



City of Johannesburg  
Johannesburg Roads Agency

75 Helen Joseph Street  
Cnr. Harrison Street  
Johannesburg  
2001

P/Bag X70  
Braamfontein  
South Africa  
2017

Tel +27(0) 11 298 5000  
Fax +27(0) 11 298 5178  
[www.jra.org.za](http://www.jra.org.za)  
[www.joburg.org.za](http://www.joburg.org.za)

## FACT SHEET

### State of affairs of Metrobus, Rea Vaya and JRA

This fact sheet serves to table the state of affairs of Metrobus, Rea Vaya and Johannesburg Roads Agency. It focuses on the current state of affairs at the entities, the problems the entities find themselves confronted with on their day-to-day operations and proposed way forward to mitigate the challenges.

#### 1. Rea Vaya

The entity was launched as an iconic project in 2009, and branded as a fast, safe and affordable mode of Transport mode in the City of Johannesburg. Its key objective is to enable residents to conveniently access places of work, schools, health, sporting, tourist, and recreational facilities, as well as economic and business opportunities across the City. Both the system's Phases 1A and 1B have been successfully implemented.

Rea Vaya plays a key role in realising the vision to turn Johannesburg into a world-class African City through co-ordinating transport around the city. The entity also aims to achieve its goal by focusing on public transport and a well-developed and well-maintained roads and stormwater drainage infrastructure, able to connect businesses, people and places in a sustainable and cost-effective manner.

#### The entities priority areas include:

##### 1.1 Comprehensive Integrated Transport Plan (CITP)

The aim of the CITP is to outline the transport goals, policies and strategic interventions towards the provision of high-quality transport system to seamlessly move people and goods in the City.

- CITP to be in line with the City's long-term vision contained in the Spatial Development Framework (SDF), aligning with the provincial and national imperatives.
- The Department will, once concluded with the acquisition process, develop the CITP as required by section 36 of the NLTA for a five-year period.

##### 1.2 Integrated Public Transport Network (IPTN)

- Current IPTN was adopted by Mayoral Committee in 2020, and form a key chapter of the CITP Public Transport Strategy; **remains applicable and is being implemented**
- IPTN identifies 12 corridors to be rolled out by 2040 and beyond. These corridor networks must be serviced by Rail, Bus Rapid Transit and Articulated/mass transit busses
- Some of the corridors are already operational or at implementation phase like:
  - Rea Vaya Phase 1A and B BRT system (operating)
  - Phase 1C(a) linking the Alexandra with two key economic hubs i.e. Johannesburg CBD and Sandton CBD (implementation phase)

### 1.3 The Department is currently implementing three approaches of the IPTN throughout the City

- “**Full IPTN**” where all components/elements of an IPTN system will be in place including supporting services and infrastructure such as non-motorized transport linkages to achieve seamless movement of people;
- “**Optimisation**” where some IPTN components/elements will be in place, such as minimum infrastructure like bus stops, queue jump lanes etc., to improve passenger safety and travel time; and
- “**Stabilisation**” where minimum IPTN operational components /elements are in place but aim to improve administrative efficiencies.

### 1.4 Maintenance and Rehabilitation of Infrastructure

- The department is investigating a turnkey solution for the maintenance and upkeep of infrastructure.
- The solution is aimed at all infrastructure of Rea Vaya BRT and Taxi ranks in the City.

## 2. Metrobus

Johannesburg Metropolitan Bus Services SOC Ltd (“Metrobus”) is a municipal entity, incorporated by the City of Johannesburg (“City”) in the year 2000. The entity is wholly owned by the City of Johannesburg and the Metrobus Memorandum of Incorporation (“MoI”) provides that Metrobus is required to provide bus services on behalf of the City, including among other things:

- Developing and implementing a bus route plan within the framework of the City’s integrated transport plan.
- Operational planning and management of the bus transport services.
- Developing and implementing a customer management plan.

