

# 9

## Roads and public transportation

### ■ Introduction

Political and economic developments in South Africa have created rapidly evolving markets for labour, capital, goods and services. As a result, spatial and industrial structures are changing and transport infrastructure needs to respond accordingly. Indeed, transport remains at the centre of an efficient and equitable urban system.

*Transport is at the centre of an efficient and equitable urban system*

Municipalities need to enhance their capacity to effectively perform their role within the transport sector. Municipalities' integrated transport plans should provide a long term vision of local mobility, as a guide to the investment in and maintenance of road infrastructure as well as the regulation of public transport networks. Currently the supply of appropriate transport infrastructure, particularly in the big cities, is not keeping pace with the growth in demand. This has resulted in the emergence of serious urban transport bottlenecks and increasing congestion.

Recent changes, however, are beginning to address these problems. Funding for public transport is increasing. The 2010 FIFA World Cup also provides a catalyst for developing transport infrastructure and systems that promote public over private transport in host cities. The focus is also not just on transport within the host cities, but also on systems for travelling across the country.

*The 2010 FIFA World Cup provides a catalyst for developing transport infrastructure and systems*

This chapter gives an overview of:

- the institutional arrangements for transport
- municipal road infrastructure
- expenditure on roads infrastructure and maintenance
- developments in the public transport systems.

## **■ Institutional arrangements for transport**

The national Department of Transport is responsible for the policy and legislation governing roads and public transport. This is implemented through provincial departments, local government and public entities.

In terms of Schedule 5 of the Constitution, provincial roads and traffic are an exclusive provincial function, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A function of both national and provincial government. While municipal public transport is a Schedule 4B concurrent municipal function.

*The functional assignment of roads and public transport functions between spheres of government is confusing and fragmented*

Partly because of these rather opaque constitutional assignments, the *de facto* functional assignment of roads and public transport functions between spheres of government is confusing and fragmented. For example, rail commuter services are a national government function and buses are the responsibility of provincial government, while taxis are regulated in part by local government and in part by provincial government. And yet the minibus taxi re-capitalisation process is being driven at national level.

*Poor co-ordination between transport and other sectors undermines the efficiency and effectiveness of the roads and public transport functions*

Poor co-ordination between transport and other sectors, such as housing, also undermines the efficiency and effectiveness of the roads and public transport functions. In some instances, there is no synergy in planning, budgeting and implementation of infrastructure services within the same jurisdiction. Municipalities are responsible for investments in local infrastructure, including roads, while provinces are responsible for low income housing development and bus subsidies. Yet, the location of new housing developments impacts on the road infrastructure and public transport needs of the community that is to live there. Low density housing developments located on the periphery of cities mean that the future residents will need to travel long distances to work and to access public services. Thus transport costs will be high and may require ongoing subsidies to keep public transport affordable. Developing synergy between line functions means understanding how they relate to each other, money saved on cheap land is lost to transport subsidies.

## **■ Municipal road infrastructure**

As at 2007, the South African road network comprised some 741 100 km of proclaimed roads and streets. However, the national public road inventory is out of date according to the national Department of Transport, which is responsible for compiling it. The department attributes this to the fact that it is reliant on provinces and municipalities to supply information based on their monitoring of roads. According to the department, provincial road authorities and municipalities used to carry out annual "visual condition index" studies, but that in the 10 years before 2002 more than half of them stopped doing these surveys, primarily due to a lack of technical capacity and budgets. As a result, some municipalities have very little quality information on which to base their evaluation of roads within their jurisdiction. To remedy the situation, the national Department of

