

FINAL

MOPANI DISTRICT MUNICIPALITY INTEGRATED TRANSPORT PLAN (ITP)

OCTOBER 2004



TITLE: MOPANI TRANSPORT PLANS

VOLUME 5: INTEGRATED TRANSPORT PLAN
OCTOBER 2004

Prepared for:

Mopani District Municipality
Private Bag X9687
GIYANI
0826

Prepared by:

Siyazi Joint Venture
PO Box 11182
BENDOR
0699

The Transport Plans for Mopani District Municipality comprise five volumes:

- a) Volume 1: Current Public Transport Records (CPTR) (prepared by Khanyisa, June 2003)
- b) Volume 2: Operating Licence Strategy (OLS) (prepared by Siyazi Joint Venture, April 2004)
- c) Volume 3: Rationalisation Plan (RATPLAN) (prepared by Siyazi Joint Venture, April 2004)
- d) Volume 4: Public Transport Plan (PTP) (prepared by Siyazi Joint Venture, October 2004)
- e) Volume 5: Integrated Transport Plan (ITP) (prepared by Siyazi Joint Venture, October 2004)

Terms of reference

The Siyazi Joint Venture was appointed by the Limpopo Province Department of Transport on 4 February 2004 to compile the Integrated Transport Plan (ITP). The Siyazi Joint Venture consists of the following companies:

- a) Siyazi Limpopo (Pty) Ltd that provides taxi-related input.
- b) Transport Economic Support Services (TESS) that provides bus-related input.
- c) Gaming for Future Enterprises that is involved with the financial analyses.

Although the Limpopo Province Department of Transport appointed the Siyazi Joint Venture it was stipulated that a strategy should be followed that would include all role players, with specific reference to the Mopani District Municipality. It was also necessary to ensure that this Integrated Transport Plan would comply with all Local, Provincial and National Government requirements.

**TABLED AT THE DEPARTMENT OF TRANSPORT IN POLOKWANE AND APPROVED
ON.....**

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Executive Summary

The following have already been prepared for the Mopani District Municipality Transport Plans:

- a) Current Public Transport Records (CPTR)
- b) Operating Licence Strategy (OLS).
- c) Rationalisation Plan
- d) Public Transport Plan.
- e) Integrated Transport Plan

The scope of and approach to the formulation of an ITP for the MDM area are based on the requirements by NLTTA, 22 of 2002, Part 7, Section 27 and the Government Notice 100 as discussed in Section 1.3 of this document. The scope of the work will cover the whole area of jurisdiction of the MDM.

Based on the “Integrated Transport Plan: Minimum Requirements in terms of the NLTTA”, the ITP for the MDM should contain the following topics:

- a) Chapter 1: Introduction
- b) Chapter 2: Land transport vision, goals and objectives
- c) Chapter 3: Land transport status quo
- d) Chapter 4: Spatial framework
- e) Chapter 5: Needs assessment
- f) Chapter 6: Public transport proposals
- g) Chapter 7: Private and freight transport proposals
- h) Chapter 8: Stakeholder consultation
- i) Chapter 9: Prioritised multi-modal transport proposals and implementation programme
- j) Chapter 10: Financial Implications

This ITP is based substantially on the CPTR, OLS, Rationalisation Plan and PTP, which were developed for the MDM.

The scope of the work covers the whole area of jurisdiction of the MDM. The four relevant local municipality areas covered are the –

- a) Greater Giyani Municipality;
- b) Greater Letaba Municipality;
- c) Greater Tzaneen Municipality; and
- d) Ba-Phalaborwa Municipality.

The ITP input as provided will be relevant for the period August 2004 to August 2005. To ensure a common transport system for the province, the Mopani District Municipality has adopted the same vision, goals and objectives for public transport as those indicated in the Limpopo Province Provincial Transport Strategy, namely *Limpopo in Motion*.

The vision statement of transport in the Limpopo Province as stated in the *Limpopo in Motion* document is to provide:

“AN INTEGRATED, SAFE, RELIABLE, EFFICIENT AND AFFORDABLE MULTIMODAL TRANSPORT SYSTEM THAT WOULD ENABLE THE OPTIMUM CREATION OF TIME AND PLACE UTILITY THROUGH MOBILITY”

Table Ex-1 provides a summary of the total cost of the MDM ITP, which can be broken down as follows:

- a) CPTR
- b) OLS
- c) Rationalisation Plan
- d) PTP
- e) ITP (Road network, Freight control and aviation projects).

TABLE Ex-1: SUMMARY OF THE TOTAL COST OF THE MDM ITP FOR THE FIVE-YEAR PERIOD	
ITEM	AMOUNT
a) CPTR	R 2 680 000
b) OLS	R28 151 153
c) Rationalisation Plan	R258 075 790
d) PTP	R74 190 000
e) ITP (Road network, Freight control and aviation projects)	R 18 300 000
TOTAL	R 381 396 943

Note: Table Ex-1 excludes all costs for construction and maintenance of roads that are national, provincial or district related.

To conclude the executive summary the following are recommended:

- a) That the MDM Transport Plans should be approved by all relevant structures and be included as part of the Integrated Development Plan of MDM.
- b) That the Limpopo Province MEC of Transport should approve the MDM Transport Plans.
- c) That financing should be obtained to facilitate the relevant projects of the MDM Transport Plans.
- d) That the implementation process should commence.
- e) That the necessary monitoring of projects should.

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ABBREVIATIONS

CBD:	CENTRAL BUSINESS DISTRICT
CPTR:	CURRENT PUBLIC TRANSPORT RECORD
MDM:	MOPANI DISTRICT MUNICIPALITY
MDTF:	MOPANI DISTRICT TRANSPORT FORUM
IDP:	INTEGRATED DEVELOPMENT PLAN
ITP:	INTEGRATED TRANSPORT PLAN
ITS:	INTEGRATED TRANSPORT SYSTEM
LDOs:	LAND DEVELOPMENT OBJECTIVES
LRTB:	LOCAL ROAD TRANSPORT BOARD (A FORMER INSTITUTION REPLACED BY OLB)
LTPS:	LAND TRANSPORT PERMIT SYSTEM
MSA:	MOVING SOUTH AFRICA
NDOT:	NATIONAL DEPARTMENT OF TRANSPORT
NLTTA:	NATIONAL LAND TRANSPORT TRANSITION ACT, ACT 22 OF 2000
OLB:	OPERATING LICENSING BOARD
OLS:	OPERATING LICENCE STRATEGY
PLTF:	PROVINCIAL LAND TRANSPORT FRAMEWORK
RAS:	REGISTRATION ADMINISTRATION SYSTEM
MDM:	MOPANI DISTRICT MUNICIPALITY
TPR2:	A NATIONAL PLANNING DOCUMENT TITLED: TRANSITIONAL INFORMATION REQUIREMENTS FOR PUBLIC TRANSPORT

1. INTRODUCTION

Chapter 1 elaborates on the following:

- a) Background
- b) Procedure for preparing the Integrated Transport Plan (ITP)
- c) Purpose of the Integrated Transport Plan
- d) Scope of the work, including the following:
 - i) Area under investigation
 - ii) Nature of services under investigation
 - iii) Authority responsible for the preparation of the ITP
 - iv) Period and date for the particular ITP.

1.1 Background

The following have already been prepared for the Mopani District Municipality Transport Plans:

- a) Current Public Transport Records (CPTR)
- b) Operating Licence Strategy (OLS).
- c) Rationalisation Plan
- d) Public Transport Plan.

Other plans and processes to be considered include –

- a) National Land Transport Strategic Framework;
- b) Provincial Land Transport Framework (PLTF);
- c) *Limpopo in Motion*;
- d) Integrated Development Plans (IDPs); and
- e) National and Provincial budgetary preparation.

1.2 Procedure for preparing the Integrated Transport Plan (ITP)

The ITP has to be prepared by the date determined by the MEC in terms of section 27(1) of the Act. After the submission of the ITP on this set date, the MEC has to determine the date for the submission of the subsequent ITP, in terms of section 27(1).

Every municipality required to do so by the MEC, must complete its ITP, consisting of at least the matters set out in section 27.

On completion of the ITP, the planning authority that prepared the ITP has to submit it to the MEC, in terms of section 27(1) of the Act.

Based on *Government Notice* No. 300: “Integrated Transport Plan: Minimum Requirements in terms of the National Land Transport Transition Act”, the ITP for MDM was prepared in order

to fulfil the minimum requirements for an ITP. This ITP will serve as input into the Mopani District Development Plan.

1.3 Purpose of the Integrated Transport Plan

The Act provides in section 27(2) that the ITP must formulate the planning authority's official vision, policy and objectives, consistent with the national and provincial policies, due regard being given to any relevant integrated development planning or land development objectives, and must at least:

- a) *specify the changes to the planning authority's land transport policies and strategies since the previous year's five-year plan;*
- b) *include a list that must –*
 - i) *show, in order of precedence, the projects and project segments to be carried out in that five-year period, and the cost of each project; and*
 - ii) *be prepared with due regard to relevant integrated development plans, and land development objectives set in terms of section 27 of the Development Facilitation Act, 1995 (Act 67 of 1995), or, where applicable, in terms of a law of the province;*
- c) *include all modes and infrastructure, including new or amended roads and commercial developments having an impact on the land transport system, and land transport aspects of airports and harbours;*
- d) *including the planning authority's public transport plan;*
- e) *set out a general strategy for travel demand management;*
- f) *set out a road and transport infrastructure provision, improvement and maintenance strategy; and*
- g) *set out a general strategy or plan for the movement of hazardous substances contemplated in section 2 (1) of the Hazardous Substances Act.*

In addition the requirements describe the principles for preparing an ITP as follows:

- a) *The plans must pay due attention to the development of rural areas;*
- b) *transport for special categories of passengers must receive special attention;*
- c) *the development of the ITP must take cognisance of the fact that rail is currently a national competency until devolved in terms of section 28 of the Act, and subsidised bus services are a provincial competency until devolved to transport authorities in terms of section 10(13)(f) of the Act;*
- d) *the ITP must be synchronised with other planning initiatives and it must indicate how it is integrated into the municipal integrated development plans, the development objective process and the municipal budgeting process;*
- e) *the preparation of the ITP must include the consultation and participation of interested and affected parties required for the preparation of the IDP in terms of Chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act, 2000 (Act No 32 of 2000).*

1.4 Scope of the work

The scope of and approach to the formulation of an ITP for the MDM area are based on the requirements by NLTTA, 22 of 2002, Part 7, Section 27 and the Government Notice 100 as discussed in Section 1.3 of this document. The scope of the work will cover the whole area of jurisdiction of the MDM.

Based on the “Integrated Transport Plan: Minimum Requirements in terms of the NLTTA”, the ITP for the MDM should contain the following topics:

- a) Chapter 1: Introduction
- b) Chapter 2: Land transport vision, goals and objectives
- c) Chapter 3: Land transport status quo
- d) Chapter 4: Spatial framework
- e) Chapter 5: Needs assessment
- f) Chapter 6: Public transport proposals
- g) Chapter 7: Private and freight transport proposals
- h) Chapter 8: Stakeholder consultation
- i) Chapter 9: Prioritised multi-modal transport proposals and implementation programme
- j) Chapter 10: Financial Implications

This ITP is based substantially on the CPTR, OLS, Rationalisation Plan and PTP, which were developed for the MDM.

The subsections below elaborate on the following:

- a) Area under consideration
- b) Authority responsible for the preparation of ITP
- c) Periods and date for the particular ITP.

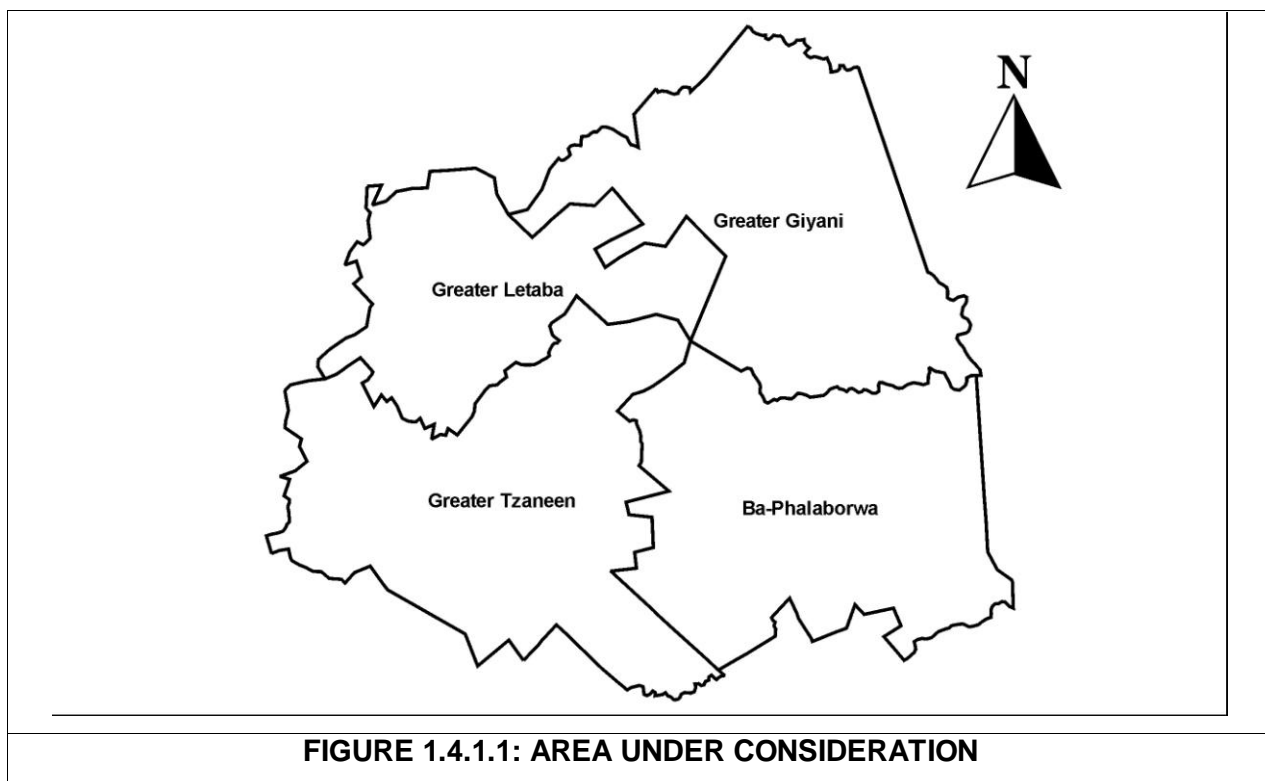
1.4.1 Area under consideration

The scope of the work covers the whole area of jurisdiction of the MDM. The four relevant local municipalities covered are the –

- a) Greater Giyani Municipality;
- b) Greater Letaba Municipality;
- c) Greater Tzaneen Municipality; and
- d) Ba-Phalaborwa Municipality.

