

THE CASE FOR INTEGRATING THE IDP WITH THE NRSS ENHANCING ROAD SAFETY THROUGH STRATEGIC PLANNING IN SOUTH AFRICA

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ABSTRACT

This paper explores the integration of South Africa's Integrated Development Plan (IDP) with the National Road Safety Strategy (NRSS) to enhance road safety outcomes. South Africa faces a significant road safety crisis, with high rates of fatalities attributed to poor infrastructure, risky driving behaviours, and inadequate enforcement of traffic laws. The study emphasizes the importance of strategic planning, infrastructure improvements, community engagement, and the alignment of municipal and national safety goals. The methodology includes a comprehensive document review focusing on ten critical aspects such as legislation and policy alignment, infrastructure planning, capacity building, technology integration, monitoring and evaluation, safety measures, community engagement, education campaigns, focus on vulnerable road users, and funding allocation. These aspects were derived through a thematic analysis of key policy frameworks, including the NRSS 2016-2030, the Global Plan for the Decade of Action for Road Safety 2021-2030, and South Africa's IDP guidelines. Additionally, a comparative analysis of international best practices, particularly Sweden's Vision Zero and the Netherlands' Sustainable Safety approach, provides actionable insights for South Africa. Key recommendations include strengthening legislative frameworks, improving road infrastructure, enhancing capacity building, leveraging technology, establishing robust monitoring systems, implementing effective safety measures, fostering community engagement, focusing on vulnerable road users, securing dedicated funding, and learning from successful international models. By adopting these strategies, South Africa can significantly reduce road fatalities and create safer environments for all road users.

Keywords: Sustainable safety, NRSS, IDP, Transport safety.

1. INTRODUCTION

South Africa has one of the highest rates of road fatalities in the world. According to Marc 2024, there are about 14 000 deaths reported annually, which translate to 19.39 deaths per 100000 inhabitants. Furthermore, there has been an approximately 14% increase in road incidents between 2009 and 2016 (Road Traffic Management Corporation, 2020). Statistics South Africa (2019) have reported that pedestrian deaths between 2007 and 2019 increased by over 55%. The high number of fatalities can be attributed to several factors, including poor road infrastructure, lack of pedestrian crossings, inadequate traffic calming measures, and a general lack of enforcement of traffic laws. In many urban centres, the design of roads prioritizes vehicle movement over pedestrian safety, creating

hazardous environments for those on foot. In rural areas, the situation is exacerbated by the absence of pedestrian infrastructure and long distances that compel pedestrians to share roads with fast-moving vehicles (Schermuly & McEvoy, 2020). World Health Organization (WHO)'s Global Status Report on Road Safety shows that traffic injuries are the leading cause of death among children and young adults aged between 5-29 years (WHO, 2018).

1.1 Background

South Africa's road safety crisis is a multifaceted issue influenced by both infrastructural deficiencies and human behaviours. The combination of poorly maintained roads, inadequate signage, and insufficient lighting contributes to the hazardous conditions that plague the country's transportation network. At the same time, risky driving behaviours, including speeding and drunk driving, exacerbate the issue. South Africa can begin to reduce its alarming road fatality rate and create safer environments for all road users by addressing both infrastructural weaknesses and behavioural risks. Figure 1 below shows that a significant portion of road fatalities is mostly caused by human factors, followed by road environment factors and lastly vehicle factors. Furthermore, the data from the Road Traffic Management Corporation (2022) shows that most fatalities result from accidents involving pedestrians, followed by single-vehicle accidents and hit-and-run incidents. This is clear evidence that the lack of adequate infrastructure, such as proper signage, pedestrian crossings, and lighting exacerbates the risk for both pedestrians and drivers. The dangerous road environment, compounded by risky driving behaviours, creates a perilous situation for road users.

