EFFECTIVE SOLUTIONS TO REDUCE SPEEDING & PROMOTE ROAD SAFETY

23, 24 & 25 August 2004
Conferencing on Katherine, JHB

KEY CONTRIBUTIONS AND BEST PRACTICE CASE STUDIES FROM:

- SAPS NATIONAL HEAD OFFICE PRETORIA
- KWAZULU-NATAL DEPARTMENT OF TRANSPORT
- NATIONAL DEPARTMENT OF TRANSPORT
- COMMITTEE FOR ACTIVE ROAD SAFETY (CARS)
- SA GUILD OF MOTORING JOURNALISTS
- SOUTH AFRICAN ROAD FEDERATION
- DRIVE ALIVE
- DURBAN METRO POLICE
- INSTITUTE OF TRAFFIC & MUNICIPAL POLICE OFFICERS OF SOUTHERN AFRICA (ITMPO)
- GAUTENG PROVINCE
- EKURHULENI METROPOLITAN POLICE DEPARTMENT
- UNIARC (University Interdisciplinary Accident Research Centre of KwaZulu-Natal)
- EASTERN CAPE PROVINCE
- NORTH WEST UNIVERSITY: POTCHEFSTROOM CAMPUS
- CSIR · TRANSPORTEK
- AUTONOMOBILE ASSOCIATION OF SOUTH AFRICA (AA)
- MRC-UNISA: CRIME, VIOLENCE AND INJURY LEAD PROGRAMME

25 August 2004 – Interactive Workshop Day

WORKSHOP A:
Road Rage: The South African Scenario

WORKSHOP B:
Engineering Perspectives on the Management of the Speeding Dilemma

Crucial road safety issues that will be discussed include:

- The National Department of Transport’s perspective on speed, and its role in road safety management
- Using the latest technology for speed calming and speed enforcement
- Implementing innovative measures to reduce road speeding in South Africa
- Examining various measures that can be implemented to change the behaviour of speeding drivers
- Re-engineering our freeways, road structures and user skills to promote safety
- How car advertisements impact road safety and how they are understood and assimilated by the public?
- Examining the current state of law enforcement and policing
- Reducing road rage incidents and managing it effectively
- Focusing on ways to promote pedestrian safety

Register Today! Call: +27 11 669 5000 or 086 100 IQPC / Fax: +27 11 669 5069 E-mail: registration@iqpc.co.za Website: www.iqpc.co.za
Day 1 – 23 August 2004

07h30 Registration & Morning Tea/Coffee

08h30 Opening Address by Chair
Superintendent Rob Askew
Head: SAPS National Accident Combating Services — Sub-Section
SAPS NATIONAL HEAD OFFICE PRETORIA

08h45 A National Department of Transport perspective on speed, and its role in road safety management

NATIONAL DEPARTMENT OF TRANSPORT

09h00 Discussing the responsibilities of the National Department of Transport (NDOT) in getting support from all the Provinces

NDOT

09h15 Morning Tea/Coffee

10h00 Speed in perspective

EXPERT COMMENTARY

10h30 Discussing the responsibilities of the National Department of Transport (NDOT) in getting support from all the Provinces

There is a need for co-operation and the co-ordination of plans among various government agencies if the number of deaths on SA’s roads is to be reduced, says the transport department’s land transport regulation general manager Wendy Watson.”

Source: Business Day 6/02/04. Looking at ways of moving towards a united effort by focusing on:

• Getting the buy-in from Government to finance better road infrastructure and safety
• Having clear communication channels between the NDOT and various Provinces to resolve friction
• Discussing if all officials should fall under the jurisdiction of the NDOT
• Working towards a National Strategy by getting all role players involved
• Shiring towards one voice and one strategy for Provinces and Municipalities

Ntutu Latebela
Manager: Safety Promotions
NATIONAL DEPARTMENT OF TRANSPORT

11h15 A discussion and debate addressing the controversy of “speed kills” or does it?

