



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
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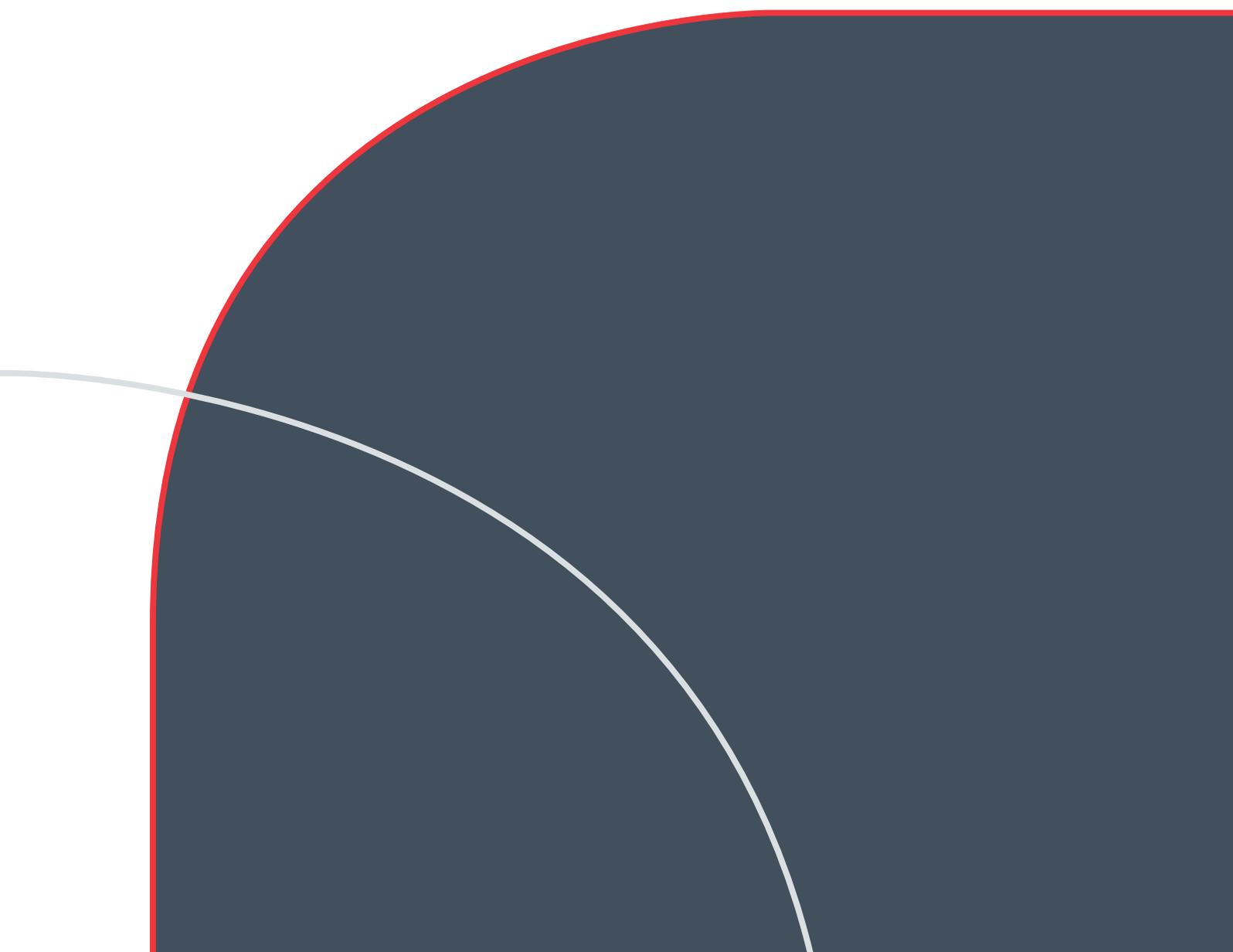


