



**transport**

Department:  
Transport  
**REPUBLIC OF SOUTH AFRICA**

# **THE DRAFT ROADS POLICY FOR SOUTH AFRICA**

THE 2019 KZN SARF SEMINAR  
30 AUGUST 2019



- Background
- Key issues
- How the Roads Policy was formulated
- Interventions and progress since previous Cluster and Cabinet resolutions
- Next steps
- Policy Statements for Roads Infrastructure
- Policy Statements for Road Safety
- Policy Statements for Non-motorised Transport
- Policy Statement for Road Funding
- Policy Statement for Legal Framework
- Policy Statement for Monitoring and Evaluation
- Recommendation



- Although a series of transport and roads strategies and plans have been developed since 1994, in particular the White Paper on National Transport Policy of 1996,
- the management of the roads environment and its users has not been fully addressed within an overarching national policy specifically focusing on roads infrastructure, road safety, road funding and non-motorised transport infrastructure, including other road user needs.
- The Roads, Rail, Maritime and Aviation Policies will become mode specific policies to the revised White Paper on Transport
- Roads Policy needed to take into account time, place and circumstances.
- Project already presented at Cluster and Cabinet before external consultations.
- Relevant inputs considered and proposed revisions completed.
- Final Draft to be tabled at Cabinet for consideration and approval



## PROBLEM STATEMENT

- There is inequitable access for all road users, i.e. pedestrians, cyclists, other non-motorised transport (NMT) road users, motorists, heavy vehicle operators etc.
- Excessive number of Road Crashes, Fatalities and Injuries.
- Deterioration of the road infrastructure condition and the poor quality of infrastructure.
- There is a decline in the Governance, Administration and Efficiency of Roads and Traffic Authorities (National, Provincial and Local Government) in South Africa.

## OBJECTIVES OF THE ROADS POLICY

- Alignment with national developmental priorities;
- Provide an over-arching policy that covers all aspects of the road sector and applies to all three spheres of government;



## OBJECTIVES OF THE ROADS POLICY

- Clear national directive on how to tackle road safety;
- Clear national directive on how improve the management of the road infrastructure;
- Determine financial options in the road infrastructure investments, road safety, law enforcement and enabling mechanisms to implement programmes and projects;
- Provide Policy certainty with clear and concise regulatory framework for roads;
- Ensure integration of plans for stream-lined and integrated service-delivery;
- Ensure integration of NMT as a recognized mode in the transport system;
- Maximize jobs creation and skills development;
- Ensure proper Monitoring, Evaluation & Reporting of transport programmes



**The Department of Transport in partnership and with support from the Road and Traffic Authorities has developed the Road Policy for South Africa that seeks to identify suitable solutions to address the following key questions or challenges that confront the roads sector:**

- Understanding the roles and responsibilities of all role-players, institutional arrangements and coordination structures. **How should institutional arrangements and coordination be improved?**
- Pedestrians, cyclists, other NMT road users, motorists want access to the roads for personal and business use and heavy vehicle operators need access and usage of the roads for their customers and suppliers. **What is the most appropriate and affordable way to address the equity problem?**
- How should the road network re-classification process be completed and managed?



- **What kind of interventions are required within the existing business processes and environment to improve Governance, administration and efficiency in order to achieve compliance to legal requirements, technical specifications, safety, and to meet the customer needs;**
- **What are the data formats and information systems requirements for road and traffic authorities for effective and informed decision-making?**
- **What sustainable funding mechanisms should be considered to ensure system sustainability?**
- **Understanding the scope of work, the legal and technical considerations and/or requirements applicable to the road sector and associated risks. How should the human capital be developed to capacitate the State Road and Traffic Authorities?**
- **In order to improve governance and administration to optimise efficiency in road infrastructure provision, including road traffic and safety management.**



**The Roads Policy for South Africa is a review, update and consolidation of the**

- Road Infrastructure Strategic Framework for South Africa (RISFSA), the
- National Road Safety Strategy (NRSS), and the
- Draft Non-Motorised Transport Policy of 2007.