None of the above-mentioned local municipalities has prepared or will prepare the PTP for its respective municipal area. Figure 1.4.1.1 indicates the location of the respective municipalities in the MDM.

The Mopani District's area of jurisdiction is situated in the north-eastern part of the Limpopo Province, approximately 170 km north-east of Polokwane.



1.4.2 Authority responsible for the preparation of the ITP

The MDM is the planning authority responsible for preparing the ITP for its entire area, but the local municipalities in the MDM take part in the process by means of a District Monitoring Committee, which has been established. The Limpopo Department of Transport is, however, the financier as well as the provincial co-ordinator of the PTP preparation process.

At provincial level a provincial Steering Committee was established which includes members of the respective district municipalities as well as representatives of the National Department of Transport.

1.4.3 Period and date for the particular ITP

The ITP input as provided will be relevant for the period August 2004 to August 2005.

2. LAND TRANSPORT VISION, GOALS AND OBJECTIVES

In order to ensure a common transport system for the province, the MDM adopted the same vision, goals and objectives in terms of transport as indicated in the Limpopo Province Provincial Transport Strategy, namely *Limpopo in Motion*. Detailed information can be obtained from the document *Limpopo in Motion*; this chapter only highlights a few of the important issues. Chapter 3 of the MDM OLS contains more information about the Policy Framework for the MDM area, while Chapter 4 of this report refers to the IDP input for the MDM and the respective local municipalities

It should be mentioned that, as this is the first ITP for the MDM area, it is not yet possible to review changes in terms of the vision, goals and objectives.

This chapter deals briefly with the vision statement, policy goals and objectives in order to obtain a brief understanding of the –

- a) Vision statement
- b) Policy goals
- c) Objectives.

2.1 Vision statement

The vision statement of transport in the Limpopo Province as stated in the *Limpopo in Motion* document, is to provide –

“AN INTEGRATED, SAFE, RELIABLE, EFFICIENT AND AFFORDABLE MULTI-MODAL TRANSPORT SYSTEM THAT WOULD ENABLE THE OPTIMUM CREATION OF TIME AND PLACE UTILITY THROUGH MOBILITY”

The vision statement of transport as stated in the National White Paper for Transport, is to –

“PROVIDE SAFE, RELIABLE, EFFECTIVE, EFFICIENT AND FULLY INTEGRATED TRANSPORT OPERATIONS AND INFRASTRUCTURE WHICH WILL BEST MEET THE NEEDS OF FREIGHT AND PASSENGER CUSTOMERS AT IMPROVING LEVELS OF SERVICE AND COST, IN A FASHION WHICH SUPPORTS GOVERNMENT STRATEGIES FOR ECONOMIC AND SOCIAL DEVELOPMENT WHILST BEING ENVIRONMENTALLY AND ECONOMICALLY SUSTAINABLE”

2.2 Policy goals

The goals of transport in the Limpopo Province as stated in the *Limpopo in Motion* document, are as follows:

- a) To develop, co-ordinate, implement and manage an integrated, multi-modal transport system
- b) To support the process of the democratisation, reconstruction and development of the province

- c) To act as a catalyst for social upliftment and economic growth
- d) To ensure that the system is balanced, equitable and non-discriminatory
- e) To ensure that the system is also reliable, effective, efficient, safe, accessible, affordable and environmentally friendly.

2.3 Objectives

The objectives of transport in the Limpopo Province, as stated in the *Limpopo in Motion* document, are as follows:

- a) To address issues and priorities for transport within the framework of social and economic reconstruction
- b) To provide an institutional framework within which transport can be directed optimally
- c) To provide a dependable, accountable, informative and transparent financial and administration system
- d) To manage transport effectively
- e) To ensure the regulation and control of transport
- f) To maintain sufficient, timely and effective traffic control and safety.

Some of the national strategic objectives for land transport in terms of public transport as stated in the “National Land Transport Strategic Framework 2002 to 2007” are as follows:

- a) To promote public transport over private transport
- b) To develop transport plans in all three tiers of government
- c) To promote transport authorities in selected municipalities
- d) To provide efficient and effective regulatory services through the provincial licensing board
- e) To have a safer public transport services for passengers
- f) To upgrade the selected public transport infrastructure
- g) To introduce appropriate information systems
- h) To formalise and regulate the taxi industry, and recapitalise the minibus-taxi fleet
- i) To provide all subsidised road-based passenger transport services in terms of tendered or negotiated contracts
- j) To introduce effective performance regulation for rail, and to clarify ownership and competition issues as they affect the three tiers of government.

3. LAND TRANSPORT STATUS QUO

The status quo of land transport is described in terms of –

- a) Public transport issues, including the following:
 - i) The Status Quo including the Current Public Transport Records (CPTR)
 - ii) Operating Licence Strategy analyses
 - iii) Rationalisation Plan
 - iv) Public Transport Plan.
- b) Private transport, freight movement and institutional structures

The subsections of this chapter elaborate on the above-mentioned.

3.1 Status quo of public transport

The subsection below elaborates on the following:

- a) Current Public Transport Records (CPTR)
- b) Operating Licence Strategy
- c) Rationalisation Plan
- d) Public Transport Plan.

3.1.1 Current Public Transport Records (CPTR)

This subsection contains the following information:

- a) Description and analysis of the results of the CPTR
- b) The description and use of major transport corridors and major facilities
- c) The incidence of public transport services operating in parallel to one another and competing for the same market
- d) Any significant regulatory issues and impediments.

3.1.1.1 Description and analysis of the results of the CPTR

Each district municipality, that is a planning authority, is responsible in terms of the National Land Transport Transition Act (Act 20 of 2000) for preparing a Current Public Transport Record (CPTR) for its entire area. Based on the *Government Gazette* published on 24 July 2002, the purpose of the CPTR is to provide a record of public transport services, facilities and infrastructure, which will constitute the basis for the development of the operating licensing strategies, rationalisation plans and integrated transport plans for the Mopani District Municipality.

The scope of the work for the Mopani District Municipality CPTR covers the whole area of jurisdiction of the Mopani District Municipality, which includes the four local municipal areas of the Greater Tzaneen Municipality; Greater Giyani Municipality; Ba-Phalaborwa Municipality; and Greater Letaba Municipality. The 2003 CPTR report contains two main sections, namely the process followed and the actual record of public transport. The elements of the process followed include consultation and liaison, site visits, surveys, database development, the capturing, dissemination and storage of data, and the preparation of the report.

The following role players were consulted as part of the preparation of the MDM-CPTR:

- a) Limpopo Province Department of Transport – Public Transport Division
- b) Limpopo Province Department of Transport – Registrar of Taxis
- c) Limpopo Province Department of Transport – Operating Licence Board
- d) Mopani District Municipality – Economic Development and Planning
- e) Local municipalities
- f) Bus industry
- g) Mopani District Transport Forum
- h) Local Transport Forums

Site visits were arranged to the different local public transport facilities, so that the study team could acquaint themselves with the conditions, circumstances, operational practices and all practical issues that would be essential for the planning process.

Once all the necessary arrangements and liaison had been completed, planning to execute the surveys commenced. The planning process was communicated and discussed with the MDM and with the role players in the relevant public transport industries. The surveys were executed in accordance with the Mopani District Municipality's Terms of Reference for the preparation of a Current Public Transport Record (February 2003). The following surveys were conducted:

- a) Facilities
- b) Routes determination
- c) Rank utilisation
- d) Route utilisation
- e) Waiting times.

A database was also compiled to assist with the interpretation of data. The CPTR report contains a summary of the information obtained from the Mopani District Municipality Current Public Transport Record (MDM-CPTR) Database. The purpose of the database was therefore to complement the report, reduce the thickness of the report and provide a tool that could easily be updated from time to time.

The MDM-CPTR report provides a summary of the information collected as part of the MDM-CPTR. It gives all stakeholders a view of what is involved in public transport in the MDM with regard to –

- a) facilities, and
- b) restricted capacity utilisation of ranks and routes.

No surveys were conducted on waiting times or on the queue lengths of passengers and vehicles. It was possible to obtain the following in terms of the CPTR findings:

- a) The facility surveys were conducted at taxi ranks, bus termini and train stations
- b) The facility surveys conducted indicated the following:
 - i) The MDM has a total of 60 taxi facilities of which more than 85% are informal
 - ii) There are 4 bus termini in the Mopani District Municipality
- c) The findings of the route surveys conducted were that there were 332 taxi routes in the Mopani District, of which 166 routes were inward and 166 outward routes
- d) The only message from the route utilisation analysis is that there is a vast oversupply of taxis on most routes in the MDM
- e) No route utilisation survey was done for the bus services
- f) No proper waiting-time surveys were conducted
- g) The route utilisation survey noted 1 217 taxi vehicles that provided services in the MDM area during the survey periods (06:00 to 9:00 and 15:00 to 18:00)
- h) No information was provided on the number of buses in operation on the subsidised routes in the MDM area
- i) No metered-taxi activities were observed in the MDM area
- j) No information was provided about the light delivery vehicles (LDVs) that are utilised for learner trips and were noted during the surveys on the routes
- k) No information was provided about the donkey-carts used as a transport mode on the routes in the MDM area.

It is important to take note of the following in terms of the CPTR recommendations:

The recommendation made, as part of the MDM-CPTR was very broad and consisted of the following:

“The lack of basic infrastructure to accommodate the provision of basic needs in the taxi ranks, especially informal ones, poses a serious problem. The infrastructures that are most needed in these taxi ranks are toilets, shelters and seats. Also important is water for drinking and even for the washing of taxis. 90 % of taxi ranks, turn-around points and pick up points identified and investigated, are on natural ground, i.e. not paved. The roads to villages are only gravel. The maintenance on the taxis using those route lines becomes very uneconomical. It was furthermore recommended that shelters be erected in all taxi ranks, both formal and informal.”

To conclude this section Figure 3.1.1.1.1 indicates the distribution of taxi facilities in the MDM area.

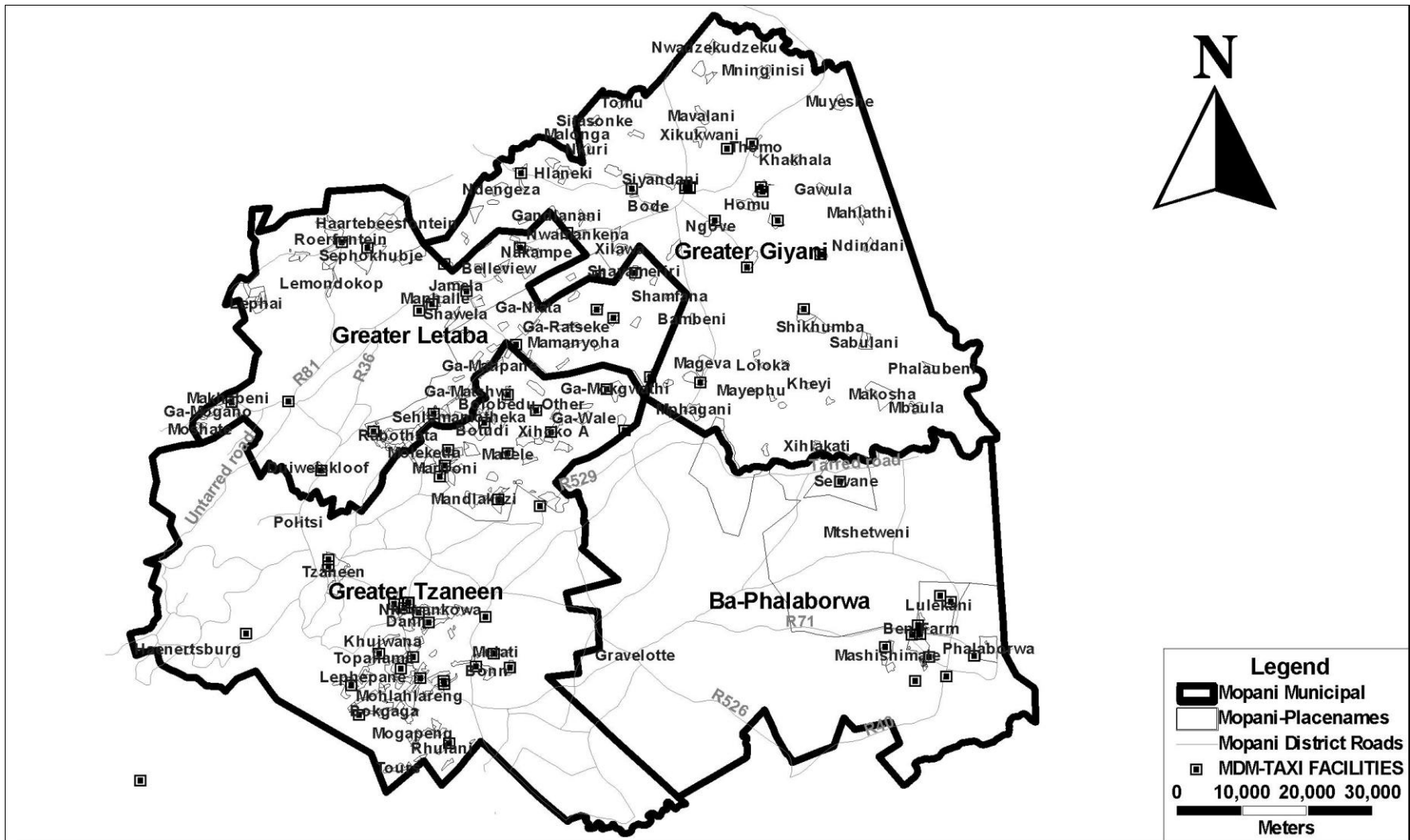


FIGURE 3.1.1.1.1: DISTRIBUTION OF PUBLIC TRANSPORT FACILITIES IN THE MDM AREA

3.1.1.2 The description and use of transport corridors and major facilities

The subsections below elaborate on the following:

- a) Major public transport corridors
- b) Major public transport facilities.