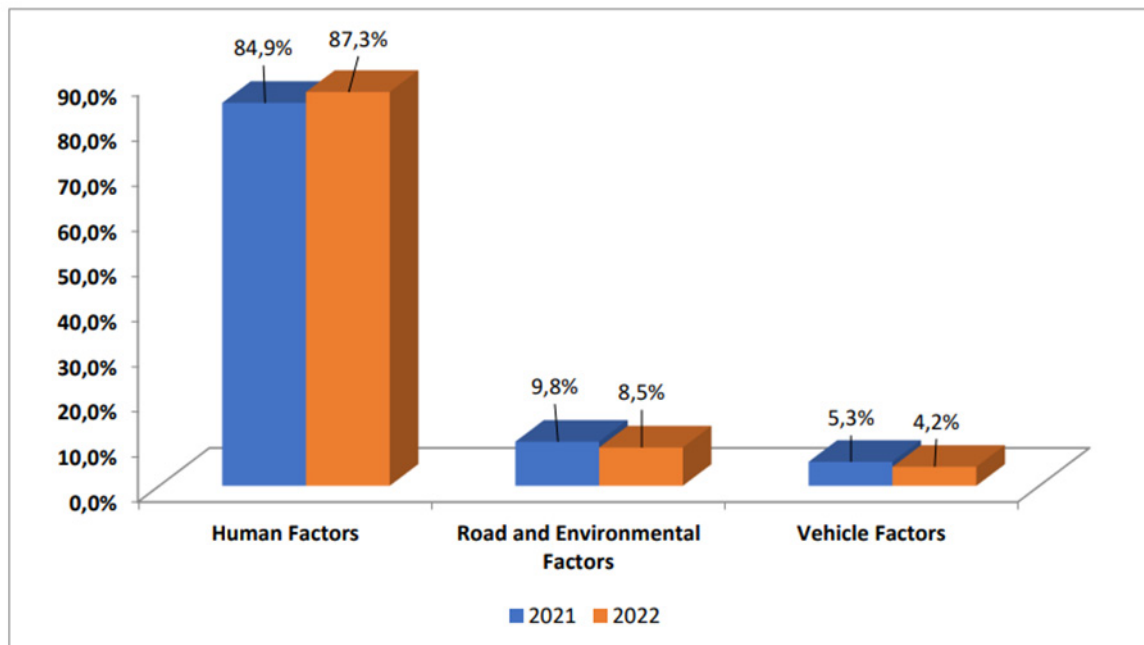


Figure 1: Factors that contribute to road fatalities (Road Traffic Management Corporation, 2022)

1.2 Problem Statement

With human factors being the highest contributor to road fatalities, the Safe Systems Approach which the NRSS is aligned to, acknowledges that humans will make mistakes and be involved in crashes, however forgiving road environments will play a crucial role in preserving lives. The absence of self-explaining and forgiving roads for road users due to

mis-aligned targets by the local development plans can lead to further increase in road fatalities.

1.3 Aim of Paper

Because the National Road Safety Strategy (NRSS) is a product of both national and international policies on road safety, it is crucial to ensure consistency and alignment down to the local and municipal levels of strategies and planning documents. In the development of the strategy, lessons learnt from previous strategies as well as existing international best practices were taken into consideration. The NRSS has a long-term strategic approach to tackling road carnage and is aligned to the National Development Plan (NDP)'s objective of improving the health status of South Africans.

In South Africa, a hierarchical structure of planning documents is designed to guide development initiatives from national to local levels, ensuring a cohesive strategy across all levels of government. Figure 2 below demonstrates the hierarchy.



Figure 2: Hierarchy of Development Plans (Van der Berg and Gustafsson, 2021)

At the top of this hierarchy is the National Development Plan (NDP), which provides a long-term vision for sustainable development, with goals that encompass economic growth, infrastructure improvement, and road safety among other priorities. Followed by the NRSS which specifically targets road safety, aiming to reduce fatalities by 50% by 2030, followed by Provincial Development Plans (PDPs) which adapt national priorities for the unique needs of each province. Integrated Development Plans (IDPs) which play a crucial role in addressing local priorities at municipal level, encompassing housing, service delivery, and infrastructure. It is therefore of great importance that these plans have a seamless flow in strategy and implementation.

1.4 Scope of Paper

For the purpose of this paper, the main focus will be on investigating the direct alignment between the NRSS and the IDP of the administrative capital city of South Africa, Tshwane, with the aim to influence future updates and use it as a benchmark for other provinces.

Furthermore, a comparative analysis of successful road safety practices in international contexts will be conducted. This analysis will highlight strategies adopted in countries with exemplary road safety records, and how these can be applied to South Africa.