**TDA**  
CAPE TOWN

*The City of Cape Town's Transport  
and Urban Development Authority*

# ROAD SAFETY STRATEGY FOR THE CITY OF CAPE TOWN

2013 – 2018



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# Definitions and Abbreviations

|                            |   |
|----------------------------|---|
| Breath screening device    | Hand-held screening device used on the street to determine whether a road user should be tested for alcohol using evidentiary methods   |
| ChildSafe                  | A campaign of the Child Accident Prevention Foundation of South Africa promoting optimal health and development of children   |
| Class 1 arterial road      | An arterial one level below freeway in the road hierarchy, also referred to as an expressway  |
| Class 2 arterial road      | An arterial one level below expressway in the road hierarchy, also referred to as a primary arterial  |
| Class 3 arterial road      | An arterial one level below primary arterial in the road hierarchy, also referred to as a secondary arterial  |
| eNATIS                     | Electronic National Traffic Information System  |
| Hazardous location         | A point on the road network with a proven history of crashes  |
| IPAS                       | Integrated Provincial Accident System   |
| IRAP                       | International Road Assessment Programme (a not-for-profit organisation working in support of governments to improve the safety of roads)  |
| ITSG                       | Integrated Transport Steering Group for the Western Cape  |
| LeadSA                     | Corporate-lead initiative calling on every person to make a difference in South Africa  |
| MRTMCC                     | Metropolitan Road Traffic Management Coordinating Committee (a sub-working group of the PRTMCC and ITSG – endorsed by Council as the body to coordinate road traffic management within the City of Cape Town metropolitan area) |
| PRTMCC                     | Provincial Road Traffic Management Coordinating Committee (a working group of the ITSG)   |
| PTA                        | Part-time assistant, typically deployed to control school pedestrian crossings  |
| Road safety audit          | An audit of the safety of infrastructure within the road reserve  |
| Road traffic offence rates | The real rate at which road traffic offences are committed by road users  |
| Safely Home                | The road safety campaign of the Western Cape Government   |
| VCP                        | Vehicle check point   |

# 1. PROBLEM STATEMENT

Road traffic crashes affect every citizen of the City of Cape Town. Even those who have not personally been involved in a crash will testify that they have, in some way, been affected by one.

During 2012, more than 63,000 crashes occurred on the city's roads, leading to the loss of 660 lives and the injury of more than 15,000 people. Three-hundred and seventy-three (373) or 57 percent of the people killed were pedestrians. Seventeen (17) cyclists died in the same year.

Four-hundred and fourteen (414) lives have to date been lost in 2013, of which 243 were pedestrians and 9 cyclists.

In addition to a tremendous emotional toll, road traffic crashes are estimated by the City's Metropolitan Accident Bureau to cost Cape Town's economy in excess of R1.5 billion annum.

The City of Cape Town is determined to reduce the loss of life as well as the number of people injured on its roads. To achieve this, the City will need to work in concert with its partners in road traffic management to achieve the objectives of this road safety strategy.

# 2. STRATEGIC INTENT

The road safety strategy aligns closely with the IDP pillars of a Safe City and a Caring City. This strategy will also support the City's social development and economic growth strategies.

Successful implementation of the strategy will:

- Reduce the risk of death or injury to users of the road network. The perception of risk will reduce with an improvement in driver behaviour, leading to an increased feeling of safety for residents and visitors alike.
- Improve the quality of life for all residents, particularly those who rely predominantly on walking as a mode of transport.
- Demonstrate that the City cares for its residents and visitors.
- Reduce the burden of road traffic crashes on the local economy and make Cape Town a safer place to live and do business.

# 3. STRATEGY PARAMETERS

The road safety strategy will have a positive impact on the entire geography of the City of Cape Town. The benefits of the strategy will extend to all residents and visitors who use Cape Town's road network.

Implementation of the strategy is expected to impact positively on local economic development by reducing the burden of road traffic deaths and injuries on the economy.

Making neighbourhoods safer will also contribute directly to positive social development.

## 4. ROLE PLAYERS AND STAKEHOLDERS

Every resident of and visitor to the City of Cape Town is a stakeholder in road safety.

The following role players are identified:

- **Councillors of the City of Cape Town**  
The Council plays a vital role in supporting and communicating the strategy and takes important financial decisions which affect implementation of the strategy.
- **Transport for Cape Town**  
Transport for Cape Town takes the lead in road safety planning within the city and, along with the Safety & Security Directorate, plays a primary role in implementing the strategy. The Department of TCT Performance Management will be responsible for drafting the comprehensive marketing and communications plan while the Departments of Infrastructure and Network Management will address safety improvements to infrastructure.
- **City of Cape Town Safety & Security Directorate**  
The Safety & Security Directorate plays the primary role of enforcing acceptable road user behaviour. The Traffic Services, Metro Police and Law Enforcement Departments will work in concert to provide effective levels of enforcement.
- **City of Cape Town Corporate Services Directorate**  
The Corporate Services Directorate provides standards and guidance in the area of communication and marketing of the road safety message.
- **Western Cape Government Department of Transport & Public Works**  
The Department of Transport & Public Works fulfils the function of road safety planning for the Western Cape Province.
- **Western Cape Government Department of Community Safety**  
The Department of Community Safety plays the primary role of enforcing acceptable road user behaviour on Provincial trunk routes.
- **LeadSA**  
LeadSA potentially plays an important role in communicating the road safety message.
- **ChildSafe**  
ChildSafe proposes to partner with the City to improve safety of learners around schools.

