

PART 2  
PROGRAMME PERFORMANCE

## PART TWO: PROGRAMME PERFORMANCE

### Voted Funds

Appropriation	Main Appropriation	Adjusted Appropriation	Actual Amount Spent	Over/Under Expenditure
	R1 543 737	R1 594 213	R1 571 811	R22 402
<b>Responsible Minister</b>	<b>Minister of Transport and Public Works</b>			
<b>Administering Department</b>	<b>Department of Transport and Public Works</b>			
<b>Accounting Officer</b>	<b>Superintendent-General of Transport and Public Works</b>			

### Aim of the Vote

The best provincial transport system and property infrastructure for all.

### Summary of Programmes

The activities of the Department of Transport and Public Works was organized into the following five programmes:

Programme	Sub-Programme
<b>1. Administration</b>	<ul style="list-style-type: none"> <li>1.1. Office of the Provincial Minister</li> <li>1.2. Head of department</li> <li>1.3. Programme support</li> <li>1.4. Corporate affairs</li> </ul>
<b>2. Public Works</b>	<ul style="list-style-type: none"> <li>2.1. Programme support</li> <li>2.2. Health</li> <li>2.3. Education</li> <li>2.4. Agriculture</li> <li>2.5. Social development</li> <li>2.6. Other infrastructure</li> <li>2.7. Property management</li> </ul>
<b>3. Roads</b>	<ul style="list-style-type: none"> <li>3.1. Programme support</li> <li>3.2. Planning</li> <li>3.3. Design</li> <li>3.4. Construction</li> <li>3.5. Maintenance</li> <li>3.6. Overload control</li> <li>3.7. Technical support</li> <li>3.8. Transport administration</li> </ul>

<b>Programme</b>	<b>Sub-Programme</b>
<b>4. Transport</b>	4.1. Programme support 4.2. Planning 4.3. Infrastructure 4.4. Empowerment and institutional management 4.5. Safety and compliance 4.6. Regulation and control
<b>5. Community based public works programme</b>	5.1 Programme support 5.2 Training programmes 5.3 Empowerment impact assessment 5.4 Community development 5.5 Emerging contractor development 5.6 Technical support

#### **Overview of the service delivery environment for 2003/04**

The context within which the department sought to implement its strategic plan for the financial year in question and the challenges facing it were the following:-

- The rising rate of unemployment
- Lack of community development and economic empowerment of the poor
- Access/mobility for the poor
- Expeditious and efficient service delivery
- Scarcity of skills and capacity (amongst historically disadvantaged individuals (HDI))
- Urban and rural developments (sustainable rural towns)

#### **Overview of the organisational environment for 2003/04**

The department went through the process of implementing Resolution 7 of 2002 and the ensuing restructuring process that had to be completed.

New programmes were created in the 2003/04 budget to align the core functions of the department with the restructuring process, as described above, and also to incorporate the principles of iKapa elihlumayo in all the activities of the department. The two new programmes created was Transport, and Community based public works programmes.

Performance management and evaluation of staff up to and including salary level 12 was done in terms of a provincially developed and approved policy framework. The staff performance management system (SPMS) was implemented in the department and runs parallel to the old system, which is being phased out. The evaluation of all staff will henceforth be a continuous process with a final evaluation towards the end of March each year.

Performance management in respect of staff above salary level 12 was done in accordance with a national transversal policy framework where as a new dimension, core managerial competencies were included in the performance agreements of senior management staff (SMS).

Other critical internal challenges that were addressed in the financial year in question were the following:

- Implementation of the employment equity plan
- The development of an appropriate structure

In line with Public Service Regulations (Part III, B2), the Department reviewed its organisational structure and implemented the revised structure on the Persal system. This entailed the development of a new electronic establishment with substructures, and built-in control measures that will prevent irregular expenditure.

The revised organisational structure was fundamentally based on a flatter management principle, to enhance participative management and delegation of responsibilities.

- Integrated Disability and Gender implementation plans

Together with the review of the departmental organisational structure, a dedicated component was established to drive transversal human rights issues. Six new posts were created, each taking responsibility for specialised activities such as HIV/Aids, gender, youth and disability.

- Evaluation of all new and redesigned jobs

In terms of Public Service Regulations, Chapter 1, Part IV, an evaluation system was introduced to determine appropriate remuneration levels for each job in the Public Service. Although national guidelines provide for a phased-in evaluation process, starting with jobs on Management and Senior Management levels, this department decided to launch a full-scale project to have all posts evaluated.

For job evaluation results, see paragraph 4 of Part 5, Human Resources of this Report.

Furthermore, the retention of administrative and financial staff is becoming problematic as trained staff with practical experience is becoming a scarce resource due to the high mobility of these staff.

Also, the recruitment of technical and professional staff for the public works and transport environment is a challenge especially with regard to the implementation of the department's employment equity plan.

#### Summary of post vacancies and supernumeraries

Staff Categories	Number			Average Annual change
	2001	2002	2003	
Total staff complement	1815	1763	1795	1791
Number of professional and managerial posts	147	162	172	160
Number of professional and managerial posts filled	117	138	138	131
Number of excess staff	211	198	88	166

#### Key expenditure indicators

Category of expenditure	Percentages			Average Annual change
	2001	2002	2003	
Personnel expenditure as % of total expenditure	9.71%	8.49%	8.08%	8.76
Expenditure on maintenance of buildings as a % of total expenditure	7.60%	8.80%	12.31%	9.57
Expenditure on maintenance of road infrastructure as a % of total expenditure	23.06%	28.55%	18.55%	23.39

#### Strategic overview and key policy developments for the 2003/04 financial year

The department went through a complete restructuring process in 2003 in order to prioritise the key areas of the Public Transport and Expanded Public Works Programme and to align departmental activities with the Provincial Growth and Development Strategy of *iKapa elihlumayo*. Furthermore services within the department are being re-aligned to make greater provision for the expanded public works programme as a method to deliver services

In order to address the critical shortage of staff with specific skills, the department embarked on a special bursary programme to target scarce skills. It is hoped that the benefit of this programme – the

employment of historically disadvantaged persons who possess scarce skills – will be realised over the short and medium term.

The high level on unemployed youth and women, led to the department focusing its activities on the implementation of learnerships, in conjunction with the Construction SETA. The department is committed to making significant in-roads in terms of upskilling the unemployed – to make them more employable in the future.

In order to give effect to the empowerment of previously marginalized communities, the department launched its Preferential Procurement Implementation Plan as part of a concerted effort to address Black Economic Empowerment in the industries with which the department engages. In line with the National Treasury's objective to move to a more integrated approach in dealing with supply chain management aspects, this department created a dedicated component to specifically concentrate on issues pertaining to demand, acquisition, logistical and disposal management functions. The department has, in effect, grasped the opportunity to use procurement to facilitate Black Economic Empowerment.

Regarding the department's core function of capital investment and maintenance, both the Roads Infrastructure and Public Works sections are having to manage a maintenance backlog of R2,142 billion and R1,218 billion respectively.

In line with the poverty map of Social Services, it was also agreed that the budget allocations would be adjusted to the percentage split of 60/40 between urban and rural areas.

#### Departmental receipts

Departmental Revenue	Actual collection 2002/03	Budgeted collection 2003/04	Actual collection 2003/04	% Deviation from target
<b>Current revenue</b>				
Tax revenue	528 636	618 791	646 938	4.55%
Non-tax revenue	24 825	23 044	27 240	18.21%
<b>Transfers received</b>	51			
<b>Sale of capital assets</b>	3 748	22 260	7 504	(66.29%)
<b>Financial transactions</b>	3 382	2 500	9 493	104.52%
<b>Departmental revenue</b>	<b>560 642</b>	<b>666 595</b>	<b>691 175</b>	<b>3.03%</b>

#### Departmental payments

Programmes	Voted for 2003/04	Roll-overs and adjustments	Virement	Total voted	Actual Expenditure	Variance
Administration	33 857	(5 264)		28 593	27 311	1 282
Public Works	692 330	7 387	5 758	705 475	705 462	13
Roads	636 628	61 553	(5758)	692 423	684 792	7 631
Transport	132 457	(6 750)		125 707	115 328	10 379
Community based public works programme	48 465	(6 450)		42 015	38 918	3 097
<b>Total</b>	<b>1 543 737</b>	<b>50 476</b>		<b>1 594 213</b>	<b>1,571,811</b>	<b>22,402</b>

## **PROGRAMME PERFORMANCE**

### **PROGRAMME 1: ADMINISTRATION**

PURPOSE: To conduct the overall management and administrative support of the department and the respective branches within the department.

