



CONTENTS

1. FOREWORD	7
2. REVIEW OF EXISTING POLICIES AND STRATEGIES	10
2.1 Global Road Safety Thinking and Strategies	10
2.2 South African National Road Safety Approach	15
2.3 Limpopo Province Road Safety Approach	16
3. STAKEHOLDER ENGAGEMENT IN THE LIMPOPO PROVINCE	20
3.1 Common Themes Identified	20
3.2 Safe System Aspirations by Road User	21
4. LIMPOPO ROAD SAFETY STRATEGY (LRSS) INTERVENTIONS: 2025-2035	23
4.1 Multimodal Transport and Land-use Planning Interventions	23
4.2 Safe Roads and Mobility Interventions	26
4.3 Safe Vehicles Interventions	28
4.4 Safe Road Users Interventions	31
4.5 Post-crash Response Interventions	34
4.6 Speed Management Interventions	36
5. LIMPOPO ROAD SAFETY STRATEGY (LRSS) IMPLEMENTATION PLAN	39
5.1 Governance Structure	39
5.2 Implementation Planning Workshop	40
5.3 Monitoring and Reviewing	40
5.4 Updating the Strategy	43
5.5 Involving the Public	43

FIGURES

Figure 2-1: Prioritising Safety Wheel

TABLES

Table 3-1: Safe System Aspirations per Road User

Table 4-1: Intervention 1: Multimodal Transport and Land-Use Planning: Quick Win Interventions

Table 4-2: Intervention 1: Multimodal Transport and Land-Use Planning: Key Focus Areas and Interventions

Table 4-3: Intervention 2: Safer Roads and Mobility: Quick Win Interventions

Table 4-4: Intervention 2: Safer Roads and Mobility: Key Focus Areas and Interventions

Table 4-5: Intervention 3: Safe Vehicles in Limpopo Province: Quick Win Interventions

Table 4-6: Intervention 3: Safe Vehicles in Limpopo Province: Key Focus Areas and Interventions

Table 4-7: Intervention 4: Safe Road Users in Limpopo Province: Quick Win Interventions

Table 4-8: Intervention 4: Safe Road Users in Limpopo Province: Key Focus Areas and Interventions

Table 4-9: Intervention 5: Post-Crash Response: Quick Win Interventions

Table 4-10: Intervention 5: Post-Crash Response: Key Focus Areas and Interventions

Table 4-11: Intervention 6: Speed Management: Quick Win Interventions

Table 4-12: Intervention 6: Speed Management: Key Focus Areas and Interventions

Table 5-1: Safety Performance Indicators (SPIs) to Assess the Effectiveness of Interventions

ACRONYMS

Acronym	Meaning
AARTO	Administrative Adjudication of Road Traffic Offences
ANPR	Automated Number Plate Recognition
APP	Annual Performance Plan
C-BRTA	Cross Border Road Transport Agency
DoA	Decade of Action
eNaTIS	Electronic National Administration Traffic Information System
GDP	Gross Domestic Product
HGV	Heavy Goods Vehicle
ICT	Information and Communication Technology
iRAP	International Road Assessment Programme
ITF	International Transport Forum
ITS	Intelligent Transport System
KPI	Key Performance Indicators
KRA	Key Result Areas
LCoGHSTA	Limpopo Department of Cooperative Governance, Human Settlement and Traditional Affairs
LDARD	Limpopo Department of Agriculture and Rural Development
LDBE	Limpopo Department of Basic Education
LDoE	Limpopo Department of Education
LDoH	Limpopo Department of Health
LDPT	Limpopo Department of Provincial Treasury
LDTCS	Limpopo Department of Transport and Community Safety
LDTI	Limpopo Department of Trade and Industry
LDV	Light Delivery Vehicle
LDSD	Limpopo Department of Social Development
LDWRI	Limpopo Department of Public Works, Roads and Infrastructure
LEDET	Limpopo Department of Economic Development, Environment & Tourism
LRSS	Limpopo Road Safety Strategy
LRSP	Limpopo Road Safety Programme
M&E	Monitoring and Evaluation
NATMAP	National Transport Master Plan
NDOT	National Department of Transport
NDP	National Development Plan
NLTSF	National Land Transport Strategic Framework
NMT	Non-motorised Transport
NPA	National Prosecuting Authority
NRSC	National Roads Safety Council
NRSS	National Road Safety Strategy
NRTA	National Road Traffic Act
NRTR	National Road Traffic Regulations

Acronym	Meaning
NRTS	National Rural Transport Strategy
NRSCC	National Road Safety Coordinating Committee
NTP	National Traffic Police
OECD	Organisation for Economic Co-operation and Development
OTP	Office of the Premier
PAVE	Professionalism, Awareness, Visibility, Education
PRDP	Professional Driver Permit
PLTF	Provincial Land Transport Framework
RAF	Road Accident Fund
RAL	Roads Agency Limpopo
RAMS	Road Asset Management System
RIMS	Road Incident Management System
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
SANRAL	The South African National Roads Agency SOC Limited
SAPS	South African Police Service
SCM	Steering Committee Meetings
SPI	Safety Performance Indicators
SR4S	Safe Routes for Schools
SSA	Safe Systems Approach
STARS	Socio Technical Approach to Road Safety
SWOV	Institute for Road Safety Research (Netherlands)
TRL	Transport Research Laboratory
UK	United Kingdom
USA	United States of America
WHO	World Health Organisation

FOREWORD





1. FOREWORD

The high number of road traffic accidents in South Africa and its associated consequences- has a significant impact on society which continues to hamper socio-economic development and impacts the well-being of all South Africans. This impact is measured in terms of human lives lost, 'pain, grief and suffering', as well as an increasing cost to the economy. The extent of the problem is exacerbated when road fatalities and serious injuries are seen in the context of contributing to a significant economic loss for South Africa. People injured or killed are often the breadwinners of their families and thus vital contributors to the economy at large. The economic and financial analysis emphasises the need to improve road safety in the country to ensure that South Africans live long productive lives and that fiscal resources, caught up in road trauma, may be made available to aid the country's further development. **Furthermore, the NRSS indicates that the strategic goal is to, "continually reduce the occurrence and severity of road incidents and consequently the level of fatalities and injuries in an efficient, integrated and coordinated manner" (NRSS 2016-2030).**

The Limpopo Province, like all other provinces in South Africa, has an important role to play in achieving the above national strategic goal. The NRSS, however, is an overall national framework to reduce road incidents, fatalities and injuries in South Africa. It must be transformed by each province into a work plan based on the province's specific road safety challenges.

The Limpopo Road Safety Strategy (LRSS) is the first comprehensive provincial road safety strategy in South Africa in support of the NRSS, tailored to address the specific road safety challenges in the Limpopo Province; but also, to achieve the national objectives of the NRSS. The LRSS has been developed to be compatible with the NRSS.

The LRSS, and its interventions to improve road safety in the Limpopo Province, are based on the Safe System Approach (SSA) in order to strengthen all elements of the road transport system through improvements under 6 key focus areas:

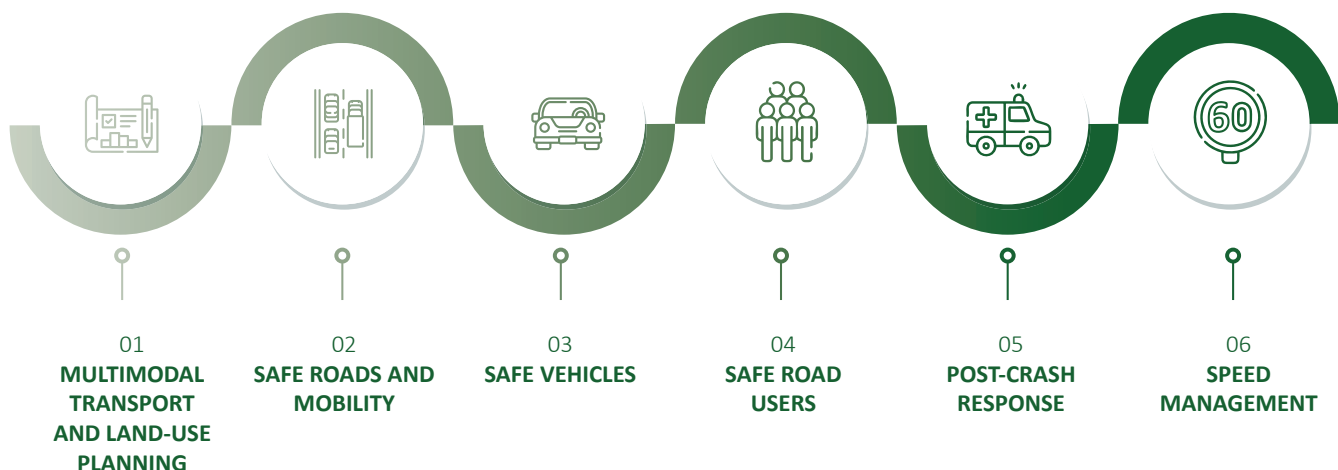
The LRSS also strives to implement appropriate recommended and proven interventions as listed in the Global Plan, the implementation tool for the Decade of Action for Road Safety, 2021-2030.

Stakeholder engagement was an essential component during the development of the LRSS. Engagement, collaboration and cooperation will be vital during the implementation process. Stakeholder inputs lead to more sustainable and context-appropriate solutions that are likely to be more effective in the long term. As such, a diverse range of stakeholders was engaged to ensure that the Limpopo strategy reflects the needs and concerns of all affected groups, including government departments and agencies, local communities, businesses, and road users. Additionally, the purpose of the stakeholder engagement was to gain the support of stakeholders early in the process to facilitate smoother implementation of the LRSS.

The Global Plan states that, though governmental agencies have the primary responsibility to design a safe road transport system and implement a road safety action plan, the role and influence of other actors are increasingly recognised as an important part of the Safe System. The private sector, civil society, academia, and other non-state actors can also contribute in important ways. This approach is very relevant to the Limpopo Province.

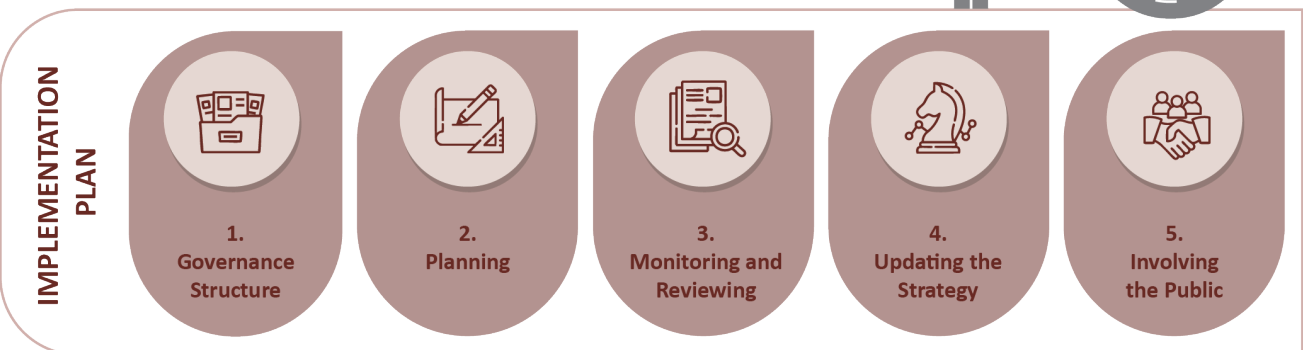
The first Regional Socio-Economic Development Platform was launched in the Limpopo Province in partnership with the Office of the Premier. The focus is on improving the health, wellbeing and living conditions of communities across Limpopo. The Anglo American Foundation promotes socio-economic development in the Limpopo Province - and is supported by the Impact Catalyst who are the implementation agents for the programme (the Impact Catalyst is an initiative founded by Anglo American and Anglo-American Platinum to create mechanisms that drive development through public-private partnerships).