### 2.1 Challenges

- **Cost of Maintenance:** Due to the age of fleet, the cost to maintain fleet is significantly higher than the cost of maintaining a bus which is within its economic life cycle of up to 12 years. This is further compounded by frequency of breakdowns. **Currently over 60% of fleet is well beyond this age.**
- **Shortage of buses:** demands exceeds supply on a daily bases
- **Labour Stability:** Labour instability and industrial action has in the past resulted in the loss of man-days and an erosion of commuter confidence. In addition, a **long-standing and lucrative contract with German School was lost due to unreliability of service** resulting from service disruption due to industrial action.
- **Procurement Dependency on other entities/departments of the City** (for example; Joburg Property Company for facilities management & moving of buildings and the Transport Department on the AFC project implementation).
- **Budget reduction/rebasing** of Metrobus budget by the City.
- **Labour Instability and Lack of Recruitment of key positions** have hindered the entity’s ability to implement service delivery imperatives effectively and efficiently.
- **Automated Fare Collection System:** the current fare collection system does not meet the requirements of the entity and impacts negatively on the entity’s ability to collect revenue

- **Inadequate Fleet:** The fact that only 63% of the fleet is operational has resulted in failure to service all the routes and in overcrowding on the operational buses.
- **Loss of Revenue:** There is a major challenge of the Metrobus passengers not being fully accounted for as there is a rampant practice of drivers receiving cash from the passengers without issuing tickets and converting the cash to their personal use.

## 2.1 Interventions to mitigate challenges

- The Metrobus Fleet Renewal and Management Strategy has been approved and **funding has been secured for the purchase of buses in the in the 23/24 financial year**. In addition, a total of **105 buses have been refurbished**, adding 5-8 years to assets useful life, decreasing the cost of maintenance. The entity also leases other buses, which are maintained by the leasing company.
- **Digital enablement** through technological advancement (Eye-On-The-Bus, WiFi).
- The **Local Labour Forum has been revived**; management and organized labour are engaging on a structured basis to ensure labour stability.
- The **procurement process for an Automated Fare Collection System is at an advanced stage in collaboration with the City's department** of Transport. This collaborative effort also bodes well for the integration that is required between modes of transport to support the implementation of the Integrated Public Transport Plan (IPTN).
- Robust engagements between the Metrobus and the Shareholder regarding the **future operating model of the entity** (i.e. Sell / Outsource / Invest / Insource).
- **Finalization of the debt equity conversion** in advanced stages with the City's Treasury Department.
- **Peak requirement:** The entity **requires 375 buses to meet scheduled daily demands** and currently the number of buses available during peak times are **225 on** average across all three depots.

## 3. JRA

The Johannesburg Roads Agency (JRA) is wholly owned by the City of Johannesburg and is responsible for maintaining Joburg's 13 599km road network (12 431 km surfaced and 1168km gravel roads). Of the 1592 bridge structures city-wide, **902 bridges have been inspected and** 68 bridges require urgent rehabilitation for safety and structural features at an estimated R1.28billion while R16billion is required for rehabilitation of all the bridge structures (JRA's R110m annual budget 2022/23 is a drop in the bridge bucket).

City of Johannesburg has **9 registered dams and an additional 363 recreational dams**, generally the dams are in a poor to very poor condition which could endanger lives and property. JRA estimates 30% of dam walls have bridged, and 70% of our dams are badly silted up. The heavy flooding experienced late last year highlighted the need for planned storm water management. We know that littering, dumping of building material and household waste into drains and rivers, blocks pipes, storm water systems and bridges and causes flooding.

