

Africities 2009

Road Safety Session

Guidelines for the Development and
Implementation of Road Safety Master
Plans

Development of Road Safety Master Plans in the City of Tshwane

- The City of Tshwane was established in 2000 from 13 former municipalities, town councils, transitional councils, district services councils
- Severe backlogs in road safety measures, education and awareness
- High fatalities rates – especially pedestrians

CITY OF TSHWANE

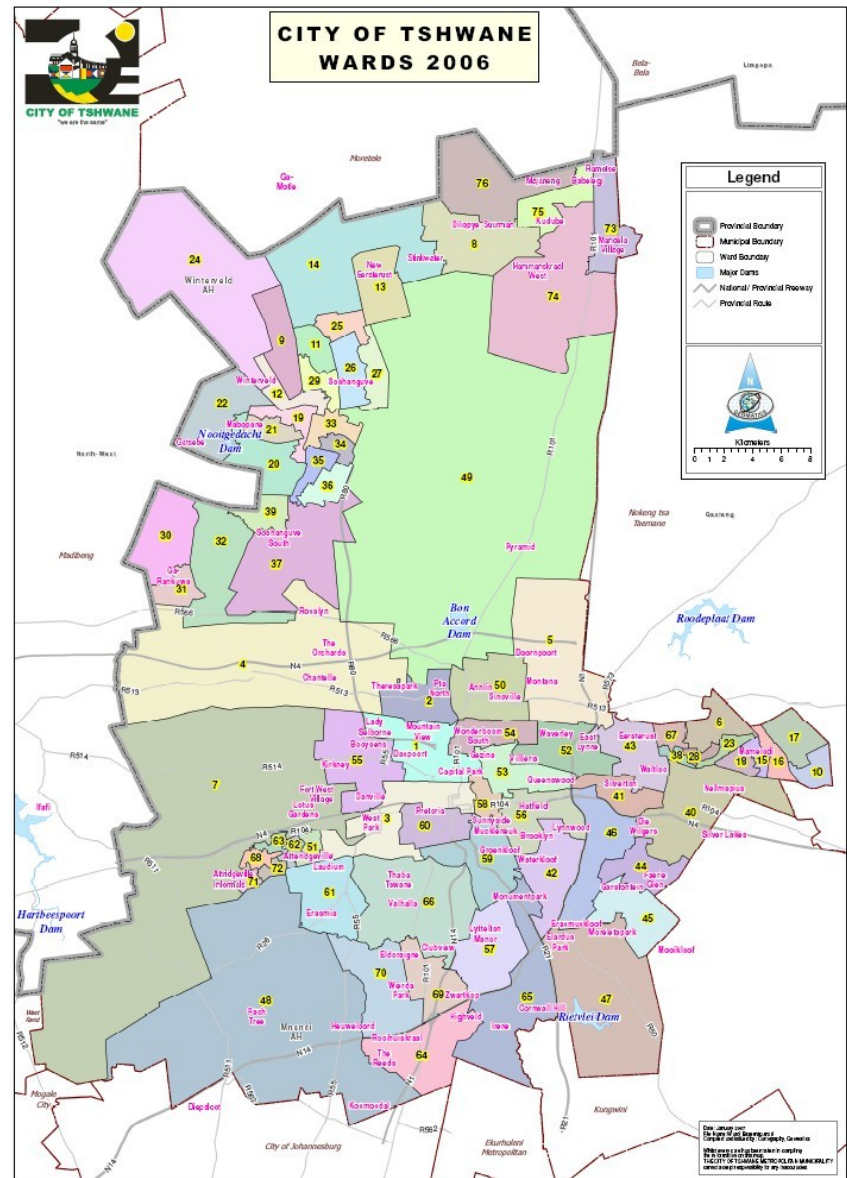


2,27 million residents

Area 3200 km² (76 wards)

Length = 65 km

Width = 55km

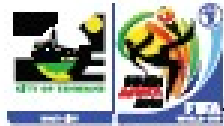


Challenges

- Availability of information/data
- Many townships which are being formalized – no formalized layouts
- Many townships which do not have street names – process of allocating and erecting street name signs
- Accident statistics not available per location
- Many of these areas are within the lower income groups

