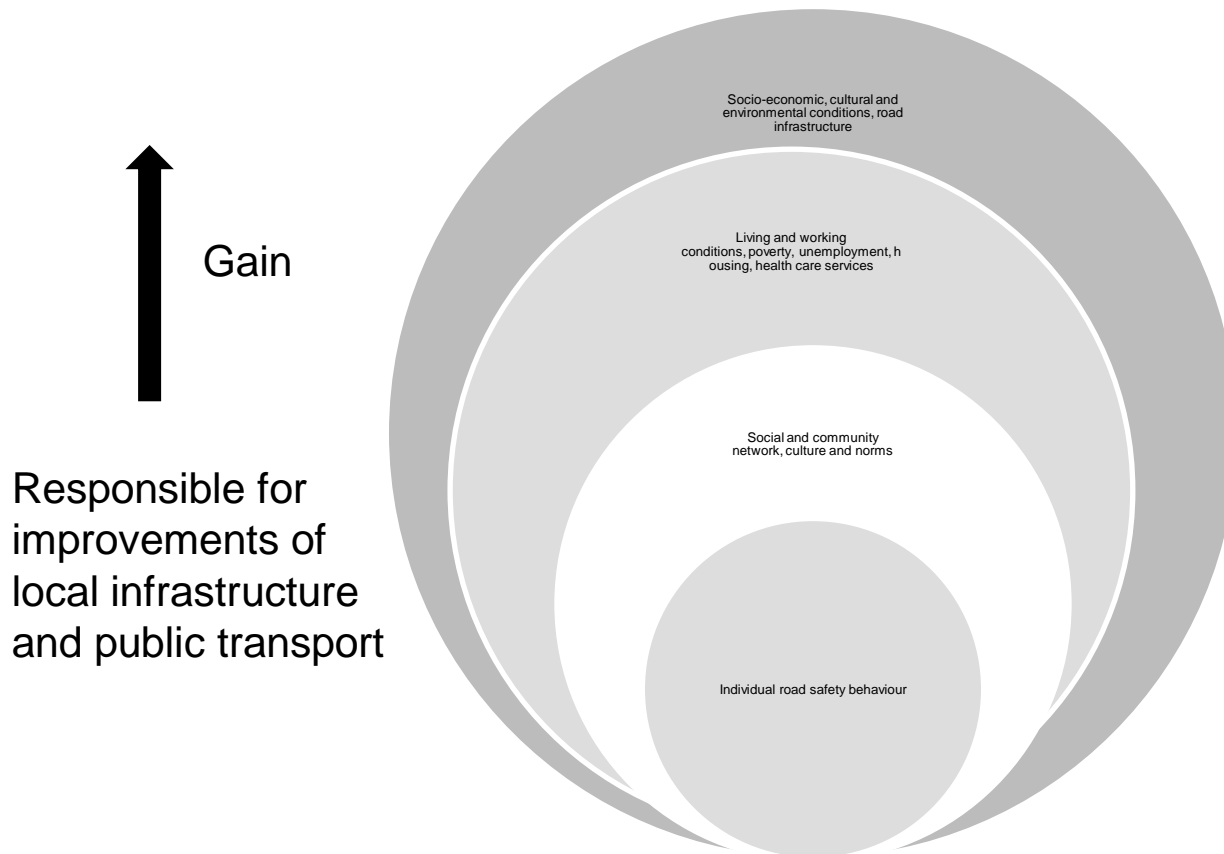


High costs for society in terms of premature death, injury and disability

Facing other serious problems in life

RTI- rare event for the individual
Individual dependency of private vehicles, easier and faster