The Anglo American Foundation funds the Limpopo Road Safety Programme (LRSP) which is currently compiling the LRSS, and through this flagship project, will aim to achieve the aforementioned objectives.



STRATEGY AT A GLANCE

The Limpopo Road Safety Strategy (LRSS) is the first comprehensive provincial road safety strategy in South Africa in support of the NRSS, tailored to address the specific road safety challenges in the Limpopo Province; but also, to achieve the national objectives of the NRSS.



REVIEW OF EXISTING POLICIES AND STRATEGIES



2. REVIEW OF EXISTING POLICIES AND STRATEGIES

In order to develop a customised road safety strategy for the Limpopo Province, it is important to take stock of similar policies and strategies, developed elsewhere in the world. Chapter 2 of the LRSS focuses on global and local (i.e. national and provincial level) road safety policies and strategies that are relevant to the development of the Limpopo LRSS.

The intention of the review aimed to understand:

- The global road safety thinking and strategies. This is an important element because it provides valuable experience and background information in developing a customised provincial road safety strategy;
- The global and local lessons learned, experiences and action areas identified under the different pillars in the implementation of the SSA; and
- National and provincial road safety policies and strategies to recognise the existing road safety frameworks and strategies at a local level and identify gaps and/or unresolved issues.

2.1 Global Road Safety Thinking and Strategies

Various road safety concepts have evolved since the 1990s to address the growing global road safety challenge, particularly **Vision Zero**, Sustainable Safety and Creating a Safe Culture. More recently, these concepts have culminated into the **Safe System Approach**. The various concepts are interwoven and complement each other and have shaped contemporary international road safety thinking. These concepts have been implemented in many countries with success in reducing road trauma, hence have a direct bearing on the LRSS developmental process.

This section highlights the main points of each concept, discusses in detail the Safe System Approach, and explores the lessons learned internationally where the Safe System Approach has been implemented for some years now.

2.1.1 Vision Zero

Vision Zero was initiated in 1994 and is the Swedish approach to road safety thinking. It can be summarised in one sentence: **No loss of life is acceptable**. It is based on the simple fact that all road users are human and make mistakes.

The Vision Zero approach has proven highly successful. After just three years of the concept being implemented in Sweden, the Swedish Parliament passed a Road Traffic Safety Bill that put Vision Zero into the Swedish law. The Bill sets an ultimate target of no deaths or serious injuries on Sweden’s roads, and it is not satisfied with merely reducing accidents to an economically manageable level. Sweden has since modelled its road safety reform strategy on the Vision Zero approach. Many other countries have adopted the same approach, also called Sustainable Safety (The Netherlands) or the Safe System Approach (Organisation for Economic Cooperation and Development (OECD)). Vision Zero contributed to competence

and technical developments that are useful to the rest of the world because road safety is one of the greatest safety risks, especially for young persons around the world.

2.1.2 Safe System Approach

Several international actions led to a more focused approach towards global road trauma prevention and the promotion of the Safe System Approach as the lead strategy to reduce global road casualties. These are:



2.1.2.1 Guiding Principles of the Safe System Approach (SSA)

The Safe System Approach represents a paradigm shift away from the traditional approach to road safety, which focuses on changing behaviour through enforcement and education and on actions that protect car occupants, with less attention to people walking and cycling. The traditional approach emphasises the responsibility of road users to avoid crashes rather than the responsibility of the government to provide a safe mobility system.

The Safe System Approach is a holistic approach to road safety that works to protect all road users, acknowledges that humans make mistakes, and accounts for human vulnerability. It emphasises that road systems should be built in a way to reduce human error and protects humans from death and severe injury when they make mistakes.

The Safe System approach also reiterates that road safety is a shared responsibility among all stakeholders and that proactive approaches can be taken to improve road safety. **The core elements of the Safe System Approach include safer people, safer vehicles, safer speeds, safer roads, and post-crash care as depicted in Figure 2-1.** Some countries such as Australia, the Netherlands, New Zealand, Spain, and Sweden have embraced and implemented the Safe System Approach for many years and have had success in reducing road traffic deaths and injuries.

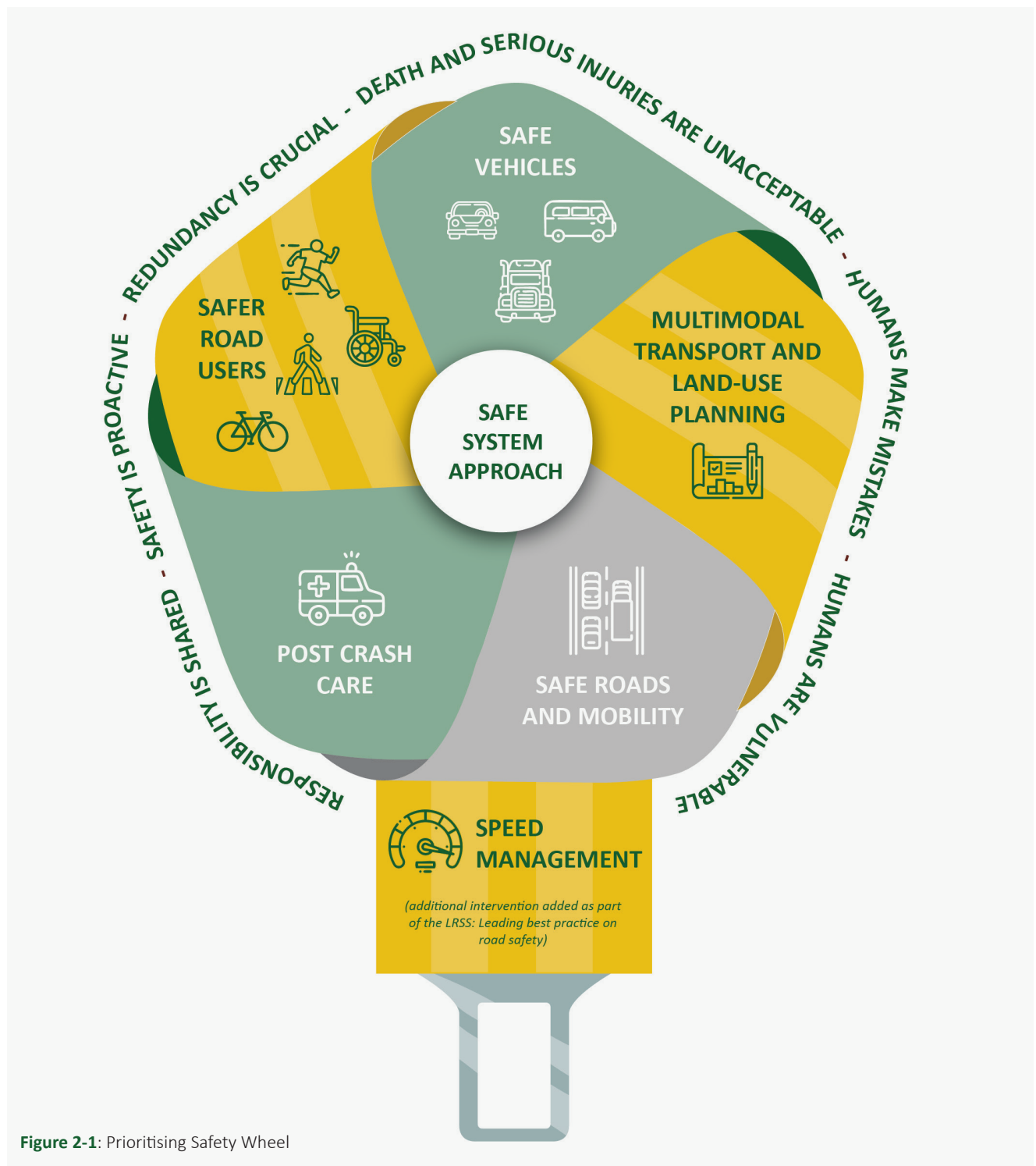


Figure 2-1: Prioritising Safety Wheel



2.1.2.2 Global Plan – Decade of Action (DoA) for Road Safety 2021- 2030

Recommended actions in the Global Plan are drawn from proven and effective interventions and best practices for preventing road trauma and provide a comprehensive overview of actions to implement and strengthen a Safe System. The Recommended actions covered in the Global Plan for the DoA for Road Safety, 2021 – 2030 are outlined below.

RECOMMENDED ACTIONS TO:

ENCOURAGE MULTIMODAL TRANSPORT AND LAND-USE PLANNING



- Implement policies that promote compact urban design.
- Implement policies that lower speeds, and prioritise the needs of pedestrians, cyclists, and public transport users.
- Promote transit-oriented development to concentrate urban and commercial developments around mass transit nodes.
- Strategically locate - where feasible - public, subsidised, and workforce housing to provide convenient access to high-capacity transit services.
- Discourage the use of private vehicles in high-density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure, and provide alternatives that are accessible, safe, and easy to use, such as walking, cycling, buses and trams.
- Provide intermodal connectivity between transit and bike share schemes at major transit stops and create transport connections for bicycle and pedestrian travel that reduce total travel time.
- Construct (or reconstruct existing) transport networks to ensure that NMT modes of travel are as safe as motorised ones, and most importantly serve the travel needs of all ages and abilities.
- Promote positive marketing and use of incentives such as employer cost-sharing of public transport subscriptions.

IMPROVE SAFE ROADS AND MOBILITY

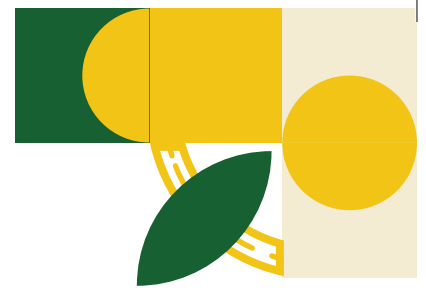


- Develop functional classifications and desired safety performance standards for each road user group at the geographic land-use and road corridor level.
- Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones.
- Specify a technical standard and star rating target for all designs linked to each road user, and the desired safety performance standard at that location.
- Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment (e.g. 30 km/h urban centres; ≤ 80 km/h undivided rural roads; 100 km/h expressways).
- Undertake road safety audits on all sections of new roads (pre-feasibility through to detailed design) and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users.
- Undertake crash-risk mapping (where crash data are reliable) and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate.
- Set a performance target for each road user based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision).

ENSURE SAFE VEHICLES



- Require high-quality harmonised safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:
 - Standards on front and side impact to ensure that occupants are protected in a front and side-impact crash.
 - Safety belts and safety belt anchorage for all seats to ensure that safety belts are fitted in vehicles when they are manufactured and assembled.
 - ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse.
 - Electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering.
 - Advanced emergency braking to reduce collisions.
 - Pedestrian protection standards to reduce the severity of impact with a motor vehicle.
 - Motorcycle helmets certified according to international harmonised standards.
 - Anti-lock braking system and daytime running lights for motorcycles.
 - Intelligent speed assistance systems to help drivers keep to speed limits.
 - eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.
- Ensure that high-quality, harmonised safety standards are kept throughout the full lifecycle of the vehicle. This can be done, for example, through:
 - Mandatory certification and registration systems for new and used vehicles based on established safety.
 - Requirements and combined with routine inspections.