ANALYSIS PER SUB-PROGRAMME:

#### **Sub-programme 1.1: Office of the Provincial Minister – Transport and Public Works**

To render advisory, secretarial, administrative and office support services

#### **Sub-programme 1.2: Head of Department**

Overall management of the department

#### **Sub-programme 1.3: Programme support**

Overall management and support of the branch

#### **Sub-programme 1.4: Corporate affairs**

To manage personnel, procurement, finance, administration and related support services

This programme mainly provides an administrative, financial, supply chain management and personnel support service to the department in order to assist the line function managers in achieving their goals. The Corporate Affairs and Financial Management branches provide these services.

The programme focused on and achieved the following during the 2003/04 financial year:

##### *Human resource management and support*

- The Staff Performance Management System (SPMS) was successfully rolled out and implemented in the department.
- An audit to verify personnel particulars was completed.
- ABET and FET –programme was further rolled out, whereby altogether 474 staff members were trained in 2003/04.
- The department allocated bursaries to 15 full time and 13 part time students from previously disadvantaged communities, studying in fields where skills are generally regarded as scarce.
- A total number of 113 students participated in the department's internship programme.
- A Human Resource Plan for the department was consulted and implemented
- 396 posts for both our department and the Department of Economic Development and Tourism was advertised
- All excess personnel were matched and placed
- The second Summit on Women in the Built Environment was co-ordinated by this branch.

##### *Financial and supply chain management*

- The department achieved an unqualified audit report for the 2002/03 financial year.
- A lot of preparatory work was done in order to implement the new Standard Chart of Accounts, as well as the Basic Accounting System (BAS) in the 2004/05 financial year.
- A strategic plan for the sector was developed for implementation country wide in the 2004/05 financial year.
- The Preferential Procurement Implementation Plan was launched on 1 April 2003 and the departmental and branch tender committees were created to support the tender review process.

**Outputs and service delivery trends:**

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
<b>Office of the Provincial Minister – Transport and Public Works</b>	Management of the Minister’s diary and travel arrangements	On a weekly basis set up structured meetings involving the role-players in the Transport and Public Works sector;	Weekly ministerial top management meetings	Achieved
	Liaison with media, stakeholders, officials and other role-players	On a weekly basis confirm engagements, draft speeches and on direction of the minister draft press releases on issues relating to either the transport or public works sector;		
	Drafting of speeches and press releases	Ensure that the Minister conducts her operations within budget	Monthly budget report to the Minister	Achieved
	Co-ordinating meetings and rendering a secretariat function at meetings	Keep the Minister informed of expenditure patterns within the relevant Branches		
	Monitoring the drafting of legislative processes within the department			

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
Corporate affairs	Monitoring and review of the Departmental Strategic Plan	Through the availability of financial and support staff reports comply in all respects to the prescripts and for these to be compiled and tabled by the dates as specified in the Act and Regulations.  Final target is budget compliance and clear Auditor-General Reports	Strategic plan and MTEF budget for 2004/05 completed  An unqualified audit report	Achieved  An unqualified report for 2002/03
	The monitoring of the success of the Fraud Prevention Plan		Fraud prevention plan completed	Signed by the Minister
	The completion and review of all financial reports		Financial reports submitted on due dates	Achieved
	Monitoring of the tariff register		Tariff register updated	Yes
	Conducting inspections and audits to ensure adherence to the legislative framework	At least on an annual basis conduct a financial inspection at each office and institution of the Department	Audit inspections to be conducted at 10 distributions	5 inspections undertaken
	Overseeing processes for the management of debt in the Department	Enhanced cashflow and reduction in debt	Annual Financial Statements	Achieved
	Representative staff core as per predetermined targets	Achievement of set EE targets	Filling of posts in terms of EE Plan	Achieved
	Review and monitoring of the departmental service delivery plan	Feedback from stakeholders	Annual feedback	Feedback is published in Part 5 of this report
	Annual report on the activities of the department	Published report	Reporting is done in terms of Nationally prescribed formats and timelines	Achieved
	Departmental information and communication plan	Approved plans	Contained in the Master Systems Plan of the department	Achieved



Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
	<p>Policy documents</p> <p>Sound labour relations</p> <p>Approved establishments</p> <p>Recruitment and retention of staff in numbers and grades appropriate and adequate to the achievement of the department's business plan.</p> <p>Monitoring the success of the implementation of the Preferential Procurement Implementation Plan.</p>	<p>Number of approved policy documents</p> <p>Number of labour relation interventions</p> <p>Audited Persal reports</p> <p>Number of vacancies and advertisements</p> <p>Staff turnover and number of posts successfully filled</p> <p>Number of tenders allocated</p> <p>To prescribed norms and standards</p>	<p>8</p> <p>70</p> <p>In terms of PSCBC Resolution 7 of 2002 a revised organisational structure for the department was approved and implemented.</p> <p>As at 1 April 2004, a number of 333 posts (18,5%) were vacant. Of these, 10% were vacancies above salary level 9 where the more scarce occupations occur</p>	<p>9</p> <p>92</p> <p>As a result of this revised structure, the department could now accommodate all staff previously declared as super-numerary</p> <p>285 posts in department advertised</p> <p>778 tenders</p>
	<p>Properly trained staff</p> <p>Allocation of full time bursaries to enhance skills capacity in scarce skills occupations</p>	<p>Number of training interventions</p> <p>Progress reports on the implementation of the skills development plan</p>	<p>300 learners enrolled in the adult basic education programme</p> <p>Training supplied as a percentage according to the annual workplace skills plan</p> <p>20 new bursaries</p>	<p>474</p> <p>15 full time and 13 part time bursaries</p>

## **PROGRAMME 2 : PUBLIC WORKS**

**PURPOSE:** To provide accommodation for all provincial departments, manage the provincial property portfolio for the optimum benefit of all those concerned and to render professional and technical services to departments in respect of buildings and related infrastructure.

**ANALYSIS PER SUB-PROGRAMME:**

### **Sub-programme 2.1: Programme Support**

Overall management and support of the branch

### **Sub-programme 2.2: Health**

To construct new facilities and to upgrade, rehabilitate and maintain existing facilities as identified in consultation with the Department of Health

### **Sub-programme 2.3: Education**

To construct new facilities and to upgrade, rehabilitate and maintain existing facilities as identified in consultation with the Department of Education

### **Sub-programme 2.4: Agriculture**

To construct new facilities and to upgrade, rehabilitate and maintain existing facilities as identified in consultation with the Department of Agriculture

### **Sub-programme 2.5: Social Development**

To construct new facilities and to upgrade, rehabilitate and maintain existing facilities as identified in consultation with the Department of Social Services and Poverty Alleviation

### **Sub-programme 2.6: Other Infrastructure**

To construct new facilities and to upgrade, rehabilitate and maintain existing facilities as identified in consultation with the relevant user departments

### **Sub-programme 2.7: Property management**

To manage the property portfolio of the province

To establish and manage the provincial strategic and infrastructure plan

To provide accommodation for all provincial departments and other institutions

To acquire and dispose of accommodation in terms of the plan and in terms of the Western Cape Land Administration Act, 1998 (Act 6 of 1998)

The programme focused on and achieved the following during the 2003/04 financial year:

The employment profile of the branch improved through the implementation of the Employment equity plan.

The Provincial Cabinet approved the White Paper for the Management of the Western Cape Property Portfolio.

The first phase of the Provincial Strategic Accommodation and Infrastructure Plan was finalised.

The Provincial Cabinet approved the Disposal Policy for Fixed Assets.

The portfolio of provincially owned office accommodation was increased with the acquisition of no 27 Wale Street.