**In addition, information from amongst the following documents was used:**

- Decade of Action, Global Road Safety Plan, 2011
- Comparison of National Safety Policies and Plans (Various Countries) by the World Road Association, 2012
- Assessing the Potential Macro-Economic Impact of a Freight Modal Shift from Road to Rail, May 2015



**In addition, information from amongst the following documents was used:**

- National Rail Policy Green Paper, August 2015
- Regional Corridor Development Strategy for South Africa (Final Report), March 2016
- Review of the 2005 National Freight Logistics Strategy (Draft Report) November 2016
- Revised White Paper on National Transport Policy, March 2018
- Road Funding Workshop Report, March 2018 by Peter Thomas Participlan Group Facilitation (Pty) Ltd

**Finally, the views, inputs, suggestions and comments from stakeholders from both within Government and the outside Government was considered and incorporated into the final version of the Roads Policy for South Africa.**



# INTERVENTIONS AND PROGRESS SINCE PREVIOUS CLUSTER & CABINET RESOLUTIONS

## **Action Issues emanated from Economic Sectors, Employment and Infrastructure Development (ESEID) Cluster Meeting held on 13 July 2016**

- Improve some of the proposals as broader policy intent and proceed to Cabinet

## **Response by the Department**

- National Workshop & Consultation Session with Road Authorities on 21-22 July 2016
- Additional Consultations
- Request to the Premiers requesting to present & consult with Provincial EXCOs
- Request to Provincial Road Authorities (HODs) for final inputs
- Document review



## Statement on the Cabinet Meeting of 28 February 2018

- Cabinet approved the Green Paper on Roads Policy for South Africa to be published for public comments. The policy provides the overarching framework that ensures South Africa's roads are better managed, safer and include all modes of transport to deliver a sustainable approach to roads management. It guides the road regulations, infrastructure, safety, road funding and non-motorised transport.

## Response by the Department

- Gazette for public comments on the 2 March 2018
- Road Funding Workshop on 7- 8 March 2018
- Consultation workshops at all provinces on 2-12 March 2018
- Resubmission to DGs Cluster on 15 March 2018



### Details of Stakeholder Consultation Processes

- Gazetting the Roads Policy for stakeholder feedback;
- Consultation sessions arranged at all provinces;
- Road Funding Workshop.

### Document Changes

- Review and evaluation of inputs, views and comments by stakeholders;
- Layout, reformatting and editorial;
- Revisiting and repackaging various policy statements;
- Improving some of the proposals as broader policy intent;
- Strengthen and/or additional policy statements not previously considered.



### Next Steps

- Tabling of the Roads Policy for Consideration and Approval by Cabinet.
- Implementation including Monitoring and Evaluation



# POLICY STATEMENTS FOR ROAD INFRASTRUCTURE

Policy No	Summary of Road Infrastructure Policy Statements	Focus Area
5.1	<ul style="list-style-type: none"> <li>All Road Authorities will act in accordance with, and promote, cooperative governance between the various spheres of government responsible for roads management.</li> </ul>	Institutional arrangements
5.2	<ul style="list-style-type: none"> <li>Government requires Road Authorities to undertake the completion of the RISFSA functional classification of roads as a matter of priority.</li> </ul>	
5.3	<ul style="list-style-type: none"> <li>The DoT, in partnership with road authorities, will lead a process to determine and provide guidance on assignment of the roles and responsibilities to the various Road Authorities and other relevant institutions, as per RISFSA, which are clear and unambiguous.</li> </ul>	
5.4	<ul style="list-style-type: none"> <li>The Department of Transport shall support the delivery models adopted by the Road Authorities; however the Department’s view is that the Road Sector Sub-programmes should be structured in a uniform way at all Provinces.</li> </ul>	
5.5	<ul style="list-style-type: none"> <li>All Road Authorities are required to comply with CoTO technical norms, guidelines and standards.</li> </ul>	Management of Road Infrastructure
5.6	<ul style="list-style-type: none"> <li>All Road Authorities are required to adopt and apply road asset management principles within the road sector.</li> </ul>	
5.7	<ul style="list-style-type: none"> <li>Government will introduce performance management in the roads sector with minimum road service standards and Key Performance Indicators (KPIs).</li> </ul>	
5.8	<ul style="list-style-type: none"> <li>Where appropriate and safe the principles of universal design must be followed in the design of roads and streets.</li> </ul>	



