Implementation of Vision Zero in the South African Context

A/Prof Marianne Vanderschuren
Centre for Transport Studies
University of Cape Town

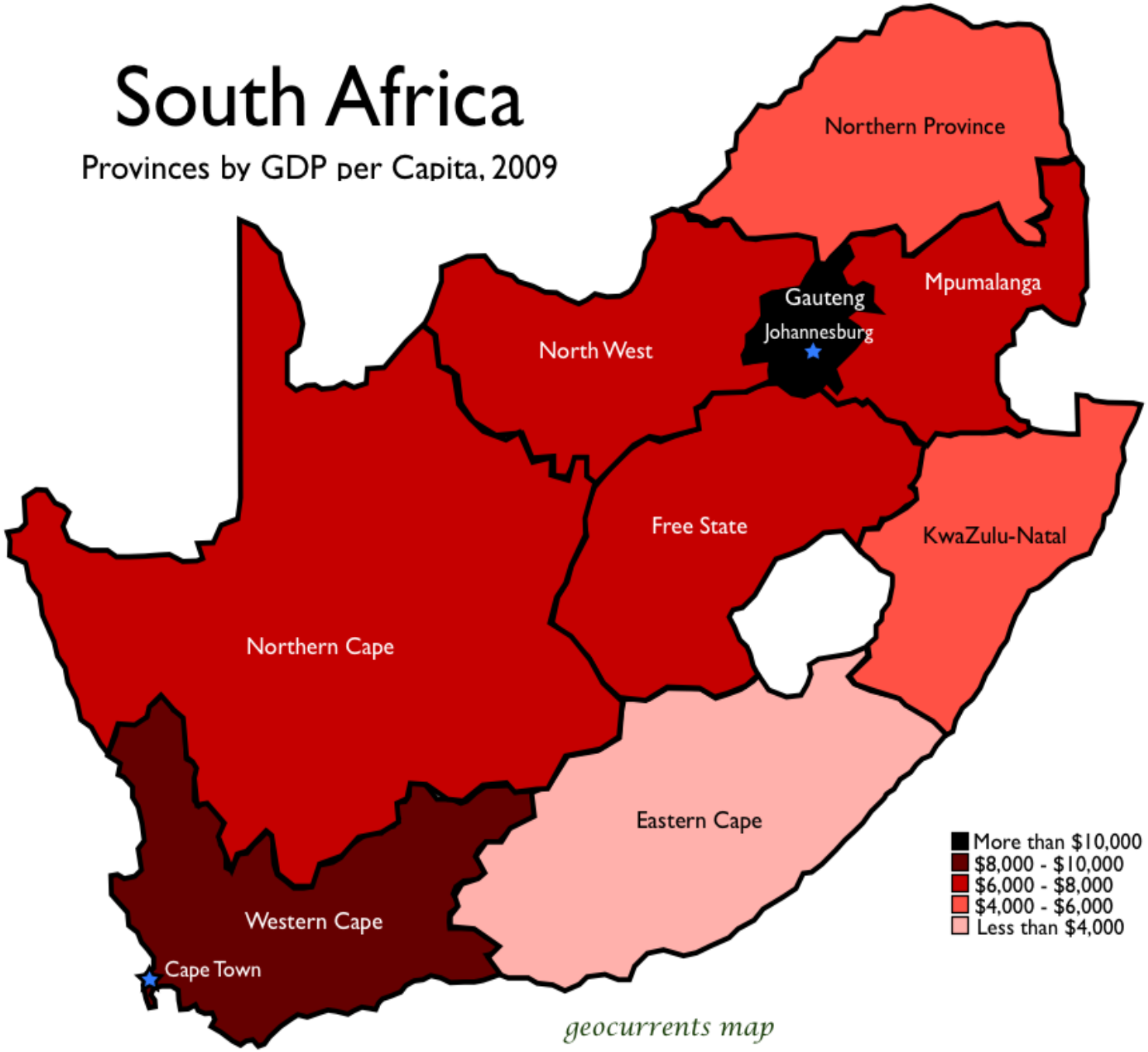
Content

- Background
- Traffic Accidents
- Establishment of Targets for South Africa
- Methodology and Mechanisms to Attain Targets in South Africa
- Establishment of Targets for the Western Cape
- Methodology and Mechanisms to Attain Targets for the WC
  - Mapping based on First Principles
  - Identification of ‘Low Hanging Fruit’