The property register was finalized and 60 % of the properties were endorsed in the name of the Western Cape Provincial Government.

Budgeted rental income increased from R10 million to R16 million.

An extremely successful Property Summit, entitled: "SUMMIT ON PROPERTY DEVELOPMENT: A PLATFORM FOR TRANSFORMATION AND GROWTH" was arranged.

Regarding the awarding of tenders and contracts:

- 702 tenders worth R588 million, and 650 quotations worth R8.3 million respectively were advertised.
- 90% of tenders were awarded to PDI companies; value of contracts R414 million.
- 45% of consultants appointed were PDI professional; value of fees R52 million.
- Spent 100% of the allocated budget of R700 million for the 2003/04 financial year.

An action plan for improving internal communication in the branch was finalised, and various fraud prevention initiatives were implemented.

**Outputs and service delivery trends:**

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quantity/ Timeliness	
			Target	Actual
<b>Health, Education, Agriculture, Social Development and Other Infrastructure</b>	Prioritised list of construction and upgrading projects		December 2003	100%
	Concluded service level agreements	13	March 2004	50%
	Completed projects within time, budget and quality requirements	100% of budgetary allocations spent	March 2004	100%
		100% of the identified number of projects executed		100%
		Degree of user satisfactions as measured against user reporting		80%
	Completed technical reports and recommendations	Number of reports completed	March 2004	100%
	A reliable management system	% of completion of system	March 2004	100%

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quantity/ Timeliness	
			Target	Actual
<b>Health, Education, Agriculture, Social development and other infrastructure</b>	% of procurement budget awarded to target groups.	At least 40% of value of projects accepted from target groups versus total number of projects accepted  Number of projects accepted from target groups versus total number of projects accepted	Implementation of the agreed projects within the required time	Achieved. 70,34% of value was awarded to PDI's.  702 projects of which 625 projects awarded to PDI's
	Implementation of identified projects	100% of the identified number of projects executed	Implementation of the agreed projects within the required time	100%
	Report on the suitability of existing contract documentation	Completed document	August 2003	100%
	Number of communication material prepared and distributed	3 communication initiatives	January 2004	6 initiatives where material was distributed
	Establishment of support unit for contractors			100%
	Number of increased media used for publication of tenders	Number of increased media used		30 local community news papers

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quantity/ Timeliness	
			Target	Actual
Health, Education, Agriculture, Social development and other infrastructure	Updated building maintenance audit programme	80%	March 2004	50%
	Prioritised list of maintenance projects for 2004		December 2003	100%
	Concluded service level agreements	13		50%
	Completed scheduled maintenance projects within time, budget and quality requirements	100% of budgetary allocation spent	March 2004	100%
		100% of identified number of projects executed		100%
		Degree of user satisfaction as measured against user reporting		90%
	Completed unscheduled maintenance projects	100% of budgetary allocation spent	March 2004	100%
		% of corrective needs addressed		100%
	Cleaning services provided	No of contracts administered	March 2004	13 contracts totalling 127 395 m <sup>2</sup>
	A reliable maintenance management system	% of system completed	March 2004	100%

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quantity/ Timeliness	
			Target	Actual
Property management	An approved white paper on the management of provincial properties		Complete the policy framework by June 2003	100%
	A successfully implemented communication strategy		Communicate strategy by May 2003	20%
	Promulgation of legislation to implement the policy and institutional frameworks		Implement the new policy from May 2003 ongoing	under way
	A well communicated, reliable and accepted provincial strategic accommodation and infrastructure plan for the province	90 %	April 2004	60%
	A reliable immovable asset register	approximately 6500 properties	March 2004	100%
		95 %		
	Updated condition assessment (BMAP)	6800 buildings	March 2004	100%
		95 %		
	User needs analysis report	Completed	March 2004	100%
		95 %		
	Functionality analysis report including social and environmental assessment	100 priority projects	March 2004	under way
		100 %		
	Number of concluded user agreements	13	March 2004	Nil
	Number of concluded service level agreements with client departments	13	March 2004	Nil
	Utilisation analysis report including social and environmental assessments	100 priority projects	March 2004	50 Projects
Financial performance reports (cost per m <sup>2</sup> / cost per person)	50 priority projects	March 2004	25 Projects	
R27 m realised from rental and disposal of assets	Increase rental income by R3m	Target for rental income R15m	Income R16 m	
	Increase sale income by R6m	Target for disposal of assets R10m	60%	
Accommodation cost report	100% complete	March 2004	80%	

## 2.12 Conditional Grants

### Overview of conditional grants

Conditional Grant	Total Allocation R'000	Total Transfers R'000
Provincial infrastructure enhancement	81 595	81 595
Hospital Reconstruction and Rehabilitation Programme	81 939	81 939

#### Breakdown per grant:

##### Provincial infrastructure enhancement grant

Province	Total Allocation R'000	Total Transfers R'000
Provincial Administration of the Western Cape	81 595	81 595

##### Hospital Reconstruction and Rehabilitation Programme (HRRP) Grant

Province	Total Allocation R'000	Total Transfers R'000
Provincial Administration of the Western Cape	81 939	81 939

#### Performance per grant:

The full amount scheduled for transfer was received. Expenditure occurred per project as listed in the infrastructure model and was reported to National Treasury on a quarterly basis.

##### Provincial infrastructure enhancement grant (PIG)

Works - Health – Upgrading	Allocation R'000	Expenditure R'000
Upgrade Security: Community Health Centre (CHC)	1 200	0
Vredenburg Hospital	500	0
Mossel Bay Hospital	1 500	0
Caledon Hospital	1 500	0
Riversdale Hospital	800	0
Upgrade security at district hospital	1 000	0
Mowbray Hospital	6 000	0
Lentegeur Hospital	20 000	48 089
Stikland Hospital	500	0
Upgrade security at provincial hospital	1 324	0
Cape Medical Depot	2 000	1 745
Worcester CHC	0	160
Paarl Hospital	0	6 734
Robertson Hospital	0	177
<b>Total</b>	<b>36324</b>	<b>56 905</b>

<b>Works - Agriculture – Upgrading</b>	<b>Allocation R'000</b>	<b>Expenditure R'000</b>
Anhalt	0	154
George further education and training centre	2000	2118
Elsenburg: Admin block	6945	8297
<b>Total</b>	<b>8945</b>	<b>10929</b>

<b>Works - Education – Construction</b>	<b>Allocation R'000</b>	<b>Expenditure R'000</b>
Athlone secondary school (SS)	50	0
Belgravia SS	50	12
Bernadino Heights SS	50	0
De Neus PS	270	0
Du Noon SS	1800	890
Esangweni SS	2200	2926
Excelsior SS	50	0
Geelhoutboom PS	270	0
Grootvlei PS	270	0
Heinzpark PS	1000	0
Highway PS	270	0
Kersboslaagte PS	270	0
Khayelitsha T3V2 PS (Kuyasa)	3500	96
Klapmuts PS	80	95
Ladysmith SS	750	0
Macassar PS / Masiphumalele PS	200	223
Masibambisane SS	1500	1288
Middeldeurvlei PS	270	10
Mondale SS	750	0
Nkazimlo PS	50	26
Pacaltsdorp	5000	456
Protem	270	0
Proteus SS	750	0
Ruigtevlei PS	270	0
Sivuyile college	0	247
Tafelsig no.1 PS	4000	1837
Umtha PS	50	26
Vergenoeg PS	270	0
Vredendal PS	4600	38
Zandvliet SS	630	0
Wesbank PS no. 2	1800	2644
School site to be identified	5036	0
Bloulei PS	0	82
Dalebuhle PS	0	57
Hexpark PS	0	16
Highbury SS	0	207
Kalkfontein PS	0	1032
Paulus Joubert SS	0	287



<b>Works - Education – Construction</b>	<b>Allocation R'000</b>	<b>Expenditure R'000</b>
Phillippi East SS	0	919
Phillippi West SS	0	230
Turfhall PS	0	5
Victoria park PS	0	29
Villiersdorp SS	0	17
Weltevreden SS	0	63
<b>Total</b>	<b>36326</b>	<b>13758</b>
<b>Grand total</b>	<b>81595</b>	<b>96 031</b>

Please note that the Further education and training center at George is being funded from own funds due to the fact that over expenditure occurred on Education and Health. The project is approximately 50% complete. The main reason for the over expenditure was mainly due to large projects being ahead of schedule and the over expenditure was financed from own funds.