- Regulations for the export and import of used vehicles that are accompanied by inspections at entry.
- Exit points, mandatory periodic technical inspection of vehicles; and building demand for safer vehicles by encouraging independent new car assessment programmes.

ENSURE SAFE ROAD USERS



- Enact and enforce road safety legislation:
 - Set maximum speed limits considering the type and function of roads.
 - Establish Blood Alcohol Concentration (BAC) limits to prevent impaired driving (drunk- and drug driving) with specific provisions for novice and professional drivers.
 - Mandate the use of protective equipment (safety belts, child restraints and helmets).
 - Restrict the use of handheld electronic devices while driving.
 - Establish a dedicated enforcement agency, provide training, and ensure adequate equipment for enforcement activities.
- Establish traffic rules and licensing requirements:
 - Set out and regularly update traffic rules and codes of conduct for road users.
 - Provide information and education on traffic rules.
 - Set minimum age and vision requirements for drivers.
 - Implement competency-based testing for driver licensing and adoption of graduated driver licensing for novice drivers.
 - Set limits for maximum driving time and minimum rest periods for professional drivers.
 - Make liability insurance mandatory for operators of motorised vehicles.
- Ensure road infrastructure takes account of the needs of all road users and is designed to facilitate safe behaviours, including:
 - Clear road signage and road markings that are intuitive.
 - Use of roundabouts and traffic calming designs such as speed humps.
 - Physical separation of road users including use of protected bicycle lanes and pedestrian-only zones.
- Make use of vehicle safety features and technologies to support safe behaviours, including:
 - Automatic safety belts and seat-belt alerts.
 - Intelligent speed assistance.
 - Technologies to disable texting and or other forms of distraction while driving.

IMPROVE POST-CRASH RESPONSE



- Provide a system to activate post-crash response:
 - Unique emergency telephone number with national coverage.
 - Coordination mechanism for dispatching response (fire brigade, police, ambulance).
- Build response capacity among lay responders (non-medical professionals):
 - Provide basic (EMS) training for lay providers such as taxi and public transport providers, police, fire brigade, etc.
 - Enact Good Samaritan Laws to ensure protection for lay responders.
- Strengthen professional medical care:
 - Establish trauma registries in healthcare facilities to gather information on the cause of injury and clinical interventions.
 - Build capacity of pre-hospital, hospital and rehabilitation care/services, and establish a basic package of emergency care services for each level of the health system.
 - Ensure 24-hour access – regardless of ability to pay – to operative and critical care services that are staffed and equipped.
 - Provide recovery and rehabilitation services to prevent permanent disability.
- Establish requirements for multidisciplinary, post-crash investigation:
 - Mandate investigations for crashes resulting in serious and fatal injuries to inform prevention strategies and apply an effective judicial response for victims and their families.
 - Establish coordination mechanisms for post-crash investigation and sharing of data by relevant sectors.
 - Establish appropriate financing mechanisms such as road-user insurance schemes (e.g. mandatory third-party liability).
- Provide social, judicial and, where appropriate, financial support to bereaved families and survivors.

2.1.3 Safe System Implementation - International Best Practice and Learning

A scoping exercise was conducted to source international experience and good practice on the Safe System Approach. This includes lessons learned by the OECD countries, Sweden, the Netherlands, the United Kingdom, Australia/New Zealand, and South American cities. The main lessons learned, are summarised hereunder.

THERE IS NO SINGLE PATHWAY FOR THE ADOPTION, ESTABLISHMENT AND IMPLEMENTATION OF A SAFE SYSTEM

Moving to a Safe System is a learning-by-doing process best described as a journey that presents opportunities, hazards and challenges along the way. The experiences of the pioneering countries show that each follows its own journey, shaped by the cultural, temporal and local context.

DEVELOP INTEGRATED STRATEGIES AND PROGRAMMES

Implementing and extending a Safe System Approach involves developing appropriate strategies and programmes linked to reducing fatalities and severe injuries. Such programmes need to cover different risk factors and call for a systematic approach linking various interventions.

BASE STRATEGIES AND INTERVENTIONS ON EVIDENCE AND DATA

It must be sound and backed by decision-makers.

CONSIDER A RANGE OF SUPPORTING ACTIONS

Cooperation between partners can open up new opportunities for Safe System implementation.

PROVIDE ADEQUATE FUNDING

Adequate funding is essential for the successful implementation of road safety plans.

USE KNOWLEDGE AND DATA

Proactive and evidence-based safety programmes will be acknowledged by decision-makers and accepted by the public.

CREATE A CLIMATE FOR POLITICAL CHANGE

High-level political will and commitment on the part of the government will facilitate substantive road safety improvements. Similarly, private sector organisations require strong buy-in at the highest corporate level.

ADOPT AN INCREMENTAL APPROACH AND USE THE BEST TOOLS AVAILABLE

A mature Safe System does not occur immediately. Individual projects and programmes should increase the overall safety of the system incrementally.

INVEST IN MONITORING, PERFORMANCE TRACKING AND EVALUATION

Strategic goals and quantified targets require adequate evidence. Road authorities should also use appropriate safety performance indicators (SPIs).

SUPPORT THE PEOPLE WORKING TOWARDS SAFE SYSTEM IMPLEMENTATION

They come with different skills and from various backgrounds. Social scientists, administrators, civil engineers, modellers, data analysts and legal professionals all have roles to play.

MAINTAIN COMMITMENT AND COOPERATION

All partners (including policymakers, police, road authorities, engineers, teachers and the private sector) must maintain regular contact. Each partner must also identify opportunities for their area of responsibility to contribute to Safe System outcomes.

COORDINATE ACTIVITIES BETWEEN PARTNERS

The involvement of multiple partners is central to the Safe System Approach. These actors' vision, skills and commitment are critical factors for success.

COORDINATE AND CO-OPERATE WHEN NECESSARY

When all partners understand the causes of crashes and how they lead to serious injuries or death, it becomes possible to strengthen all pillars for road safety.

SUPPORT TRAINING AND SKILLS DEVELOPMENT

Safety professionals will need to grow and acquire knowledge to successfully implement the Safe System Approach in order for it to be accepted as standard procedure.

PROVIDE ACCESS TO INFORMATION AND DATA

Access to transparent and open data is a shared responsibility. It presents a variety of benefits and opportunities capable of increasing organisational efficiency.

SYSTEMATICALLY SUPPORT SAFE ROAD-USER BEHAVIOUR

Safety programmes are the starting point for supporting safe road-user behaviour in the traffic system. These programmes usually consist of integrated bundles of interventions addressing all road safety pillars.

USE TOOLS AND ACTIONS TO SUPPORT SAFE ROAD-USER BEHAVIOUR

Examples include road safety audits, star ratings for schools (SR4S), or Safe System assessments. These tools can assist in identifying risks, selecting interventions and prioritising activities.

COMBINE ROAD, VEHICLE AND SPEED INTERVENTIONS

The Safe System approach to road safety recognises that humans only have a limited tolerance to crash forces before permanent health losses are likely to occur. The focus is on preventing crashes that are likely to result in fatalities or serious injuries, rather than all crashes. In designing a road system capable of systematically reducing and eliminating the risks resulting in a fatality or serious injury, the starting consideration is energy management based on the known human tolerance to crash forces.

2.2 South African National Road Safety Approach

A number of national actions led to a more focused approach towards the country's road trauma prevention and the promotion of the Safe System Approach as the lead strategy to reduce road casualties. These are:



2.2.1 National Road Safety Strategy (NRSS)

The Road Traffic Management Corporation (RTMC) is the custodian of the National Road Safety Strategy 2016-2030 (NRSS) and is responsible for the development thereof. A strategic framework was developed with a vision and mission with goals and targets (reducing road fatalities by 50% from 2010 to 2030). A prioritisation and strategy plan was developed and under strategic themes (according to the 5 interventions of the DoA) an 83-point action plan was developed with a short, medium to long-term implementation plan.

Guided by a challenge analysis, themed interventions have been identified to define the new direction for road safety. Proposed interventions were informed by best practice insights and a fundamental adherence to the principles outlined with the aim of addressing the challenges and strategic themes identified. By addressing challenges in this way, this strategy aims to meet the strategic targets, vision and strategic goals. An important aspect of any strategy is the ability to monitor progress, and this will be done through performance indicators identified per objective.

Effective execution requires having a clear focus and thoughtful sequencing of interventions. This is necessitated by the resource-constrained context in which road safety is promoted in the country. As a developing economy, South Africa's fiscal and human resources are limited. There is also a great need for existing resources to be directed toward activities that directly facilitate economic growth and development e.g. funding industrialisation. Improving the safety of South African roads is therefore a task of achieving much with very little.

A prioritisation matrix assists in determining the relative importance and supports the planning of the interventions. Themed interventions are comparatively assessed based on ease of implementation as well as the expected impact on the set targets.

2.2.1.1 Monitoring and Evaluation

It was proposed that the implementation of the Road Safety Strategy be tracked, progress monitored and evaluated to ensure delivery of the strategy in accordance with planned timeframes. The implementation components should be captured in the annual business plans of all departmental or agency units and monitored and evaluated in accordance with performance contracts. Annual reports on the progress of the strategy need to be published, within six months of year-end. Any required adjustments or revisions to

the road safety strategy must come into effect within a period as specified by the National Road Safety Coordinating Committee (NRSCC) to ensure that deviations do not compromise the strategic objectives and targets.

2.2.1.2 Risk and Mitigation

The NRSS identifies possible risks to implementing the road safety strategy as well as mitigation measures. This appears to be a useful exercise to tailor a road safety strategy to local conditions and address potential risks that can interfere with the successful implementation thereof. One such risk, namely legislation and institutional reform that needs to be implemented, would apply to the Limpopo strategy development.

The RTMC remains the custodian of the NRSS and is responsible for reporting on crash statistics and progress made on the NRSS, by updating the progress on the Implementation plan.

The feedback received from the RTMC thus far is that there is a lack of a funding model in the NRSS. And clearer goals and targets for each intervention are required, in order to monitor and evaluate the progress made on the 83 interventions proposed.



2.3 Limpopo Province Road Safety Approach

Road safety in the Limpopo Province is contextualised from the national transport policies, legislation, regulations and strategies which specify the national road safety strategic goals and objectives, interventions and set out law and rules to implement and enforce road safety in the country.

In the province, the Limpopo Department of Transport and Community Safety (LDTCS) is responsible for ensuring the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

2.3.1 Implementation of National Road Safety Policies and Strategy in the Province

2.3.1.1 Limpopo Province Adoption of the NRSS (2016-2030)

According to the LDTCS Annual Performance Plan (2023-2024), the province has ensured the promotion and implementation of the six Interventions of the National Road Safety Strategy as follows:



2.3.1.2 Status Quo of Road Safety in the Province

Limpopo is a rural province known as the “Fruit Basket of Africa,” with agriculture and mining as key economic drivers. It serves as the gateway to Africa, connecting South Africa to other African markets and ports. Despite these advantages, transportation within the province faces significant challenges. Walking remains the largest mode of transport, and large numbers of trucks are on the roads due to mining activities. These factors contribute to road safety concerns and infrastructure strain.

WHY DO WE NEED ACTION?