2. UNDERSTANDING THE NRSS AND IDP

2.1 Integrated Development Plan

An IDP (Integrated Development Plan) is a strategic planning tool used by local governments in South Africa to guide the development and management of municipalities. It serves as a comprehensive plan that outlines the vision, priorities, and strategies for development over a five-year period, ensuring the coordination of resources and activities across various sectors within the municipality.

Objectives of an IDP are the following:

1. Aims to promote social, economic, and environmental sustainability by addressing pressing community needs like housing, infrastructure, and services.
2. Ensures that local communities are involved in the decision-making process, allowing them to contribute to the prioritization of development projects.
3. Helps in the efficient allocation of resources, ensuring that municipal funds are directed towards priority areas and long-term goals.
4. Coordinates the efforts of local government with provincial and national policies, ensuring that local development aligns with broader regional and national objectives.
5. Outlines how essential services like water, electricity, waste management, and transportation will be delivered to communities in a structured manner.

The importance of an Integrated Development Plan (IDP) lies in its role as a guiding framework for development, providing a structured and coordinated approach to local government planning. It ensures that projects and programs align with the broader development vision of a municipality. Additionally, the IDP is a legal requirement under the South African Municipal Systems Act (2000), mandating that all municipalities produce and adopt this plan, making it essential for compliance. By promoting accountability and transparency, the IDP ensures that local governments are clear about their planning processes and resource allocations. Moreover, regular reviews of the IDP enable municipalities to monitor and evaluate the progress of development initiatives, allowing for adjustments to improve outcomes.

2.2 National Road Safety Strategy (NRSS) 2016-2030

In response to these alarming trends, South Africa has implemented the National Road Safety Strategy (NRSS) 2016-2030, a comprehensive plan to improve road safety and reduce fatalities. The NRSS aligns with national and international road safety policies and incorporates lessons learned from previous strategies, as well as best practices from around the world (Department of Transport, 2016). Key objectives of the NRSS include:

1. Halving road traffic deaths by 2030 in line with the National Development Plan (NDP) 2030.
2. Enhancing the quality and safety of road infrastructure to prevent accidents.
3. Promoting responsible behaviour among road users through education and awareness campaigns.
4. Strengthening traffic law enforcement to deter unsafe driving practices.
5. Ensuring that vehicles on the road meet safety standards.

South Africa's road safety crisis requires urgent attention. Both infrastructure and human behaviour contribute significantly to the high number of road fatalities. With the implementation of the NRSS 2016-2030, the country has an opportunity to drastically reduce these fatalities by addressing the root causes through enhanced infrastructure, law enforcement, and public education initiatives. However, without a concerted effort from all sectors, including government, civil society, and road users, the goal of halving road traffic deaths by 2030 will remain elusive.

3. THE NEED FOR INTEGRATION

Integrating the NRSS safety objectives into the IDP could be essential for maximizing resource utilization and ensuring cohesive implementation. Instead of operating in fragmented views, aligning these two frameworks can significantly reduce project costs and enable the implementation of more safety initiatives, given that the IDP is closely connected to the community. This integration will streamline efforts, avoid duplication, and enhance overall progress and productivity.

By incorporating the NRSS safety objectives into the IDP, the overall safety of the roads will be improved. The IDP will include these safety objectives in its planning, ensuring that they are carried out efficiently. Since the IDP is updated every five years, this regular review process will ensure that safety objectives are promptly addressed and continuously monitored, leading to sustained improvements in road safety. Moreover, integrating these frameworks will foster a more collaborative approach to road safety, involving various stakeholders at both national and local levels. This collaboration will facilitate the sharing of best practices, data, and resources, thereby enhancing the effectiveness of road safety interventions. By working together, national and local authorities can develop more comprehensive and context-specific strategies that address the unique challenges faced by different communities.

