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SUSTAINABLE ROADS

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CONCEPT OF SUSTAINABILITY

Nowadays linked to the environment

BUT definition includes

- keep going over time
- maintain, prolong
- avoidance of misuse of natural resources
- effective planning, design, construction, operation and maintenance of roads to conserve resources (IRF)

A WIDER CONCEPT THAN THE ENVIRONMENT ONLY



CONTEXT

- Era of trade liberalisation –
unprecedented growth in road traffic
- Increasing growth in transport demand
– especially in developing countries
- Global economy dependant on efficient
road infrastructure
- Need to balance development with
environmental concerns



WE WANT:





WE HAVE
“a crumbling road network”





PRINCIPLES FOR SUSTAINABLE ROAD PROVISION

- Sound road network management – from planning through to maintenance
- Use of eco-friendly and sustainable materials
- Comprehensive maintenance plans
- Optimise use of infrastructure
- Country-wide coordination of road provision
- Narrowing of mobility gap,

BUT most of all the ability to implement all this



SOUTH AFRICAN ROAD SYSTEM: AREAS OF CONCERN

- **INSTITUTIONAL**
- **RESOURCES**
- **MANAGEMENT**





INSTITUTIONAL

- Proliferation of authorities
- Institutional inadequacies to implement programmes
- Relationship between, and coordination of, different levels of government and clarity regarding mandates
- Performance frameworks for effective management
- Relative roles of public and private sectors
- Decisive leadership – note SAICE document comments





RESOURCES

- Funding levels inadequate
- Absence, for 25 years of country-wide comprehensive Road Needs Study
- Capacity and expertise – related to institutional proliferation





MANAGEMENT

- Long term strategic planning
- Asset management systems for effective management
- Road Management Systems
- Road Needs Study
- Perceptive financial planning which relates needs to resources
- Adequate data – on all fronts
- Road signing issues





SARF'S VIEWS ON A RESCUE PLAN

- Promote rationalisation and commercialisation of authorities (SANRAL model)
- SARF courses and bursaries to increase expertise
- Promote greater role for private sector in road network management
- “Energise” political leadership
- “Capacitate” DoT to play a stronger role in roads
- SARF seminars and promotional endeavours amongst the public
- 2010 SARF/IRF conference on preserving road assets



A QUESTION?

For effective and efficient management of the road network we need:

- Decisive leadership
- No ideological interference
- A competent bureaucracy with experience and expertise
- Clear clarification of responsibilities with sanctions for poor performance
- The ability to implement projects and to make timeous and wise decisions

Do we have this in our road management?