###### National Assembly

###### Question Number: 334

**334. Mrs K Jooste (DA) to ask the Minister of Transport:**

(a) How are roving traffic hotspots coordinated, (b) what are the objectives of these roving hotspots, (c) (i) how many and (ii) where have these hotspots taken place in the past three financial years, (d) how are the successes or failures of these hotspots ascertained, (e) what were the successes and failures of each hotspot in each province and (f)(i) what are the lessons learnt from these hotspots and (ii) what has been implemented in each province as a result? NW353E.

**REPLY**

Reference must be made rather to Roving road blocks and not roving traffic Hotspots. The roving road blocks are also known as Mini Road side check points as opposed to fully fleshed road blocks with all the Road Traffic Signs displayed as prescribed in the Road Block Manual.

(a) The coordination of these roving road blocks is done within the provincial coordinating structures and Law Enforcement Technical Committee (LETCOM) to optimize the use and sharing of limited resources.

(b) The objectives of operations are to reduce road crashes and make road safe; target un-roadworthy vehicles and unfit drivers such as drunk drivers; and increase visibility of officers on the road.

(c) Number of Road blocks is (i) 74 382

(ii) The Road Blocks were conducted in all provinces.

(d) These operations are informed by the Road Traffic Intelligence report and situational analysis per area.

(e)Successes and failures are determined by number of crashes in the province, and number of arrests of drunk drivers.

(f) (i) Lesson learned is that there is a need for stronger coordination of joint operationsto be guided from national level and provincewith identified critical locations to be assisted through the deployment of the National Traffic Police resources from time to time.

(ii) Each province is currently establishing coordinating structures to plan and optimize coordination.