3.1.1.2.1 Major public transport corridors

Table 3.1.1.2.1.1 indicates the major corridor routes, as obtained from the MDM-CPTR.

TABLE 3.1.1.2.1.1: MAJOR CORRIDOR ROUTES IN MDM	
CORRIDOR	DESCRIPTION
a) Tzaneen to Nkowankowa and Lenyenye	Along Road R36 south-west of Tzaneen through Nkowankowa up to Lenyenye
b) Tzaneen to Boyne	Along Road R71 west of Tzaneen up to Boyne which extends to Polokwane
c) Tzaneen to Modjadjiskloof	Along Road R36 north-west of Tzaneen heading north to Modjadjiskloof
d) Tzaneen to Nwamitwa	Along a road east of Tzaneen that extends to Road R529
e) Giyani to Mooketsi	Along Road R81 south of Giyani up to Mooketsi
f) Modjadjiskloof to Ga-Kgapane	Along Road R36 north of Modjadjiskloof and turning right on a tarred road to Ga-Kgapane
g) Phalaborwa to Lulekani	Along Road R71 to the west of Phalaborwa and turning right along Road R40 to Lulekani
h) Giyani to Malamulele	Along Road R81
i) Giyani to Bungeni	Along Road R81 south of Giyani and turning right along Road R578 to Bungeni
j) Nkowankowa to Letsitele	From Nkowankowa through east of the township to Letsitele
k) Giyani to Letsitele	Along Road R81 south of Giyani, turning left along Road R529 heading south to Letsitele
l) Giyani to Motupa	Along Road R81 south of Giyani, turning left at Lebaka Cross straight to Ga-Motupa
m) Modjadjiskloof to Giyani	Along Road R36 north of Modjadjiskloof, turning right along Road R81 heading north towards Giyani
n) Ga-Kgapane to Mokwakwaila	From Ga-Kgapane heading north along the villages through to Mokwakwaila
o) Phalaborwa to Namakgale	From Phalaborwa heading west along Road R71 and turning left in to Namakgale

3.1.1.2.2 Major public transport facilities

Section 3.1 indicates that there is a lack of facilities for public transport operators, as more than 85% of taxi facilities in the MDM area are informal. The following figures illustrate the state of the ranks in the MDM area:

- a) 51,0 % of taxi facilities are on-street facilities
- b) 85,2% of taxi facilities are informal facilities
- c) 7,4% of taxi facilities have lighting
- d) 16,0% of taxi facilities are paved
- e) 9,9 % of taxi facilities have public telephones
- f) 2,5% of taxi facilities have offices
- g) 14,8 % of taxi facilities have shelters
- h) 14,8 % of taxi facilities has ablution blocks.

Table 3.1.1.2.2.1 indicates the major public transport facilities in the MDM area, as identified by means of the MDM-CPTR.

TABLE 3.1.1.2.2.1: MAJOR PUBLIC TRANSPORT FACILITIES IN THE MDM		
FACILITY NAME	STATUS: FORMAL/INFORMAL	FACILITY ID NUMBER
a) TZANEEN PICK 'N PAY	FORMAL	L-F0023M
b) TZANEEN SANLAM CENTRE	FORMAL	L-F0024M
c) PHALABORWA TAXI RANK	FORMAL	L-F0034M
d) MODJADJISKLOOF TAXI RANK	FORMAL	L-F0036M
e) GIYANI SHOPRITE TAXI RANK	FORMAL	L-F0047M
f) GIYANI SPAR TAXI RANK	FORMAL	L-F0048M
g) GIYANI SCORE TAXI RANK	FORMAL	L-F0049M
h) RITA TAXI RANK	INFORMAL	L-F0020M

The MDM-CPTR contains a full list of the public transport facilities in the MDM area together with the relevant CPTR-ID number for each facility.

3.1.1.3 The incidence of public transport services operating in parallel

Parallel services are services that operate during similar times and are of comparable quality and cost to the passenger, serving passengers of whom the majority has the same origin and destination. Where more than one mode makes up the parallel service, transfer between modes should be integrated and not be time-consuming.

From the MDM Rationalisation Plan it was determined that there was no real duplication of routes in the MDM, although competition among operators was fierce in certain areas especially between the Great North Transport and Risaba Bus Services and that this competition stems from the condition of the buses currently used by the operators. Great North Transport uses new buses but the Risaba Bus Services uses old buses. The shortage of

buses that the Risaba Bus Service is currently experiencing, also means that passengers prefer to walk over to the Great North Transport routes in order to travel on its buses.

Table 3.1.1.3.1 indicates four (4) Subsidised Bus Operators as part of the MDM-CPTR.

TABLE 3.1.1.3.1: SUBSIDISED BUS OPERATORS IN THE MDM		
Operator	Area of Operations	Vehicles
a) Great North Transport	Giyani	32
b) Great North Transport	Tzaneen	64
c) Matole Bus Service	Kgapane / Modjadjiskloof / Mokwawkwaila	16
d) Risaba Bus Service	Nkowankowa / Tzaneen	8

The following is a summary of routes where there is competition:

- a) Nkowankowa to Tzaneen
- b) Julesburg to Tzaneen
- c) Mamitwa to Tzaneen.

Based on the Rationalisation Plan it is not really necessary to rationalise these routes, as the present competition will be eliminated once the negotiated contracts have been entered into.

3.1.1.4 Any significant regulatory issues and impediments

In terms of significant regulatory issues and impediments, the following are relevant:

- a) Poor law enforcement in terms of operating licences and also the lack of transport-related by-laws including the rank management mechanisms that should be provided by government
- b) “Suitcase” permits are still in circulation because so far the routes have been verified but not yet the vehicles. Although the total number of permits as well as “suitcase” permits is known it is not possible to link “suitcase” permits as well as radius-based permits to specific routes. It is recommended that a process for vehicle verification should be conducted as soon as possible. This would greatly assist the Registrar as well as the Operating Licence Board in future
- c) Route colour coding for taxis together with the relevant law enforcement with scanners should be implemented as soon as possible to ensure peace and stability in the minibus-taxi industry in the MDM area
- d) When operating licences are awarded, careful consideration should be given to ensure that the starting point of the proposed route-based operating licence is the same as the existing radius-based permit, unless the taxi industry together with the community recommends otherwise
- e) The metered-taxi industry is not formalised at local municipality level.

The taxi industry requires that the Operating Licence Board should not issue more operating licences to individual operators belonging to a specific taxi association, than the maximum specified by that particular taxi association.

3.1.2 Operational aspects (Operating Licensing Strategy)

The Mopani District Municipality (MDM) commenced the formulation of its first Operating Licensing Strategy (OLS) in February 2004, as required in terms of the National Land Transport Transition Act, 2000, Part 7, section 24.

The purpose of the OLS was to present a strategy, which would enable the MDM to provide structured and informed responses to the operating licence applications referred to it by both the Limpopo Operating Licensing Board, and to achieve a balance between the effective and efficient supply and utilisation of public transport. This would constitute the basis for the development of the Rationalisation Plan, Public Transport Plan and finally the Integrated Transport Plan.

The scope of the work covered the whole area of jurisdiction of the MDM. Over and above the aspects set out in the guidelines on the preparation of the OLS, it was regarded as important that the following aspects should also receive specific attention as part of the formulation of an OLS for the MDM:

- a) The focus of the first OLS should be on the taxi and bus operations
- b) Attention would be given to an overarching framework for public transport service provision in the MDM
- c) The policy framework would endeavour to take into account the effect of changes in land use, resulting in additional public transport routes or facilities
- d) Capacity and capacity utilisation per route should be analysed,
- e) Commercial and tendered contracts for the provision of bus services would be taken into account
- f) Utilisation of the dispute resolution mechanisms developed in MDM. The MOPANI District Transport Forum (MDTF) would be important in terms of the liaison process
- g) The general participation, buy-in and co-operation of the Taxi Associations and the MDTF
- h) The availability of resources for the effective implementation of the OLS, as well as law enforcement, would be addressed,
- i) Effective liaison with the Operating Licence Board of the Limpopo Province would be addressed as one of the key strategies
- j) Criteria for the disposal of operating licence applications should be identified jointly with the MDM to ensure that the strategy would be based on tangible and realistic considerations
- k) The conditions for the issuance of Operating Licences would be given specific attention, e.g. the age of a vehicle and the taxi recapitalisation project.

Based on the “NLTTA: TPR 5: Operating Licensing Strategy, April 2001” the Mopani OLS contains the following:

- a) Chapter 1: Introduction
- b) Chapter 2: Analysis of the Public Transport System
- c) Chapter 3: Policy Framework
- d) Chapter 4: Restructuring, Interventions, Conditions and Evaluations
- e) Chapter 5: Law Enforcement
- f) Chapter 6: Stakeholder consultation, liaison with the Operating Licence Board and liaison with Neighbouring Planning Authorities
- g) Chapter 7: Prioritised proposals and implementation programme
- h) Chapter 8: Financial Implications.

The Mopani District Transport Forum (MDTF) was the backbone of the consultation process. The Limpopo Province Operating Licence Board as well as the Registrar of Taxis was represented during the consultation process.

The MDM-CPTR has only a limited amount of information available about route utilisation, rank utilisation and waiting times. Based on the available information as well as the observed route utilisation patterns in other district municipalities in the Limpopo Province it was, however, possible to recommend that no new operating licences should be awarded in the MDM area for the period from 1 April 2004 to 31 March 2005, after which the situation should be reviewed again based on the new CPTR information obtained. It should be noted moreover that whenever an application for an operating licence is made for a specific route in the Mopani District Municipality and the recommendation for the application has to be considered, the necessary surveys should be conducted by the District Municipality on all routes for which there is insufficient information available. These include route utilisation, rank utilisation and waiting-time surveys. The relevant recommendation could therefore be reviewed if there is clear evidence from the surveys that the operating conditions on that route would justify issuing an operating licence based on the conditions and evaluations made in Chapter 4 as part of the Operating Licence Strategy.

It is also extremely important in the short term to transfer existing operators who do have operating licences to routes that may be undersupplied with transport services, instead of issuing licences to new operators. Such transfers should, however, be made with great care and after extensive consultation. To conclude this section it is extremely important to realise that this is the first OLS to be prepared for the MDM and therefore it will not be perfect, but it would serve as excellent starting point that could be updated on an annual basis.

3.1.3 Rationalisation Plan

The Rationalisation Plan provided for –

- a) passenger satisfaction
- b) minimised competition between subsidised operators
- c) guidelines on negotiated contracts

- d) recommended routes and timetables
- e) an implementation programme and a costing exercise for the implementation of the plan.

The end result of the MDM Rationalisation Plan led to a regulated, safe, affordable and reliable service in the area. The focus was on subsidised bus operations, which could be regulated and controlled by the Limpopo Department of Transport.

In general the Rationalisation Plan addresses possible route duplications, competition among subsidised operators and future negotiated contracts. Proposed changes to existing routes and timetables were addressed by proposing different options to eliminate future inefficiencies.

The impact of the Rationalisation Plan on the various modes of transport will be minimal as the operators have a good understanding of subsidised bus services. There are also operators of non-subsidised bus services, scholar services and mainline operators and taxis. Each transport mode has a role to play in the greater transport network.

No major obstacles are foreseen with the implementation of the Rationalisation Plan, except for the financial implications arising from the implementation. It is essential to obtain funding from all role players at National, Provincial as well as district level.

Passenger satisfaction will and is the core around which transport plans should be designed. The Rationalisation Plan bare this in mind. When negotiated contracts become implemented, the following advantages to passengers will come into effect: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases can be addressed.

The following provides a summary of the recommendations:

- a) With regard to carrying capacity, it is recommended that all vehicles to be used in the negotiated contracts should be standard 65-seater buses. At present some operators make use of midi (35-seater buses) in their vehicle fleet. Bearing the future taxi recapitalisation project in mind and the possibility of competition between buses and taxis, it would be wise not to create future competition but to minimise it to an acceptable level
- b) It is recommended that the layout of the Policy on Services Provision, the existing policies (National NLTTA 22 of 2000 and Limpopo in Motion) should be adopted as a short-term policy
- c) That the incorporation of the taxi recapitalisation project into existing bus operations should be addressed in the long term
- d) That the Rationalisation Plan should provide a framework for future negotiated contracts with existing subsidised and non-subsidised operations. The framework was based on the existing specifications laid down by the National Department of Transport
- e) That when negotiated contracts become implemented, passengers should gain the following advantages: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases could be addressed

- f) Five contracts were identified for negotiation purposes in the MDM area. Phalaborwa operations were included in the cost exercise. Table 3.1.3.1 provides a summary of the proposed negotiated contracts for the MDM District

TABLE 3.1.3.1: SUMMARY OF PROPOSED NEGOTIATED CONTRACTS						
Operator	Existing vehicles	Proposed vehicles	Variance	Existing kilometres	Proposed kilometres	Variance
GNT - Tzaneen	67	64	-3	186 810	177 554	-9 256
GNT - Giyani	32	32	0	135 624	131 426	-4 198
GNT - Phalaborwa	32	29	-3	93 732	71 195	-22 537
Mathole	15	16	1	38 151	38 151	0
Risaba	5	9	4	10 894	17 957	7 063
Total	151	150	-1	465 211	436 283	-28 928

- g) Table 3.1.3.2 summarises the existing subsidies received per annum per operator

TABLE 3.1.3.2: EXISTING SUBSIDIES RECEIVED PER ANNUM PER OPERATOR	
OPERATOR	SUBSIDY PER ANNUM (R)
GNT Giyani	R3 320 094
GNT Tzaneen	R16 145 005
GNT Phalaborwa	R0
Mathole Bus Service	R360 000
Risaba Bus Service	R781 574
TOTAL	R20 606 673

- h) Table 3.1.3.3 summarises the proposed cost per annum per operator

TABLE 3.1.3.3: SUMMARY OF PROPOSED COST PER ANNUM PER OPERATOR				
OPERATOR	PROPOSED CONTRACT AMOUNT	EXISTING SUBSIDY RECEIVED	VARIANCE	RATE PER KM
GNT Giyani	R12 605 800	R3 320 094	-R9 285 706	R7,99
GNT Tzaneen	R20 924 558	R16 145 005	-R4 779 553	R9,82
GNT Phalaborwa	R8 180 275	R0	-R8 180 275	R9,57
Mathole Bus Service	R5 818 925	R360 000	-R5 458 925	R12,71
Risaba Bus Service	R3 315 600	R781 574	-R2 534 026	R15,38
TOTAL	R50 845 158	R20 606 673	-R30 238 485	R9,71

- i) It is estimated that the rationalisation of routes, plus the implementation of negotiated contracts, would cost the Limpopo Department of Transport approximately R30,2 million per annum more than is currently the case for the MDM
- j) The restructuring of Great North Transport would address the Giyani, Tzaneen, Modjadjiskloof and Phalaborwa areas. The Risaba Bus Service would be the only operator left that would still need to be addressed
- k) The negative variance can be ascribed to the following:
 - i) Phalaborwa operations not presently subsidised (R8,1 million)
 - ii) Risaba bus services and Giyani operations have a shortage of vehicles (R11,7 million)
- l) The high rate per kilometre of R15,38 for the Risaba Bus Service is mainly due to the low average kilometres operated per bus per month, namely 1 995 km, compared to an average of 2 908 km per month for all operators, as well as the relatively short distances operated per trip.