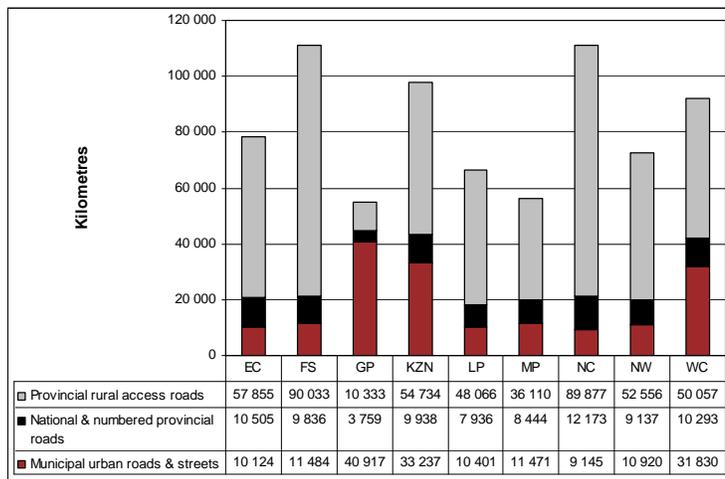
Transport is currently undertaking studies aimed at reclassifying the entire road network in South Africa and clarifying responsibilities for individual roads.

The absence of accurate data on roads hinders analysis of the state of the country’s roads and the extent of refurbishment and maintenance backlogs. It also hinders local level budgeting for roads infrastructure and maintenance.

Figure 9.1 gives a breakdown of the road network according to type and the sphere of government responsible, based on the data that is available. While Gauteng reflects the smallest share of the total road network in South Africa, the municipalities in the province are responsible for the greatest proportion of the roads.

*Gauteng reflects the smallest share of the total road network but is responsible for the greatest proportion of the roads*

**Figure 9.1 Estimated length of road network by category per province**



Source: National Department of Transport, SANRAL, RTMC

Nearly, all municipalities that are designated roads authorities have transport departments as an integral part of their organisational structure. Generally, municipal roads departments have the capacity to do routine maintenance. Some municipalities have the capacity to also handle light construction activities. However, large rehabilitation and new infrastructure projects generally get outsourced.

A few municipalities have established municipal entities to deliver the public transport and roads functions. For example, the City of Johannesburg has established the Johannesburg Roads Agency. The relationship between the council and the agency is based on a performance contract which is governed by the city’s contracting unit.

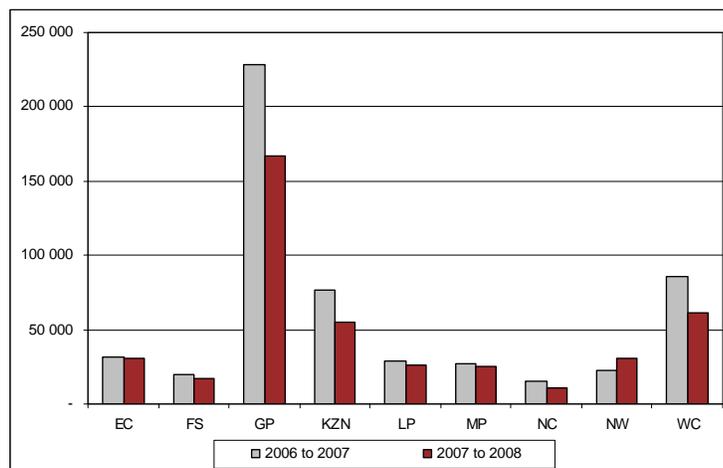
**Motor vehicle registration and the impact on roads**

One effect of economic growth has been an increasing number of vehicles on the roads. Between 2004 and 2007, nearly 2.5 million new vehicles were sold in South Africa. This is on top of the 1.5 million vehicles sold between 2000 and 2003. Currently, South Africa’s vehicle population is over 8.2 million.

*One effect of economic growth has been an increasing number of vehicles on the roads*

Figure 9.2 shows the number of new vehicle registrations per province as at February for 2007 and 2008. At least 83 per cent of these new registrations are of light vehicles, which are generally privately owned. This rapid growth in the number of vehicles has resulted in increasing congestion problems.

**Figure 9.2 Number of new vehicle registrations per province, February 2007 – February 2008**



Source: Road Traffic Management Corporation

Traffic between Johannesburg and Pretoria is much heavier than the roads were originally designed for. It is reported that the N1 between Johannesburg and Pretoria now carries 220 000 vehicles a day. Traffic congestion is also a growing problem in Cape Town and eThekwin.

Another problem is the impact that these utilisation rates have on the need for maintenance. Important in this regard, is the rapid growth in road freight transport. Between February 2007 and February 2008 the number of registered heavy vehicles grew by nearly 22 per cent or some 62 780 units. Given that the heavy vehicles' wear and tear impact on roads is far greater than that of light vehicles, this very rapid growth has serious implications for future maintenance needs.

