

From Learning to Action: Moving the Road Safety Agenda Forward

23rd March 2017

Preamble:

Whilst committed to implementing the New Urban Agenda, localising the SDGs, and acknowledging and applauding the excellent programs being executed on road safety in the eThekweni municipality and beyond, participants at the 2017 Road Safety Learning Exchange noted that we cannot adopt a BUSINESS AS USUAL approach. We need an **URGENT PARADIGM SHIFT** to re-evaluate our current practices, given the unacceptably high road death toll and crash rates.

The TOP TEN STRATEGIC ACTIONS that emerged include:

1. There is a unanimous call for **DATA** that is clean, accurate, complex, transparent, and consistent must be a non-negotiable, as it is a pre-requisite for EVIDENCE BASED strategy formulation and further research and policy development.
2. A key common theme emerged requiring the urgent need for **GREATER COOPERATIVE GOVERNANCE and JURISDICTIONAL COOPERATION** as the three spheres of government are NOT working together optimally. (Roads know no boundary!!!) **POLICIES and BUDGETS** must be aligned much better, **ROAD TRAFFIC SYSTEMS INTEGRATED** and where applicable, **LEGISLATION** needs to be changed. From **Traffic Trauma management perspective**, call made for the **entire system to work together!!!**
3. From international best practice, it was accepted that an **INTEGRATED APPROACH** must be embedded in all our interventions that focuses on :
 - a. **EDUCATION** is key for behaviour change (pedestrians and drivers) School CURRICULUM changes to include road safety must be intensified, and greater awareness campaigns focussing on the theme that “road safety begins with me”
 - b. DEDICATED ROAD SAFETY **ENFORCEMENT** a must! (Punitive measures focusing on consequences of actions critical as education not enough; must include Department of Justice)
 - c. **PARTNERSHIPS** are critical! (International best practice shows that this is key!) To work with media, event organisers and journalists in this regard.

4. In eThekweni Municipality, greater focus to be on **PEDESTRIAN SAFETY** with more energy and resources being directed here urgently, post this learning event.
5. Municipal Transport Authorities nationally are urged to consider short-term **INFRASTRUCTURAL INTERVENTIONS** including lighting and pedestrian bridges on hotspots at national roads, greater traffic calming and appropriate design measures, etc.
6. There is a need to establish a dedicated **ROAD SAFETY MULTI-STAKEHOLDER FORUM** that brings together all the key stakeholders to plan, coordinate, monitor, and evaluate progress made. This event cannot be a once-off, but must be sustained. The ETA at a municipal level must be the champion to ensure that this happens, in partnership with other key role-players.
7. Political leadership must be mobilised for greater resources to be allocated for **FUNDING and HUMAN CAPACITY** to deliver on road safety interventions with a focus on dedicated enforcement. Trauma hospitalisation facilities were highlighted here. Without funding and capacity, these meaningful action cannot happen!
8. Appropriate **INNOVATIVE TECHNOLOGY** already exists – practitioners are encouraged to use these **SMART CITY TOOLS** to aid decision-making (apps, motor vehicle simulation, cell technology, etc.) At the same time we need to create a **CULTURE and MINDSET** that supports innovative thinking.
9. **CIVIL SOCIETY** must be mobilised and the use of **ROAD SAFETY ACTIVISTS / AMBASSADORS** to create awareness was mooted.
10. There is a need for greater **SHARING of LESSONS LEARNED** between municipalities nationally, and regionally and in the global South. The **UCLG / UCLG Africa** must be used as a vehicle to coordinate the sharing of knowledge and innovation. The **OBSERVATORY** that was mooted is key in this regard to promote African regional cooperation. In addition C2C learning and existing twinning initiatives must be further encouraged around road safety.