3.1.4 Public Transport Plan (PTP)

The basis of the Mopani District Municipality (MDM) Public Transport Plan (PTP) is in line with the National Land Transport Transition Act 22 of 2002, *Limpopo in Motion* as well as the Integrated Development Plans of the MDM area.

It was necessary to prepare a PTP for Mopani District Municipality (MDM) in order to ensure accessible, reliable and violence-free public transport in the area.

A planning approach was followed that –

- a) focuses on essential matters for any particular area
- b) has to be unique for any particular area
- c) gives priority to matters where planning can be transformed into delivery within a reasonable time frame
- d) is developed incrementally; and
- e) is reviewed annually.

The planning document TPR7 describes the purpose of a PTP as follows:

“Generally, a PTP is considered as the mechanism by which an authority can plan for, develop, manage, integrate and promote public transport.

The scope and approach towards the formulation of a PTP for the MDM are based on the requirements set out in the NLTTA, Act 22 of 2002, Part 7, section 26. Based on the “National Transport Planning Guidelines and Requirements for the Implementation of NLTTA (Preparation of the Public Transport Plan)” the MDM-PTP should contain the following areas or topics:

- a) Chapter 1: Introduction

- b) Chapter 2: Public Transport vision, goals and objectives
- c) Chapter 3: Public transport status quo (CPTR)
- d) Chapter 4: Operational aspects (RATPLAN and OLS)
- e) Chapter 5: Transport and land-use integration
- f) Chapter 6: Broad public transport strategy
- g) Chapter 7: Specific public transport strategies
- h) Chapter 8: Plan of action and projects
- i) Chapter 9: Funding

The scope of the work for the PTP covered the whole area of jurisdiction of the MDM. The four relevant local municipalities covered are the –

- a) Greater Giyani Municipality
- b) Greater Letaba Municipality
- c) Greater Tzaneen Municipality; and
- d) Ba-Phalaborwa Municipality.

The various input items provided for the PTP would be relevant for the period from April 2004 to April 2005.

The PTP was prepared in context with the –

- a) Limpopo Province Spatial Rationale
- b) Integrated Development Plan (IDP)
- c) Provincial Land Transport Framework (PLTF)
- d) Rural Transport Strategy for South Africa.

Broad strategies were identified for the MDM PTP. The implementation of these broad strategies requires the formulation of specific public transport strategies. The following specific strategies were prepared for the MDM:

- a) Measures to promote public transport
- b) The needs of persons with disabilities
- c) The needs of learners
- d) Modal integration
- e) Fare systems for public transport.

It should be mentioned that this is only the first PTP to be prepared and over time more detailed and specific strategies could be developed. Each of the strategies contain the following:

- a) Brief assessment of the status quo
- b) Brief summary of relevant national and provincial strategies
- c) Specific principles and objectives to be achieved
- d) The proposed strategy (including the approach and focus areas)
- e) Plan of action (short-term and long-term), including specific projects.

The philosophy should be to concentrate on infrastructure related to public transport for the first five years of operation and on providing the by-laws. After that it would be possible to focus on the other issues.

3.2 Private, freight movement and institutional structures

The following are the major roads in the MDM area in terms of private and freight transport:

- a) Road R71 from Polokwane to Tzaneen
- b) Road R81 from Polokwane to Giyani
- c) Road R36 from N1 at Bandelierskop through Soekmekaar to Tzaneen
- d) Road R36 from Tzaneen to Ohrigstad
- e) Road R71 from Gravelotte to Phalaborwa
- f) Road R526 from Tzaneen to Hoedspruit
- g) Road R529 from Road R36 between Tzaneen & Trichardtsdal to Letsitele
- h) Road D1267 from Letsitele via Nkambako to Giyani
- i) Road R530 from Phalaborwa to Hoedspruit
- j) Road R578 from Giyani via Elim to N1 Road.

The subsections below elaborate on the status quo of the following:

- a) Private transport
- b) Freight movement
- c) Transport of hazardous substances
- d) Institutional structures.

3.2.1 Private transport

The highest concentration of private transport currently occurs in the vicinity of all the respective local municipalities in the MDM area as well as on the main corridor routes as shown in Table 3.1.1.2.1 of this report.

No up-to-date detailed traffic-related information is currently available about the traffic patterns in the MDM area, and therefore it is not possible to comment on the volume of traffic in this area.

3.2.2 Freight movements

The highest percentage of freight movement occurs on the major corridor routes in the MDM area, namely:

- a) Road R71 from Polokwane to Tzaneen
- b) Road R81 from Polokwane to Giyani
- c) Road R36 from N1 at Bandelierskop through Soekmekaar to Tzaneen
- d) Road R36 from Tzaneen to Ohrigstad

- e) Road R71 from Gravelotte to Phalaborwa
- f) Road R526 from Tzaneen to Hoedspruit
- g) Road R529 from Road R36 between Tzaneen & Trichardtsdal to Letsitele
- h) Road D1267 from Letsitele via Nkambako to Giyani
- i) Road R530 from Phalaborwa to Hoedspruit
- j) Road R578 from Giyani via Elim to N1 Road.

Though there are no specific up-to-date figures on freight volumes at present, it is essential to protect the road infrastructure against overloading. Consequently the necessary law enforcement should be conducted.

To conclude this section, it is important to note that the Limpopo Province Department of Transport prepared a provincial Freight Transport Strategy in April 2002.

The following were identified as regulatory issues that required attention:

- a) Inadequate parking facilities in towns
- b) Hijackings
- c) Speed limits that are too low cause driver fatigue
- d) Control over the roadworthiness of vehicles
- e) Traffic officials who are not familiar with the relevant legislation
- f) Inadequate calibration of weighbridges.

The following points were identified as possible Truck Inn facilities in MDM, as part of the Limpopo Freight Transport Strategy:

- a) Point 17: Mooketsi Shopping Centre
- b) Point 18: Tzaneen Short Distance Terminus
- c) Point 19: Tzaneen Long Distance Terminus
- d) Point 20 Phalaborwa Transport Terminus
- e) Point 21 Namakgale Transfer Point

The following traffic control centres is currently located in the MDM:

- a) Tzaneen/Mooketsi Traffic Control Centre that is located on Road R81 between Polokwane and Mojadjiskloof, 80 km from Polokwane and classified as a B-grade Station.

3.2.3 Transport of hazardous substances

There is currently no provincial or local strategy for the transport of hazardous substances.

3.2.4 Institutional structures

The following role players are relevant:

- a) National Department of Transport (bus subsidies)
- b) South African National Roads Agency Limited (national roads)
- c) Limpopo Department of Transport (planning, subsidies, traffic control)
- d) Roads Agency Limpopo (provincial roads)
- e) MDM District Municipality
- f) Local Municipalities.

The following are relevant in terms of the responsibility of authorities:

- a) The NLTTA came into effect in December 2000 without Part 7 (Transport Planning), as the Regulations had not yet been prepared for enactment
- b) Part 7 of the NLLTA came into effect on 1 June 2002. The Provincial Land Transport Framework and Current Public Transport Record Regulations were gazetted on 24 July 2002. The completion date was set for 31 December 2002 but was later extended by MINCOM to 31 March 2003, as a result of non-compliance
- c) The OLS, RATPLAN, PTP and ITP requirements were gazetted on 1 August 2003, and are currently aimed at completion by 31 October 2004 in order to ensure that these items are included as the transport sectoral component in the IDP review process scheduled for October 2004
- d) All the above-mentioned were work-shopped and published by the national Department of Transport for comments prior to enactment
- e) Transport should be integrated with land use to inform and be informed by the Spatial Development Framework
- f) Transport Plans are the responsibility of the District Municipalities, but Local Municipalities may assist as set out in the requirements. The plans should be submitted to the MEC for approval, and to the Minister for approval of the rail component (section 28 of the NLTTA). All plans should, however, be submitted to the Minister for noting the progress made
- g) Future funding for planning and implementation will be based on the project proposals as approved for ITP/IDP approvals
- h) All District Municipalities are planning authorities based on the Act, therefore there is no need for the transport authority to undertake the transport-planning function. Public transport is a municipal function based in the Constitution (Act 108 of 1996) and the NLTTA
- i) The District Municipality is responsible for the planning whereas the local municipality is responsible for the infrastructure. However, this division of responsibilities does not prevent the District Municipality from allocating funds to the local municipality to develop infrastructure
- j) The District Municipality is responsible for obtaining comments on the submission of operating licences. However, it is extremely important that the local transport forums should be requested to give their comments so that proper consultation is ensured.

4. SPATIAL FRAMEWORK

This section of the report contains the strategies and procedures to ensure integrated land-use and transport planning. The main aim is to fulfil the requirements of the Act. The focus was therefore on the following:

- a) Densification
- b) Infilling
- c) Mixed land-use.

The above-mentioned factors are the underlying elements that would support the transport system in the MDM area. In order to promote the integration of land-use and transport, the strategies of the ITP were formulated in a fashion that would support the development of existing corridors and nodes. The ITP was therefore prepared in context with the following:

- a) Limpopo Province Spatial Rationale
- b) Integrated Development Plans (IDP)
- c) Provincial Land Transport Framework (PLTF)
- d) Rural Transport Strategy for South Africa.

As this is the first ITP, it was not necessary to review the spatial framework.

4.1 Limpopo Province Spatial Rationale

Pieterse Du Toit & Associates had updated the Limpopo Province Spatial Rationale during 2002. Their report includes but is not limited to the following issues in terms of the spatial rationale in the Limpopo Province:

- a) Roads
- b) Agriculture
- c) Electricity
- d) Water
- e) Housing.

4.2 Integrated Development Plans

This section of the report contains the information obtained from the IDP, as prepared for the Mopani District Municipality.

4.2.1 Mopani District Municipality Integrated Development Plan

The transport-related output in terms of the MDM is shown in Table 4.2.1.1. This output comprises the overarching strategies for the district and is therefore fairly broad. It is important to note that although roads are addressed as part of the MDM IDP, not enough emphasis is placed on public transport. It is therefore crucial to ensure that public transport is included in the next IDP for the MDM.

TABLE 4.2.1.1: TRANSPORT-RELATED DISTRICT STRATEGIES INDICATED AS PART OF THE MDM IDP

Project Type	Action Plan Envisaged								Responsible Agency	Total Capital Investment (Rm)
	2002/03		2003/04		2004/05		2005/06			
	Output Targets	Capital (RM)	Output Targets	Capital (Rm)	Output Targets	Capital (Rm)	Output Targets	Capital (Rm)		
Improvement of the district roads infrastructure	a) Rehabilitation of priority roads b) Repair and reseal of district roads c) Re-gravelling	71,34	a) Rehabilitation of roads b) Repair and resealing c) Re-gravelling	3,5	a) Rehabilitation b) Repair & resealing c) Upgrading d) Re-gravelling		a) Rehabilitation b) Repair & resealing c) Upgrading d) Re-gravelling		NPRA	74,84

4.2.1 Mopani Local Municipalities Integrated Development Plans

The major source of information about transport for the respective local municipalities was the Integrated Development Plans (IDPs) of the respective local municipalities. Tables 4.2.2.1 to 4.2.2.3 show the transport-related local strategies or projects indicated as part of the IDP respectively for the:

- a) Greater Tzaneen Municipality
- b) Greater Giyani Municipality; and
- c) Ba-Phalaborwa Municipality.

No information related to public transport was available for the Greater Letaba Local Municipality.

TABLE 4.2.2.1: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE GREATER TZANEEN LOCAL MUNICIPALITY IDP

a) Roads and Streets	i) Roads and streets are largely inaccessible ii) Stormwater causes damage
b) Transport and Taxi Ranks	i) Inadequate space ii) Taxi violence iii) Ineffective placement of taxi ranks

Working objectives have been formulated with a view to achieving the development goals of the municipality. The following are relevant:

The establishment of sustainable, convenient and safe transportation routes through the construction and rehabilitation of roads and street infrastructure in the Greater Tzaneen Municipality by 2007

Strategy A: Enter into formal partnership with Mopani District Council and Northern Province Roads Agency regarding the construction, rehabilitation and maintenance of roads within the Greater Tzaneen Municipality not later than 2002

Strategy B: Allocate appropriate and recurring resources for construction, rehabilitation and maintenance of those roads and street infrastructure which are the responsibility of the Municipality, by 2007

Strategy C: Investigate, design and implement a stormwater management system to sustain roads and streets in the Greater Tzaneen Municipality which are the responsibility of the Council, by 2007

TABLE 4.2.2.2: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE GREATER GIYANI LOCAL MUNICIPALITY IDP

Working objectives have been formulated with a view to achieving the development goals of the municipality. The following are relevant:

- a) To establish and maintain safe, accessible and sustainable transportation routes for people and goods throughout the Greater Giyani Municipality by the systematic construction, upgrading and maintenance of roads and streets on an ongoing basis.