There are essentially three ways in which municipalities (and government) can begin to mitigate the costs associated with rising private vehicle usage. First, in the short term it can extend, enhance and maintain the existing road network. Second, it can encourage a shift away from private vehicle usage to public transport. Third, over the medium term it can encourage more integrated and sustainable human settlement patterns that encourage people to live closer to their places of employment and where land uses are mixed. Addressing these issues remains a significant challenge for municipalities.

Generally, the motor vehicle using public in South Africa is very unwilling to switch to public transport. This is primarily because existing public transport modes are inconvenient and have a poor safety record.

The challenges of increasing congestion are compounded by problems associated with the behaviour of road users. Vehicle overloading and breaches of road safety regulations continue to be major problems despite enforcement efforts. Overloading causes premature road deterioration and, together with speeding, inadequate vehicle maintenance and driver fatigue, all contribute to South Africa's poor road safety record. The country has very high accident rates, with approximately 498 000 traffic accidents, 46 500 serious injuries and 13 000 traffic fatalities annually. About 5 300 of the fatalities are pedestrians. The need to improve road safety is recognised as a top priority, not least due to the economic costs it imposes on individuals and the economy.

*Vehicle overloading and breaches of road safety regulations continue to be major problems*

## ■ Expenditure on roads infrastructure and maintenance

Maintaining the municipal roads infrastructure includes routine maintenance, upgrading and rehabilitation activities; all of which require planning and adequate budgets.

It is difficult to get a clear picture of consolidated municipal expenditure on roads infrastructure and maintenance. In 2005/06, total provincial and municipal roads infrastructure expenditure was R11.1 billion. Of this, municipalities spent R3.5 billion or 31.9 per cent and provinces spent R7.6 billion or 68.9 per cent. Metros account for 60 per cent of the aggregated municipal roads infrastructure budgets and the 21 secondary cities account for 30 per cent. Small municipalities account for 10 per cent of the total roads infrastructure budgets; some of them have roads infrastructure budgets as small as R200 000.

*It is difficult to get a clear picture of consolidated municipal expenditure on roads infrastructure and maintenance*

### Metros' expenditure on roads infrastructure and maintenance

Table 9.1 shows that metros' roads infrastructure budgets increased from R1.4 billion in 2003/04 to R1.6 billion in 2006/07 and are set to increase to R2.3 billion by 2009/10. Adjusted for inflation, the metros' aggregated roads infrastructure budgets grew by 2.1 per cent in real terms between 2003/04 and 2006/07. This means budgets have not kept pace with the escalating costs in the construction industry and growth in vehicle registrations.

Over the medium-term, only the cities of Cape Town and Johannesburg are growing their budgets faster than 5 per cent per year. In the other metros, roads infrastructure budgets are projected to decrease. This shows that there is no alignment between budgeting and life-cycle costing for roads. Funding should include allocations for the provision of new roads and lanes to address traffic growth, refurbishment of roads that have reached the end of their useful life and routine maintenance. Decreasing budgets will inevitably result in greater backlogs in roads infrastructure.

**Table 9.1 Metro roads infrastructure expenditure, 2003/04 – 2009/10**

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
<b>R thousands</b>	<b>Outcome</b>			<b>Estimate</b>	<b>Medium-term estimates</b>		
City of Cape Town	154 178	109 439	213 589	193 251	550 039	608 872	658 644
City of Johannesburg	349 300	342 303	276 901	298 033	285 862	314 000	317 000
City of Tshwane	166 294	177 087	228 273	234 192	605 913	780 910	574 372
Ekurhuleni	178 273	303 884	319 010	397 391	323 016	346 350	266 430
eThekwini	367 774	466 655	254 859	154 580	211 712	240 403	203 300
Nelson Mandela Bay	156 223	226 801	148 023	294 301	526 025	599 921	326 110
<b>Total</b>	<b>1 372 042</b>	<b>1 626 169</b>	<b>1 440 655</b>	<b>1 571 748</b>	<b>2 502 567</b>	<b>2 890 456</b>	<b>2 345 856</b>
<i>Percentage growth (average annual)</i>	<b>2003/04 – 2006/07</b>			<b>2007/08 – 2009/10</b>			
City of Cape Town	7.8%			9.4%			
City of Johannesburg	-5.2%			5.3%			
City of Tshwane	12.1%			-2.6%			
Ekurhuleni	30.6%			-9.2%			
eThekwini	0.0%			-2.0%			
Nelson Mandela Bay	23.5%			-21.3%			
<b>Total</b>	<b>4.6%</b>			<b>-3.2%</b>			