There are two schools of thought surrounding the contentious issue of speed. One to reduce speeding whilst the other to increase speeding... which is right? This highly controversial issue will be discussed, argued and debated by stakeholders with varying opinions. Consider this: most cars are advertised to go from 0 – 100km in 6 seconds, but the question is... can the car come to a complete stop in the same amount of time? Be part of the panel discussion and voice your views and concerns.

Facilitators:
Superintendent Rob Askew
Head: SAPS National Accident Combating Services — Sub-Section
SAPS NATIONAL HEAD OFFICE PRETORIA

Panelists:
- Dr Wendy Watson
  General Manager: Land Transport Regulation
  NATIONAL DEPARTMENT OF TRANSPORT
- Ian Auer
  Chairman
  COMMITTEE FOR ACTIVE ROAD SAFETY (CARS) & SA GUIDEL OF MOTORING JOURNALISTS
- Moira Winslow
  Chairman
  DRIVE ALIVE
- Kobus Labuschagne
  Project Manager: Intelligent Transportation Systems, Traffic and Transportation Engineering
  CSIR TRANSPORTER

12h00 Are we really serious about road safety in South Africa?

Our road traffic death rate is equivalent to one large, wide-bodied aircraft falling out the sky and killing all its passengers, every 10 days! Adding to the problem, is the fact that Provincial and Local authorities are not currently working together in finding a solution to the problem. Malcolm will take an in-depth look at and try to offer possible solutions to:

• The political problems standing in the way of creating an effective institutional arrangement to address the issue of road safety
• How visible is our road traffic management strategy?
• The “atrocious” “driver culture”
• How can road safety be funded if Treasury has for over three decades not allocated adequate funds to address the greatest “pandemic” in the country?
• Are we really serious about road safety?

Malcolm Mitchell
Executive Director
SOUTH AFRICAN ROAD FEDERATION

12h45 Lunch for Speakers & Delegates

13h45 Road Rage: Aggressive driving and the effects of alcohol /drugs on the driver

How many of you have been confronted by an angry driver? I am sure many of you can recall this and would rather not relive the experience. Altering driver attitudes and behaviour in the long-term, is easier said than done. This session will evaluate the current state of drivers on the road and how to change their behaviour and mindset in a positive way. Focusing on:

• The causal effects of aggression in the road environment
• Typical demographics of road rage
• What the law says
• Road user behaviour

Gary Ronald
Manager: Public Affairs
AUTOMOBILE ASSOCIATION OF SOUTH AFRICA (AA)

14h30 The impact of speed on South African fatalities

The debate over whether speed is a major cause of road fatalities is ongoing. At the outset of the Alive Alive campaign politicians argued that speed does not cause accidents and cognizance must be taken of this viewpoint. A highly trained racing driver, alone on a racing track with his powerful machine, is unlikely to do himself or his vehicle much damage, no matter how fast he is going. But put a different and less experienced person behind the same wheel, at the same speed and the scenario changes. (This presentation is based on a study commissioned by the AA of SA prepared by Moira Hearnoff of Studio M.)

• Background to the study
• What makes speed a hazard
• The effects of speed on safety
• Recommendations to reduce fatalities

Petro Kruger
Divisional Manager: Corporate Affairs
AUTOMOBILE ASSOCIATION OF SOUTH AFRICA (AA)

15h15 Methods to reduce pedestrian deaths

At least 47% of the people killed on our roads in South Africa are pedestrians. The CSIR, estimates that each person killed on our roads costs the country R620 000. Therefore Drive Alive feels that to create awareness around the plight of pedestrians, primarily those attending junior schools would be a good course to follow. More will focus on ways to promote pedestrian safety in the long-term.

• Case Study undertaken by the CSIR in the areas along the N12 and the Golden Highway to promote pedestrian safety
• Investigating statistics of pedestrian deaths and injuries and how this impacts in different ways on the families and the community
• Investigating ways of making pedestrians more visible
• Research into active or passive reflection

Moira Winslow
Chairman
DRIVE ALIVE

16h15 Close of Day 1

E-mail: registration@iqpc.co.za Website: www.iqpc.co.za
Register Today!  Call: 11h15 Traffi c Crashes – Crime or Inconvenience