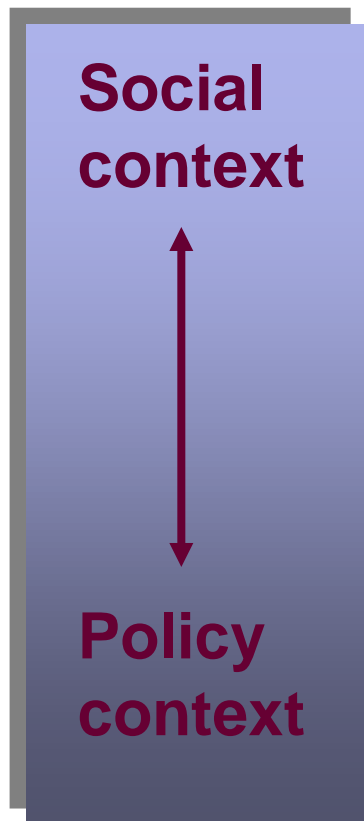
Contradiction between gains and responsibility – different perspectives



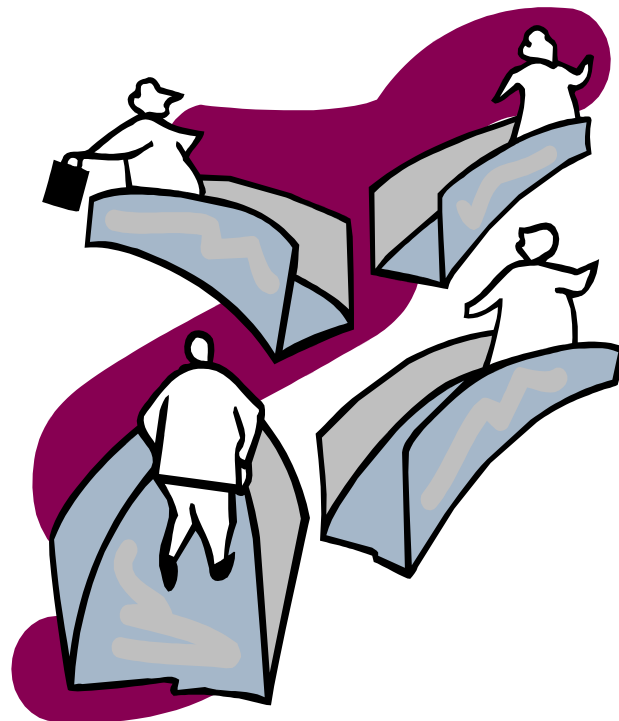
Society

Individual

Social stratification



**social
position**



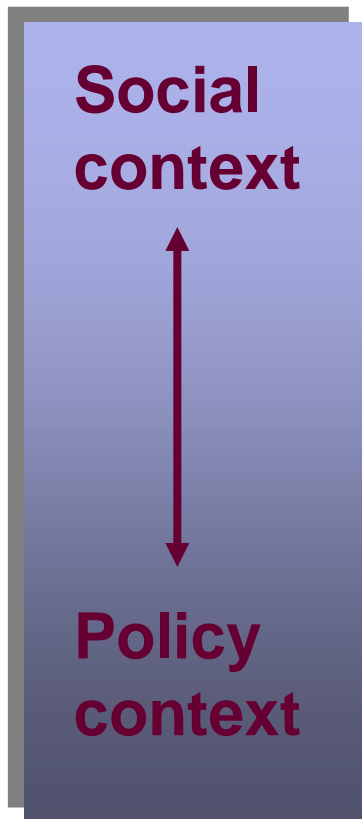
➤ Form and shape conditions for them

➤ Comparison between social groups not between individuals

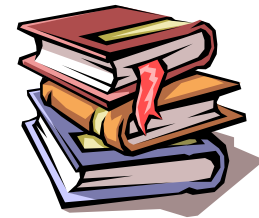
➤ Structural positions - independent of the people who occupy them

Society

Individual



Education



Income



Occupation



From: Diderichsen & Hallqvist 1999

Mechanisms

Society

Individual

Differential exposure

People are exposed to different kinds of risks – either in their living environment or through their lifestyles