Additionally, the integration will support the development of a more robust monitoring and evaluation system. By aligning the NRSS and IDP, it will be easier to track progress, measure the impact of interventions, and make data-driven decisions. This will ensure that road safety initiatives are continuously improved and adapted to changing circumstances, ultimately leading to better outcomes. Furthermore, integrating the NRSS into the IDP will help secure dedicated funding for road safety projects. By highlighting the importance of road safety within the IDP, municipalities can prioritize funding for these initiatives and ensure that sufficient resources are allocated to achieve the desired outcomes. This will also enable better planning and allocation of resources, reducing the risk of funding gaps and ensuring the sustainability of road safety efforts.

In summary, integrating the NRSS safety objectives into the IDP will create a more cohesive, efficient, and effective approach to road safety in South Africa. This integration will maximize resource utilization, enhance collaboration, improve monitoring and evaluation, and secure dedicated funding, ultimately leading to safer roads and reduced fatalities.

4. METHODOLOGY

4.1 Document Review

The document review forms the foundation of this study. It focuses on ten critical aspects to evaluate the alignment between the City of Tshwane's Integrated Development Plan

(IDP) and the National Road Safety Strategy (NRSS). These aspects were not arbitrarily selected; rather, they were identified through a thematic analysis of key national and international frameworks, including the South African National Road Safety Strategy (2016–2030) (Department of Transport, 2016), the Global Plan for the Decade of Action for Road Safety (2021–2030) (World Health Organization, 2021), and the Integrated Development Planning Guidelines issued by COGTA and SALGA (Department of Cooperative Governance and Traditional Affairs, 2016; South African Local Government Association, 2016). These documents consistently prioritise a systemic and holistic approach to road safety, emphasising strategic planning, behavioural change, and institutional capacity as pillars for intervention. The selected aspects reflect these priorities and serve as analytical categories for assessing how well the City of Tshwane’s IDP incorporates nationally and globally recognised road safety priorities.

Table 1: Nine critical aspects for evaluation

Aspect	Description
1. Legislation and Policy Alignment	Evaluates whether municipal policies reference the NRSS and examines the role of local bylaws in supporting the strategy’s objectives.
2. Infrastructure Planning	Assesses how IDPs incorporate priorities like safe road design, routine maintenance, and road safety audits to enhance safety for both drivers and vulnerable road users.
3. Capacity Building and Institutional Frameworks	Reviews the allocation of resources, inter-agency collaboration, and staff training to improve road safety outcomes.
4. Technology and Innovation	Examines the integration of data-driven systems, such as crash data analytics and intelligent transport systems (ITS), in IDPs to address safety challenges.
5. Monitoring and Evaluation	Analyses whether IDPs include frameworks for data collection, performance indicators, and periodic reviews to track progress.
6. Safety Measures	Evaluates local enforcement efforts, public education, and data-driven interventions to ensure safer roads.
7. Community Engagement	Assesses how IDPs facilitate consultations with community members and incorporate feedback to shape safety interventions.
8. Education and Public Awareness Campaigns	Reviews whether IDPs support educational programs targeting specific issues like speeding, seatbelt use, and pedestrian safety.
9. Funding and Resource Allocation	Evaluates whether IDPs allocate sufficient resources to road safety projects and identifies potential funding gaps.

4.2 Comparative Analysis of International Best Practices

To contextualize the integration of IDPs with the NRSS, a comparative analysis of successful road safety practices in international contexts is conducted, focusing on Sweden’s Vision Zero strategy and the Netherlands Sustainable Safety approach.

5. DOCUMENT REVIEW

5.1 Alignments Between NRSS and IDP

The coordination between South Africa’s National Road Safety Strategy (NRSS) and the Integrated Development Plan (IDP) is crucial to addressing the country’s road safety challenges effectively. Both documents provide frameworks that, when aligned, can significantly improve road safety outcomes by promoting safer roads, vehicles, and user behaviour, while also enhancing post-crash response mechanisms.

5.1.1 Road Safety Management

The NRSS emphasises the need for better coordination across government departments and proposes the creation of a National Road Safety Oversight Council to ensure consistent management. Similarly, the IDP underscores the importance of integrated planning and collaboration among municipal departments and stakeholders to implement transport and spatial development plans effectively.

5.1.2 Safer Roads and Mobility

A key focus of the NRSS is to identify high-risk roads and dangerous locations, conducting road safety audits and ensuring that road environments are forgiving for all users. The IDP, on the other hand, highlights the necessity for improved road infrastructure, such as the development of transport corridors and nodes, as well as the upgrading of existing infrastructure to enhance safety and mobility.

