

CALEDON TRAFFIC CENTRE

DISTRICT SAFETY PLAN

2016/17

"No-one should be killed or injured on our roads"



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Introduction

Recognising that the existing crash levels on our roads represent a major impediment to the socio-economic development of the Western Cape, the Transport Branch of the Department of Transport & Public Works has adopted a vision of zero fatalities and serious injuries on Western Cape roads.

The achievement of this vision requires the progressive implementation of a safe road transport system by developing safer road users, vehicles, roads and travel speeds. This is in line with the Safe Systems approach which has been implemented in several countries which are global leaders in road safety outcomes. To this end, the Transport Branch has commissioned the development of a Safety Implementation Framework. This work is underway, led by the Consortium on Higher Education (CHEC), with leading road safety academics from the University of Cape Town and Stellenbosch University managing the project.

The Branch has identified regional safety plans, or “district safety plans”, as a pillar of such a framework (see Figure 1, below). In recognition of the familiarity of the “Four E’s” principles at the operational level within the Province, and the strong alignment of the Four E’s to the Safe Systems approach, the district safety plans are to be founded on the Four E’s principles.

A District Safety Plan is thus expected to provide an integrated Enforcement, Education and Engineering Plan which responds to a detailed Evaluation of the strategic and operational environment.

Together with its partners in all three spheres of government, the Branch has conducted a process to develop a pilot District Safety Plan in the Caledon Traffic Centre area of operations.

The plan is presented herein. The plan covers the 2016/17 financial year, with detail provided for the third quarter 2016/17. Per the Co-ordinating Instructions contained herein, further detail will be developed for the fourth quarter, and for future successive quarters at the appropriate time.

Quarterly assessments are to be conducted and the efficacy of the pilot and suitability for roll out to other areas of the province will be considered.



Background – The Safety Implementation Plan Concept



Figure 1: The Safety Implementation Concept in the strategic context, with District Safety Plan Pillar highlighted.



Strategic and Operational Evaluation

The Evaluation covered the three municipalities that comprise the Caledon Traffic Centre area of operations, these being Cape Agulhas, Overstrand and Theewaterskloof. The full Evaluation can be found in Appendix E. A summary of key findings follows.

Key Findings – Strategic Evaluation

1. Targets.

The strategic evaluation considered international, national, provincial and local government targets relating to road safety. Where specific targets have been established, they identify fatalities as the primary indicator for measuring success, and international and provincial targets are aligned in this regard. There are no specific national targets (the National Road Safety Strategy is under development, while the National Development Plan does not set specific targets for road safety) and no targets set by local government.

Key Findings – Operational Evaluation

1. People

The region is characterised by rapid population growth, poor literacy levels compared to the Western Cape as a whole (especially in Theewaterskloof), and the decline of Afrikaans as the primary language of inhabitants as the proportion of Black African residents grows rapidly. Education outcomes are improving overall. Concerns were identified over low numbers of medical personnel in the region, high penetration of liquor outlets, high levels of murder and sexual offences and high levels of burglaries and DUIs.

Sporting, music and cultural events were identified as a major road traffic management issue for the region, drawing large numbers of traffic officers away from other duties.

The local media profile indicates dominance of English-language media, and the virtual absence of isiXhosa-language media.

2. Economy

The region is enjoying strong economic growth, with prospects that exceed those of the Western Cape as a whole, and particularly exceed those of the rest of the country. This has come at a price, as large numbers of jobs have been lost in agriculture while growth has primarily been in services. This may further marginalise unskilled workers with implications for road safety, especially pedestrians.

3. Roads

The road network in the region is generally in good condition, with some localised issues regarding signage and road markings. Speed profiles of major routes indicate high travel speeds over these portions of the network, with many motorists speeding,



particularly on the R44 and N2. Counting station data confirm fatality peaks are related more to specific days and times than peak traffic volumes.

4. Law Enforcement and Road Safety Management

Law enforcement resourcing levels were found to be low, at 26.71 traffic officers per 100,000 population. This was benchmarked against the Australian State of Victoria, with 100 police officers assigned to road policing duties per 100,000 population. Large increases in population, vehicle numbers, events and abnormal loads have not been matched with increases in traffic officer numbers.

Traffic law enforcement also lacks certain basic equipment, notably inter-operable radios and networked handheld devices, as well as firearms, bulletproof vests, reflective jackets and traffic cones.

Road Safety Management resources were found to be wholly inadequate with no dedicated regional staff from an establishment of three. This was of particular concern in the face of rising child pedestrian fatalities, notably seven child pedestrian fatalities in the 0 – 14 age group in the Theewaterskloof local municipality in 2015.

5. Fatalities and Serious Injuries

From 2011 – 2015, Forensic Pathology recorded 309 fatalities in the region. 69.25% of these occurred in Theewaterskloof, with 37.4 deaths per 100,000 deaths population in 2015, compared to the Western Cape provincial figure of 22.08. 12.3% of fatalities occurred in Cape Agulhas (26.18:100,000 pop) and 18.44% in Overstrand (6.92:100,000 pop). Regional fatality rates thus vary greatly between municipalities, and are centred in Theewaterskloof.

Pedestrian fatalities are the largest road user category, followed by passengers then drivers. While driver and passenger fatality trends show strong and continued improvement from 2008 – 2015, pedestrian fatalities are steadily climbing. In 2015, pedestrian fatalities were higher than every year other than 2012 going back to 2009.

A trend of increasing pedestrian fatalities, with decreasing passenger fatalities was also identified for children aged 0 – 14 years of age. Child fatalities are occurring almost exclusively in Theewaterskloof.

The evaluation further showed that (adult) fatalities are strongly linked to alcohol. BAC profiles by region and by municipalities showed that in 49% of fatalities where BAC was known, BAC was found to be higher than 0.05. This percentage increased dramatically on Saturday nights/ Sunday early mornings (18h00 Sat - 06h00 Sun) with 80% of these fatalities having BAC higher than 0.05.

The evaluation thus identified reduction in pedestrian fatalities, particularly those under the influence of alcohol, as a key intervention point.



Timings of fatal incidents were found to correspond very strongly with weekends, most especially Saturday nights between 6pm and midnight. This correlation was found to be far stronger than the relationship between fatalities and traffic volumes on major routes. Annual peaks were found to occur in March, July and October.

A number of regional hotspots were identified, particularly on the N2. Further evaluation of the N2 adjacent Grabouw identified alcohol as a key driver of pedestrian fatalities, and has been included in the Evaluation.

Analysis of aggregated non-fatal injury data from the Provincial Accident System (PAS) showed that the injury hotspots correlate with those for fatalities, with the exception of Hermanus and surrounds, where significantly larger numbers of non-fatal injuries were recorded. This is believed to be attributable to lower travel speeds through the area than in other hotspots where fatalities are more common. Week day and time analysis of non-fatal injuries also showed strong correlation with fatal injury data from Forensic Pathology Services.

Specified Cause data from the Provincial Accident System for all crashes highlighted "Vehicle Reversed" as by far the largest cause of crashes in the region, with "Pedestrian" and "Insufficient Following Distance" in second and third position.



Targets 2016/17

Targets have been identified as follows:

1. In alignment with the Provincial Strategic Plan, Strategic Objective 3, which identifies targets for fatalities and child fatalities as a ratio of the population.
2. In response to the prevalence of pedestrian fatalities in the region.

2016/17				
Road Traffic Fatalities	Five Year Average (2011-2015)	2015/16 Actual (per 100k pop)	2016/17 Target (per 100k pop)	2019/20 Target (per 100k pop)
All Fatalities	60 pa (299 total)	57 (23.85)	51 (21)	40 (16)
Pedestrians	23.4 (117 total)	18 (7.5)	15 (6.2)	12 (4.8)
Children 0 – 14	5.4 (27 total)	8 (14.28)	6 (10.43)	4 (6.7)

Q3:2016/17				
Road Traffic Fatalities	Five Year Average (2011-2015)	2015/16 Actual	2016/17 Target	2019/20 Target
All Fatalities	14.6 (73 total)	21	14	10
Pedestrians	4.6 (23 total)	5	3	0
Children 0 – 14	1.8 (9 total)	4	0	0

Q4:2016/17				
Road Traffic Fatalities	Five Year Average (2012-2016)	2015/16 Actual	2016/17 Target	2019/20 Target (per 100k pop)
All Fatalities	19.4 (97 total)	18	12	8
Pedestrians	8.2 (41 total)	6	4	0
Children 0 – 14	1.2 (6 total)	3	0	0





Enforcement Plan

A three month operational cycle was identified by Law Enforcement as a realistic cycle for the District Safety Plan. Law Enforcement's lead in this regard is followed by the other planning elements. See Co-ordinating Instructions.

The detailed quarterly operational plan for Quarter 3, 2016/17, is provided in Appendix C: Law Enforcement Operational Plan.

The Enforcement Plan has been developed within the following framework:

1. Response to the Evaluation. Key points:
 - a. A very strong emphasis has been placed on pedestrian operations, in response to the prevalence and upwards trends in this category of fatalities.
 - b. Timings of operations have been adjusted for deployment on days and at times when fatal injuries are at their peak.
 - c. Operational plans have responded to the prevalence of events in the region and the burden placed on traffic services by using them as opportunities to promote road safety awareness.
2. Integrating Enforcement action with other road safety activities.
 - a. Operational planning has taken into account the Safely Home Calendar as well as activities of role-players such as Road Safety Management and Land Transport Safety. This will multiply the effect of law enforcement and education activities.
 - b. Communicators have been assigned to provide support to each law enforcement activity conducted in terms of the plan. These communicators are responsible for obtaining photographs and information about the activity in order to communicate with the media, for example via media statement, social media or both.
3. Existing Operational Requirements.
 - a. The Enforcement Plan has ensured that existing operational requirements are not compromised, and are aligned with the findings of the Evaluation.
4. Threats and Risks, and Existing Traffic Management Responsibilities.
 - a. The Enforcement Plan is presented with the caveat that needs arising from traffic management responsibilities related to abnormal loads, or disaster management, cannot be predicted. In the resource constrained environment, some operations may be scaled back or cancelled to free up resources should such circumstances arise.
5. Identification of Resource Constraints and Requirements.



- a. This has been done throughout the Plan. A summary of existing and projected resource requirements is provided in the introduction, with existing shortfalls highlighted.



KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS



Munisipaliteit • U-Municipality • Municipality



Education Plan

The Education Plan is a collaboration drawing together the Safely Home Calendar, the Transport & Public Works Departmental Communication Team, Road Safety Management and local government communicators in the Cape Agulhas, Overstrand and Theewaterskloof municipalities.

The detailed Education Plan for Quarter 3, 2016/17, is provided in Appendix C.

The Education Plan has been developed within the following framework:

1. Response to the Evaluation. Key points:
 - a. Low levels of literacy and changing demographics are taken into account when designing interventions.
 - b. Local media outlets are identified and used to deliver road safety messages in a form which is easily related to by local audiences.
2. Support to Law Enforcement Activities.
 - a. A quarterly planning cycle has been adopted in tandem with the Enforcement Plan, which ensures that Law Enforcement activities are publicised to maximise their reach and impact, via press statements, social media and other communications.
3. Integrating and Aligning Road Safety Awareness Activities.
 - a. Related communications from Road Safety Management, Land Transport Safety, Community Outreach and local municipal communicators are aligned with the Safely Home Calendar themes for the planning cycle, and with planned activities of Law Enforcement and Engineering.
4. Integrating Road Safety Awareness With Engineering
 - a. Requests for safety interventions related to infrastructure are staged where possible to maximise impact through delivery during the relevant Safely Home Calendar theme. For example, where child pedestrian warning signs are requested, it is desirable that these



Engineering Plan

The Engineering Plan provides detail on road environment infrastructure requirements to support the aims of the District Safety Plan. These requirements are to be communicated as joint requests to the relevant engineering teams in Sanral, the Department of Transport and Public Works and local municipalities.

The detailed Engineering Plan for Quarter 3, 2016/17, is provided in Appendix C.

The Engineering Plan has been developed within the following framework:

1. Response to the Evaluation. Key points:
 - a. Hotspots. Road safety audits need to be performed on particular intersections and road sections to identify treatments which can assist in delivering the targets of the District Safety Plan. These audits are to be prioritised by prevalence of fatalities.
 - b. Hotspots. Immediate needs have been identified for specific locations where fatalities are experienced.
2. Needs Identified by Law Enforcement.
 - a. In addition to regular inspections by mandated roads authorities, Law Enforcement can provide additional eyes on the ground to identify maintenance and upgrade requirements for safety related issues like road markings, signage and potholes. These can be captured in the plan on an ongoing basis.
 - b. Law Enforcement also has particular infrastructure needs to ensure safety of staff and motorists when conducting operations, and minimize impact on regional mobility of these operations. These have been captured in the plan.
3. Integrating Engineering with Road Safety Awareness Activities.
 - a. Signage in particular has an education aspect, and correlating improvements in signage with relevant road safety awareness activities can multiply the impact of both on road users. See for example rollout of child pedestrian signs during the October #SaveKidsLives theme.



Implementation and Co-ordination

Implementation Plan

The District Safety Plan is to be signed off by the following officials:

- The Head of Department, Transport and Public Works, Western Cape Government
- The Officer Commanding, SAPS Overberg Cluster
- The Deputy Director-General, Transport Management, Department of Transport and Public Works, Western Cape Government
- The Municipal Manager: Cape Agulhas Local Municipality
- The Municipal Manager: Overstrand Local Municipality
- The Municipal Manager: Theewaterskloof Local Municipality

Co-ordinating Instructions

Enabling Instructions

The Branch: Transport Management will provide the necessary authority from the MEC, Transport and Public Works, for joint operations by all law enforcement authorities, anywhere in the region, ie provisioning municipal officers to operate in other municipalities.

Quarterly Planning and Evaluation Meetings

Quarterly planning and review sessions will be arranged by the Caledon Traffic Centre to provide updates on target achievement, consider changes to the environment and complete planning grids for the three E's for the quarter ahead.

Quality Monitoring and Evaluation will provide a completed analysis of quarterly activities using the Logical Framework contained in Appendix

Quarterly planning grids are to be forwarded to the responsible entities' senior management, including all District Safety Plan signatories, for comment prior to inclusion in this document.

The Branch: Transport Management is responsible for initiating a review of the Caledon Traffic Centre District Safety Plan to be conducted by the end of 2016/17.

Thereafter, reviews are to be co-ordinated by the Caledon Traffic Centre in conjunction with Quality Monitoring and Evaluation.

For further detail, see Monitoring and Evaluation.

Instant Messaging

The Caledon Traffic Centre has established a WhatsApp group ("District Safety Plan") to facilitate real time communication across all principal stakeholders. The group also provides a channel for provision of media content from enforcement, education and engineering activities, crash scene response and data collection.



Education Plan Ongoing Co-ordination

The Directorate: Road Safety Management will be responsible for co-ordinating tasks for stakeholder communicators within the Education Plan on a monthly basis, in particular in order to ensure that enforcement, education and engineering activities have sufficient media cover.

Engineering Requests

The Branch: Transport Management will be responsible for co-ordination of the engineering requests, joint signature of these by stakeholders, and submission to the relevant authorities.

Stakeholder Liaison Tasks

The Branch: Transport Management will co-ordinate liaison tasks identified by the Evaluation. In Q3:2016/17 the Branch will jointly assess the prevalence of persons being injured in the region but dying elsewhere with the Department of Health.

Additional Resources

The Branch: Transport Management will be responsible for co-ordinating the response from across the relevant stakeholders to address resource issues identified in the Evaluation. In Q3:2016/17, the Branch will address the issues identified regarding lack of roadblock equipment, handhelds, reflective vests, bulletproofs, firearms and traffic cones as well as investigate integrated communication solutions for the region, in the context of the broader issue of inter-operability.



Monitoring and Evaluation

The sub-directorate Quality Management and Evaluation (QME) within the Directorate: Traffic Training and Development is mandated with the responsibility to monitor and evaluate the District Safety Plan.

QME will gather and analyse relevant data as well as monitor law enforcement activities for the purposes of assessment, improvement and strategic alignment of the DSP. This will provide a structured way to verify, document and quantify DSP activities and their effect on the strategic objective of decreasing road fatalities.

QME will develop quarterly reports based on the Monitoring and Evaluation Logframe (Appendix C) and these will be presented at the quarterly planning and evaluation meetings of the District Safety Plan (see Co-ordinating Instructions). The reports will also be submitted to the stakeholder senior management.

The evaluation framework captured in the Logframe has been designed to evaluate the District Safety Plan within the framework of the Branch: Transport Management's vision of a future Western Cape in which no-one is killed or injured on the roads, in line with the "Vision Zero" movement. The evaluation is also intended to contribute towards the longer term development of a safe road transport system.



Signatures

The regional District Safety Plan for the Caledon Traffic Centre area of operations is hereby approved.

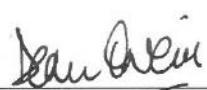

 Jacqui Gooch,
 Head of Department,
 Transport and Public Works
 Western Cape Government
 Comments:


 Hb.
 Brigadier Donald Heilbron,
 Officer Commanding,
 SAPS Overberg Cluster
 Comments:


 Advocate Kyle Reinecke,
 Deputy Director-General:
 Transport Management,
 Western Cape Government
 Comments:


 Coenie Groenewald
 Municipal Manager,
 Overstrand Municipality
 Comments:


 Horace Stanley Dugmore Wallace
 Municipal Manager,
 Theewaterskloof Municipality
 Comments:


 Dean Gabriel Ian O'Neill
 Municipal Manager,
 Cape Agulhas Municipality
 Comments:



Appendix A – Enabling Instructions

Individual letters from the Minister of Transport and Public Works, Mr Donald Grant, authorising cross boundary operations in terms of Section 3A (2) of the National Road Traffic Act (1996) are to be provided to the Municipal Managers of the the municipalities of Cape Agulhas, Theewaterskloof and Overstrand.

A sample letter is below for reference.

NATIONAL ROAD TRAFFIC ACT, 1996 (ACT 93 OF 1996): APPOINTMENT OF TRAFFIC OFFICERS

1. The Caledon District Safety Plan has been developed in partnership between the South African Police Service Overberg Cluster, the Western Cape Department of Transport and Public Works and your municipality.
2. The plan has been developed in order to reduce the prevalence of road traffic injury in the area of operations defined by the plan.
3. The ability for the traffic services of all signatory parties to take part in cross boundary operations for the purpose of enhancing road safety in the area as a whole has been identified as a requirement for the achievement of the objectives of the plan.
4. In terms of Section 3A(2) of the National Road Traffic Act, 1996 (Act 93 of 1996), I hereby approve the cross boundary operations involving the traffic services of the municipalities within in the area as specified in the plan, *viz* the municipalities of Cape Agulhas, Overstrand and Theewaterskloof.
5. This approval will remain in force within the boundaries of the said municipalities for such time as the District Safety Plan remains in effect. The cross boundary operations conducted under this this approval will only be for operations as per the District Safety Plan, which may be amended on a quarterly basis, per the Coordinating Instructions.

Yours faithfully

DONALD GRANT

WESTERN CAPE MINISTER OF TRANSPORT AND PUBLIC WORKS

DATE:



Appendix B District Safety Plan

Third Quarter 2016/17

Co-ordination Tasks for Completion by November 31st 2016.

1. Liaise with Department of Health regarding prevalence of out of area fatalities.
2. Develop approach to funding resource gaps identified in Evaluation.

October - #SaveKidsLives

(NB Transport Month, national focus on Public Transport)

Law Enforcement

	Activity	Location	Action plan	Objective	Dates	Communicator
Local Events	Whale Festival Hermanus (30/09-02/10)	All routes R43 Sandbaai	Visible policing K 78 Integrated Roadblock	Visible policing Alcohol, driver and vehicle ,child restrain #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	1 October 2016	Buyelwa Mboya, DoTPW Land Transport Safety
	Foot of Africa, Bredasdorp (14-15)	Main Road Bredasdorp	K 78 Integrated Roadblock	Alcohol, driver & vehicle fitness, public transport and commuter safety, #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	14 October 2016	Byron La Hoe, DOTPW Comms
	Wine to Whales MTB (11-13)	Vermont R43	Roving VCP	Alcohol, driver and vehicle fitness Visible policing,child pedestrian, Learner Transport #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	13 October 2016	Heinrich Robertson, DOTPW Comms
	Elgin Open Gardens (29 - 30)	R321 Molteno	Roving VCP	Alcohol, driver & vehicle fitness, public transport and commuter safety, #SaveKidsLives	30 October 2016	Theewaterskloof Municipal Communicator



				Child road safety, emphasis on pedestrians. Child seats		
Threats /Risks	Increased agricultural activities affecting public roads Veldfires Protest actions Illegal fruit sellers	Cape Agulhas Theewaterskloof and Overstrand	High visibility patrols Actions as needs arise	Road-user compliance	As the needs arise	Byron La Hoe, DoTPW Comms and relevant municipal communicator.
Safely Home	#SaveKidsLives 1. Child Pedestrians 2. Child Passengers	Province - wide	Local radio spots on child road safety issues	Road safety, Safety Belts, Child restraints	14 October 2016	Hector Elliott, Safely Home
External Communications	All events	Overberg District	With event application organizers must promote road safety.	To promote and encourage road safety	As identified	Event Organiser
Communication Activities	Road Safety Awareness Desk Scholar Patrol Training	Hermanus Whale Festival Swartberg Primary	Educate motorists	Child Pedestrian Safety, Public Transport, Commuter Safety Danny Cat, Seatbelt convincer	1-2 October 15 October	Buyelwa Mboya, DoTPW Land Transport Safety + RSM + Overstrand Comms Chris Abrahams, Road Safety Management
Visible Policing	4 x Pedestrian Operations	N2 Ou Kaapse Weg/High Rising N2 Ou Kaapse Weg/High Rising	High visibility patrols, Interaction with Pedestrian	Alcohol, driver & vehicle fitness/#SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	03'October 2016 06 October 2016	Byron La Hoe, DoTPW Comms Heinrich Robertson, DoTPW Comms



Speed Operations	Speed prolaser	R43 Botriver/Honingklip	High visibility patrols, Interaction with Pedestrian	Alcohol, driver & vehicle fitness/#SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	10 October 2016	Overstrand Municipal Comms
		N2 Ou Kaapse Weg/High Rising, N2 Freshood	High visibility patrols,Learner Transport Interaction with Pedestrian	Alcohol, driver & vehicle fitness/Learner Transport #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	14 October 2016	Theewaterskloof Municipal Comms
		Napier	Integrated Operation	Alcohol, driver & vehicle fitness and public transport/Seatbelts/Child seats #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	12 October 2016	Bredasdorp Municipal Comms
		N2 KM 43 Botriver	Integrated Operation	Alcohol, driver & vehicle fitness and public transport/Seatbelts/Child seats #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	19 October 2016	Theewaterskloof Municipal Comms
		Struisbaai	Integrated Operation	Alcohol, driver & vehicle fitness and public transport/Seatbelts/Child seats #SaveKidsLives Child road safety, emphasis on pedestrians. Child seats	21 October 2016	Bredasdorp Municipal Comms
						NA
Abnormal Load	As per Request	As per Request	As per Request			NA
Film Shoots	Various	Various	Various	Safer pull off areas for motorists and Law Enforcement	ASAP	NA

Green = Link With Education Plan Red = Resource Needed Blue = Event

For details of law enforcement plan see DSP Law Enforcement Q3 201617.xlsx (restricted access)



October - #SaveKidsLives

Education

October	What	Where	Action	Who	When
Local Events	Whale Festival Hermanus (30/09-02/10) Elgin Open Gardens (29-30) Foot of Africa, Bredasdorp (14-15)	Hermanus Elgin Bredasdorp	Information Desk Law Enforcement Law Enforcement	Buyelwa Mboya, DoTPW Land Transport Safety	1 – 2 October See LE Plan
Safely Home Road Safety Calendar	#SaveKidsLives Child road safety, emphasis on pedestrians. Child seats.	Province Wide	Include local spots to media schedule on Whale Coast FM, Radio Disa, Caledon FM, Radio Overberg, Valley FM	Hector Elliott	Record spots by last week of preceding month, release by first.
Press Statements	Road safety linked statement from Ministry, Dept, Muni, Sanral, SAPS	Region	Joint press statement RE: Whale Festival. Child pedestrian theme.	Byron La Hoe	Information to Byron at least one week prior.
Support to Law Enforcement, RSM/LTS/CO	Comms support to LE action (media, photos, social media)	Where required. See Law Enforcement Plan. NB Child pedestrians & scholar tpt	Ensure comms support person in place for specified actions.	DoTPW Comms, RSM, LTS, LM Comms	See Law Enforcement Plan (Responsible Communicator)
D:RSM	Road Safety Management Events	Region	Supply details of general and schools activities. Co-ordinate to ensure comms support.	Christopher Abrahams	Start of preceding month



D:LTS	Land Transport Safety Activities	Hermanus Whale Festival	Info stall and stakeholder engagements	Buyelwa Mboya	1 – 2 October
Community Outreach	Thusong Centre engagements by LG	Region	None this month	Heinrich Robertson	NA
Targeted Social Media	Messages directed to key media outlets/ offices/ personnel	Region	Target Local Tourism offices with road safety messages	Byron La Hoe / Celeste Nell	Per Safely Home Calendar
Targeted Media Engagements	Engagements with specific media	Region	None this month	Hector Elliott	NA
Engineering & Signage	Signage requests with education component	Regional hotspots: Serturia St, Villiersdorp; Cnr Main Rd/Felix St, Grabouw, Melkhout St, Stanford	Request child pedestrian warning signs: "We love our children, please slow down"	Hector Elliott	On District Safety Plan approval

Green = Link With Enforcement Plan Yellow = Link With Engineering Plan



October - #SaveKidsLives

Engineering

	What	Where	Action	Who	When
Road Markings Maintenance	Maintenance requests for road markings in poor condition.	None	None	None	None
Road Markings Upgrades	Requests for additional or altered road markings for improved safety.	None	None	None	None
Signage Maintenance	Maintenance requests for signage in poor condition.	None	None	None	None
Signage Upgrades	Requests for additional or altered signage for improved safety.	None	None	None	None
Infrastructure Maintenance	Maintenance requests for infrastructure in poor condition (eg potholes, fencing, lighting)	None	None	None	None
Infrastructure Upgrades	Road Safety Audit	N2 Grabouw to Caledon	Appoint Road Safety Auditor	Sanral / Safely Home / Law Enforcement	Identify budget and service provider, end November 2016



	<p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at intersection Rumble strips Cat eyes</p>	<p>Villiersdorp/Vyeboom</p> <p>R320 Hemel and Aarde</p> <p>R43 Fisherhaven</p> <p>N2 Botrivers</p> <p>Van Brakelstoer crossing</p>	<p>Submit Infrastructure Upgrade Request (all)</p>	<p>Transport Management (Hector Elliott) to co-ordinate (all)</p>	<p>Submit on plan approval (all)</p>
Safety Signage	Signage requests with education component	Regional hotspots: Serturia St, Villiersdorp; Cnr Main Rd/Felix St, Grabouw, Melkhout St, Stanford	Request child pedestrian warning signs: "We love our children, please slow down"	Hector Elliott	On District Safety Plan approval
Speed Limits	Speed limit change requests	R43 Bot River – Hermanus	Speed limit assessment	DoTPW Transport Infrastructure	Findings by month end.