#### **Hospital Revitalization Programme (HRP) Grant**

<b>Works - Upgrading – HRP</b>	<b>Allocation R'000</b>	<b>Expenditure R'000</b>
Vredenburg Hospital	15 286	8 618
Eben Donges Hospital	40 203	34 072
George Hospital	26 450	20 419
<b>Works – HRP</b>	<b>81 939</b>	<b>63 109</b>

The reason for the under-expenditure on the Hospital Revitalisation Grant was due to the long period between tender advert date and tender closing date. The closing date of tender was extended twice because of requests received by tenderers. The magnitude and levels of complexity of the projects versus the normal tender period was too short to prepare a proper tender price. Construction has commenced on these projects.

#### **Capital investment, maintenance and asset management plan**

The schedule below indicates capital projects in progress and the expected completion date thereof during the MTEF period

<b>Project</b>	<b>Expected Completion date and/ or retention funds outstanding</b>	<b>Contract Price  R'000</b>	<b>Balance on Contract Amount outstanding at 31/03/2004 R'000</b>
10 Relocatable Mobile Classrooms and Ablutions	30/06/2004	1293	1293
15 Relocatable Mobile Classrooms and Ablutions	31/07/2004	1848	1848
30 Relocatable Mobile Classrooms and Ablutions	31/07/2004	3762	3762
45 Relocatable Mobile Classrooms and Ablutions	31/08/2004	5362	5362
107 Relocatable Mobile Classrooms and Ablutions	31/08/2004	12770	4258
Delft PS no. 1	17/08/2005	8700	8700
Delft SS	11/05/2005	8914	7645
Hector Petersen SS	14/11/2002	5865	195
Lentegour Hospital School	30/09/2003	1794	99
Livingstone SS	16/05/2003	1930	0

<b>Project</b>	<b>Expected Completion date and/ or retention funds outstanding</b>	<b>Contract Price R'000</b>	<b>Balance on Contract Amount outstanding at 31/03/2004 R'000</b>
Marconi Beam Ps	30/10/2003	5461	201
Mfuleni PS	13/07/2005	7519	7519
Groenheuwel PS	17/05/2005	8232	8232
Qingqwa Mntwana PS	15/10/2003	5732	340
South Peninsula HS	26/11/2003	1479	109
Southern Delft PS	10/10/2002	4897	93
Thembaletu SS	16/10/2003	6977	0
Usasazo SS	31/08/2004	7670	589
Wesbank SS	24/07/2003	6882	591
Wolseley SS	28/05/2004	874	874
Esangweni SS	23/07/2004	7348	266
Kalkfontein PS	13/07/2005	8156	8156
Klapmuts PS	13/11/2002	2320	0
Masibambisani SS	22/07/2003	8666	310
Tafelsig PS	14/05/2005	8798	6460
Wesbank PS no. 2	25/07/2003	6240	269
Prefabricated Classrooms & Ablutions	30/06/2004	8384	2121
Harry Gwala PS	20/07/2002	11280	100
Philippi Police Academy Hostel 3	11/10/2003	3900	428
Goulburn Centre	23/05/2003	7932	306
Union House Extension	30/05/2003	19286	296
George CAA Academy	02/05/2003	3584	91
Outeniqua Experiential Farm FET	19/11/2003	2876	344
Caledon Social Service Centre	30/05/2003	1453	17
Gugulethu Social Service Centre	23/09/2003	4033	50
EMDC Metropole North	08/12/2003	5717	535
Elsenburg: Block A Alterations	09/06/2004	2705	432

## Capital investment

In addition to the listed capital projects to be funded with the existing budget, the department is also considering alternative funding options to accelerate capital infrastructure delivery. For example, by utilising public private partnerships (PPP) in the construction of new facilities. This will accelerate delivery, reduce future maintenance cost to the department and will release funds committed to construction for maintenance and upgrading of existing facilities.

Furthermore the department is also considering generating additional revenue by selling part of its assets in order to finance new infrastructure demand and maintenance backlog.

### *Management of key moveable assets:*

The majority of IT equipment is in a good to very good condition.

Furniture and equipment: Due to the open plan accommodation programme, the majority of the furniture and equipment is only a couple of years old and in a good condition.

No major projects regarding maintenance of moveable assets were undertaken during the financial year.

The only project carried forward regarding moveable assets is the continuation of the accommodation program. No new projects will commence in the new financial year except for the continuous upgrading of office accommodation.

Regarding the processes in place for tendering of projects; in all tenders, the conditions and procedures (KST 36) and the guidelines set out by the newly formed Directorate: Supply Chain Management are adhered to.

### *Maintenance*

The maintenance backlog is increasing substantially as the current investment in maintenance of buildings is not commensurate with the budget required.

The expenditure as a percentage of the overall maintenance to bring buildings to a good condition is 110% less and is increasing by 10% on an annual basis. To prevent further deterioration the planned maintenance expenditure as a percentage of the overall maintenance is 47% of the budget required.

The impact of the above on the department's current expenditure is that any increase in capital expenditure will result in an increase in maintenance and will put additional pressure on the budget.

It needs mentioning that an amount of R560m is required in order to prevent further deterioration. R 1,218b is required to bring our buildings to a good condition.

In order to avert a crisis in the current facilities deterioration the department, budget permitting, accelerated maintenance of facilities as it did in the financial year currently under review, as demonstrated below:

- 110 Health facilities were planned to be maintained but only 82 facilities were maintained due to limited financial resources.
- 517 Education facilities were planned to be maintained but 945 were maintained.
- 2 400 Other infrastructure facilities were planned to be maintained and 3 930 were maintained.

### **PROGRAMME 3: ROADS INFRASTRUCTURE**

PURPOSE: To promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social and economic growth through socially just, developmental and empowering processes.

ANALYSIS PER SUB-PROGRAMME:

#### **Sub-programme 3.1: Programme Support**

Overall management and support of branch

#### **Sub-programme 3.2: Planning**

To provide policy and legislative framework for transport

To provide network planning for proclaimed roads

To integrate transport and spatial/developments planning

To render transfer payments to local authorities for planning and design of roads that qualifies for subsidy

#### **Sub-programme 3.3: Design**

To provide geometric, material, structural and traffic engineering designs of provincial proclaimed roads

To provide laboratory, survey, drafting, expropriation, computer and road accident data services

To provide management information systems for the provincial road network

#### **Sub-programme 3.4: Construction**

Construction (Ordinance 19 of 1976)

To construct and rehabilitate provincial proclaimed roads through contracts and public private partnerships (PPP's)

To render transfer payments to local authorities for road projects that qualify for subsidy

#### **Sub-programme 3.5: Maintenance**

Maintenance (Ordinance 19 of 1976)

To maintain provincial proclaimed roads

To render payments to local authorities acting as agents for the province

Augmentation of roads capital account (Ordinance 3 of 1962) to provide for additional capital

To render technical support including radio network services and training

#### **Sub-programme 3.6: Overload control**

The construction, maintenance and operation of weighbridge stations within the Western Cape Province

#### **Sub-programme 3.7: Technical support**

To manage the activities of the professional components strategically

To render an administrative support service to the professional components with regard to road proclamations, wayleaves and financial matters

#### **Sub-programme 3.8: Transport administration**

Licensing administration

To monitor and control all aspects related to the collection of motor vehicle licence and registration fees

Law administration

To render services regarding the administration of applications in terms of the National Road Traffic Act, 1996, (Act 93 of 1996)

Provincial motor transport

To augment capital in trading account

The programme focused on and achieved the following during the 2003/04 financial year:

Due to capacity constraints within the Directorate: Planning revisions to existing legislation did not progress as planned. The job evaluation process has now been completed and the directorate has commenced with the appointment of key professional staff.