5.1.3 Safer Vehicles

The NRSS advocates for the strengthening of roadworthiness checks and encourages the use of protective vehicle technologies. While the IDP does not specifically address vehicle safety, its emphasis on maintaining quality infrastructure indirectly supports safer vehicles by ensuring that roads are equipped to handle modern technologies and vehicles in good condition.

5.1.4 Safer Road Users

Public awareness, education, and enforcement are central to the NRSS in promoting better behaviour among road users. The IDP also stresses the importance of community engagement and education, especially in urban centres and high-density areas. This can serve as opportunities to educate road users on safe driver and pedestrian behaviour practices.

5.1.5 Post-Crash Response

Improving emergency response times and the quality of care after accidents is one of the important elements of the NRSS. In alignment, the IDP calls for the development of strategic road infrastructure to support efficient emergency services and improve accessibility in critical areas.

5.2 Misalignments Between NRSS and IDP

While there is considerable alignment between the NRSS and the IDP, certain gaps exist that, if addressed, could enhance the effectiveness of both plans.

5.2.1 Road Safety Management

The IDP lacks strategies for integrating data management systems or adopting advanced technologies, such as GIS or automated enforcement systems, to monitor and improve road safety. Furthermore, the IDP does not reference specific legislative or policy support for road safety initiatives.

5.2.2 Safer Roads and Mobility

While infrastructure investment is mentioned, the IDP does not provide detailed plans for road safety funding.

5.2.3 Safer Road Users

The IDP discusses community engagement but lacks specific road safety education programmes.

6. COMPARITATIVE ANALYSIS OF INTERNATIONAL BEST PRACTICES

6.1 The Netherlands' Sustainable Safety Approach

The Netherlands serves as a compelling case study for how integrating national strategies with local implementation can transform road safety outcomes. The Sustainable Safety approach, first introduced in 1992 and updated in subsequent years, reflects a systematic and proactive effort to reduce traffic injuries and fatalities (Wegman & Aarts, 2005). This approach is aligned with the five key principles of the Safe System framework as outlined by the International Transport Forum (ITF, 2022a). By addressing human vulnerability and designing a transportation system that minimizes the impact of crashes, the Netherlands has demonstrated how effective governance, evidence-based policy, and collaborative implementation can enhance road safety at both national and local levels.

As a response to the increasing need for road safety, the Sustainable Safety vision was developed to address human errors and mitigate their consequences. It emphasizes uniformity across the country while accommodating the unique needs of local communities (ITF, 2022b). Central to this vision are strategies such as improved road design, separation of different road users, speed management, and fostering a culture of shared responsibility among all stakeholders.

Table 2: The five key components of the Safe System Framework (Adapted from ITF, 2022)

Key Component	Description
Establish Robust Institutional Governance	Permanent institutions organize government intervention, covering research, funding, legislation, and regulation. They maintain a focus on improving road safety as a national priority. (ITF, 2022b)
Share Responsibility	Designers, builders, managers, and users of roads and vehicles share accountability for preventing crashes and mitigating their effects. (ITF, 2022b)
Strengthen All Pillars	Strengthening all road safety pillars ensures resilience in the system; if one part fails, others still protect road users. (ITF, 2022b)
Prevent Exposure to Large Forces	The human body's physical tolerance for crash forces is limited, so the system must prevent those limits from being exceeded. (ITF, 2022b)
Support Safe Road-User Behaviour	Roads and vehicles should be designed to minimize errors and accommodate human limitations. (ITF, 2022b)

6.1.1 *Key Insights From the Netherlands: Integration Strategies, Interventions, and Lessons for Success*

6.1.1.1 National Strategy with Local Implementation

The Sustainable Safety framework relies on a strong national vision with clear objectives, including road categorization, separation of vulnerable road users, and speed management. Local and regional authorities are empowered to adapt these strategies to their specific contexts while adhering to national guidelines. For example, municipalities redesigned residential areas into 30 km/h zones, and provincial authorities focused on upgrading rural 60 km/h roads. This multi-level governance ensures a cohesive yet flexible approach to road safety (Wegman & Aarts, 2005; ITF, 2022b).