08h30
Opening Address by Chair
Hans Pienaar
Head of CENETS (Centre for Education in Traffic Safety Education)
NORTH WEST UNIVERSITY: POTCHEFSTROOM CAMPUS

08h45
Innovative measures to reduce road speeding in South Africa
The KwaZulu-Natal Department of Transport is committed to reducing road casualty statistics and according to actual annual statistics, has been making great progress. The Province of KwaZulu has about one million licensed drivers and one million vehicles and has a huge task to reduce speeding, also considering the huge amount of additional vehicles travelling during peak holiday seasons. Education, engineering, and enforcement have been fully integrated to ensure that the residents of the province, as well as visitors are safe. This session will outline some of the measures that have been most effective in reducing road speeds and traffic accidents. Learn how you can apply them to your current situation in reducing road speeding.

• Introduction of road side courts
• The concept of self-policing
• An integrated approach to speed reduction
• Managing speed over long-distance journeys
• Awareness campaigns and public participation

Dr Kwazi Mlambo
Chief Executive Officer
KWAZULU-NATAL DEPARTMENT OF TRANSPORT

09h30
Effective law enforcement to combat road accidents
Traffic law enforcement is the action by which order is upheld in the traffic situation to guarantee the safety of all road users. Orderliness does not simply happen, it must be activated and maintained by enforcement. This will discuss how they have approached law enforcement in Durban by focusing on:

• What is traffic law enforcement?
• Causes of road traffic accidents
• The current state of drivers’ attitudes on our roads
• The relationship between traffic offences and accidents

Titus Mbuyisiwe Malaza
Deputy Head: Operations
DURBAN METRO POLICE &
President
INSTITUTE OF TRAFFIC & MUNICIPAL POLICE OFFICERS OF SOUTHERN AFRICA (TIMPO)

09h45
Analyzing and explaining the road law enforcement program in Sandton
This part of the conference will be addressed by the Head of Traffic Management, Sandton area.

Kesi Amran
Manager, Traffic Management
GAUTENG PROVINCE

10h15
Morning Tea/Coffee

10h30
A Gauteng perspective on measures to reduce road speeding and address the carnage on our roads
Having implemented a new approach towards Road Safety Management in Gauteng since 2001, great successes have been achieved and valuable lessons have been learned pertaining to speed management and improving the road safety scenario at all levels in the Province. This session will provide an overview of measures implemented and results achieved through an integrated multi-disciplinary and participative approach.

• The significance of road speeding and road safety
• Speed management as part of a multi-disciplinary approach
• Speed management at hazardous locations and routes
• Speed management and pedestrian safety

Kesi Amran
Manager, Traffic Management
GAUTENG PROVINCE

10h45
Re-engineering our freeways, roads structure and user skills
At the heart of the apartheid-era social engineering was, of course, the removal of black people from town and city centres and their displacement to distant urban townships. And so we have, still today, an impressive national network of high-speed freeways, bordering huge sprawling, urban poverty stricken townships and squatter camps. No wonder that a shocking 40% of all road fatalities in South Africa are pedestrians* Source National Assembly, March 2004, Jeremy Cronin. This session will examine how we can push back the barriers of poverty and at the same time increase road safety for drivers and pedestrians.

• Does the design of our roads make it easier to speed and how does this implicate rural communities?
• Re-evaluating job-creating developments by taking the infrastructure into consideration – where will the workers stay?
• The implications of the Pedestrian Management Plan and linking it into a National plan

Dr Mongezi Noah
Director
UNIARC (University Interdisciplinary Accident Research Centre of KwaZulu-Natal)

11h30
International review of speed limits
This session will take a look at the speed limits in other countries and evaluate how South Africa compares. Hubrecht will investigate how we compare to other countries taking into account the geographies of the road, the category and consider if we need to adapt our current speed limits. He will focus on:

• South Africa in comparison with other countries
• Urban and rural speed limits
• Speed limits by road category
• The impact of speed on accidents

Dr Hubrecht Ribbens
Divisional Fellow
CSIR - TRANSPORTEX

11h45
Aggressive road behaviours in South Africa
In view of the increasing concern over the burden of aggressive road behaviours together with the lack of scientific South African data, an exploratory study on the nature, extent and profile of these road behaviours was conducted. These are the outcomes of the study and will give you a clear understanding of aggressive behaviours and its contributing factors, focusing on:

