

Roads and transport

Introduction

Investment in transport infrastructure is critical for sustainable growth as an efficient public and freight transport system reduces the cost of doing business and ensures that the economy remains globally competitive.

The quality of the road network is important for internal mobility of people, goods and services and promotion of international trade. Road construction and maintenance continue to be prioritised in the period ahead. Provincial spending on road infrastructure increased by 15,1 per cent annually between 2003/04 and 2006/07 and is set to grow at 13,6 per cent annually from 2007/08 to reach R13,4 billion by 2009/10.

Efficient public and freight transport system keeps economy globally competitive

The use of private transport is likely to continue to remain high in the short to medium term. Achieving a suitable mix of different transport modes to reduce the use of private transport is a long-term proposition. In the period ahead the focus on public transport will be to reduce congestion in urban areas and at the same time put in place a system that will address the transport needs associated with the 2010 FIFA World Cup.

This chapter gives an overview of:

- the institutional arrangements for roads and transport
- South Africa's road infrastructure
- consolidated expenditure on roads
- road traffic management and safety issues
- developments in the public transport system.

Institutional arrangements

The national Department of Transport plays a largely facilitative and regulatory role in respect of roads and transport. It develops policy and legislation, which is then implemented through provincial departments, local government and a range of public entities.

Provincial roads and traffic management are exclusive Schedule 5A provincial functions, while municipal roads, traffic and parking are exclusive Schedule 5B municipal functions. Public transport is a concurrent Schedule 4A national and provincial function, and municipal public transport is a Schedule 4B concurrent provincial and municipal function.

Table 7.1 shows how various transport functions are organised across provinces.

Table 7.1 Public works, roads and transport functions per province, 2007/08

Public Works, Transport and Roads	Transport and Roads	Public Works	Transport	Roads	Traffic Management
Gauteng	Eastern Cape	Eastern Cape	KwaZulu-Natal	KwaZulu-Natal	Gauteng
Western Cape	Limpopo	KwaZulu-Natal			(community safety)
	Mpumalanga	Limpopo			Mpumalanga
	North West	(Road Agency)			(local government)
		Mpumalanga			Western Cape
		North West			(community safety)

Source: National Treasury provincial database

Road infrastructure

The South African road network comprises some 754 600 kilometres of roads and streets. Table 7.2 gives a breakdown of the road network according to type, and the sphere of government responsible.

Table 7.2 Approximate length of road networks in South Africa

Kilometres	Length	Percentage
Surfaced national toll and non-toll roads	15 600	2,1%
Surfaced provincial roads	348 100	46,1%
Unproclaimed rural roads	222 900	29,5%
Metropolitan, municipal and other	168 000	22,3%
Total	754 600	100,0%

Source: National Department of Transport, SANRAL

National roads

SANRAL is responsible for a road network of 15 600 kilometres

The length of proclaimed national roads under the jurisdiction of the South African National Roads Agency Limited (SANRAL) increased from 6 800 kilometres in 1998 to 15 600 kilometres in 2006. The network under SANRAL represents 2,9 per cent of the total road network and 14 per cent of the surfaced network. Of the 15 600 kilometres, 2 500 kilometres or 16 per cent is tolled. Toll roads represent 0,5 per cent of the total network and 2,3 per cent of the surfaced network.

Provincial road network

The main feature of the secondary and tertiary road network falling under provincial control is the variance in standards and serviceability among and within provinces. At one end of the spectrum, high quality provincial and metropolitan roads carry more than 150 000 vehicles per day, and at the other end, there are hundreds of thousands of kilometres of gravel roads, some of which have daily traffic volumes of up to 2 000 vehicles.