# POLICY STATEMENTS FOR ROAD INFRASTRUCTURE

Policy No	Summary of Road Safety Infrastructure Statements	Focus Area
5.9	<ul style="list-style-type: none"> <li>All Road Authorities should develop a “green” road network, which conforms to the principles of sustainability.</li> </ul>	Management of Road Infrastructure
5.10	<ul style="list-style-type: none"> <li>All Road Authorities should maintain the integrity of the road network and the road reserve.</li> </ul>	
5.11	<ul style="list-style-type: none"> <li>All Road Authorities should promote the integration of roads with land use and developmental objectives.</li> </ul>	
5.12	<ul style="list-style-type: none"> <li>All Road Authorities will employ appropriately skilled, competent, qualified and experienced people and attract and attain civil engineering professionals in key positions.</li> </ul>	Technical Capacity
5.13	<ul style="list-style-type: none"> <li>The Department of Transport, in partnership with provinces and local governments, leads and guides the development of technical skills within the roads sector.</li> </ul>	
5.14	<ul style="list-style-type: none"> <li>The Department of Transport, in partnership with provinces and its agencies, supports struggling Roads Authorities.</li> </ul>	
5.15	<ul style="list-style-type: none"> <li>The Department of Transport, together with Roads Authorities, supports private sector involvement in road management, maintenance and construction with the various provincial and local authorities..</li> </ul>	



# POLICY STATEMENTS FOR ROAD INFRASTRUCTURE

Policy No	Summary of Road Infrastructure Policy Statements	Focus Area
5.16	<ul style="list-style-type: none"> <li>Increase employment opportunities in the roads sector.</li> </ul>	Maximising Job Creation
5.17	<ul style="list-style-type: none"> <li>Prioritise employment creation in rural areas.</li> </ul>	Maximising Job Creation
5.18	<ul style="list-style-type: none"> <li>Road Authorities will work towards improvement of roads to support the rural economy.</li> </ul>	Responding to User Needs and Regional Integration:
5.19	<ul style="list-style-type: none"> <li>Road Authorities should prioritise the improvement of rural access and mobility for rural based communities</li> </ul>	Responding to User Needs and Regional Integration: Rural Access
5.20	<ul style="list-style-type: none"> <li>All Road Authorities are required to support and adopt a sustainable public transport approach.</li> </ul>	Responding to User Needs and Regional Integration:
5.21	<ul style="list-style-type: none"> <li>Public transport should be integrated with other transport modes and land use planning and prioritized within roads.</li> </ul>	Responding to User Needs and Regional Integration: Public Transport
5.22	<ul style="list-style-type: none"> <li>Government supports the integration of freight movement with the transportation modes requires a modal shift of freight from road to rail.</li> </ul>	Responding to User Needs and Regional Integration:
5.23	<ul style="list-style-type: none"> <li>The Department of Transport engages with the road freight industry about aligning the market cost of road freight activities with the true cost.</li> </ul>	Responding to User Needs and Regional Integration:
5.24	<ul style="list-style-type: none"> <li>Government supports the implementation of truck stops along the road network.</li> </ul>	Freight Movement
5.25	<ul style="list-style-type: none"> <li>All Road Authorities are required to review improved overloading control programmes and law enforcement operations.</li> </ul>	Freight Movement



# POLICY STATEMENTS FOR ROAD SAFETY

Policy No	Summary of Road Safety Policy Statements	Focus Area
6.1	<ul style="list-style-type: none"><li>• Institutional structures, role definitions and duties should be clearly defined and executed.</li></ul>	Road Safety Management
6.2	<ul style="list-style-type: none"><li>• Law enforcement should be an adequate deterrent to encourage road users to obey the law and 24-hour visible law enforcement.</li></ul>	Law Enforcement
6.3	<ul style="list-style-type: none"><li>• Collection of road traffic information, crash data, hazardous locations and road safety assessments.</li></ul>	Road Traffic Information
6.4	<ul style="list-style-type: none"><li>• Road Safety Audits (RSA) on new projects and training to undertake road safety audits.</li></ul>	
6.5	<ul style="list-style-type: none"><li>• Development of formal, non-formal and informal Road Safety Education.</li></ul>	Road User Behaviour
6.6	<ul style="list-style-type: none"><li>• The Department of Transport and the RTMC to develop anti-fraud and corruption initiatives and programs within road transport.</li></ul>	