ROAD INCIDENTS

Limpopo contributes approximately **13% of road incidents in South Africa.**



The proportion of fatal incidents increased from **42% to 51% between 2018 and 2022.**



Leading causes of fatal incidents include:

- Pedestrian-related accidents at 35%.**
- Drivers losing control at 21%.**

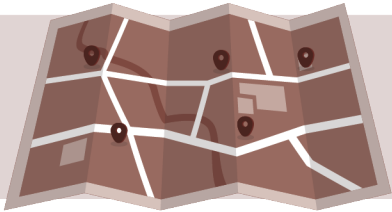


Most fatal incidents occur between **18:00 and 21:00.**


64% of these are over the weekends.

FATALITY HOTSPOTS

Mopani District: Greater Tzaneen = **41% of district fatalities.**



Capricorn District: Polokwane = **63% of district fatalities.**



INFRASTRUCTURE CHALLENGES

67% of Limpopo’s road network consists of unpaved provincial roads.

Poor road conditions disrupt daily life, increasing travel times, school absences, and limiting access to jobs and markets.

The current **maintenance backlog** would take over a century to clear at existing funding levels.

Mining and agriculture activities contribute to heavy vehicle traffic, with high crash rates involving Heavy Goods Vehicles (HGVs).

VULNERABLE ROAD USERS

Pedestrians represent over **54%** of Limpopo’s road users, with a high fatality rate due to poor infrastructure and lack of pedestrian safety features.



Non-Motorised Transport (NMT) are common in rural areas, but users face significant risks due to poor road design and driver behaviour.

LAW ENFORCEMENT AND ROAD SAFETY PROGRAMMES

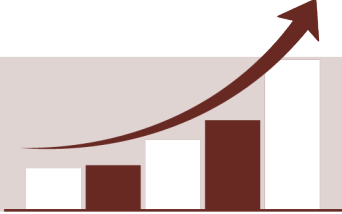
Inconsistent enforcement and corruption reduce the effectiveness of traffic laws, contributing to risky driving behaviours.



Education for all road users, including professional drivers, is crucial for reducing incidents.

ECONOMIC IMPACT

Road incidents result in significant economic costs, including **loss of productivity, vehicle repair costs, and strain on healthcare systems.**



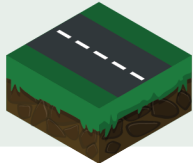


2.3.2 Summary of Lessons Learned from Limpopo Road Safety Strategies, Plans and Programmes

The main lessons learned, are summarised hereunder.

INTEGRATE LAND USE AND TRANSPORT PLANNING

Inadequate integration of land use and transport planning can exacerbate road safety challenges, highlighting the need for coordinated planning efforts to ensure safe and efficient transportation systems.



ADDRESS OVERLOADING OF HEAVY VEHICLES

Overloading of heavy vehicles poses significant road safety hazards and contributes to pavement damage. Efforts to address this issue should include strict enforcement measures and infrastructure improvements.

STRENGTHENING RELATIONSHIPS

Establishing and maintaining strong relationships with stakeholders such as law enforcement agencies, transport management bodies, and government departments is crucial for effective road safety management.

COMBATTING CORRUPTION

Addressing issues of fraud and corruption within the transportation sector is essential for maintaining integrity and ensuring the effectiveness of road safety initiatives.

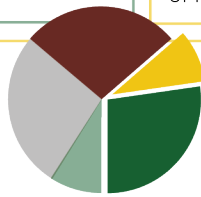


ENSURE WELL-MAINTAINED ROADS

Factors such as poor visibility, potholes, inadequate fencing, and insufficient road markings contribute to unsafe road conditions. Regular maintenance and improvements are necessary to enhance road safety.

IMPROVED CRASH DATA REPORTING

Accurate and timely reporting of crash data is necessary for identifying high-risk areas and implementing targeted interventions to improve road safety. The focus must specifically be on Fatal and Serious Injury crashes (FSIs), and not all crashes.



ENHANCED TRAFFIC LAW ENFORCEMENT

Increasing traffic law enforcement efforts, around vehicle roadworthiness and adherence to safety standards; as well as focusing on drinking and driving, speeding, and the use of seat belts, child restraints and motorcycle helmets are critical for reducing road crashes and fatalities. Implementing round-the-clock traffic law enforcement on critical routes can help deter reckless driving behaviour and ensure safer road conditions.

ALIGN INITIATIVES WITH NATIONAL DEVELOPMENT PRIORITIES

Road safety programmes should align with national development priorities, such as educating learners about road safety from a young age, to contribute to broader developmental goals and address societal challenges.



LEVERAGE PUBLIC WORKS PROGRAMMES

Initiatives like the Expanded Public Works Programme (EPWP) can be leveraged to extend traffic services to remote areas and engage youth in road safety initiatives, thereby increasing the reach and impact of road safety programmes.



LAW ENFORCEMENT CAPACITY BUILDING

Investing in training and capacity building for traffic law enforcement officers, as well as implementing quality assurance measures, improves the effectiveness of law enforcement efforts and enhances road safety outcomes.

CONDUCT ROAD SAFETY CAMPAIGNS

Public awareness campaigns are essential for promoting road safety behaviours and educating road users about risks and regulations. Effective communication strategies can help change behaviours and reduce accident rates. It is important to note that road safety campaigns will only be effective when they are well-designed and directly support enhanced key behavioural risk factors. Furthermore, road safety campaigns must be backed up by proper law enforcement because if not, such campaigns can be a wasted effort.



FACILITATE EFFECTIVE INCIDENT MANAGEMENT SYSTEMS

Implementing robust incident management systems, such as the RIMS, is essential for ensuring a coordinated and effective response to road accidents. Collaboration between stakeholders is key to addressing challenges and improving effectiveness. Investing in Automated Traffic Controls such as ITS, can improve traffic flows and enhance road safety by reducing congestion and minimising human error.

IMPLEMENT ROAD USER BEHAVIOURAL OUTCOME SURVEYS

Put in place routine standardised surveys to objectively measure drunk drive rates during high alcohol hours, mean free travel speeds and seat belt, child restraint and motorcycle helmet wearing rates to allow system improvements in key road user behaviours to be measured over time.



STAKEHOLDER ENGAGEMENT IN THE LIMPOPO PROVINCE



3. STAKEHOLDER ENGAGEMENT IN THE LIMPOPO PROVINCE

The development of the Limpopo Road Safety Strategy (LRSS) was supported by extensive stakeholder engagement to ensure the strategy reflects the needs of all road users and incorporates local insights for long-term effectiveness. Stakeholders across government, local communities, businesses, and diverse road user groups contributed to a strategy that is not only sustainable but also tailored to address the unique road safety challenges within the province.

The April 9, 2024, workshop in Polokwane marked a critical engagement point, allowing stakeholders to discuss global and national road safety initiatives, such as the UN Decade of Action for Road Safety and the National Road Safety Strategy (NRSS). Using a human-centered approach, stakeholders examined the needs of end-users, set short- and long-term safety aspirations, and identified targeted interventions to improve road safety across Limpopo. A synthesis of common themes, repeated challenges, and proposed interventions emerged from this engagement.

3.1 Common Themes Identified

Through the engagement process, several common themes and priorities were identified, each emphasising integrated approaches to improve road safety, from awareness campaigns to infrastructure planning, and enhanced law enforcement. Common themes included:



RAISING AWARENESS

Safe Road User: Awareness campaigns on inclusive safe road use and speed management.

Multimodal Transport and Land-Use Planning: Awareness around planning for diverse road users, including youth, adults, people with disabilities, and various transport modes.



PLANNING, DESIGN, AND FINANCING

Multimodal Transport and Land-Use Planning: Integrated land use and road infrastructure planning at the feasibility stage; addressing land invasions with Traditional Authorities.

Safe Roads and Mobility: Exploring dedicated lanes for specific transport modes, speed calming measures, and separation of fast- and slow-moving traffic to improve road safety.



OPERATIONS

Safe Road User: Capacity building for law enforcement officers and prosecutors, and community involvement in reporting road conditions and incidents.

Multimodal Transport and Land-Use Planning: Utilising data tools (e.g., GIS, RRAMS) for decision-making in planning, construction, operations, and maintenance modes.

Safe Roads and Mobility: Addressing vehicle overloading regionally, maintaining road infrastructure, and ensuring ongoing operation and maintenance.

Post-Crash Response: Implementing mental wellness support for EMS personnel who respond to road incidents.



LAW ENFORCEMENT

Safe Road User: Enhancing training and capacity for law enforcement, reviewing fines for road offenses, and regulating driving hours for truck drivers to improve safety.



DATA COLLECTION

Multimodal Transport and Land-Use Planning: Collecting data on multimodal transport and land use for more informed planning and infrastructure development.

Safe Roads and Mobility: Gathering data on road user behaviour, vehicle movements, and crash patterns to pre-empt incidents and inform speed management and enforcement efforts.

These common themes lay the foundation for achieving the Safe System Aspirations for each Road User, establishing a comprehensive approach that prioritises planning, awareness, enforcement, and operational enhancements.



20 | LIMPOPO ROAD SAFETY STRATEGY

3.2 Safe System Aspirations by Road User

Stakeholders reflected on the needs of the end-users that the strategy is being developed to benefit, considering the different types of users that would exist and travel in the Limpopo safe system. In addition, an ideation process was undertaken to derive aspirations for road safety in the short term (period before 2030) and long term (after 2030).

Table 3-1: Safe System Aspirations per Road User

ROAD USER	SAFE SYSTEM ASPIRATIONS
 CHILDREN AND SCHOLARS (CHILD PEDESTRIANS AND CYCLISTS)	<ul style="list-style-type: none"> • Demarcated space for non-motorised transport (NMT) and clear signage. • Speed management of motorised vehicles. • Speed calming measures on roads. • Respect for pedestrians (e.g., right of way at pedestrian crossings). • Provision of pedestrian bridges and underpasses. • Safe design and town planning considerations (e.g., eliminate the need to cross high-speed roads to access amenities/schools). • Education and awareness (e.g., the importance of visibility, understanding of and adherence to road rules).
 PEDESTRIANS	<ul style="list-style-type: none"> • Education and awareness. • Safe road infrastructure and roadside/public furniture for all modes. • Respect and compliance by all, toward road rules/road system.
 PEOPLE WITH DISABILITIES (PWD) ROAD USERS	<ul style="list-style-type: none"> • Infrastructure to accommodate PWD. • Maintenance of universal access infrastructure. • Municipality to enforce interventions such as modern/intelligent systems (to enable independent road usage).
 CYCLISTS AND ANIMAL-DRAWN CARTS	<ul style="list-style-type: none"> • Dedicated cycle lanes. • Respect and compliance by all toward road rules/road system and various users. • Compliance by cyclists to safe behaviour (e.g., visibility and wearing protective gear). This may be enforceable by law. • Visible law enforcement. • Licenced animal-drawn carts. • Good road condition and maintained roads. • Education and awareness.
 TAXI DRIVERS	<ul style="list-style-type: none"> • Foster mutual understanding between taxi drivers and other road users. • Align taxi driver expectations with broader road use guidelines. • Identify infrastructure improvements to support efficient taxi operations. • Promote realistic expectations for transport efficiency across user groups.
 TRUCK DRIVERS	<ul style="list-style-type: none"> • Establish regulated driving hours to enhance safety and reduce fatigue among long-distance truck drivers. • Implement a collaborative approach with law enforcement, freight companies, and driver unions to address security risks such as hijacking and robbery. • Prioritise road infrastructure improvements and ongoing maintenance to support safer and more efficient freight movement.
 EMERGENCY SERVICES PERSONNEL	<ul style="list-style-type: none"> • Safe, improved road infrastructure and maintenance thereof. • More human, physical and IT resources to attend to incidents. • Increased training of EMS personnel. • Graduate programme may address more human resources and training. • Cooperation amongst stakeholders to support EMS to work efficiently/effectively. • Clear mandate of CPF, private security to be set and understood by all. • Funding.
 LAW ENFORCEMENT OFFICER	<ul style="list-style-type: none"> • Adequate/prioritised human and physical resources. • Increased training for personnel. • Community/public buy-in into LRSS (system rules, road safety rules). • Participation from various stakeholders at all levels in creating a LRSS. • Monitoring, evaluation, and feedback on the LRSS programme of interventions.