Green = Link With Enforcement Plan Yellow = Link With Education Plan



November - #WalkSafe

Law Enforcement

November	Activity	Location	Action plan	Objective	Dates	Communicator
Local Events	Wine to Whales MTB('04-06)	N2 Freshwood Grabouw	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety , Commuter safety	04 November 2016	Buyelwa Mboya, DoTPW Land Transport Safety
	Elgin Open Gardens('05-06)	R321 Grabouw	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety	05 November 2016	Theewaterskloof Municipal Communicator
	Wine to Whales MTB Mountain bikes('07-09)	R43 Hermanus	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety	07 November 2016	Heinrich Robertson, DOTPW Comms
	Hermanus VAC('30/11-02/12)	R43 Hermanus	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety	'30 November 2016	Overstrand Municipal Communicator
Threats /Risks	Veldfires Protest actions Illegal fruit sellers	Cape Agulhas Theewaterskloof and Overstrand	Actions as needs arise		As needs arise	Byron La Hoe, DoTPW Comms and relevant Municipal Communicators



Safely Home	#WalkSafe – Pedestrian Safety. NB Alcohol use.	Province - wide	Local radio spots on pedestrian road safety issues	See Visible Policing	Various	Hector Elliott, Safely Home
External Communications	All events	Overberg District	With event application organizers must promote road safety.	To promote and encourage road safety	As identified	Event Organisers
Communication Activities	Journalism Networking Lunch	TBD	Set up presentation and lunch with local journos id'ed in Evaluation	Familiarise media with DSP and local road safety issues; increase informed pro-active reporting.	10 th November 2016	Hector Elliott, Safely Home
Visible Policing	4 x Pedestrian Operations	R43 Stanford and R326 Intersection	High visibility patrols	Pedestrian safety and road-user compliance #WalkSafe, pedestrians (especially young males and alcohol, and visibility)	11 November 2016	Overstrand Municipal Communicator
		N2 Ou Kaapse Weg/High Rising	High visibility patrols	Pedestrian safety and road-user compliance #WalkSafe, pedestrians (especially young males and alcohol, and visibility)	15 November 2016	Theewaterskloof Municipal Communicator
		N2 Ou Kaapse Weg/High Rising	High visibility patrols	Pedestrian safety and road-user compliance #WalkSafe, pedestrians (especially young males and alcohol, and visibility)	25 November 2016	Buyelwa Mboya
		R43 Botriver/Honingklip	High visibility patrols	Pedestrian safety and road-user compliance #WalkSafe, pedestrians (especially young males and alcohol, and visibility)	27 November 2016	Byron La Hoe
Abnormal Load	As per Request	As per Request	As per Request			



Film Shoots	Various	Various	Various		
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Green = Link With Education Plan Red = Resource Needed Blue = Event

For details of law enforcement plan see DSP Law Enforcement Q3 201617.xlsx (restricted access)



November - #WalkSafe

Education

November	What	Where	Action	Who	When
Local Events	Eve w/ Evita Bez Caledon (5) Elgin Open Gardens (5-6) Wine2Whales Hermanus (4-13) Poppiedag Hermanus TBD	Various	Request / require road safety messaging in event promotional material.	Local Municipality	On receipt of event application
Safely Home Road Safety Calendar	#WalkSafe, pedestrians (especially young males and alcohol, and visibility)	Province Wide	Include local spots to media schedule on Whale Coast FM, Radio Disa, Caledon FM, Radio Overberg, Valley FM	Hector Elliott	Record spots by last week of preceding month, release by first.
Press Statements	Road safety linked statement from Ministry, Dept, Muni, Sanral, SAPS	Region	Joint press statement on pedestrian visibility, alcohol use, fruit sellers.	Byron La Hoe	Information to Byron at least one week prior.
Support to Law Enforcement	Comms support to Law Enforcement action (media, photos, social media)	Where required. See Law Enforcement Plan & D:RSM below. NB Pedestrian actions.	Ensure comms support person in place for specified actions.	DoTPW Comms, RSM, LTS, LM Comms	Per Quarterly DSP, indicated on Law Enforcement Plan.
D:Road Safety Management	Road Safety Management Events	Region	Supply details of general and schools activities. Co-ordinate to ensure comms support.	Christopher Abrahams	Start of preceding month
	Pedestrian safety	Grabouw	Road Safety Awareness	Chris Abrahams	01 November 2016
	Pedestrian safety	Grabouw		Chris Abrahams	09 November 2016
	Pedestrian safety	Grabouw		Chris Abrahams	17 November 2016



	Pedestrian safety	Grabouw		Chris Abrahams	23 November 2016
	Pedestrian Safety	Grabouw		Chris Abrahams	29 November 2016
	Pedestrian Safety	Bredasdorp		Chris Abrahams	30 November 2016
	Seat belt awareness: Passenger and driver safety	Bredasdorp		Chris Abrahams	30 November 2016
D:LTS	Land Transport Safety Activities	Bredasdorp	Think! Campaign	Buyelwa Mboya	TBD
Community Outreach	Thusong Centre engagements by LG	Region	Support 9-10 th Nov: Mount Pleasant Thusong Centre event	Heinrich Robertson	9-10 th November
Targeted Social Media	Messages directed to key media outlets/ offices/ personnel	Region	Target Local Tourism offices with road safety messages	Byron La Hoe / Celeste Nell	Per Safely Home Calendar
Targeted Media Engagements	Engagements with specific media	Region	Regional journalist networking lunch	Hector Elliott	10 th November 2016
Engineering & Signage	Signage requests with education component	Regional hotspots: N2-2 Out 19.0E, 63.2E In: 25.4E ; N2-3 In km 5. See Engineering Plan.	Request pedestrian warning signs with flashing lights and "High risk zone".	Hector Elliott	On District Safety Plan approval

Green = Link With Enforcement Plan Yellow = Link With Engineering Plan



November - #WalkSafe

Engineering

November	What	Where	Action	Who	When
Road Markings Maintenance	Maintenance requests for road markings in poor condition.	None	None	None	None
Road Markings Upgrades	Requests for additional or altered road markings for improved safety.	None	None	None	None
Signage Maintenance	Maintenance requests for signage in poor condition.	None	None	None	None
Signage Upgrades	Requests for additional or altered signage for improved safety.	None	None	None	None
Infrastructure Maintenance	Maintenance requests for infrastructure in poor condition (eg potholes, fencing, lighting)	None	None	None	None
Infrastructure Upgrades	Road Safety Audit	N2 Grabouw	Conduct Audit	Sanral / Safely Home / Law Enforcement	Throughout month



	<p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at intersection Rumble strips Cat eyes</p>	<p>Villiersdorp/Vyeboom</p> <p>R320 Hemel and Aarde</p> <p>R43 Fisherhaven</p> <p>N2 Botrivers</p> <p>Van Brakelstoer crossing</p>	<p>Submit Infrastructure Upgrade Request (all)</p>	<p>Transport Management (Hector Elliott) to co-ordinate (all)</p>	<p>Submit on plan approval (all)</p>
Safety Signage	Signage requests with education component	Regional hotspots: N2-2 Out 19.0E, 63.2E In: 25.4E ; N2-3 In km 5. See Engineering Plan.	Request pedestrian warning signs with flashing lights and "High risk zone".	Hector Elliott	On District Safety Plan approval
Speed Limits	Speed limit change requests	R316 Caledon to Bredasdorp R326 Stanford to N2	Speed limit assessment, NB Van Brakelstoer Intersection	DoTPW Transport Infrastructure	Findings by month end.

Green = Link With Enforcement Plan Yellow = Link With Education Plan



December - #BoozeFreeRoads

Law Enforcement

December	Activity	Location	Action plan	Objective	Dates	Communicator
Local Events	Hermanus VAC('02/12)	R43 Hermanus	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety, Public Transport, Fatigue awareness	02 December 2016	Overstrand MC
	School closure / Festive season	N2 KM 5 Caledon	Integrated K78	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety, Public Transport safety awareness, Fatigue awareness	09 December 2016	Byron La Hoe
	(MTB) Mountain bike Challenge Long weekend breaking up(14-17)	R316 Main road	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints ,Pedestrian Safety, Public Transport, Fatigue awareness	14 December 2016	Cape Agulhas MC
	Long weekend/Festive season	N2 Riviersonderend(RSE)	Integrated K78	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrians Safety, Public Transport Safety, Fatigue awareness	23 December 2016	Byron La Hoe
	Colour Run	R43 Vermont Hermanus	Integrated Roving VCP	Visible policing Alcohol, driver and vehicle ,child restraints, Pedestrian Safety, Public Transport	26 December 2016	Overstrand MC



Threats /Risks	Increased holiday traffic. Veldfires Protest actions Illegal fruit sellers	N2 and coastal access routes Cape Agulhas Theewaterskloof and Overstrand	Per Festive Season LE Plan Actions as needs arise	Per Festive Season LE Plan As needs arise.	Per Festive Season LE Plan As needs arise	Per Festive Season LE Plan As the need arise
Safely Home	#BoozeFreeRoads 1. Pedestrians 2. Drivers	Province - wide	Local radio spots on alcohol-related road safety issues	Reductions in alcohol-related road traffic injury.	See Visible Policing.	Hector Elliott, Safely Home
External Communications	All events	Overberg District	With event application organizers must promote road safety.	To promote and encourage road safety	As identified	As identified
Communication Activities	Per Festive Season Plan. Support to Law Enforcement.					
Visible Policing	4 x Pedestrian Operations	N2 Ou Kaapse Weg/High Rising	High visibility patrols	Pedestrian safety and road-user compliance/#BoozeFreeRoads emphasis on pedestrians under the influence of Alcohol	06 December 2016	Theewaterskloof MC
		N2 Ou Kaapse Weg/High Rising	High visibility patrols	Pedestrian safety and road-user compliance/#BoozeFreeRoads emphasis on pedestrians under the influence of Alcohol	09 December 2016	Theewaterskloof MC
		Ou Kaapse Weg/High Rising	High visibility patrols	Pedestrian safety and road-user compliance/#BoozeFreeRoads emphasis on pedestrians under the influence of Alcohol	16 December 2016	Buyelwa Mboya, Land Transport Safety
		R43 Botriver/Honingklip	High visibility patrols	Pedestrian safety and road-user compliance/#BoozeFreeRoads	23 December 2016	Overstrand MC



				emphasis on pedestrians under the influence of Alcohol		
Speed	4 x Prolaser (WCG)	R43 Stanford	Integrated Speed Operation	Speed, Alcohol , Driver and Vehicle offences, Child restraints	13 December 2016	Overstrand MC
		Struisbaai	Integrated Operation	Speed, Alcohol , Driver and Vehicle offences, Child restraints	20 December 2016	Cape Agulhas MC
Abnormal Load	As per Request	As per Request	As per Request			As per Request
Film Shoots	As per Request	As per Request	As per Request			As per Request

Green = Link With Education Plan Red = Resource Needed Blue = Event

For details of law enforcement plan see DSP Law Enforcement Q3 201617.xlsx (restricted access)



December - #BoozeFreeRoads

Education

	What	Where	Action	Who	When
Local Events	C Agulhas MTB Classic (17) Hermanus Vac (30/11-2) Agri Mega Bredasdorp (14-17) All Go Touchies Bredasdorp (24) Colour Run Hermanus (26) TransAgulhas Various (28-1/1)	Various	Request / require road safety messaging in event promotional material.	Law Enforcement	See Law Enforcement Plan
Safely Home Road Safety Calendar	#BoozeFreeRoads; driving and walking under the influence of alcohol	Province Wide	Include local spots to media schedule on Whale Coast FM, Radio Disa, Caledon FM, Radio Overberg, Valley FM	Hector Elliott	Record spots by last week of preceding month, release by first.
Press Statements	Road safety linked statement from Ministry, Dept, Muni, Sanral, SAPS	Region	Joint press statement on driving and walking under influence in region & LE action	Byron La Hoe	Information to Byron at least one week prior.
Support to Law Enforcement	Comms support to LE action (media, photos, social media)	Where required. See Law Enforcement Plan & D:RSM below. NB ASOD /Roadblocks / Ped ops.	Ensure comms support person in place for specified actions.	DoTPW Comms, RSM, LTS, LM Comms	See Law Enforcement Plan
D:Road Safety Management	Road Safety Management Events	Region	Supply details of general and schools activities. Co-ordinate.	Christopher Abrahams	Start of preceding month
		Bredasdorp	Cyclist safety		01 December 2016
		Grabouw	Pedestrian Safety		02 December 2016



		Grabouw	Passenger / Driver Safety Awareness		02 December 2016
		Grabouw	Pedestrian Safety		07 December 2016
		Grabouw	Passenger / Driver Safety Awareness		07 December 2016
		Hermanus	Seat belt awareness		09 December 2016
		Zwelihle	Pedestrian Safety		09 December 2016
		Caledon	Passenger / Driver Safety Awareness		14 December 2016
		Caledon	Pedestrian Safety		14 December 2016
D:LTS	Land Transport Safety Activities	Grabouw	Think! Campaign	Buyelwa Mboya	Plan in place by end of preceding month
Community Outreach	Thusong Centre engagements by LG	Region	None this month	Heinrich Robertson	Plan in place by end of preceding month
Targeted Social Media	Messages directed to key media outlets/ offices/ personnel	Region	Target Local Tourism offices with road safety messages	Byron La Hoe / Celeste Nell	Plan in place by end of preceding month
Targeted Media Engagements	Engagements with specific media	Region	None this month	Heinrich Robertson	



Engineering & Signage	Signage requests with education component		None this month		
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Green = Link With Enforcement Plan Yellow = Link With Engineering Plan



December - #BoozeFreeRoads

Engineering

	What	Where	Action	Who	When
Road Markings Maintenance	Maintenance requests for road markings in poor condition.	None	None	None	None
Road Markings Upgrades	Requests for additional or altered road markings for improved safety.	None	None	None	None
Signage Maintenance	Maintenance requests for signage in poor condition.	None	None	None	None
Signage Upgrades	Requests for additional or altered signage for improved safety.	None	None	None	None
Infrastructure Maintenance	Maintenance requests for infrastructure in poor condition (eg potholes, fencing, lighting)	None	None	None	None
Infrastructure Upgrades	Road Safety Audit	N2 Grabouw	Conduct Audit	Sanral / Safely Home / Law Enforcement	Throughout month



	<p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at pull off areas</p> <p>Safer pull off areas for motorist and Law enforcement Street Lights at intersection Rumble strips Cat eyes</p>	<p>Villiersdorp/Vyeboom</p> <p>R320 Hemel and Aarde</p> <p>R43 Fisherhaven</p> <p>N2 Botrivers</p> <p>Van Brakelstoer crossing</p>	<p>Submit Infrastructure Upgrade Request (all)</p>	<p>Transport Management (Hector Elliott) to co-ordinate (all)</p>	<p>Submit on plan approval (all)</p>
Safety Signage	Signage requests with education component	None this month.			
Speed Limits	Speed limit change requests	R321	Speed limit assessment	DoTPW Transport Infrastructure	Findings by month end.

Green = Link With Enforcement Plan Yellow = Link With Education Plan



Appendix C – Monitoring and Evaluation Logical Framework (Logframe)

Key								
	Implementation-ready indicator		Proposed indicator – requires additional data					
Narrative summary	Indicator	Performance indicators						Assumptions
		Baseline 2015/16	Target Oct- Dec 2016/17 (SMART)	Target Jan- Mar 2016/17 (SMART)	Target Apr-Jun 2017/18 (SMART)	Target Jul-Sep 2017/18 (SMART)		
Impact (the development results of achieving specific outcomes) impacts on livelihoods								
I1: Reduce the burden of disease	Valuation of road crashes ; % of the District's GDP						Economic evaluation (Willingness-to-pay method)	The burden of disease (serious injuries; alcohol abuse) directly and indirectly related to road crashes can be reduced and thereby make roads safer.
Long-term Outcomes								Assumptions for Outcomes to lead to Impacts
LTO1: Reduce road traffic fatalities in the area of operation by	Number of road crash fatalities	21	14	12	TBD	TBD	FPS Data;	Focusing on reducing pedestrian fatalities is



30% by the end of 2019/20								assumed to be essential.
	Number of fatal crashes						FPS Data; IPAS	A focused effort on saving the lives of pedestrians will lead to a reduction of fatal crashes. Reducing the number of fatal crashes will lead to an overall reduction in fatalities
LTO2: Reduce the number of serious injuries in the area of operation by 30% by the end of 2019/20	Number of serious injuries						IPAS	Serious injuries will be substantially reduced when fatalities are reduced, even if focus is on fatalities.
Intermediate Outcome (the medium-term results for specific beneficiaries , "what we wish to achieve") changes in the systems							Assumptions for outcomes to lead to Impacts	



IO1: Safer Speeds - Average speeds in the area reduce.	Average speeds (per road)						Traffic Loading (AADT, Heavy Vehicles & ESAL (E80) Provincial Counting Stations (4 in region – see Evaluation))	An average speed reduction will reduce the number of fatalities and serious injuries in line with Nillson's power model.
IO2: Safer Roads – Improvements in the safety of the road system (See Engineering Plan)	Road safety audits	NA	0	0	1	0	Engineering Plan	Audits will identify effective counter-measures for hotspots which will make positive impacts.
	Speed limit reviews	NA	1	1	1	1	Engineering Plan	Formal speed limit reviews conducted where a need identified will result in lower speed limits and thus reduced fatalities.
	Engineering Improvements	NA	1	1	1	1	Engineering Plan	Improvements in existing infrastructure will



								result in fewer crashes.
IO3: Safer Vehicles (See Enforcement Plan)	% of vehicles stopped complying with minimum roadworthy compliance							Road traffic injuries can be prevented by improving the safety features of vehicles



Narrative summary	Performance indicators						Means of verification	Assumptions
	Indicator	Baseline 2015/16	Target Oct-Dec 2016/17 (SMART)	Target Jan-Mar 2016/17 (SMART)	Target Apr-Jun 2017/18 (SMART)	Target Jul-Sep 2017/18 (SMART)		
Intermediate Outcome (the medium-term results for specific beneficiaries , "what we wish to achieve") changes in the systems							Assumptions for outcomes to lead to Impacts	
IO4: Safer People - Positively influence road user behaviour.	DUI arrests as percentage of motorists screened.							Improvements in prevalence of DUI will lead to lower number of crashes.
	Percentage of drivers wearing seatbelts							Seatbelt use reduces risk of serious injury considerably in a crash.
	Percentage of front seat passengers wearing seatbelts							Seatbelt use reduces risk of serious injury considerably in a crash.
	Percentage of rear seat passengers wearing seatbelts.							Seatbelt use reduces risk of serious injury



									considerably in a crash.
	Advertising Value Estimate for free media linked to DSP Caledon	NA	R150,000	TBD	TBD	TBD	Newsclip		Education outputs will drive up AVE, which will drive up road safety awareness and thus influence behaviour.

Narrative summary	Performance indicators							Means of verification	Assumptions
Outputs (the main products/services /building blocks towards achieving the outcome)	Indicator	Baseline 2015/16	Target Oct-Dec 2016/17 (SMART)	Target Jan-Mar 2016/17 (SMART)	Target Apr-Jun 2017/18 (SMART)	Target Jul-Sep 2017/18 (SMART)	Indicator	Assumptions for outputs to lead to outcomes	
O1 Integrated Enforcement Operations held	Number of joint operations conducted	NA	33	TBD	TBD	TBD	Enforcement Plan	Good governance and integrated service delivery with	
	Number of speed operations conducted	NA	9	TBD	TBD	TBD	Enforcement Plan		



	Number of DUI operations	NA	33	TBD	TBD	TBD	Enforcement Plan (Needs verification as all operations currently include DUI)	all operational partners and other Traffic Law Enforcement Agencies Visible traffic police presence on the Overberg Road Network (National and Provincial Roads)
	Number of pedestrian operations conducted	NA	12	TBD	TBD	TBD	Enforcement Plan	
	Number of operations conducted supporting Safely Home Calendar theme	NA	33	TBD	TBD	TBD	Enforcement Plan (Needs verification as all operations currently include support for Calendar)	
	Number of vehicles stopped and checked							
	Percentage of ASOD violations stopped and fined							
	Number of enforcement operations reports	NA	1	1	1	1	Enforcement Plan	



	Number of road safety awareness activities at schools						To be captured in Education Plan	
O2 Education/Communication	Number of road safety awareness activities not at schools, excluding law enforcement activities.	NA	6	TBD	TBD	TBD	Education Plan	Heightened road safety awareness will lead to behaviour change which will in turn lead to better road safety outcomes
	Number of press statements	NA	3	TBD	TBD	TBD	Education Plan	
	Number of radio interviews by spokespersons	NA	24	TBD	TBD	TBD	AVE Report	
	Number of radio commercial broadcasts by Safely Home	NA	TBD				Media Schedule	
	Number of law enforcement activities supported	NA	33	TBD	TBD	TBD	Enforcement Plan	



O3 Evaluation Reports	Number of evaluation reports	NA	1	1	1	1	Quarterly Evaluation and Planning Meetings	
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Appendix D – The Safely Home Calendar

Month	Theme and Priorities	Hashtag	Target Audience in Priority Order ¹	Key Message & sample Tweets (also, search on Twitter @WCGovSafelyHome)	Useful Facts (see also safelyhome.westerncape.gov.za)	Useful Local Facts – Caledon DSP (see also Appendix E)
Oct	Child road safety 1. Child pedestrians 2. Child passengers (nb car seats)	#SaveKidsLives	1. Adult male motorists 2. Adult female motorists 3. General public	Kill your speed not a child. Kids will follow your example when you cross roads recklessly. Cars hit kids in the head or chest, so kids are more likely to die. Are your kids visible when they are walking on the road? Be the adult. Buckle up kids. Don't leave precious cargo unsecured.	133 children were killed on the roads in the Western Cape in 2015. 73 children younger than 6 were killed on the roads in the Western Cape in 2015. 131 children were run over and killed in the Western Cape last year. 33 child passengers were killed in the Western Cape in 2015. 75% of child road deaths are pedestrians.	10 children were killed in the Caledon DSP region in 2015 (calendar year). 7 children were run over and killed in the DSP region in 2015 (calendar year).

¹ Note: Resource allocation on targeting of males vs females must take into account fatality numbers in the respective themes and any other relevant data where possible. In the Caledon DSP region between 2008 and 2015, females made up approximately 21.5% of fatalities.



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Nov	Pedestrian safety 1. Alcohol 2. Visibility	#WalkSafe (#SafeRoadsForAll)	1. Adult male pedestrians 2. Adult male motorists	Alcohol and roads don't mix. Be smart, walk safe. If you are not seen on the road, you may not see your future. Kill your speed not a pedestrian. #SafeRoadsForAll	62% of pedestrian fatalities tested for alcohol were BAC positive. 41% of pedestrian fatalities tested for alcohol had a BAC higher than 0.2, which is four times the legal driving limit. Male pedestrian fatalities are more likely to be impaired than females. Young males are the most likely to die as a pedestrian after drinking, with the highest risk group being 20 – 29. Coloured pedestrians are the highest numbers, with black pedestrians being the highest risk group. More than three times as many pedestrians die on Saturdays as on Wednesdays.	50% of pedestrian fatalities in the region have BAC greater than 0.15 (3 x limit for driving). Pedestrian fatalities in the region peak on Saturday evenings between 5pm and 12am. 65% of local pedestrian fatalities tested BAC positive. The number one hotspot for pedestrian fatalities in the region is the N2 adjacent Grabouw.
Dec	Alcohol and roads don't mix 1. Pedestrians under influence 2. Driving under influence	#BoozeFreeRoads	1. Adult male pedestrians. 2. Adult male motorists. 3. Adult female motorists. 4. Adult female pedestrians.	Alcohol and roads don't mix. It is up to you to make the right choices about drinking and driving. The safest option is not to drink if you are going to drive.	See above for pedestrian alcohol information. Over 40% of drivers killed on Western Cape roads who were tested for alcohol were BAC positive. Western Cape drivers who die on the road are more likely to be BAC positive than all other categories, except for pedestrians.	Last year, traffic authorities and the SAPS arrested more than 500 local drivers for driving under the influence. 40% of local drivers killed on



					<p>Approximately 372 pedestrians were killed while under the influence on Western Cape roads last year.</p> <p>Drinking and driving crashes are no accident.</p>	<p>The CSIR estimated that alcohol related destruction of roads infrastructure and other vehicles cost R7.9b in 2009.</p> <p>Drinking and driving helps criminals by taking police resources away from other crimes.</p> <p>Drinking and driving cases help criminals by clogging up the justice system.</p>	<p>the roads were BAC positive.</p> <p>The highest numbers of BAC positive drivers killed were males aged 20 – 29.</p>
Jan	Alcohol and roads don't mix 1. Pedestrians under influence 2. Driving under influence	#BoozeFreeRoads	1. Adult male pedestrians. 2. Adult male motorists. 3. Adult female motorists. 4. Adult female pedestrians.	<p>Alcohol and roads don't mix.</p> <p>It is up to you to make the right choices about drinking and driving.</p> <p>Drinking and walking is killing hundreds of people each year.</p> <p>Drinking and driving crashes are no accident.</p>	<p>See above for pedestrian alcohol information.</p> <p>Over 40% of drivers killed on Western Cape roads who were tested for alcohol were BAC positive.</p> <p>Western Cape drivers who die on the road are more likely to be BAC positive than all other categories, except for pedestrians.</p> <p>The CSIR estimated that alcohol related destruction of roads infrastructure and other vehicles cost R7.9b in 2009.</p> <p>Drinking and driving helps criminals by taking police resources away from other crimes.</p> <p>Drinking and driving cases help criminals by clogging up the justice system.</p>	<p>Last year, traffic authorities and the SAPS arrested more than 500 local drivers for driving under the influence.</p> <p>40% of local drivers killed on the roads were BAC positive.</p> <p>The highest numbers of BAC positive drivers killed were males aged 20 – 29.</p>	
Feb	Vulnerable road users (VRUs) 1. Child pedestrians	#ShareTheRoad	1. Adult male motorists 2. Adult female motorists 3. General public	Cars dent, children/cyclists/bikers/ pedestrians/seniors die.	<p>31 cyclists were killed in the Western Cape last year.</p> <p>64 motor-cyclists were killed in the Western Cape last year.</p>	See also child pedestrians.	



	<p>2. Senior pedestrians 3. Cyclists and other NMT including disabled. 4. Motor-cyclists</p>			<p>The road belongs to all, not just trucks, cars and buses.</p> <p>Child pedestrians get hit on the head or chest, so are less likely to survive a crash.</p> <p>Senior pedestrians are more fragile, and recovery from a crash is much less likely.</p> <p>Kill your speed not a child / senior / cyclist</p> <p>Safety starts with respect, respect starts with you.</p> <p>Bikes: same roads, same rules.</p>	<p>57 senior citizens were run over and killed in the Western Cape last year.</p> <p>62 motor-cyclists were killed on the roads in the Western Cape last year.</p>	
Mar	Personal Responsibility	#BeTheChange	<p>1. Adult male pedestrians. 2. Adult male motorists. 3. Public transport operators, especially minibus taxis. 4. Adult female motorists. 5. Adult female pedestrians.</p>	<p>It is up to you to make the difference on our roads.</p> <p>All road users are responsible for their own safety and the safety of every other road user.</p> <p>See Seatbelts, Speed, Children, VRUs, Pedestrians, Distracted Driving, Visibility.</p>	See all themes.	See all themes.
Apr	Personal Responsibility	#BeTheChange	<p>1. Adult male pedestrians. 2. Adult male motorists.</p>	<p>It is up to you to make the difference on our roads.</p>	See all themes.	See all themes.



			<p>3. Public transport operators, especially minibus taxis.</p> <p>4. Adult female motorists.</p> <p>5. Adult female pedestrians.</p>	<p>All road users are responsible for their own safety and the safety of every other road user.</p> <p>See Seatbelts, Speed, Children, VRUs, Pedestrians, Distracted Driving, Visibility.</p>		
May	Distracted Driving 1. Texting, WhatsApp etc 2. Talking on cellphone	#ItCanWait	<p>1. Adult male motorists</p> <p>2. Adult female motorists</p> <p>3. General public</p>	<p>No text or call is worth your life – it can wait.</p> <p>Distracted driving is a leading cause of crashes on our roads, with texting being the worst form of distraction.</p> <p>Distracted pedestrians is an increasing problem world-wide.</p>	<p>Brain activity in the area that processes moving images decreases by 33% when we are talking on the phone.</p> <p>The US government estimates 28% of crashes involve cell phone use, mostly texting.</p>	No local data.
Jun	Visibility 1. Pedestrians 2. Motorists	#SeeAndBeSeen	<p>1. Adult pedestrians</p> <p>2. Adult motorists</p>	<p>Drivers are responsible for seeing and being seen by ensuring that all lights are in working order, and that mirrors and windows are clean and free of cracks.</p> <p>Pedestrians are responsible for seeing and being seen by avoiding walking on busy roads when intoxicated, and by wearing bright clothing and carrying lights.</p>	<p>Fatalities peak in the hours around sunset, when visibility is at its worst.</p> <p>20% of all fatalities occur around sunset, when visibility is at its worst.</p> <p>60% of fatalities occur between 6pm and 6am.</p>	Use regional data.