Background

- South Africa's development between 2010 - 2014:
  - Population: +8%
  - Driver licenses: +21%
  - Vehicle ownership: +16%
  - GDP per capita: +2.8%

- GDP per capita differs between:
  - Provinces
  - Rural and urban areas



Background

- South Africa combines a Western and Third World society:
  - Congestion is severe, i.e. 30% delay (TomTom ranking # 47 and 77)
  - Some 65% of households do not have access to a car (NHTS, 2013)
  - These households depend on NMT and public transport
  - There is a lack of NMT infrastructure and, generally, bad Public Transport (PT) services
  - Crime makes the NMT and PT users even move vulnerable

Traffic Accidents

- SA's road safety rate is between 23.5 and 32,5 fat/100 000 pop, depending on the source (RTMC vs. FPS)
- The economic impact of deaths and injuries is estimated to be between R334bil and R487bil (RTMC, 2016)
- In many instances road accidents lead to poverty, due to the fact that breadwinners are killed

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

National Road Safety Strategy 2016-2020

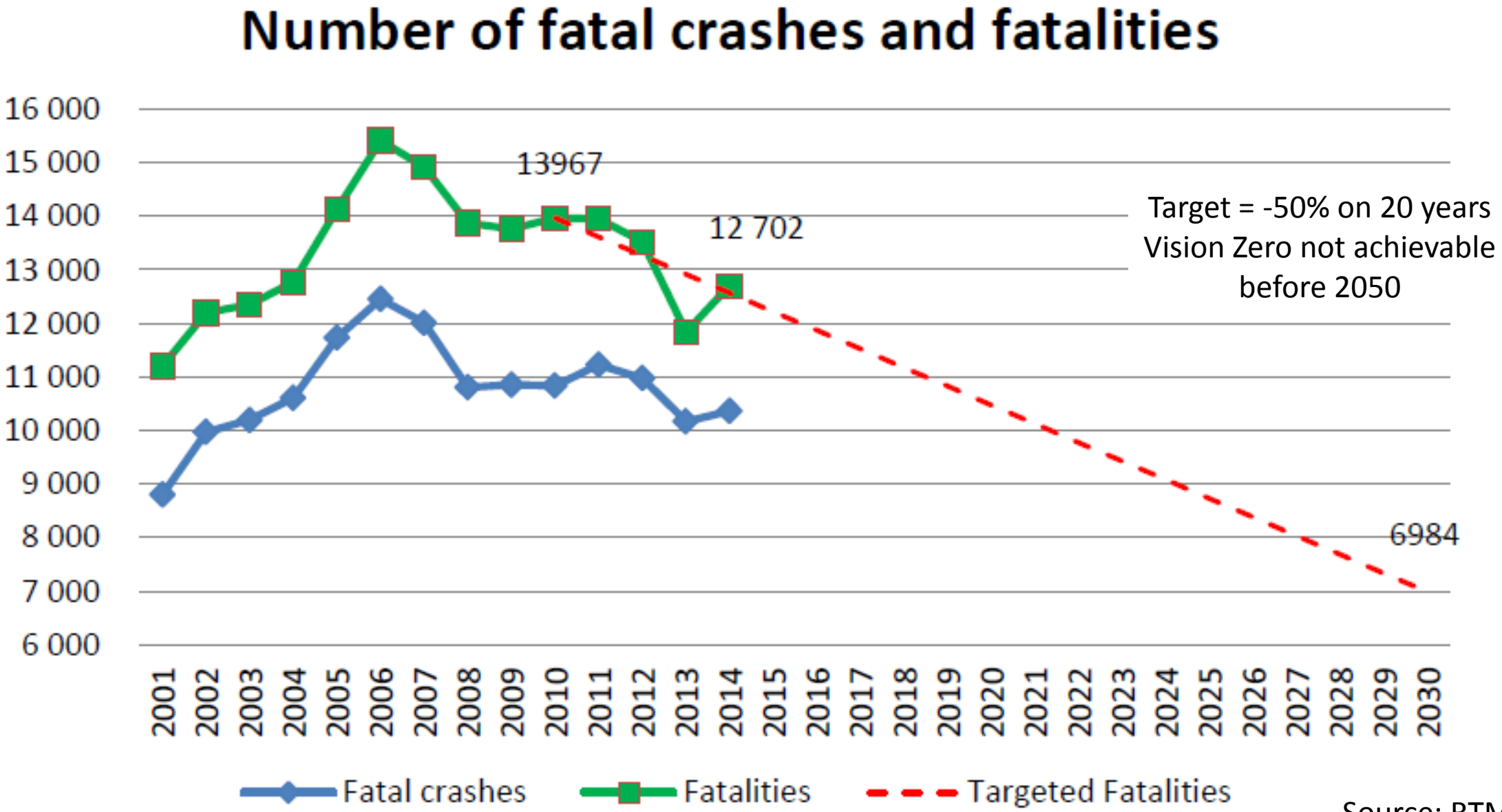
Developed by the Department of Transport (DoT) in consultation with Industry Partners and affiliate agencies

