



International Road Federation
Fédération Routière Internationale
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2022 SARF • IRF • PIARC

7TH REGIONAL CONFERENCE FOR AFRICA
& PIARC INTERNATIONAL SEMINAR ON RURAL ROADS AND ROAD SAFETY

CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS

18 - 20 OCTOBER 2022 | Cape Town International Convention Centre

REVIEW OF THE ETHEKWINI ROAD SAFETY PLAN (2017 TO 2021)

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19th October 2022



Overview of Presentation



Introduction



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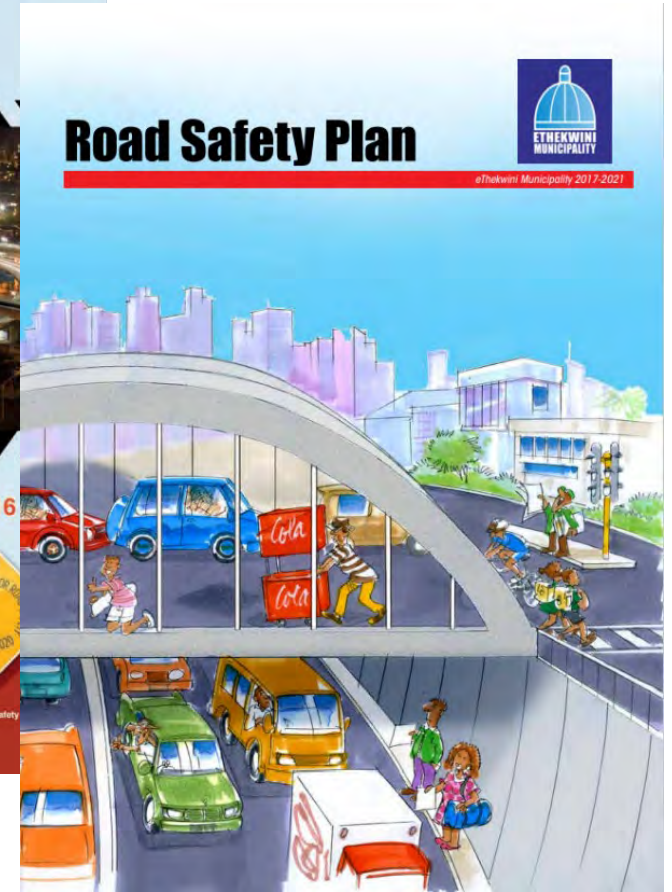
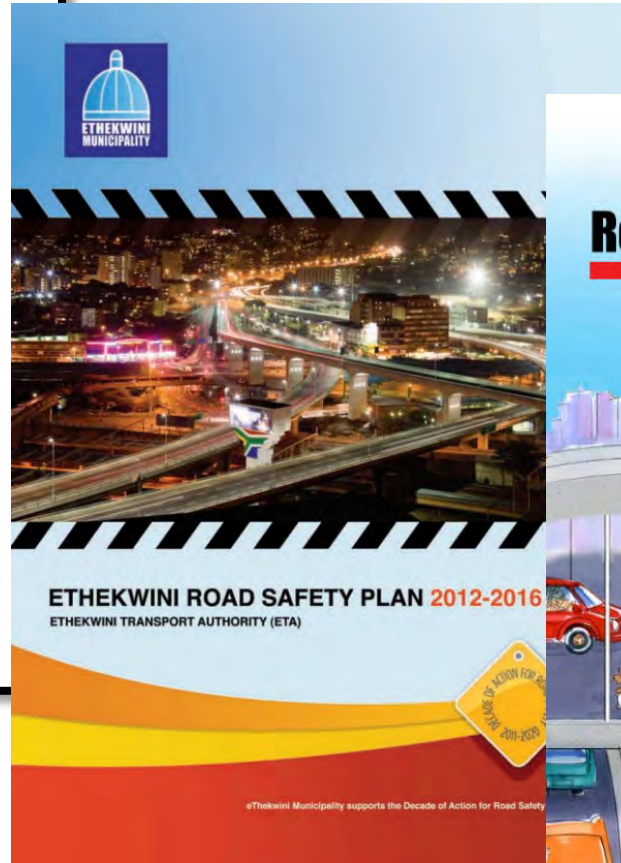
Introduction

