



Wes-Kaapse Provinsiale Parlement Western Cape Provincial Parliament IPalamente yePhondo leNtshona Koloni

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Report of the Standing Committee on Transport and Public Works on its oversight visit to the Gene Louw Traffic College on Wednesday, 31 May 2022 as follows:

Delegation

The delegation consisted of the following Members:

America, D (Chairperson) (DA)
Van der Westhuizen, AP (DA)
Maseko, M (DA)
August, S (GOOD)

The Procedural Officer, Mr J Coetzee and Ms N Mshumpela, Committee Assistant, accompanied the delegation.

Gene Louw Traffic College

1. Introduction and background

The Gene Louw Traffic College (the College) was officially opened on 15 September 1989 and since then the College has excelled by training many traffic officers, municipal police officers, Examiner of Vehicle (EOV) and Examiner for Driving Licences (EDL) officers throughout the Western Cape and in South Africa. The training period for the traffic officer course was initially three months after which it was extended to six months and at present it is 12 months.

The Safety & Security Sector Education and Training Authority and the South African Police Service as a training service provider formally accredited the College for the Further Education and Training Certificate: Road Traffic Law Enforcement.

The College met all applicable South African Qualifications Authority (SAQA) requirements and was also registered by the Road Traffic Management Corporation (RTMC) to facilitate EOV and EDL training. The College is also an accredited official institution under the Firearms Control Act, 2000 (Act 60 of 2000)

2. Overview of the visit

The Directorate Traffic Training and Development consists of two sub-directorates namely Gene Louw Traffic College and Quality Management and Evaluation.

Training was divided in four programmes as well as a training coordination division. Traffic Officer Training, Examiner of Vehicles training and Examiner of Driver license training forms part of the formal training while the Continuous Professional Development forms part of the Informal Training.

Currently 101 traffic officers were being trained. The 101 traffic officers consisted of 87 provincial officers and 14 municipal officers. The duration of the training programme was 12 months and consisted of 30 Unit Standards, continuous assessments, practical application, portfolios of evidence and operational deployment to develop practical skills.

The Committee also did a tour of the College.

3. Key issues discussed

One of the main aims is the development of a Centre for Learning Excellence. Through the Chief Directorate Strategy, E-learning currently creates the opportunity to incorporate a blended approach to training without compromising the quality and standard of training delivered.

Learners are able to access learning material and assessment documents via internet/intranet at the Traffic Centre or any location, which would not impede on operational time. This initiative not only created monumental savings in terms of travelling but also in accommodation in line with Cost Containment Prescripts.

Monitoring and Evaluation was conducted objectively to assess and evaluate the outputs as performed by the Chief Directorate: Traffic Management, to ensure quality of performance was measured, best practices were observed and that shortcomings were identified.

The Chief Directorate also ensured the strengthening of operational planning for intelligence driven enforcement and road safety initiatives. It further identified and communicated innovative programme developments that drove performance management activities and ensured technology based M&E processes were linked to respective dashboards.

Desktop evaluation ensured the strengthening of operational planning that added to intelligence driven traffic law enforcement while business intelligence included the process of technology and methodology, which transformed data systems, and provided reports for strategic, tactical and operational use by management.

The implementation and evaluation of information assisted with transversal projects such as pre-festive, Festive Season, Easter and operational planning and the continuous real time electronic assessments of operational activities per traffic centre.

The impact of these operational activities also ensured stakeholders' participation and was fundamental in the upskilling and on-going training and development of officials as part of development. This included the utilisation as mentors to newly appointed traffic officials and to increase competencies of existing traffic officials.

The Transport Management Internet Approach is a cloud-based central repository of traffic information gathered from a province-wide network of Automatic Number Plate Recognition

(ANPR) cameras, DTPW information digitalised at source and other data that gave real time information of traffic movement, accidents, law enforcement activity and so forth.

The up to date data allowed effective employment of law enforcement (patrol vehicles, roadblocks, and driving under the influence enforcement) and identified demographic areas to target with education outreaches. It also identified accident hotspots for possible enforcement and engineering interventions identified vehicles engaged in criminal activities/tracking of stolen vehicles and cloned plates . and the monitoring of driver fatigue in long distance public transport. DTPW has accepted an expanded mandate and worked closely with Community Safety

Traffic Officers fed the data directly to the Transport Hub through a handheld device, a computer system and ANPR cameras that were mounted in patrol vehicles. The handheld device also assisted with real time monitoring of officers to simplify performance management, enhance officer safety and track achievement of Annual Performance Plan targets related to law enforcement in real time for municipalities and the province as a whole to identify and address problem areas.

The Transport Management Internet Approach has resulted in great operational efficiency gains and improved road safety planning. This should result in fewer road traffic accidents and fatalities. It is envisaged to roll it out to municipalities and other stakeholders.

4. Resolution

The Committee RESOLVED to have follow-up briefings on the rollout of the Transport Management Internet Approach to municipalities.

The Committee REQUESTED that the Department provide it with a complete cost analysis of the Transport Management Internet Approach Programme and future envisaged expenditure as it is rolled out.

5. Acknowledgements

The Chairperson thanked the Department and expressed its appreciation to the Department for the initiatives and technological advanced integrated systems to ensure a better and safer roads and public transport system.



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CHAIRPERSON: STANDING COMMITTEE ON TRANSPORT AND PUBLIC WORKS