The first draft of the Provincial Land Transport Framework was circulated within the department and comments from the various branches incorporated. The second draft has been circulated externally for comments from sister departments and from local authorities.

The feasibility study into an east-west link between Gansbaai and Bredasdorp is complete and its construction following Expanded Public Works prescripts is scheduled to be completed during the MTEF period.

The design of the Elands Bay and Lambertsbaai road is nearing completion and will be ready for construction to proceed in 2005/06.

Other planning initiatives undertaken include:

- transport network for the Northern Growth Access within the Metropole, including Potsdam interchange;
- Century City: requirements for additional bulk area for future development;
- rail network planning; and
- Frans Conradie Drive extension to N1.

Infrastructure planning for pedestrians and cyclists included:

- pedestrian facilities over N1 at Century City; and
- design of Bosmansdam.

The tolling proposals for the N1 and N2 from South African National Roads Agency Ltd (SANRAL) have been evaluated and a report will be submitted which will inform the Minister of Transport and Public Works and the Premier when required to comment.

A start was made with new rehabilitation work during this year, namely N1 Rehabilitation Phase 1, N2 Rehabilitation (Airport Interchange, and N2 Road over Rail Bridge).

Construction projects completed during 2003/04 include Worcester – Robertson Phase 2, Refinery Interchange (Platteklouf), Brookrail (Section Street), Bad River Bridge, Jacobsbaai access road, and Carinus Bridge.

The actual spending on routine and periodic maintenance of roads exceeded the amounts originally projected and is as follows:

	<b>Projections</b> <b>R'000</b>	<b>Actual</b> <b>R'000</b>	<b>% of need</b> <b>addressed</b>
Routine maintenance of gravel roads	54 070	70 790	51%
Routine maintenance of surfaced roads	101 210	107 610	60%
Re-gravelling of roads	57 170	66 258	10%
Reseal of surface roads	30 000	60 087	20%

The opportunity provided by routine road maintenance for sustainable job creation and BEE/SMME development was effectively utilised through an increase in the number of contracts awarded to emerging black business.

Through the implementation of the Preferential Procurement Implementation Plan, contracts to the value of R19 million were awarded to Black Economic Enterprises. Additional to this, provision is made in all major contracts for involvement of emerging black sub-contractors to the average value of 12% of contract value.

The construction of the Fairyland / Kayamandi and Bot River / Grabouw community access roads have been completed. The Chatsworth / Riverlands / Kalbaskraal project is in progress. The amount spent on these projects by this Branch amounts to R7.02 million.

The first phase of a Provincial accident analysis system was developed and is currently being tested and evaluated. The second phase of this system is being developed.

Safety audits were been undertaken at a number of locations including the following:

Potsdam (N7):	Speed cameras installed. Technical report for construction of street lighting and speed reduction awaited.
Yzerfontein (R27):	Minor improvements implemented
Vredenburg (R27):	Report being finalised
Vredendal and Koekenhaap:	Preliminary investigation complete
N2 (Somerset West):	Report being evaluated Street lighting to be constructed

The Construction Summit was held on 29 May 2003 that assisted in identifying issues to be addressed jointly by the private and public sectors.

The collection of accident statistics on the provincial rural road network is up to date. This branch has taken over the collection of statistics for the George municipal area and is assisting the City of Cape Town.

The overload control programme was effective in reducing the number of overloaded vehicles. During this year there was a doubling of shifts at 8 weighbridge stations increasing the hours of operation from 8 hours to 16 hours per day. The ninth station is monitored over 24 hours. Improvements were made to the infrastructure required at these facilities. High-speed weigh-in-motion pads were installed at a number of locations to improve effectiveness. This branch participated actively in the National Overload Control Committee, which is addressing the need to reduce the overload tolerance from 5% to 2%.

#### Outputs and service delivery trends:

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
Roads	Develop transport legislation	Western Cape Road Management Act	100% complete	15%
		National Road Traffic Act	In line with legal and South African Bureau of Standards (SABS) requirements, as well as road safety standards	100%
		National Road Traffic Regulations		
		Western Cape Public Transport Regulatory Act	80 % complete	20%
		Amendments to Roads Ordinance: Advertisements	100% complete	25%
		Amendments to Roads Ordinance: Fees for way leaves	100% complete	50%
		Amendments to Roads Ordinance: Minor roads in section 66	100% complete	60%
		Regulations on National Land Transport Transition Act/replacing legislation <ul style="list-style-type: none"> <li>- Operating Licences</li> <li>- Planning</li> </ul>	70%	85% 0%

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
Roads		Western Cape Transport Planning and Administration Act	80% complete	20%
		Amendments to Roads Ordinance: Including minor roads	100% complete	60%
	Routine maintenance of gravel roads	Routine maintenance by District Municipalities as % of need	39% of need	51%
		Comply with prescribed technical standard and unit rates		
	Routine maintenance of surfaced roads	Routine maintenance by Department and its agents as % of need	60% of need	60%
	Re-gravelling of roads	% of need addressed	10% of need	14%
	Reseal of surfaced roads	% of need addressed	10% of need	20%
	Flood Damage repair	Number of Projects	1	1
	Upgrade of gravel roads	Number of Projects	1	Nil
	Access roads to poor communities	Number of Projects	3	3
	Rehabilitation of surfaced roads	Number of Projects	8	6
	Road safety improvements	Number of Projects	1	Nil
	Construct new roads	Number of Projects	1	1
	Involvement of HDIs in road construction and maintenance	% of contracts awarded by value to HDIs	40%	19%
		% of contracts awarded by number to HDIs	40%	66%
		Number of communities awarded community based maintenance contracts	5	Nil
	Labour enhanced contract specification	Number of jobs created	800	5612
	Record and evaluate accident statistics	Accidents recorded and evaluated	100% accidents	80%
Number of high accident locations improved		5	4	
Manage overload control stations	% of overloaded vehicles reduced	15 000 overloaded vehicles weighed	Achieved	
		Reduce % of overloaded vehicles prosecuted to 6%		

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
	Increased revenue from annual licence fees collected	1.2m motor vehicle records Compliance with National Road Traffic Act	R589m	R647m
	Increased revenue from arrear licence fees collected	30 000 vehicle records Compliance with PFMA	R5m	R7,9m 52 000 vehicle records
	Decrease in debits from arrear licence fees			
	Increased revenue from special licence numbers	1500 numbers Cabinet approved policy and guidelines	R3m	R4,8m 2 593 applications
	Increased revenue from abnormal load permits	800 permits TRH 11 guidelines (Guidelines for granting of exemption permits for the conveyance of abnormal loads and for other events on public roads)	R3m	R3m 4925 permits
	Increased revenue for activities within road reserve		R0.073m	R0,334m 402 applications
	Road safety improved and road infrastructure protected	Number of accident locations eliminated In line with legal requirements SABS requirements		
	Inspection of driving licence testing centres (DLTC's)	Road safety standards National Road Traffic Act compliance	49 DLTC's evaluated	27 individual investigations undertaken
	Inspections of vehicle testing stations (VTS's)	National Road Traffic Regulations compliance	58 VTS's evaluated	18 testing stations evaluated
	Evaluate/ consult proposals for amendments to legislation and development of new legislation			
	Maintain vehicle asset register	Current number of vehicles is 3951	100% complete	Achieved Number of vehicles is 4307
	Renew vehicle fleet	85% complete	496 vehicles	Achieved 706 vehicles



Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
	Recovery or write-off of old outstanding debt from previous years	Balance of debt is currently R45m	R17m written off	Write-off submission with Head of Department
	Training to Transport Officials	20 sessions	100%	Achieved
	Develop / document and implement business processes and systems improvements		90% complete	Achieved
	Undertake user surveys in order to improve user perception of GMT		2 surveys per annum	Achieved
			90% satisfied	Achieved
	Improve vehicle management and control	Implement a vehicle tracking service	Fit the first 1000 vehicles	Not achieved Tenders were cancelled