6th Draft for review

Date: 12 February 2016

Disclaimers

Targets for South African

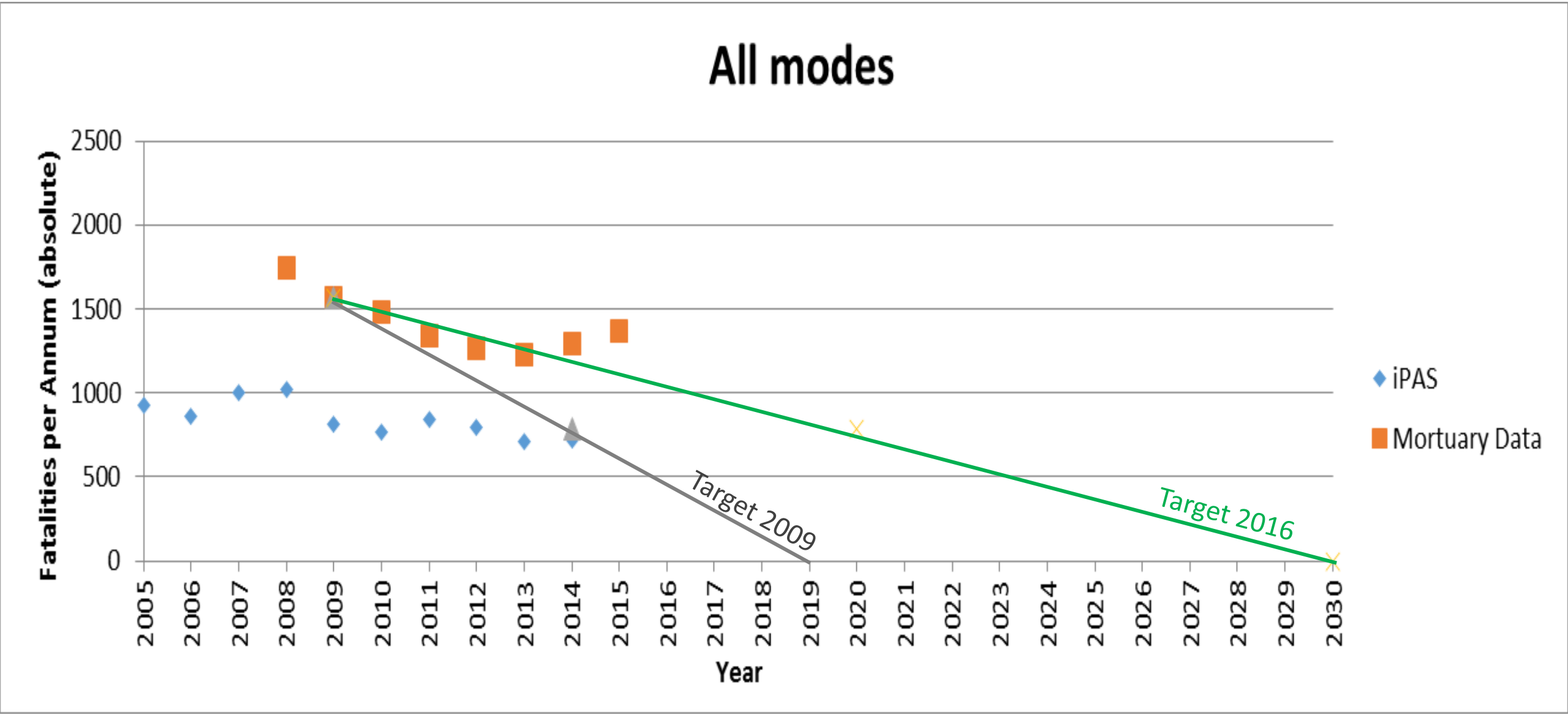


Source; RTMC, 2016

Methodology to Attain Targets in South Africa

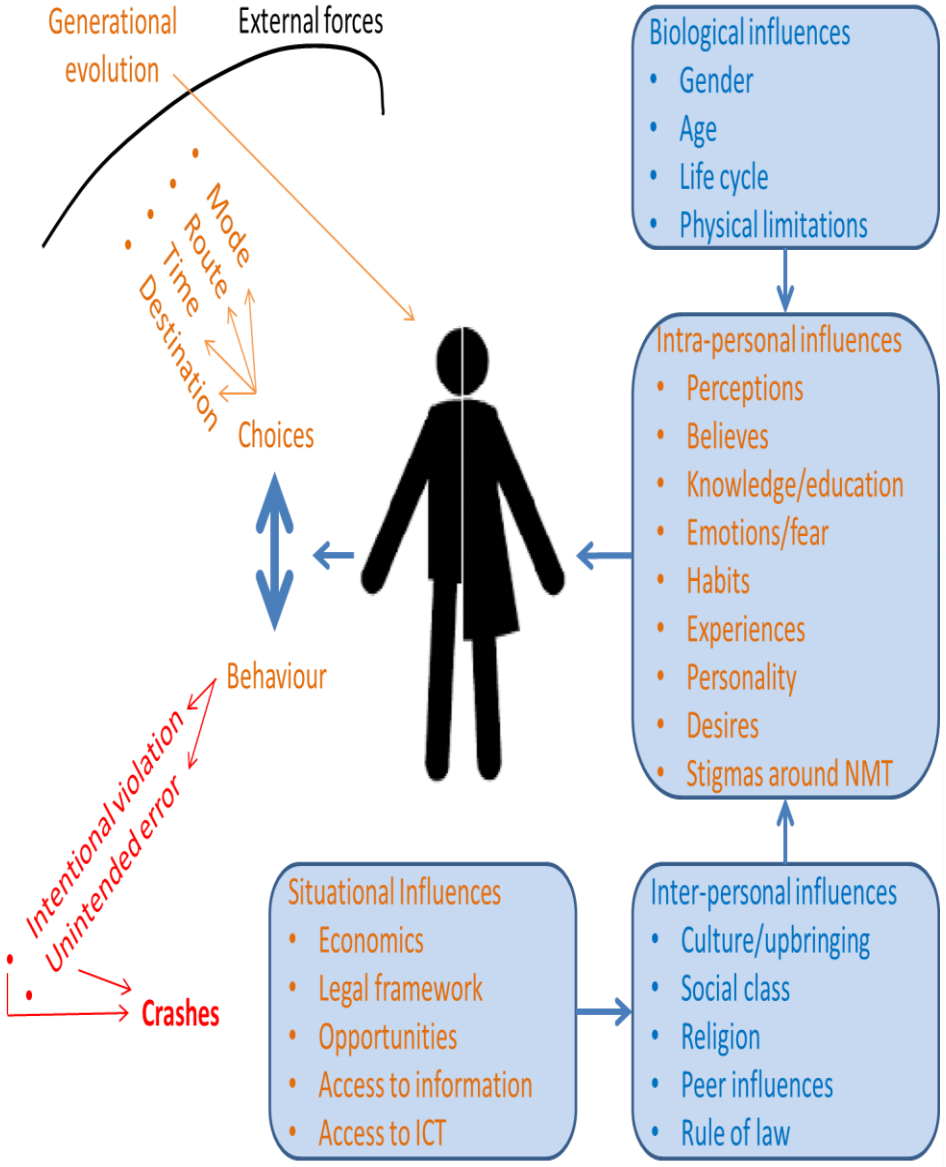
Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
RS Management	**RS and Mobility**	**Safer Vehicles**	**Safer Road Users**	**Post-Crash Response**
Monitoring and evaluation	Road design (considering function)	Vehicle standards	Legal obligations (i.e. alcohol levels)	Pre-hospital response (first responder training)
Funding	Road Environment (animals)	Vehicle features (i.e. seatbelts)	Fostering complaints (i.e. education)	Hospital care
Coordination mechanisms	Road Safety Audits	Vehicle Intelligence (i.e. technology	Enforcing compliance (i.e. speeds)	Trauma care
Data management	R&D for safe infrastructure	R&D for safe vehicle technology	Addressing needs for vulnerable road users	
Legislation and regulation	Road maintenance	Vehicle assessments	Positive engagement with road safety	
Knowledge management		Roadworthiness	Youth	
Advocacy and partnerships				