**Social
Position**

Exposure

Injury

**Social
Context**



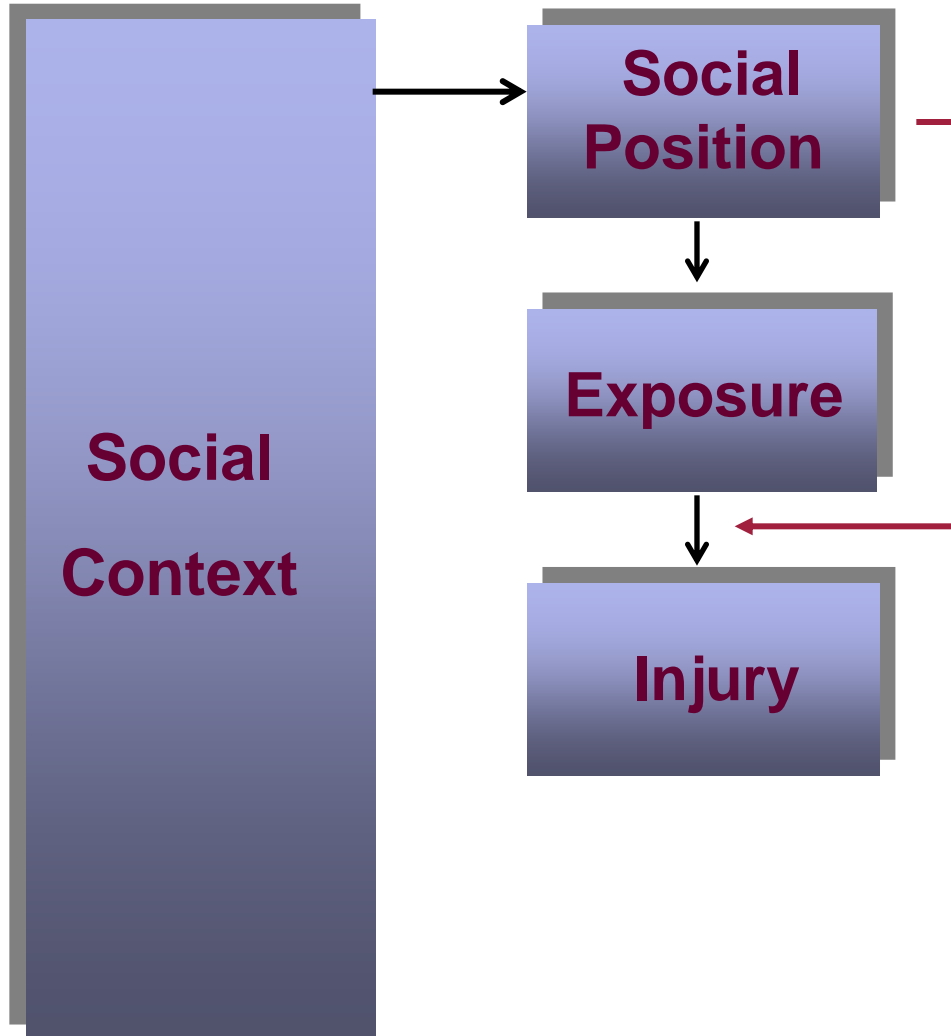
Mechanisms

Society

Individual

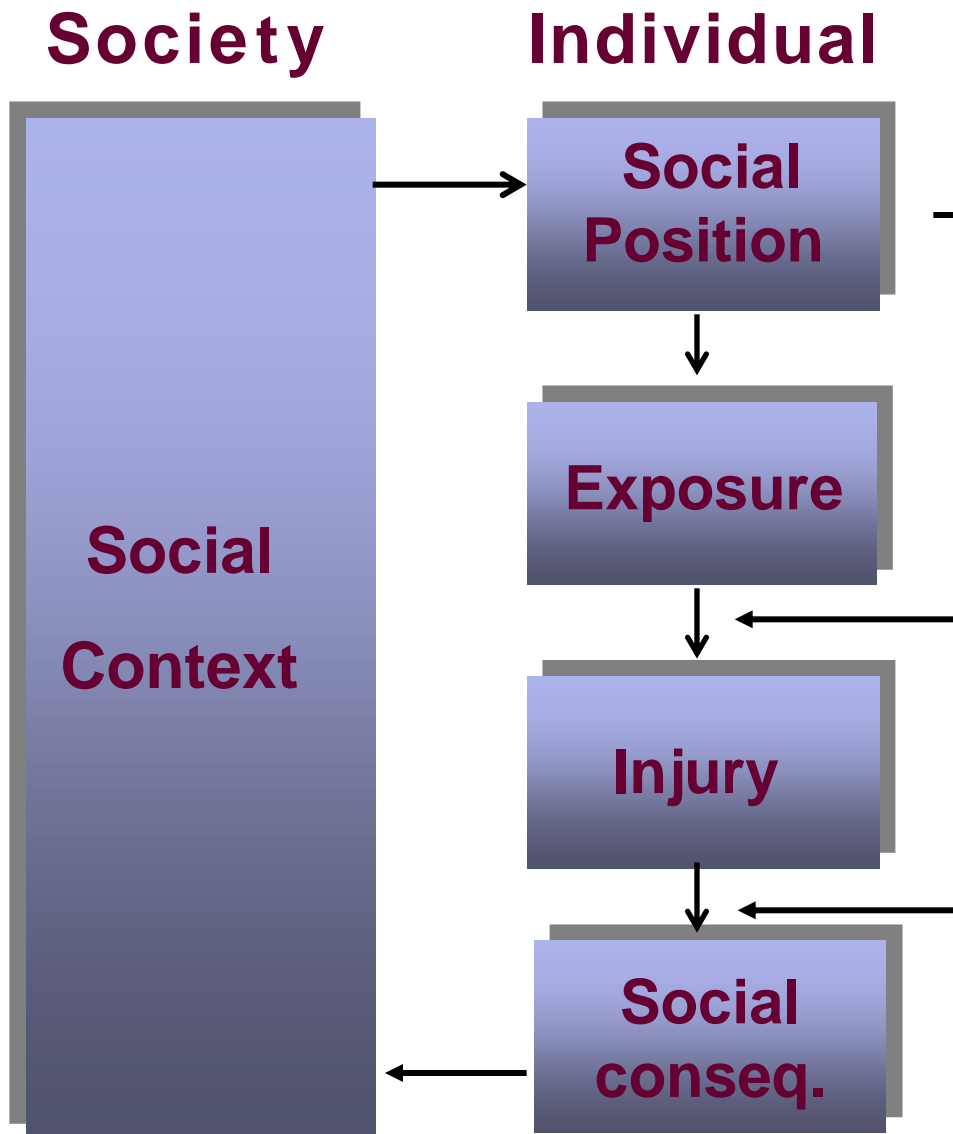
Differential susceptibility

How social background, in terms of knowledge, financial resources, or power and influence can lead to differences in risk



From Diderichsen & Hallqvist 1999

Mechanisms



Differential social consequences

The impact an injury event may have for an individual's or a family's socioeconomic circumstances
'Poverty trap'

Modify social differences in injuries

Influence social stratification

Decreasing differential **exposure** to risks

Decreasing differential **susceptibility** – different opportunities money, knowledge