Source: National Treasury local government database

Table 9.2 shows that metros' roads maintenance budgets increased by 6.2 per cent per year between 2003/04 and 2006/07 and are set to grow by 13.3 per cent per year to 2009/10. Maintenance budgets average 35 per cent of the total roads infrastructure budgets and remain at this level over the medium term.

**Table 9.2 Metro roads maintenance expenditure, 2003/04 – 2009/10**

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
<b>R thousands</b>	<b>Outcome</b>			<b>Estimate</b>	<b>Medium-term estimates</b>		
City of Cape Town	83 298	181 550	220 675	241 536	303 902	316 970	331 234
City of Johannesburg	–	5 104	7 310	6 812	6 407	6 727	7 064
City of Tshwane	166 585	187 215	273 531	283 680	220 614	243 030	263 468
Ekurhuleni	90 224	91 587	126 073	123 096	186 449	298 066	316 455
eThekwini	367 774	466 655	254 859	181 535	313 327	334 327	422 125
Nelson Mandela Bay	67 846	72 304	76 323	92 865	99 684	104 606	109 820
<b>Total</b>	<b>775 727</b>	<b>1 004 415</b>	<b>958 771</b>	<b>929 524</b>	<b>1 130 383</b>	<b>1 303 726</b>	<b>1 450 166</b>
<i>Percentage growth (average annual)</i>	<b>2003/04 – 2006/07</b>			<b>2007/08 – 2009/10</b>			
City of Cape Town	42.6%			4.4%			
City of Johannesburg	0.0%			5.0%			
City of Tshwane	19.4%			9.3%			
Ekurhuleni	10.9%			30.3%			
eThekwini	-21.0%			16.1%			
Nelson Mandela Bay	11.0%			5.0%			
<b>Total</b>	<b>6.2%</b>			<b>13.3%</b>			

Source: National Treasury local government database

### Secondary cities' expenditure on roads infrastructure and maintenance

*Secondary cities' roads infrastructure budgets are set to decrease*

Table 9.3 shows that the roads infrastructure budgets for the 21 secondary cities increased by 32.4 per cent annually between 2003/04 and 2006/07, but set to decrease by 4.6 per cent per year to 2009/10. While most of the secondary cities' integrated development

plans (IDPs) list roads and stormwater upgrading as an important priority, roads infrastructure budgets over the MTEF period are actually decreasing. This reflects a serious misalignment between planning and budgeting.

**Table 9.3 Secondary cities roads infrastructure expenditure, 2003/04 – 2009/10**

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
R thousands	Outcome			Estimate	Medium-term estimates		
Buffalo City	34 278	27 297	33 016	42 405	55 773	54 166	39 300
City of Matlosana	6 282	13 967	22 170	18 055	52 120	49 180	49 180
Drakenstein	4 005	6 674	16 319	7 010	12 985	11 455	10 821
Emalahleni	5 061	20 921	12 513	12 059	46 116	33 332	36 665
Emfuleni	3 012	27 960	13 130	55 542	17 817	55 800	63 000
George	7 812	37 158	40 098	79 042	93 032	88 668	62 950
Govan Mbeki	–	7 647	17 126	7 782	4 500	1 565	1 635
Madibeng	876	9 030	18 943	24 410	29 400	29 500	27 656
Mangaung	57 388	69 937	96 089	77 271	140 149	165 929	133 758
Matjhabeng	–	–	–	3 892	29 099	33 044	40 000
Mbombela	27 359	32 178	19 121	25 994	31 000	31 000	31 000
Mogale City	579	4 740	4 208	479	6 652	8 334	6 888
Msunduzi	26 958	22 898	19 150	25 327	52 124	37 965	30 021
Newcastle	3 453	19 042	11 352	25 486	10 780	34 230	–
Polokwane	29 676	17 680	40 323	66 615	102 303	204 100	87 600
Rustenburg	12 840	14 420	34 965	49 676	68 888	60 619	58 142
Sol Plaatje	11 553	29 158	48 521	17 331	40 172	13 000	15 592
Stellenbosch	2 198	6 776	2 353	12 687	26 183	32 400	31 950
Steve Tshwete	14 295	53 884	31 186	21 703	45 262	33 911	34 676
Tlokwe	10 191	21 410	6 030	19 210	11 027	39 498	19 487
uMhlathuze	23 015	26 295	47 773	59 432	86 922	103 697	96 024
<b>Total</b>	<b>280 831</b>	<b>469 072</b>	<b>534 386</b>	<b>651 408</b>	<b>962 303</b>	<b>1 121 392</b>	<b>876 346</b>
<i>Percentage growth (average annual)</i>	<b>2003/04 – 2006/07</b>			<b>2007/08 – 2009/10</b>			
	32.4%			-4.6%			