Jul	Alcohol and roads don't mix 1. Pedestrians under influence 2. Driving under influence	#BoozeFreeRoads	1. Adult male pedestrians. 2. Adult male motorists. 3. Adult female motorists. 4. Adult female pedestrians.	Alcohol and roads don't mix. It is up to you to make the right choices about drinking and driving. Drinking and walking is killing hundreds of people each year. Drinking and driving crashes are no accident.	See above for pedestrian alcohol information. Over 40% of drivers killed on Western Cape roads who were tested for alcohol were BAC positive. Western Cape drivers who die on the road are more likely to be BAC positive than all other categories, except for pedestrians. The CSIR estimated that alcohol related destruction of roads infrastructure and other vehicles cost R7.9b in 2009. Drinking and driving helps criminals by taking police resources away from other crimes. Drinking and driving cases help criminals by clogging up the justice system.	Last year, traffic authorities and the SAPS arrested more than 500 local drivers for driving under the influence. 40% of local drivers killed on the roads were BAC positive. The highest numbers of BAC positive drivers killed were males aged 20 – 29.
Aug	Speed	#SpeedKillsFacts	1. Adult male motorists 2. Adult female motorists	It won't kill you to slow down. Get the facts about speed: The faster you drive, the less time you will have to react to the unexpected. The faster you drive, the more quickly you can lose control. Therefore the faster you drive, the more likely you will be in a crash.	European Union research shows that speed was a full or partial cause of 33% of fatal crashes. The chance of a fatal crash decreases rapidly with lower speeds. A 1 kph change from 120kph to 119kph can mean 3.8% less fatalities. South Africa has very high speed limits by standards of safe countries, so a safe driver will stay well within them. Speed limits make a huge difference: the US State of Montana has speed limits similar to SA, and a death rate of 22 per 100k population, which is	Use regional data.



				<p>The faster you drive, the more force there will be in a crash, and thus more serious the injuries.</p> <p>Speed makes crashes more likely, and makes them more severe.</p>	<p>roughly the same as the Western Cape. The US State of Massachusetts has speed limits similar to the UK, and a death rate of 6 per 100k population, which is similar to Australia.</p> <p>Speed limits are set for optimal daytime conditions, and drivers should lower speed at night and when visibility is poor or conditions are wet.</p>	
Sep	<p>Seatbelts</p> <ol style="list-style-type: none"> 1. All vehicle occupants 2. Back seat passengers 	#AlwaysBuckleUp	<ol style="list-style-type: none"> 1. Adult males. 2. All vehicle occupants. 	<p>Buckling up is the law and the right thing to do.</p> <p>Always buckle up, in every seat, on every trip.</p> <p>The best place to be in a crash is in the vehicle, and seatbelts are the best way to ensure you are not ejected.</p> <p>Drivers are responsible for ensuring that all passengers are buckled up.</p> <p>Adults are responsible for buckling up all children.</p> <p>Not wearing a seatbelt is illegal, including in the back seat.</p> <p>Back seat passengers become projectiles in crashes, often killing other passengers,</p>	<p>Wearing a seatbelt reduces the risk of death in a crash by 45%.</p> <p>Seatbelts prevent 99% of occupants from being ejected, and incurring secondary injuries, or injuring others.</p> <p>Children who are not buckled up can be killed or permanently disfigured in low speed collisions.</p>	Use regional data.



				including those who are buckled up.		
--	--	--	--	-------------------------------------	--	--



KAAP AGULHAS MUNISIPALITEIT
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U MASIPALA WASECAPE AGULHAS



Munisipaliteit + U-Municipality + Municipality

OVERSTRAND



Theewaterskloof
Municipality

Appendix E – Evaluation

1. Background

2. Timeline

3. Deliverables

4. Draft Evaluation

1. Strategic Environment

- 1. National, provincial, local, departmental.

2. Operational Environment

1. Area

2. People

1. Overview

2. Education

3. Health

4. Crime

5. Alcohol

6. Social Challenges

7. Events

8. Media

3. Economy

1. Outlook

2. Sectoral Detail

3. Vehicle Population

Draft Evaluation contd

4. Roads

4. Inventory

5. Traffic Volumes

6. Condition (surfaced, unsurfaced, paint)

7. Climate

8. Speed Profiles

5. Infringements

6. Resources

4. Law Enforcement

5. Key Stakeholders

7. Operational Challenges

8. Fatalities

4. Overview

5. Children

6. Population and Vehicle Pop Ratios

7. Spatial Distribution

8. BIM Hazard Profiles

9. Injuries

10. Recommendations



Strategic Environment



KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Threewaterskool
Municipality

Strategic Environment

i. International

1. South Africa is a signatory of the UN's Sustainable Development Goals, and the Brasilia Declaration on road safety, committing support to reducing global road traffic fatalities by 50% by 2020.

i. National

1. The 2012 National Development established a target of 50% reduction in injury deaths (all causes) by 50% by 2030. No specific targets for road traffic injury deaths were set.
2. The national Department of Transport and the Road Traffic Management Corporation have produced a National Roads Policy Green Paper are in the process of finalizing a National Road Safety Strategy. No formally adopted single national strategy prevails although the new national strategy is aimed at the NDP target.

i. Provincial

1. Under Provincial Strategic Goal 3 of the Provincial Strategic Plan, the province commits to two road safety targets:
 - a. Reduce the road traffic injury mortality rate from 21:100,000 to 16:100,000 by 2019.
 - b. Reduce the child road traffic injury mortality rate from 11:100,000 to 7.2:100,000 by 2019 (ages 0 – 14).
2. The Provincial Land Transport Framework (PLTF) provides the link between road safety and public transport and infrastructure planning.

i. Local

The Integrated Transport Plans developed in terms of the PLTF of the local municipalities do not have specific targets for road safety.



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Strategic Environment

i. Command Intent

1. Transport Management Branch Vision: No-one should be killed or injured while using the roads of the Western Cape.
 - a. A long term sustainable safety implementation programme can develop the safe system which can ultimately deliver this vision.
 - b. As part of the overall safety programme framework, integrated safety plans are to be developed at district traffic centre level to support this vision.

1. Department of Transport & Public Works Programme Strategic Objectives (includes 2016/17 target).

- a. Road crash fatalities per 100,000 population (18).
- b. Traffic law enforcement operations implemented (7,240).
- c. Number of education and awareness interventions facilitated (480)



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Operational Environment

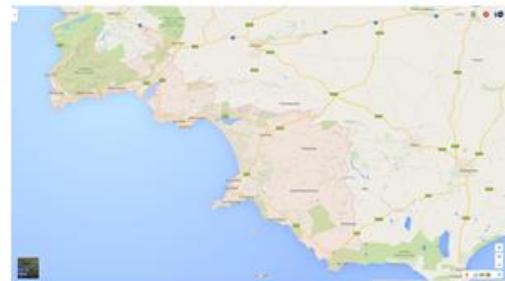
Operational Environment: Area of Operations



Cape Agulhas



Overstrand



Theewaterskloof



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Source: maps.google.co.za

THEEWATERSKLOOF
Municipality

Operational Environment: People (basics)

	2001 Census	2011 Census	2016 Pop Estimates
Population	175,433	222,260	239,161 (est)
Dependency Ratio	not available	47.9	49.6
Unemployment rate	16.5%	17.8%	not available
Formal dwellings (total)	40,349	54,297	not available



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THEEWATERSKRUID
Municipality

Source: statssa.gov.za

Operational Environment: People

Demographics by Municipality					
Cape Agulhas (2016 pop estimate = 34,698)		Overstrand (2016 pop estimate = 88,232)		Theewaterskloof (2016 pop estimate = 116,231)	
Total population	33,038 (27,155)	Total population	80,432 (55,012/+46%)	Total population	108,790 (93,276)
Young (0-14)	23,4%	Young (0-14)	21,5%	Young (0-14)	25,5%
Working Age (15-64)	67,6%	Working Age (15-64)	65,6%	Working Age (15-64)	69,4%
Elderly (65+)	8,9%	Elderly (65+)	12,9%	Elderly (65+)	5,1%
Dependency ratio	47,9	Dependency ratio	52,3	Dependency ratio	44,2
Sex ratio	96,6	Sex ratio	97,9	Sex ratio	104
Growth rate	1,96% (2001-2011)	Growth rate	3,8% (2001-2011)	Growth rate	1,54% (2001-2011)
Population density	10 persons/km ²	Population density	47 persons/km ²	Population density	34 persons/km ²



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THEEWATERSKLOOF
Municipality

Source: statssa.gov.za

Operational Environment: People

Unemployment rate	13.8% (13.6%)	Unemployment rate	23.3% (22%)	Unemployment rate	14.9% (18.6%)
Youth unemployment rate	19.5%	Youth unemployment rate	31.1%	Youth unemployment rate	19.8%
No schooling aged 20+	3.5%	No schooling aged 20+	2.5%	No schooling aged 20+	5%
Higher education aged 20+	12.9%	Higher education aged 20+	16.8%	Higher education aged 20+	7.3%
Matric aged 20+	22.4%	Matric aged 20+	27.7%	Matric aged 20+	20.2%
Number of households	10,162	Number of households	28,010	Number of households	28,884
Number of Agricultural households	1,167	Number of Agricultural households	1,405	Number of Agricultural households	2,459
Average household size	3.2	Average household size	2.6	Average household size	3.5
Female headed households	32.1%	Female headed households	32.3%	Female headed households	29.4%
Formal dwellings	85.2% (91.3%)	Formal dwellings	80.1% (83.6%)	Formal dwellings	80.3% (77.6%)
Housing owned/paying off	63.2%	Housing owned/paying off	53.7%	Housing owned/paying off	42.1%
Flush toilet connected to sewerage	72%	Flush toilet connected to sewerage	67.8%	Flush toilet connected to sewerage	80.2%
Weekly refuse removal	80%	Weekly refuse removal	91.5%	Weekly refuse removal	79.5%
Piped water inside dwelling	81.8%	Piped water inside dwelling	75.8%	Piped water inside dwelling	73.3%
Electricity for lighting	96.7%			Electricity for lighting	89%

Source: statssa.gov.za



Operational Environment: People

Cape Agulhas		Overstrand		Theewaterskloof	
Group	Percentage	Group	Percentage	Group	Percentage
Black African	11.5% (5.6%)	Black African	36.2% (27.1%)	Black African	26.4% (22.7%)
Coloured	65.6% (68.2%)	Coloured	31% (37.3%)	Coloured	62.9% (65.8%)
Indian/Asian	0.3% (0.1%)	Indian/Asian	0.3% (0.1%)	Indian/Asian	0.4% (0.2%)
White	21.6% (26%)	White	31.2% (35.6%)	White	9.4% (11.3%)
Other	0.9%	Other	1.2%	Other	0.9%
Language		Language		Language	
Afrikaans	83.3% (91.6%)	Afrikaans	52% (62.1%)	Afrikaans	70.7% (76.6%)
English	5.5% (3.8%)	English	11.9% (11.4%)	English	3.7% (2.7%)
IsiXhosa	5.9% (4.1%)	IsiXhosa	28.4% (24.5%)	IsiXhosa	16.2% (17.3%)



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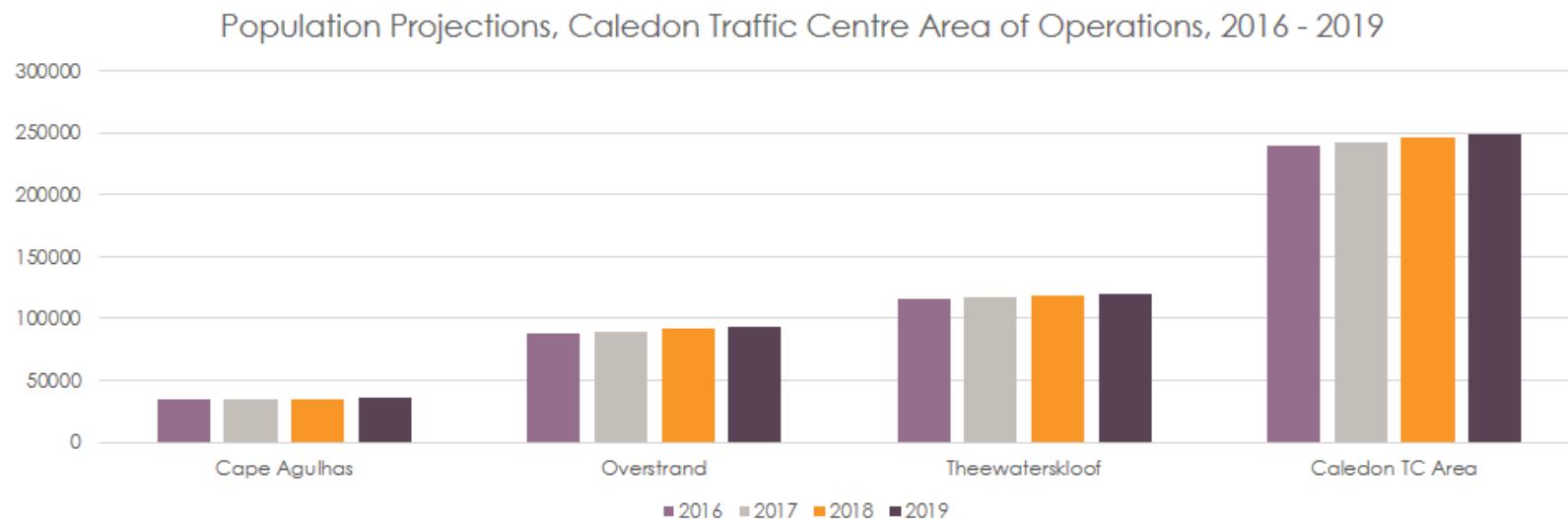
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THEEWATERSKLOOF
Municipality

Source: statssa.gov.za

Operational Environment: People (projections)



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THEEWATERSKLOOF
Municipality

Source: Department of Social Development Population Projections, 2014

Operational Environment: People (education)

2. Education

		Learner Enrolment		Dropout rate		Learner-teacher ratio		Total Schools	Prop no-fee		FET Colls	Schools w/ libraries	
Region	Literacy	2013 (Gr 1-12+LSEN)	ASS 2014	Average Dropout Rate	Crude dropout rate (2013 - Gr 10; 2015 – Gr 12)	Average learner-teacher ratio 2012	ASS 2014; All state, SGB, sub teachers (ex. practitioners)		2012	2014	2014	2012	2014
Western Cape	87.2	987972	964840	35.6%	31.0%	36.4	29.9	1587	ND	55.8	289	1093	1016
Overberg	81.1	40746	39542	36.9%	29.8%	33.4	30.3	244	ND	26.6	58	141	135
Cape Agulhas	81.1	4621	4527	37.9%	23.7%	28.1	28.8	10	80	80	5	7	6
Overstrand	87.5	11866	11118	49.5%	32.3%	25.5	31.4	17	70.68	70.6	6	16	13
Theewaterskloof	78.4	18488	18245	40.8%	31.3%	27.5	30.3	38	73.68	81.6	16	26	26
TC Caledon Totals		34975	29363					65			27	49	45



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Source: Municipal Review and Outlook 2015/16



Operational Environment: People (health)

3. Health – Facilities and Personnel

Region	Number of PHC Clinics – fixed	Number of mobile / sat PHC Clinics	Community Health Care Centres	Community Day Care Centres	Total PHC facilities	District Hospitals	Regional Hospitals	Ambulance to pop ratio	Ratio medical officers	Ratio prof nurses	Ratio staff nurses	Ratio nursing assistants
Western Cape	233	165	9	58	300	34	5	0.4	33.4	99.2	40.3	66.5
Overberg	17	23	0	2	19	4	0	0.86	11.5	70.6	24.7	31.9
Cape Agulhas	3	4	0	0	3	1	0	0.84	ND	ND	ND	ND
Overstrand	4	5	0	1	5	1	0	0.58	ND	ND	ND	ND
Theewaterskloof	5	11	0	1	6	1	0	1.02	ND	ND	ND	ND
TC Caledon Totals	29	43	0	4	33	7	0					



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Source: Municipal Review and Outlook 2015/16



Operational Environment: People (crime)

	Cape Agulhas		Overstrand		Theewaterskloof		TC Caledon		Western Cape	
Residential Burglaries (rate per 100k)	256 (752)	297(864)	1434 (1684)	1968 (2270)	949 (838)	750 (654)	2639 (1135)	2340 (1006)	50503 (835)	47783 (790)
DUI (rate per 100k)	63 (185)	61(177)	206 (242)	271 (313)	178 (157)	169 (148)	447 (192)	501 (215)	13588 (225)	13224 (219)
Drug-related (rate per 100k)	273 (802)	387(1127)	1061 (1246)	1119 (1290)	1783 (1573)	1505 (1311)	3117 (1341)	3011 (1295)	85463 (1413)	88731 (1467)
Murder (rate per 100k)	8(24)	12(34)	23(27)	34 (39)	57(50)	38 (33)	88(38)	84(36)	2909 (48)	3186 (52)
Sexual Crimes (rate per 100k)	49 (144)	54(156)	125(147)	123 (141)	181(160)	133 (116)	355(153)	310(133)	7760 (128)	7369 (122)



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Source: Municipal Review and Outlook 2015/16



Operational Environment: People (alcohol)

4. Alcohol – Number of Active Alcohol Licenses

Region	Persons	Companies	Total	Population	Ratio
Western Cape	2617	5411	8028	6 195 138	129.59
Overberg	250	459	709	277087	255.88
Cape Agulhas	41	14	55	34698	158.51
Overstrand	98	180	278	88232	315.08
Theewaterskloof	81	155	236	116231	203.04
TC Caledon Totals	220	395	615	239161	257.15



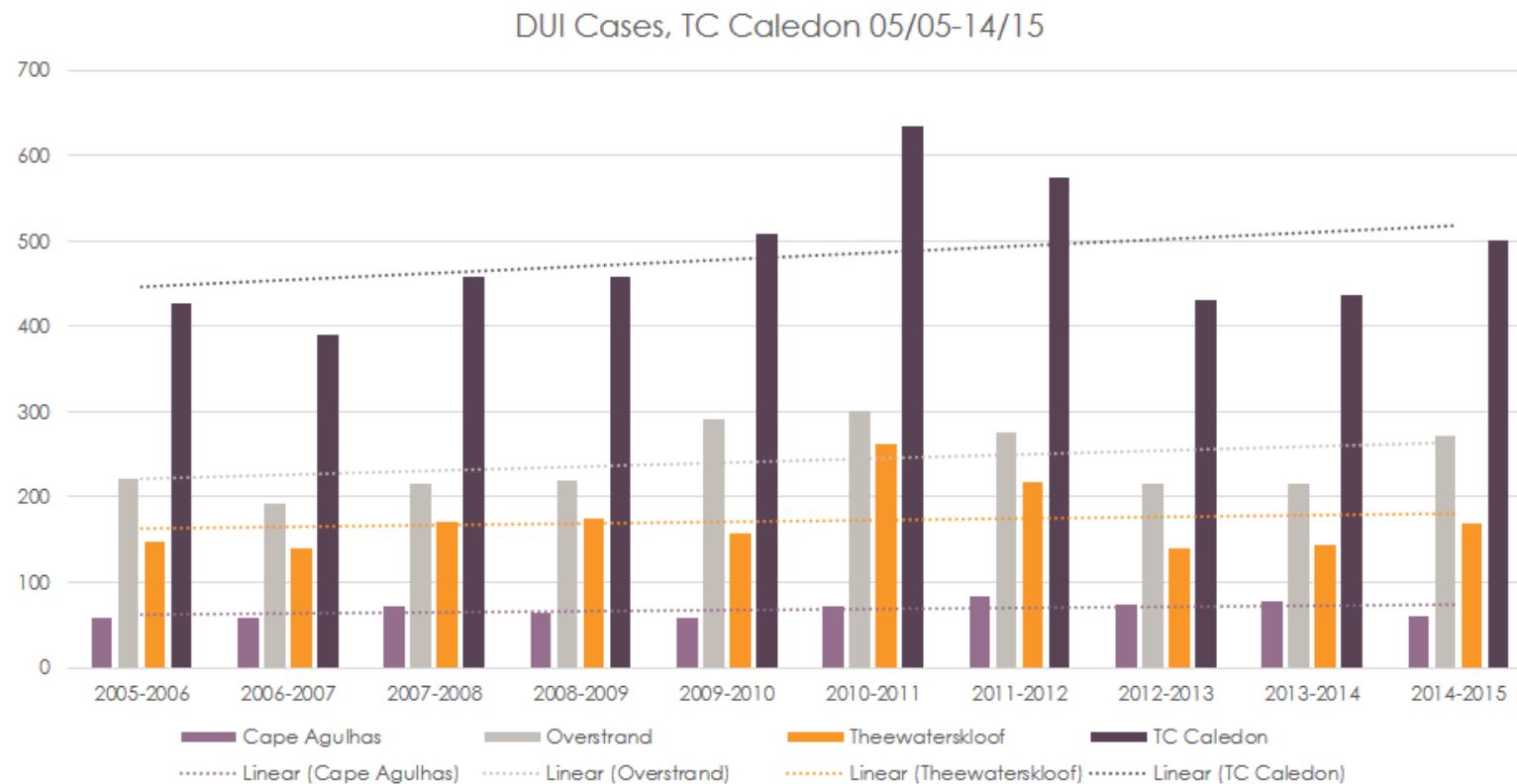
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Source: Western Cape Liquor Authority
Theewaterskloof
Municipality

Operational Environment: People (alcohol – DUI profiles)



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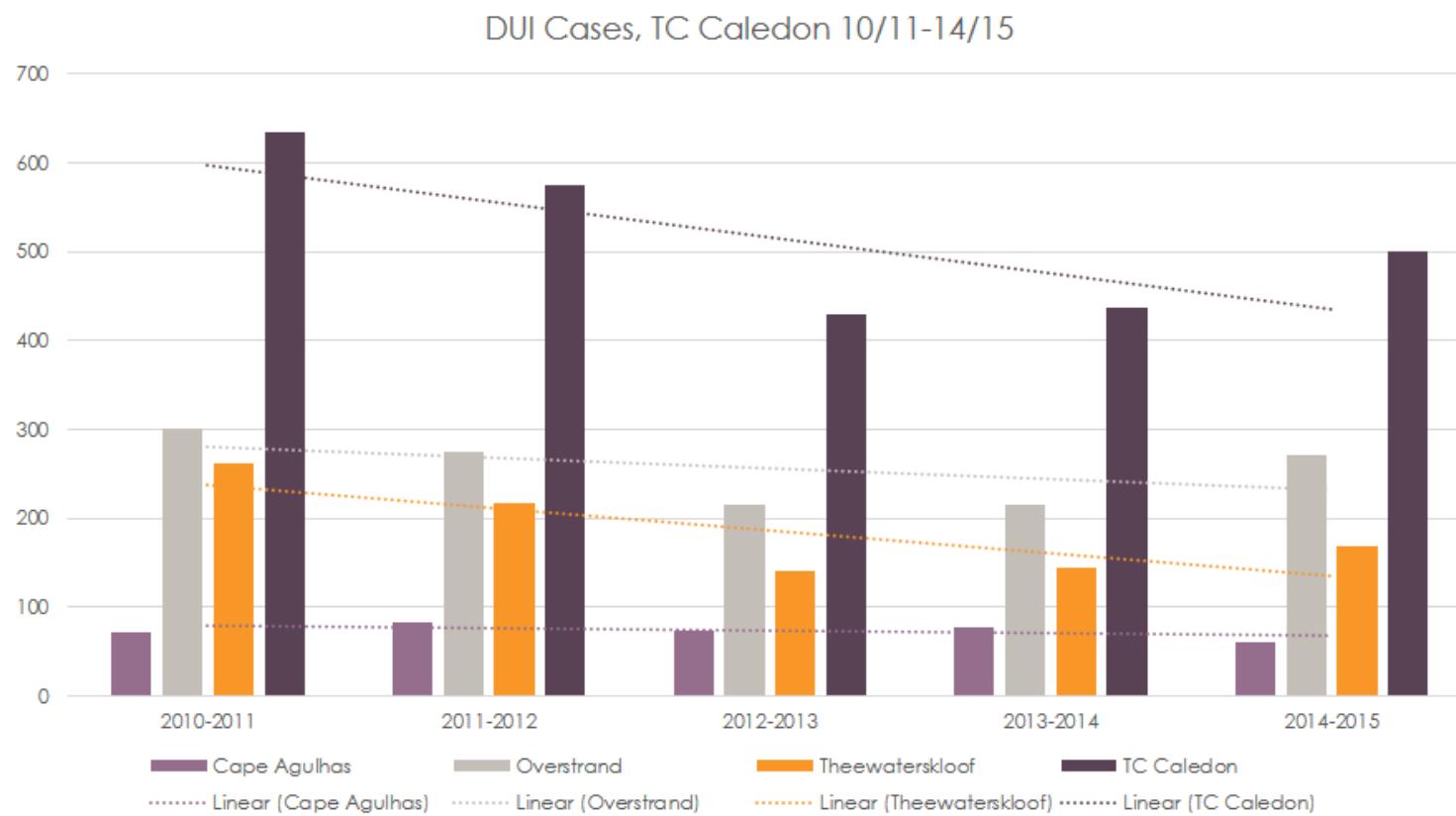


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Source: Municipal Review and Outlook 2015/16



Operational Environment: People (alcohol – DUI profiles)



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Source: Municipal Review and Outlook 2015/16



Operational Environment: People (social challenges)

Expansion of informal settlements in the Overberg district as a whole

The high unemployment rate contributes to criminal activities

Lack of sustainable facilities for the youth

Lack of places of safety/shelter for the homeless



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Source: Traffic Centre Caledon Environmental Appreciation 2015

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FREEWATERKROON

Municipality

Operational Environment: People (events)

- **Whale Festival – Hermanus (30th Sept – 2nd Oct)**
- **Kalfie Fees – Hermanus (4 – 9 Augustus)**
- **Agri Mega Week – Bredasdorp (14 – 17 Sept)**
- **Regular Mountain Biking Events**
 - Eg Houwhoek MTB Tour, 30 Apr-1 May; Greyton MTB Classic 18 Jun; Greyton Tour 3-4 Sept; Staalwater MTB Challenge Caledon 10-11 Sept; Cape Agulhas MTB Classic 17 Dec
- **Trance Parties on Farms**
 - Eg Origin 29-31 Jan Greyton, Easter Vortex Caledon 26-28 Mar; Altered States – Lunar Riviersonderend 11-13 Mar; Organik Love Project Caledon 16-17 Apr
- **All these events require operational staff to monitor and execute law enforcement duties with the minimal resources at the centre's disposal**



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Source: Traffic Centre Caledon Environmental Appreciation 2015



Operational Environment: People (local media profile)

