###### National Assembly

Question Number: 3317

**Ms D Carter (Cope) to ask the Minister of Transport:**

Whether the Government and the SA National Roads Agency have any immediate plans to (a)

provide overtaking strips on the many steep inclines that stretch for many kilometers on the N2

between Kokstad and Umtata, considering how slow-moving heavy vehicles on the roads slow

down all other vehicles behind them to a long crawl and make impatient drivers take dangerous

risks that endanger innocent motorists, (b) fence off the road boundaries, considering both the

deadly toll on animals every day and the danger such accidents pose to motorists and (c)

demarcate rest areas which will allow rural communities to set up refreshment stalls, provide car

washes and build rondavels for accommodation; if not, why not, in each case; if so, what are the

relevant details in each case? NW3930E

**Answer**

(a) The N2 extends for roughly 190 km between Mthatha and Kokstad. On this section safe passing opportunities have been provided over approximately 150km, particularly between Mthatha and Mount Frere, and between Mount Ayliff and Kokstad. Between Mount Frere and the Ngcelweni river, 40km north of Mount Frere, the N2 is of an older standard but design is in progress to upgrade this section which will include the provision of passing opportunities.

(b) Fencing of the N2 reserve boundaries was upgraded during construction and thereafter maintained through routine maintenance projects. The South of Brooks Nek fencing has recently been upgraded as part of a construction project. Fencing between Qumbu and Mount Frere is being upgraded over 37km as part of a construction project. Furthermore, about 33 km of fencing will be upgraded under the future construction project in the Southern side of Qumbu.

Vandalism and theft of fencing components is an ongoing challenge, as is the control of the closure of gates. The non closure of gates results in the entry of animals into the road reserve and then being trapped in a fenced corridor. The Provincial Department of Transport have introduced rangers to patrol the roads for the purpose of controlling stray animals.

(c) The N2 is considered to be a mobility road and the location of trading facilities should be considered with caution as it introduces additional turning movements with the associated reduction of the safe operation of this high speed mobility road. Such facilities are best located on lower speed access roads which operate under lower traffic volumes and speeds. Additionally it should be noted that trading on public and national roads are controlled under legislation.