Several actions identified by stakeholders for the LRSS were applicable to more than one intervention area, demonstrating that the success of the strategy would require integration and collaboration between the entities driving the implementation of certain actions.

A full report on the stakeholder engagement workshops is provided in the Project Report.

LIMPOPO ROAD SAFETY STRATEGY (LRSS) INTERVENTIONS: **2025-2035**






4. LIMPOPO ROAD SAFETY STRATEGY (LRSS) INTERVENTIONS: 2025-2035

Although Limpopo Province has many road safety challenges similar to those experienced by other provinces, it also has its unique circumstances that require it to develop a province-specific road safety strategy, based on recommended and proven interventions to resolve its road safety challenges.


Limpopo Province, apart from Eastern Cape, Kwa-Zulu Natal and Mpumalanga, is the most rural province in the country and its rural population experiences many road safety challenges. It serves as the gateway to Africa and major transport corridors traverse the communities in the province.

Chapter 4 focuses on the specific road safety context and interventions that are relevant for addressing the road safety challenges and needs in the Limpopo Province; and for developing a customised road safety strategy for the province.


THE TIME SCALE FOR THE IMPLEMENTATION OF INTERVENTIONS AS LISTED IN THE TABLES BELOW FOR EACH SET OF INTERVENTIONS, ARE AS FOLLOWS:



Short term:
1 to 3 years



Medium term:
3 to 5 years



Long-term:
6 to 10 years



4.1 Multimodal Transport and Land-use Planning Interventions

Multimodal transport is defined as the movement of people and goods on roadways, including but not limited to private cars, public transport services (minibus taxi and buses), freight transport, farmworker transport (tractor/trailer/ and trucks), intermediate transport (LDVs and animal drawn transport), cyclists and pedestrians, including those with disabilities.

Land-use planning refers to the way in which the space in urban and rural areas are utilised. There are a number of main categories or types of land use that can be distinguished. In the Limpopo Province context these land-uses include residential, educational, commercial, healthcare (hospitals and clinics), agricultural and forestry, roads and transport facilities (weigh bridges, toll plazas, road convenience stops), recreational, tourism, mining and industrial uses.

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-1 and Table 4-2 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-1 the priority focus areas, also known as quick wins, for Multimodal Transport and Land-Use Planning were selected, for initial intervention. In Table 4-2 follows more interventions that can be implemented afterwards.

TIME FRAME	● Short-Term ● Medium-Term ● Long-Term ○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes ■ Partially ■ No
PRIORITY	◇ Very High ◇ High ◇ Medium ◇ Low

Table 4-1: Intervention 1: Multimodal Transport and Land Use Planning: Quick Win Interventions






INTERVENTION 1: MULTIMODAL TRANSPORT AND LAND-USE PLANNING								
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LCoGHSTA	LDOE	LDTCS	Municipal-ities	RAL	SANRAL	SAPS (CPFs)
 Road Infrastructure for Multi-modal Transport	Improve and manage data collection on roads to inform data-driven decision-making.			● ■ ◆		● ■ ◆	● ■ ◆	
	Separate slow- and fast-moving vehicles on roads.			● ■ ◆		● ■ ◆	● ■ ◆	
	Develop and implement a road improvement and maintenance prioritisation model.			● ■ ◆		● ■ ◆	● ■ ◆	
 Improved Land-use Planning	Conduct feasibility studies on development projects with appropriate level of transport planning and considerations to deliver on the Safe System Approach.	● ■ ◆	● ■ ◆	● ■ ◆				● ■ ◆
	Build capacity at municipalities and departments on integrated spatial and transport planning.	● ■ ◆	● ■ ◆	● ■ ◆				● ■ ◆

Table 4-2: Intervention 1: Multimodal Transport and Land-Use Planning: Key Focus Areas and Interventions

INTERVENTION 1: MULTIMODAL TRANSPORT AND LAND-USE PLANNING								
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LCoGHSTA	LDOE	LDTCS	Municipal-ities	RAL	SANRAL	SAPS (CPFs)
 Protection of Vulnerable Road Users	Begin planning for NMT in suitable contexts for Limpopo Province.	● ■ ◆		● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆	
	Road safety awareness programmes to educate drivers, pedestrians, and cyclists about dangers associated with risky behaviours.	● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆	
	Promote the safety of learners, especially in rural areas and along high-speed roads.	● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆			
	Plan, design, and construct pedestrian bridges in areas with the potential of clash zones (pedestrian, vehicle, and livestock traffic).					● ■ ◆	● ■ ◆	
	Construct (or reconstruct/rehabilitate existing) transport networks to ensure that non-motorised modes of travel are safe.					● ■ ◆	● ■ ◆	
	Investigate the feasibility of dedicated road shoulders for animal-drawn carts (where warranted).					● ■ ◆	● ■ ◆	
 Promoting Public Transport Safety	Develop and enforce speed management regulations for multimodal transport.			● ■ ◆				
	Promote public transport and implement dedicated bus lanes.				● ■ ◆			
	Plan for and implement integrated transport systems.				● ■ ◆			
 Promoting Safe Freight Transport Operations	Provide truck stops for long-distance trucking to reduce fatigue and accident risk.						● ■ ◆	
	Investigate the feasibility of dedicated lanes for heavy vehicles on inclines.					● ■ ◆	● ■ ◆	

INTERVENTION 1: MULTIMODAL TRANSPORT AND LAND-USE PLANNING

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LCoGHSTA	LDOE	LDTCS	Municipal-ities	RAL	SANRAL	SAPS (CPFs)
 <p>Road Infrastructure for Multi-modal Transport</p>	Public participation in new or upgrading infrastructure to promote compliance.				● ■ ◇	● ■ ◇		
	Strengthen funding mechanisms to improve road infrastructure (e.g. BFI, MIG).				● ■ ◇	● ■ ◇		
	Strengthen connectivity of transport nodes – Integration.				● ■ ◇	● ■ ◇		
	Use and keep RAMS updated for periodic maintenance.				● ■ ◇	● ■ ◇		
	Improve and manage data collection on roads to inform data-driven decision-making.				● ■ ◇	● ■ ◇		
	Separate slow- and fast-moving vehicles on roads.				● ■ ◇			
	Develop and implement a road improvement and maintenance prioritisation model.				● ■ ◇			
 <p>Improved Land-use Planning</p>	Ensure that settlements are not expanding into road reserves and buffer zones.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Adopt GIS to monitor land use planning and integrated transport systems.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Limit the expansion of urban land use to one side of transport corridors.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Traffic impact studies to be considered for new developments and areas where development and traffic patterns have changed.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Address land invasion (may involve CPFs).	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Implement policies that promote compact urban design (Transit Orientated Development - TOD).	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Plan for new schools built to be away from high-traffic areas.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Improved co-ordination between road infrastructure and spatial planning.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	LCoGHSTA and municipalities need capacitation about the Safe System Approach. Need to improve the link between town planning (land use) and road safety.	● ■ ◇	● ■ ◇	● ■ ◇				● ■ ◇
	Implement policies that lower speeds, and prioritize the needs of pedestrians, cyclists, and public transport users in problematic land use areas.			● ■ ◇				
	Conduct feasibility studies on development projects with appropriate level of transport planning and considerations to deliver on the Safe System Approach.			● ■ ◇				
Improved co-ordination between road infrastructure and spatial planning.			● ■ ◇					

TIME FRAME
 ● Short-Term ● Medium-Term ● Long-Term ● Short to Long

PART OF EXISTING PROGRAMME/ACTIONS
 ■ Yes ■ Partially ■ No

PRIORITY
 ◇ Very High ◇ High ◇ Medium ◇ Low





4.2 Safe Roads and Mobility Interventions

Safe Roads are defined as the movement of people and goods on roadways, including but not limited to private cars, public transport services (minibus taxi and buses), freight transport, cyclists and pedestrians, including those with disabilities.

Road Infrastructure refers to the road infrastructure network in the province, e.g. transport corridors (N routes), provincial distributor roads, regional and local access roads (district roads) etc.

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-3 and Table 4-4 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-3 the priority focus areas, also known as quick wins, for Safe Roads and Mobility were selected, for initial intervention. In Table 4-4 follows more interventions that can be implemented afterwards.

QUICK WINS

Table 4-3: Intervention 2: Safe Roads and Mobility: Quick Win Interventions








INTERVENTION 2: SAFER ROADS AND MOBILITY						
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency				
		LCoGHSTA	LDTCS	Municipal-ities	RAL	SANRAL
 Identify and Address High Road Safety Risk and Hazardous Locations	Develop Road Safety Assessment Capacity within Road Authorities.			● ■ ◆	● ■ ◆	● ■ ◆
	Implementation of Road Safety Assessment Programme (and focus on different transport modes and road users).			● ■ ◆	● ■ ◆	● ■ ◆
	Prioritise the implementation of the top 10 countermeasures as identified in the iRAP star rating process.			● ■ ◆	● ■ ◆	● ■ ◆
 Provide a Self-explaining and Forgiving Road Environment for All Road Users		● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆

Table 4-4: Intervention 2: Safe Roads and Mobility: Key Focus Areas and Interventions

INTERVENTION 2: SAFER ROADS AND MOBILITY						
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency				
		LCoGHSTA	LDTCS	Municipal-ities	RAL	SANRAL
 Planning and Design	Investigate measures/technology for and designs for low-to-no maintenance designs for road infrastructure.			● ■ ◆	● ■ ◆	● ■ ◆
	Ensure roads are designed for appropriate speeds.			● ■ ◆	● ■ ◆	● ■ ◆
	Implement speed calming measures on roads without traffic lights.			● ■ ◆	● ■ ◆	● ■ ◆
	Formalise or implement formalised public transport facilities such as taxi ranks and stops along roads.			● ■ ◆	● ■ ◆	● ■ ◆
	Implement solar or loadshedding-proof streetlights.			● ■ ◆	● ■ ◆	● ■ ◆
	Develop functional classifications and desired safety performance standards for each road user group at the geographic land-use and road corridor level.			● ■ ◆	● ■ ◆	● ■ ◆
	Review and update legislation and local design standards that consider road function and the needs of all road users, and for specific zones.			● ■ ◆	● ■ ◆	● ■ ◆
	Plan, design, and construct pedestrian bridges and underpasses, especially in areas close with mixed traffic and potential for clash zones (e.g. pedestrian, vehicle, and livestock traffic).			● ■ ◆	● ■ ◆	● ■ ◆
	Investigate feasibility of dedicated lanes or transit areas for animal-drawn carts.			● ■ ◆	● ■ ◆	● ■ ◆