Channel	Service Type	Media Group	Media Type	Circulation	Language (No IsiXhosa channels detected)	Prominent Journalists	Ad Value Estimate (2016)
Netwerk24.com - Netwerk 24	Online	Article Websites	Current Affairs	Not available	Afrikaans – English	Janine Van Der Riet-Neethling, Daleen Fouche, Annette Theron, Jan-Hendrik Coetzer	R2,401,501
Whalecoastfm.co.za - Whale Coast Fm	Online	Article Websites	Community		English		
Capeownetc.com - Cape Town Etc	Online	Article Websites	Community		English	Jess Daley	R13,801
Destinyconnect.com - Destiny Connect	Online	Article Websites	Lifestyle		English	Thandi Skade,	R46,999
Destinyman.com - Destiny Man	Online	Article Websites	Lifestyle		English	Yamkela Mdaka	R19,500
Gov.za - Sa Government Online	Online	Article Websites	Government		English		R181,423
Bdlive.co.za - Business Day Live	Online	Article Websites	Business		English	Bekezela Phakathi	R142,406
Myslowjourney.com - My Slow Journey	Online	Blog Website	Service		English	Katmancama	R13,585
Politicsweb.co.za - Politics Web	Online	Article Website	Government		English	Kevin Mileham	R 42 633.60
Polity.org.za - Polity	Online	Article Website	Government		English		R 19 396.80
Saconstructionnews.co.za - SA Construction News	Online	Article Website	Industry		English		R20,124
Showme.co.za - Show me South Africa	Online	Article Website	Service		English		R32,781
Son.co.za - Son	Online	Article Website	Community		Afrikaans	Norman Silke, Bohemia Hoffmeester	R11,234
Timeslive.co.za - Times Live	Online	Article Website	Current Affairs		English		R42,083
Westerncape.gov.za - Western Cape Goverment	Online	Article Website	Government		English		R25,010

Source: DotP Strategic Communications, Media Analysis



Operational Environment: People (local media profile)

Channel	Service Type	Media Group	Media Type	Circulation	Language (No IsiXhosa channels detected)	Prominent Journalists	Ad Value Estimate (2016)
Burger (Kaap Stedelik)	Print	Daily	Daily Newspaper	44 978.00	Afrikaans	Anika Marais	R52,784
Burger (Oos Kaap)	Print	Daily	Daily Newspaper	8,508	Afrikaans	Anika Marais	R20,070
Business Day (Late Final)	Print	Daily	Daily Newspaper	25,350	English	Bekezela Phakathi	R21,220
Caravan & Outdoor Life	Print	Consumer	Consumer Magazine	20,741	English		R482,084
Daily Voice	Print	Daily	Daily Newspaper	43,000	English		R37,828
Gansbaai Courant	Print	Community Papers	Local Rural Newspaper	1,600	Afrikaans – English		R6,772
Hermanus Times	Print	Community	Local Rural Newspaper	5,791	Afrikaans – English	Daleen Fouche, Jan-Hendrik Coetzer, Annette Theron	R302,588
Kasi Vision (Zwelihle)	Print	Community	Local Rural Newspaper	5,000	English	Daleen Fouche	R57,685
Overstrand Herald	Print	Community	Local Rural Newspaper	2,000	Afrikaans		R12,025
Mechanical Technology	Print	Trade	Business to Business Magazine	3,723	English		R 9 345.16
Plumbing Africa	Print	Trade	Business to Business Magazine	3,501	English		R19,861
Rapport	Print	Daily	Sunday Newspaper	138,034	Afrikaans	Julian Jansen	R170,436
Responsible Traveller	Print	Trade	Business to Business	6,243	English		R46,280
SABI (South African Irrigation Institute)	Print	Trade	Business to Business	4,806	English		R8,838
Son op Sondag (Oos)	Print	Daily	Sunday Newspaper	48,931	Afrikaans	Norman Silke	R3,166
Stanford River Talk	Print	Community	Local Rural Newspaper	500	English		R1,545
Sunday Times, Food	Print	Daily	Sunday Newspaper	332 272.00	English		R 109 549.44
Theewaterskloof / Bredasdorp / Napier Gazette	Print	Community	Local Rural Newspaper	14,609	Afrikaans – English	Anette Theron	R44,677
Times, The (Cape Edition)	Print	Daily	Daily Newspaper	100,363	English	Philani Nombembe	R10,526
Voice of Local Government	Print	Trade	Business to Business	9,840	English	Daleen Fouche	R14,731

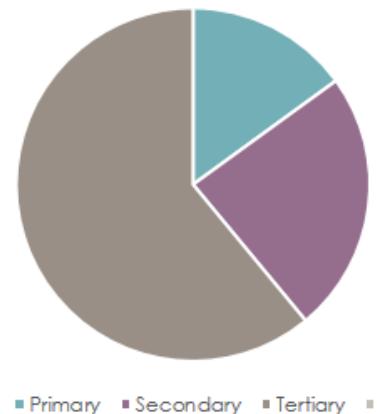
Source: DotP Strategic Communications, Media Analysis



Operational Environment: Economy (outlook)

1. Economy (Overberg District, From [Municipal Review and Outlook 2015](#), Western Cape Provincial Treasury)
 - a. Population growth between 2001 and 2011 was 2.3%, versus 4.8% GDP growth, resulting in increase in GDP per capita of R7,793 (2nd highest in province after Eden). GINI co-efficient improved from 0.589 to 0.582.
 - b. Area experiencing strong services growth, driven by tourism and retirement. Strong dependence on agriculture, although worrying job losses in the sector.
 - c. Overall positive outlook, despite weak national and regional economic growth numbers.

Overberg Economy



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Source: Municipal Review and Outlook 2015/16

Waterkloof
Municipality

Operational Environment: Economy (sectoral detail)

	Real GDP growth (average year on year per cent)				Employment (net change)			
	Trend 2005 - 2013	Expansion 2000-2007	Recession 2008 – 2009	Recovery 2010 – 2013	Trend 2005 - 2013	Expansion 2000-2007	Recession 2008 – 2009	Recovery 2010 – 2013
Agriculture, forestry and fishing	-0.3	-1.6	2.6	0.6	-13097	-8264	-3887	-1398
Mining and quarrying	3.0	1.0	-2.9	2.6	40	-11	8	-2
Manufacturing	5.0	8.2	1.9	2.6	-4	961	39	-623
Electricity, gas and water	-0.3	2.2	-2.4	0.4	8	83	-76	11
Construction	7.9	11.2	8.2	2.0	-978	267	-96	-1964
Wholesale & retail trade, catering & accommodation	2.4	4.9	-3.0	4.1	715	-441	-558	253
Transport, storage & communication	4.8	7.9	4.0	2.6	590	77	273	258
Finance, insurance, real estate and business services	9.3	12.3	11.1	5.6	4734	5825	1156	1775
Community, social and personal services	0.6	4.9	1.0	2.4	1111	1839	808	1
General government	3.6	2.9	4.0	3.8	1150	1581	328	561
Total	4.6	5.7	4.2	3.4	-5731	1916	-2005	-1129



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Source: Municipal Review and Outlook 2015/16



Operational Environment: Economy (vehicle population)

6. Live Vehicle Population

RA	Heavy load veh(GVM >3500Kg, not to draw)	Heavy load veh(GVM>3500Kg equip to draw)	Light load vehicle (GVM 3500Kg or less)	Heavy passenger mv (12 or more persons)	Light passenger mv(less than 12 persons)	Minibus	<u><u>Motorcycle / Motortricycle / Quadrucycle</u></u>	Special Vehicle	Unknown	Total
Bredasdorp	402	256	4 719	40	5 871	97	564	1 269	30	13 248
Caledon	906	762	8 492	192	12 391	337	863	3 140	49	27 132
Grabouw	0	0	0	0	1	0	0	0	0	1
Hermanus	209	295	11 655	83	22 505	418	2 071	814	71	38 121
Totals:	1 517	1 313	24 866	315	40 768	852	3 498	5 223	150	78 502
Veh Density TC Caledon	634.30	549.00	10 397.18	131.71	17 046.26	356.25	1 462.61	2 183.88	62.72	32 823.91
Veh Density Western Cape	460.97	521.68	7 219.74	107.15	19 302.78	531.43	1 388.40	876.64	43.21	30 452.01



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KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS



WATERKLOOF
Municipality

Source: Enatis

Operational Environment: Roads (inventory)

Road Inventory Summary, Traffic Centre Caledon Area of Responsibility			
Road Type	Total Length	Effective Length	Actual
National Roads	241.63	164.19	104.31
Trunk Roads	519.78	311.32	253.41
Main Roads	572.60	437.37	356.69
Divisional Roads	1505.27	1138.40	1048.13
Minor Roads	1265.81	1190.84	1161.68
Totals	4105.9	3242.12	2924.22
Definitions	Total proclaimed road length	Physical road length	Physical road length in area



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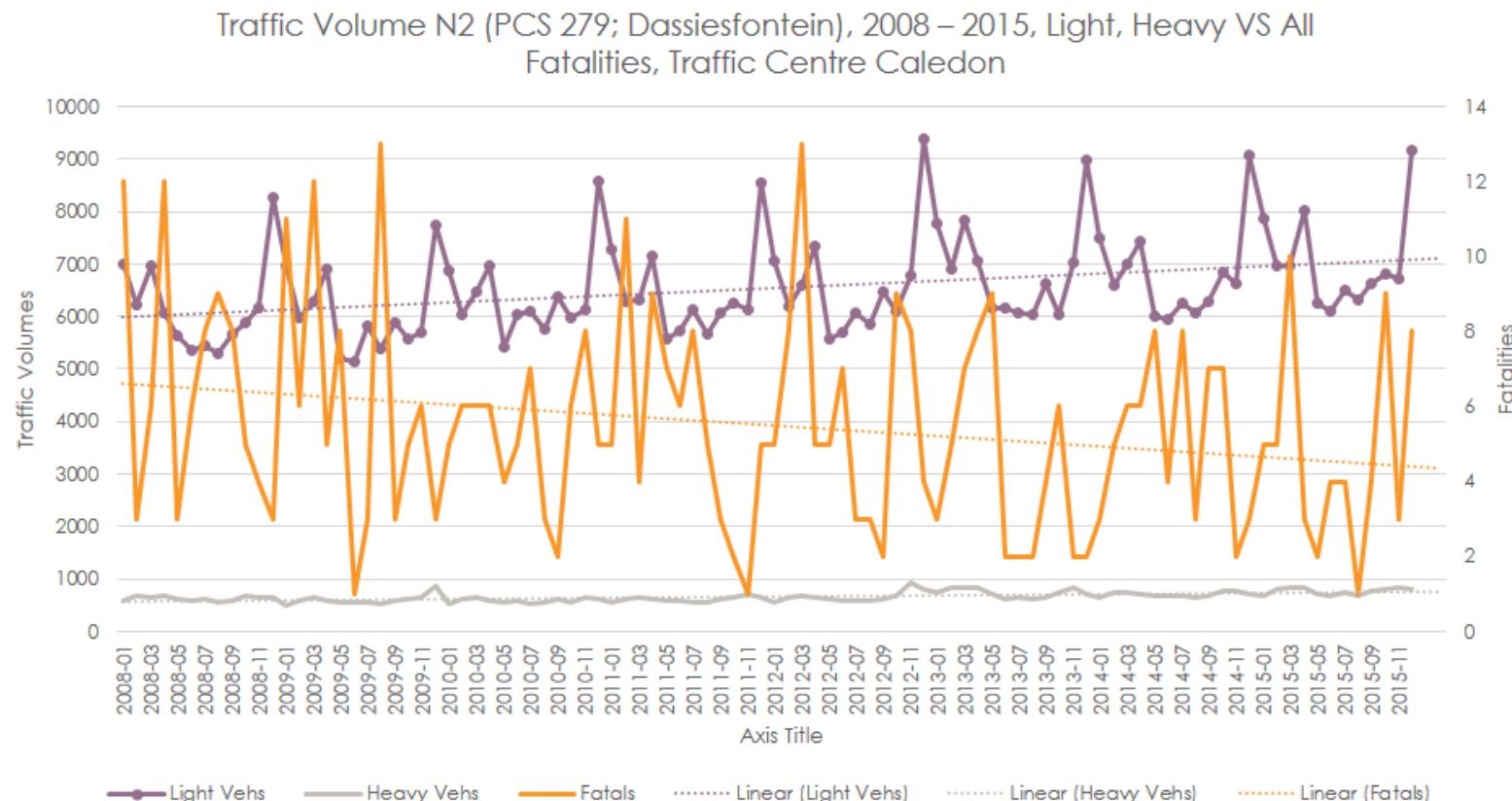


KAAP AGULHAS MUNISIPALiteit
CAPE AGULHAS MUNICIPALITY
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Source: Road Network Information System³⁷



Operational Environment: Roads (traffic volumes)



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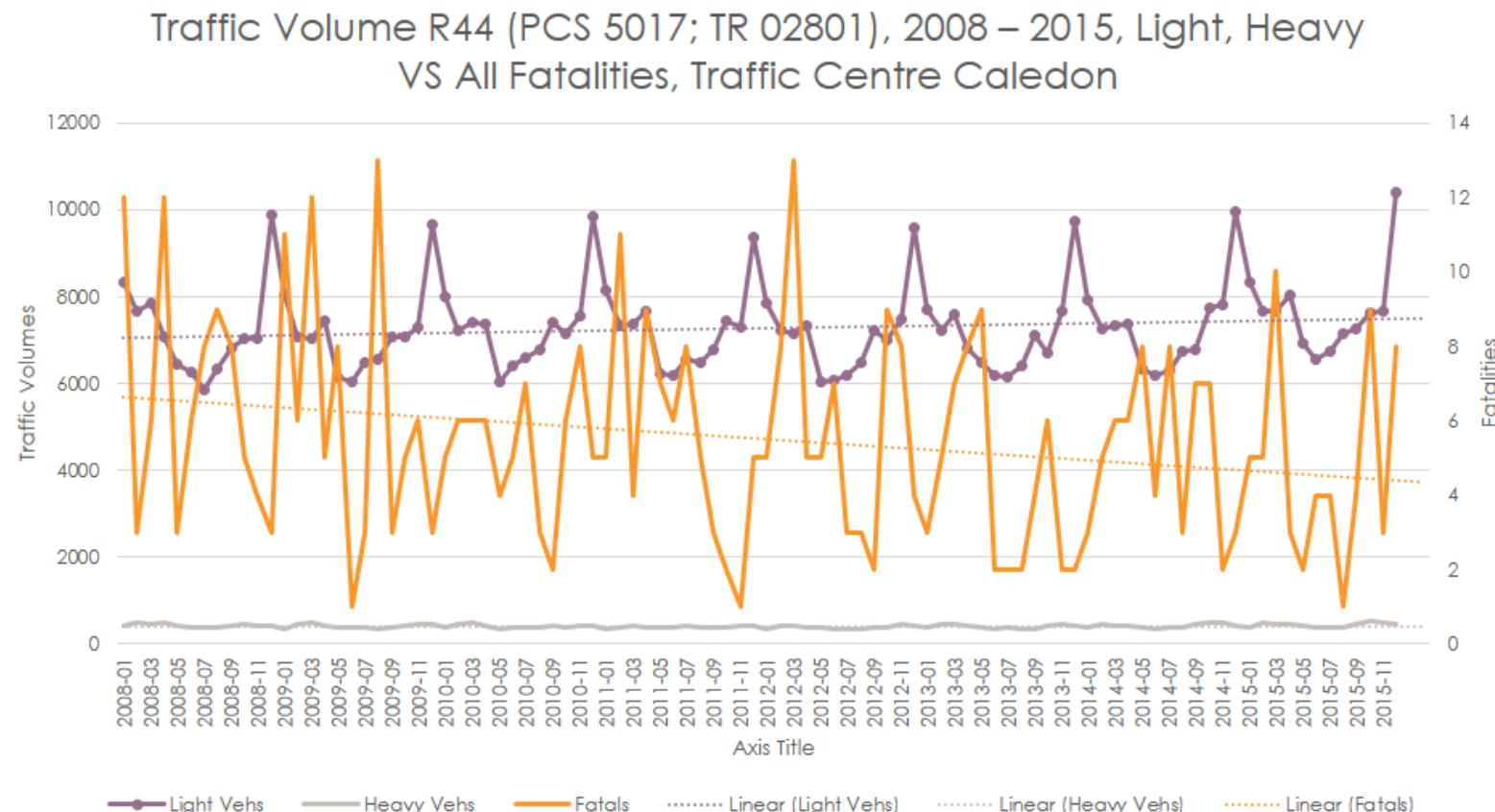


KAAP AGULHAS MUNISIPALiteit
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Source: Road Network Information System

Waterkloof
Municipality

Operational Environment: Roads (traffic volumes)



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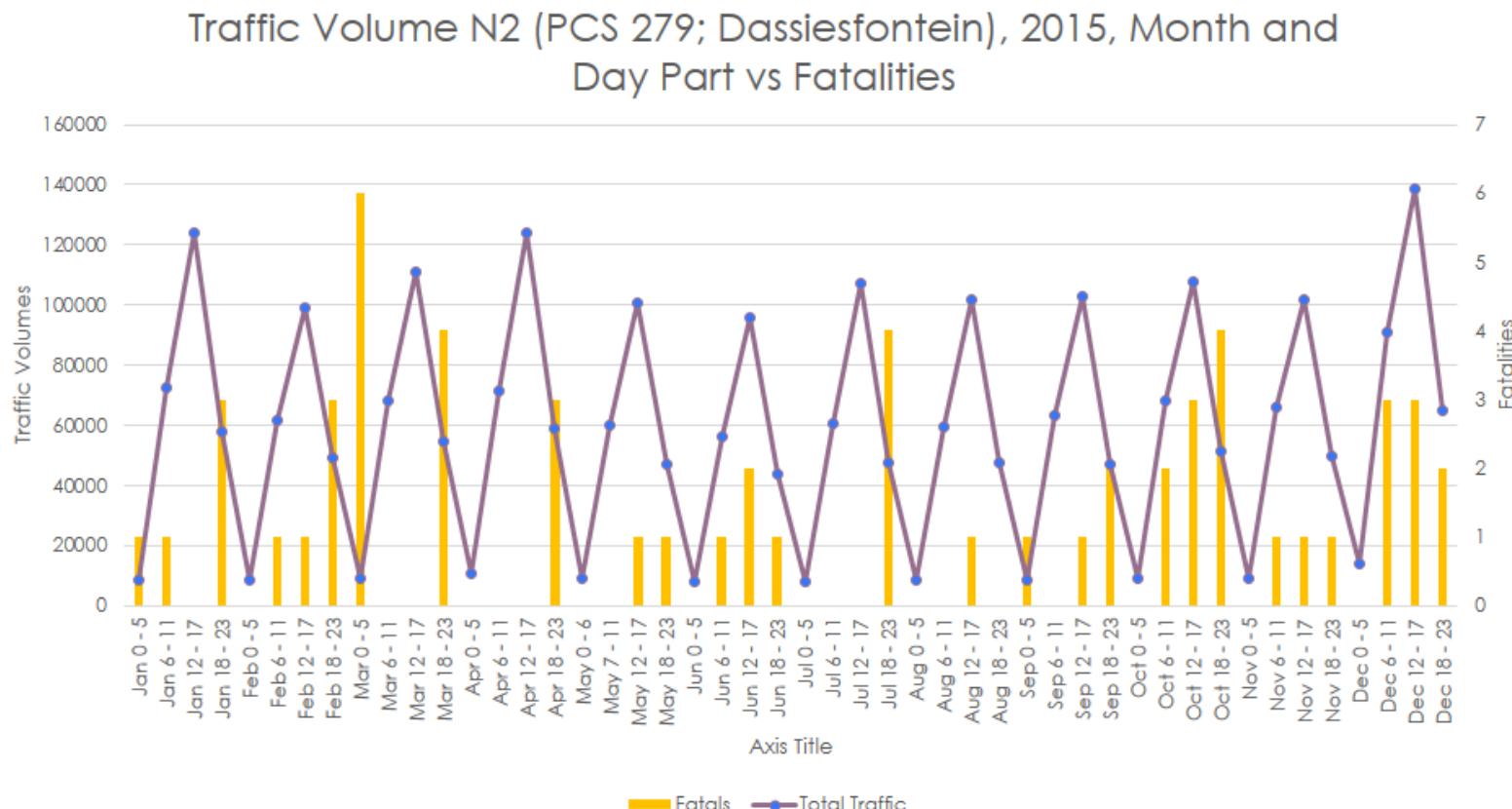


KAAP AGULHAS MUNISIPALiteit
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Source: Road Network Information System



Operational Environment: Roads (traffic volumes)



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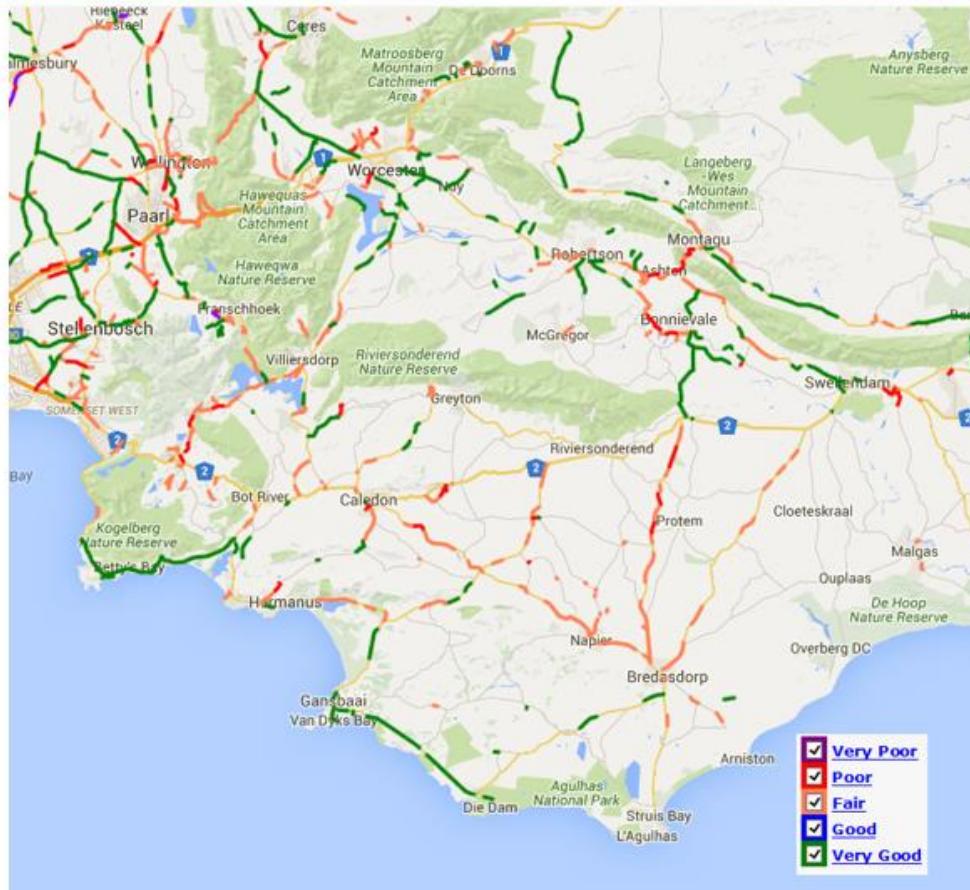


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Source: Road Network Information System



Operational Environment: Roads (surfaced, condition)



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Source: Road Network Information System

WATERKLOOF
Municipality

Operational Environment: Roads (gravel, condition)



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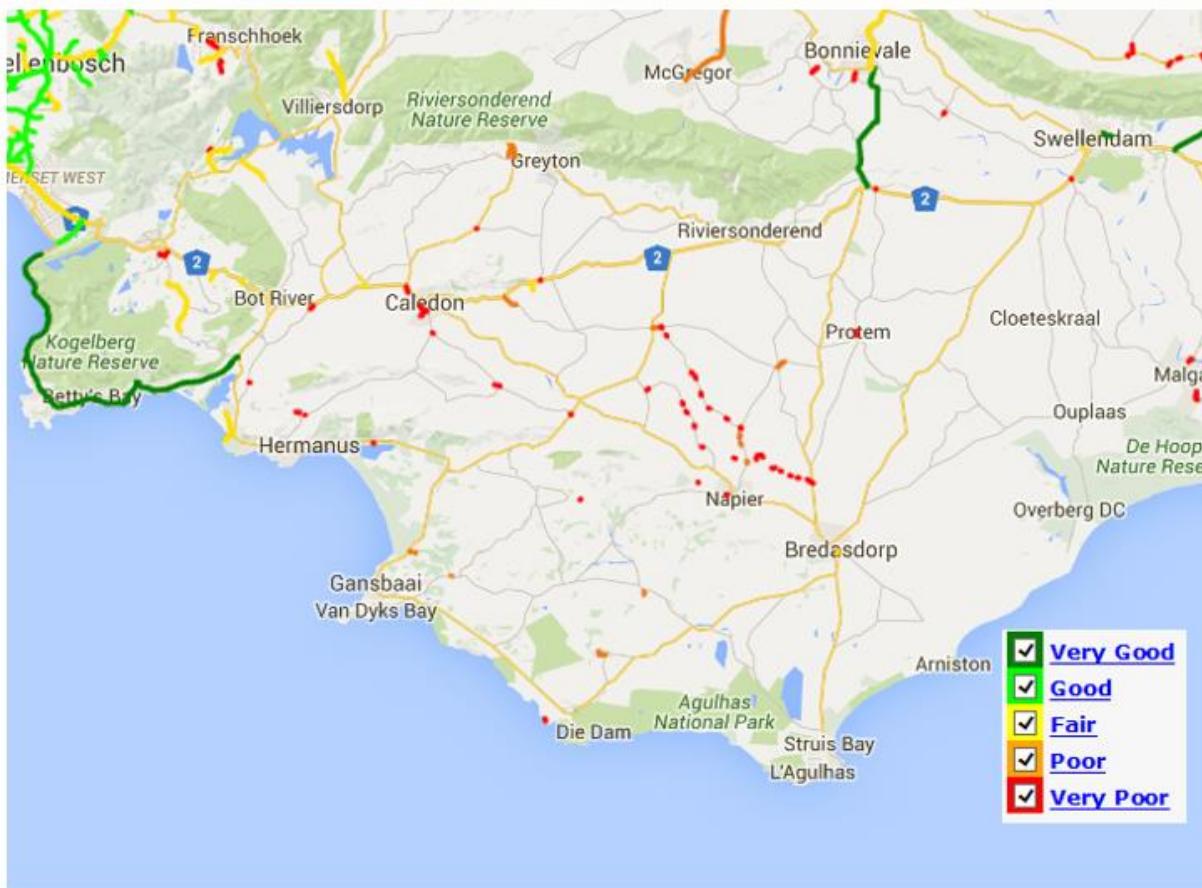


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Source: Road Network Information System



Operational Environment: Roads (paint condition)



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Source: Road Network Information System



Operational Environment: Roads (climate)



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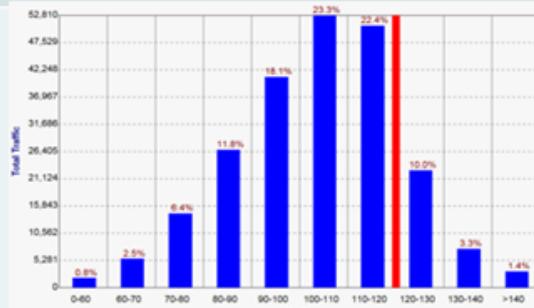
Source: Road Network Information System

TEEWATERSKOOP
Municipality

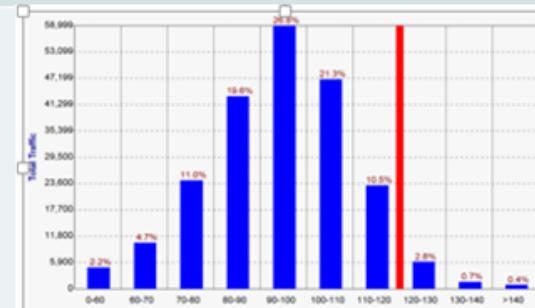
Operational Environment: Roads (speed)