Source: National Treasury local government database

Table 9.4 shows that the secondary cities' roads maintenance budgets increased by 16.8 per cent per year between 2003/04 and 2006/07 and grow by 3.1 per cent annually to 2009/10. A concerted effort is clearly needed to reverse the trend. Roads infrastructure budgets should be earmarked to both deliver new infrastructure and properly maintain existing infrastructure.

## ■ Developments in the public transport system

The South African public transport system consists predominantly of rail and bus services that are subsidised by government and the mini-bus taxi service, which is not subsidised. These three modes do not work in an integrated way and usually compete with one another for commuters.

*The rail and bus services are subsidised but the mini-bus taxi service is not*

The public transport system needs to be more convenient and affordable than private vehicle use in order to attract commuters away from their own motor vehicles. However, the majority of users of public transport in South Africa have no choice but to use it despite its shortcomings. This places a greater responsibility on national,

provincial and local government to ensure that public transport systems meet the needs of the communities they serve.

**Table 9.4 Secondary cities maintenance expenditure, 2003/04 – 2009/10**

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
R thousands	Outcome			Estimate	Medium-term estimates		
Buffalo City	12 742	18 363	13 012	13 556	13 962	14 800	15 688
City of Matlosana	3 846	2 030	1 989	2 832	3 215	3 375	3 595
Drakenstein	7 982	10 796	8 716	12 900	13 369	14 372	15 450
Emalahleni	7 282	11 489	9 520	10 489	14 564	12 961	14 257
Emfuleni	8 810	9 006	14 870	34 659	43 080	49 959	54 397
George	26 251	32 536	36 180	55 764	56	41	47
Govan Mbeki	2 221	12 174	11 305	8 653	9 851	10 275	10 737
Madibeng	3 420	2 914	3 128	5 125	5 924	6 095	4 974
Mangaung	10 597	17 106	13 645	32 444	41 688	42 181	45 546
Matjhabeng	–	2 246	636	636	8 531	9 213	9 951
Mbombela	8 358	13 524	24 757	19 206	23 167	–	–
Mogale City	–	3 680	1 385	–	–	–	–
Msunduzi	70 479	51 896	69 304	83 466	83 942	88 979	94 317
Newcastle	7 139	9 150	8 983	9 049	8 849	9 482	18 316
Polokwane	4 866	7 216	5 344	6 300	6 500	6 955	7 442
Rustenburg	5 195	6 671	6 344	5 563	6 630	7 465	7 764
Sol Plaatje	13 013	5 784	6 744	6 841	9 099	13 522	13 954
Stellenbosch	2 208	2 628	2 103	2 067	4 408	5 316	2 750
Steve Tshwete	2 542	1 879	2 208	2 198	2 404	2 581	2 759
Tlokwe	1 399	2 178	1 614	2 204	1 899	1 981	2 070
uMhlathuze	14 303	17 011	18 767	24 704	62 565	59 906	62 376
<b>Total</b>	<b>212 653</b>	<b>240 277</b>	<b>260 554</b>	<b>338 656</b>	<b>363 703</b>	<b>359 459</b>	<b>386 390</b>
<i>Percentage growth (average annual)</i>	<b>2003/04 – 2006/07</b>			<b>2007/08 – 2009/10</b>			
	16.8%			3.1%			

Source: National Treasury local government database

### Taxi recapitalisation

Minibus taxi commuters account for over 63 per cent of public transport users for work, school and other purposes. Bus services account for another 22 per cent of public transport commuters. The remainder of commuters use trains.