6.1.1.2 Integration with Broader Objectives

Road safety measures in the Netherlands are not standalone initiatives but are integrated into broader urban planning and sustainability goals. By aligning safety efforts with objectives such as improving liveability, promoting cycling, and reducing vehicle emissions, the government has secured public and political support (ITF, 2022a). These integrated efforts optimize resources and demonstrate how road safety contributes to overall community wellbeing.

6.1.1.3 Stakeholder Collaboration

A key factor in the success of the Sustainable Safety approach is the active engagement of stakeholders at all levels. A national coordination body fosters collaboration among local road authorities, policymakers, researchers, and community groups. Regular consultations and a steering group representing diverse interests ensure that local actions align with national priorities while addressing specific community needs (Wegman & Aarts, 2005).

6.1.1.4 Pilot Projects and Knowledge Sharing

Pilot programs and demonstration projects play a critical role in testing and refining Sustainable Safety strategies. Initiatives such as extensive bicycle path networks and low-speed zones provide tangible examples of effective interventions, which are then scaled up nationwide. These pilots also facilitate knowledge sharing, enabling continuous improvement and innovation (ITF, 2022b; Beunen et al., 2013).

6.1.1.5 Ethical and Pragmatic Principles

The Sustainable Safety approach is underpinned by a strong ethical commitment to the principle that no road death is acceptable. This moral stance is complemented by a pragmatic recognition of the varying capacities of local governments. By allowing flexibility and innovation, the approach ensures that even resource-constrained communities can implement effective safety measures (ITF, 2022a).

6.2 Sweden's Vision Zero

Sweden's Vision Zero provides a blueprint for South Africa to integrate national road safety goals with local planning to improve safety outcomes. Vision Zero's success highlights the importance of collaboration, aligned objectives, and supportive systems between national and local authorities (Belin et al., 2012).

6.2.1 Key Insights From Sweden's Vision Zero Initiative

6.2.1.1 Strategic Alignment

Vision Zero, introduced in 1997, establishes a national strategy to eliminate road traffic fatalities and severe injuries. The Swedish government's targets, such as halving road fatalities by 2030 compared to 2017-2019 averages, demonstrate the strategy's ambition (Kristianssen et al., 2018). Municipalities and regions adapted these goals by designing safety plans aligned with local needs while adhering to national objectives, ensuring a cohesive and scalable approach to road safety (Rosencrantz et al., 2007).

6.2.1.2 Collaborative Governance

Sweden's governance model fosters collaboration between decentralized local authorities and national agencies. Municipalities manage road safety measures, including speed controls, urban planning, and public awareness campaigns, leveraging their taxation powers to fund these initiatives. The Swedish Transport Administration provides financial, technical, and strategic support, while platforms like the National Vision Zero Cooperation facilitate the alignment of efforts among municipalities, private stakeholders, and NGOs

(Belin, 2022). This approach ensures shared ownership and accountability in implementing road safety measures.

6.2.1.3 Unified Data Systems and Performance Monitoring

A key pillar of Vision Zero's success is its reliance on integrated data systems like STRADA (Swedish Traffic Accident Data Acquisition), which links police reports with hospital data to create a comprehensive record of traffic incidents. Local and national authorities use this data to evaluate the effectiveness of safety measures, enabling evidence-based decision-making. For instance, local governments track metrics such as speed compliance and injury rates, contributing to national safety reviews and fostering continuous improvement (Kristianssen et al., 2018).

6.2.1.4 Infrastructure and Policy Coordination

National road safety standards in Sweden ensure uniformity across regions while allowing municipalities to tailor their implementation to local contexts. The Swedish Transport Administration's nationwide review led to infrastructure improvements, such as median barriers and speed reductions on high-risk roads. Municipalities were instrumental in executing these measures, demonstrating how local efforts can amplify national initiatives (Belin et al., 2012).

6.2.1.5 Education and Technology Deployment

Sweden invests heavily in public education and technology to enhance road safety. National campaigns, including e-learning modules about Vision Zero, build local capacity to implement safety measures effectively. Advanced technologies, such as speed cameras, automated sobriety tests, and driver assistance systems, are deployed through partnerships between municipalities and national agencies, creating a tech-enabled ecosystem for safer roads (Belin, 2022).