The following are specific strategies:

- a) To make a detailed inventory of roads, streets, stormwater systems and bridges to be upgraded by end of December 2002
- b) To achieve an effective and sustainable working relationship with Public Works, NPRA and the Mopani District Municipality in respect of the construction, rehabilitation and maintenance of roads within the Greater Giyani Municipality by October 2002
- c) To co-ordinate business plans for road projects by the end of June 2003
- d) To identify and co-ordinate the available resources for development by end of December 2002 and to maintain the roads and streets within the Greater Giyani Municipality area as an ongoing process
- e) To design and systematically introduce appropriate stormwater management systems to protect the road and street networks from erosion and damage, by September 2002 (ongoing basis)
- f) To construct new roads and bridges linking all villages found in one ward for easy access to the public transportation of people and goods by 2005 to ensure the construction of access roads leading to all community graveyards by June 2004
- g) To co-ordinate with Limpopo Roads Agency, Mopani and the Department of Transport the construction of roads that connect Giyani and other municipalities, such as Ba-Phalaborwa and Thulamela
- h) To co-ordinate the roads linked to tourist targets e.g. Mariyeta, Baleni and the Kruger National Park, and the naming of roads and streets.

TABLE 4.2.2.3: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE BA-PHALABORWA LOCAL MUNICIPALITY IDP

Ba-Phalaborwa would like to achieve the following:

- a) Support transport corridors
- b) Develop integrated mass transit passenger systems
- c) Address backlogs in transport services
- d) Provide effective public transport.

Working objectives have been formulated with a view to achieving the development goals of the municipality. The following are relevant:

The following working objectives have been formulated with a view to achieving the development goals of Ba-Phalaborwa Municipality.

The establishment of sustainable, convenient and safe transportation routes through the construction and rehabilitation of roads and street infrastructure within the Ba-Phalaborwa Municipality area by 2005.

ROADS, STREETS, BRIDGES AND STORMWATER STRATEGIES:

Strategy A: Enter into formal partnerships with Mopani District Council and Limpopo Province Roads Agency regarding the construction, rehabilitation and maintenance of roads within the Ba-Phalaborwa Municipality.

Strategy B: Allocate appropriate and recurring resources for the construction, rehabilitation and maintenance of those roads and street infrastructure, which are the responsibility of the Municipality.

Strategy C: Investigate, design and implement a stormwater management system to maintain roads and streets in the Ba-Phalaborwa.

4.3 Provincial land transport framework

As mentioned earlier in this report, the document *Limpopo in Motion* constitutes the transport strategy for the Limpopo Province. It follows the transport framework contained in the White Paper on Provincial Transport Policy. The main objective of this document is to provide a framework to transform the approved policy statements into strategy objectives, mission statements and detailed operational strategies to be implemented. *Limpopo in Motion* is a document approved by all the role players in transport in the Limpopo Province.

The ITP was prepared strictly in line with the transport framework of the Limpopo Province, namely *Limpopo in Motion*.

It is important to note that although the Limpopo Province Provincial Land Transport Framework exists, it is currently outdated and not ready for use since it was prepared in 1999.

5. NEEDS ASSESSMENT

The minimum requirements for the preparation of an ITP state that the needs assessment as part of the PTP, has to be reviewed together with the existing and future land-use frameworks and that all modes and facilities be considered. Chapter 4 describes the issues relating to spatial and land use.

The needs assessment done as part of the PTP can be defined in terms of the following:

- a) Measures to promote public transport
- b) The needs of persons with disabilities
- c) The needs of learners
- d) Modal integration
- e) Fare systems for public transport.

The subsections of the report elaborate briefly on the above-mentioned.

5.1 Measures to promote public transport

The Mopani Transport Forum is a good means of bringing all public transport stakeholders together. At the forum, everyone concerned has an opportunity to make an input into promoting the public transport system in the MDM area.

It is, however, extremely important to note that there are not efficient structures in place for the government officials at various levels to communicate with one another, and to ensure that the plans are implemented by the various levels of government.

The following are some measures intended to promote public transport:

- a) The provision of adequate public transport infrastructure, facilities and services
- b) The increased utilisation of public transport services
- c) The improvement of the image and acceptability of public transport, including
 - i) service quality and reliability;
 - ii) safety and security; and
 - iii) affordability.
- d) The integration of transport and land-use in a way that will enhance the accessibility and utilisation of public transport
- e) A higher priority to public transport than to private transport
- f) The marketing of public transport services in general; for example by publishing information about routes, tariffs and timetables
- g) Training, skills development and capacity building in the public transport industry
- h) Modal integration.

5.2 The needs of persons with disabilities

Based on the information obtained from the Mopani District Municipality CPTR, the current public transport system does not seem to be user-friendly for disabled persons. The general lack of public transport infrastructure in the area is the main reason for this problem. It may even be stated that there are basically no public transport facilities available for disabled persons in the area.

The following are the specific principles and objectives that have to be achieved as part of the development of a strategy for addressing the needs of persons with disabilities:

- a) Proper information systems and communication structures (before and during the journey)
- b) Specialist transport services (e.g. dial-a-ride type services)
- c) The design of vehicles/rolling stock so as to allow for people with disabilities (special and normal vehicles)
- d) Special care during the design of public transport facilities, including ablution facilities
- e) Ensuring access to public transport facilities and vehicles for the mobility impaired
- f) Creating institutional and financial opportunities.

5.3 The needs of learners

At present there is no official public transport system for learners in the MDM area. These learners go to school on foot or by public transport, private transport, private school buses or privately arranged special transport. It is important to note that there is no subsidised public transport service for learners in the MDM area, although the learners may make use of subsidised transport for workers.

The principles and objectives for the transportation of learners in the MDM as input into the Mopani District PTP are as follows:

- a) To make transport for learners affordable and subsidise it to a certain extent
- b) To make public transport accessible
- c) To enable learners to reach the educational institution on time
- d) To implement and maintain non-motorised transport for learners
- e) To limit to less than 5 kilometres the distance learners have to walk to and from school
- f) To provide safe, reliable and affordable transport for learners
- g) To provide comfortable transport (to a lesser extent).

5.4 Modal integration

Modal integration is defined as the integration of some or all of the different public transport modes (mainly the minibus-taxi, bus and train modes) into the public transport system. These modes should be integrated in a way that would allow them to operate as a seamlessly co-ordinated public transport system, while providing an effective, efficient and affordable service

to the user. The integration of public transport modes with other modes, such as the private motorcar, bicycle, metered taxi, tourist services or walking should also receive attention.

The CPTR input into the MDM area contains a full report of the existing public transport system in the MDM area. In general there is a lack of public transport facilities in the area and the existing public transport facilities are in an extremely poor condition. There are currently two main modes of public transport in the MDM area, namely buses and taxis. Learners in the rural areas generally walk to reach a destination, and so do many of the people in the villages close to major commercial nodes.

The MDM area is geographically well served by bus and taxi routes but these public transport routes are not necessarily well managed and maintained. The existing socio-economic circumstances of the local people calls into question their ability to pay for transport, which is a far more important issue than the availability of public transport in the area.

Furthermore the vehicles tend to be in poor condition, making them unsafe and unreliable. The lack of law enforcement means that a large percentage of public transport operators operate illegally without the required operating licences.

The primary elements considered for the modal integration process include the following:

- a) Integrated network of routes
- b) Integrated schedules (timetables)
- c) Integrated transfer facilities
- d) Integrated ticketing
- e) Integrated tariff structures
- f) Integrated information systems.

Such integration could only be achieved if the following supports the modal integration strategy:

- a) Legislation (including provincial legislation and / or regulations or by-laws)
- b) Funding (including preference for providing financial assistance to modal integrated services and facilities, the involvement of the private sector and financial incentives)
- c) Proper planning processes at provincial as well as local government level (including the PTP and planning guidelines)
- d) Institutional structures that are in place (including modal integration committees)
- e) The necessary implementation and monitoring (including pilot projects, a phased approach where preference is given to high-impact and low-cost projects)
- f) Regulation and control (including the formalisation of the taxi industry and the regulation of all modes of public transport, with suitable law enforcement)
- g) Consultation, marketing and training (including a marketing strategy and ensuring that all role players are suitably informed and supportive)
- h) Guidelines, norms and standards (including conforming with certain standards and provincial guidelines)

- i) The necessary implementation, monitoring and evaluation (including pilot projects, a phased approach where preference is given to high-impact and low-cost projects).

5.5 Fare systems for public transport.

The fare system for the taxi industry is at present generally inconsistent, because the rates (fares/trips) are based on estimates instead of facts. For this reason, some of the passengers pay more and others pay less for the transport service provided to them.

The aim for the next five years in the MDM area should be to unite the taxi industry by means of a co-operative for the Mopani District, as this would ensure consistent and business-oriented rates in the future. It is important for the taxi industry to develop a standard rate based on a fare per kilometre, to eliminate irregularities. The co-operative could also implement a ticketing system for daily commuters, to make it easy for the government to subsidise the taxi passengers.

The bus industry is fairly organised because it consists of official business units. The gap between the bus and taxi industry is too large at this stage to unite the parties and to ensure a uniform price structure.

In concluding this section, it is also important that the Operating Licence Strategy as well as the RatPlan should be implemented to ensure the following:

- a) Peace and order
- b) A subsidised public transport system.

6. PUBLIC TRANSPORT PROPOSALS

The chapter contains the following:

- a) Broad public transport strategy for the MDM
- b) Public transport proposals.

The subsections below elaborate on the above-mentioned.

6.1 Broad public transport strategy for the MDM

The broad public transport strategies for the Mopani District Municipality PTP are as follows:

- a) Enhance accessibility to and the use of public transport through planning to ensure that the different modes of transport are integrated and co-ordinated
- b) Enhance the effective functioning of the MDM area, including the rural areas, through planning transport services and infrastructure in the context of the Integrated Development Plan as well as Land Development Objectives
- c) Direct economic activity, mixed land-use and high-density residential development into high utilisation public transport corridors that would connect development nodes, and discourage the urban sprawl that tends to make public services inadequate
- d) Give priority to infilling and densification along public transport corridors
- e) Give higher priority to public transport than to private transport and discourage the use of private vehicles by means of Travel Demand Management
- f) Enhance accessibility to public transport for persons with disabilities
- g) Minimise harm to the environment.

6.2 Public transport proposals

Chapter 9 contains details of specific public transport projects. This particular section of this chapter will, however, elaborate on the public transport proposals for the following:

- a) Operating Licence Strategy
- b) Rationalisation Plan
- c) Public Transport Plan.

6.2.1 Operating Licence Strategy

The following public transport proposals are made in terms of the OLS in the MDM:

- a) The Operating Licence Strategy should be accepted and approved by all the role players and be implemented by means of a facilitation process
- b) The Operating Licence Strategy should be updated on an annual basis
- c) The Provincial Department of Transport should uplift and build the capacity of the local

provincial offices in the respective district municipal areas, in order to stabilise public transport in the area and to make itself accessible to the local role players in public transport, for the following purposes:

- i) Aiding the general process of applying for operating licences
 - ii) Assisting with the elimination of illegal operators on existing routes
 - iii) Granting operating licences for the recommended additional routes
 - iv) Granting special operating licences for public transport to funerals, functions, etc.
 - v) Facilitating the replacement of vehicles.
-
- d) The law enforcement strategy, including dedicated operating-licence inspectors, should be implemented to ensure peace and stability in the area
 - e) Taxi co-operatives should be formed and maintained to benefit the local community and ensure local black economic empowerment
 - f) A route colour coding system for taxis should be implemented and maintained
 - g) Local as well as district transport forums should be maintained to ensure proper communication with all stakeholders
 - h) The skills of rank management members should be developed in order to empower the management members
 - i) The process of vehicle verification should be introduced and maintained in order to eliminate illegal taxi operations.

6.2.2 Rationalisation Plan

The following public transport proposals are made in terms of the Rationalisation Plan for the MDM:

- a) With regard to carrying capacity, it is recommended that all vehicles to be used in the negotiated contracts should be standard 65-seater buses. At present some operators make use of midi (35-seater buses) in their vehicle fleet. Bearing the future taxi recapitalisation project in mind and the possibility of competition between buses and taxis, it would be wise not to create future competition but to minimise it to an acceptable level.
- b) It is recommended that the layout of the Policy on Services Provision, the existing policies (National NLTTA 22 of 2000 and Limpopo in Motion) should be adopted as a short-term policy
- c) that the incorporation of the taxi recapitalisation project into existing bus operation should be addressed in the long term
- d) that the Rationalisation Plan should provide a framework for future negotiated contracts with existing subsidised and non-subsidised operations. The framework was based on the existing specifications laid down by the National Department of Transport
- e) that when negotiated contracts become implemented, passengers should gain the following advantages: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases could be addressed.

6.2.3 Public Transport Plan

The public transport proposals for the PTP are expressed in terms of the following:

- a) Measures to promote public transport
- b) The needs of persons with disabilities
- c) The needs of learners
- d) Modal integration
- e) Fare systems for public transport.

The subsequent sections of the report elaborate briefly on the above-mentioned.

6.2.3.1 Measures to promote public transport

The following are some specific projects that could be implemented in order to promote public transport in the MDM area:

- a) Provide multi-modal public transport facilities at the main nodes of commercial activities in the respective local municipalities
- b) Provide public transport transfer facilities along the respective corridors and at other strategic points
- c) Provide loading and off-loading facilities for public transport at strategic points in the villages
- d) Support the Arrive Alive campaigns organised by the national and provincial governments
- e) Provide a subsidised bus transport service for all worker groups
- f) Provide the required public transport facilities at major job providers
- g) Maintain the MDTF and build the capacity of the role players attending the forum
- h) Support the taxi recapitalisation project initiated by the National Government
- i) Implement route colour-coding at provincial level
- j) Train public transport drivers as well as operators and administrators
- k) In the long term, develop and improve the public transport facilities in rural areas.

6.2.3.2 The needs of persons with disabilities

The following recommendations are relevant for the short-term plan of action:

- a) That in the course of time a standard checklist should be drawn up of time of the items that persons with disabilities require at public transport facilities
- b) That all new public transport facilities to be developed in the MDM area should incorporate facilities for persons with disabilities
- c) That the provision of public transport facilities for persons with disabilities should be prioritised as a target for the most critical wards, as indicated in Table 7.2.2.1 of the MDM-PTP.

It is generally accepted that it is not possible to change overnight the status quo of the facilities available for persons with disabilities, and therefore provision should be made in the long term. Transport operators and the municipality should gear themselves to transport persons with disabilities in future. The provision of such transport would also be a business opportunity for previously disadvantaged individuals in the MDM area.