Speed Profiles – Provincial Counting Stations, Month of April 2016

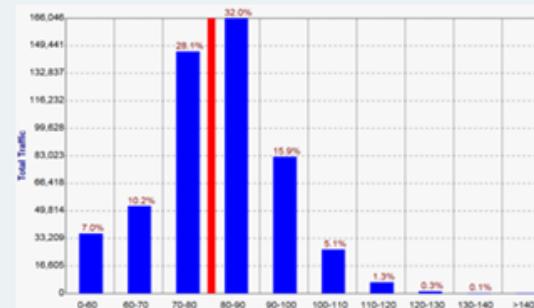
PCS 279 N2 Caledon (Dassiesfontein)



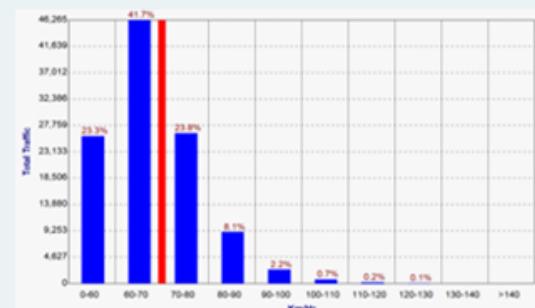
PCS 5017 R43 – Kleinmond



PCS 1243 – Between Gordons Bay and Grabouw – was 1185



PCS 1328 – Rooi Els Rd (between Gordons Bay and Rooi Els)



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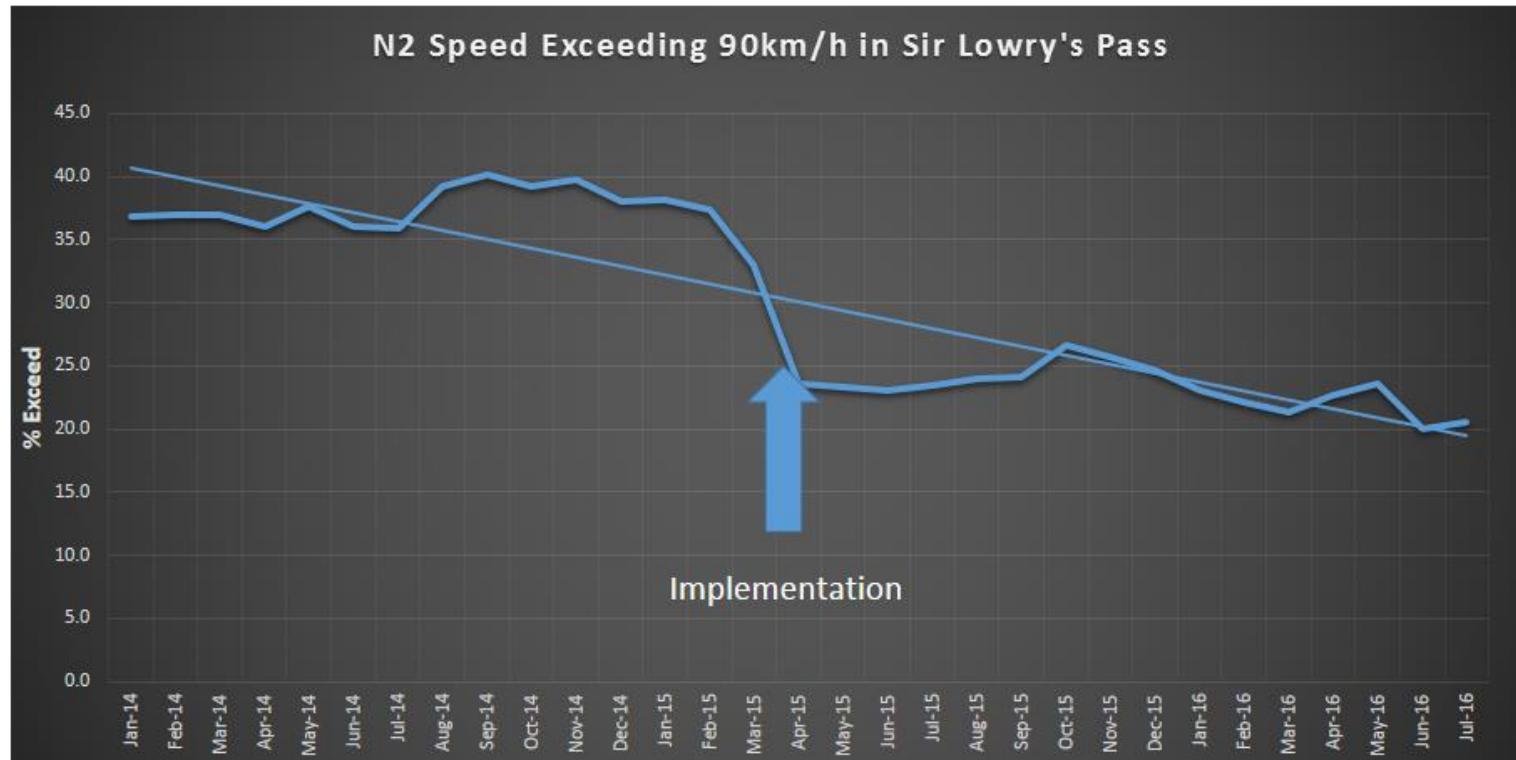


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Source: Road Network Information System



Operational Environment: Roads (speed – ASOD)



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WATERKLOOF
Municipality

Source: ASOD Power BI

Operational Environment: Infringements (2015)

	DUI Screened	DUI Arrested	Speed Fined	Speed Arrested	Seatbelts Driver	Seatbelts Passenger	Seatbelts Rear Passenger	Reckless & Negligent	Other	cellphones	Moving violations
Caledon Traffic Centre	49559	186	901	0	488	130	89	8	26	77	471
Cape Agulhas	1250	120	28500	80	1500	1350		25	90	250	350
Overstrand	7863	0	63766	0		63 total		4	0	297	424
Theewaterskloof	0	7	58695	0	51	0	0	3	3595	48	176
TOTALS	50809	335	88096	80	2039	1480	309	40	3711	627	1421



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KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
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Source: Provincial and Municipal Traffic Services



Operational Environment: Law Enforcement Resources

	Officers	Students	Admin Staff	Other Staff	Marked Vehicles	Unmarked Vehicles	Other Vehicles	Vehicle Testing Stations	DLLC	Pounds	Speed equipment	Screener	Other equipment	Traffic cones
Caledon Traffic Centre (vacant unfunded)	21 (7)		2 (1)	1	20	3	0	0	0	0	1 PROLAZER 3 ASOD Handheld devices 1 ASOD Laptop	15		50
Road Safety Management			0(3)		1									
Cape Agulhas	12	13	8	10	5	4	3	1	1	1 Animal pound	1 Speed Equipment	0	5 Hand Radios	
Overstrand	12	9 Wardens	4	25	13	10	5	1	1	1	4	14 Hand Radios	50	
Theewaterskloof	17		18	2	12	2	1	1	3	1 Animal Pound	1 ANPR 5 Speed Cameras	4	1 Roadblock Trailer	
TOTALS (TRAFFIC)	63	22	32	38	46	19	9	3	5	4	12	23	20	100

Source: RSM and Provincial and Municipal Traffic Services



Operational Environment: Law Enforcement Resources

Traffic Officer Ratio By Population

Cape Agulhas			Overstrand			Theewaterskloof			Totals (including Caledon TS)		
34373	12	34.91	86711	12	13.84	114780	17	14.81	235864	63	26.71

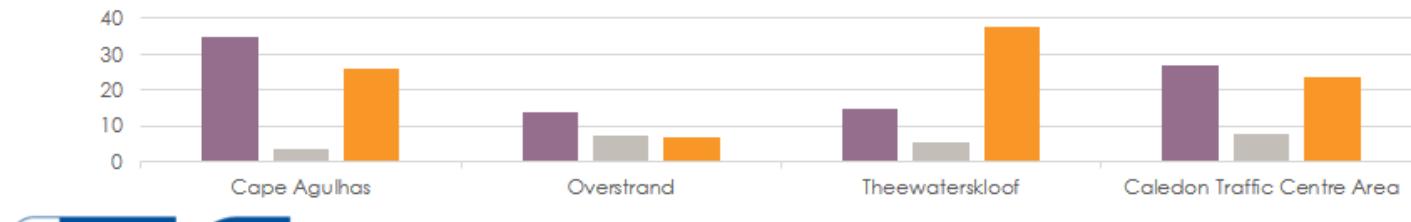
Traffic Officer Ratio per Square Kilometre

Cape Agulhas			Overstrand			Theewaterskloof			Totals (including Caledon TS)		
3467	12	0.003461	1708	12	0.007026	3232	17	0.005260	8407	63	0.007494

Traffic Officers vs Fatalities (by population, by area fatality ratio)

Cape Agulhas			Overstrand			Theewaterskloof			Totals (including Caledon TS)		
34.91	0.003461	26.18	13.84	0.007026	6.92	14.81	0.005260	37.46	26.71	0.007494	23.74

Traffic Officer Ratios Compared to Population, Area and Fatalities



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CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: Provincial and Municipal Traffic Services



Operational Environment: Law Enforcement Staffing and Equipment

Operational Partners	Traffic Officers	Traffic Vehicles	EOV Officers		EDL Officers		ASOD Handheld devices		Roadblock Trailer		Radio communication Handradios & frequencies		Shifts
Provincial Traffic	20	19/2	0	0	0	0	5	15	0	1	0	20	24/7 4X shifts
Overstrand Municipality	12	12	1	1	1	1	0	12	0	1	12	0	06h30 - 19h00 Weekends till 24h00
Theewaterskloof municipality	17	14	2	2	4	4	0	17	1	0	0	17	07h45- 16h45 Weekends 08h00- 13h00
Cape Agulhas Municipality	12	9	1	0	1	0	0	12	0	1	0	12	07h00 - 18h00
Total:	61	54	4	3	5	5	5	53	1	3	12	49	



Red = identified shortage quantity

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U MASIPALA WASECAPE AGULHAS

Source: Provincial and Municipal Traffic Services



Operational Environment: Law Enforcement Equipment

Operational Partners	Bulletproofs	Reflective Jackets	Firearms	Traffic Cones
Provincial Traffic	17	3	20	0
Overstrand Municipality	12	0	12	0
Theewaterskloof municipality	17	0	17	0
Cape Agulhas Municipality	0	12	12	0
Total:	46	15	61	0
			30	28
				250
				1400



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Red = identified shortage quantity

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CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: Provincial and Municipal Traffic Services



Operational Environment: Stakeholder summary

Key Strategic and Operational Partners – Government

National

- South African Police Service
- Department of Transport (Sanral; RTMC);
- Department of Justice and Constitutional Development (judiciary, NPA);
- Department of Defence – South African National Defence Force (inc Denel);
- South African Revenue Service

Provincial

- Dept of the Premier (inc Transversal Applications, Corporate Communications);
- Municipal
- Dept of Transport & Public Works (Traffic Management, Road Safety Management, Traffic Training, Safely Home, Transport Infrastructure, Provincial Regulating Entity)
- Dept of Health (Administration, EMS, FPS)
- Department of Education (Learner Transport)

Key Strategic and Operational Partners – Private Sector

- Health Sector (EMS and Hospitals)
- Private Security
- Animal Management
- Business Associations (Agri Weskaap, EGVV, Chambers of Commerce)

Key Strategic and Operational Partners – Non Profit

- Society for the Prevention of Cruelty to Animals



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Source: Provincial and Municipal Traffic Services



Operational Environment: Key Challenges

- The N2 is the direct link between Cape Town and the Eastern Cape, which carries a high volume of public transport
- Local public transport links (Villiersdorp-Caledon-Bredasdorp; Hermanus-Cape Town; R43-N2 at Bot River; Grabouw-Cape Town; Hermanus – Gordon's Bay R44; R326 Stanford - Riviersonderend); R43- Gansbaai – Hermanus; Hermanus-Caledon over Hemel-en-Aarde)
- The R43 is a link to the coastal area with heavy traffic especially over weekends and holidays (affects all major routes to coastal areas)
- The R321 between Grabouw and Villiersdorp is a detour for public transport vehicles to the N1
- The R316 is the link from the N2 to the southernmost tip of Africa, which is a tourism attraction and a gateway for the transport of illegal marine products
- The R43 road to Franschoek and the R45 are used by tourists throughout the year and most of the (especially international) film shoots in the area take place on this route
- The infrastructure next to the N2 at Grabouw is a challenge with regards to the illegal fruit sellers, pedestrians, hikers and jaywalkers, largely due to lack of formal and affordable public transport
- Another huge challenge in the area is protest action, particularly around Grabouw



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Source: Provincial and Municipal Traffic Services



Operational Environment: Key Challenges

- **Pedestrians are a key challenge**
 - Visibility
 - Hitch-hiking
 - Walking under the influence of alcohol
 - Unsurfaced roads
 - Children
- **Road markings, especially post construction, road signs**
- **Heavy motor vehicle movements**
- **Learner transport**
- **Cycling**
 - Sports
 - Commuters
 - Visibility
- **Movement of agriculture vehicles, movement of livestock**
- **Event management, especially consultation and planning**
- **Child road safety awareness; especially visibility**
- **Vehicle Testing Centre collision**
- **Driver licensing process**
- **Spatial development and planning processes**
- **Weather: winter rock falls, mud slides; summer veld fires: require operational staff deployment**



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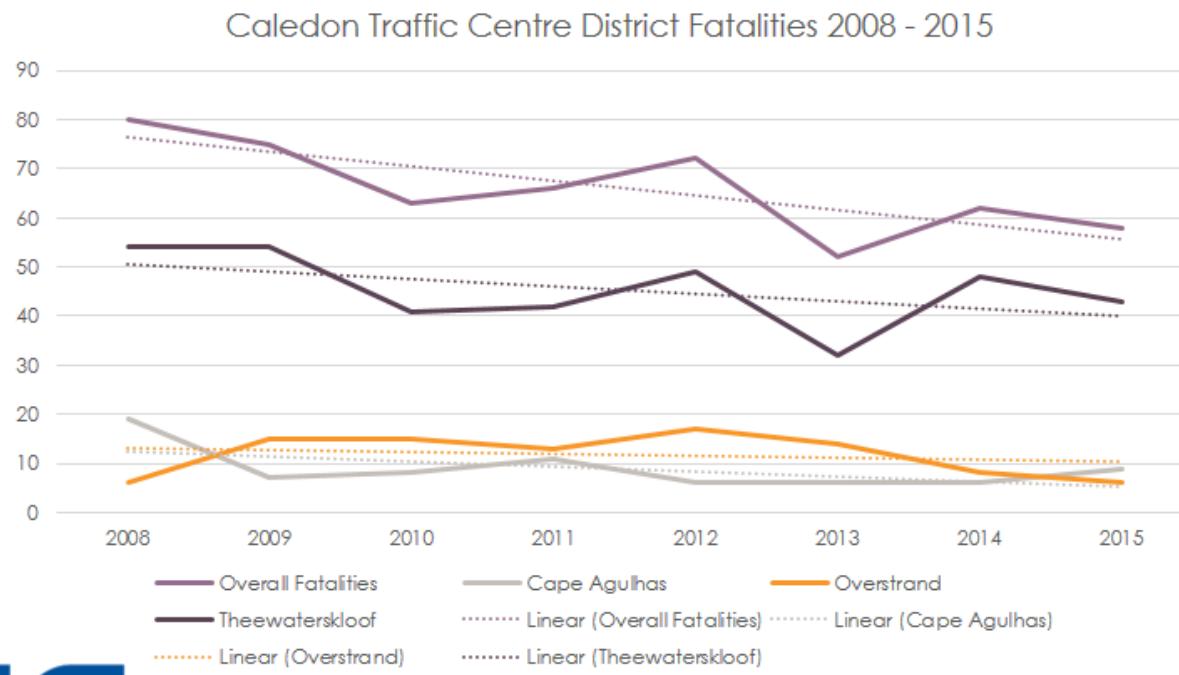
KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: Provincial and Municipal Traffic Services



Operational Environment: Fatalities

- a. 529 fatalities 2008 – 2015 calendar years. Fatalities associated with Traffic Centre Caledon are determined by which SAPS station the case is associated with.
 - i. Fatalities declined 22.2% between 2009 – 2014 against provincial target of 50%
 - ii. Caledon Traffic Centre District Fatalities 2008 – 2015: Trendlines, showing breakdown by municipality.



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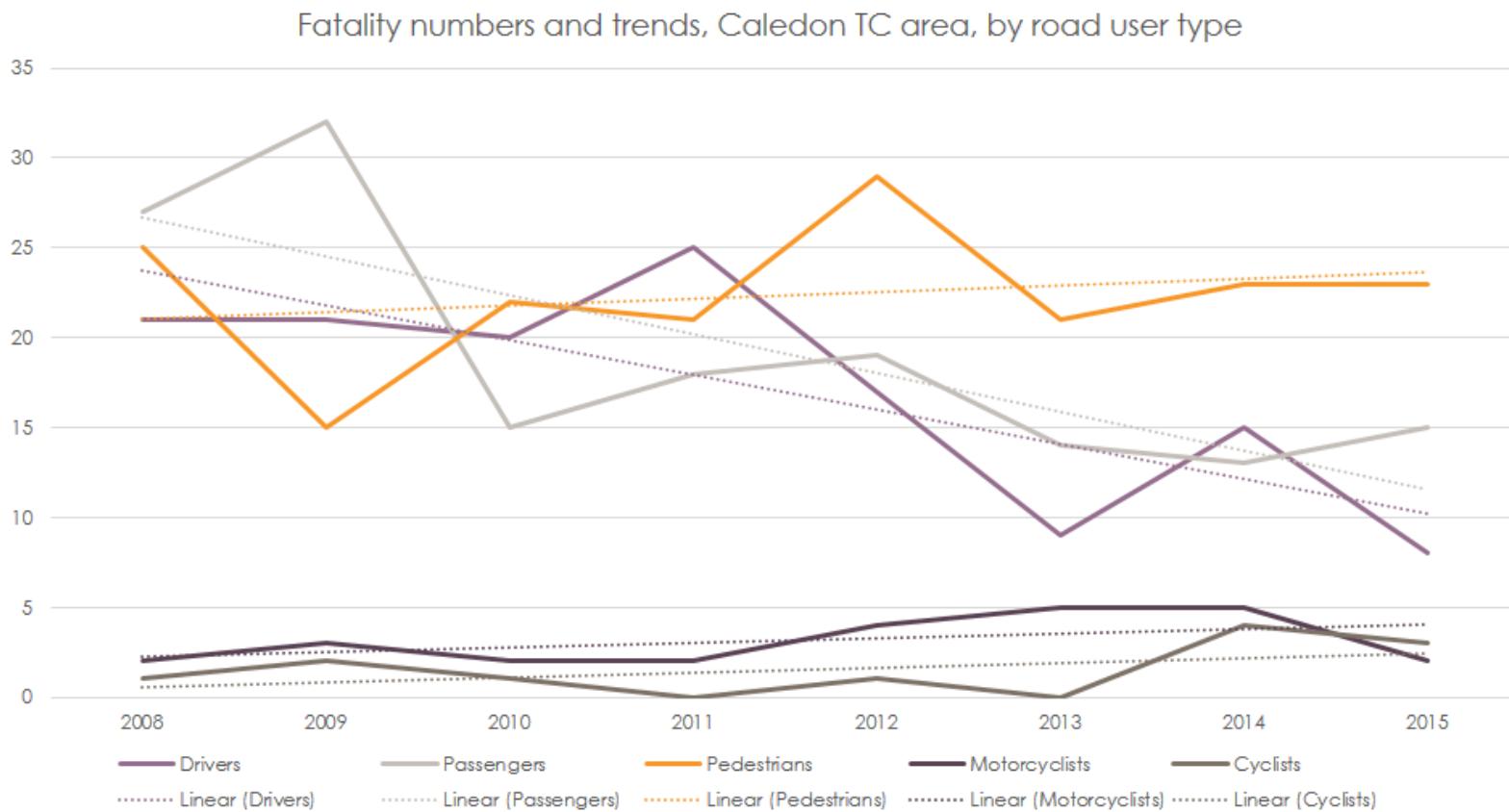
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CAPE AGULHAS MUNICIPALITY
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Source: Forensic Pathology Services

THEEWATERSKLOOF
Municipality

Operational Environment: Fatalities



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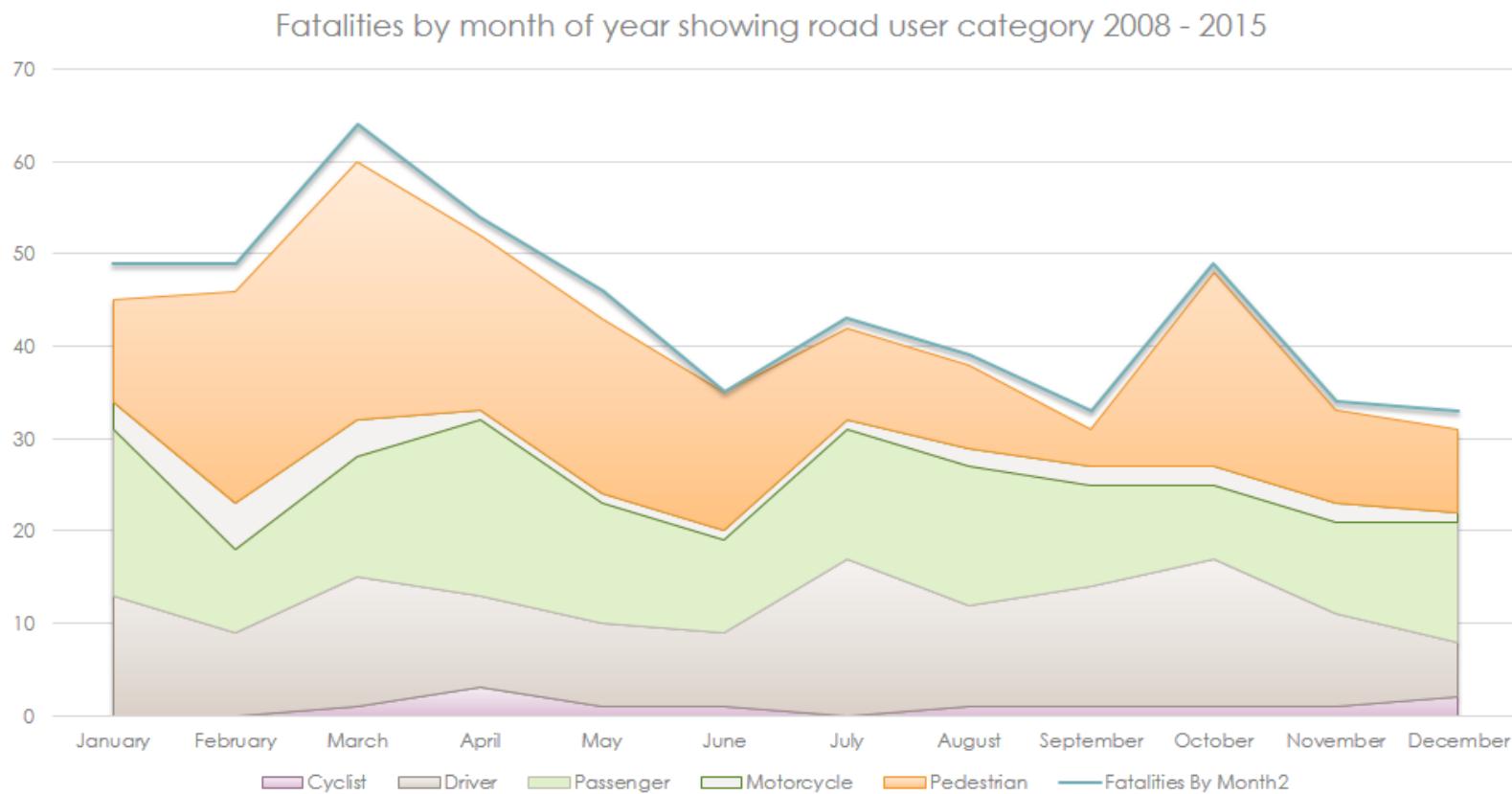


KAAP AGULHAS MUNISIPALiteit
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS



Source: Forensic Pathology Services
TREEWATERSKLOOF
Municipality

Operational Environment: Fatalities



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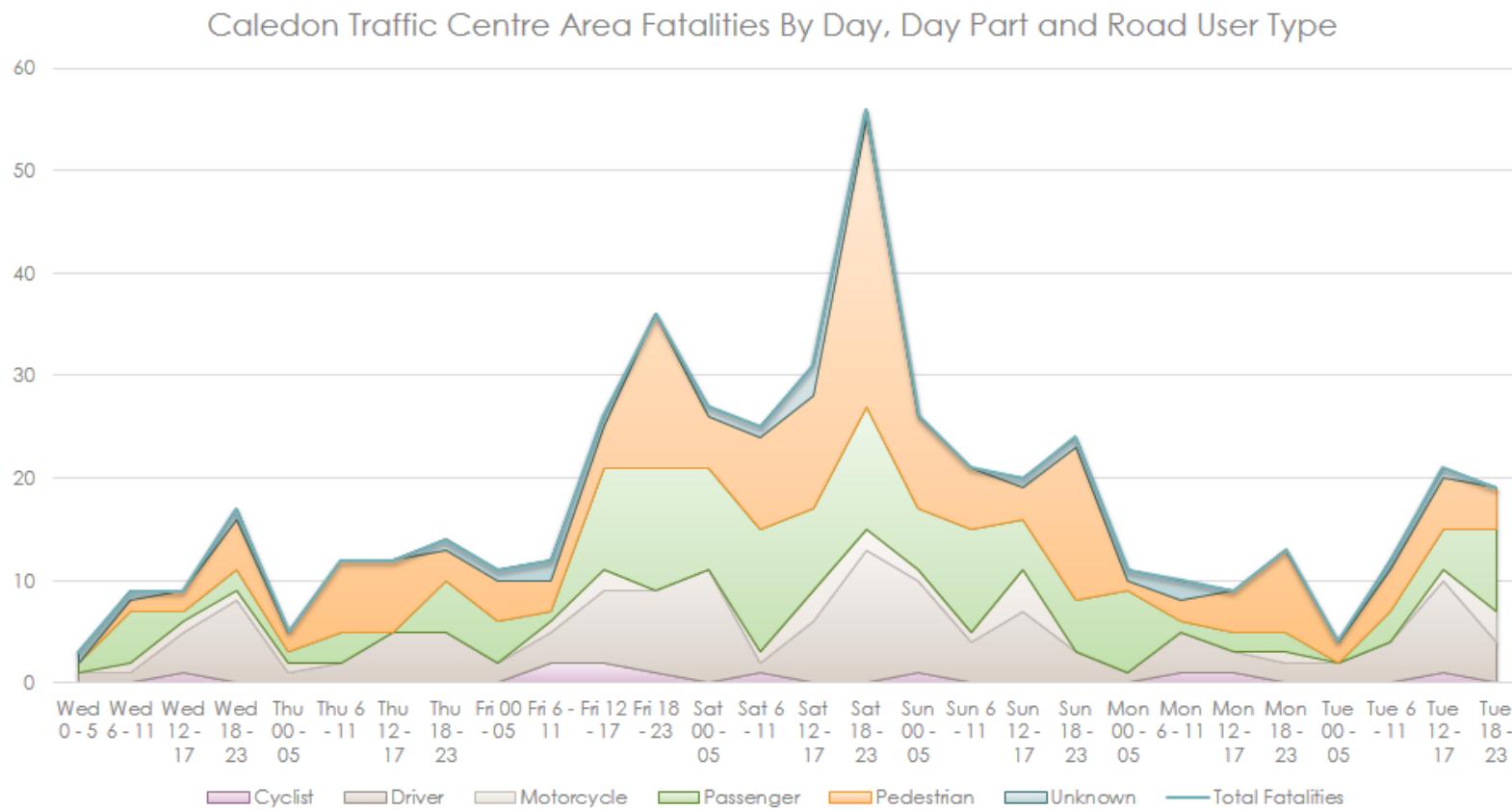


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Source: Forensic Pathology Services
TREEWATERSKLOOF
Municipality