The quality of South Africa's road network varies widely

Table 7.3 Extent of provincial road networks, March 2007

	Surface roads	Gravel roads	Access roads	Total kilometres	Total number of vehicles	Road densities
Kilometres						
Eastern Cape	6 233	34 718	7 631	48 582	538 686	11,1
Free State	7 070	22 046	20 000	49 116	424 577	8,6
Gauteng	3 487	1 771	2 410	7 668	3 010 543	392,6
KwaZulu-Natal	7 489	19 347	10 571	37 407	1 112 948	29,8
Limpopo	6 403	11 866	10 578	28 847	359 980	12,5
Mpumalanga	7 062	10 517	7 479	25 058	458 008	18,3
Northern Cape	5 630	53 725	12 023	71 378	163 259	2,3
North West	6 723	19 161	10 017	35 901	422 928	11,8
Western Cape	7 172	24 991	7 822	39 985	1 332 385	33,3
Total	57 269	198 142	88 531	343 942	7 823 314	22,7

Source: Road Infrastructure Strategic Framework for South Africa and National Department of Transport

Measurements through the visual condition index¹ in 2002 showed that 35 per cent of surfaced provincial roads were in a poor to very poor state. In 1988, only about 5 per cent of the roads were in a similar condition. Heavy vehicles and high traffic volumes are some of the main factors putting great pressure on the road network.

Road density (cars per road-kilometre) is highest in Gauteng, and lowest in Northern Cape. Provinces with high road densities like Gauteng experience significant traffic congestion, especially during peak traffic hours. An integrated transport solution that encompasses public transport management, travel demand management, road capacity provision and road network management needs to be implemented to address urban traffic congestion.

Road congestion increasing rapidly in urban centres

Number of registered vehicles

Just over 500 000 motor vehicles are added to South Africa's roads annually. This rate of growth contributes further to congestion and puts pressure on the country's road network. Table 7.4 shows that there were 7,8 million registered vehicles in South Africa by 31 March 2007. Of the registered vehicles, more than 7,3 million were light vehicles, 285 807 heavy vehicles, and 213 678, other types of vehicles. Table 7.4 shows the distribution of vehicle numbers across provinces.

Over 500 000 motor vehicles added to South Africa's roads annually

¹ An industry standard parametric tool used for visual assessment of the condition of roads at network and/or project level

Table 7.4 Number of registered vehicles per province, March 2007

	Light vehicles	Heavy vehicles	Other	Total	Year-on-year nominal growth	Year-on-year growth (%)
Eastern Cape	504 159	22 295	12 232	538 686	31 997	6,0%
Free State	368 349	17 477	38 751	424 577	20 071	5,0%
Gauteng	2 871 917	105 559	33 067	3 010 543	227 969	8,0%
KwaZulu-Natal	1 038 135	45 033	29 780	1 112 948	77 157	7,0%
Limpopo	330 390	16 681	12 909	359 980	28 899	9,0%
Mpumalanga	413 374	21 427	23 207	458 008	27 385	6,0%
Northern Cape	148 258	8 120	6 881	163 259	15 780	11,0%
North West	381 281	15 954	25 693	422 928	22 894	6,0%
Western Cape	1 267 966	33 261	31 158	1 332 385	85 754	7,0%
Total	7 323 829	285 807	213 678	7 823 314	537 906	7,0%

Source: National Department of Transport

Consolidated expenditure on roads

National and provincial departments' roads budgets increased rapidly (17,6 per cent annually) from R7,1 billion in 2003/04 to R11,2 billion in 2006/07 and are set to grow to R19 billion by 2009/10. Seventy per cent of this spending is by provinces, and in the period ahead, a significant proportion is intended for stepping up spending on EPWP.

Table 7.5 Provincial roads infrastructure expenditure, 2005/06 and 2006/07

	2006/07						2005/06	Year-on-year growth
	Adjusted budget	Outcome	Actual as % of adjusted budget	Over(-)/under(+) expenditure	% Over(-)/under(+) expenditure of adjusted budget	% share of total prov expenditure	Outcome	
R thousand								
Eastern Cape	1 494 437	1 491 951	99,8%	2 486	0,2%	59,3%	1 368 965	9,0%
Free State	515 355	801 091	155,4%	-285 736	-55,4%	56,2%	332 947	140,6%
Gauteng	642 535	576 771	89,8%	65 764	10,2%	33,4%	550 201	4,8%
KwaZulu-Natal	1 844 762	1 905 715	103,3%	-60 953	-3,3%	63,7%	1 682 010	13,3%
Limpopo	1 130 429	1 138 906	100,7%	-8 477	-0,7%	45,7%	1 152 058	-1,1%
Mpumalanga	707 910	688 196	97,2%	19 714	2,8%	54,1%	722 781	-4,8%
Northern Cape	233 054	236 268	101,4%	-3 214	-1,4%	57,6%	176 570	33,8%
North West	656 065	688 903	105,0%	-32 838	-5,0%	32,8%	605 436	13,8%
Western Cape	1 269 745	1 267 057	99,8%	2 688	0,2%	56,2%	962 217	31,7%
Total	8 494 292	8 794 858	103,5%	-300 566	-3,5%	51,2%	7 553 185	16,4%