• The nature and extent of aggressive road behaviours
• Predictors for experiencing and perpetrating aggressive road behaviours
• The relationships between victimisation and perpetration
• The experience of anger and other associated or contributing factors
• Implications for policy and practice

Anesh Sukhai
Research Scientist
MRC-UNISA: Crime, Violence & Injury Lead Programme

12h00
Lunch for Speakers & Delegates

12h30
Analysis of the available resources to conduct investigations
This paper will deal with the following:

• A statistical overview of the problem
• Case study
• Recommendations

Bennie van Rooyen
Deputy Chief of Police
EKURHULENI METROPOLITAN POLICE DEPARTMENT

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Dr Hubrecht Ribbens
Divisional Fellow
CSIR - TRANSPORTEX

13h15
Car Advertisements - Symbolisms and mediation of speed in the media: how are these understood and assimilated by the public?

The aim of the study was to try and establish whether or not there is a link between the manner in which drivers behave on the road and the manner in which vehicles and drivers are mediated in advertisements. The focus of the presentation will be on:

• Speed as a metaphor - lifestyle
• Perception of speed and safety
• Vehicles seen as an outward extension of one’s social and economic position

Stacey van Schalkwyk
Research Scientist
MRC-UNISA: Crime, Violence & Injury Lead Programme

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16:00 Closing Remarks by Chair
Day 3 - 25 August 2004, Interactive Workshops

Workshop A: 09h00 – 12h30

ROAD RAGE: THE SOUTH AFRICAN SCENARIO

Aggressive driving has become a progressively common traffic safety phenomenon; and is also labelled as “road rage”. Our concern is; why are these incidents on the increase and what strategies ought to be considered when addressing in particular the counteracting measures and rage management? Understand the causes of “roadrage” and how you can identify an aggressive driver to put counteracting measures in place to ensure your own safety.

- Road Rage: Interacting reasons
- Personality factors concerned
- Counteracting measures to be considered
- Rage management

Facilitated by:
Hans Pienaar
Head of CENETS (Centre for Education in Traffic Safety)
NORTH WEST UNIVERSITY: POTCHEFSTROOM CAMPUS

ABOUT YOUR WORKSHOP LEADER:
Hans Pienaar has been involved in education for some 27 years, 11 of them in particular, dealing with Traffic Safety Education. He is a former Chief Examiner of the NW Province’s Department of Education. He also dealt with research for the National Department of Transport (Driver Training) and manuals which consequently resulted from his research. He is currently developing materials for different provincial departments of transport. He also presents courses to Road Safety Officers and Traffic Officers on Undergraduate and Post graduate levels and heads the university driving school which has been in existence for 18 years.

12:30 to 13:30 Lunch

Workshop B: 13:30 to 16:00

ENGINEERING PERSPECTIVES ON THE MANAGEMENT OF THE SPEEDING DILEMMA

Road safety is an inherent part of engineering when road or traffic related projects are planned, designed and implemented. Vehicle speed, in its various form, is a parameter that is applied to determine the applicable standards for the safe operation of infrastructure elements but is also a criterion for the qualitative assessment of the efficiency of movement of transport vehicles. The workshop intends to explore engineering and re-engineering as part of a holistic approach to the management of the speeding problem. The focus will be amongst others on:

- The road environment as a contributory factor to adverse road user behaviour (like speeding)
- Road safety engineering in a broader context to influence road user behaviour positively
- Credibility of road traffic signs
- Speed control technologies
- Design for safety
- Balancing accident risk and mobility, etc.

Facilitated by:
Kobus Labuschagne
Project Manager: Intelligent Transportation Systems, Traffic and Transportation Engineering
CSIR TRANSPORTEK

ABOUT YOUR WORKSHOP LEADER:
Kobus is a professional engineer and is qualified in the planning, design and construction of roads and traffic facilities as well as traffic safety and transportation engineering with the qualifications B Sc Eng Civil (1981), and B Eng Hons Civil (1989) obtained at the University of Pretoria. His more than 30 years of experience covers a wide spectrum of road and traffic related work and includes geometric design, traffic management and control, traffic facilities construction and contract management, road safety audit and assessment, accident investigation and research in the traffic and transportation environment. Since 1997 he has been employed at the CSIR TransporteK as project manager and has acted as consultant on various traffic and transportation matters for Government, National, Provincial and Local authorities and the private sector.