## 5. REGULATORY CONTEXT

One of the objectives of local government listed in Section 152 of the Constitution of South Africa (Act 108 of 1996) is to promote a safe and healthy environment. In terms of Section 156 of the Constitution of South Africa (Act 108 of 1996), a municipality has executive authority in respect of, and has the right to administer the local government matters including municipal public transport, municipal roads, traffic and parking. Section 151 of the Constitution grants a municipality the right to govern, on its own initiative, the local government affairs of its community, subject to national and provincial legislation.

Section 11(c)(xiii) of the National Land Transport Act (Act 5 of 2009) stipulates that the municipal sphere of government is responsible for, inter alia, developing land transport policy and strategy and promoting safety and security in public transport. In the broader sense, public transport should be seen to include the use of municipal roads by members of the public.

The National Road Traffic Act (Act 93 of 1996) both requires and empowers local government to enforce laws relating to road traffic as published in the act itself as well as the regulations to the act.

In terms of section 2(3) of the Constitution of Transport for Cape Town By-Law (2013), Transport for Cape Town is responsible for the functions of transport law enforcement, network operations management and liaison, communication and stakeholder management. These functions are key to promoting road safety. Section (4)(b) of the by-law further provides for the Council and/or the Executive Mayor to confer on Transport for Cape Town the function of discharging the City's responsibilities under the National Land Transport Act.

In terms of Sections 155 and 156 of the Constitution of South Africa (Act 108 of 1996), the City of Cape Town published a Traffic By-Law (PG 6892, LA 23541 July 2011) to administer various matters relating to streets and road traffic.

It is in this context that the Road Safety Strategy for the City of Cape Town has been drafted.

## 6. DESIRED OUTCOMES

The vision of this strategy is a road system on which people feel safe and are safe.

This vision will be realised by implementing focussed and effective programs and projects that target roads, road users and vehicles. The vision alludes to two over-arching aims – *making people feel safe* and *making people safe*. The various goals identified will all contribute in some way to the attainment of these aims:

*Reducing the numbers of road deaths and injuries by 30% by 2018.*

*Reducing the rates of critical road traffic offences by 50% by 2018.*

Critical road traffic offences are those most dangerous offences that lead to injury and death, including excessive speeding, drunk driving, reckless driving and offences against and by pedestrians.

The following seven goals have been adopted:

- 1. Road safety planning and performance assessment**  
Road safety efforts are implemented according to an agreed plan and the effectiveness of the plan is measured at regular intervals.
- 2. Effective communication with road users**  
Consistent communication maintains awareness of road safety.
- 3. Educated road users**  
Road users know what they should do and why they should do it.
- 4. Safe road user behaviour**  
Road users behave responsibly and obey the law.
- 5. Safe road infrastructure**  
Road infrastructure can be used safely by reasonable and responsible road users.
- 6. Safe vehicles**  
Vehicles do not cause crashes because of their un-roadworthy condition.
- 7. Good road safety information and intelligence**  
Information about the current road safety situation can be converted to intelligence upon which good decisions are made.

