

# 4

## FUNDING BY OTHER AGENCIES

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### 4.1 Background

**T**here are two distinct settlement patterns in the Province. The larger portion of land is held in private ownership. It is characterised by a reasonably well planned road network connecting the major economic centres of the Province and providing adequate linkages to the smaller development nodes and agricultural lands.

On the other hand, there are large tracts of State Land where communities have settled randomly, and where they have been permitted to develop in an uncontrolled manner for centuries. Some 25 years ago these scattered areas of State Land were consolidated into a self governing territory. Unfortunately, the funding of infrastructure development could not keep pace with the rapidly growing rural population, which resulted, among other things, in an inadequate road network.

This drew the attention of a number of funding agencies who for many years have allocated funds to road development projects in these poverty stricken areas. Such agencies included the six Joint Services Boards in the Province, the national Department of Public Works, the Provincial Department of Works, the Department of Agriculture, the Independent Development Trust, the Development Bank of Southern Africa, other non-governmental organisations, the Regional Economic Forum, and others. With this large number of funding agencies becoming involved in road provision, it soon became clear that there was an urgent need for coordinated planning.

## 4.2 Policy Review

Previously, legislation empowered the Administrator of the Province to declare a road as a Main Road or a District Road. By virtue of such declaration, the control and management of the road was vested in the Provincial Administration. Similarly the Minister of Works in the self-governing territory within the borders of the province was empowered to declare roads in the same way, with control and management being vested in the KwaZulu Government.

In the legislation currently in preparation, attention is being given to a third category of road whereby provision is being made for the registration of Local Roads. As with Provincial and District Roads, a Local Road is a public road, which the public has the right to use.

In addition, provision is made for the establishment of Rural Road Transport Forums (RRTFs) in areas other than those administered by Local and Metropolitan Councils.

The KwaZulu-Natal Department of Transport is the sole government institution responsible for the provision of the rural road network in the Province, excluding areas within the boundaries of the Local Councils and Metropolitan Councils. All roads within the urban areas, with the exception of some carefully selected 'through roads', are the responsibility of the local authority.

It is the stated policy of the Department that roads should be built only if they can be maintained. If gravel roads are not maintained adequately, their rate of deterioration increases with time, which can render them impassable after a single wet season. Understandably, the Department welcomes financial assistance for road provision from any funding agency, provided that an acceptable maintenance plan is in place.

### 4.3 Project Implementation Procedure

**D**iscussions have been held with several funding agencies, and in order to improve coordination of effort, the following guidelines for the implementation of projects are recommended:

- (i) Projects are to be identified and ranked by elected community representatives nominated by the local Rural Road Transport Forum where such a Forum is in place.
- (ii) Application forms for funding are to be completed by community representatives. Where required, communities may seek assistance from government officials or consulting engineers from the private sector.
- (iii) Communities may lodge applications with the funding agents of their choice. However, applications should be submitted through the local Rural Road Transport Forum where such a Forum is in place.
- (iv) On receiving notification from the funding agent that funds have been approved, the community shall establish a Project Management Committee (PMC).
- (v) The PMC shall convene a planning meeting, to which shall be invited:
  - The Regional Engineer of the Department of Transport
  - The Area Project Officer of the Department of Works (where applicable),
  - The Rural Road Transport Forum (RRTF) representative,
  - Project consultants (technical support, training, project managers), and
  - Contractors (where applicable).

The meeting shall discuss:

  - the duties of the role players,
  - the management of the project account,
  - the construction standards,
  - the maintenance plan,
  - the programme,
  - the technical support and training needs, and
  - the purchase and issue of tools and equipment.
- (vi) The PMC shall open a project account at a bank or building society and shall nominate the Regional Engineer as a compulsory signatory thereof.

(vii) During the implementation of the project, the PMC shall convene a monthly meeting which is to be attended by a representative of the Regional Office of the Department of Transport whose duties shall include:

- monitoring progress and recommending the release of funds according to work performance,
- monitoring construction standards, and
- providing limited technical support where required.

(viii) The Department of Transport shall convene meetings at two-monthly intervals with the Department of Works and any other funding agents, to coordinate the planning and implementation of road projects throughout the Province.

#### **4.4 Conclusion and Recommendation**

**A**doption of the above procedure will enable the local RRTF to determine priorities and to coordinate the planning of Rural Road applications, with the administrative and technical support of the Department of Transport assisted as necessary by consulting engineers. This will improve the effectiveness of funding agencies and avoid funding being applied to projects of lesser importance.