Preventing differential **consequences**

Health equity in all policies, systems and programmes

Safe environments and access to safe place to play

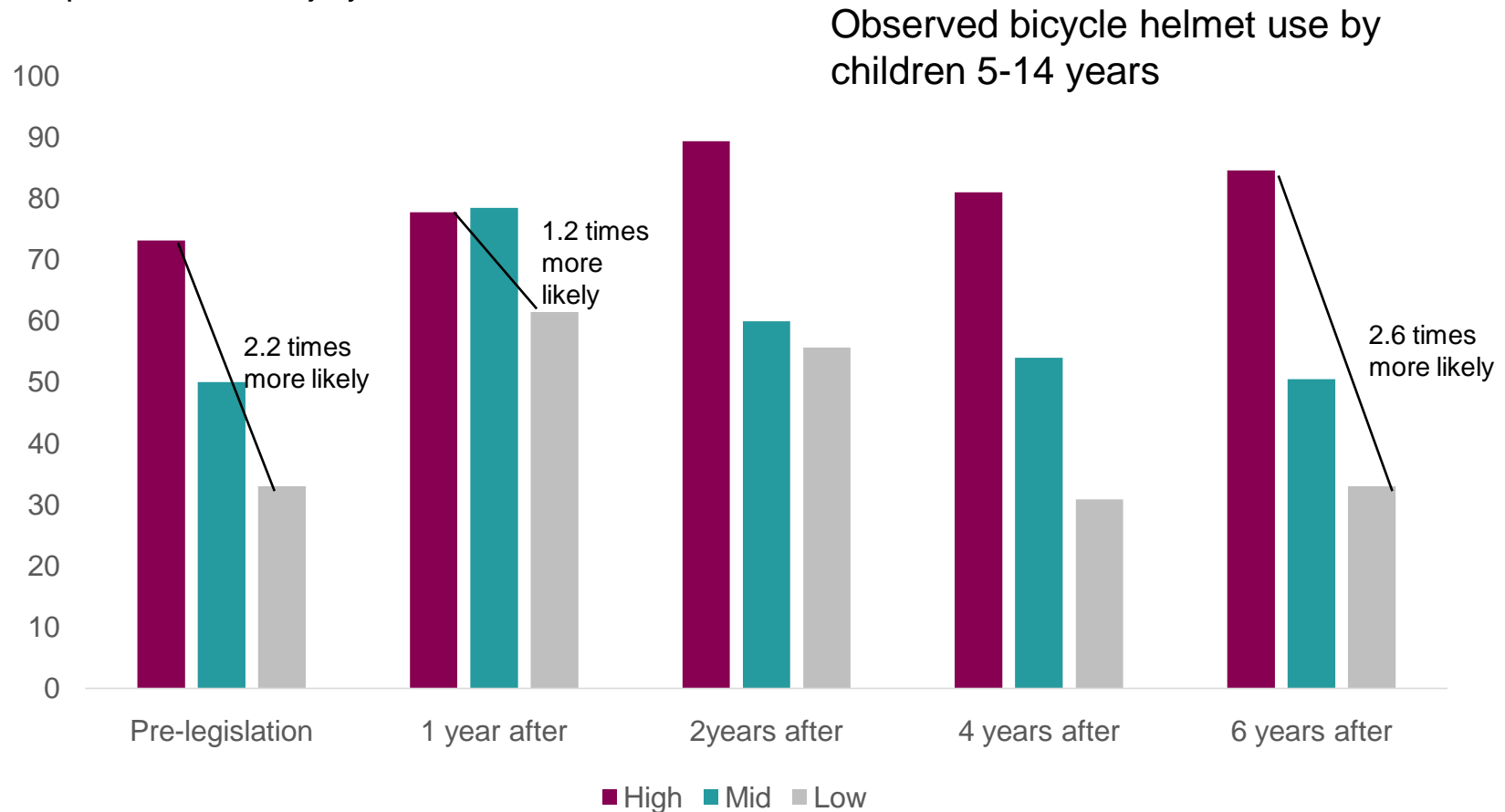
Affordable and accessible safe products and protection

Equal access to care and rehabilitation

Very few studies have examined the impact of interventions in different social groups – some examples