## 7. STRATEGIC OBJECTIVES

|   |   |  |   |
|---|---|--|---|
| <p><b>VISION</b><br/>A road system on which people feel safe and are safe</p> | <p><b>AIM 1</b><br/>Reduce the numbers of road deaths and injuries by 30% by 2018</p>     | <p><b>GOAL 1</b><br/>Road safety planning and performance assessment</p> | <p><b>OBJECTIVE 1</b> Annual road safety action plan</p>  |
|   |   |  | <p><b>OBJECTIVE 2</b> Mid-year review and annual reporting</p>  |
|   |   |  | <p><b>OBJECTIVE 3</b> Representation on ITSG, PRTMCC &amp; MRTMCC</p>   |
|   |   |  | <p><b>OBJECTIVE 4</b> Partner with Safely Home, LeadSA, ChildSafe &amp; IRAP</p>                                  |
|   | <p><b>AIM 2</b><br/>Reduce the rates of critical road traffic offences by 30% by 2018</p> | <p><b>GOAL 2</b><br/>Good communication with road users</p>              | <p><b>OBJECTIVE 5</b> 75% of residents reached by communication and marketing</p>                                 |
|   |   |  | <p><b>OBJECTIVE 6</b> 30,000 learners per annum reached annually by communication and marketing</p>               |
|   | <p><b>GOAL 3</b><br/>Educated road users</p>  |  | <p><b>OBJECTIVE 7</b> 75% of drivers understand the implications of excessive speed by 2015</p>                   |
|   |   |  | <p><b>OBJECTIVE 8</b> 75% of road users understand the implications of intoxication by 2015</p>                   |
|   |   |  | <p><b>OBJECTIVE 9</b> 75% of drivers understand the implications of distracted driving by 2015</p>                |
|   |   |  | <p><b>OBJECTIVE 10</b> 75% of road users understand their responsibilities as and towards pedestrians by 2015</p> |
|   |   |  | <p><b>OBJECTIVE 11</b> 75% of motorists understand the benefits of wearing front and rear seatbelts by 2015</p>   |
|   | <p><b>GOAL 4</b><br/>Safe road user behaviour</p>   |  | <p><b>OBJECTIVE 12</b> 50% reduction in speeding by 2018</p>  |
|   |   |  | <p><b>OBJECTIVE 13</b> 50% reduction in offences by and against pedestrians by 2018</p>                           |
|   |   |  | <p><b>OBJECTIVE 14</b> 50% reduction in drunk and distracted driving by 2018</p>                                  |
|   |   |  | <p><b>OBJECTIVE 15</b> 100% increase in Traffic Services personnel by 2018</p>                                    |
|   |   |  | <p><b>OBJECTIVE 16</b> 25% increase in the conclusion of traffic fine cases by 2018</p>                           |

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|  |  | <b>GOAL 5</b><br>Safe road infrastructure                      | <b>OBJECTIVE 17</b> Road safety assessments on all Class 1 to Class 3 arterial roads by 2018        |
|  |  |  | <b>OBJECTIVE 18</b> Implement 15 hazardous location improvement projects annually                   |
|  |  |  | <b>OBJECTIVE 19</b> Road safety audits on all new roads and on new infrastructure on existing roads |
|  |  |  | <b>OBJECTIVE 20</b> Implement traffic calming measures at 50 schools per annum                      |
|  |  | <b>GOAL 6</b><br>Safe vehicles                                 | <b>OBJECTIVE 21</b> 50% reduction in the number of un-roadworthy vehicles by 2018                   |
|  |  |  | <b>OBJECTIVE 22</b> Annual roadworthy testing for all vehicles older than 5 years                   |
|  |  |  | <b>OBJECTIVE 23</b> Six-monthly roadworthy testing for all public transport vehicles                |
|  |  | <b>GOAL 7</b><br>Good road safety information and intelligence | <b>OBJECTIVE 24</b> Capture all crash reports on IPAS within two weeks of occurrence                |
|  |  |  | <b>OBJECTIVE 25</b> Monthly analysis of crash data  |
|  |  |  | <b>OBJECTIVE 26</b> Six-monthly survey and analysis of road traffic offence rates                   |
|  |  |  | <b>OBJECTIVE 27</b> 90% of drivers' addresses are accurate on eNATIS                                |

## 8. STRATEGIC ACTIONS

### 8.1 Strategic Actions for Goal 1

|  |  |  | Timeframe                           | Resources                            | Additional budget required           | Policy or Legislation required to enable action |
|--|--|--|-------------------------------------|--------------------------------------|--------------------------------------|---|
| <b>GOAL 1</b><br>Road safety planning and performance assessment | <b>OBJECTIVE 1</b><br>Annual road safety action plan | <b>ACTION 1.1</b><br>Draft and adopt annual road safety action plan and implementation | June of each year, starting in 2014 | Detailed business plan to be drafted | Detailed business plan to be drafted | Portfolio Committees and MRTMCC adopt plan      |