6.2.3.3 The needs of learners

Due to financial constraints and the magnitude of the issue it is extremely difficult to find specific solutions that would have an immediate impact on the transport of learners in the short term. The most practical solutions to the issues of learner transport would be the following:

- a) To initiate non-motorised projects jointly with the Limpopo Province Department of Transport as well as the national Department of Transport in the respective villages
- b) The taxi industry should organise itself to ensure that its members could make use of opportunities when private institutions approach them for transport of learners. The co-operative principle would be ideal for this purpose
- c) A special effort should be made to link up with the local representatives of the education sector, since this is not just a transport-related issue
- d) Operators that transport learners should be formalised.

To conclude, learner transport could only be addressed effectively if the necessary infrastructure were provided. The emphasis should be on providing the necessary public transport infrastructure in the short term.

6.2.3.4 Modal integration

In terms of modal integration, the following proposals are made:

- a) To promote subsidised transport in the areas which currently does not receive any public transport subsidies
- b) To ensure the effective functioning of the MDTF as this would ensure the inclusion of all the relevant role players
- c) To develop by-laws together with the Mopani District Municipality in order to ensure a stable and safe environment
- d) To develop the public transport networks in the respective main commercial nodes and also determine an architectural theme that would be relevant for the MDM area
- e) To develop multi-modal public transport facilities, transfer facilities and loading and off-loading facilities in villages. Table B-1 of Appendix B of the PTP report provides a summary of infrastructure as well as the type of ancillary facilities required for public transport in the MDM area, arranged in order of importance
- f) To create an atmosphere that would benefit the implementation of the National Government Recapitalisation project

- g) To support the Limpopo Province Department of Transport to implement route colour-coding for taxis.
- h) To provide a transport system that would be user-friendly for tourists, with specific reference to the 2010 Soccer World Cup.

6.2.3.5 Fare systems for public transport.

A strategy should be formulated that would unite the taxi industry by creating a district co-operative within the next five years. After that it would be possible to initiate consultation with other role players, such as the bus industry, in order to negotiate an equitable fare system.

After unification it would be possible to initiate a consultation process with the other non-taxi role players.

7. INTEGRATED TRANSPORT SYSTEM (PUBLIC TRANSPORT, PRIVATE TRANSPORT AND FREIGHT PROPOSALS)

This chapter elaborates on the following:

- a) General description of the proposed integrated transport system
- b) Major public transport roads
- c) The provision, improvements and maintenance of roads
- d) Transport of hazardous substances.
- e) 2010 Soccer World Cup and tourism.

7.1 General description of the proposed integrated transport system

The users of the proposed transport system in the MDM area need a reliable, safe and adequate transport system. The public transport system should form the backbone of the proposed integrated transport system. The transport system should create an atmosphere for workers that would be conducive to higher productivity and economic growth. However, it is important that the proposed transport system should cater for private vehicles, freight movement and the transport of workers as well as shoppers, learners and people with disabilities.

The proposed strategy should therefore concentrate on the provision of an integrated road network. In order to provide an integrated road network it is necessary to distinguish between the three different categories of roads.

The first category of roads is the roads provided as part of the Central Business Districts (CBDs) of the four respective local municipalities in the MDM. The CBDs are the main commercial areas, and are also the main nodes where passengers and vehicle movement are concentrated in the MDM area. The respective CBDs of the MDM are –

- a) Greater Giyani Municipality
- b) Greater Letaba Municipality
- c) Greater Tzaneen Municipality; and
- d) Ba-Phalaborwa Municipality.

The second category of roads in terms of the provision of public transport is the corridor routes that link the respective main commercial nodes with one another as well as with the residential nodes, including villages. Table 3.1.1.2.1 indicates the major corridor routes that serve the above-mentioned CBDs, and Figure A-1 of Appendix A of this report contains a map of the road network as well as showing the locality of the respective main nodes in the MDM area. The second category of roads would also be utilised by private vehicles and freight movement.

The following corridors in the MDM have national or provincial importance:

- a) Road R71 from Polokwane to Tzaneen
- b) Road R81 from Polokwane to Giyani

- c) Road R36 from N1 at Bandelierskop through Soekmekaar to Tzaneen
- d) Road R36 from Tzaneen to Ohrigstad
- e) Road R71 from Gravelotte to Phalaborwa
- f) Road R526 from Tzaneen to Hoedspruit
- g) Road R529 from Road R36 between Tzaneen & Trichardsdal to Letsitele
- h) Road D1267 from Letsitele via Nkambako to Giyani
- i) Road R530 from Phalaborwa to Hoedspruit
- j) Road R578 from Giyani via Elim to N1 Road.

The third category of roads is the routes for private as well as public transport and related activities in the residential areas, including the villages. Currently there are only minimal public transport facilities to cater for all the above-mentioned public transport requirements. Based on these considerations it is clear that three areas should be developed as part of a future multi-modal integrated transport system:

- a) Main nodes in terms of commercial activities
- b) Major corridor routes
- c) Transport routes in residential areas, including the villages.

The next subsection elaborates on the three areas mentioned above.

7.1.1 Main nodes in terms of commercial activities

The respective Central Business Districts of the MDM are the –

- a) Greater Giyani Municipality
- b) Greater Letaba Municipality
- c) Greater Tzaneen Municipality; and
- d) Ba-Phalaborwa Municipality.

A holistic approach should be taken that would include all role players in transport, such as operators, hawkers and private vehicle users, as well as businesses in the MDM area, in order to develop the public transport facilities at the main nodes.

It is extremely important to develop the road network in the respective CBDs of the respective main commercial nodes in the following fashion:

- a) Public transport routes should be developed as part of the integrated transport network of the CBD for the specific node together with the associated facilities
- b) The necessary traffic impact studies should be conducted to develop the relevant public transport systems where required
- c) Pedestrian movements on these public transport routes should be managed properly
- d) The principles of travel demand should be incorporated into the planning.

In view of the above-mentioned factors, it is extremely important for public transport to provide integrated multi-modal public transport facilities at the main commercial nodes in the MDM, as

mentioned above. This does not imply that all the public transport facilities should be located at one specific site but it is essential to link the facilities in a practical, sensible and feasible way. In conclusion, the multi-modal facility should make provision for the following:

- a) Local taxis
- b) Long-distance taxis
- c) Local buses
- d) Long-distance buses
- e) Metered taxis
- f) Hawkers.

7.1.2 Major corridor routes strategic points

Public transport is the main mode of transport on the major corridor routes in the MDM area. Most of the existing corridor routes are not currently designed to accommodate public transport. In view of this design issue, the following are typical elements that should be included in the public transport system at other strategic points along corridors:

- a) All major public transport facilities should be located as close as possible to the main accessible roads
- b) The workers would be responsible for getting to the closest public transport facility on the main road in the vicinity of their homes, from which point the workers would be transported to and from work
- c) Public transport facilities on these routes should not belong to the individuals but to the government
- d) Special care should be taken at the public transport facilities to ensure that pedestrians can cross the roads safely
- e) Public transport transfer facilities should also serve all major towns related to the corridor in the region
- f) The feeder modes to public transport facilities from the respective workers' homes could include buses, taxis, private vehicles, bicycles or walking
- g) Commercial developments that generally go hand in hand with public transport facilities should be allowed and hawkers should be accommodated on part of the facilities
- h) Lay-byes could be provided at the major job providers, with restricted hawker-related activities. The facilities should only allow the loading and off-loading of passengers and not include ranks or terminals for parking the public transport vehicles
- i) The aim should be for all facilities related to public transport to have the same theme and architectural design, as this would create an atmosphere of unity for public transport in the MDM area.

In the provision of future public transport facilities, it should be noted that although no detailed study on the rail mode has been conducted for the MDM area, the provision of a commuter rail line would be inadvisable in the short term, for the following reasons:

- a) As already indicated, the volume of passengers is extremely low

- b) Such a rail service would have an extremely negative impact on the local bus and taxi industries, in particular on local black economic empowerment.

It is important to note that the corridor routes would also be utilised to accommodate private vehicles, freight movement as well as the transport of hazardous substances. These varied uses imply that a good quality road, which promotes proper road safety, should be provided.

7.1.3 Transport routes in the villages

These roads are predominantly utilised by private and public transport vehicles.

Special attention should be given to providing public transport facilities on the rural roads in the MDM area. Such provision refers specifically to shelter at loading and off-loading facilities. The design criteria for these roads should not be the number of vehicle trips but the number of person trips.

To conclude this section, it is essential that all public transport-related facilities should be provided on government property so that they can be properly managed and controlled.

Section 7.1 clearly indicates the importance of providing proper roads for public transport. If the public transport routes are well maintained and developed, private vehicles would have sufficient access to the main commercial areas and freight could be accommodated in an organised fashion.

7.2 Major public transport roads

Public transport in the MDM area is concentrated along the main roads. Passengers often have to walk from their homes to the main roads because there is no public transport inside the residential areas and the villages. However, it should be noted that there is a higher concentration of public transport in the following areas:

- a) Nwamitwa area
- b) Nkowankowa area
- c) Lulekani area
- d) Burgersdorp area
- e) Ga-Kgapane area
- f) Lenyenye area

Public transport in the MDM is concentrated in the villages and residential areas in the morning and the early hours of the afternoon. It is important to note that it is difficult for people to travel from one village to another using public transport at certain times of the day (e.g. travelling from Magoebaskloof Hotel to Boyne, as all the taxis come from Tzaneen and they are usually full). Private vehicles usually meet the need for this type of trip. The type of trip for public transport in the MDM is mostly from home to town in the mornings, and vice versa in the afternoons.

From a public transport perspective it is important to maintain the main public transport routes. Table 7.2.1 indicates the roads carrying high volumes of public transport.

TABLE 7.2.1: MAJOR PUBLIC TRANSPORT CORRIDOR ROUTES IN THE MDM	
CORRIDOR	DESCRIPTION
Road Number	Description
Road R36	Between Tzaneen and Burgersdorp
Road R36	Between Tzaneen and Mooketsi
Road R81	Between Maphalle and Giyani
Road R81	Between Giyani and Malamulele
Road R578	Between Bode and Babangu
Road R529	Between T-junction with Road R81 and Nkambako
Road D3180	Between Mohlabaneng and Bodupe
Road D1350	Between Tzaneen and Ga-Motupa
Road D5011	Between Nkowankowa and Letsitele
Road D447	Between Road R36 T-junction and Ga-Moraka
Road D4424	Between Lulekani and Phalaborwa
Road D3790	Between Namakgale and Phalaborwa

7.3 Provision, improvement and ownership of roads

The road network in the MDM area consist of the following categories:

- a) National roads
- b) Provincial roads
- c) District roads
- d) Local roads.

The ownership of other roads are not as clearly defined in the MDM. The Roads Agency Limpopo (Pty) Ltd is currently addressing the issue of road ownership, although the issue is complicated and also related to political considerations. Until the report on road ownership has been completed, it will not be possible to provide information related to road ownership as part of the MDM ITP. Figure B-2 of Appendix B of this report, however, contains a graphic presentation of the proposed road ownership for Roads Agency Limpopo (Pty) Ltd as recently advertised.

The sections below elaborate on the respective categories of roads.

7.3.1 National roads

There are currently no national roads in the Mopani District Municipality.

Table 7.3.1.1, however, lists the provincial roads that might be transferred to the South African National Roads Agency in future.

TABLE 7.3.1.1: PROPOSED PROVINCIAL ROADS TO BE TRANSFERRED TO SANRAL IN THE MDM			
Road Number	Description	Phase	Proposed Transfer Date of the Road
Road R71	Polokwane to Tzaneen	1	January 2006
Road R36	Tzaneen to Soekmekaar	1	October 2005
Road R36	Tzaneen to Ohrigstad	2	October 2006
Road R81	Polokwane to Giyani	1	February 2006
Road R81	Giyani to Road R525	3	August 2008
Road 526	Tzaneen to Mita	3	November 2008
Road R71	Gravelotte to Phalaborwa	3	September 2008
Road R40	Phalaborwa to Mita	3	October 2008
Road R529	Giyani to Road R36 between Tzaneen & Ohrigstad	2	October 2006
Road R578	Giyani via Elim to join N1 Road	2	September 2006
Road R71	Polokwane to Tzaneen	1	January 2006
Road R36	Tzaneen to Soekmekaar	1	October 2005
Road R36	Tzaneen to Ohrigstad	2	October 2006
Road R81	Polokwane to Giyani	1	February 2006

7.3.2 Provincial roads

The provincial roads in Limpopo, with specific reference to the MDM, are managed through the Roads Agency Limpopo (Pty) Ltd. These provincial roads also include the roads with numbers that start with a “D”. Table B-1 of Appendix B of this report indicates a list of roads for which the Roads Agency Limpopo is currently responsible.

7.3.3 District roads

None of the existing roads in the MDM currently belongs to the MDM. There is a possibility, however, that some of the roads may in future be transferred to the MDM, as mentioned above.

7.3.4 Local roads

Local Municipalities in the MDM are responsible for the maintenance of all the internal roads in the residential areas and villages. These internal roads do not have specific road numbers currently.

