

CORRIDOR SAFETY STUDY IN SOUTHERN AFRICA



Date started: 2008 Date finished: 2009

Partners: GRSP, Road Authorities and Road Safety Councils and Agencies in Mozambique, South Africa, Botswana and Namibia.

Cost/time/resources:

Main result so far: The assessment recommends a series of road safety measures for the corridor



GRSP has initiated a partnership approach to road safety management along a key transport corridor in Southern Africa. The 2,310 km coast-to-coast corridor connects the Indian Ocean port of Maputo with the Atlantic port of Walvis Bay and runs through four countries: Namibia, Botswana, South Africa and Mozambique. A GRSP assessment completed this year has come up with a number of recommendations including a list of road safety measures to improve road safety management along the corridor. The assessment identified a number of road safety issues that have not yet been given full attention.

Summary project sheet.

Objectives and scope

The aim of the study was to propose guidelines for a partnership approach to road safety management along a transport corridor in Africa, building upon existing road safety management structures. The study was conducted through consultations with stakeholders, field observations, reviews of relevant documentation and analysis of accident data.

Findings

Sustainable management structures, such as the Walvis Bay Corridor Group (WBCG), Trans Kalahari Corridor Management Committee (TKCMC) and Maputo Corridor Logistics Initiative (MCLI) are essential to influence road safety on the corridor. The corridor lacks consistent identity as revealed through dissimilar road design features, inadequate route signage, local land use receiving priority over international land use and conflict with the mobility function of the corridor. Incident management systems are inconsistent, with overall lack of resources and communication infrastructure problems (e.g., Botswana). Various road infrastructure issues that could impact on road safety have been identified. The harmonization of traffic enforcement, education and communication has not been addressed yet, although legislation regarding the overloading of vehicles has received some attention.

Land use issues were seen as one of the most important road safety problems and included direct access to schools, industries and farms generating pedestrian movement and local traffic patterns. Other road safety issues identified included pedestrians moving along and crossing the road, domestic animals in the road reserve, dangerous overtaking and speeding. Alcohol also remains a problem in some areas.

Conclusion and main lessons learnt

The corridor report includes recommendations related to:

- Institutional issues in regard to the sustainable management of road safety on the corridor
- Implementation of relevant Southern African Development Community (SADC) Protocols in regard to road safety
- Identification and marketing of the corridor as a strategic SADC mobility route
- Driver support strategies that may include traveller information kits, improvement of cell phone service infrastructure, incident management systems, road side and truck infrastructure and overnight facilities and support to the planned Wellness Centres for professional drivers
- Road safety good practice recommendations focus on accident data collection; improvement of hazardous areas; road infrastructure and signs; pedestrian safety; animals in the road reserve; bypasses through cities and towns; road safety promotion and traffic enforcement campaigns.