



01 September 2016

Comments on the National Road Safety Strategy, 2016-2030

1. Background

The National Department of Transport has developed a Road Safety strategy for the period 2016 to 2030. The vision of the strategy is stated as “to ensure safe and secure roads”. According to the strategy document, this will be achieved by delivering on the strategic mission which is to attain a reduction in the number of fatal crashes, promoting responsible road user behaviour, providing safe road infrastructure, ensuring safe vehicles on South African roads and delivering quality road safety management. These are pillars that are found in the strategy.

2. Comments

The comments we have on the strategy are as follows:

1. It is not clear whether the strategy is a draft or final version as it does not state so.
2. The key performance indicators outlined in this document are output in nature. We therefore do not get a sense that is a strategy that is geared towards realising certain results which could be measured in the long term. It is also not in line with government’s outcome based Monitoring and Evaluation approach.
3. The strategy is partly based on a vehicle population whose figures may not be credible. It states that the vehicle population may include vehicles that have been written off which citizens, through unregulated processes, have had an opportunity to purchase, fix and re-register. This shows that the system of registering vehicles could be part of the problem leading to road fatalities. Secondly, this speaks to data integrity issues, which the strategy seeks to address. It is not clear however, as stated in pillar one in regard to improvement in safety data systems, whether this also relates to data on the number of vehicles in the country.
4. The role of the private sector under pillar one is not clear. It is our view that the private sector is also a relevant role player in the road safety management and

coordination systems. The proposed National Road Safety Oversight Council will seemingly be made up of government departments only, which is limiting.

5. Table 15 deals with annual envisioned fatalities per year. Our first concern in this regard is that there is no baseline in terms of the percentage change in accidents between 2014 and 2015. Secondly, the targets that have been set are not incremental, and thus do not take into account a possible increase in vehicle population, which could correlate with the number of crashes reported. Furthermore, it is our view that the 50% decrease in fatalities over a 14 year period up to 2030 is stretched too far, given that one death is one too much. As much as this is aligned to the NDP, we suggest a ten-year period if government feels they cannot work in line with the target of halving fatalities by 2020, in line with the Decade of Action for Road Safety, 2011-2020. This would boost the image of South Africa internationally, as a country that is serious about the safety of its citizens and visitors.
6. The strategy refers to the use of technology, which is also supposed to appear in pillar four, but it is not reflected.
7. In regard to Pillar One, if all road safety interventions and practices are to be based on an appropriate theory of change, then there must be a Monitoring and Evaluation framework developed in line with this strategy, that will be geared towards measuring outcomes of this strategy.

We look forward to an engagement with government on this document.

The end.