*Many taxis are old, un-roadworthy and in bad condition, resulting in frequent accidents*

The pressing challenge in the taxi industry is that many taxis are old, un-roadworthy and in bad condition, resulting in frequent accidents. Since 2001, there has been an ongoing initiative driven by the national Department of Transport to formalise and regulate the industry. In rolling out the taxi recapitalisation plan (TRP), government recognises that the plan's sustainability does not only lie in the scrapping of old taxi vehicles, which remains the primary and immediate goal. Also key to the success of the plan is effective regulation, its integration into the public transport system, effective law enforcement and putting the safety of commuters first. The TRP has progressed significantly since its implementation in October 2006. To date, a total of 13 415 old and un-roadworthy minibus taxis have been scrapped. Of the R1 billion requested by the department from National Treasury for scrapping, only R470 million was made available during 2007/08. Subsequently, a total of R668 million was paid out to individual operators as a scrapping allowance.

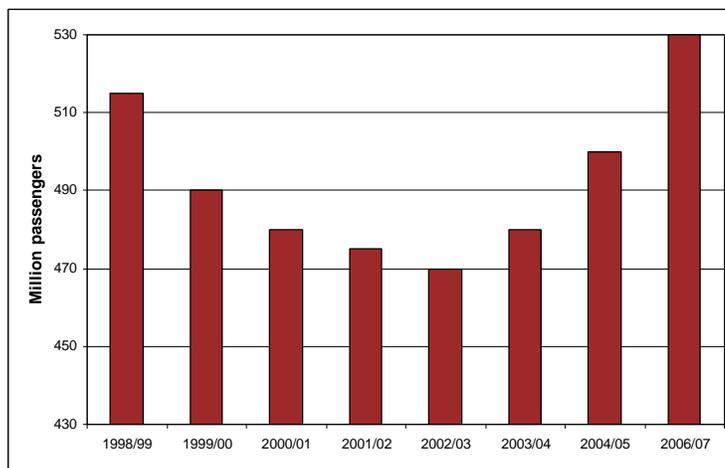
The taxi recapitalisation plan has not been universally welcomed. Some taxi operators are resistant to it because they believe the scrapping allowance is too low, they are unable to afford the recommended replacement vehicles, they have difficulty accessing credit because of the stringent criteria imposed by the National Credit Act (2007) and access to new operating licences is difficult.

### Metrorail

About 1.3 million South Africans use trains daily. Figure 9.3 shows that since about 2002/03 there has been a turnaround in the number of commuters travelling by train. This is encouraging as it indicates that Metrorail's initiatives to improve services are bearing fruit.

*About 1.3 million South Africans use trains daily*

**Figure 9.3 Metrorail's passenger trips per year, 1998/99 – 2006/07**



Source: Metrorail

However, there is still a lot of work. Metrorail has 4 600 coaches, of which only about 3 000 are operational. In order to further improve services, Metrorail has approved a capital plan of R23 billion for the current MTEF, including meeting the requirements of the 2010 FIFA World Cup. The first phase in the current MTEF is a recapitalisation plan of R18 billion. The emphasis in the second phase, between 2011 and 2014, will be on recovering customers. The third, from 2015 to 2030, is aimed at business growth. This phase will include the acquisition of new rolling stock as the existing equipment will have reached the end of its useful life.

Metrorail's strategy includes upgrading the rail infrastructure; ensuring train frequencies of between 5 and 10 minutes during peak hours, extending daily operating hours to 18 from the current 10 and addressing commuter confidence.

Metrorail intends opening new lines in the next two years, while improving the service of existing ones, especially those dealing with high passenger volumes. These include the Soweto-Johannesburg, Mabopane-Tshwane and Khayelitsha-Cape Town lines. New lines are also being built in order to service the various soccer stadiums which will host the 2010 FIFA World Cup.