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|  |  | plan and budget  |   |  |  |   |
|  |  | <b>ACTION 1.2</b><br>Draft guidelines for mid-year review and annual report                      | February 2014                           |  |  | Portfolio Committees adopt guidelines                     |
|  | <b>OBJECTIVE 2</b><br>Mid-year review and annual reporting               | <b>ACTION 2.1</b><br>Undertake mid-year review of performance in terms of the annual action plan | December of each year, starting in 2014 |  |  | None  |
|  |  | <b>ACTION 2.2</b><br>Compile annual report on performance in terms of the annual action plan     | August of each year, starting in 2014   |  |  | None  |
|  | <b>OBJECTIVE 3</b><br>Representation on ITSG, PRTMCC & MRTMCC            | <b>ACTION 3.1</b><br>Appoint representative(s) to ITSG at appropriate level of management        | November 2013                           |  |  | None  |
|  |  | <b>ACTION 3.2</b><br>Appoint representatives to PRTMCC   | November 2013                           |  |  | None  |
|  |  | <b>ACTION 3.3</b><br>Appoint representatives to MRTMCC   | November 2013                           |  |  | None  |
|  | <b>OBJECTIVE 4</b><br>Partner with Safely Home, LeadSA, ChildSafe & IRAP | <b>ACTION 4.1</b> Sign memoranda of understanding with organisations                             | March 2014                              |  |  | None  |
|  |  | <b>ACTION 4.2</b><br>Investigate joining IRAP  | March 2014                              |  |  | Resolution by Council or appropriate Committee of Council |

## 8.2 Strategic Actions for Goal 2

|   |  |   | Timeframe                               | Resources                            | Additional budget required           | Policy or Legislation required to enable action |
|---|--|---|---|--------------------------------------|--------------------------------------|---|
| <b>GOAL 2</b><br>Good communication with road users | <b>OBJECTIVE 5</b><br>75% of residents reached by communication and marketing          | <b>ACTION 5.1</b><br>Draft comprehensive communication and marketing plan     | June 2014                               | Detailed business plan to be drafted | Detailed business plan to be drafted | None  |
|   |  | <b>ACTION 5.2</b><br>Implement comprehensive communication and marketing plan | As per communication and marketing plan |                                      |                                      | None  |
|   | <b>OBJECTIVE 6</b><br>30,000 learners per annum reached by communication and marketing | <b>ACTION 6.1</b><br>Draft learner education plan                             | June 2014                               |                                      |                                      | None  |
|   |  | <b>ACTION 6.2</b><br>Implement learner education campaign                     | As per learner education plan           |                                      |                                      | None  |

## 8.3 Strategic Actions for Goal 3

|                                      |  |  | Timeframe | Resources                            | Additional budget required           | Policy or Legislation required to enable action |
|--------------------------------------|--|--|-----------|--------------------------------------|--------------------------------------|---|
| <b>GOAL 3</b><br>Educated road users | <b>OBJECTIVE 7</b><br>75% of road users understand the implications of excessive speed by 2015 | <b>ACTION 7.1</b><br>Adopt SPEED as the overarching communications and marketing theme and develop | June 2014 | Detailed business plan to be drafted | Detailed business plan to be drafted | None  |

|  |   |   |                                       |  |  |      |
|--|---|---|---------------------------------------|--|--|------|
|  |   | standard graphics and messages for various media  |                                       |  |  |      |
|  |   | <b>ACTION 7.2</b><br>Distribute education and marketing material on speeding to all drivers fined for speeding  | On-going                              |  |  | None |
|  |   | <b>ACTION 7.3</b><br>Undertake annual survey to determine level of road user understanding  | August of each year, starting in 2014 |  |  | None |
|  | <b>OBJECTIVE 8</b><br>75% of road users understand the implications of intoxication by 2015 | <b>ACTION 8.1</b><br>Adopt intoxicated driving and walking as a core communication and marketing theme and develop standard graphics and messages for various media | June 2014                             |  |  | None |
|  |   | <b>ACTION 8.2</b><br>Support court diversion programs for drunk driving with human resources and education material   | On-going                              |  |  | None |
|  |   | <b>ACTION 8.3</b><br>Distribute education and marketing material on drunk driving to all drivers  | On-going                              |  |  | None |