### 3.1 Current Infrastructure Projects

- **Cosmo City:** Deep pothole patching will be done on Central African Road in the short term to address the community's safety concerns but we are moving beyond pothole repairs to quality, sustainable roads and in the longer term JRA will be rehabilitating the road to deal with structural layers.
- **Alexandra's Vincent Tshabalala/London road:** I have visited many times. We cannot spend millions fixing the road just to have it damaged again with illegal electricity and water connections, shack encroachments and grey water running onto and damaging the road surface. So I have called upon various departments to come work together to fix the issues, and JRA will do deep pothole patching and repairs to make this main road driveable again and in the longer term JRA plans to rehabilitate the road.
- In **Alexandra's Far East Bank**, in January this year JRA started a flooding intervention project with the installation of storm water drainage systems.
- Our communities deserve quality roads, not dust bowls, and JRA is working on a number of projects to upgrade gravel roads to tar including storm water systems and paved sidewalks. The **Kaalfontein project** is 90% complete with upgrading 1.5km roads. In Orange Farm, JRA is now implementing phase 3A by upgrading 1700m and in **Bram Fischerville and Doornkop/Tulani** – JRA is continuing with phase 4 of its upgrading in both of these suburbs with an additional 1km of new roads, storm water drains and paved sidewalks.
- **Ferndale** residents will benefit from new storm water catchments on Bond stream as JRA is just launching a project to replace storm water pipes with culverts.
- In **Phiri, Senoane, Koma road** JRA is finalising the installation of 1709m storm water systems and the community in **Protea Glen, D ward** will also benefit from the rehabilitation and reconstruction of storm water systems. These form part of the entity's Stormwater Master planning implementation to ensure roads and homes are not flooded with heavy storms.
- **Bucleuch Drive Bridge** – a low lying bridge severely damaged by December 2022's flooding will be upgraded and reconstructed, so too will **Modderfontein Bridge, and Maphumulo Street culvert bridge in Zola**, also damaged by December's flooding.
- JRA is making great strides with its **R100m Roads Resurfacing project** city-wide. An extra R30m is also being spent resurfacing the M2 motorway eastbound, Cleveland off and onramps and M2 westbound (New Goch road to Maritzburg off ramp) and R3m for the Soweto Highway. The road resurfacing is an ongoing programme of works and forms part of the City's continued commitment to investing in and improving the COJ road network.

### 3.2 Challenges

#### Potholes

- Potholes develop on old roads – most of Joburg's roads have exceeded their 25-years lifespan. Age, coupled with lack of regular maintenance, lack of storm water maintenance, overloading of heavy vehicles, and uncontrolled excavations on the road network are a recipe for potholes. For years we have been using our roads and not maintaining them as we should, whether due to operational or budgetary constraints.

## Vandalism & Theft

- We see these poles lying on the streets of Joburg. Our operations are being sabotaged by syndicates.
- Theft and vandalism of traffic signals equipment has now reached alarming proportions. It costs between **R80 000 to R400 000 to replace a vandalised intersection** depending on the extent of the damage. Some intersections are repeatedly vandalised and others are targeted within a week of being rebuilt.
- In the past 3 years the JRA has spent **more than R28m rebuilding intersections**. This has impacted maintenance, strained budgets, and delayed the building of much-needed new intersections in congested areas.
- Load-shedding has increased incidences of vandalism and theft of JRA's equipment. In the past 3 months ( December to February) **65 sites have been vandalised** with 50% of the vandalism in Joburg CBD and neighbouring suburbs. Other impacted areas are Sandton and Alex surrounds, Randburg and Soweto. But of course it's not only traffic signals, other critical road infrastructure is also being stripped – from solar panels, uninterrupted power supply, guard rails, bridge railings, manhole covers, storm water drain slabs, street signs – everything is being stripped and stolen to be sold for next to nothing of its replacement value. Zama-zama's are also digging their mining tunnels underneath our City of Gold's roads, causing sinkholes and collapsing roads.

## Blinking and Dead Traffic Lights

The JRA manages a total of 2020 signalised intersections, and we need to do much more to reduce the number of Joburg's traffic lights that go on the blink and ease the frustration of road users.