*Metrorail intends opening new lines in the next two years while improving the service of existing ones*

### **Joburg's rapid bus transport system**

The City of Johannesburg has unveiled a bus rapid transport (BRT) system. The plan is to have hundreds of new 160-seater buses transporting commuters on dedicated lanes on routes linking townships in the south to northern suburbs and the city centre. The buses will run from 5am to midnight. During peak times there will be buses every 1 to 3 minutes. In off-peak times there will be buses every 10 minutes. A pre-boarding ticketing system will save time. The aim is to complete construction of the R2 billion project before April 2009, so that it will have been operating for a year before the 2010 FIFA World Cup. It will be operated by Metrobus and other contracted operators.

### **Public transport developments in Cape Town**

Priority is being given to public transport on Symphony Way (linking Philippi and the south east part of Cape Town with Bellville), the N1 and the R27/Koeberg Road. These schemes provide for dedicated public transport lanes, that the City of Cape Town intends will form part of an integrated rapid public transport network (IRPTN) covering rail, BRT and taxi feeder systems. It is likely that Cape Town will upgrade the current bus lanes into a full BRT system – similar to the Rea Vaya plan in Johannesburg. There will also be significant improvements for pedestrians in the city centre and around the Greenpoint stadium precinct.

### **Durban's People Mover**

In 2007 Durban's People Mover began transporting passengers in the inner city and to the city's beaches. The service comprises 10 hi-tech buses and forms part of a redesign process that the city is undergoing ahead of the 2010 FIFA World Cup. The buses, each costing R1.3 million, can accommodate wheelchairs and prams. Security is also part of the system with closed circuit surveillance cameras in each bus and wardens at each of the service's 16 bus stops to help tourists and passengers. The buses cover the beachfront and inner city routes from 6am to 11:30pm daily.

*Planning for land use and transport should be integrated processes*

### **Developing more integrated human settlements**

For municipalities committed to the creation of integrated human settlements, tackling the transport problems becomes a key policy objective. Planning for land use and transport should be integrated processes, with the overall goal being to create the necessary transport and socio-economic infrastructural conditions that allow people to actively participate in the economy. The provision of an affordable and efficient transport system that reduces overall household expenditure on travel costs and decreases actual time spent on travelling is critical to achieving this goal. Communities should be integrated with mixed-use land development taking place around transport interchanges. This will minimise transport infrastructure having to respond to the effects of the social engineering of the past, which located poor people far from social and economic infrastructure.

Two initiatives that will contribute to this goal are under way within the transport sector. First, the establishment of transport authorities will encourage greater co-ordination within the transport sector and with other sectors and second, the public transport initiatives associated with the 2010 FIFA World Cup will fast-track the introduction of new approaches and systems.

### **The establishment of transport authorities**

Provincial and local governments are required to establish a public transport authority in terms of the National Land Transportation Transitional Act (2000). Transport authorities will help to overcome the problems inherent in the currently fragmented transport system, with the three levels of government and with a range of public entities

and private organisations responsible for different sections of transport.

This marks a paradigm shift in the provision of transport services. Concrete developments include the City of Tshwane, where the Tshwane Transport Authority is in place. The business plan has been drawn up and the Gauteng MEC for transport has approved the establishment of the authority and the plan. In Ekurhuleni, the feasibility study has been completed and the council has approved the study. Ekurhuleni is ready to establish a transport authority.

For the City of Johannesburg, an agreement with the Gauteng provincial transport department is in place to set up the transport authority as well. Progress is also being made by Nelson Mandela Bay, Mangaung and Welkom municipalities.

### Preparations for the 2010 FIFA World Cup

One of the developmental aims of the 2010 FIFA World Cup is that it should leave a legacy of more efficient and integrated public transport system. Table 9.5 shows that since 2005/06 the department has transferred more than R2 billion to host cities, feeder municipalities, the South African Rail Commuter Corporation (SARCC) and the Cross-Border Road Transport Agency (CBRTA) for public transport infrastructure between 2005/06 and 2008/09. The PTIS has been allocated R1.8 billion in 2007/08, R3.5 billion in 2008/09 and R2.8 billion in 2009/10.