eThekwini Road Safety Plan

Final

2005 - 2010

December 2004
J24139B



Introduction – Scope of Road Safety Plan

- Set out the intended actions and activities to reduce crashes and the level of road trauma.
- Road safety issues were identified from the ETA's crash database which are:
 - ✓ Pedestrian Safety
 - ✓ Freight
 - ✓ Public Transport
 - ✓ School Safety
 - ✓ Poor Driver Behaviour
 - ✓ Enforcement, Engineering, Education
- The RSP consisted of eleven target areas and 36 programmes.
- Only the 27 programmes that were implemented or partially implemented were reviewed.

Research Approach

- The research approach was impacted by the Covid-19 pandemic.
- Each programme was reviewed using the following methodology:
 - ✓ Assessment of the programme plan against the SMART criteria
 - ✓ Assessment of the suitability of the key performance measure (KPI).
 - ✓ Description of how the plan was implemented.
 - ✓ Review of the effectiveness of the programme.
 - ✓ Modified plan of action for the five years going forward.



Learner Transport Programme: Introduction

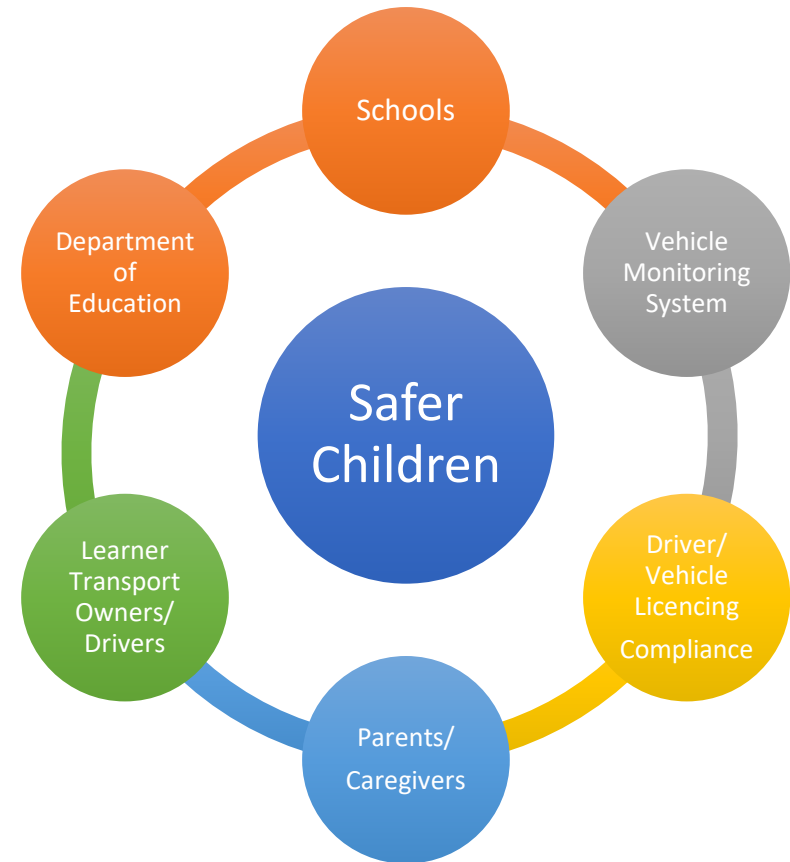
- Over one thousand children are injured in eThekweni every year, with 60 children killed and over 600 seriously injured.
- The goal of the programme was:
 - ✓ to reduce learner transport fatal and serious injuries, and
 - ✓ to improve the attitude and behaviour of learner transport drivers.
- This programme was planned to achieve the aims listed above by rewarding good driver behaviour through incentives.