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|  |   | arrested for the offence   |                                       |  |  |      |
|  |   | <b>ACTION 8.4</b><br>Undertake annual survey to determine level of road user understanding   | August of each year, starting in 2014 |  |  | None |
|  | <b>OBJECTIVE 9</b><br>75% of drivers understand the implications of distracted driving by 2015        | <b>ACTION 9.1</b><br>Adopt distracted driving as a core communication and marketing theme and develop standard graphics and messages for various media | June 2014                             |  |  | None |
|  |   | <b>ACTION 9.2</b><br>Distribute education and marketing material on distracted driving to all drivers fined for the offence                            | On-going                              |  |  | None |
|  |   | <b>ACTION 9.3</b><br>Undertake annual survey to determine level of road user understanding   | August of each year, starting in 2014 |  |  | None |
|  | <b>OBJECTIVE 10</b><br>75% of road users understand their responsibilities as and towards pedestrians | <b>ACTION 10.1</b><br>Adopt pedestrian safety as a core communication and marketing theme and  | June 2014                             |  |  | None |

|  |   |  |                                       |  |  |      |
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|  | by 2015   | develop standard graphics and messages for various media   |                                       |  |  |      |
|  |   | <b>ACTION 10.2</b><br>Distribute education and marketing material on pedestrian safety to all road users fined for these offences                  | On-going                              |  |  | None |
|  |   | <b>ACTION 10.3</b><br>Undertake annual survey to determine level of road user understanding  | August of each year, starting in 2014 |  |  | None |
|  | <b>OBJECTIVE 11</b><br>75% of motorists understand the benefits of wearing front and rear seatbelts by 2015 | <b>ACTION 11.1</b><br>Adopt seat belt use as a core communication and marketing theme and develop standard graphics and messages for various media | June 2014                             |  |  | None |
|  |   | <b>ACTION 11.2</b><br>Distribute education and marketing material on seat belt use to all road users fined for the offence                         | On-going                              |  |  | None |

## 8.4 Strategic Actions for Goal 4

|   |  |   | Timeframe  | Resources                            | Additional budget required           | Policy or Legislation required to enable action              |
|---|--|---|--|--------------------------------------|--------------------------------------|--|
| <b>GOAL 4</b><br>Safe road user behaviour | <b>OBJECTIVE 12</b><br>50% reduction in speeding by 2018 | <b>ACTION 12.1</b><br>Increase Traffic Services speed teams from 12 to 48                         | December 2018  | Detailed business plan to be drafted | Detailed business plan to be drafted | None   |
|   |  | <b>ACTION 12.2</b><br>Ensure that 75% of speeding fines are concluded by 2018                     | December 2018  |                                      |                                      | None   |
|   |  | <b>ACTION 12.3</b><br>Increase the number of fixed speed enforcement sites by 200 by 2018         | 50 additional camera sites per annum, starting in 2014 |                                      |                                      | Review criteria contained in Traffic Violation Camera Policy |
|   |  | <b>ACTION 12.4</b><br>Increase the number of fixed speed cameras by 100 by 2018                   | 25 additional cameras per annum                        |                                      |                                      | Review criteria contained in Traffic Violation Camera Policy |
|   |  | <b>ACTION 12.5</b><br>Implement Average Speed Over Distance enforcement on entire freeway network | December 2018  |                                      |                                      | None   |

|  |   |   |   |  |  |  |
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|  | <b>OBJECTIVE 13</b><br>50% reduction in offences by and against pedestrians by 2018 | <b>ACTION 13.1</b><br>Establish 4 teams of 10 officers dedicated to enforcing offences by and against pedestrians                   | December 2013   |  |  | None   |
|  |   | <b>ACTION 13.2</b><br>Increase number of part-time attendants (PTAs) to assist learners at school crossings from 128 to 300 by 2018 | 22 additional PTAs by December 2013; 50 additional PTAs per annum until December 2016 |  |  | Amend Council EPWP policy to permit re-employment of trained attendants. Establish Traffic Reservist Service |
|  | <b>OBJECTIVE 14</b><br>50% reduction in drunk and distracted driving by 2018        | <b>ACTION 14.1</b><br>Equip all Traffic Services and Metro Police officers with alcohol breath screening devices                    | June 2014   |  |  | None   |
|  |   | <b>ACTION 14.2</b><br>Screen 20000 drivers per month to test for driving under the influence  | Each month of the year  |  |  | None   |
|  |   | <b>ACTION 14.3</b><br>Impound mobile phones   | On-going  |  |  | None   |
|  | <b>OBJECTIVE 15</b><br>100% increase in Traffic Services personnel by 2018          | <b>ACTION 15.1</b><br>Council to resolve to increase the service as a matter of priority  | May 2014  |  |  | Council resolution   |