Source: National Treasury provincial database

2006/07 outcome of provincial roads budgets

Table 7.5 suggests that provincial spending capacity has improved markedly with actual spending in 2006/07 just under 17 per cent or R1,3 billion higher than in 2005/06. Collectively, provinces overspent their roads budgets by R301 million. Provinces that overspent were Free State, KwaZulu-Natal, Limpopo, Northern Cape and North West.

Technical staff employed in roads and transport departments

There is a severe shortage of technical skills in provincial departments of roads and transport.

The results of a survey undertaken by National Treasury in 2006 in five provincial departments of transport (Eastern Cape, Free State, Gauteng, Limpopo and Northern Cape) show that:

- the technical sectors of provincial departments of transport are understaffed
- the average age of engineers is 50, so most senior engineers will be retiring in the next few years
- the few remaining senior engineers available play a more managerial role, so the departments do not really benefit from their technical skills
- in some cases senior engineers have to do junior level work because of the shortage of available young engineers.

Posts	Engineers			Technicians		
	8 or more years experience after university degree	4-7 years experience after university degree	0-3 years experience after university degree	More than 8 years experience after qualifications	5- 8 years experience after qualifications	0-4 years experience after qualifications
Filled	55	18	9	93	89	89
Vacant	58	68	21	134	102	167
Total	113	86	30	227	191	256
% filled	48,7%	20,9%	30,0%	41,0%	46,6%	34,8%

Vacancy rate statistics indicate that on average, each department has 11 senior engineers, about 3 younger engineers and 2 candidate engineers. Western Cape, Gauteng and KwaZulu-Natal are relatively well-resourced with senior engineers.

Provincial expenditure on roads

Table 7.6 shows that provincial budgets reflect prioritisation of provincial roads infrastructure. Its share in total provincial budgets is increasing from 4,4 per cent in 2003/04 to 5,2 per cent by 2009/10. By 2009/10, at R13,4 billion, spending would be nearly two and a half times that in 2003/04.

Provincial budgets prioritise roads infrastructure

Table 7.6 Provincial and national roads infrastructure expenditure, 2003/04 – 2009/10

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
		Outcome		Preliminary outcome	Medium-term estimates		
R million							
Eastern Cape	1 431	1 283	1 369	1 492	1 515	1 566	1 605
Free State	292	322	333	801	932	1 124	1 223
Gauteng	509	587	550	577	877	1 110	1 240
KwaZulu-Natal	1 130	1 333	1 682	1 906	2 359	2 797	3 405
Limpopo	829	952	1 152	1 139	1 528	1 699	1 936
Mpumalanga	450	607	723	688	939	940	1 049
Northern Cape	127	186	177	236	363	419	484
North West	437	393	605	689	645	923	1 140
Western Cape	556	676	962	1 267	1 224	1 236	1 319
Total provincial	5 761	6 340	7 553	8 795	10 382	11 814	13 400
National	1 293	1 450	1 783	2 382	3 498	4 175	5 630
Total	7 054	7 790	9 336	11 177	13 880	15 989	19 031
Percentage growth (average annual)		2003/04 – 2006/07				2007/08 – 2009/10	
Eastern Cape		1,4%				2,9%	
Free State		40,0%				14,6%	
Gauteng		4,2%				18,9%	
KwaZulu-Natal		19,0%				20,1%	
Limpopo		11,2%				12,6%	
Mpumalanga		15,2%				5,7%	
Northern Cape		22,9%				15,4%	
North West		16,4%				32,9%	
Western Cape		31,6%				3,8%	
Total		15,1%				13,6%	

Source: National Treasury provincial database

Provincial spending on roads maintenance increased 14,2 per cent annually

Spending on road maintenance is increased to minimise the adverse impact of high traffic volumes on the provincial network. Just less than 40 per cent of the provincial roads infrastructure budget in 2006/07 was spent on road maintenance. Table 7.7 shows that provincial spending on roads maintenance increased 14,2 per cent annually, from R2,4 billion in 2003/04 to R3,6 billion in 2006/07 and is budgeted to grow to R5,4 billion by 2009/10.