# POLICY STATEMENTS FOR ROAD SAFETY

Policy No	Summary of Road Safety Policy Statements	Focus Area
6.7	<ul style="list-style-type: none"><li>• Vehicle Safety Standards Enforcement</li></ul>	Safer Vehicles
6.8	<ul style="list-style-type: none"><li>• A national coordinated road safety research programme should be developed.</li></ul>	Road Safety Research
6.9	<ul style="list-style-type: none"><li>• Improve the responsiveness and quality of emergency medical treatment.</li></ul>	Post-crash Response and Care
6.10	<ul style="list-style-type: none"><li>• Improve in-hospital treatment, rehabilitation and vocational training.</li></ul>	
6.11	<ul style="list-style-type: none"><li>• Increase crash investigation capacity at the SAPS and other institutions tasked with this function.</li></ul>	
6.12	<ul style="list-style-type: none"><li>• Introduce a no-fault motor vehicle accident third party system that is affordable and accessible for all citizens.</li></ul>	



# POLICY STATEMENTS FOR NON-MOTORISED TRANSPORT

POLICY NO	SUMMARY OF NON-MOTORISED POLICY STATEMENTS	FOCUS AREA
7.1	<ul style="list-style-type: none"> <li>All transport planning authorities develop plans, strategies and regulatory frameworks that will promote NMT usage.</li> </ul>	REGulation, Institutional Arrangements And Governance
7.2	<ul style="list-style-type: none"> <li>The Department of Transport and other relevant departments must enforce, monitor and update regulatory frameworks.</li> </ul>	
7.3	<ul style="list-style-type: none"> <li>The Department shall establish and coordinate the activities of the Non-Motorised Transport Coordinating Committee to ensure uniformity, standardisation and seamless promotion of NMT across the country.</li> </ul>	
7.4	<ul style="list-style-type: none"> <li>Capacity building must be undertaken by the Department of Transport and all transport planning authorities to ensure NMT skills are in place.</li> </ul>	
7.5	<ul style="list-style-type: none"> <li>Regular analysis and collection of NMT data must be undertaken by planning and transport authorities.</li> </ul>	
7.6	<ul style="list-style-type: none"> <li>All spheres of government will encourage the use of other alternative modes of NMT such as small-wheeled transport and other innovative NMT modes.</li> </ul>	
7.7	<ul style="list-style-type: none"> <li>Municipalities must update their by-laws to incorporate NMT.</li> </ul>	
7.8	<ul style="list-style-type: none"> <li>Local government will be responsible for monitoring and evaluation of plans and implemented projects related to NMT provision at local level.</li> </ul>	



# POLICY STATEMENTS FOR NON-MOTORISED TRANSPORT

POLICY NO	SUMMARY OF NON-MOTORISED POLICY STATEMENTS	FOCUS AREA
7.9	<ul style="list-style-type: none"> <li>All planning guidelines must support and promote NMT at all spheres of government.</li> </ul>	Integrated
7.10	<ul style="list-style-type: none"> <li>All spheres of government to have appropriate structures to support spatial land use planning for integration of NMT and Transit Oriented Development (TOD) principles of mixed-use development and walk-able environments.</li> </ul>	Transport And Land Use
7.11	<ul style="list-style-type: none"> <li>Provinces and municipalities must include NMT in their transport network plans.</li> </ul>	
7.12	<ul style="list-style-type: none"> <li>All new roads and future developments must include NMT design philosophy (including ADV where applicable).</li> </ul>	
7.13	<ul style="list-style-type: none"> <li>Road authorities must assess and maintain existing infrastructure to ensure that the needs of NMT users are met.</li> </ul>	
7.14	<ul style="list-style-type: none"> <li>Municipalities must provide NMT mode specific support such as cycle parking or cycle stations, cycle rental and minimum standards for ADV facilities.</li> </ul>	