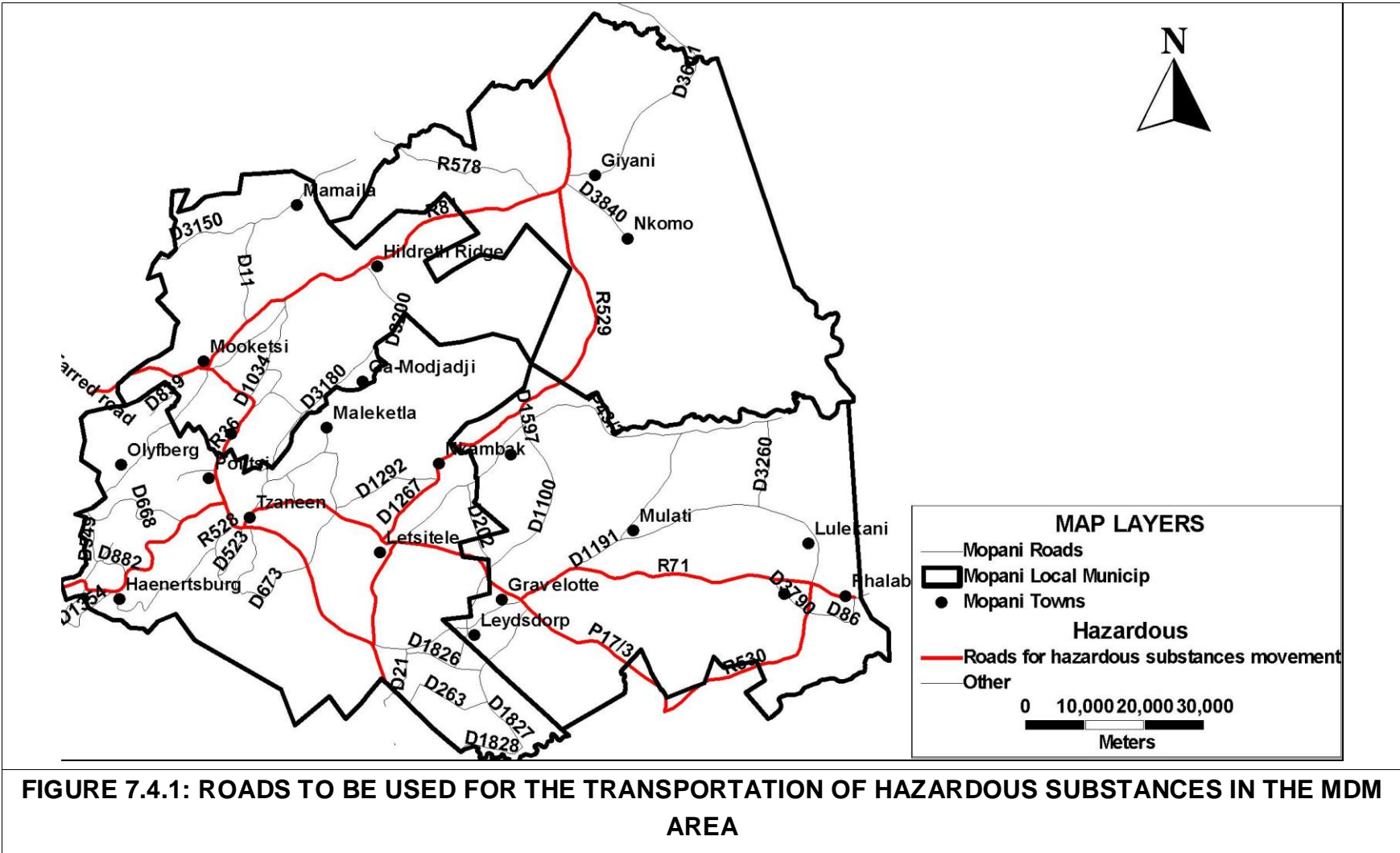
7.4 TRANSPORT OF HAZARDOUS SUBSTANCES

Hazardous substances should be transported along the major roads, but such transport should be kept to a minimum in towns and major residential areas. The recommended roads to be used are summarised is shown in Table 7.4.

TABLE 7.4 RECOMMENDED ROADS TO BE USED FOR THE TRANSPORTATION OF HAZARDOUS SUBSTANCES IN THE MDM	
Road Number	Description
Road R71	From Polokwane to Tzaneen
Road R81	Between Polokwane and Giyani
Road R36	From N1 Road through Soekmekaar to Tzaneen
Road R36	From Tzaneen to Ohrigstad
Road R526	From Tzaneen to Mica
Road R71	From Gravelotte to Phalaborwa
Road R529	From Road R36 between Tzaneen and Trichardtsdal to Giyani
Road R530	From Hoedspruit to Phalaborwa

To conclude, it is important to note that at times it is necessary to transport certain hazardous substances to the main commercial areas in MDM. Such hazardous substances refer specifically to fuel, diesel and gas.

Figure 7.4.1 indicates a graphical presentation of the roads to be used for the transport of hazardous substances in the MDM area.



7.5 2010 SOCCER WORLD CUP AND TOURISM

With the right to host the Soccer World Cup in 2010 now safely in the bag, it is estimated that the country will receive around 300 000 visitors per week during the tournament, with more than quarter of this people expected to reach Limpopo Province. It was indicated that the main soccer field to be used in the Limpopo Province would be in Polokwane, but Seshego, Thohoyandou and Giyani Stadiums would be used as training fields. It is important to note that Polokwane will be the center of attraction in the Limpopo Province in terms of 2010 Soccer World Cup main events, and it would only be Capricorn District Municipality that would experience drastic changes in traffic related patterns with specific reference to matches

Tourism has been identified as one of the three economic pillars in the Limpopo Province, and it is expected that it would benefit from this tournament. The Mopani District Municipality is one of the main tourists destination in the Limpopo province, and therefore would expect a higher volume of tourists.

It is important to provide a proper public transport system as well as proper roads network linking the tourist destinations, accommodations, training fields, as well as the main field in Polokwane. Public transport stakeholders should form a proper operation system to cater for the tourist in order for the public transport industry to benefit economically from the tournament, and also to restrict high traffic volumes due to private vehicle usages. The following are important in terms of public transport for the 2010 Soccer World Cup and tourism in the MDM area:

- a) Proper public transport system in the main commercial nodes
- b) Proper taxi vehicles (obtainable through Recapitalisation process)
- c) Proper luxury public transport
- d) Driver training to work with the tourists

The above-mentioned is further evidence for the need of a Taxi Co-operative in the MDM area. It is also important to note that all the roads relevant to tourism should be upgraded and maintained. The most important roads in terms of 2010 Soccer World Cup and tourism in the MDM are:

- a) Road R71 from Polokwane to Tzaneen
- b) Road R528 from Haenertsburg to Tzaneen
- c) Road R526 from Gravelotte to Mica
- d) Road R71 from Tzaneen to Phalaborwa gate
- e) Road R36 from Tzaneen to Ohrigstad.

Some of the tourist destinations in the MDM include:

- a) Kruger National Park
- b) Modjadji - Place for the Queen of Rain
- c) Magoebaskloof Mountain Adventure

- d) Nature Reserves
- e) Nature Conservation Sites
- f) Eiland Holiday Resort
- g) Etc.

8. STAKEHOLDER CONSULTATION

It was necessary to make use of the Mopani District Transport Forum (MDTF) in order to facilitate public participation in the transport-planning process. All public participation in the field of transport takes place via the MDTF, which serves as a platform where all transport stakeholders can participate in and give their input into transport-related issues.

The forum's main objective is to provide an ongoing mechanism through which the relevant role players can participate collectively. Some pertinent objectives for the forum are to –

- a) serve as a means for people at grassroots level to communicate with the local municipalities about issues relating to transport
- b) be inclusive
- c) involve all transport sectors in the area (through proper communication structures)
- d) unite the public transport industry in the area
- e) identify transport needs and monitor the implementation of measures to meet these needs, by means of:
 - i) being part of the planning and operational process in the area
 - ii) being part of the process for making policy and drafting legislation
 - iii) ensuring peace and stability in the area by means of conflict resolution
 - iv) developing the skills of participants, and creating an effective forum
 - v) improving transport in general
 - vi) ensuring safe road conditions by enforcing adherence to traffic rules and regulations.
- f) implement the NTTT recommendations.

It is important to note that the District Transport Forum is used as a basic planning platform to ensure uniformity in the district. It will become extremely important in future for local municipalities to have active transport forums so that the transport plans can be implemented.

In addition to consultation with the MDTF, further detailed discussions were conducted on an ad hoc basis with some of the key players. The input of the various role players appears in the various sections of the OLS for the MDM.

Figure 8.1 indicates the overall communication structure apart from the forum that was used to prepare the MDM-OLS. Table 8.1 provides a more detailed description of the respective role players.

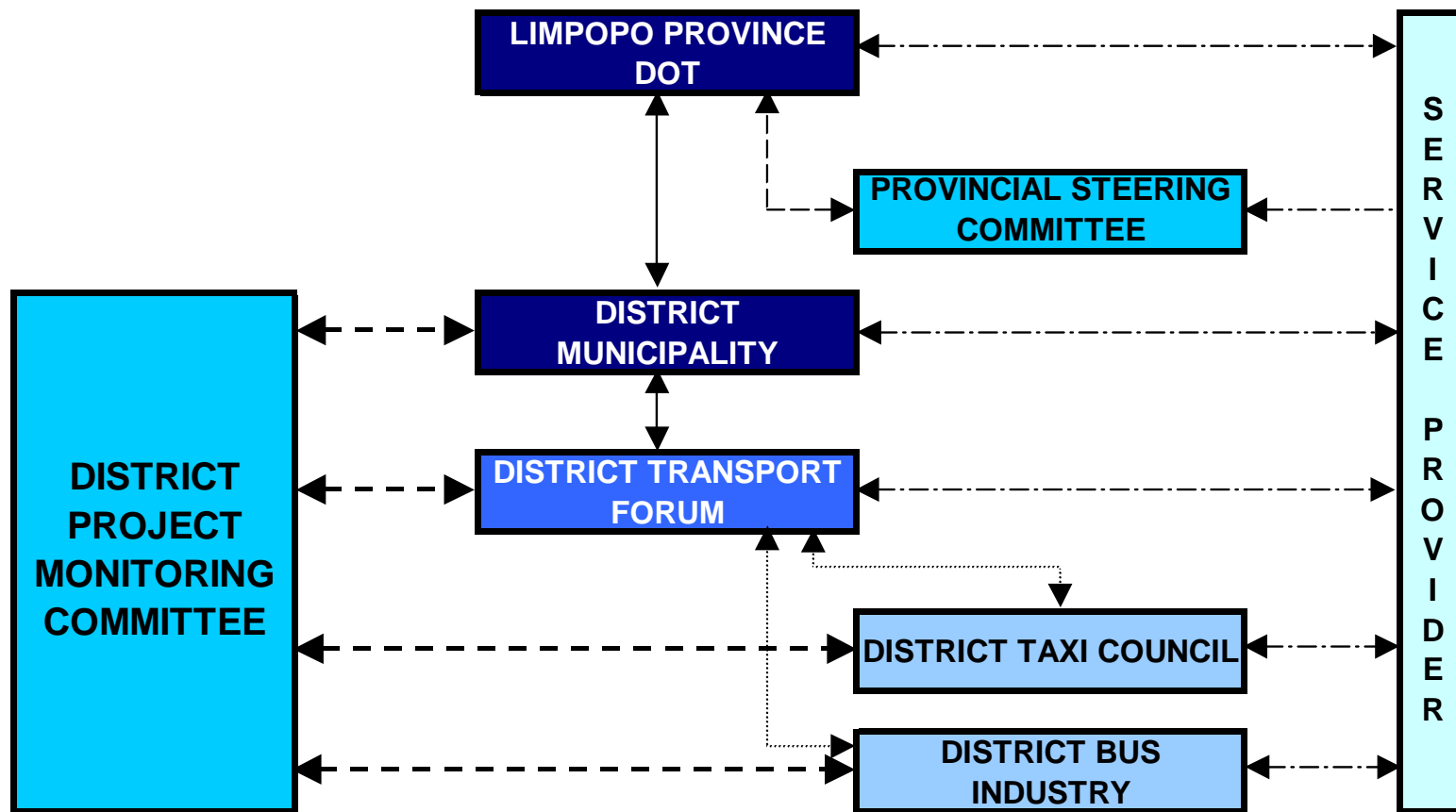


FIGURE 8.1: COMMUNICATION STRUCTURE USED FOR THE PREPARATION OF THE MDM TRANSPORT PLANS

TABLE 8.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS

STRUCTURE	MEMBERS	FUNCTIONS
LIMPOPO DEPARTMENT OF TRANSPORT	<ul style="list-style-type: none"> a) Officials b) Politicians 	<ul style="list-style-type: none"> a) Project financiers and responsible for payment of the service provider b) Provincial Project Co-ordinator c) Driving and liaison with the Provincial Steering Committee d) Liaison and interacting with the District Municipality e) Liaison and interacting with the service providers
PROVINCIAL STEERING COMMITTEE	<ul style="list-style-type: none"> a) Representative of National Dept of Transport b) Representatives from the Provincial Dept of Transport c) Representatives from the District Municipalities 	<ul style="list-style-type: none"> a) Recommend payments to be made to service providers b) Evaluate and recommend approval of the reports c) Liaise and interact with the Provincial Department of Transport d) The Provincial Steering Committee would make recommendations that the Provincial Department of Transport would enforce on the service provider
DISTRICT MUNICIPALITY	<ul style="list-style-type: none"> a) Officials b) Politicians 	<ul style="list-style-type: none"> a) Liaise with Provincial Department of Transport b) Liaise with District Transport Forum c) Liaise with the District Project Monitoring Committee d) Liaise with the service providers
DISTRICT TRANSPORT FORUM	<ul style="list-style-type: none"> a) All role players in public transport 	<ul style="list-style-type: none"> a) To ensure involvement with people at grassroots level b) To report to their respective structures c) To advise the service providers d) To give their support to the Transport Plans
DISTRICT PROJECT	<ul style="list-style-type: none"> a) Representative of the 	<ul style="list-style-type: none"> a) Liaise with the District Municipality

TABLE 8.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS

STRUCTURE	MEMBERS	FUNCTIONS
MONITORING COMMITTEE	District Municipality b) Representatives of the Local Municipalities c) Representative of the Provincial Transport Department at district level	b) Liaise with the Transport Forum c) Monitor the progress of the project d) Liaise with the bus and taxi industries e) The District Monitoring Committee should make recommendations via the District Municipality that the Provincial Department of Transport would enforce on the service providers
DISTRICT TAXI COUNCIL	a) Representatives of the District Taxi Council	a) Work together with the service provider and the Project Monitoring Committee to ensure that product would be acceptable to the taxi industry. b) Liaise with the taxi industry's structures, such as taxi associations and the Provincial Taxi Council
DISTRICT BUS INDUSTRY	a) Representatives of District Bus Operators	a) Work together with the service provider and the District Project Monitoring Committee to ensure that the product would be acceptable to the bus industry b) Liaise with the bus operators at lower levels
SERVICE PROVIDERS	Siyazi Joint Venture: a) Siyazi Limpopo b) TESS c) Gaming for Future Enterprises d) Local Previously Disadvantage Individuals	a) Carry out the work b) Liaise with all the structures c) Consult with the Provincial Dept of Transport, Provincial Steering Committee, District Municipality, District Project Monitoring Committee and District Transport Forum, District Taxi Council, District Bus Industry

9. PRIORITISED MULTI-MODAL TRANSPORT PROPOSALS AND IMPLEMENTATION PROGRAMME

This chapter of the ITP contains a description and programme of the prioritised integrated transport planning and implementation projects / actions, together with the five-year budgets for each project / action. The five-year budget is detailed for Year One, but given in a summarised format with less detail for Year Two to Year Five.