Table 7.7 Provincial roads maintenance expenditure, 2003/04 – 2009/10

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
	Outcome			Preliminary outcome	Medium-term estimates		
R million							
Eastern Cape	380	406	480	627	658	734	769
Free State	164	198	192	347	278	360	383
Gauteng	138	268	363	170	414	607	637
KwaZulu-Natal	692	550	656	824	991	1 219	1 480
Limpopo	290	302	321	328	382	391	388
Mpumalanga	188	191	197	246	443	461	486
Northern Cape	56	86	80	83	111	144	163
North West	187	210	253	267	206	410	531
Western Cape	292	406	574	658	583	558	580
Total	2 386	2 617	3 115	3 550	4 066	4 884	5 416
Percentage growth (average annual)	2003/04 – 2006/07				2007/08 – 2009/10		
Eastern Cape	18,2%				8,0%		
Free State	28,4%				17,3%		
Gauteng	7,2%				24,0%		
KwaZulu-Natal	6,0%				22,2%		
Limpopo	4,2%				0,8%		
Mpumalanga	9,2%				4,7%		
Northern Cape	14,1%				21,6%		
North West	12,6%				60,7%		
Western Cape	31,2%				-0,2%		
Total	14,2%				15,4%		

Source: National Treasury provincial database

Capital expenditure on roads

Table 7.8 shows that provinces spent R5,2 billion of their total roads infrastructure budget in 2006/07 on capital – construction of new roads, upgrading and rehabilitation of surfaced roads. The largest share of spending was in Eastern Cape, KwaZulu-Natal, Limpopo and Western Cape. In 2006/07, 718 kilometres of surfaced provincial roads were upgraded and 406 kilometres of surfaced roads rehabilitated.

Table 7.8 Provincial roads construction outputs, 2006/07

	Number of kilometres surfaced roads upgraded	Number of kilometres surfaced roads rehabilitated	Total number of kilometres	Total capital budget (R million)
Eastern Cape	249	102	351	877
Free State	37	50	87	428
Gauteng	1	55	56	363
KwaZulu-Natal	77	–	77	1 037
Limpopo	–	–	–	882
Mpumalanga	49	50	99	464
Northern Cape	123	17	140	149
North West	176	112	288	341
Western Cape	6	20	26	630
Total	718	406	1 124	5 172

Source: National Department of Transport

Municipalities responsible for construction and maintenance of roads in cities and towns

Municipal roads

Municipalities are responsible for the construction and maintenance of roads and streets within their jurisdiction that are proclaimed as municipal roads. Metropolitan transport advisory boards govern urban areas which have been declared metropolitan transport areas. Both short- and long-term programmes for adequate transportation development are drawn up by the core city of each area and are revised and adjusted annually. There are nine core areas: Johannesburg, Cape Town, Tshwane (Pretoria), eThekweni (Durban), Msunduzi (Pietermaritzburg), Nelson Mandela (Port Elizabeth), Ekurhuleni (East Rand), Mangaung (Bloemfontein) and Buffalo City (East London).

The metropolitan centres – (Cape Town, eThekweni, Ekurhuleni, Johannesburg and Tshwane) have sophisticated road networks with responsive traffic signal control systems located at traffic control centres. These centres have surveillance cameras which are currently used for monitoring crime as well.

Expanded public works programme

The transport sector has 238 projects under the expanded public works programme

Table 7.9 shows that the roads and transport sector is running 238 expanded public works programme (EPWP) projects across provinces. Most projects are in KwaZulu-Natal, Eastern Cape Limpopo and Gauteng. KwaZulu-Natal has created the most jobs under the programme.