Learner Transport Programme: Description

This programme entailed the following activities:

- Engaging with the Schools and the Department of Education (DOE).
- Persuading learner transport owners and drivers to participate.
- Stipulation of the required vehicle specifications and driver license requirements.



Learner Transport Programme: Description

This programme entailed the following activities:

- Engaging National Road Safety Partnership ZA, Netstar and Toyota as partners.
- The installation of vehicle monitoring devices on learner transport vehicles.
- Branding of learner transport vehicles with “Scholar Transport Project”.



Learner Transport Programme: Assessment of the Suitability of the KPI

- The KPI identified for this programme was the monitoring of driver behaviour through the development of a database. No database was developed as the existing software provided by Netstar was used.
- The KPI was appropriate as it provided a means to evaluate and monitor the driving behaviour of scholar transport drivers.
- An additional KPI to assess driver awareness and skills development would have improved the monitoring and evaluation of this programme.
- The KPI was neither specific nor time bound.
- It is suggested that the performance indicators for this programme be extended to include measures relating to the processes which occurred in the implementation of the programme.

Learner Transport Programme: Implementation of the Plan

The programme included the following components:

- Driver selection based on compliance with relevant legislation and absence of criminal record.
- Driver training of multiple groups over a two-year period
 - ✓ Five days on theory relating to road safety risk factors to improve the knowledge and raise awareness on learner transport safety
 - ✓ Simulator training
 - ✓ Practical skills in firefighting and first aid
- Monitoring of driver performance over 6 months using Netstar tracking devices

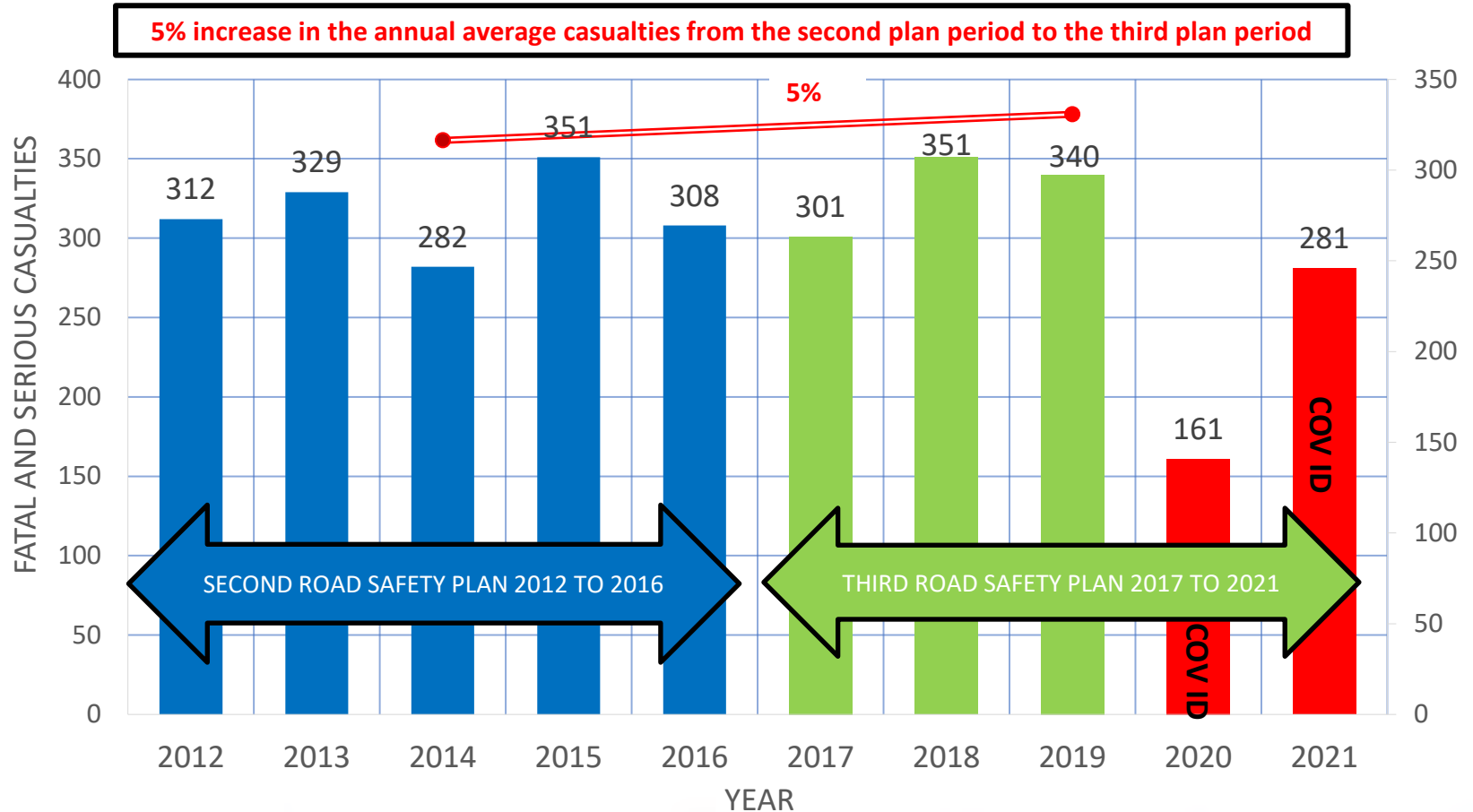
The COVID pandemic posed a serious challenge to the programme as it affected the sustained involvement of other stakeholders such as enforcement personnel, who were involved in certain aspects of the programme.

