Content

• A case for road safety - vulnerable road users
• Global overview – vulnerable road users
• Development of Road Safety Master Plans
• Focussing on Vulnerable Road Users
Crash claims two city sisters

It's time for the authorities to do something about accidents

Tshediso Nhlapo

(Yesterday the provincial administration of Gauteng could give no time frame for implementing changes to the off-ramp.)

Yesterday, provincial administration of Gauteng could give no time frame for implementing changes to the off-ramp.

"Previously several steps were taken to reduce the number of accidents by putting speed on the off-ramp, but we are now discussing other solutions," said Siwe Mabubuzi, spokesman for the Gauteng MEC for Transport and Public Works.

In 1999, an extra lane was added to the Ben Schoeman Highway before the off-ramp and more recently www.ned.un.org, a new warning track drivers of the steep area.

5 schoolkids die in smash

Dreams shattered by tragedy on the highway

Two more pupils knocked down
Global overview – Vulnerable Road Users

• Almost half of those who die in road traffic crashes are pedestrians, cyclists or users of motorised two wheelers
• 91% of the world's fatalities occur in low- and middle income countries
• 62% of reported road traffic deaths occur in 10 countries
Vulnerable Road Users

– Amount of protection eg pedestrians, cyclist and users of two-wheeler

– Amount of task capacity eg young, elderly and people with disabilities

• According to Global Road Safety Partnership poor people are particularly vulnerable to risk

• Passengers in open vehicles eg light delivery vehicles – highly vulnerable
Open vehicles

Passengers on open vehicles are highly vulnerable – illegal in most countries – but often only alternative in lower income countries.
Conditions in Lower Income Countries

- Types of vehicles and age of vehicles are different
- Large scale people movement – limited segregation between vulnerable road users and other modes
- Many roadside and on-road activities
- Informal settlements next to main roads
- Road user and education levels
Challenges in Lower Income Countries

• Availability of information and data
• Accident statistics and location of hazardous locations through scientific processes
• Lack of information normally in lower income areas where risk is highest
• Identification of areas where vulnerable road users are at risk
Addressing the Challenges

• Safety practitioners can wait for data to be collected, **while people are dying**, or be pragmatic and utilise alternative methods.

• An approach to source information from communities has been successfully developed in the City of Tshwane South Africa which is being developed further by the IRF Safer Roads Working Group.

• The process will be discussed further in the presentation.
City of Tshwane Metropolitan Municipality

Road Safety Master Plans
Community Involvement

- Community input to identify hazardous location essential
  - Ensures that needs are taken into account
  - Creates a sense of ownership
  - Develops leadership and management skills
  - Needs of target groups, such as scholars, the elderly and people with disabilities are taken into account

- Road Safety Project Team is established consisting of:
  - Traffic engineering practitioners
  - Representatives from Metro Police (traffic police)
  - Ward Councillors and committee members
Project Implementation

• Key priority in lower income countries: Fight poverty and unemployment
• Safety projects are ideal for smaller emerging contractors
• Utilize local labour to implement measures
• Added benefit that community is involved and aware of project
Monitoring and Review

- Two types of monitoring and review:
  - Impact effectiveness
  - Institutional effectiveness
- Monitor impact effectiveness of measures through comparison of accident statistics
- Monitor institutional effectiveness through a Scorecard System
  - Set targets for reduction in fatalities and monitor on an annual basis
Monitoring and Review (2)

- Monitor trends to get an holistic picture
- Community feedback essential part of review
Focus on Vulnerable Road Users

• Select appropriate measures and programmes for these groups
  – Pedestrians, cyclist, users of two-wheelers
  – Poorer communities
  – Youth, elderly, physically impaired
Typical measures (1)

Vulnerable road user, mother and child crossing freeway

Pedestrian bridge and walls along freeway - Partnership project between South African National Road Agency and City of Tshwane
Typical measures (2)

Pedestrian walking in the street and crossing street (jay walking)
Typical measures (3)

Provide walkways, traffic calming measures and raised pedestrian crossings
Typical measures (4)

Traffic calming measures – mini circles
Typical measures (5)

Electronic speed cameras and COSBI markings
Typical programmes

Political buy-in: handing over of a project to the community

Youth and Road Safety Campaign
Typical programmes (2)

Education in schools
Typical programmes (3)

Scholar patrols and safety at schools
Law Enforcement Plans

• Law enforcement strategy aimed at:
  – Changing perceptions regarding enforcement
  – Creating ownership of safety issues
  – Establish good relationship with communities

• Law enforcement plan should focus on:
  – Accident and pedestrian hazardous locations identified in Master Plans and from accident data base
  – Speed: fixed and mobile, Drunken driving, moving offences, driver and vehicle fitness
Conclusions

• What works!!!
  – A structured approach of Engineering, Education, Enforcement and Evaluation
  – The use of Road Safety Master Plans which integrate the above functions
  – Utilisation of community input to identify hazardous locations
  – Focussing on vulnerable groups such as the youth, the elderly, poorer communities, pedestrians and people with disabilities
Conclusions (2)

• What doesn’t work!!!
  – Ad hoc approaches and non-integration of all the different elements of road safety
  – Waiting for accident data and data management systems to be developed while people are dying
Featured as a case study on the gTKP Knowledge Centre
Thank you for your attention

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