INTERVENTION 2: SAFER ROADS AND MOBILITY

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency				
		LCoGHSTA	LDTCS	Municipal-ities	RAL	SANRAL
 <p>Operations</p>	Implement and monitor ongoing road maintenance.			● ■ ◆	● ■ ◆	● ■ ◆
	Ensure safety measures are implemented during road construction projects.			● ■ ◆	● ■ ◆	● ■ ◆
	Planning, design, and financing.			● ■ ◆	● ■ ◆	● ■ ◆
	Construct and maintain designated sidewalks/cycle lanes for pedestrians, cyclists and people with disabilities.			● ■ ◆	● ■ ◆	● ■ ◆
	Implement clear and visible signage road markings for NMT.			● ■ ◆	● ■ ◆	● ■ ◆
	Implement solar or loadshedding-proof traffic lights.			● ■ ◆	● ■ ◆	● ■ ◆
	Construct/implement rumble strips as speed reduction measures.			● ■ ◆	● ■ ◆	● ■ ◆
 <p>Identify and Address High Road Safety Risk and Hazardous Locations</p>	Implementation of Hazardous Location Programme.		● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆
	Undertake crash-risk mapping (where crash data are reliable) and proactive safety assessments and inspections on the target network with a focus on relevant road user needs as appropriate.		● ■ ◆	● ■ ◆	● ■ ◆	● ■ ◆
 <p>Provide a Self-explaining and Forgiving Road Environment for All Road Users</p>	Employ adequately experienced and qualified staff to support upskilling and training of staff.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
	Ensure application of road signage and road markings standards are effectively applied.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
	Set a performance target for each road user based on the inspection results with clear measurable metrics at the road-attribute level (e.g. sidewalk provision).	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
	Specify a technical standard and star rating target for all designs linked to each road user, and the desired safety performance standard at that location.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
	Implement infrastructure treatments that ensure logical and intuitive compliance with the desired speed environment (e.g. 30 km/h urban centres; ≤ 80 km/h undivided rural roads; 100 km/h expressways).	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
 <p>Implement Road Safety Audit (RSA) Programme on New and Upgraded Road Infrastructure Projects</p>	Develop Road Safety Auditor Capacity.			● ● ■ ◆	● ● ■ ◆	● ● ■ ◆
	Implement RSA Programmes (Undertake road safety audits on all sections of new roads (pre-feasibility through to detailed design) and complete assessments using independent and accredited experts to ensure a minimum standard of three stars or better for all road users).			● ● ■ ◆	● ● ■ ◆	● ● ■ ◆

TIME FRAME	● Short-Term ● Medium-Term ● Long-Term ○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes ■ Partially ■ No
PRIORITY	◆ Very High ◆ High ◆ Medium ◆ Low





4.3 Safe Vehicles Interventions

To contextualise what vehicle safety interventions must be introduced through the LRSS, the travel modes operating in and across Limpopo Province need to be analysed. The 2022 National Household Travel Survey (NHTS) summarises the travel population in Limpopo as follows: about 55% walk, while about 25% use minibus taxi (MBT). Private car trips are low, constituting 15% of the travel population and the rest of the trips are made by bus (4%) or other modes (1%). In rural communities, apart from walking and cycling, intermediate modes of transport (IMT) include animal drawn transport, transport of passengers in LDV's or on the back of trucks. Furthermore, various freight and public transport operations are crossing the province enroute to other parts of South Africa, including exports through harbours.

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-5 and Table 4-6 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-5 the priority focus areas, also known as quick wins, for Safe Vehicles were selected, for initial intervention. In Table 4-6 follows more interventions that can be implemented afterwards.

QUICK WINS




Table 4-5: Intervention 3: Safe Vehicles in Limpopo Province: Quick Win Interventions

INTERVENTION 3: SAFE VEHICLES IN LIMPOPO PROVINCE								
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		C-BRTA	LDARD	LDOE	LDTCS	Municipal traffic	RTMC (NTP)	SAPS (CPFs)
Raising Awareness	Raise awareness of safety features of vehicles among all drivers as part of a Safety Culture. (safety check before departure – lights, tyres, windscreen wipers).							

Table 4-6: Intervention 3: Safe Vehicles in Limpopo Province: Key Focus Areas and Interventions



INTERVENTION 3: SAFE VEHICLES IN LIMPOPO PROVINCE								
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		C-BRTA	LDARD	LDOE	LDTCS	Municipal traffic	RTMC (NTP)	SAPS (CPFs)
Raising Awareness	Embedding the Safety Culture concept among all road users, also among public transport and freight operators in agriculture, mining and business.							
	Increase awareness among minibus taxi drivers of road safety features of the vehicle.							
	Enhance the visibility of vehicles through a "Lights-On" programme.							
Operations	Improved surveillance of vehicle testing stations to combat corruption and ensure that vehicle testing is robust.							
	Implement measures to eliminate corruption during road safety checks – roadworthiness, and vehicle safety.							
	Operationalise existing vehicle testing stations that may be out of service.							
	Implement periodic roadworthy testing programmes for all vehicles as well as specifying incremental checks for public transport vehicles.							
	Regulate driving hours for long-distance driving.							

INTERVENTION 3: SAFE VEHICLES IN LIMPOPO PROVINCE

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		C-BRTA	LDARD	LDOE	LDTCS	Municipal traffic	RTMC (NTP)	SAPS (CPFs)
 Law Enforcement	Increase traffic enforcement around vehicle roadworthiness because of the ageing vehicle fleet in South Africa and Limpopo.	○■◇			○■◇	○■◇	○■◇	○■◇
	Enforce Regulation 24/7 of the National Road Traffic Regulations with regard to the transport of workers on the back of trucks.	○■◇			○■◇	○■◇	○■◇	○■◇
	Increase enforcement on the roadworthiness of public transport and freight vehicles, as well as those entering the country at border posts in Limpopo Province (C-BRTA Law Enforcement Unit).	○■◇			○■◇	○■◇	○■◇	○■◇
	Implement effective law enforcement on LDVs to ensure that it is only used where there is no provision for other public transport modes.	○■◇			○■◇	○■◇	○■◇	○■◇
	LDV transporting passengers must comply with the South African Bureau of Standards-approved equipment for passenger transportation.	○■◇			○■◇	○■◇	○■◇	○■◇
	Ensure that all farm vehicles that are used to transport farm workers comply with the requirements of the NRTA and Regulations.	○■◇			○■◇	○■◇	○■◇	○■◇
 Public Transport	Ensure that all public transport vehicles entering South Africa are roadworthy as contemplated in the SADC Protocol on Transport, Communications and Meteorology, 1998 (C-BRTA Law Enforcement Unit & Provincial Traffic).	●● ■◇			●● ■◇			
 Freight Transport	Collaborate with other provinces to address vehicle overloading.	●● ■◇			●● ■◇			
	Secure private sector engagement to implement technologies for fleet management to improve road safety (e.g. RTMS fleet management model).	●● ■◇			●● ■◇			
	Promote safe loading practices to prevent cargo loss on roads.	●● ■◇			●● ■◇			
	Developing a protocol for transporting hazardous goods.	●● ■◇			●● ■◇			
	Ensure that all freight vehicles entering South Africa are roadworthy as contemplated in the SADC Protocol on Transport, Communications & Meteorology, 1998 (C-BRTA Law Enforcement Unit & Provincial Traffic).	●● ■◇			●● ■◇			

TIME FRAME	● Short-Term ● Medium-Term ● Long-Term ○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes ■ Partially ■ No
PRIORITY	◇ Very High ◇ High ◇ Medium ◇ Low

INTERVENTION 3: SAFE VEHICLES IN LIMPOPO PROVINCE

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		C-BRTA	LDARD	LDOE	LDTCS	Municipal traffic	RTMC (NTP)	SAPS (CPFs)
 Scholar Transport	Ensure that all LDVs used for the transport of learners are adapted for the conveyance of people in compliance with requirements set down by the MEC in terms of the NLTA.			● ■ ◆	● ■ ◆			
	LDVs used for the transport of passengers must also comply with South African Bureau of Standards compliant equipment adapted for passenger transportation.			● ■ ◆	● ■ ◆			
 Transport of Farm Workers	Develop safety standards for the transport of farm workers in Limpopo Province in collaboration with Agri Limpopo, e.g. railings on trailers, safe practices for truck transport for farm workers, e.g. canopies.		● ● ■ ◆		● ● ■ ◆			
	Involving Agri Limpopo in raising awareness among farmers regarding the safe transport of farm workers.		● ● ■ ◆		● ● ■ ◆			

TIME FRAME
 ● Short-Term ● Medium-Term ● Long-Term ○ Short to Long

PART OF EXISTING PROGRAMME/ACTIONS
 ■ Yes ■ Partially ■ No

PRIORITY
 ◆ Very High ◆ High ◆ Medium ◆ Low





4.4 Safe Road Users Interventions



Exposure and road safety risk are major factors that impacts on safe road user behaviour. **Exposure** is interpreted as exposure to risk. To what extent are certain segments of the population likely to be involved in an accident? The measure of exposure is generally defined as some form of the amount of travel, either by vehicle or on foot. **Road safety risk:** In the field of road safety, the concept of risk is used as a way to quantify the level of road safety relative to the amount of exposure, as opposed to the absolute level of safety as measured by the absolute number of accidents or casualties.

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-7 and Table 4-8 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-7 the priority focus areas, also known as quick wins, for Safe Road Users were selected, for initial intervention. In Table 4-8 follows more interventions that can be implemented afterwards.

Table 4-7: Intervention 4: Safe Road Users in Limpopo Province: Quick Win Interventions

QUICK WINS

INTERVENTION 4: SAFE ROAD USERS IN LIMPOPO PROVINCE



Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LDOE	LDoH	DOJ	LDTCS (Municipalities)	Municipal Traffic	RTMC (NTP)	SAPS
 Raising Awareness	Facilitate awareness campaigns by using social media platforms and other approaches to establish a Safe Road Culture: <ul style="list-style-type: none"> • Safe road user behaviour. • Speeding. • Drinking and driving & walking. • Seat belt and child restraint usage. • Inclement and nighttime driving. • Road crime and safe driving . • Driver distraction (cell phones). • Driver fatigue. • Motorcycle and bicycle helmets. • Adherence to road signs and laws. • Ensuring drivers drive with relevant driver information on them (linked to law enforcement). • Children and young road users to be accompanied as pedestrians. • Avoiding road rage and considering other road users. • Guide people with disabilities on safe road use. 				● ■ ◆			
 Increase the Effectiveness of First Responses	Investigate the feasibility of more accident units within each of the 5 Districts.							● ■ ◆
	Increase the number of trained trauma medical personnel, nurses, paramedics, etc. in collaboration with the Health and Welfare Sector Education and Training Authority (HWSETA).		● ■ ◆					

TIME FRAME	● Short-Term ● Medium-Term ● Long-Term ○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes ■ Partially ■ No
PRIORITY	◆ Very High ◆ High ◆ Medium ◆ Low