What past delegates had to say about some of our previous conferences:

“The organisation and the whole programme is excellent”  Director — PREMIER’S OFFICE

“A worthwhile exercise, well coordinated and professional”  Physical Resource Planner — DEPT OF EDUCATION

“This was inspiring and motivational for me as a person”  Assistant Director, GAUTENG DEPT. OF EDUCATION

“Value for money, highly motivational and inspiring”  General Manager, LIMPOPO DEPT. OF EDUCATION

“Impact of the conference was informative and impressive”  Deputy Coordinator — EKURHULENI METRO

“Excellent and lively presentation”  Director: Policing and Planning — DEPT OF TRANSPORT (KZN)

“Excellent in outlining issues and gives practical examples”  Assistant Director — DEPT OF LAND AFFAIRS

“Highly informative and professional”  Marine Operations Manager, NATIONAL PORTS AUTHORITY OF SOUTH AFRICA

“Clear presentations and detailed answering of questions posed”  Team Leader, GAUTENG SHARED SERVICES CORPORATION

Register Today! Call: +27 11 669 5000 or 086 100 IQPC / Fax: +27 11 669 5069  E-mail: registration@iqpc.co.za  Website: www.iqpc.co.za
Dear Stakeholder,

“Two out of every five motorists in South Africa exceed the speed limit, and the worst offenders come from Gauteng. Speeding on the country’s roads increased from a national average of 28 percent in 2002 to 39 percent in 2003, according to the national Department of Transport’s latest Road Traffic Offence Survey”

Source: Pretoria News 6 January 2004

As you know, speeding implicates road safety directly, and unless something is done, the above statistics will only increase. Unless all stakeholders stand together in intensifying law enforcement strategies, the solution to road safety is in the distant future.

The spotlight is on YOU to dramatically reduce the death toll on our roads. With thousands of fatalities annually there is no question that road safety is a major concern in South Africa. The only way forward is for provinces and local authorities to work together in striving towards safer roads. Well, this is your opportunity to be part of the road safety initiative.

Maybe you feel you don’t have the time to attend a three day conference? But these three days will not only sum up what the National Strategy is towards increasing road safety, but will also give you immediate solutions to your current road safety concerns. Learn how you can be part of positively reducing speeding by promoting road safety.

In the past decade, legislation has changed, the quality of driving lessons and tests have been optimised, vehicles are becoming safer and even traffic enforcement is becoming more intensive... but are drivers becoming more responsible? If we have a look at statistics, the answer is no. Is there a solution to the carnage on our roads, and how will the way forward be debated by the main role players when they shed their views on the future of reducing road speeding in South Africa.

At this event, you will also be able to network with a variety of people who share your vision and concerns in promoting road safety.

Kind regards

Ankia Roux,
Senior Project Manager, IQPC

WHO SHOULD ATTEND:

- Director General: Traffic
- Deputy Director General: Traffic
- Head of Department: Traffic
- General Management: Road Traffic
- Traffic Engineers
- Traffic Technicians
- Managers: Transport & Construction
- Town Planning
- Traffic Regulation & Control
- Chief of Police
- Fleet Managers
- Road Engineer
- Civil Engineer
- Chief Traffic Officers
- Municipal Engineers
- Chief Superintendents
- Project Managers: Traffic

ABOUT OUR SPONSOR:

The AA keeps a finger on the pulse of developments in the traffic and transport arenas. As the motorists’ watchdog it promotes motorists’ interests, campaigns on key issues, provides advice and information, and represents motorists’ concerns to Government and other groups. The AA’s Petro Kruger and Gary Ronell will be presenting papers. For further info, please visit www.aa.co.za

ABOUT OUR ENDORSERS:

The www.arrivealive.co.za web site was developed to enhance road safety and compliment the efforts of the Ministry of Transport, the Arrive Alive Campaign as well as several international institutions who have contributed to road safety. On the web site there are a wide variety of road safety topics and some interactive functions — such as a discussion forum as well as the online submission of reports on bad driving! For further info, please visit www.arrivealive.co.za

The SA Road Federation, as the most representative and oldest road sector NGO in the country acts as a custodian of road interests and as the most authoritative body for communication with public and private institutions in the promotion of good and well managed roads and in policy development. For further info, please visit www.sarf.co.za

ABOUT OUR MEDIA PARTNERS:

Government Digest is now in its 21st year. It is an independent South African publication and sees its calling in continual dissemination of information to decision makers in national, provincial and local governments. For further info, please visit www.mehnormags.co.za

SERVAMUS Safety & Security Magazine’s mission is to communicate to members of the safety & security industry by addressing issues relevant to their work environment. SERVAMUS also offers hard-core police reporting to informative articles on weaponry as well as intriguing stories of various contributions from members within the safety and security environment as well as from the public. For further info, please visit www.servamus.co.za

Traffic Digest

The objective of the publication is to serve as a communication medium to convey, across a broad spectrum, information pertaining to traffic safety on an academic and expert level to students, as well as traffic practitioners in general on a national basis for the purposes of self-improvement and internal training within traffic departments. The publication will also be utilised effectively as a two-way communication vehicle where students, lecturers and practitioners, as well as other interested parties, can debate issues of academic interest pertaining to road traffic safety and can share information. For further info, please contact Thayne on (082) 784 6375 or email thayne@lantic.co.za
EFFECTIVE SOLUTIONS TO REDUCE SPEEDING & PROMOTE ROAD SAFETY

23, 24 & 25 August 2004

Conferencing on Katherine, JHB

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Please note that speakers and topics were confirmed at time of publishing, however, circumstances beyond the control of the organizers may necessitate substitutions, alterations or cancellations of speakers and/or topics. As such, IQPC reserves the right to change or modify the advertised speakers and/or topics, if necessary. Any substitutions or alterations will be updated on our webpage as soon as possible.

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Name
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Please note that speakers and topics were confirmed at time of publishing, however, circumstances beyond the control of the organizers may necessitate substitutions, alterations or cancellations of speakers and/or topics. As such, IQPC reserves the right to change or modify the advertised speakers and/or topics, if necessary. Any substitutions or alterations will be updated on our webpage as soon as possible.

In the event that IQPC cancels an event, delegate’s payments at the date of the cancellations will be credited to a future IQPC event. This credit will be available for up to one year from date of issuance. In the event that IQPC postpones an event, delegate’s payments at the date of postponement will be credited towards the rescheduled date. If the delegate is unable to attend on the rescheduled date, the delegate will receive a 100% credit spanning payments made towards a future IQPC event. This credit will be available for up to one year from date of issuance. No refunds will be available for cancellations or postponements. IQPC is not responsible for any loss or damage as a result of a substitution, alteration or cancellation/postponement of an event.

IQPC shall assume no liability whatsoever in the event this conference is cancelled, substituted or postponed due to a fortuitous event, Act of God, unforeseen occurrence or any other event that renders performance of this contract impracticable or impossible. For purposes of this clause, a fortuitous event shall include, but not be limited to: war, fire, labor strike, extreme weather or other emergency.

I acknowledge that I have read and understood all of the terms and conditions of my registration.

Name
Signature

CREDIT FOR FUTURE EVENT:
If you are unable to attend the conference and IQPC postpones or cancels this event, you may use the credit issued for the cancelled event towards a future IQPC event. This credit will be available for up to one year from date of issuance. There will be no refund or credit for cancellations received within 14 days of the conference. If a registered delegate does not cancel and fails to attend the conference, this will be treated as a cancellation and no refund or credit will be issued.

TO SECURE YOUR PLACE AT THIS EVENT - PLEASE COMPLETE THE FOLLOWING:

Company Name
Postal Address
Telephone #     Fax #

Delegate Name       Designation       D# Issued
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