Targets for the Western Cape

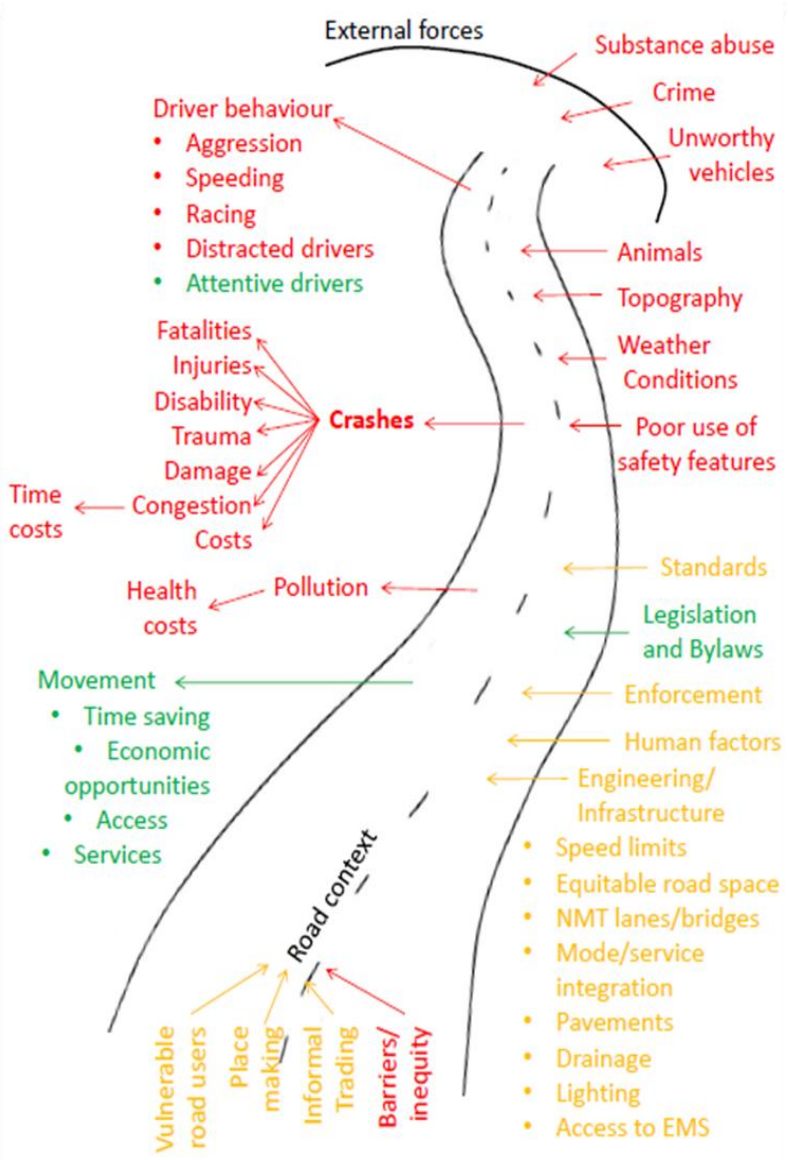


Methodology to Attain Targets for the WC

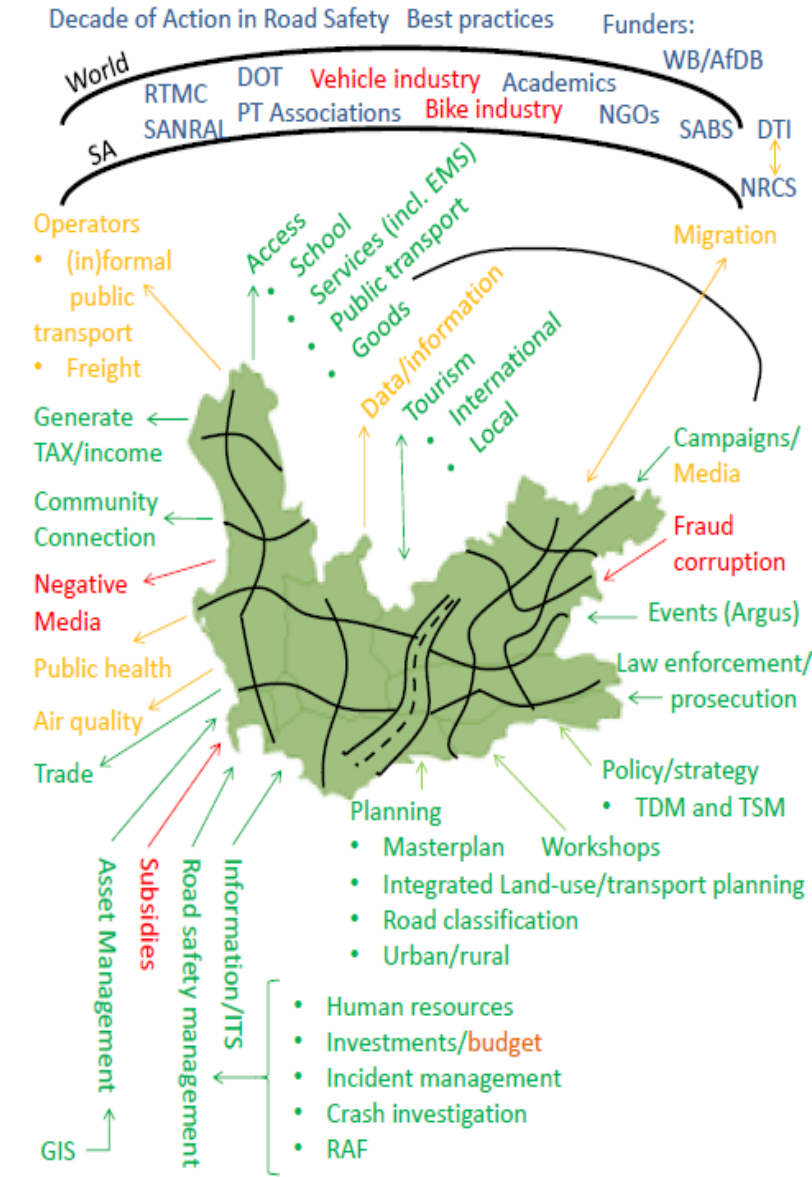
Human



Road



Province



Methodology to Attain Targets for the WC

All attributes identified through the Mapping

	Infrastructure Engineering	Environment	Education	Enforcement	Evaluation	Institutional Responsibility	Communities	Private Sector
	NMT Guidelines		Pedestrian campaigns	By-laws	Data analysis per mode	Targets per area	Encourage community leaders to assist	Companies to assist and fund
	NMT Infra		Driver campaigns		Migration impacts			
	40 km/h zones on Class 5 roads		Passenger campaigns		RS Audit possibilities			
	Intersection equity				Tender requirements			
	Walking speeds		Train the trainer					
Youth	School'erf'		Improved school syllabus					

ETC.