Operational Environment: Fatalities



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Source: Forensic Pathology Services



Operational Environment: Fatalities – BAC Profile Summary



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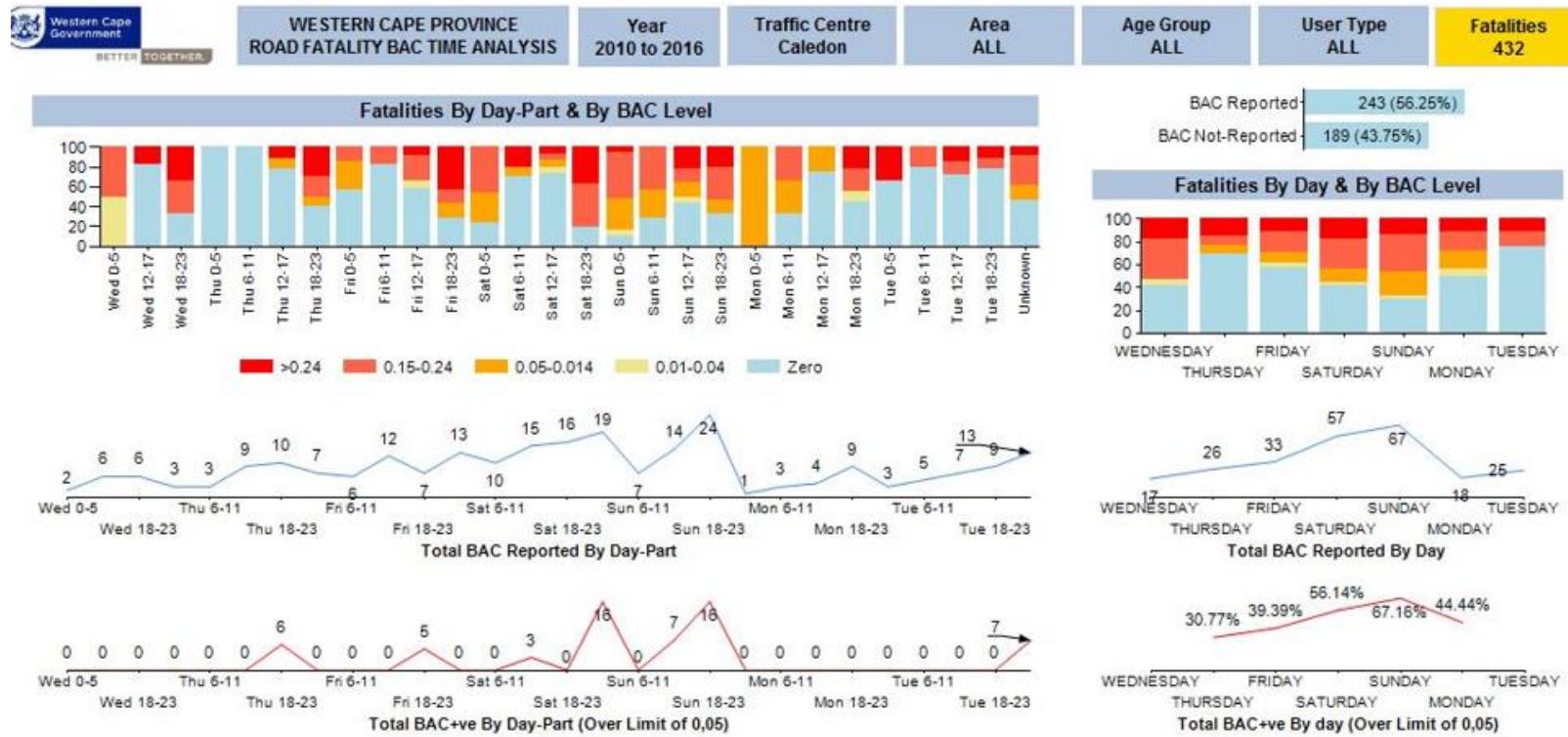


KAAP AGULHAS MUNISIPALiteit
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: Forensic Pathology Services ⁵⁹

FREEWATERKLOOF
Municipality

Operational Environment: Fatalities – BAC Profile by Time



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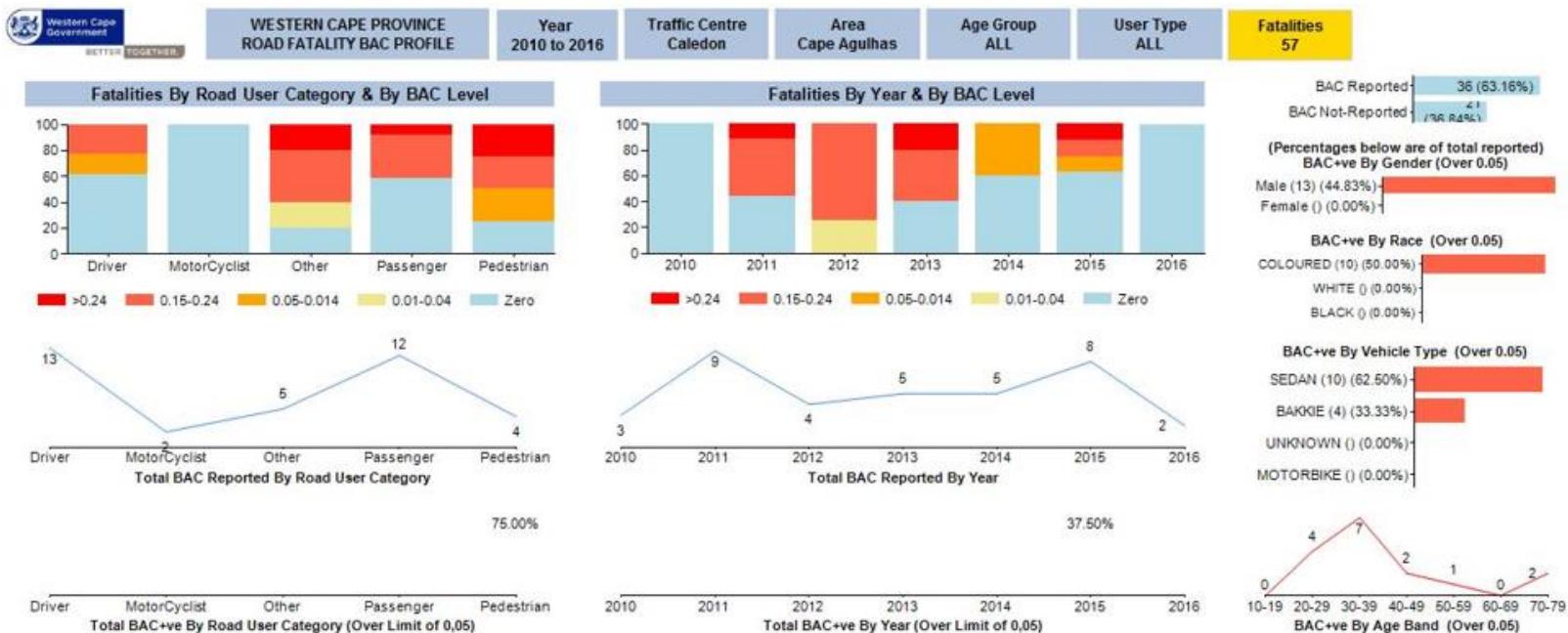


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Source: Forensic Pathology Services

60
Municipality

Operational Environment: Cape Agulhas BAC Summary



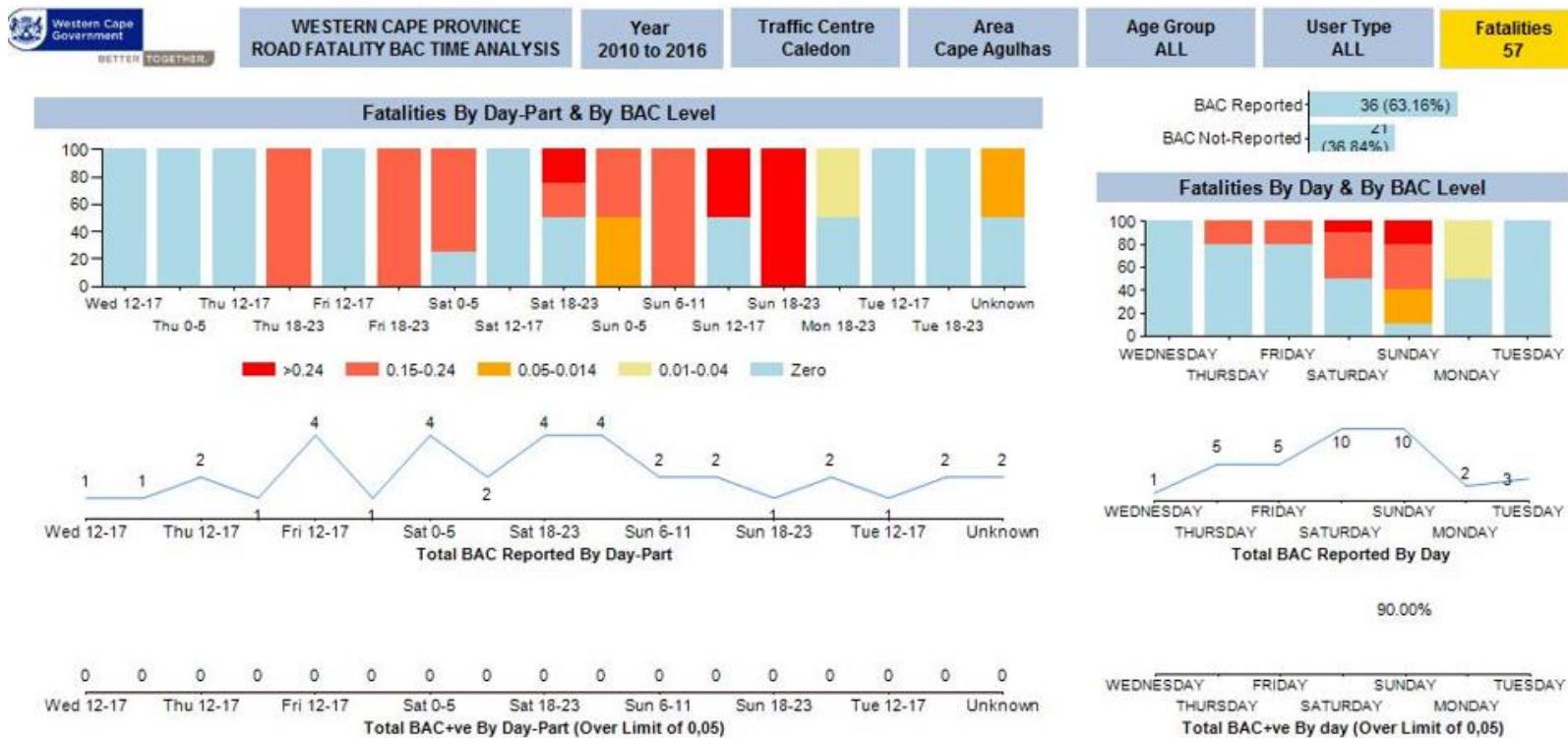
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CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: Forensic Pathology Services⁶¹
TREEWATERSKOOG
Municipality

Operational Environment: Cape Agulhas BAC by Time



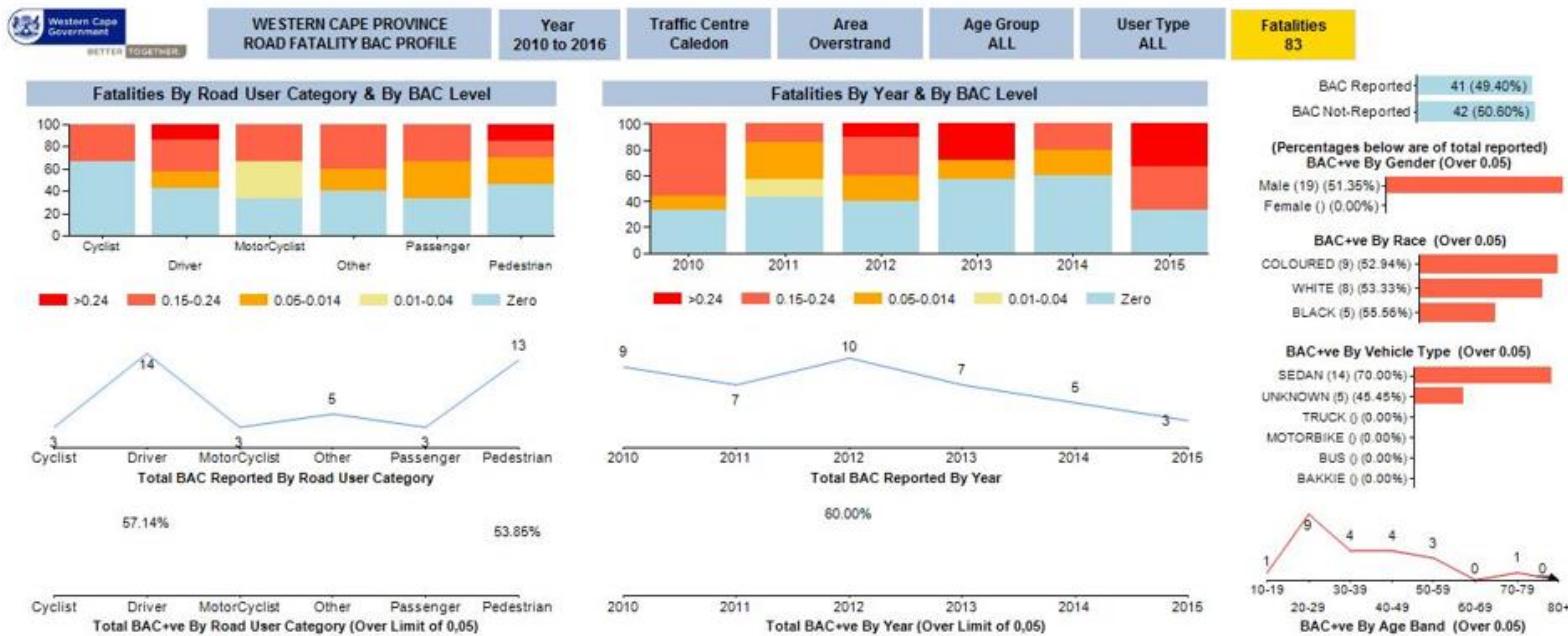
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CAPE AGULHAS MUNICIPALITY
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Source: Forensic Pathology Services⁶²
Municipality

Operational Environment: Overstrand BAC Summary



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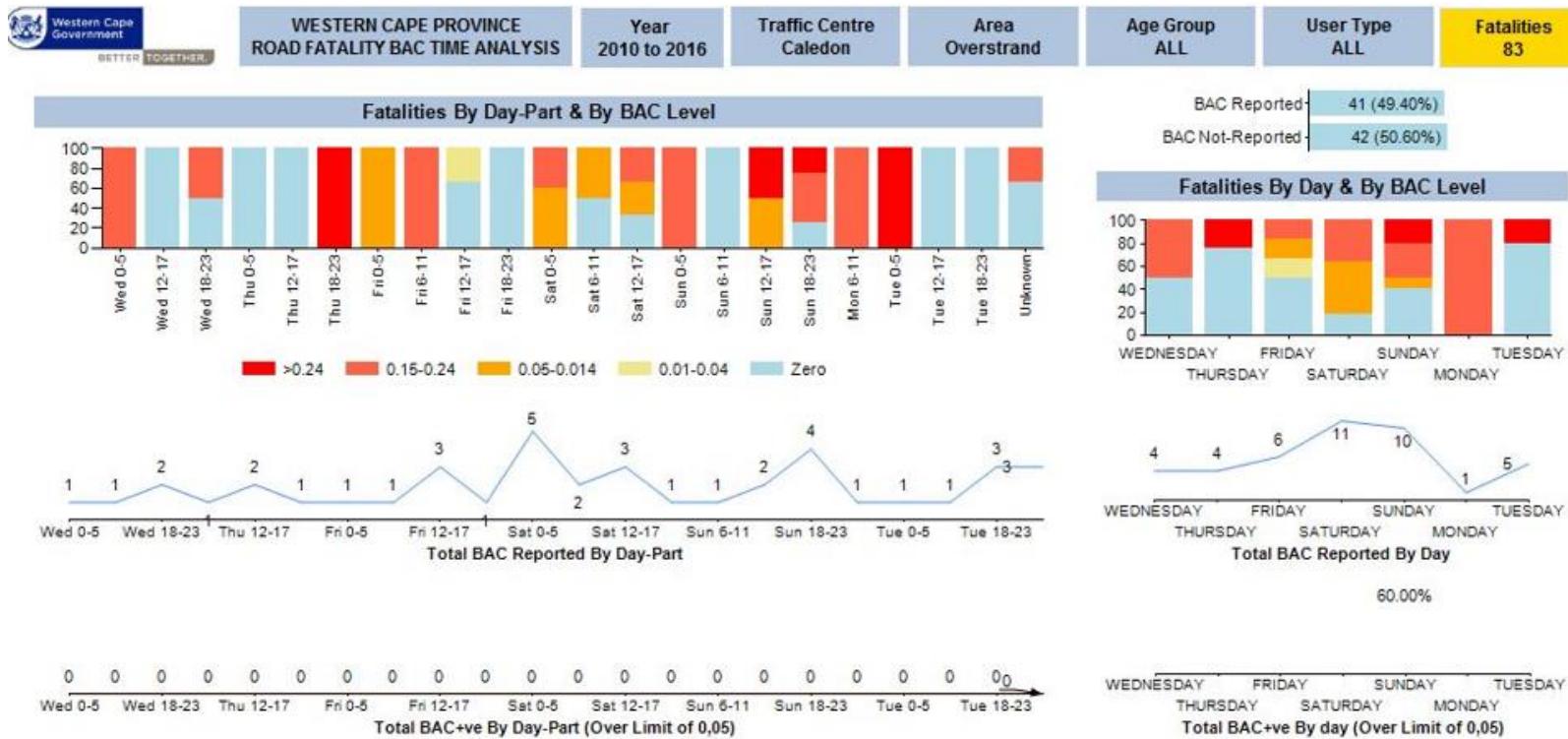


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CAPE AGULHAS MUNICIPALITY
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Source: Forensic Pathology Services⁶³
TWEELAASRIVIER
Municipality

Operational Environment: Overstrand BAC by Time



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Source: Forensic Pathology Services⁶⁴

Waterkloof
Municipality

Operational Environment: Theewaterskloof BAC Summary



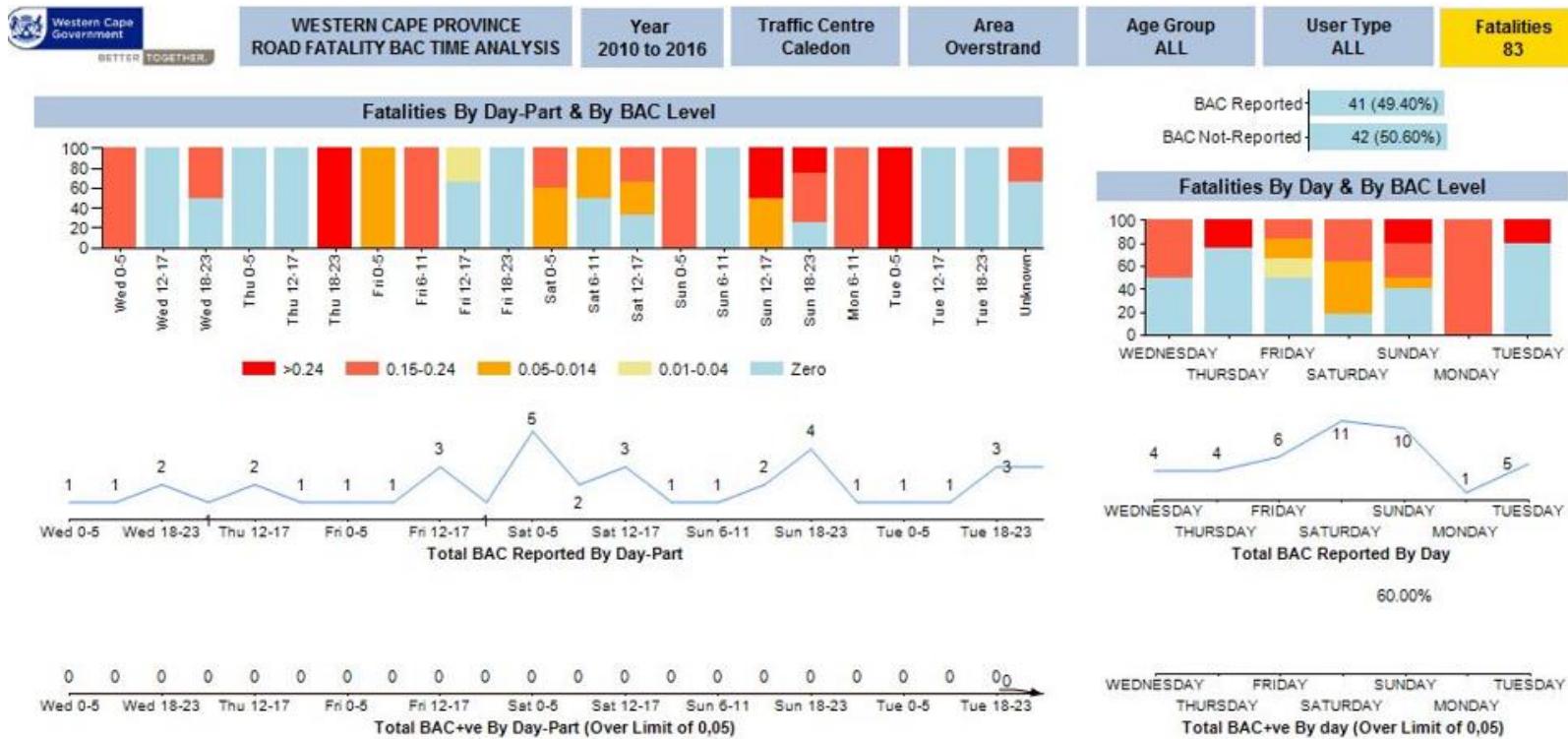
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Source: Forensic Pathology Services⁶⁵
THEEWATERSKLOOF
Municipality

Operational Environment: Theewaterskloof BAC by Time



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Source: Forensic Pathology Services

Theewaterskloof
Municipality

66

Operational Environment: Fatalities (per capita, veh pop)

	Cape Agulhas			Overstrand			Theewaterskloof			Totals			WC
2015	34373	9	26.18	86711	6	6.92	114780	43	37.46	235864	56	23.74	22.08
2014	34044	6	17.62	85167	8	9.39	113306	48	42.36	232517	59	25.37	21.06
2013	33710	6	17.80	83602	14	16.75	111814	32	28.62	229126	52	22.69	20.38
2012	33374	6	17.98	82023	16	19.51	110308	49	44.42	225705	71	31.46	21.66
2011	33034	11	33.30	80436	13	16.16	108789	42	38.61	222259	66	29.70	25.25

	TC Caledon			Western Cape		
	Veh pop	Fatals	Fatals per 100k Veh	Veh pop	Fatals	Fatals per 100k Veh
2015	77333	58	75.00	1868946	1369	73.25
2014	73875	62	83.93	1809276	1288	71.19



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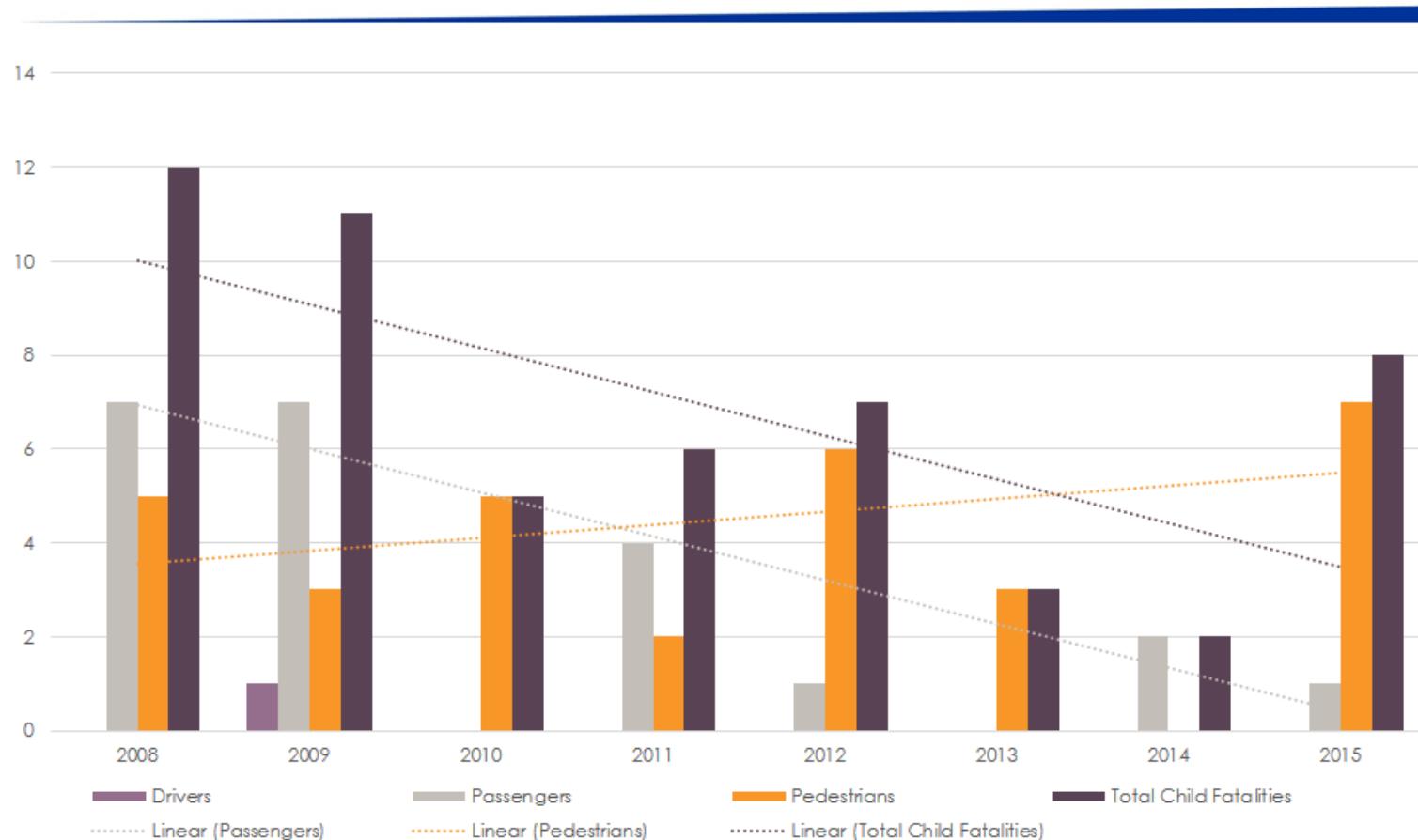


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Source: Forensic Pathology Services
THEEWATERSKLOOF
Municipality

Operational Environment: Fatalities (children 0 - 14)



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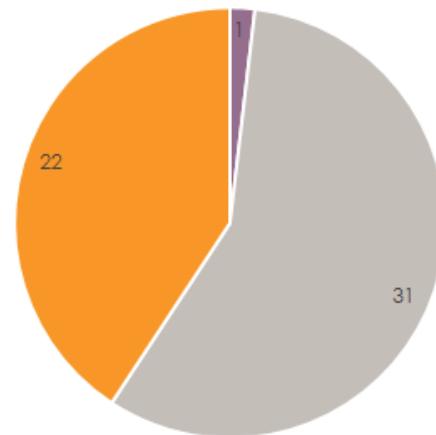


Source: Forensic Pathology Services
TREEWATERSKOOG
Municipality

Operational Environment: Fatalities (children 0 - 14)