Learner Transport Programme: Review of Effectiveness

- The training sessions were inspiring, with keen participation from the drivers.
- Many of the drivers began marketing their newly acquired skills on social media to obtain new learner transport driving contracts for the upcoming school year, and others were able to find employment based on their new skills.
- There was constant feedback to the Project Sponsors who have indicated satisfaction on project progress.
- Through the Netstar Driver Scorecard which monitored and assessed the driver behaviour the KPI was achieved.

Learner Transport Programme: Review of Effectiveness

FATAL AND SERIOUS CHILD TRAFFIC CASUALTIES IN ETHEKWNINI DURING SCHOOL TERMS



Learner Transport Programme: Modified Plan of Action

The following modifications were made to the implementation plan:

- Approach drivers via the taxi associations rather than via schools
- Comprehensive theoretical training and not just practical issues.
- Identification of the skills/behaviours that are to be improved through simulator driving.
- Investigate the best way to create responsive relationships between learner transport drivers, schools, and with parents.

Lessons Learnt

- Some of the KPIs were difficult to measure or were simply not recorded, making it difficult to assess effectiveness.
- Many programmes could not be evaluated because the before studies were not conducted even though they had been included in the action plan.
- Implementation is difficult to manage when it is controlled by another department.
- Difficult to manage programmes when there are multiple stakeholders that are not always aligned.
- Programmes that need to be implemented by other departments that require a lot of effort are unlikely to be fully implemented.

Lessons Learnt

- Difficult to assess the effectiveness of minor engineering interventions due to the lack of feedback regarding implementation dates.
- Appropriate methodologies must be used to identify and prioritise locations for road safety engineering interventions.
- Engineering interventions are generally delayed until budgets are secured which is a time-consuming process.
- Procurement challenges often delay implementation.
- Public-private partnerships proved to be effective whenever they were used.
- Covid-19 pandemic negatively affected all the programmes.

Conclusion

- This paper demonstrates that it is essential to have a formal review process to assess the effectiveness of road safety plans. This process avoids wasting resources on programmes that:
 - ✓ do not achieve the intended purposes
 - ✓ are not cost effective
 - ✓ do not attract the support of stakeholders or
 - ✓ are not sustainable.
- The review also provided a starting point for the development of the updated road safety plan for the next five years and it is envisaged that these programmes will have a positive impact on the reduction of fatal and serious crashes in eThekweni and will assist in achieving the city's vision of being Africa's most caring and liveable city by 2030.



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THANK YOU

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