Addressing the Challenges

- The City of Tshwane addressed the challenges through the development of Road Safety Master Plans
- This presentation will describe the guidelines to develop successful Road Safety Master Plans and how it can be used to focus on vulnerable road users



City of Tshwane
Metropolitan Municipality
Roads and Stormwater Division

GUIDELINES FOR THE DEVELOPMENT OF ROAD SAFETY MASTER PLANS

Version 1.0
May 2009

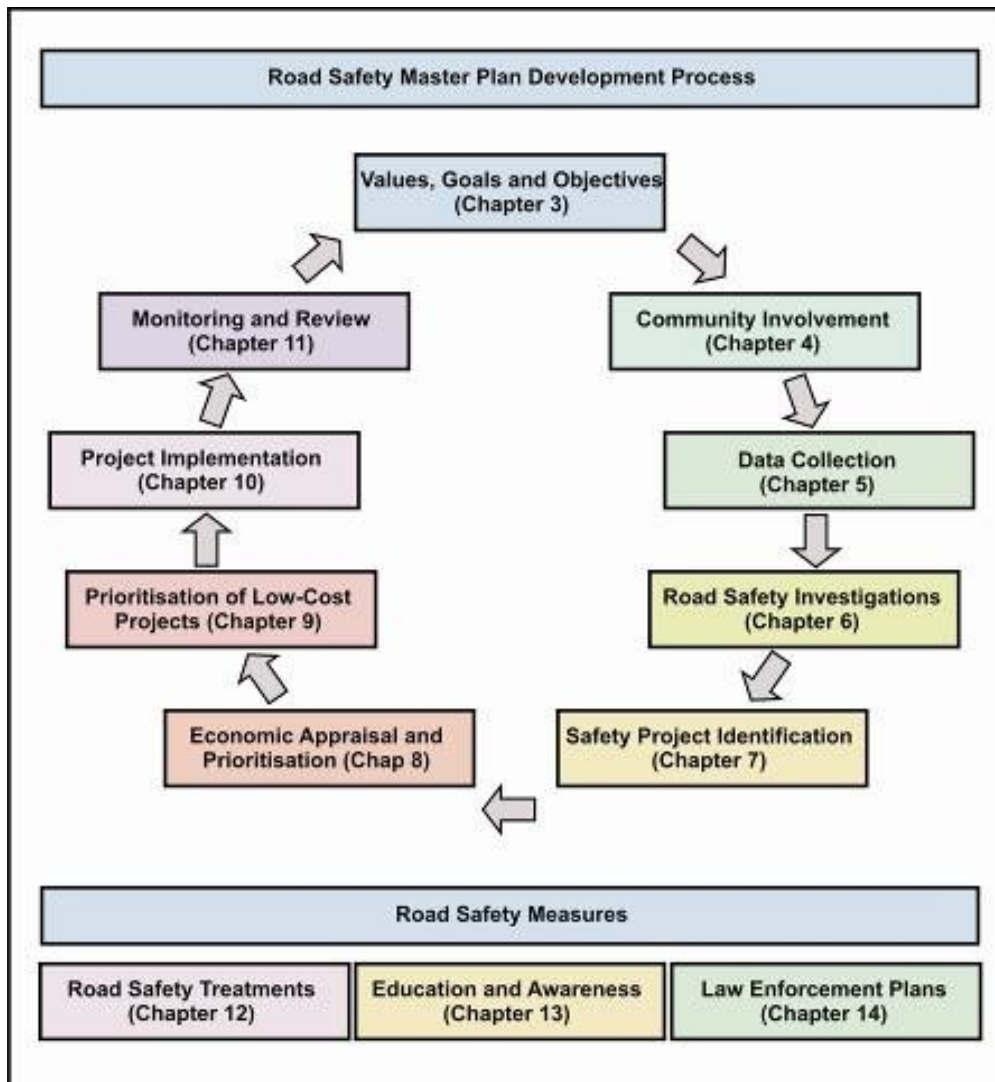
Prepared by:
Public Works and Infrastructure Development Department
Roads and Stormwater Division
Traffic Engineering and Operations Section