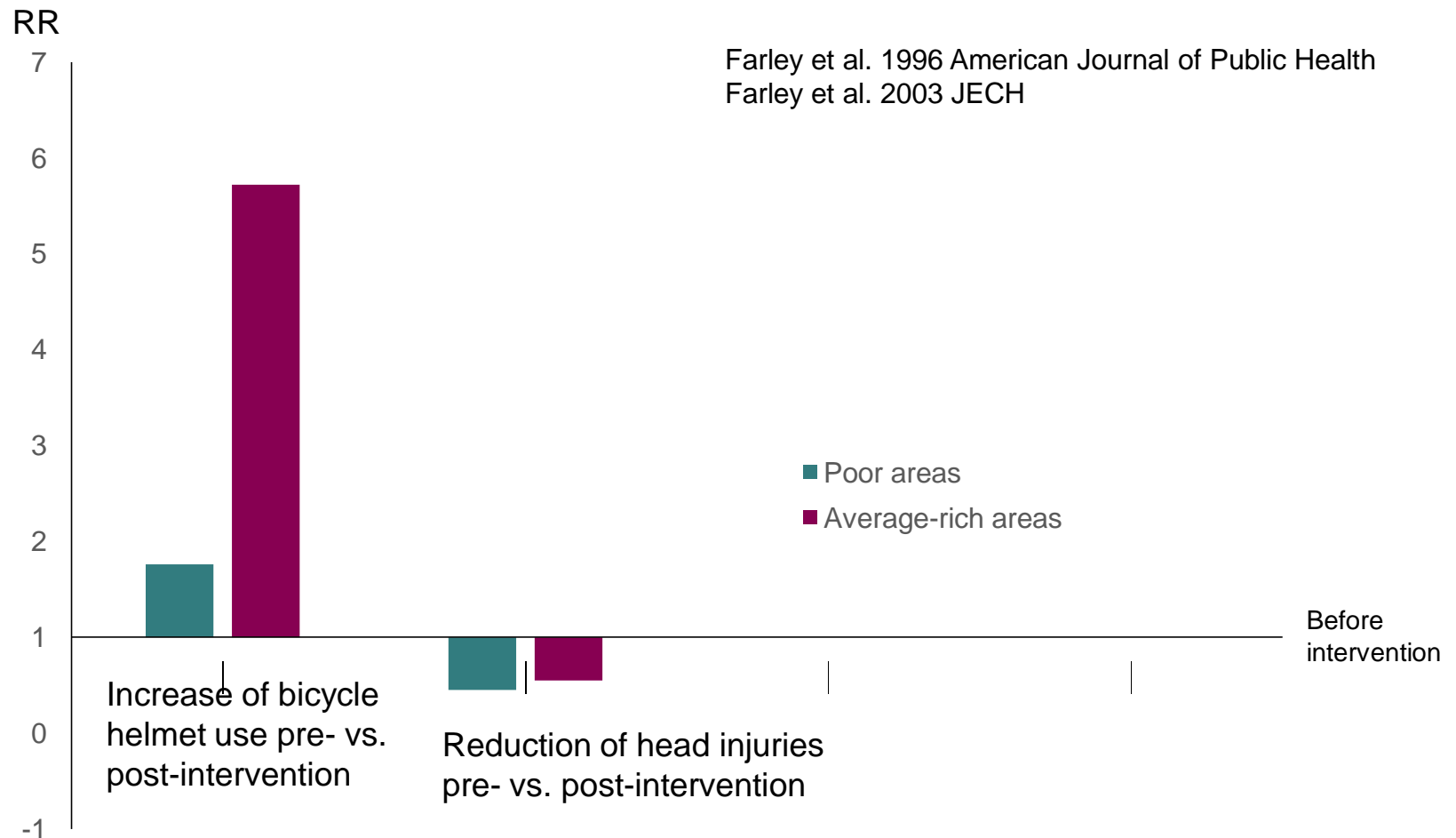
Economic disparity in bicycle helmet use by children six years after the introduction of legislation in Toronto

Macpherson et al. Injury Prev 2006 12;231-235



Income areas based on census tracts

The effect of a community-based bicycle helmet programme in Quebec



Walking school buses

A study from the Auckland region showed higher uptake in more affluent neighbourhoods (Collins and Kearns Social Science & Medicine 2005)



Not surprisingly – all parents shared the same concern about children's safety. Other barriers such as time and taking on responsibility was found.