# POLICY STATEMENTS FOR NON-MOTORISED TRANSPORT

POLICY NO	SUMMARY OF NON-MOTORISED POLICY STATEMENTS	FOCUS AREA
7.15	<ul style="list-style-type: none"> <li>The three spheres of government, together with the relevant departments and the private sector, must promote an enabling environment for business and commercial opportunities within the NMT sector to assist with job creation, socio-economic development and poverty alleviation.</li> </ul>	Social Health And Economic Opportunities
7.16	<ul style="list-style-type: none"> <li>The three spheres of government promote NMT as an affordable and healthy mode of transport.</li> </ul>	
7.17	<ul style="list-style-type: none"> <li>The Department of Transport to facilitate interaction between role-players at different spheres of government, business and communities to improve the safety of NMT users.</li> </ul>	Road Safety
7.18	<ul style="list-style-type: none"> <li>All three spheres of government to ensure that safer road networks are provided and road safety audits are conducted.</li> </ul>	
7.19	<ul style="list-style-type: none"> <li>The Department of Transport to update legislation to support enforcement of NMT road safety issues and other penalties to protect NMT users.</li> </ul>	
7.20	<ul style="list-style-type: none"> <li>Traffic authorities to prioritise the enforcement of speed limits and other traffic rules aimed at reducing NMT injuries.</li> </ul>	
7.21	<ul style="list-style-type: none"> <li>The Department of Transport, RTMC and other authorities must ensure that NMT education and awareness is undertaken.</li> </ul>	



# POLICY STATEMENTS FOR NON-MOTORISED TRANSPORT

POLICY NO	SUMMARY OF NON-MOTORISED POLICY STATEMENTS	FOCUS AREA
7.22	<ul style="list-style-type: none"><li>The Department of Transport will facilitate the implementation of programmes aimed at reducing greenhouse gas (GHG) emissions by promoting the uptake and visibility of NMT with other stakeholders.</li></ul>	Environmental Sustainability
7.23	<ul style="list-style-type: none"><li>The Department of Transport will introduce environmental sustainable practices into NMT Facilities and resilient infrastructure designs.</li></ul>	



# POLICY STATEMENTS FOR ROAD SECTOR FUNDING

NO	SUMMARY OF POLICY STATEMENTS	FOCUS AREA
8.1	<ul style="list-style-type: none"> <li>Government will put mechanisms in place for Road Authorities to prioritise road transport infrastructure development and maintenance (including public transport facilities) within their equitable share.</li> </ul>	Increasing funding opportunities and availability
8.2	<ul style="list-style-type: none"> <li>Government to revisit criteria for grant allocations to provincial road authorities to be in proportion to their own budget allocations for road infrastructure.</li> </ul>	
8.3	<ul style="list-style-type: none"> <li>Government supports the implementation of the user-pay principle, where required, in a sustainable manner.</li> </ul>	
8.4	<ul style="list-style-type: none"> <li>Government has re-affirmed its position that tolling is a sustainable means to raise funds for road construction, maintenance and operations, where required in a sustainable manner.</li> </ul>	
8.5	<ul style="list-style-type: none"> <li>Government supports the role of the private sector within the roads sector to fast-track roads delivery.</li> </ul>	
8.6	<ul style="list-style-type: none"> <li>Government affirms its position on the need to prioritise and increase funding opportunities and availability for the non-motorised transport sector.</li> </ul>	
8.7	<ul style="list-style-type: none"> <li>Government affirms its position on the need for sufficient funding for improving road safety, regulation and law enforcement across the three spheres of government.</li> </ul>	
8.8	<ul style="list-style-type: none"> <li>Government to enhance coordination to support integrated planning between the three spheres of government in the implementation of respective programmes, including infrastructure funding.</li> </ul>	



# POLICY STATEMENTS FOR LEGAL MONITORING AND EVALUATION

POLICY NO	SUMMARY OF POLICY STATEMENTS
	<b>LEGAL FRAMEWORK</b>
9.1	• The Department of Transport will develop an overarching Road Management Act.
	<b>MONITORING AND EVALUATION</b>
10.1	• The Department of Transport and Road Authorities will follow and adhere to a performance management approach for roads management and roads service delivery.



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# RECOMMENDATION

## FOR SARF KZN

- to take note of the presentation



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**Thank You!**

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