### Transfer payments:

#### Roads

Name of institution	Reason for the Transfer payment	Appropriation Act	Adjustments Estimates	Final Virement	Amount Transferred	Variance
Beaufort West Local Municipality	Maintenance of proclaimed roads	14 000			8 825	5 175
Berg River Local Municipality	Maintenance of proclaimed roads	58 400			50 400	8 000
Breede River / Winelands Local Municipality	Maintenance of proclaimed roads	85 200			59 749	25 450
Breede Valley Local Municipality	Maintenance of proclaimed roads	2 163 600			2 163 600	0
Cape Agulhas Local Municipality	Maintenance of proclaimed roads	120 800			103 962	16 838
Cederberg Local Municipality	Maintenance of proclaimed roads	487 200			0	487 200
Central Karoo District Municipality	Maintenance of proclaimed roads	8 400			0	8 400
Drakenstein Local Municipality	Maintenance of proclaimed roads	238 000			238 000	0
George Local Municipality	Maintenance of proclaimed roads	2 089 200			180 964	1 908 236
Kannaland Local Municipality	Maintenance of proclaimed roads	23 200			0	23 200
Knysna Local Municipality	Maintenance of proclaimed roads	1 434 400			20 000	1 414 400

Name of institution	Reason for the Transfer payment	Appropriation Act	Adjustments Estimates	Final Virement	Amount Transferred	Variance
Laingsburg Local Municipality	Maintenance of proclaimed roads	25 200			21 600	3 600
Langeberg Local Municipality	Maintenance of proclaimed roads	106 800			106 800	0
Matzikama Local Municipality	Maintenance of proclaimed roads	26 800			23 200	3 600
Mossel Bay Local Municipality	Maintenance of proclaimed roads	40 000			40 000	0
Overstrand Local Municipality	Maintenance of proclaimed roads	420 800			420 800	0
Oudtshoorn Local Municipality	Maintenance of proclaimed roads	69 600			52 222	17 378
Plettenberg Bay Local Municipality	Maintenance of proclaimed roads	32 400			0	32 400
Prince Albert Local Municipality	Maintenance of proclaimed roads	23 200			0	23 200
Saldanha Bay Local Municipality	Maintenance of proclaimed roads	151 200			26 491	124 709
Stellenbosch Local Municipality	Maintenance of proclaimed roads	386 000			139 152	246 849
Swartland Local Municipality	Maintenance of proclaimed roads	34 800			24 954	9 846
Theewaterskloof Local Municipality	Maintenance of proclaimed roads	388 800			36 118	352 682
Witzenberg Local Municipality	Maintenance of proclaimed roads	172 000			146 918	25 082
Cape Metropolitan Council (CMC)	Maintenance of proclaimed roads	7 600 000			7 600 000	0
SANRAL	Maintenance of proclaimed roads			480 000	480 000	0
<b>Total</b>		<b>16 200 000</b>		<b>480 000</b>	<b>11 943 755</b>	<b>4 736 245</b>

## Conditional Grants

### Overview of conditional grants

Conditional Grant	Total Allocation R'000	Total Transfers R'000
Provincial infrastructure enhancement	58 131	58 131

### Breakdown per grant:

#### Provincial infrastructure enhancement grant

Province	Total Allocation R'000	Total Transfers R'000
Provincial Administration of the Western Cape	58 131	58 131

### Performance per grant:

Transfers to the amount of R58 131m was received and the total amount was utilised to fund the resealing of provincial roads in the Western Cape. The schedule below indicates the performance achieved on the various reseal contracts. The targets were achieved and the performance met expectations. Furthermore, the requirements of the Division of Revenue Act were complied with.

Projects	Allocation R'000	Expenditure R'000
Rehabilitation of TR 31/01 between Worcester and Robertson	8 131	22 307
Rehabilitation of MR 174 between Klipheuwel and N1	50 000	35 824
<b>TOTAL</b>	<b>58 131</b>	<b>58 131</b>

Rehabilitation of MR 174 rescheduled to make funds available for the urgent rehabilitation of TR 31/01.

### Capital investment, maintenance and asset management plan

The schedule below indicates capital projects in progress and the expected completion thereof during the MTEF period

Function	Original cost R'000	Estimated cost R'000	Actual expenditure up to 2003/04 R'000	Budget 2004/05 R'000	MTEF 2005/06 R'000	Balance R'000
<b>Construction</b>						
<b>Gravel Roads Upgrading</b>						
C655 Jacobsbaai	3 000	1 300		1 300		
C650 Elands Bay – Lamberts Bay	16 000	17 000	1 255		8 000	9 000
<b>Surfaced Roads Upgrading</b>						
C415 Vredenburg – Saldanha	40 000	49 800	37 490			
<b>Surfaced Roads Rehabilitation and Reconstruction</b>						
C360.2 Worcester – Robertson Phase 2	55 000	73 744	81 000	39 739		
C406.4 Klipheuwel – N1	45 000	62 756	47 862	55 462	4 420	
C569 Viljoenshoop	5 000	7 000			7 000	
C656.2 Chapmans Peak contribution	35 000	81 385	83 460			
C413.3 Wingfield – Malmesbury	48 000	60 523	56 870			
C377.11 George – Outeniqua Pass	17 000	19 625	2 676		15 945	3 680
C635 Piketberg – Piekeniers Kloof	12 000	18 000	1 215		18 000	
C653 Victoria Drive	3 500	3 500	4 010			
C637 MR 201: Paarl – DR1118	24 500	16 880	1 900		13 880	3 000
C586 Pniel – Simondium	15 000	18 000			18 000	
C636 Wellington – Hermon	41 210	41 833	100		15 888	25 945
Rehabilitation backlog		593 000				;
<b>Local Access Roads</b>						
MR241 Chatsworth	8 300	12 350	18 531	2 501		9 849 ?
<b>Road Safety Improvements</b>						
C500.2 TR33/1 Mossel Bay	4 100	6 000			6 000	
Transfer Payments			6 781	9 000	10 000	
<b>Maintenance</b>						
Gravel Roads Regravelling		623 000	73 120	57 062	106 708	;
Surfaced Roads Resealing		300 000	71 766	50 291	75 000	;
Surfaced Roads Improvements			5 134			
C639 Badriver Bridge	5 200	5 862	5 200	2 096		
Transfer Payments			83	2 600	3 000	

Function	Original cost R'000	Estimated cost R'000	Actual expenditure up to 2003/04 R'000	Budget 2004/05 R'000	MTEF 2005/06 R'000	Balance R'000
<b>Design and Planning Costs</b>			34 047	36 100	38 700	
Transfer Payments			3 080	2 600	2 600	
<b>TOTAL</b>	<b>377 810</b>	<b>1 989 173</b>	<b>535 580</b>	<b>258 751</b>	<b>343 141</b>	<b>51 474</b>

? The amount reflected is that to be covered by the equity partner

! The estimated amount reflected is the backlog, which increases exponentially each year

### Summary of the condition of provincial road infrastructure

	Condition of infrastructure <sup>(1)</sup> (km's)					Total km's
	Very Good	Good	Fair	Poor	Very Poor	
Highways						
Surfaced roads (excl. highways)	978.05	2 444.69	2 269.60	614.70	76.59	6 383.63
Gravel roads	54.77	1 405.31	3 061.53	4 409.70	1 475.73	10 407.04
Unsurfaced dirt roads						21 000
Bridges with span > 3 metre						2 200

Note<sup>(1)</sup>: Description of degrees of overall condition of pavement (Provincial Roads Infrastructure)

<b>Very Good</b>	-	Very few or no defects.
<b>Good</b>	-	Few defects. Degree of structural defects mostly less than warning
<b>Fair</b>	-	A few defects with degree of defects seldom severe. Extent is only local if degree is severe (excluding surfacing defects).
<b>Poor</b>	-	General occurrence of particularly structural defects with degrees warning to severe
<b>Very poor</b>	-	Many defects. The degree of the majority of structural defects is severe and the extent is predominantly general to extensive.

The total capital maintenance and rehabilitation backlog is estimated at R2,142 billion. The average 5-year capital fund allocation required to meet current standards is calculated at R976 million per annum. The present capital budget of the Branch for maintenance and rehabilitation is an average of R383 million per annum over the MTEF period.