Year	Cape Agulhas			Overstrand			Theewaterskloof			Totals			WC
2015	7855	0	0	19 206	1	5.20	28 935	7	24.19	55 996	8	14.28	8.74
2014	7836	0	0	18 732	0	0	28 622	2	6.99	55 190	2	3.62	10.2
2013	7772	0	0	18 223	0	0	28 238	3	10.62	54 233	3	5.53	

Child Fatalities 2008 - 2015 n=54



■ Driver ■ Pedestrian ■ Passenger



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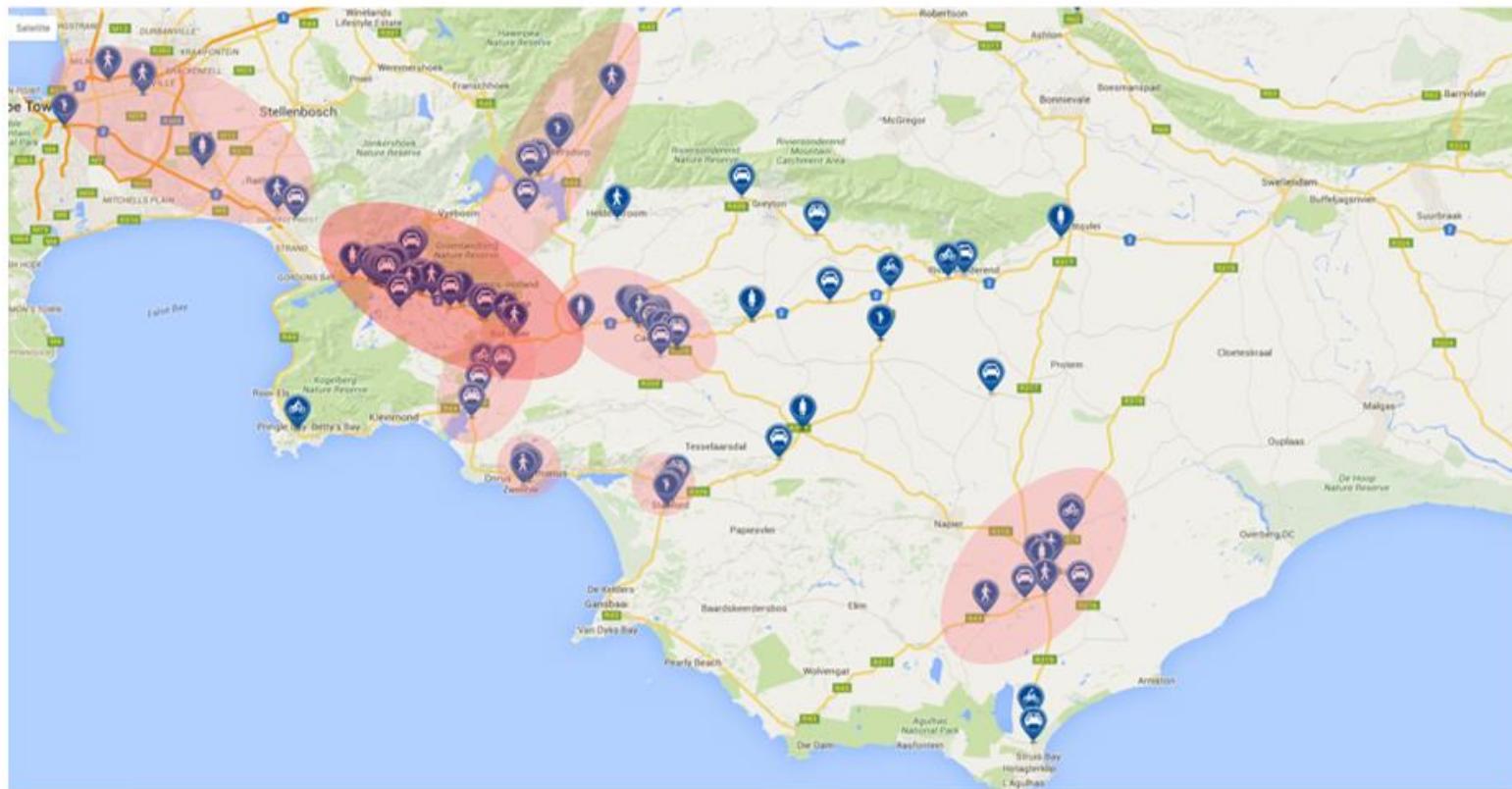


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CAPE AGULHAS MUNICIPALITY
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Source: Forensic Pathology Services
THEEWATERSKLOOF
Municipality

Operational Environment: Fatalities (spatial distribution 14/15)



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Source: Forensic Pathology Services

FREEWATERKLOOF
Municipality

Hot Spot 1: Outside Grabouw

NR 00202 (N2)

From: 19.0E
To: 22.0E (Intersection R321 x Oude Brug Rd)

Fatalities and Injuries

IPAS: 11 fatalities, 27 serious injuries (2001 – August 2015)

FPS : 10 fatalities 1/1/2014 – date (8 pedestrians (1 child), 1 passenger)

NB: GPS locations of body recovery used to identify fatalities in the road section.
Grabouw SAPS records checked for potential victims injured here but dying elsewhere – no records found.



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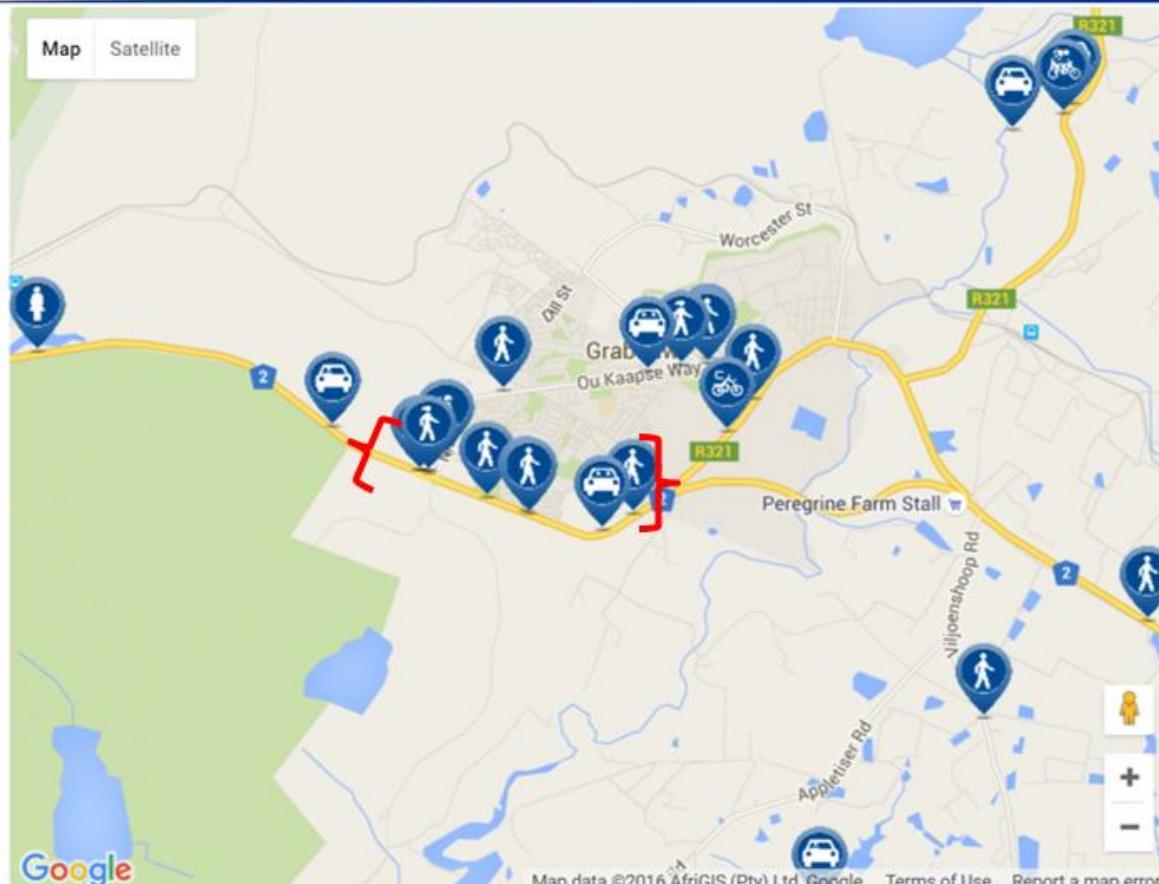


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Source: RNIS, Google Maps, FPS⁷¹

FREEWATERSHROO
Municipality

Hotspot Map: Showing fatalities, FPS 2014 - 2015



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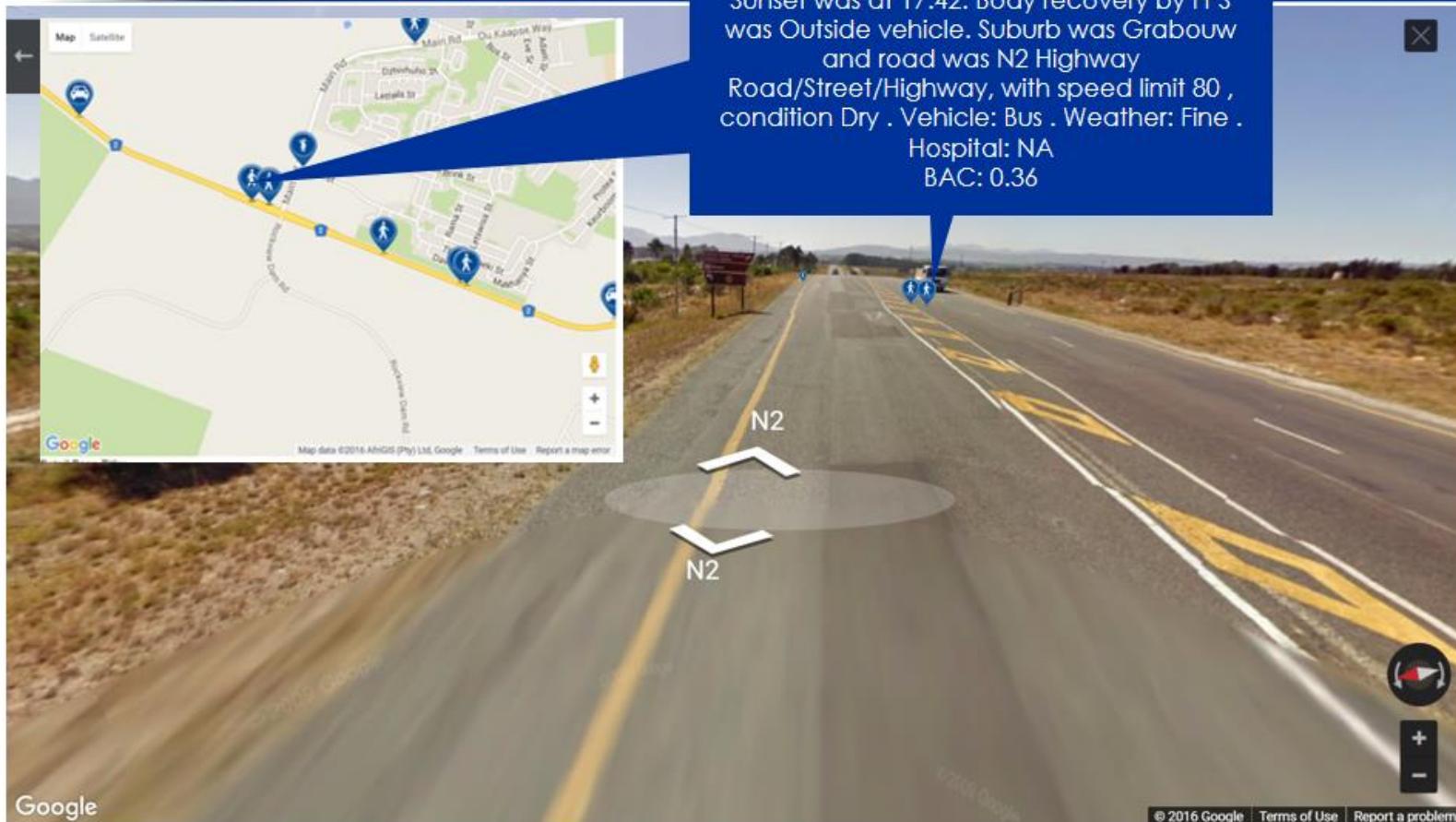


CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: RNIS, Google Maps, FPS⁷²

CAPE AGULHAS
Municipality

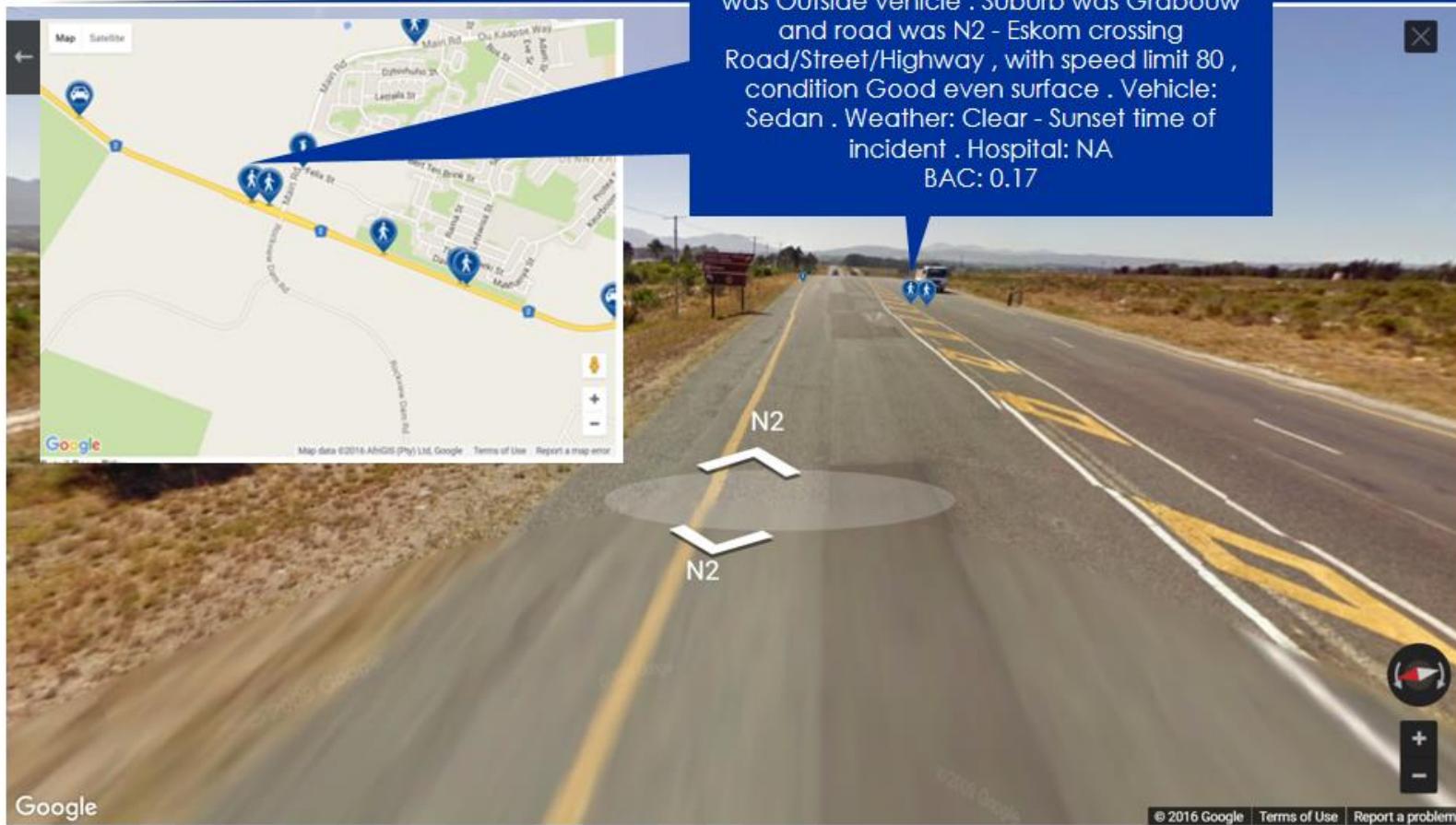
Rockview Dam Junction 1



Source: RNIS, Google Maps, FPS⁷³
Municipality

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Rockview Dam Junction 2



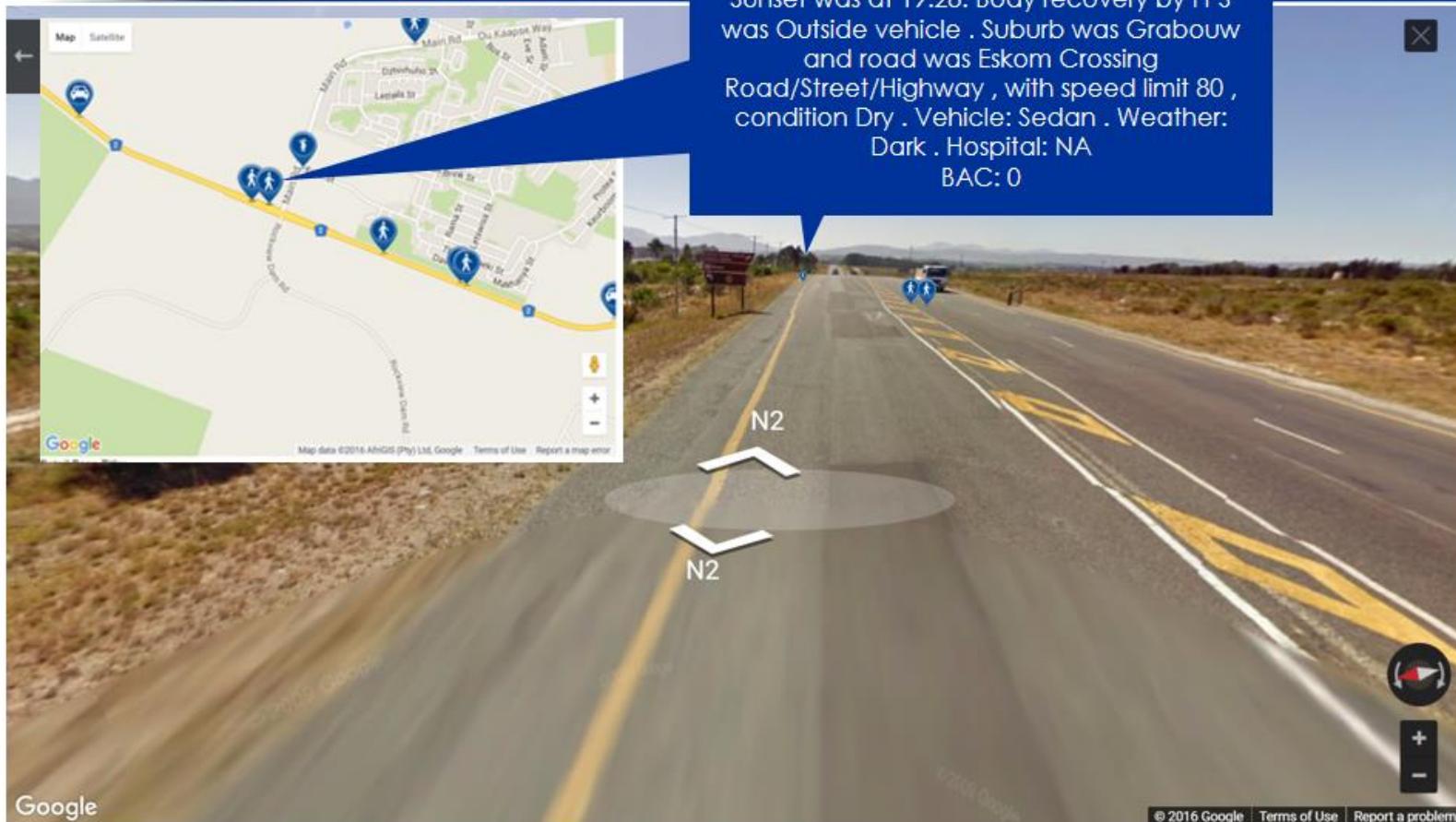
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KAAP AGULHAS MUNISIPALITEIT
CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS

Source: RNIS, Google Maps, FPS⁷⁴
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Rockview Dam Junction 3



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Source: RNIS, Google Maps, FPS⁷⁵
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Rockview Dam Junction 4



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Source: RNIS, Google Maps, FPS⁷⁶
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Rockview Dam Junction 5



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Source: RNIS, Google Maps, FPS⁷⁷

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Municipality

Straightaway 1



Google



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Waterkloof
Municipality

Straightaway 2



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Source: RNIS, Google Maps, FPS⁷⁹
 TEEWADESKOU
Municipality

Straightaway 3



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Source: RNIS, Google Maps, FPS⁸⁰
Municipality

Orchard Bend West 1



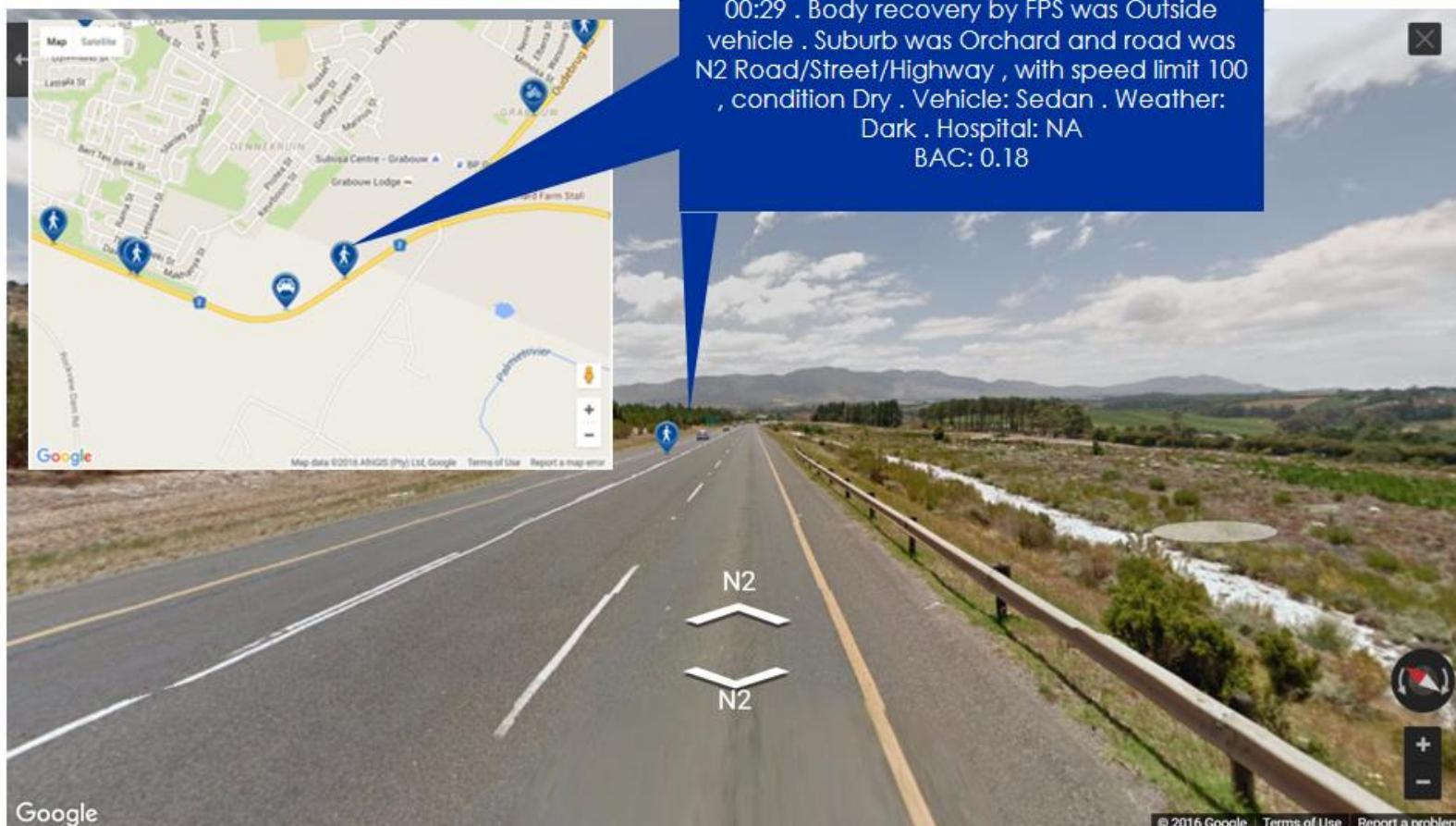
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Source: RNIS, Google Maps, FPS⁸¹
Waterkloof
Municipality

Orchard Bend West 2



Google



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Source: RNIS, Google Maps, FPS⁸²
 waterkloof
 Municipality

Hot Spot 1: Outside Grabouw – fatalities summary 1/1/14- present

Road User Type



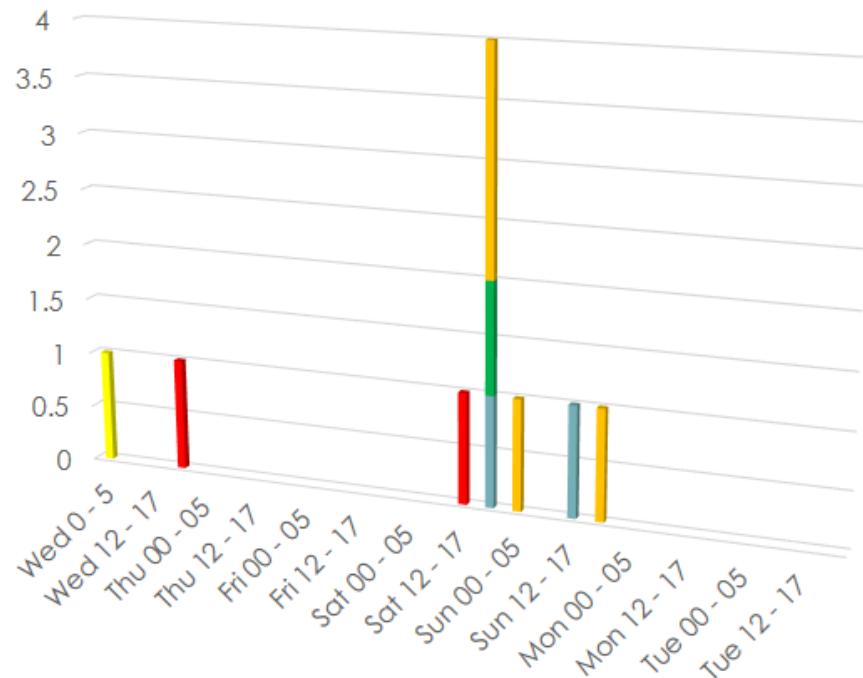
▪ Adult Pedestrian ▪ Child Pedestrian
▪ Passenger ▪

BAC +



▪ Positive ▪ No test ▪ Test pending ▪ Negative

Fatalities By Day and Day Part



■ BAC UK ■ BAC 0 ■ BAC 0.01 - 0.04 ■ BAC 0.05 - 0.2 ■ BAC > 0.2

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Source: Forensic Pathology Services⁸³