Table 7.9 EPWP national report (roads and transport), 2006

	Number of EPWP projects	Actual expenditure to date for this financial year	Number of employees (Jobs created)	Person days of work
Eastern Cape	67	693 632	5 849	372 007
Free State	1	33 180	805	135 917
Gauteng	35	248 774	2 481	272 609
KwaZulu-Natal	74	707 753	35 717	2 270 627
Limpopo	41	20 655	1 074	81 051
Mpumalanga	15	82 373	900	31 874
Northern Cape	—	—	—	—
North West	1	24 993	364	12 001
Western Cape	4	221 046	1 407	39 451
Total	238	2 032 406	48 597	3 215 537

Source: National Treasury provincial database

Road traffic management and safety

One of the biggest challenges facing South Africa's transport authorities is traffic safety. The country has very high accident rates, with approximately 498 000 traffic accidents, 46 500 serious injuries, and 13 000 traffic fatalities annually, of which around 5 300 are pedestrians. The need to improve road safety is a top priority.

*Improving road safety
is a top priority*

The number of either unroadworthy and unlicensed vehicles increased by 49 677 or 9,7 per cent, from 509 956 vehicles at the end of March 2006 to 559 635 vehicles at the end of March 2007. This number of vehicles represents 7 per cent of the total vehicle population.

By the end of March 2007, 7,4 million drivers were issued with driver's licences. The number of driver's licences that expired and were overdue for renewal by four months or more was 214 354 or 3 per cent of all driver's licences.

At the end of March 2007, 624 383 professional driving permits were re-issued to drivers. Approximately 89 065 professional driving permits had expired by four months or more, representing 14,3 per cent of all professional driving permits.

Table 7.10 shows that national and provincial government spent R1,7 billion on road safety in 2006/07, which is set to grow to R2 billion by 2009/10. The highest level of spending is in KwaZulu-Natal. Increased emphasis is being placed on safety issues in all transport modes. Specifically:

*Road safety budget set
to grow to R2 billion by
2009/10*

- Provincial and local government are using their communication functions to support the Arrive Alive campaign
- The Road Traffic Management Corporation (RTMC) is to collaborate with provincial and local governments to ensure that law enforcement is intensified and coordinated, especially in rural areas where enforcement and road-safety knowledge are poor

- Safety within the public transport industry is to be improved.

Safety of pedestrians is to be prioritised, with local authorities and provinces reducing speed limits and creating safer environments for pedestrians and cyclists countrywide.

Table 7.10 Provincial road traffic management and safety expenditure, 2003/04 – 2009/10

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
	Outcome			Preliminary outcome	Medium-term estimates		
R thousand							
Eastern Cape	77 050	98 106	113 346	133 837	146 472	160 835	167 530
Free State	102 493	114 564	129 523	143 442	154 749	176 638	176 774
Gauteng	208 137	190 235	167 126	205 155	286 833	245 224	251 410
KwaZulu-Natal	231 134	265 894	370 433	389 147	434 238	430 430	457 982
Limpopo	114 425	131 802	132 961	132 241	143 613	131 183	145 929
Mpumalanga	74 551	104 693	107 072	126 098	155 372	156 567	165 498
Northern Cape	27 920	31 340	30 060	38 091	44 666	47 008	51 867
North West	198 149	224 839	281 257	308 456	314 027	346 846	364 081
Western Cape	158 034	191 098	193 425	263 152	212 312	225 241	231 951
Total	1 191 893	1 352 571	1 525 203	1 739 619	1 892 282	1 919 972	2 013 022
Percentage of total provincial road traffic management and safety expenditure							
Eastern Cape	6,5%	7,3%	7,4%	7,7%	7,7%	8,4%	8,3%
Free State	8,6%	8,5%	8,5%	8,2%	8,2%	9,2%	8,8%
Gauteng	17,5%	14,1%	11,0%	11,8%	15,2%	12,8%	12,5%
KwaZulu-Natal	19,4%	19,7%	24,3%	22,4%	22,9%	22,4%	22,8%
Limpopo	9,6%	9,7%	8,7%	7,6%	7,6%	6,8%	7,2%
Mpumalanga	6,3%	7,7%	7,0%	7,2%	8,2%	8,2%	8,2%
Northern Cape	2,3%	2,3%	2,0%	2,2%	2,4%	2,4%	2,6%
North West	16,6%	16,6%	18,4%	17,7%	16,6%	18,1%	18,1%
Western Cape	13,3%	14,1%	12,7%	15,1%	11,2%	11,7%	11,5%
Total	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%

Source: National Treasury provincial database; National Department of Transport

Overload control

Overload control remain important for safety and minimising road damage

Given its adverse impact on the road network and traffic safety, overload control has become a focus area of the road safety strategy. Improving the control of heavy vehicle overloading in South Africa could yield significant benefits, like slowing down the rate of deterioration of the road network, which would mean better road safety.