The magnitude of the backlog is of such an extent that only a marginal reduction in the backlog can be achieved over the MTEF period. The present strategy is to protect the existing surfaced and gravel roads by resealing and re-gravelling. The funding of rehabilitation of surfaced roads and current activities on surfaced and gravel roads to meet the minimum standards is not possible.

The ever-increasing backlog in construction and maintenance capital activities on surfaced and gravel roads results in an accelerated increase in funding required for current maintenance activities. The result is that the funding of current maintenance activities has to be increased during the MTEF period to be able to maintain the surfaced and gravel roads in a safe condition, though not meeting minimum standards.

## **PROGRAMME 4 : PUBLIC TRANSPORT**

**PURPOSE:** To plan, regulate and facilitate the provision of public transport services and infrastructure, through own provincial resources and through co-operation with national and local authorities, as well as the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access.

**ANALYSIS PER SUB-PROGRAMME:**

### **Sub-programme 4.1: Programme support**

Overall management and support of the branch

### **Sub-programme 4.2: Planning**

To develop the statutory plans required in terms of the National Land Transport Transition Act, 2000 (NLTTA) (Act 22 of 2000), and accompanying provincial legislation, to give effect to the mission, vision and objectives of the branch. This also includes the conversion of the current interim contract into new contracts with various other operators, and the development and implementation of new corridor networks

### **Sub-programme 4.3: Infrastructure**

To design and implement, either using own resources or in co-operation with municipalities, the public transport infrastructure required for providing services in terms of plans

### **Sub-programme 4.4: Empowerment and institutional management**

To ensure that persons in the industry who provide and manage public transport are empowered to perform their function and receive adequate training to enable them to provide the required level of service delivery

### **Sub-programme 4.5: Operator safety and compliance**

To promote and improve safety on the public transport system and to enforce compliance with public transport legislation and regulations and to co-ordinate provincial safety and compliance initiatives

### **Sub-programme 4.6: Regulation and control**

To manage the processes of regulating public transport operations, including the registration of operators and the processing of applications for operating licences

To provide the support structure, material and manpower resources to the operating licensing board, the provincial transport registrar of public transport operators and other statutory bodies established in terms of legislation, so as to exert the necessary control, regulation and quality of services provided by the private sector

The programme focused on and achieved the following during the 2003/04 financial year:

- The organisational structure for the Public Transport branch was developed and finalised.
- Phase 1 of the Mobility Strategy for the Klipfontein Corridor was developed.
- The planning and design for the upgrading of the Mandalay and Lentegeur stations were finalised and construction commenced.
- The Operating License Board and Registrars offices in the Goulburn building were upgraded.
- The Statutory Planning process has continued in the district areas with the commissioning of operating licence strategies and public transport plans
- Funding to the local authorities for public transport infrastructure projects continued.
- Discussions were held with the WCED regarding the learner transport function.
- Discussions were held with the metered taxi industry regarding formalisation processes
- 500 days of training were undertaken for the minibus taxi industry.
- 75% of permits were converted to operating licences.
- Partnerships were formed with the Department of Community Safety for various safety and security initiatives such as Bambanani and CCTV systems.

**Outputs and service delivery trends:**

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
Transport	Multiple monopoly franchise contracts between operating companies and province	Number of contracts successfully implemented	First of integrated contracts in place by December 2003	National Agreement awaited
	Phase I of corridor network	Percentage of services converted into contracts	3 integrated contracts established	National agreement awaited
	Providing scheduled service on fixed routes		Interim contract between Golden Arrow Bus Services (GABS) and national Department of Transport (NDOT) replaced by 2003	National agreements with operators and unions awaited
	Current public transport records (CPTR)	Number of district municipalities that have had plans approved	CPTR's – 2002 update by April 2003	Completed
	Operating licensing strategies (OLS)	Percentage of the Province that has plans in place (40% for 2003/04)	6 district municipalities to have CPTR's	Achieved
	Rationalisation plans		Operating licensing strategies complete by June 2003	National regulations delayed
	Public transport plans (PTP)		Rationalisation plan for Cape Town by June 2003	National regulations delayed
	Integrated transport plans (ITP)			
	Infrastructure requirements.	Number of local authority infrastructure projects identified and implemented	6 local authorities that have infrastructure projects	1 metro and 5 districts
	Infrastructure projects.	The increase in the use of the transport system		
	Successful empowerment and completion of infrastructure contracts	Each project will determine a specific timeline.		

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/ Quality/ Timeliness	
			Target	Actual
	<p>Training courses and on the job training delivered by accredited institutions to all stakeholders such as operators, municipalities etc.</p> <p>Development of a legal business entity representing the industry</p> <p>The recruitment and training of officers, acquisition of vehicles and equipment and the provision of headquarters.</p> <p>Investigate and ensure compliance of operators with the NLTTA</p> <p>Conversion from permits to operating licenses</p> <p>Administer operating license applications</p> <p>Implementation of the National Transport Register</p> <p>All associations and operators in the taxi industry registered.</p> <p>Registration of other modes of road based public transport.</p>	<p>Amount spent on training</p> <p>Number of person-days on training courses</p> <p>Percentage achieved in fulfilling courses</p> <p>Percentage of industry that has been trained</p> <p>Investigate the different options with the industry and establish the preferred option</p> <p>Number of officers recruited</p> <p>Training provided</p> <p>Co-ordination between other authorities</p> <p>Enforcement to decrease illegal operations – indicated by number of operators cited</p> <p>Number operating licenses converted</p> <p>Percentage of fleet legalised and permits converted</p> <p>Number of applications processed</p> <p>Data from permits/operating licenses can be used for planning</p> <p>Number of associations/ operators receiving final registration</p> <p>Develop policy and legislation pertaining to other modes of road based transport</p>	<p>500 person days on training courses</p> <p>35</p> <p>500</p> <p>80% of licences converted for 2003/04</p> <p>All permits converted by June 2004</p>	<p>Achieved</p> <p>Ministerial change in priorities and direction with regard to enforcement</p> <p>Phase 1 : 100% completed (Conversion from radius to route based operations)</p> <p>Phase 2: 70% completed</p>

**Transfer payments:**

**Public Transport**

<b>Name of institution</b>	<b>Reason for the Transfer payment</b>	<b>Appropriation Act</b>	<b>Adjustments Estimates</b>	<b>Final Virement</b>	<b>Amount Transferred R'000</b>	<b>Variance</b>
Beaufort West Local Municipality	Public Transport infrastructure	2107			2107	
Berg River Local Municipality	Public Transport infrastructure	1220			1220	
Boland District Municipality	Public Transport infrastructure	1103			1103	
Breede River/ Winelands Local Municipality	Public Transport infrastructure	910			910	
Breede Valley Local Municipality	Public Transport infrastructure	1 240		865	2105	
Cape Agulhas Local Municipality	Public Transport infrastructure	403			403	
Cederberg Local Municipality	Public Transport infrastructure	520			520	
Central Karoo District Municipality	Public Transport infrastructure	100			100	
City of Cape Town	Public Transport planning & infrastructure	33 849	5460		39 309	
Drakenstein Local Municipality	Public Transport infrastructure	1321			1321	
Eden District Municipality	Public Transport infrastructure	270			270	
George Local Municipality	Public Transport infrastructure	1197			1197	
Kannaland Local Municipality	Public Transport infrastructure	520			320	200
Knysna Local Municipality	Public Transport infrastructure	932			932	
Laingsburg Local Municipality	Public Transport infrastructure	820			820	
Langeberg Local Municipality	Public Transport infrastructure	756			756	
Matzikama Local Municipality	Public Transport infrastructure	546			546	
Mossel Bay Local Municipality	Public Transport infrastructure	664			664	
Overberg District Municipality	Public Transport infrastructure	300			300	
Overstrand Local Municipality	Public Transport infrastructure	435			435	
Oudtshoorn Local Municipality	Public Transport infrastructure	952			952	
Plettenberg Bay Local Municipality	Public Transport infrastructure	1013			1013	
Prince Albert Local Municipality	Public Transport infrastructure	50			50	
Saldanha Bay Local Municipality	Public Transport infrastructure	666			666	
Stellenbosch Local Municipality	Public Transport infrastructure	1265			1265	