6.2.1.6 Results and Impact

The integration of local and national efforts in Sweden has yielded substantial improvements in road safety. Fatalities dropped from 772 in 1990 to 204 in 2020, showcasing the effectiveness of Vision Zero's comprehensive approach (Kristianssen et al., 2018). Local strategies, such as protecting vulnerable road users like pedestrians and cyclists, address community-specific challenges, while national collaboration fosters continuous improvement. Regular conferences and reporting have strengthened stakeholder engagement, ensuring sustained progress toward Vision Zero's ultimate goal.

7. RECOMMENDATIONS

7.1 Lessons From Netherlands

South Africa can draw valuable lessons from the Netherlands by adopting a similar multi-level governance model, integrating road safety with broader societal objectives, and fostering collaboration among stakeholders. Key priorities should include:

- Establishing robust institutional frameworks to guide road safety interventions.
- Encouraging shared responsibility among road users, designers, and policymakers.
- Implementing evidence-based pilot projects to validate strategies before scaling.
- Designing roads and urban spaces to prioritize safety and accommodate human limitations.

By adapting these strategies to its unique context, South Africa can build a safer transportation system that reduces fatalities and enhances community wellbeing.

7.2 Lessons From Sweden

South Africa can draw critical lessons from Sweden by prioritizing collaboration between national and local governments, implementing unified data systems, and investing in education and technology. Adopting a Vision Zero approach tailored to local realities could significantly reduce road fatalities and improve safety outcomes nationwide.

Table 3: Key Recommendations for NRSS – IDP Alignment

Key Recommendations	Details
Strengthen Legislation & Policy Alignment	Municipal Integrated Development Plans (IDPs) should reference and align with the National Road Safety Strategy (NRSS). Enforce local bylaws to support NRSS goals, creating a seamless governance framework.
Improve Infrastructure Planning	Incorporate safe road design, maintenance, and safety audits in IDPs. Prioritize pedestrian crossings, street lighting, and traffic calming measures.
Enhance Capacity Building & Institutional Frameworks	Allocate resources for road safety and foster inter-agency collaboration. Invest in specialized training for municipal staff to improve operational efficiency and road safety management.
Leverage Technology & Innovation	Incorporate crash data analytics, traffic cameras, and intelligent transport systems (ITS) in IDPs for real-time traffic management, crash prediction, and better data sharing among agencies.
Establish Robust Monitoring & Evaluation Frameworks	Develop frameworks within IDPs to track the effectiveness of road safety interventions. Collect data, use performance indicators, and conduct periodic reviews to ensure continuous improvement in road safety outcomes.
Implement Effective Safety Measures	Strengthen local enforcement for issues like speeding and drunk driving. Launch public education campaigns to promote safer driving practices and reduce risky behaviour.
Foster Community Engagement	Facilitate consultations with local communities to ensure relevant and effective safety measures. Use public awareness campaigns and community-based initiatives to enhance road safety.
Focus on Vulnerable Road Users (VRUs)	Develop safe pedestrian pathways, cycling lanes, and other infrastructure for VRUs. Implement behaviour change programs to address their specific safety needs and reduce fatalities.
Secure Funding & Resource Allocation	Allocate dedicated budgets for road safety in IDPs and address funding gaps to ensure effective implementation of road safety projects.

8. CONCLUSION

The benchmarking of Tshwane’s Integrated Development Plan (IDP) against the National Road Safety Strategy (NRSS) 2016-2030 highlights the importance of coordinated efforts to reduce road fatalities in South Africa. While there is strong alignment in infrastructure development and the promotion of safer road use, gaps remain in critical areas such as funding, technological integration, and community education.

Addressing these gaps is essential for achieving the NRSS’s goal of halving road fatalities by 2030. The IDP can further strengthen its alignment with the NRSS by incorporating advanced data management systems for road safety, advocating for specific legislative support, and allocating dedicated resources for road safety initiatives. Through these

enhancements, municipalities nation-wide can adopt this initiative demonstrating how local plans can contribute to the national goal of safer, more efficient road systems, ultimately saving lives and improving mobility across the country.

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