Franschhoek
Municipality

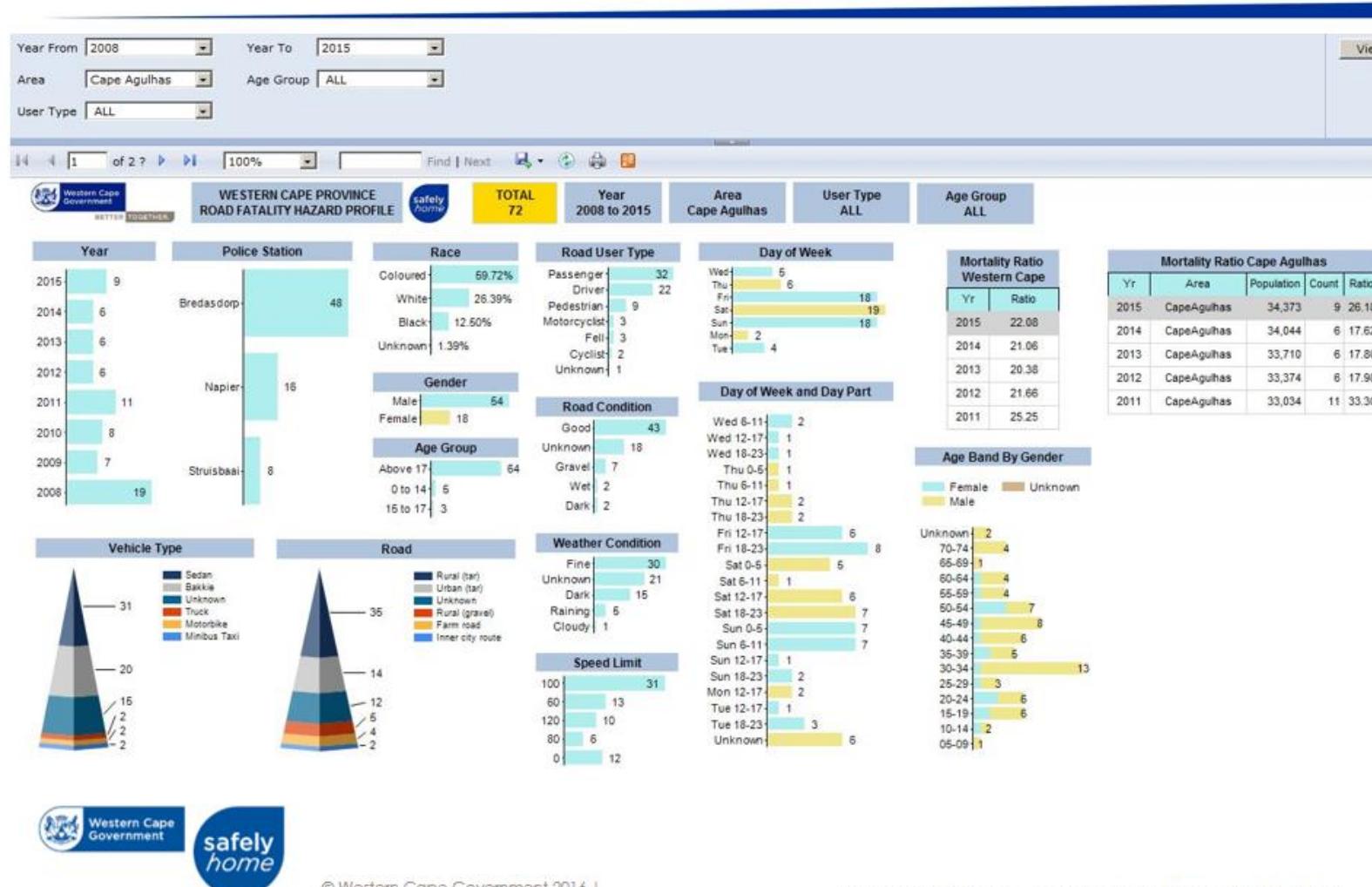
Operational Environment: Fatalities (BIM hazard profiles)



Source: BizBrain, Forensic Pathology Services



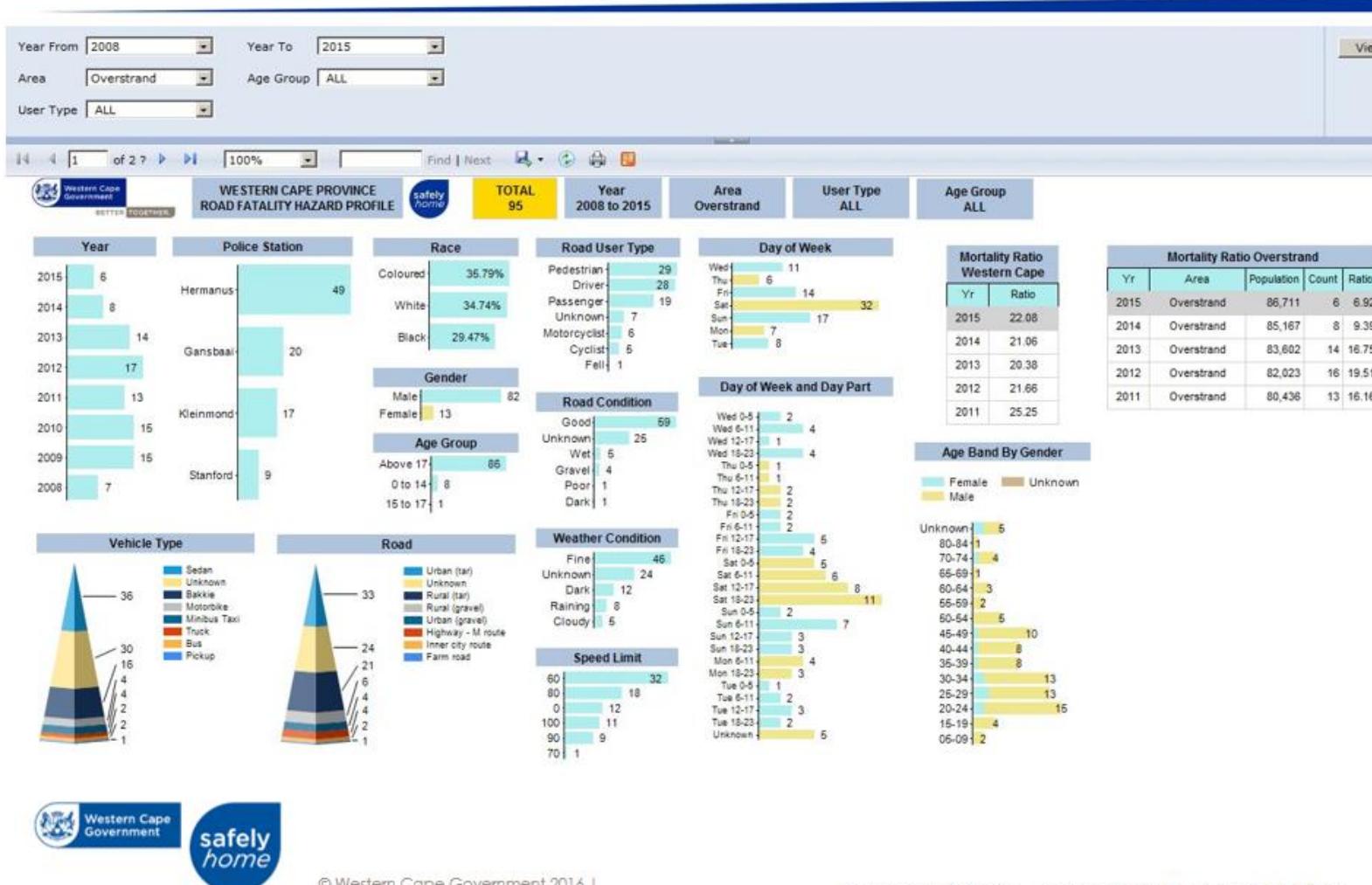
Operational Environment: Fatalities (BIM hazard profiles)



Source: BizBrain, Forensic Pathology Services



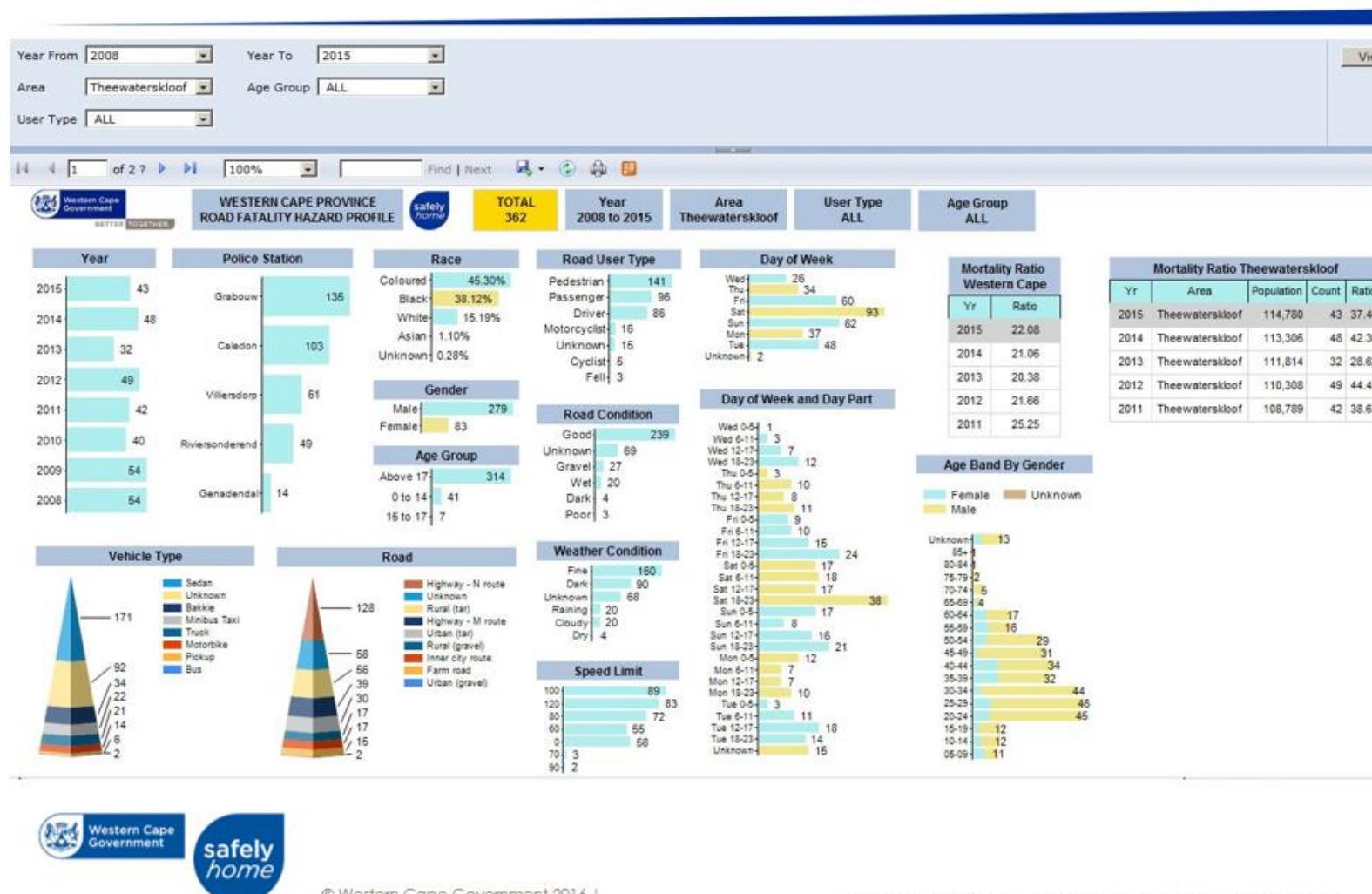
Operational Environment: Fatalities (BIM hazard profiles)



Source: BizBrain, Forensic Pathology Services

WATERKLOOF
Municipality

Operational Environment: Fatalities (BIM hazard profiles)



Source: BizBrain, Forensic Pathology Services



Operational Environment: Injuries (Provincial Accident System)



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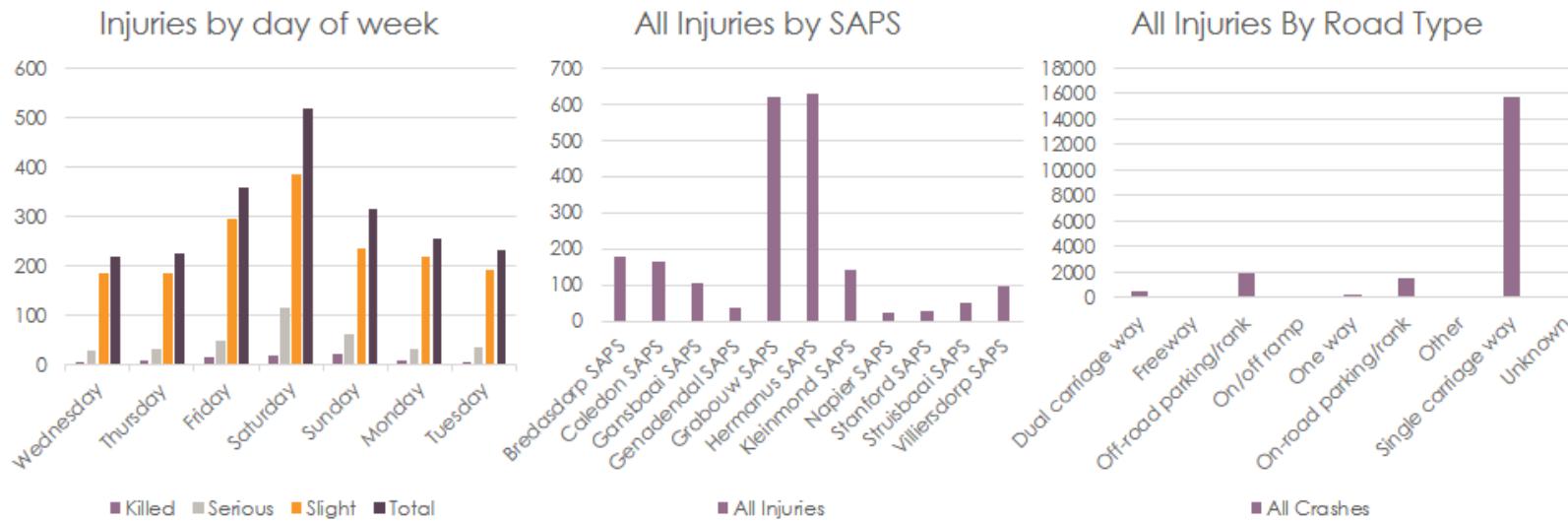


CAPE AGULHAS MUNICIPALITY
U MASIPALA WASECAPE AGULHAS



Source: Provincial Accident System
THEEWATERSKLOOF
Municipality

Operational Environment: Injuries (Provincial Accident System)



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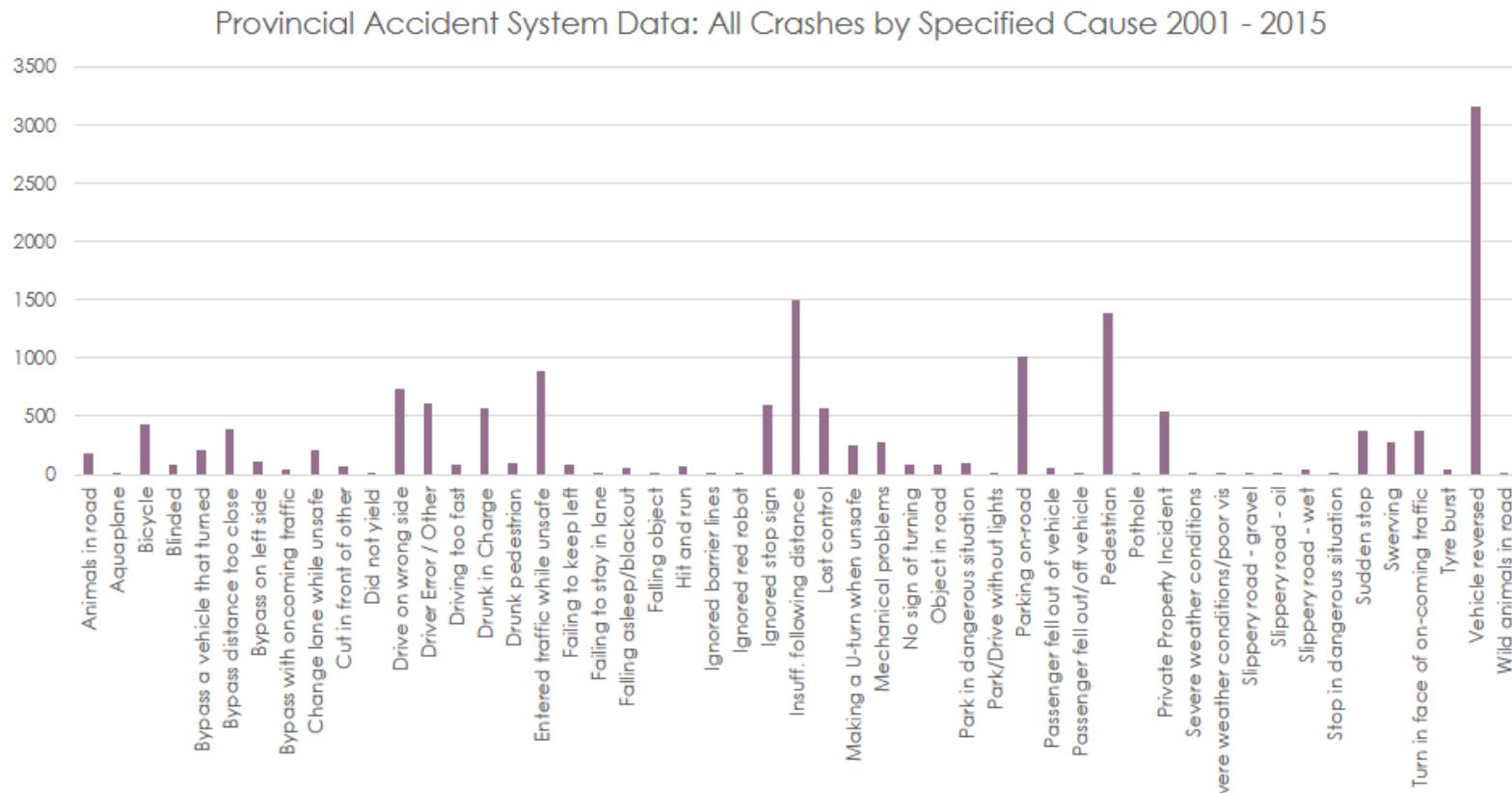


KAAP AGULHAS MUNISIPALiteit
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Source: Provincial Accident System
Waterkloof
Municipality

Operational Environment: Injuries (Provincial Accident System)



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■ All crashes

Source: Provincial Accident System

THEWATERKLOOF
Municipality



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Recommendations

- The demographic makeup of the area is shifting to become more black African and significantly less Afrikaans speaking – although the increase in black African population has not translated directly into the increase in isiXhosa-speaking. This may indicate substantial influx of foreign black Africans (which in turn can destabilise population figures and thus many reporting ratios). At the same time, major job losses in agriculture have occurred. The area's economic backbone remains agriculture, however jobs and growth are occurring in services, especially tourism. These jobs are more skilled and thus may be less accessible to many of the more recent migrants. Employment data has nevertheless remained reasonably stable overall, or improved and the general economic outlook for the area is positive due to strong services growth.
- There has also been an increase in the number of people living in informal homes in the area overall based on census data, although TC Caledon's Environmental Analysis indicates the increase is greater than has been officially reported. This has been borne out by recent events involving violent conflicts over land in the Grabouw area.
- These factors mean it is unsurprising that while all other categories of road user fatality have declined steeply, pedestrian fatalities continue to rise. This appears to be the most critical area of intervention for the area. This trend is also strongly apparent in child fatalities.
- The District Safety Plan must thus prioritize pedestrians in order to support international, national and provincial road traffic fatality targets. Thus, in addition to setting targets for fatalities and child fatalities which align to the broader framework, the plan should set specific targets for pedestrians.
- The largest local problem is on the N2 in the western portion of Theewaterskloof municipality, especially around Grabouw and its approaches to the west and east, but the entire stretch between Sir Lowry's Pass and Caledon is a major concern. Beyond this significant hotspots exist on the R43 from Grabouw to Villiersdorp, in Grabouw itself, and in Overstrand in Hermanus near Zwelihle and in Stanford. Bredasdorp and its approaches is the only significant hotspot in the Cape Agulhas municipality.
- In order to significantly bring down fatalities in this region, it is recommended that the Enforcement, Education and Engineering plans aggressively target pedestrians generally, and on the N2 from Grabouw to Bot River, and in the area of the R406 intersection before Caledon in particular. This should be made the number one priority for the pilot planning cycle. Planning must carefully consider the resourcing required to achieve this.



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THEEWATERSKLOOF
Municipality

Recommendations

- The major spikes in pedestrian fatalities in March and October are key drivers of fatality numbers in the region, and prioritisation needs to be given to thorough understanding of these spikes and to bringing them down. This should be tasked to Branch level as the problem is observed province-wide.
- Comparing traffic volume data recorded at PCS 279 on the N2 and PCS 5087 on the R43 to regional fatalities indicates that fatalities are linked more directly to time of day (peaking between 18h00 and 00h00) than to traffic volumes (either low or high volumes). It is also apparent that the main routes with the highest level of speeding are recording the highest levels of fatalities. The TC Caledon appears to be doing comparatively little speed enforcement compared to the municipalities and this should be examined.
- The data appears conclusive that the proposed safe hitch-hiking and vending zone or zones should be established in the N2 Grabouw section as part of the engineering plan – this needs to continue regardless of any issue with the toll roads as a basic requirement for the area to achieve fatality reduction targets. Law enforcement need to then ensure they move individuals to this zone who are on the N2 on a zero tolerance basis. Agreement must be reached with SAPS to charge individuals who violate the safe zone. As a caveat to this, consultation with the Department of Social Development to locate sustainable places of safety for homeless persons, or facilities which can look after intoxicated persons is also recommended. In many cases re-locating a person to a medical or social support environment rather than arresting or detaining might be more appropriate. Compare for example, a male selling stolen fruit to an intoxicated female on her own.
- For the longer term, consultation should be held with Department of Human Settlements and the Theewaterskloof municipality regarding establishment of formal housing adjacent to the N2 as a matter of priority, in order to ameliorate the social factors driving injuries here, and to create a buffer zone to discourage people entering the roadway at places where it is extremely dangerous to do so. Such action must be tempered with the awareness of the fraught community relations in the area, which in turn have negative impact on traffic management due to riots and road closures.



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Recommendations

- Enforcement should consider introducing traffic calming control patrols at peak times for traffic injury on the stretch, which can dramatically improve pedestrian and other categories of fatalities outcomes. These are patrol vehicles (civilian or traffic or both) which drive the route back and forth to physically control the speed of traffic and discourage reckless behaviour. They should be ANPR enabled to pass on offender details to interceptors. Consideration should be given to equipping them with electronic signage and possibly using large yellow fleet vehicles instead of patrol cars.
 - For example, a traffic calming patrol system operating between the hours of 6pm and midnight on Saturday nights alone could significantly reduce fatalities on key sections, particularly between Grabouw and Bot River. It is suggested that consideration be given to trialing such a system on this route during this period as part of the pilot Enforcement plan.
- Education campaigns will need to be cognizant of the scarcity of local media penetration into target audiences for pedestrians (no local isiXhosa media especially, but also limited Afrikaans media for lower LSMs), and thus community engagements and knock-and-drop marketing will need to be increased or implemented, as well as equipping officers with materials to distribute to high risk individuals encountered during duties. Safely Home should introduce local radio coverage (eg WhaleCoast FM) and greatly increase coverage on provincial isiXhosa radio stations (especially Umhlobo Wenene FM) to compensate for the absence of media outlets in this language in the non-Metro regions.
 - Consideration needs to be given in the development of materials to a low level of literacy in the area, particularly in Cape Agulhas and Theewaterskloof, and it is recommended that comprehension testing be carried out with local audiences before materials are produced and distributed in bulk.
- The ubiquity of alcohol in the area is of major concern, reflected in the density of liquor outlets per capita and the day and day part fatality statistics. It is suggested that the Enforcement plan include engagement with SAPS on policing of premises where liquor is served to ensure that compliance is occurring at the time of greatest potential harm, and include a request for the Branch: Transport Management, to formally request that the Western Cape Liquor Authority place a moratorium on the issuing of new licenses in the region until such time as the fatality statistics reflect a change in the level of alcohol-related road deaths. Going forward, introducing road safety indicators and the approval of the centre and municipal traffic chiefs could be a requirement for the awarding or renewal of liquor licenses. The Western Cape Liquor Policy includes a recommendation to restrict the awarding of licenses in areas with high numbers of road traffic fatalities.



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THEEWATERSKLOOF
Municipality

Recommendations

- While the high number of ambulances per capita in the area is welcome, it is also clear from the geographical spread of the 2014-15 fatalities that significant numbers of severely injured persons are being transported long distances to hospital. There is notably no District Hospital in the area, and consideration should be given to tasking the Branch: Transport Management with engagement with the Department of Health on the provision of emergency surgery in the area.
- The high number of major events in the area, often with alcohol involved, can be viewed as an opportunity. Traffic departments in the area should consider making support of events conditional on certain road safety criteria being met such as messages on promotional materials such as T-shirts which align to local conditions and to the Safely Home road safety calendar. Distribution of education materials should be mandatory at all major events supported by traffic, eg by placement in the goodie bags of sports events. All events should be required to support the monthly Safely Home theme in their promotional material and memorabilia.
- Journalists who produce stories in the region, or report on aspects of it should be targeted by the Education plan. The plan should also target Netwerk 24, as it provides significant penetration into the local market due to syndication of many local journalists. This is critical given the preponderance of English language media in an Afrikaans-speaking region.
- There are currently no road safety practitioners dedicated to serving the area. This needs to be addressed as a matter of urgency, and as part of the Education plan it is recommended that TC Caledon motivate for Road Safety Management to receive an exemption from COE restrictions in order to appoint at least two of the three required officials into vacant posts currently available on RSM's establishment. The individuals should be appointed with the goal of tackling pedestrian issues in the area directly.
- Education and Enforcement should include a component targeting tail-gating (and the linked behavior of yellow-lane driving), which is indicated as a major cause of crashes on the Provincial Accident System. Signage could also be considered here as part of Engineering plan.
- Overstrand law enforcement and traffic management needs to be examined further for indicators why there has been significant improvements in fatalities in recent years. The appointment of Traffic Wardens may have had a significant impact.



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NETWERK 24
Municipality

Recommendations

- Consideration should be given in the development of an Engineering plan to warning signage alerting motorists to the presence of pedestrians, with additional information appended to signage including most dangerous times of day, and even that pedestrians are often intoxicated. Speed limits should be re-evaluated in hotspot areas with consideration given to the real presence of pedestrians. N2 speed profiles make it abundantly clear that even traffic which is obeying the speed limit is moving at speeds way beyond the limit of pedestrian survivability. While the N2 through Grabouw is very much under the spotlight, the prevalence of fatalities in Grabouw itself must not be ignored in the plans.
- Longer term Engineering measures could evaluate potential broader pedestrian infrastructure solutions such as NMT facilities on the most dangerous sections.
- The Engineering plan should examine the approaches to Bredasdorp as a key intervention for Cape Agulhas, particularly the R43 and the R319. Surfaced road condition data indicates that there are potential contributing factors linked to road condition on these approaches, noting that the extensive upgrade to the R316 does not yet reflect on RNIS.
- Low numbers of traffic officers in the area is a major concern. While population numbers across the province have climbed considerably (15.7% from 2009 to 2015), there is no significant difference in traffic officers numbers since 2009 (Provincial Traffic Services, for example, was 501 in 2009, 523 in 2015, a 4% increase, including a dip to a low of 463 in 2012). By way of example, this evaluation concludes that overall traffic officer to population ratio for the TC Caledon area of operation, when all traffic services are included is 26.71, with a fatalities ratio of 23.74: it is also apparent that where there are higher ratios in the area, specifically Overstrand, there are lower fatalities per capita. Using the Australian State of Victoria as a further illustration, we find 103.61 officers on "road policing" duties per 100,000 population in 2012, with fatalities at 5.3 per 100,000. It is therefore suggested that the pilot Enforcement plan include tasking to branch management to set population ratio targets for traffic officer numbers, and undertake the necessary processes to ensure these targets are met.
- The medium to longer term solution for this region must feature public transport as a major component. It is recommended that the Chief Directorate: Transport Operations be engaged on the plans for the region with a view to establishing the groundwork necessary for the implementation of a time-tabled road-based public transport solution in the Overberg District.



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Threewaterskool
Municipality