|  |   |  |               |  |  |                                      |
|--|---|--|---------------|--|--|--------------------------------------|
|  |   | <b>ACTION 15.2</b><br>Appoint 350 additional officers  | December 2018 |  |  | Council approval of budget provision |
|  | <b>OBJECTIVE 16</b><br>25% increase in traffic fine cases concluded by 2018 | <b>ACTION 16.1</b><br>Execute 50% of arrest warrants   | December 2018 |  |  | No Policy or Bylaw required          |
|  |   | <b>ACTION 16.2</b><br>Implement administrative mark on eNatis against all drivers with outstanding arrest warrants | On-going      |  |  | No Policy or Bylaw required          |

## 8.5 Strategic Actions for Goal 5

|   |   |  | <b>Timeframe</b>   | <b>Resources</b>                     | <b>Additional budget required</b>    | <b>Policy or Legislation required to enable action</b> |
|---|---|--|--|--------------------------------------|--------------------------------------|--|
| <b>GOAL 5</b><br>Safe road infrastructure | <b>OBJECTIVE 17</b><br>Road safety assessments on all Class 1 to Class 3 arterial roads by 2018 | <b>ACTION 17.1</b><br>Draft arterial road safety assessment plan     | February 2014  | Detailed business plan to be drafted | Detailed business plan to be drafted | None   |
|   |   | <b>ACTION 17.2</b><br>Implement arterial road safety assessment plan | As per plan  |                                      |                                      | None   |
|   | <b>OBJECTIVE 18</b><br>Implement 15 hazardous location improvement projects annually            | <b>ACTION 18.1</b><br>Identify 15 hazardous locations                | By February of each year for investigation and design in the following |                                      |                                      | None   |

|  |  |  |   |  |  |  |
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|  |  |  | financial year  |  |  |  |
|  |  | <b>ACTION 18.2</b><br>Implement improvement projects at 15 hazardous locations                       | By June of each year, starting in 2014  |  |  | No Policy or Bylaw required  |
|  | <b>OBJECTIVE 19</b><br>Road safety audits on all new roads and on new infrastructure on existing roads | <b>ACTION 19.1</b><br>Draft minimum requirements for road safety audits of new subdivisional areas   | July 2014   |  |  | Adopt as Council policy  |
|  |  | <b>ACTION 19.2</b><br>Require road safety audits of all new subdivisional areas                      | On-going  |  |  | Adopt as Council policy  |
|  |  | <b>ACTION 19.3</b><br>Require road safety audits of all road improvement projects exceeding R300,000 | On-going  |  |  | Adopt as Council policy  |
|  | <b>OBJECTIVE 20</b><br>Implement traffic calming measures at 50 schools per annum                      | <b>ACTION 20.1</b><br>Identify schools in co-operation with ChildSafe                                | By February of each year for investigation and design in the following financial year |  |  | Revise Traffic Calming Policy to provide for calming at schools and other public facilities only |

|  |  |  |                      |  |  |      |
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|  |  | <b>ACTION 20.2</b><br>Implement traffic calming measures at 50 schools | By June of each year |  |  | None |
|--|--|--|----------------------|--|--|------|

## 8.6 Strategic Actions for Goal 6

|                                |   |  | Timeframe                    | Resources                            | Additional budget required           | Policy or Legislation required to enable action |
|--------------------------------|---|--|------------------------------|--------------------------------------|--------------------------------------|---|
| <b>GOAL 6</b><br>Safe vehicles | <b>OBJECTIVE 21</b><br>50% reduction in the number of un-roadworthy vehicles by 2018    | <b>ACTION 21.1</b><br>Establish 5 vehicle check points (VCPs) per day to check 500 vehicles per day for roadworthiness | Each day                     | Detailed business plan to be drafted | Detailed business plan to be drafted | None  |
|                                |   | <b>ACTION 21.2</b><br>Perform comprehensive roadside roadworthy examination on 10 heavy vehicles or busses per day     | Each day                     |                                      |                                      | None  |
|                                | <b>OBJECTIVE 22</b><br>Annual roadworthy testing for all vehicles older than 5 years    | <b>ACTION 22.1</b><br>Lobby MEC and Minister for introduction of new legislation on regular roadworthy testing         | Until legislation introduced |                                      |                                      | None  |
|                                | <b>OBJECTIVE 23</b><br>Six-monthly roadworthy testing for all public transport vehicles | <b>ACTION 23</b><br>Lobby MEC and Minister for introduction of new legislation on regular roadworthy testing           | Until legislation introduced |                                      |                                      | None  |