*The 2010 FIFA World Cup is intended to leave a lasting legacy of a more efficient and integrated public transport system*

**Table 9.5 Public transport infrastructure and systems grant allocation, 2005/06 – 2010/11**

	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Total
<b>R million</b>							
Municipalities	241 710	519 000	1 174 000	3 170 000	2 325 000	–	<b>7 429 710</b>
CBRTA	–	1 000	–	–	–	–	<b>1 000</b>
SARCC	–	180 000	476 000	210 000	200 000	–	<b>1 066 000</b>
SANRAL	–	–	130 000	100 000	200 000	–	<b>430 000</b>
<b>Total</b>	<b>241 710</b>	<b>700 000</b>	<b>1 780 000</b>	<b>3 480 000</b>	<b>2 725 000</b>	<b>–</b>	<b>8 926 710</b>
<b>Unallocated</b>	<b>–</b>	<b>–</b>	<b>28 000</b>	<b>500 000</b>	<b>1 816 500</b>	<b>4 464 500</b>	<b>6 809 000</b>

*CBRTA: Cross Border Road Transport Agency*

*SARCC: South African Commuter Corporation*

*SANRAL: South African National Roads Agency Limited*

The funding is aligned with the 2007 public transport strategy. Critical components for achieving an integrated multi-modal metropolitan rapid transit include developing local government network control and managing and transforming bus and taxi services into scheduled trunk, feeder and distribution services.

A fast, comfortable and low cost urban transport system, called the bus rapid transit (BRT) system, is being planned for the host cities of the 2010 FIFA World Cup during the tournament. This has been the most cost-effective and flexible mass mover in developing countries. The City of Cape Town, City of Johannesburg, City of Tshwane, eThekweni and Nelson Mandela Bay have made significant progress in having designs for these systems approved. The integrated transport plan for host cities Cape Town, Tshwane, Durban and Bloemfontein, among several others, will include a BRT transport system that will

*The BRT will operate in the central business districts and also in townships*

promote the use of public transport ahead of the 2010 FIFA World Cup. The BRT will be made available not only for the central business districts but also in townships. This involves the construction of bus way corridors on segregated lanes as well as using modernised integrated transport systems. The transport upgrade will provide for parking, pedestrian bridges and walkways, hawker facilities, clear signage and improved interchanges.

*In November 2006, the City of Johannesburg launched 'Rea Vaya' (We are Going)*

In November 2006, the City of Johannesburg launched 'Rea Vaya' (We are Going), the new system will have 325 km of special public transport lanes and intersections and 40 transport interchange nodes, where commuters can switch from one form of transport to another. They will be able to buy a single ticket, making travel via the different means of transport a seamless journey. The Rea Vaya brand will appear on taxis, buses and trains and on the new bus and taxi stops. The special lanes and intersections will be created on existing road networks, excluding freeways. Major facilities such as schools, community centres, libraries, clinics and railway stations will all be within one kilometre of the routes. The Soweto Business Express train, which is an upmarket train service running between Soweto and Johannesburg, is intended to encourage affluent groups to use public transport.

These investments are supported through the public transport infrastructure and systems grant (PTIS). The PTIS is administered by the national Department of Transport. Through the PTIS, the department is executing its responsibility for the national transport plan for the 2010 FIFA World Cup. The department has to co-ordinate focal points for transport information exchange, provide technical support, evaluate priority statements and manage and administer the grant.

Provinces are responsible for provincial-wide co-ordination, linking host cities to non-host cities, preparing provincial priority statements and providing technical support.

## **Conclusion**

If improvements to existing roads infrastructure and public transport challenges are not tackled in a robust way, municipalities will find that the growth in private motor vehicle usage will increasingly become a problem. Developing an integrated, safe, customer-oriented public transport system supported by a good roads infrastructure is essential. In terms of public transport, the immediate focus by all spheres of government is to manage current bus contracts, develop appropriate institutional structures and formalise the taxi industry. The long-term goal involves restructuring the entire public transport system, including commuter rail.

The solution to the transport challenges at the municipal level is a complicated and multi-faceted one. It involves increased spending to improve the rail network, a much improved public transport network and improving and expanding the road network. Investment policies are needed to improve the whole transportation system and in particular public transport.