## Parts and materials supply

- Post COVID- price increases, unavailability of stock, and longer delivery lead times is impacting traffic signal repairs. For example, a pole over or vandalised intersection takes longer to fix as the necessary materials are unavailable. JRA stock procurement and planning is being overhauled to ensure on-demand availability of parts and materials.

## 3.3 Mitigation Plans & Budgets

- To eradicate potholes R37.7billion budget is required. The JRA is trying to follow a structured approach to road management and Visual Condition Assessments informs the response plan that prioritises the preservation of existing road infrastructure, keeping it in good condition and not allowing it to deteriorate to a poor condition. JRA's response plan includes proactive maintenance, including pothole repairs and crack sealing as well as roads resurfacing. But again, this is budget dependent. Filling in potholes is like putting a plaster over a broken leg. It's not a permanent fix. We need to move beyond potholes and invest in road maintenance, rehabilitation and reconstruction.
- **Unreliable power supply:** Load shedding and unreliable power affects the workings of traffic signals, leads to congestion and increases road rage and accidents. The teams are ready to implement SMART technology for improved remote monitoring, fault reporting and repairs, as well as intelligent traffic flow prioritisation for movement of public transport during peak hours and reduced travelling times. These interventions are intended to respond to the Mayoral priority of a Smart City. Until a more permanent power source is secured, JRA will be entering into partnerships with corporates to assist us by connecting traffic light intersections to their buildings that have back up power supply during load shedding. Over the next 6 months, JRA will be piloting 50 intersections city-wide with the aim of

expanding this initiative. If your company is interested in partnering to keep our traffic lights on, please contact us.

- To evaluate storm water infrastructure requirements, JRA is rolling out a Stormwater Master planning programme, and 45% of the City has already been completed. It is estimated that the cumulative cost for the upgrading of the system in areas where it is required, as well as the cost of catchments and dam repairs, a R61.2 billion budget is needed
- To resurface the entire JRA road network of 14 000 km at a rate of 1 000kms per year, it will take the JRA 14 years to resurface the entire network. We will request a budget of R405 million from the City to cover 300kms in the next financial year. Thereafter, we will request more funding to cover more road, year -on-year.

**Vandalism:** JRA is working together with enforcement agencies JMPD and SAPS for rapid responses to cases of theft and where arrests are made to identify the stolen goods as that of the JRA. This is crucial for successful prosecution.

- Secondly, alternative materials are being sourced - polymer manhole covers, and where possible, copper content in the cabling is being reduced and aluminium clad copper cable is being installed at numerous sites. The cable is rendered valueless in the market as soon as it is burnt to expose the copper.
- We are also working with the CSIR to research wireless options at traffic signal intersections and possibly different designs and intersection builds. We are pleading for more eyes and ears on the ground.
- There is a need for Councillors, Ward committee members, communities, road users, private sector partners, and the media to work with us as active citizens by reporting acts of vandalism and theft to the JRA, JMPD, SAPS (10111) and the COJ call centre number 0860JOBURG (562874)

---

ENDS

---

### **About the Johannesburg Roads Agency (JRA)**

The JRA is a City-owned agency responsible for the maintenance, repair and development of Johannesburg's road network and storm water infrastructure, including bridges and culverts, traffic lights and signage. The organisation is committed to providing quality roads that are accessible, safe and liveable for our communities. ***Stay in touch with JRA via 0860 562 874/ [hotline@jra.org.za](mailto:hotline@jra.org.za) /twitter @MyJra /Facebook: Johannesburg Roads Agency so that we may be of service.***

### **Issued by:**

Public Relations & Stakeholder Engagement Department  
Johannesburg Roads Agency

### **Media Enquiries:**

Bertha Peters-Scheepers  
Tel: 011 298 5171 / 079 510 4186  
Email: [bscheepers@jra.org.za](mailto:bscheepers@jra.org.za) / [mediaqueries@jra.org.za](mailto:mediaqueries@jra.org.za)