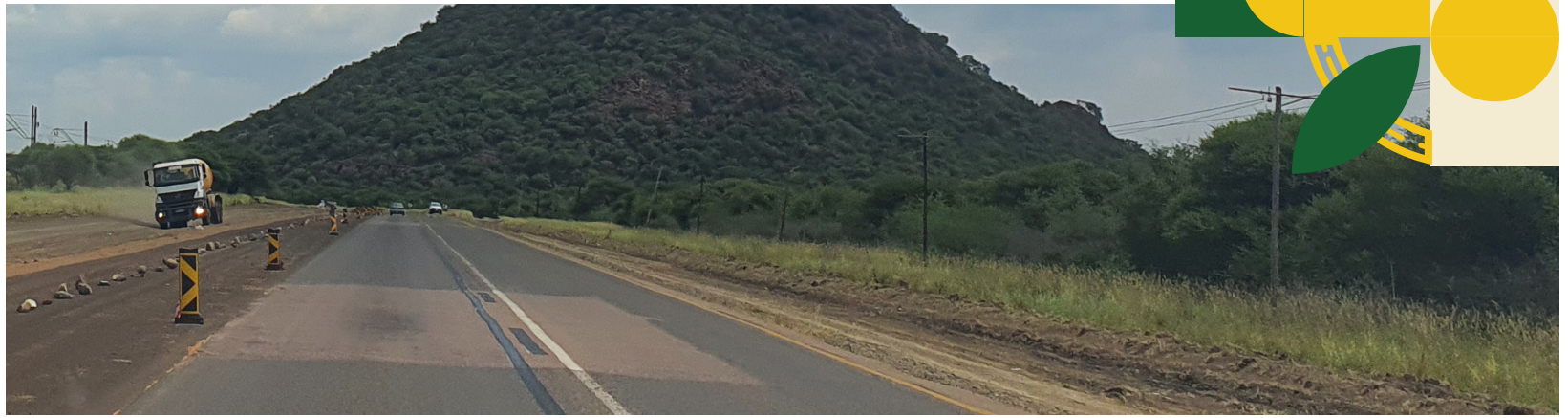
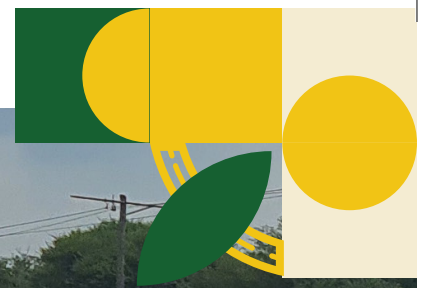





Table 4-8: Intervention 4: Safe Road Users in Limpopo Province: Key Focus Areas and Interventions

INTERVENTION 4: SAFE ROAD USERS IN LIMPOPO PROVINCE								
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LDOE	LDoH	DOJ	LDTCS (Municipalities)	Municipal Traffic	RTMC (NTP)	SAPS
 Raising Awareness	Involve the youth in leading safer road user behaviour (Introduce Road Safety Badge System – at local organisation and community development level e.g. scout clubs, youth clubs, school badges etc.).				○ ■ ◆			
	Develop and roll out public education programmes to protect VRUs such as rural pedestrians.				○ ■ ◆			
	Enhance school-based safety programmes such as Safe Routes to School (SRTS), including community structures (e.g. parents, CPFs), scholar patrol, pedestrian safety and cyclist education.	○ ■ ◆			○ ■ ◆			
	Identify and address high-risk road users for focused interventions (e.g. rural learners and pedestrians).				○ ■ ◆			
	Set and seek compliance with transport, occupational health and safety laws, standards and rules for the safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.				○ ■ ◆			
 Operations	Eliminate corruption, by providing adequate control measures at driver licence testing centres; vehicle testing centres and with abnormal loads.				○ ■ ◆			
	Employ adequate road safety officers at all levels in the province and districts.				○ ■ ◆			
	Encourage community participation in reporting on accidents, road conditions, etc.				○ ■ ◆			

TIME FRAME	● Short-Term ● Medium-Term ● Long-Term ○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes ■ Partially ■ No
PRIORITY	◆ Very High ◆ High ◆ Medium ◆ Low



INTERVENTION 4: SAFE ROAD USERS IN LIMPOPO PROVINCE

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LDOE	LDoH	DOJ	LDTCS (Municipalities)	Municipal Traffic	RTMC (NTP)	SAPS
 Law Enforcement	Declared traffic an essential service to operate 24/7.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Ensure that traffic departments provide a 24/7 service in Limpopo Province.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Deploy enforcement at specific times when there are road safety challenges on the road.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Training of traffic officers- outcome-based training and in-service training necessary.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Investigate the deficiencies in current enforcement practices and systems and rectify systems.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Provide adequate resources and law enforcement equipment in each of the 5 regions.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Monitor and implement law enforcement to prevent vehicle overloading.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Monitor long-distance driving hours and fatigue.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Monitor corruption at borders involving traffic law enforcement.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	eNatis to be upgraded to detect illegal foreign vehicles.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	More cooperation with SAPS and the Department of Justice on law enforcement.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Implement the points demerit systems as contemplated in the AARTO Act.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Investigate and implement law enforcement to keep animals off roads.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Employment of community members as game wardens to patrol roads for animals and fixing of fences.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
	Punish/increase reporting and law enforcement on littering out of cars.				○ ■ ◇	○ ■ ◇	○ ■ ◇	
Consider the introduction of Traffic Courts.			○ ■ ◇					

TIME FRAME
 ● Short-Term ● Medium-Term ● Long-Term ○ Short to Long

PART OF EXISTING PROGRAMME/ACTIONS
 ■ Yes ■ Partially ■ No

PRIORITY
 ◇ Very High ◇ High ◇ Medium ◇ Low





4.5 Post-crash Response Interventions

Post crash response: Post crash response is the systems, people and machinery (mechanical and electronic) that are available to respond to incidents to assist the injured persons and render medical assistance as soon as possible, the access to emergency trauma care.

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-9 and Table 4-10 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-9 the priority focus areas, also known as quick wins, for Post-Crash Response were selected, for initial intervention. In Table 4-10 follows more interventions that can be implemented afterwards.

QUICK WINS






Table 4-9: Intervention 5: Post-Crash Response: Quick Win Interventions

INTERVENTION 5: POST-CRASH RESPONSE		Coordinating Agency						
Key Focus Area	Limpopo Specific Interventions	LDoH	LDTCS	EMS	Municipalities	RAL	SANRAL (RIMS)	SAPS
Increase the Effectiveness of First Responses	Investigate the feasibility of more accident units within each of the 5 Districts.							● ■ ◆
	Increase the number of trained trauma medical personnel, nurses, paramedics, etc. in collaboration with the Health and Welfare Sector Education and Training Authority (HWSETA).	● ■ ◆						
Build Capacity of Emergency Medical Personnel	Focus on and improve the skills and capability of EMS personnel.	● ■ ◆		● ■ ◆				

Table 4-10: Intervention 5: Post-Crash Response: Key Focus Areas and Interventions

INTERVENTION 5: POST-CRASH RESPONSE		Coordinating Agency						
Key Focus Area	Limpopo Specific Interventions	LDoH	LDTCS	EMS	Municipalities	RAL	SANRAL (RIMS)	SAPS
Raising Awareness	Build capacity and raise awareness on bystander management at incidents.		● ● ■ ◆		● ● ■ ◆			
	Create and implement awareness campaigns to mitigate the causes of crashes, and inform the community of the role of EMS and individual responsibilities in crash response.		● ● ■ ◆		● ● ■ ◆			
Operations	Improve response time to incidents.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆		● ● ■ ◆	
	Improve quality of care (which may be implemented with collaboration and integration with other stakeholders, through personnel training, and increased human and physical resources).	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆		● ● ■ ◆	
	Explore and invest in digitisation interventions (application development to attend to incidents and ICT access for personnel).	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆		● ● ■ ◆	
	Implement mental wellness debriefing and support for all first responders.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆		● ● ■ ◆	
	Implement ongoing communication with stakeholders.	● ● ■ ◆		● ● ■ ◆	● ● ■ ◆		● ● ■ ◆	

INTERVENTION 5: POST-CRASH RESPONSE

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency						
		LDoH	LDTCs	EMS	Municipalities	RAL	SANRAL (RIMS)	SAPS
 Data Collection	Record incidents and keep up-to-date, comprehensive records of incidents (to assist with lessons learned and improvements in responses).		● ■ ◆			● ■ ◆	● ■ ◆	
	Analyse causes of crashes to assist in detecting causes and pre-empting crashes (awareness campaigns can be built around this based on data collected).		● ■ ◆			● ■ ◆	● ■ ◆	
 Post-crash Care System	Implement RIMS.		● ■ ◆			● ■ ◆	● ■ ◆	
	Unique emergency telephone number with national coverage.		● ■ ◆			● ■ ◆	● ■ ◆	
	Coordination mechanism for dispatching response (fire brigade, police, ambulance).		● ■ ◆			● ■ ◆	● ■ ◆	
 Build Capacity of Emergency Medical Personnel	Focus on and improve the skills and capability of EMS personnel.	● ■ ◆		● ■ ◆				
 Establish Requirements for Multi-disciplinary, Post-crash Investigation	Improve coordination mechanisms for post-crash investigation and sharing of data by relevant sectors.		● ■ ◆					● ■ ◆
	Improve appropriate financing mechanisms such as road-user insurance schemes (e.g. mandatory third-party liability).		● ■ ◆					● ■ ◆
 Increase the Effectiveness of First Responses	Introduce technology used on crash scenes to obtain precise locations of crashes.							● ■ ◆
	Deployment of ambulances at high-risk locations during peak periods.	● ■ ◆						
	Strengthen interaction with LDoH and the private medical sector in post-crash response (Also HPCSA, medical schools, MRC, etc.).	● ■ ◆						
	Mobilisation of intensive care ambulances for high-risk rural sites.	● ■ ◆						

TIME FRAME	● Short-Term	● Medium-Term	● Long-Term	○ Short to Long
PART OF EXISTING PROGRAMME/ACTIONS	■ Yes	■ Partially	■ No	
PRIORITY	◆ Very High	◆ High	◆ Medium	◆ Low





4.6 Speed Management Interventions

Managing speeds, speeding and inappropriate speeds, are key factors in road safety. This area has been identified as a separate pillar of the Safe System that overarches all other pillars. The most effective way to manage speeding is a well-organised speed-management programme combining road-safety interventions at various levels.

Management of speed is more than management of speeding which is restricted to only addressing those behaviours above the legal speed limit (or in certain jurisdictions defined to also include inappropriate speed for prevailing conditions).

A number of key road safety focus areas and Limpopo Specific Interventions are listed in Table 4-11 and Table 4-12 to form part of the Limpopo Road Safety Strategy. The interventions listed, are based on the engagement with various stakeholders within the province and in other parts of the country. In Table 4-11 the priority focus areas, also known as quick wins, for Speed Management were selected, for initial intervention. In Table 4-12 follows more interventions that can be implemented afterwards.

