

Part SIX: Conclusion and Recommendations.

Consultation

Elements of this document has been widely consulted with many role players: heads of enforcement in the provinces and MECs, the non-government community, business and industry, including the vehicle rental community and various institutes eg Driving License Instructors, Licensing Officials, the retail trade and manufacturers.

The final consultation was with all role players together in a workshop on 16 August 2006. All inputs were considered and included in the strategy.

Review Process

This strategy will undergo an annual review process, from date of implementation. The process will be undertaken by the Department of Transport, Road Transport Regulation division.

It is particularly important to reach goals at the time of FIFA 2010, ASGISA 2014 and the Millennium Development Goals in 2014.

This review process will include analysis of achievements measured by all implementing bodies, and the results will be tabled at the Transport Vekgotla on an annual basis, as well as given to DOT Executive, the Minister and all other implementing organizations.

Recommendations.

To be successful, Road Safety strategies need to be comprehensive and holistic, to address the challenges on several levels. The majority of these instruments should be aimed at addressing the low levels of compliance to road rules that are prevalent. Development of a respect for and commitment to upholding the law is imperative.

Priorities for implementation include the following, but are not exclusive of ongoing issues relating to legislation, regulation, improvement of inspectorates and other maintenance and development issues as identified elsewhere in the document, and which will be further developed in the work plan:

1. **Transfer of further functions to the RTMC** to enable that organization to coordinate and improve enforcement and other activities related to behavior change.

2. **Exploration of the KZN, W Cape or Gauteng models**, where enforcement falls under the Department of Community Safety, more aligned to enforcement activities than Transport or Works as in other provinces. In this way the relationship with other enforcement agencies, such as SAPS can be enhanced.
3. Development of a **calendar of strategic activities** for enforcement and communication, concentrating on a single behavior at any one time with priorities of speed reduction, reduction in drink-driving rates, seat-belt wearing, moving offences and vehicle road worthiness and legality.
4. Implementation of high-tech solutions to prevent speeding, particularly at hazardous locations. This includes development of the national fleet as well as **installation of static speed calming devices** such as cameras on main roads, and the eventual development of Electronic Vehicle Identification with “readers” to measure speed over long distances, eg between toll plazas.
5. **Use of video** and other equipment to ensure that overtaking and other moving violations are dealt with. 17% of deaths result from unsafe overtaking.
6. The implementation of a year-round “traffic checking” or “**mini-road block**” activity (with a target of 1000 activities daily, nationally) to deal with legality of drivers and vehicles, vehicle condition, safety and security, seat belt infringements, and drinking and driving offences.
7. **Comprehensive emotive advertising** and public relations campaigns to support enforcement and to gain public support for projects.
8. Improvement of fine collection and penalties through the implementation of the **Road Traffic Infringement Agency** and implementation of the Administrative Adjudication of Road Traffic Offences Act 1998. This will include development of a national contravention register, and easier fine payment through banks and post-offices as well as a points demerit system.
9. Discussions with the **Department of Justice** on stronger and more effective sentencing, and an assurance of the availability of courts and sufficient personnel to deal with traffic crime.
10. **Reduction of speed limits in areas of high pedestrian activity** to the internationally accepted 30-40 kph., and stricter enforcement of red traffic lights to save lives of both pedestrians and motorists. Education activities to support these initiatives.
11. Develop **training courses and practical tests for PrDP drivers**, to ensure a improved skills in defensive driving, and continue negotiations with Dept. of Labour in respect to driving hours.
12. Introduce a **probationary period** for all drivers, during which time there is a zero-tolerance attitude to speeding, alcohol use and other serious violations of the law.

13. Further investigation into the declaration of Traffic Enforcement as an **essential service** to enable officers to work during evenings and weekends, when most crashes occur.
14. Introduce system of **driver re-training and testing** after serious crashes or repeat violations.
15. Regular **measurement and review of the strategy** in terms of both outputs and outcomes to refine projects and define successes. Cost:benefit studies where appropriate.

Part SEVEN: Resourcing

Financial resources for implementation would include voted funds, sponsorships, income from the AARTO system, and transaction fees on the eNaTIS system.

The financial resources to implement AARTO will be seed funding, as it should eventually be self-sufficient in terms of funding.

Extra traffic enforcement personnel will be required to improve visibility of officers, especially true of hazardous locations, and for the “swat” team employed by RTMC to plug into areas of high demand.

Technological equipment such as cameras, laser speed equipment and evidentiary breath testers should be purchased for use by enforcement authorities, under Memoranda of Agreement with RTMC.

Skilled staff will be required to manage the various projects that need specialist knowledge to implement eg. AARTO, periodic vehicle testing, declaration of traffic officers as an essential service, and the legislation and regulation of traffic management.

Partnerships with other departments; eg Justice for punishing offenders; Labour with reference to driving hours; Education for schools programs; Safety and Security for vehicle crime etc.

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