Table 7.11 shows that over 1 million heavy vehicles were weighed on 94 weigh-bridges along national and provincial roads in 2006/07. Most of the monitoring took place along the major routes in Limpopo, Western Cape, Gauteng and Mpumalanga. Some of the routes are cross-border routes. At most weigh-bridges, more than 84 per cent of the trucks weighed were found to be overloaded.

Table 7.11 Effectiveness of overload control per province¹, 2006/07

	Number of heavy vehicles	Number of weigh bridges	Number of vehicles weighed	Number of vehicles overloaded between 0 to 5%	Number of vehicles overloaded above 5% grace	Number of penalties issued ²
Eastern Cape	20 345	2	1 395	897	474	474
Free State	17 645	3	114 976	10 512	3 073	3 073
Gauteng	127 307	19	172 633	35 481	9 312	9 332
KwaZulu-Natal	45 722	13	188 467	20 552	19 237	19 267
Limpopo	19 310	17	147 332	59 728	12 762	12 824
Mpumalanga	22 244	14	169 343	35 447	9 318	9 338
Northern Cape	7 389	5	13 824	208	584	584
North West	17 310	12	8 047	6 366	2 473	2 473
Western Cape	39 269	9	305 696	62 309	14 644	14 662
Total	316 541	94	1 121 713	231 500	71 877	72 027

1. Numbers based on latest available data supplied by provinces and the national Department of Transport for the National Overload Control Website.

2. Penalties are issued for vehicles, which are overloaded beyond the 5% grace. Where the number of penalties issued exceeds the total number of vehicles above 5 %, this implies additional fines were issued for other law enforcement issues.

Source: National Department of Transport

Traffic personnel

Provincial traffic officials are responsible for law enforcement on the rural road network, which at times is linked to the national road network, as well as provincial roads. The estimated length of roads to be policed is about 350 000 kilometres.

In metropolitan areas, traffic officers have the added responsibility of general crime prevention as well as other functions. It is estimated that, at the most, only about one third of these officers are responsible for traffic control and enforcement.

Traffic officers in metropolitan areas also carry out general crime prevention functions

Public transport expenditure

Table 7.12 shows that provincial public transport expenditure increased from R790 million in 2003/04 to R1,3 billion in 2006/07. This is budgeted to grow by an average annual rate of 4,2 per cent over the medium term to reach R1,5 billion in 2008/09.

Sizable investments in public transport infrastructure and systems are to be made over the next three years. Government's transport plan for the 2010 FIFA World Cup aim to ensure efficient and safe transport, especially sufficient air, road and rail transport operators and infrastructure for the event. The public transport infrastructure grant to municipalities provides R1,2 billion in 2007/08, R3,5 billion in 2008/09 and R2 billion in 2009/10 to accelerate planning; and to establish, construct and improve new and existing public transport infrastructure and systems. This includes R1,1 billion for commuter bus and rail transport.

Plans under way for safe and efficient transport systems for 2010 FIFA World Cup

The taxi recapitalisation programme

Implementation of taxi recapitalisation programme speeding up

Government will speed up the implementation of the taxi recapitalisation programme, which aims to rid South Africa's roads of unsafe minibus taxis and introduce new and safer vehicles.

In terms of the programme, owners who wish to leave the industry or buy new vehicles are offered R50 000 for each unroadworthy minibus taxi that they own, for it to be scrapped.

By February 2007, almost 99 per cent of taxi operators had applied for their permits to be converted to operating licences. New taxis have been introduced since September 2006 with colour coding features and specific markings to help commuters and traffic enforcement officials identify them.

The Siyazi Consortium Scrapping Agency finalised and set up facilities and infrastructure countrywide for scrapping taxis. This began in October 2006, coinciding with Transport Month.