QUICK WINS



Table 4-11: Intervention 6: Speed Management: Quick Win Interventions

INTERVENTION 6: SPEED MANAGEMENT					
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency			
		LDTCS	Municipalities	RAL	SANRAL
 Planning and Design	Implement speed control measures where main roads traverse communities.				● ■ ◇
	Lower speed limits in special zones (apply signage and speed calming measures).				● ■ ◇
	Implement speed traffic calming measures appropriate for road type.				● ■ ◇
 Law Enforcement	Implement speeding law enforcement at night.	● ● ■ ◇			
	Increase fines for speeding.	● ● ■ ◇			
	Implement mobile courts on roads.	● ■ ◇			

Table 4-12: Intervention 6: Speed Management: Key Focus Areas and Interventions

INTERVENTION 6: SPEED MANAGEMENT					
Key Focus Area	Limpopo Specific Interventions	Coordinating Agency			
		LDTCS	Municipalities	RAL	SANRAL
 Raising Awareness	Drive local awareness campaigns about the danger of speeding (some measures to appeal to youth audiences may make use of social media and influencers).	● ■ ◇			
 Planning and Design	Implement speed zones of 30 km/h at schools.		● ■ ◇	● ■ ◇	
	Implement dedicated lanes for slow-moving vehicles.		● ■ ◇	● ■ ◇	● ■ ◇
	Reduce speed limits/implement speed calming measures on appropriate road types and roads identified as having high incidents of speed-related misdemeanours.		● ■ ◇	● ■ ◇	● ■ ◇
 Operations	Provide ongoing maintenance and calibration of speeding equipment.	● ■ ◇			
	Increase the capacity of traffic/law enforcement officials.	● ■ ◇			
	Use data from reports on speed-over-distance cameras to inform planning and data-driven decision-making.	● ■ ◇			
	Implement a dedicated office to deal with speed-related data analysis.	● ■ ◇			
	Maintain a database of repeat speeding offenders.	● ■ ◇			

INTERVENTION 6: SPEED MANAGEMENT

Key Focus Area	Limpopo Specific Interventions	Coordinating Agency			
		LDTCS	Municipalities	RAL	SANRAL
 Law Enforcement	Implement and train law enforcement and prosecutors specialising in speeding cases (training for better adjudication of cases).	● ■ ◆			
 Road Environment	Align speed limits to the road environment and international best practices.		● ■ ◆	● ■ ◆	● ■ ◆

TIME FRAME
 ● Short-Term ● Medium-Term ● Long-Term ○ Short to Long

PART OF EXISTING PROGRAMME/ACTIONS
 ■ Yes ■ Partially ■ No

PRIORITY
 ◆ Very High ◆ High ◆ Medium ◆ Low



LIMPOPO ROAD SAFETY STRATEGY (LRSS) IMPLEMENTATION PLAN



5. LIMPOPO ROAD SAFETY STRATEGY (LRSS) IMPLEMENTATION PLAN

The Implementation Plan for the LRSS is an important step to ensure that the targeted interventions, as identified through the stakeholder engagement process and international and local best practice, are properly implemented and monitored; and the effectiveness thereof measured.

The general steps in implementing and monitoring the LRSS will include the following:



1. GOVERNANCE STRUCTURE

- A governance structure needs to be established to support and monitor the LRSS implementation process.



2. PLANNING

- Liaise with the departments that will implement the targeted interventions.
- Workshop the implementation of the targeted interventions with all role players. Since there are a wide range of targeted interventions, a more refined list must be prepared in consultation with all stakeholders.



3. MONITORING AND REVIEWING

- Collect and analyse data to evaluate the effectiveness of the strategy and its interventions.
- Establish a robust monitoring system to track progress towards goals.



4. UPDATING THE STRATEGY

- Use key road safety indicators (RSIs) to assess the effectiveness of interventions.
- Conduct periodic reviews to identify areas for improvement and adapt the strategy as needed.
- Collect feedback from stakeholders to regularly review the strategy and suggesting changes, if needed.
- Revising the strategy as goals, strategies, and safety data change.



5. INVOLVING THE PUBLIC

- Engaging the broader society in the implementation of the strategy.

Each of the above step is discussed in more detail below.



5.1 Governance Structure

A LRSS Implementation Steering Committee (ISC) must be established to support and monitor the implementation process. The composition of the ISC must make provision for the following role-players:

Government Departments and Public Entities

- Department of Transport and Community Safety (LDTCS) (Chair).
- Core Departments such as:
 - Office of the Premier (OTP).
 - Limpopo Department of Agriculture and Rural Development (LDARD).
 - Limpopo Department of Education (LDoE).
 - Limpopo Department of Economic Development, Environment & Tourism (LEDET).
 - Limpopo Department of Social Development (LDSD).
 - Limpopo Department of Health (LDoH).
 - Limpopo Co-operative Governance, Human Settlement and Traditional Affairs (LCoGHSTA).
 - Limpopo Department of Provincial Treasury (LDPT).
 - Limpopo Department of Public Works, Roads and Infrastructure (LDPWRI).
- Public entities such as RAL, C-BRTA, RTMC and the RTIA.
- SAPS Provincial Commissioner.

Impact Catalyst

- The Limpopo Road Safety Programme (LRSP), implemented by the Impact Catalyst to steer the implementation of the LRSS from the technical and programme management perspective.
- The Limpopo Road Safety Programme (LRSP), implemented by the Impact Catalyst will have an appointed Project Manager who will coordinate the activities during the implementation support phase.

Corporate Leadership

- The leadership from the business sector, bus and taxi industries, mining, industry and agriculture to ensure non-governmental support (Global Plan).

Academia

- Universities of Limpopo and Venda to provide scientific backup to the monitoring process.

Public

- The public represented by interest groups, including women and youth organisations.

5.2 Implementation Planning Workshop


Liaison with all role players that can play a role in implementing the targeted interventions is important. A planning workshop, coordinated and presented by the Impact Catalyst, need to be conducted to achieve the following objectives:

- Providing the vision, mission and strategic objectives of the LRSS.
- Workshop the targeted interventions with all role players.
- Short list targeted interventions to be implemented in the short, medium- and long-term.
- Decide on the Safety Performance Indicators (SPIs) to be used to monitor the successful implementation of the LRSS.
- Identify risk factors to be managed during the implementation of the LRSS.


5.3 Monitoring and Reviewing


Collecting and analysing road safety data is an important part of the implementation process in order to evaluate the effectiveness of the LRSS strategy and its interventions. Safety Performance Indicators (SPIs) are metrics used to assess the safety performance of a road safety system. SPIs are data-based parameters that help monitor and evaluate safety performance. A list of suggested safety performance indicators (SPIs) to assess the effectiveness of interventions is provided below.


Table 5-1: Safety Performance Indicators (SPIs) to Assess the Effectiveness of Interventions


Intervention	Objective	Suggested Safety Performance Indicators
General – DOA 2021 - 2030	Reduce road fatalities by 5% per annum.	Total number of road fatalities – year on year.
		Number of rural road fatalities – year on year.
		Number of child road fatalities – year on year.
		Total number of serious road injuries – year on year.
 Multimodal Transport and Land-Use Planning	Improve co-ordination between transport and land use planning.	Number of new settlements established away from the major road network.
		Number of public transport routes provided into townships/informal settlements to restrict pick-up on major roads.
		Number of scholar transport schemes provided to schools to reduce the risk of learners walking next to major roads.
	Promotion of walking and cycling.	Kms of walkways completed in urban areas.
		Kms of cycle lanes constructed in urban areas.
		Kms of walkways completed in rural areas.
		Kms of cycle lane constructed in rural areas.
		Number of bicycles distributed to rural learners.
Improved road safety on minibus taxi routes.	Number of layby's provided on approved minibus taxi routes.	




Intervention	Objective	Suggested Safety Performance Indicators
 <p>Safe Roads and Mobility</p>	Improved accident recording system.	Progress with implementation of geo-coding of accidents.
	Improvement of road infrastructure to promote road safety.	Number of hazardous locations improved on major corridors.
		Number of kms repaired- potholes, poor riding surface and general maintenance.
		Number of hazardous locations improved in rural communities (e.g. on district roads, rural schools).
		Number of high mass lighting provided in settlements where road crossing is a challenge.
		Number of new pedestrian crossings (signalised and unsignalised) provided where warranted.
	Km of fences provided to manage stray animals.	
Road Safety Assessment Capacity within Road Authorities.	Number of road authorities/staff trained in road safety assessment (iRAP, road safety audits).	
Number of RSAs and iRAP assessments completed.		

Intervention	Objective	Suggested Safety Performance Indicators
 <p>Safe Vehicles</p>	Roadworthiness checks on roads.	Number of non-roadworthy cars.
		Number of non-roadworthy minibus taxis.
		Number of non-roadworthy buses.
		Number of non-roadworthy trucks.
	Reduce overloading.	Number of overloaded trucks.
		Number of overloaded buses.
		Number of overloaded minibus taxis.
	Eliminate corruption at Vehicle Testing Stations.	Number of corruption cases at VTSS recorded.
	LDV transport.	Number of LDVs not complying with Section 302 of the NTRA detected and modified.
	New technologies to monitor vehicle safety.	<p>Speed alert alarm systems: Alert the driver when the vehicle exceeds a pre-set speed.</p> <p>Intelligent Speed Assist: Determines the speed limit of the vehicle's location and alerts the driver if they are over that limit.</p> <p>Top speed limiters: Stop a vehicle from traveling above a set speed for an extended time.</p>

Intervention	Objective	Suggested Safety Performance Indicator
 <p>Safe Road Users</p>	Raising road safety awareness.	Number of community road safety committees established. Number of road safety officers appointed. Number of awareness campaigns using social media messages.
	Protection of vulnerable road users.	Number of Safe Routes for School implemented.
		Number of child pedestrian fatalities (17 years and younger) – urban and rural.
		Number of adult pedestrian fatalities (18 years and older) – urban and rural.
	Improve Road User Behaviour through Education and Training.	Number of new scholar patrols implemented.
		Number of minibus taxi drivers completing defensive and advanced driver training course. Number of truck drivers completing advanced truck driver course.
	Corruption with drivers' licences.	Number of corruption cases recorded. Number of tablets rolled out in each district. Number of officials trained in anti-corruption practice.
	Law Enforcement and Adjudication.	24/7 law enforcement by district (from duty rosters).
		Number of law enforcement deployments at specific times when there are road safety challenges on the road network.
		Number of traffic officers appointed and trained every year.
		Number of traffic officers available per road section (currently 1 officer per 80 km, ideal 1 officer per 40 km).
		Supply of appropriate law enforcement equipment by district.
		Number of officers subjected to in-service training or refresher courses.
		New advanced technology employed to do law enforcement (WCape).
		Number of serious traffic offences recorded: <ul style="list-style-type: none"> Exceeding speed limit- urban and rural (posted and SOD). Dangerous overtaking. Intoxicated drivers. Intoxicated pedestrians. Not wearing seatbelts (front). Not wearing seatbelts (back).
		Number of repeat offenders per annum.
		Number of court cases concluded. Number of AARTO demerit point cases recorded (when implemented).

Intervention	Objective	Suggested Safety Performance Indicator
 <p>Post-Crash Response</p>	Improve the quality of EMS capability.	Number of EMS personnel trained in basic EMS skills.
		Number of EMS personnel trained in advanced EMS skills (e.g. Critical Care Paramedic).
		Monitor response times in rural areas.
		Number of public trained in First Aid skills.

Intervention	Objective	Suggested Safety Performance Indicator
 <p>Speed Management</p>	Reduce the operating speed on national and provincial roads.	Number of SoD contraventions recorded.
		Number of tickets issued for speeding.
	Traffic calming measures.	Number of roundabouts implemented on mobility roads.
		Number of traffic calming projects (speed tables, speed humps, mini circles) provided on access roads.



5.4 Updating the Strategy

Some challenges that can be experienced during the implementation of the LRSS are the lack of resources or commitment of the various implementing stakeholders, the general lack of acceptance of the LRSS interventions by communities, and other risk factors to be identified by the Implementation Steering Committee. To update components of the LRSS that isn't working, the Implementation Steering Committee regularly need to monitor accepted safety performance indicators (SPIs), identify areas where the strategy is falling short, analyse the root causes, gather feedback from stakeholders, and then make targeted adjustments to the goals, tactics, or even the overall strategic direction; this often involves re-evaluating the assumptions, considering road safety trends, and being open to pivoting, if necessary.



5.5 Involving the Public

Finally, in order for the LRSS to be successful in reducing road fatalities and serious road injuries, the public must be persuaded to change their attitudes and road safety behaviours. In order to convince the public to be safe road users, a comprehensive approach is needed, including targeted social media and education campaigns, strong enforcement of traffic laws, infrastructure improvements, and promoting a cultural shift towards responsible driving behaviour and a Road Safety Culture, emphasising the potential consequences of unsafe actions, utilising relatable messaging, and engaging various demographics and regions through diverse communication channels.