**Available on
the gTKP
website**



http://www.tshwane.gov.za/documents/Guidelines_Safe_Roads.pdf

Development Process



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

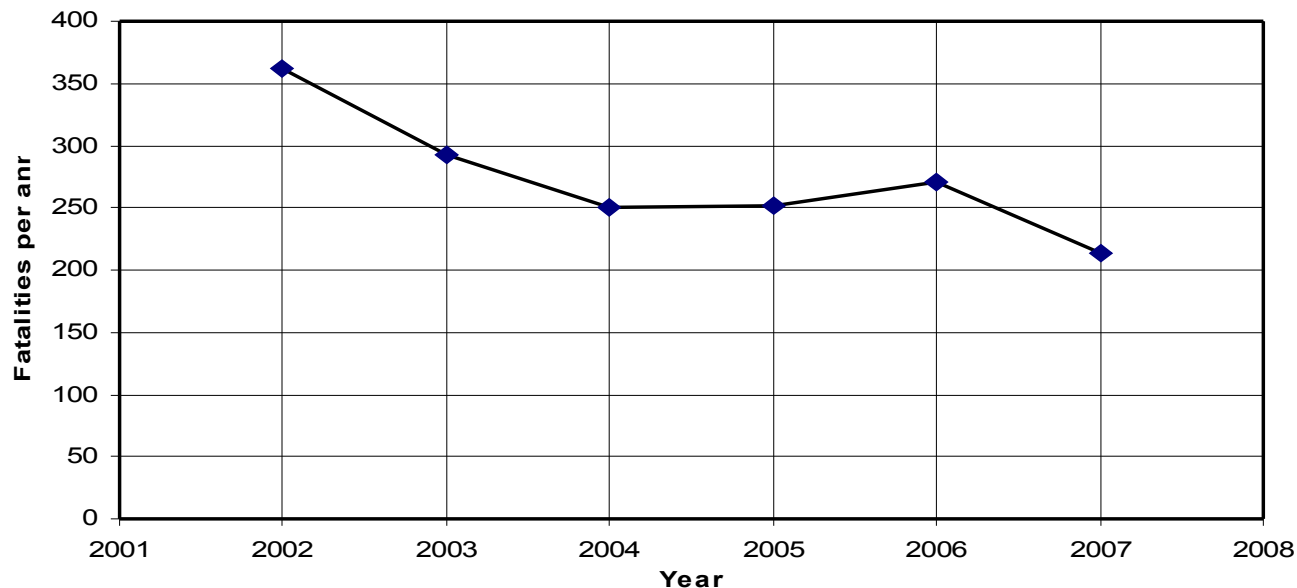
- Key priority of the City: Fight poverty and unemployment
- Safety projects are ideal for smaller emerging contractors
- Utilize local labour to implement measures
- Added benefit that community is involved and aware of project

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 implementation of road safety measures

Monitoring and Review

- Monitor trends to get an holistic picture
- Community feedback essential part of review



Focussing on Vulnerable Road Users

- From the Road Safety Master Plans vulnerable road users are identified:
 - Pedestrians (38% of fatalities in the CoT)
 - Poorer communities
 - Youth, elderly, physically impaired
 - Cyclists
- Select appropriate measures and programmes for these groups

Typical measures

- Pedestrian bridge and walls along the freeway
- Provide raised pedestrian crossings and walkways
- Traffic calming measures, speed humps, mini-circles
- Electronic speed cameras

Typical programmes

- Political buy-in – handing over a road safety project to the community
- Youth and Road Safety campaign at schools
- Scholar patrol

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

Thank you for your attention

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Links: www.tshwane.gov.za

www.irfnet.org – Working Group Road Safety

www.irfnet.ch – Working Group

www.sarf.org.za