Neighbourhood social inequalities – the influence of traffic volume and road design

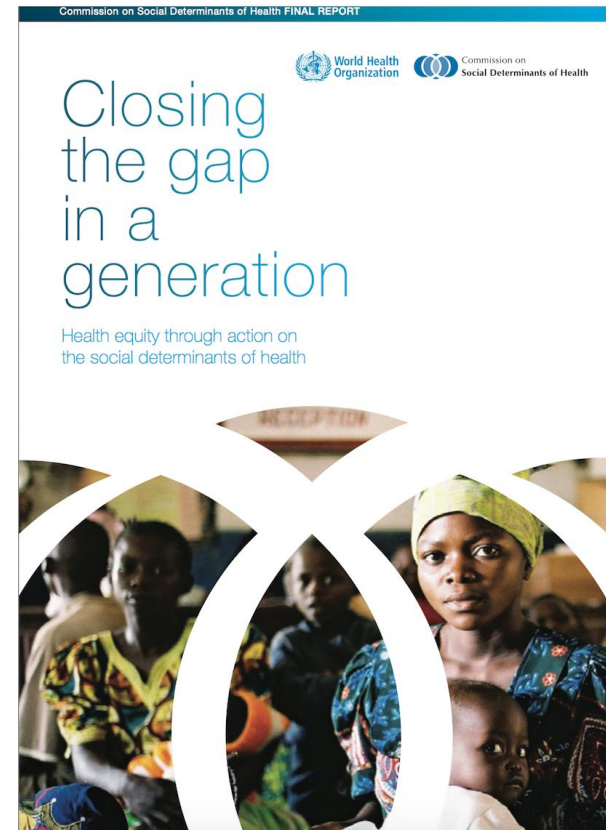
(Morency et al. American Journal of Public Health 2012)

A study from Montreal found that road users in poorer neighbourhoods had a higher exposure to traffic and controlling for traffic volume, a greater risk of injury because of more major roads and 4-legged intersections



Commission on social determinants of health (2008)

- Improve daily living conditions
- Tackle the inequitable distribution of power, money, and resources
- Measure and understand the problem and assess the impact of action



CSDH (2008). Closing the gap in a generation: health equity through action on the social determinants of health. Final Report of the Commission on Social Determinants of Health. Geneva, World Health Organization.

SUSTAINABLE DEVELOPMENT GOALS

- "a development that meets the needs of today's generation without compromising with the ability of future generations to fill their needs"
- Transport has direct or indirect relevance to many of the goals
- Transport is seen as means to an end – rather than an end in itself



3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents

11.1 Provide access to safe and inclusive green and public spaces

11.2 Affordable and sustainable transport systems

Contradiction between economic growth and sustainable resource use

- Transport **stimulates economic and social development**, ensures accessibility to opportunities - but is also associated with several direct and indirect externalities such as **traffic congestion, air pollution and road accidents**.
- A public health approach compete with the view of traffic as essential economic infrastructure.
- More investment in building and maintenance of infrastructure for private vehicles, less on public transport and pedestrian safety
- By 2030, provide access to **safe, affordable, accessible and sustainable transport systems for all**, improving road safety, notably by expanding public transport, **with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons**.

The strategic potentials of policy goals

Sustainability and traffic safety on the agenda

Accessibility, Active travels, Improved living environments



Transport
policy
objectives



Public
health goals



SDG



Factors that prevent prioritisation of RTI on the policy agenda

(Iris Borowy Road traffic injuries: Social change and development. Med History 2013)

- The economic interest of the car industry and petrol industry
- Conception of 'modernity' as motorisation
- Infrastructures that privileges motorised vehicles
- The class-difference between car-drivers and vulnerable road users in LIC.
- The misleading assurance of a Kuznets curve like concept – the solution of LIC once they cease to be LIC
- Reconceptualisation to separate motorisation from economic development.

Conclusion

- All means of prevention may not be equally beneficial across social groups – and living areas
- The consequences of various interventions ought to be considered in the planning, implementation and evaluation of preventive actions
- Promote health equity in all policies and highlight injuries as a consequence of social policies
- Address joint outcomes – safe and supportive environment with a special focus on vulnerable road users