Table 7.12 Provincial public transport expenditure, 2003/04 – 2009/10

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
	Outcome			Preliminary outcome	Medium-term estimates		
R thousand							
Eastern Cape	135 657	109 710	129 181	158 834	191 884	212 696	221 784
Free State	16 028	13 067	20 951	32 775	35 500	36 370	39 917
Gauteng	51 994	57 250	67 397	77 347	65 503	68 445	73 986
KwaZulu-Natal	31 884	30 967	34 097	83 384	70 788	77 478	80 373
Limpopo	114 088	185 850	241 772	300 967	317 938	332 785	346 818
Mpumalanga	14 042	15 667	15 755	32 393	116 560	128 034	134 181
Northern Cape	5 905	7 758	9 708	8 258	13 360	15 448	15 355
North West	316 669	355 013	439 559	433 017	388 618	420 148	451 395
Western Cape	103 725	46 784	172 744	159 583	202 474	232 948	156 888
Total	789 992	822 066	1 131 164	1 286 558	1 402 625	1 524 352	1 520 697
Percentage of total public transport expenditure							
Eastern Cape	17,2%	13,3%	11,4%	12,3%	13,7%	14,0%	14,6%
Free State	2,0%	1,6%	1,9%	2,5%	2,5%	2,4%	2,6%
Gauteng	6,6%	7,0%	6,0%	6,0%	4,7%	4,5%	4,9%
KwaZulu-Natal	4,0%	3,8%	3,0%	6,5%	5,0%	5,1%	5,3%
Limpopo	14,4%	22,6%	21,4%	23,4%	22,7%	21,8%	22,8%
Mpumalanga	1,8%	1,9%	1,4%	2,5%	8,3%	8,4%	8,8%
Northern Cape	0,7%	0,9%	0,9%	0,6%	1,0%	1,0%	1,0%
North West	40,1%	43,2%	38,9%	33,7%	27,7%	27,6%	29,7%
Western Cape	13,1%	5,7%	15,3%	12,4%	14,4%	15,3%	10,3%
Total	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%	100,0%

Source: National Treasury provincial database

Integrating planning for different modes of transport

Major public transport projects currently under way

Public transport services, facilities and infrastructure are being designed, developed and implemented to promote the integration of the different modes of land transport. These include the following:

- The multi-billion rand Gautrain Rapid Rail Link project, which links up with other modes of public transport
- The Klipfontein Corridor in Cape Town. This route has been chosen for a pioneering form of public transport: bus rapid transit (BRT), whose main feature is dedicated bus lanes. The plan is to change the 20 kilometre Klipfontein Road corridor from a mostly desolate stretch into a road of economic transformation - in Athlone, Gatesville, Gugulethu, Nyanga and Khayelitsha.

Bus subsidies

In the current drive to accelerate economic growth and infrastructure development, government is focusing on the need for an effective public transport system. This will enable all South Africans, including the unemployed and poor, to enjoy greater access to economic and employment opportunities as well as social recreation.

Almost all public transport expenditure goes to bus subsidies. Bus services account for another 22 per cent of public transport commuters and the rest are transported by train and minibus taxis. Table 7.13 shows the current bus subsidy distribution per province.

Almost all public transport expenditure goes to bus subsidies

Table 7.13 Current national bus subsidy distribution

	Number of fleet	Number of kilometres	Current subsidy budget (R thousand)
Eastern Cape	364	16 598 093	96 000
Free State	264	20 292 977	111 000
Gauteng	2 113	107 872 288	1 044 000
KwaZulu-Natal	1 644	93 159 162	519 000
Limpopo	611	29 597 593	206 000
Mpumalanga	442	33 719 644	282 000
Northern Cape	51	2 847 544	17 000
North West	673	38 073 859	321 000
Western Cape	957	54 870 932	484 000
Total	7 119	397 032 092	3 080 000

Source: National Department of Transport

Conclusion

South Africa's economy and people depend heavily on an efficient transport system. Government policy objectives for the road transport system are aimed at promoting efficient road freight and passenger transport services, creating fair conditions for trade, promoting and harmonising safer routes and roadworthy vehicles.

Budget allocations for the sector historically and over the MTEF period therefore focus on investment in building economic infrastructure, which is key to sustainable growth and development. Government strategies include advancing the taxi recapitalisation programme, consolidating passenger rail services and reviewing bus services. Government also notes the importance of a public transport

system that integrates all modes of transport, including buses, taxis, metered taxis and rail. It is also committed to the transformation of the current commuter based transport system to a safe, reliable and efficient public transport system that meets the requirements of the public.