## 8.7 Strategic Actions for Goal 7

|  |   |  | Timeframe                      | Resources                            | Additional budget required           | Policy or Legislation required to enable action |
|--|---|--|--------------------------------|--------------------------------------|--------------------------------------|---|
| <b>GOAL 7</b><br>Good road safety information and intelligence | <b>OBJECTIVE 24</b><br>Capture all crash reports on IPAS within two weeks of occurrence | <b>ACTION 24.1</b><br>Weekly collection of crash report forms from SAPS stations                             | Each week                      | Detailed business plan to be drafted | Detailed business plan to be drafted | None  |
|  |   | <b>ACTION 24.2</b><br>Capture crash reports on IPAS  | Within two weeks of occurrence |                                      |                                      | None  |
|  | <b>OBJECTIVE 25</b><br>Monthly analysis of crash data                                   | <b>ACTION 25.1</b><br>Produce monthly report showing year-to-date and year-on-year crash figures             | End of following month         |                                      |                                      | None  |
|  |   | <b>ACTION 25.2</b><br>Monitor crash rates at hazardous locations after implementation of improvement schemes | On-going                       |                                      |                                      | None  |
|  | <b>OBJECTIVE 26</b><br>Six-monthly survey and analysis of road traffic offence rates    | <b>ACTION 26.1</b><br>Draft terms of reference for offence rate surveys                                      | September 2013                 |                                      |                                      | None  |
|  |   | <b>ACTION 26.2</b><br>Appoint independent service provider to undertake offence rate surveys                 | January and July of each year  |                                      |                                      | None  |

|  |   |   |                              |  |  |  |
|--|---|---|------------------------------|--|--|--|
|  | <b>OBJECTIVE 27</b><br>90% of drivers' addresses are accurate on eNATIS | <b>ACTION 27.1</b><br>Lobby MEC and Minister to introduce strict verification of addresses upon renewal of driving and vehicle licences | Until legislation introduced |  |  | National legislation currently in draft format |
|--|---|---|------------------------------|--|--|--|

## 9. BUDGETS

The successful implementation of this strategy relies heavily on adequate funding of all of the strategic actions. Estimated gross capital and operating budgets for each of Transport for Cape Town and the Safety & Security Directorate are included below. A detailed business plan for the implementation of this strategy will be drafted in due course.

### 9.1 Capital budget

|                               | 2013/14  | 2014/15           | 2015/16           | 2016/17           | 2017/18           |
|-------------------------------|----------|-------------------|-------------------|-------------------|-------------------|
| Transport for Cape Town       | 0        | 18 300 000        | 20 130 000        | 22 143 000        | 24 357 300        |
| Safety & Security Directorate | 0        | 49 882 500        | 54 870 750        | 60 357 825        | 66 393 608        |
| <b>TOTAL</b>                  | <b>0</b> | <b>68 182 500</b> | <b>75 000 750</b> | <b>82 500 825</b> | <b>90 750 908</b> |

### 9.2 Operating budget

|                               | 2013/14  | 2014/15           | 2015/16           | 2016/17            | 2017/18            |
|-------------------------------|----------|-------------------|-------------------|--------------------|--------------------|
| Transport for Cape Town       | 0        | 6,270,000         | 4,477,000         | 4,924,700          | 5,417,170          |
| Safety & Security Directorate | 0        | 56,811,500        | 87,321,575        | 120,882,658        | 157,799,848        |
| <b>TOTAL</b>                  | <b>0</b> | <b>60,881,500</b> | <b>91,798,575</b> | <b>125,807,358</b> | <b>163,217,018</b> |

## 10. MONITORING, EVALUATION AND REVIEW

Mechanisms for monitoring performance are built into the strategic actions. Performance will be reported on an annual basis. This strategy should be reviewed in August 2014.

## 11. REFERENCES

Constitution of South Africa (Act 108 of 1996)  
National Land Transport Act (Act 5 of 2009)  
Constitution of Transport for Cape Town By-law (2003)  
Proceedings of the City of Cape Town Road Safety Task Team (2013)