Name of institution	Reason for the Transfer payment	Appropriation Act	Adjustments Estimates	Final Virement	Amount Transferred R'000	Variance
Swartland Local Municipality	Public Transport infrastructure	728			728	
Swellendam Local Municipality	Public Transport infrastructure	380			380	
Theewaterskloof Local Municipality	Public Transport infrastructure	682			682	
West Coast District Municipality	Public Transport infrastructure	96			96	
Witzenberg Local Municipality	Public Transport infrastructure	1917			1917	
South African Rail Commuter Corporation	Public Transport infrastructure		17969		14502	3467
<b>Total</b>		<b>56 962</b>	<b>23 429</b>	<b>865</b>	<b>77 589</b>	<b>3667</b>
<b>Grandtotal</b>						

Note: All transfer payments were of a capital nature

#### Capital investment, maintenance and asset management plan

Function	Original Cost R'000	Estimated Cost R'000	Estimated Actual Expenditure up to 2003/04 R'000	Budget 2004/05 R'000	MTEF 2005/06 R'000	Balance R'000
<b>Public Transport Projects</b>						
Upgrading of Lentegour and Mandalay stations	3 000	7 000	2 156	4 844		
Klipfontein corridor (PGWC portion)	150 000	227 500	2 256	83 000	95 000	45 244
Transfer payments	63 849	81 256	77 589	30 000	17 483	
<b>TOTAL</b>	<b>216 849</b>	<b>315 756</b>	<b>82 001</b>	<b>117 844</b>	<b>112 483</b>	<b>45 244</b>

## **PROGRAMME 5 : COMMUNITY BASED PUBLIC WORKS PROGRAMME**

**PURPOSE:** To ensure delivery of accessible services through integrated, socially just, developmental and empowering processes in order to improve the quality of life of communities within the Western Cape by way of community development programmes.

**ANALYSIS PER SUB-PROGRAMME:**

### **Sub-programme 5.1: Programme support**

Overall management and support of the branch

### **Sub-programme 5.2: Training programmes**

To provide opportunities to tertiary students to undertake their compulsory in-service-training of their career programme, as well as unemployed persons of underdeveloped communities to undergo education and training programmes within the infrastructure of the Western Cape

### **Sub-programme 5.3: Empowerment impact assessment**

To provide a quantitative and qualitative tool to evaluate the empowerment impact of specific projects, to inform the design and construction process, as well as to record the actual impact with respect to historically disadvantaged individual economic empowerment

### **Sub-programme 5.4: Community development**

To initiate and implement community based public works programme infrastructure-based community development and economic empowerment projects by utilising own funding as well as through joint initiatives

### **Sub-programme 5.5: Emerging contractor development**

To provide sustainable contractor development and opportunities for access to construction related procurement contracts

### **Sub-programme 5.6: Technical support**

To provide transversal staff resources required to achieve community based public works programme objectives

The programme focused on and achieved the following during the 2003/04 financial year:

The year 2003/04 has seen the expansion of the budget allocation of the community development programme (CDP) branch activities, from R10 million to R42 million to provide for the continuation of the Community Access Road Programme (CARP) as undertaken in partnership with the South African National Roads Agency, with funding from the National Poverty Relief allocations.

A range of CARP projects was approved for implementation, with the first to be implemented from early 2004. To allow for adequate planning and procurement of construction services and training of community workers the identification and approval of 26 new projects was finalised to commence implementation of the projects during the 2004/05 financial year.

The Zenzele Road Maintenance projects are being rolled out consistently throughout the rural areas of the Western Cape. These have increased from an initial 5 projects in 2002, to 22 projects in 2003. There is a strategy of following on the CARP projects with a Zenzele Road Maintenance project at the same beneficiary community – to provide for continuity of employment opportunities. These road maintenance projects constitute the clearing and cleaning of the road reserves alongside our provincial and municipal streets, which are adjacent to the designated underdeveloped communities.

A new programme launched in September 2003, Saamstaan, initially involved the inclusion of two or more schools which form a clustered base for the engagement of unemployed school parents in the planned maintenance of the school premises. This programme has been planned to include a total of 10 precincts for 2003/04 and will form the basis of a further roll-out to a total of 20 projects in 2004/05. The necessary resources are now being secured, with the request for private sector resources to expand the programme. These projects have been initiated in the Cape Town Metropolitan area, but is planned to include a spread of projects throughout the rural and urban areas of the Western Cape.

The Empowerment Unit established its spectrum of services relating to indirect empowerment via its empowerment impact assessment process, as well as its Contractor development programme (CDP). These two programs have been established to assist in our service delivery to the industry and to our sister branches, to enable our Department to enhance its rate of reduction of unemployment and development of

Historically disadvantaged individuals (HDI's). The Contractor development programme (CDP) provided seven procurement-training courses within the province and will roll out another 5 sessions next year. The provision of the contractor mentoring service has been established and the need is for the department to procure the services of additional effective mentors from the private sector.

The Technical student experiential training programme was expanded from an initial 15 students to 30 students for 2004. This programme has matured and needs to be enhanced to provide a career development process where the investment in these future technical professionals can be tracked secured for the industry.

**Outputs and service delivery trends:**

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/Quality/Timeliness	
			Target	Actual
<b>Community based public works programme</b>	Recruit and secure placement of 25 students following courses from the built environment sector within both Transport and Public Works branches.	Accreditation of experiential training students by the tertiary institutions  Students contracted to department to undertake their experiential training during 2003	25	29
	Prepare implementation and guideline documentation for the development of a pilot empowerment impact assessment process (EmPIA) for selected projects within the department  Presentation of empowerment procedure to line functions.  Institute empowerment impact reporting process for designated project categories.  Provide the empowerment impact assessment reports for 12 projects with a value >R0.5 million	Issuing of guidelines and case studies of EmPIA  EmPIA introductory session to branch management  5 Branches  Establish EmPIA as a pre-requisite of project implementation  Completed EmPIA reports on 12 projects	100% complete  100% complete  50%  12 projects	90%  100% 3 sessions  50%  29 projects

Sub-programmes	Output	Output performance measures/service delivery indicators	Actual performance against target	
			Quantity/Quality/Timeliness	
			Target	Actual
	Community access road programme for 2002	R100m Implement projects related to approved programmes within budget allocation	50%complete	40% (R40m project value)
	Community based road maintenance programme	R20m	25% complete	26% (R5,2m)
	GMT vehicle valet service	7 individual contracts	100% individual contracts	114% (8 contracts)
	Education buildings maintenance	R10m	30% complete	30% (10 schools)
	Provision of HIV/Aids counselling rooms at Health clinics.	R10m	30% complete	Nil
	Prioritised lists of access roads and primary streets.	30 projects		26 projects
	Access roads & streets designed.	20 projects	100%	26 projects
	Access roads & streets constructed	10 projects	40%	15 projects
	Compile a business plan.	Approval by department top management.	100%	100%
	Implementation of ECDP services at Cape Town centre.	Establishment of ECDP services	40%	50%
	Appointment of staff	26 on approved establishment  In terms of the employment equity plan	7	9

### Transfer payments:

#### Community Based Public Works Programme

Name of institution	Reason for the Transfer payment	Appropriation Act	Adjustments Estimates	Final Virement	Amount Transferred R'000	Variance
City of Cape Town	Community development		10 425		10 425	
Breede Valley Local Municipality	Community development		2 500		2 500	
<b>Total</b>			<b>12 925</b>		<b>12 925</b>	

**Capital investment, maintenance and asset management plan**

Function	Original Cost	Estimated Cost	Estimated Actual Expenditure up to 2003/04	Budget 2004/05	MTEF 2005/06
	R'000	R'000	R'000	R'000	R'000
<b>Community Based Public Works Programme</b>					
Community Access Roads Programme (CARP)	19 150	16 250	14 959	17 063	18 940
Community Development – Transfer Payments			12 925	13 571	15 064
<b>TOTAL</b>	<b>19 150</b>	<b>16 250</b>	<b>27 884</b>	<b>30 634</b>	<b>34 004</b>