The proposals can be divided into two sections:

- a) Public transport-related projects
- b) Transport projects not related to public transport.

The section below elaborates on these two classes of project.

9.1 Public transport-related projects

A distinction is made between the following classes of projects:

- a) Projects relating to the Current Public Transport Records
- b) Projects relating to operating licences
- c) Rationalisation-related projects
- d) Public transport-related projects.

The subsections below elaborate on the above-mentioned.

9.1.1 Projects relating to the Current Public Transport Records

To ensure that reliable and up-to-date information is available for the OLS as well as the RatPlan, it is necessary to conduct two types of projects:

Project 1: Annual update of information

Project 2: Teams that could conduct surveys on an ad hoc basis when information is required.

9.1.2 Projects relating to operating licences

The following projects have been identified as part of the preparation of the Operating Licence Strategy for the MDM:

- a) **Project-1:** Annual update of OLS
- b) **Project-2:** Vehicle verification process
- c) **Project-3:** Establishment of provincial Operating Licence Offices at district municipality level:
 - i) General application process

- ii) Assist with eliminating illegal operators on existing routes
 - iii) Grant operating licences for the recommended additional routes
 - iv) Special operating licences for transportation at funerals, functions, etc.
 - v) Replacement of vehicle
 - vi) Colour coding of routes
- d) **Project 4**: Law enforcement
- i) Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues.
 - ii) Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)
- e) **Project 5**: Establishment of Mopani Taxi Co-operative
- f) **Project 6**: Maintenance of Mopani Taxi Co-operative
- g) **Project 7**: Implementation and maintenance of route colour-coding system for taxis
- h) **Project 8**: Establishment and maintenance of local transport forums
- i) **Project 9**: Maintenance of the district transport forum
- j) **Project 10**: Development of Rank Management skills
- k) **Project 11**: Formalisation of the metered-taxi industry and scholar transport.

9.1.3 Rationalisation-related projects

The following projects have been identified as part of preparing the Rationalisation Plan for the MDM:

- a) **Project-1**: Implementation of negotiated contracts
- b) **Project-2**: Implementation of monitor firms
- c) **Project-3**: Establishment of passenger forums per contract
- d) **Project-4**: Establishment of passenger forums per contract
- e) **Project-5**: Updating of Rationalisation Plan.

9.1.4 Projects related to the Public Transport Plan

The following basic prioritisation technique was developed in consultation with the key role players, to determine which projects on the list of feasible infrastructure / facility projects should be given priority and implemented:

- a) The key indicator to determine whether public transport facilities should be provided is linked to the number of passengers currently utilising a specific facility or who alternatively expect to use the facility in the near future. A factor was calculated to indicate the number of passengers in relation to the total number of passengers at all the facilities in the MDM area, and this factor was expressed as a percentage
- b) The second key indicator was determined by calculating the existing utilisation of a specific facility in relation to the utilisation of the sum of all facilities in the MDM area.

Furthermore, if no public transport facility currently existed at a specific point but it was envisaged that the relevant public transport facility would be active in the near future, it was assumed that the facility would be fully utilised

- c) To obtain a combined weighting factor in order to prioritise the public transport facilities it was assumed that the first key indicator should have a weight of 80% and the second key indicator should have a weight of 20%. The reason for these weights is that there is generally an oversupply of taxis in the area at present and the rank utilisation is not always a good indication of the actual need for public transport. However, the number of passengers is a much more realistic indicator.

In conclusion, when projects are being prioritised the following principles should be always kept in mind so as to ensure a complete public transport system:

- a) The MDM, with specific reference to the main commercial nodes, should attract investors through an efficient public transport system.
- b) All facilities should be designed so that persons with disabilities could use them effectively
- c) By-laws should be passed as soon as possible to ensure law and order
- d) Safety of passengers
- e) Disability awareness programmes
- f) Transport of learners.

The philosophy should be to concentrate on infrastructure related to public transport for the first five years of operation and on providing the by-laws. After that it would be possible to focus on the other issues.

Table B-1 of Appendix B of the MDM-PTP report provides a detailed table of priorities for the provision of public transport facilities in the MDM area, including the type of ancillary facilities required, as well as the estimated cost of the facilities.

Based on the input for this Public Transport Plan, the following projects are therefore proposed for the MDM:

- a) **Project 1:** Determining an architectural theme that would be relevant for the MDM area
- b) **Project 2:** Provision of multi-modal public transport facilities for the respective main commercial nodes
- c) **Project 3:** Provision of public transport transfer facilities in the MDM area on corridor routes and other strategic points (see Table B-1 of the MDM PTP)
- d) **Project 4:** Provision of lay-by facilities in the MDM area with specific reference to the residential areas, including the villages (see Table B-1 of the MDM PTP)
- e) **Project 5:** Development of public transport related by-laws together with the MDM in order to ensure a stable and safe environment
- f) **Project 6:** Training of drivers, operators and administrators as well as promoting awareness of road safety
- g) **Project 7:** Disability awareness programme to make drivers aware of disabled persons' needs
- h) **Project 8:** Non-motorised transport projects for learners (bicycles)

- i) **Project 9:** Development of user-friendly walking lanes
- j) **Project 10:** Implementation of control measurements at public transport facilities in order to prevent illegal operators from operating at the facilities.

As part of all projects the following should always be taken into consideration:

- a) Traffic and safety issues
- b) Support for the recapitalisation project for taxis
- c) All public transport facilities to be developed in the MDM should be user-friendly to disabled persons
- d) The promotion of subsidised transport in areas that currently do not receive public transport subsidies
- e) Creating an atmosphere conducive to the implementation of the National Government Recapitalisation project.

9.2 Transport projects not related to public transport

Transport projects not related to public transport can be classified as follows:

- a) Road network
- b) Freight control
- c) Aviation projects.

In order to address the traffic problems, a short- and medium- to long term strategy must be prepared. The following projects have been identified:

- a) **Project 1:** Upgrading of roads in the Central Business Districts of the respective local municipalities
- b) **Project 2:** Traffic management strategies. The last mentioned should include:
 - i) Road markings and signs (Name boards, Direction signs, regulatory signs & tourism signs).
 - ii) Traffic control systems, such as traffic lights and synchronisation.
 - iii) Pavement and Traffic data.
 - iv) Traffic impact studies.
 - v) Incident management as well as the movement of hazardous substances.
 - vi) Traffic safety and road safety audits
 - vii) Development of database for information.
- c) **Project 3:** Maintenance and provision of provincial roads in the MDM area
- d) **Project 4:** Management and provision of district roads in the MDM area
- e) **Project 5:** Aviation related studies.

10. FINANCIAL IMPLICATIONS AND SOURCES FOR FUNDING

The sections of this chapter elaborate on the following:

- a) Responsible agencies
- b) Financial implications
- c) Funding sources.

10.1 Responsible agencies

The following agencies are responsible: Mopani District Municipality, respective local municipalities, Limpopo Department of Transport, Limpopo Department of Public Works, Roads Agency Limpopo, national Department of Transport and the South African National Roads Agency Limited.

10.2 Financial implications

The subsection below elaborates on the following:

- a) Public transport-related projects
- b) Transport projects not related to public transport
- c) Summary of total costs.

10.2.1 Public transport-related projects

In order to discuss the financial implications, a distinction is made between the following classes of projects:

- a) Current Public Transport Records
- b) Operating licence-related projects
- c) Rationalisation-related projects
- d) Public transport-related projects.

Table 10.2.1.1 provides a prioritised summary of public transport-related projects.

10.2.2 Transport projects not related to public transport

Table 10.2.2 provides a prioritised summary of transport projects not related to public transport for the MDM area.

TABLE 10.2.1: IDENTIFIED PUBLIC TRANSPORT RELATED PROJECT IN ORDER OF SEQUENCE FOR THE MDM AREA										
Category of project	Description of Project	YEAR					ESTIMATED BUDGET			RESPONSIBLE AGENCY
		1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL	
OLS	Project 9: Maintenance of the district transport forum.						R 70,000	R 335,805	R 405,805	a) MDM
OLS	Project 8: Establishment and maintenance of local transport forums.						R 480,000	R 1,561,504	R 2,041,504	a) LDOT b) MDM c) Local Municipalities
OLS	Project-2: Vehicle verification process						R 150,000	R 0	R 150,000	a) LDOT
OLS	Project-3: Establishment of Provincial Operating Licence Offices at District Municipality level. a) General application process b) Assist to eliminate illegal operators on existing routes c) Grant operating licences for the recommended additional routes d) Special operating licences for transportation at funerals, functions, etc. e) Replacement of vehicles f) Colour coding of routes						R 1,000,000	R 4,779,496	R 5,779,496	a) Limpopo Province Department of Transport (LDOT)
OLS	Project-4: Law enforcement. a) Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues b) Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)						R 2,470,000	R 12,518,198	R 14,988,198	a) LDOT
RATPLAN	Project-1: Negotiated Contracts						R 50,845,158	R 203,380,632	R 254,225,790	a) National Department of Transport (NDOT) b) LDOT c) Workers
RATPLAN	Project-2: Implementation of monitoring firms						R 650,000	R 2,600,000	R 3,250,000	a) National Department of Transport (NDOT) b) LDOT
OLS	Project 5: Establishment of Mopani Taxi Co-operative						R 50,000	R 0	R 50,000	a) LDOT b) Taxi industry
OLS	Project 6: Maintenance of Mopani Taxi Co-operative						R 500,000	R 1,500,000	R 2,000,000	a) LDOT b) Taxi industry
CPTR	Project 2: Appointment of a team that could conduct surveys on an ad hoc basis when information is required						R 280,000	R 1,120,000	R 1,400,000	a) MDM b) Local Municipalities

TABLE 10.2.1: IDENTIFIED PUBLIC TRANSPORT RELATED PROJECT IN ORDER OF SEQUENCE FOR THE MDM AREA

Category of project	Description of Project	YEAR					ESTIMATED BUDGET			RESPONSIBLE AGENCY
		1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL	
PTP	Project 2: Provision of a public transport multi-modal facilities for the respective main commercial nodes in MDM. a) Greater Giyani Municipality-Giyani b) Greater Letaba Municipality-Modjadjiskloof c) Greater Tzaneen Municipality-Tzaneen d) Ba-Phalaborwa Municipality-Phalaborwa						R 0	R 20,000,000	R 20,000,000	a) LDOT b) MDM c) Local Municipalities
PTP	Project 5: Development of by-laws together with the Mopani District Municipality						R 200,000	R 100,000	R 300,000	a) MDM
PTP	Project 1: Determining an architectural theme that would be relevant for the MDM area						R 30,000	R 0	R 30,000	a) MDM b) Local Municipalities
PTP	Project 3: Provision of Public Transport Transfer Facilities on corridor routes and other strategic points in the MDM area. (Traffic offices)						R 0	R 41,500,000	R 41,500,000	a) LDOT b) MDM c) Local Municipalities
PTP	Project 6: Training of drivers, operators and administrators of public transport vehicles. Road safety awareness programmes.						R 0	R 850,000	R 850,000	a) MDM
PTP	Project 4: Provision of lay-by facilities in the MDM area						R 0	R 5,060,000	R 5,060,000	a) MDM b) Local Municipalities
OLS	Project 7: Implementation and maintenance of route colour coding system for taxis.						R 0	R 700,000	R 700,000	a) LDOT
PTP	Project 9: Development of a user-friendly pedestrian lanes						R 0	R 2,000,000	R 2,000,000	a) MDM b) Local Municipalities
PTP	Project 8: Non-motorised public transport projects (e.g. bicycles)						R 0	R 3,500,000	R 3,500,000	a) LDOT
CPTR	Project 1: Annual update of CPTR						R 0	R 1,280,000	R 1,280,000	a) MDM
OLS	Project-1: Annual update of OLS						R 0	R 696,150	R 696,150	a) MDM
RATPLAN	Project-3: Updating the Rationalisation plan						R 0	R 600,000	R 480,000	a) MDM
PTP	Project 10: Implementation of control measurements at public transport facilities in order to prevent illegal operators to operate at the facility.						R 0	R 500,000	R 500,000	a) MDM b) Local Municipalities
PTP	Project 7: Disability awareness programme to sensitise drivers and users of public transport to the problems of people with disabilities						R 0	R 450,000	R 450,000	a) MDM b) Local Municipalities
OLS	Project 10: Development of Rank Management Skills.						R 350,000	R 490,000	R 840,000	a) MDM
OLS	Project 11: Formalisation of the metered-taxi industry and scholar transport.						R 0	R 500,000	R 500,000	a) LDOT b) MDM c) Local Municipalities
		TOTAL					R 57,075,158	R 306,021,785	R 363,096,943	

TABLE 10.2.2: IDENTIFIED NON PUBLIC TRANSPORT RELATED PROJECTS IN ORDER OF SEQUENCE FOR THE MDM AREA

Category of project	Description of Project	YEAR					ESTIMATED BUDGET			RESPONSIBLE AGENCY	
		1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL		
ITP	Project 1: Upgrading of roads in the Central Business District of respective local municipalities. (Including Travel Demand Management, TDM)						R 0	R 12,000,000	R 12,000,000	a) Limpopo Province Department of Public Works b) MDM c) Local Municipalities d) South African National Roads Agency	
ITP	Project 2: Traffic management strategies. The last mentioned should include: a) Road markings and signs (Name boards, Direction signs, regulatory signs & tourism signs). b) Traffic control systems, such as traffic lights and synchronisation. c) Pavement and Traffic data. d) Traffic impact studies. e) Incident management as well as the movement of hazardous substances. f) Traffic safety and road safety audits g) Development of database for information.						R 0	R 6,000,000	R 6,000,000	a) MDM b) Local Municipalities	
ITP	Project 3: Maintenance and provision of provincial roads in the MDM area						To be confirmed			a) Roads Agency Limpopo b) Limpopo Province Department of Public Works c) Local Municipalities	
ITP	Project 4: Management and provision of district roads in the MDM area						To be confirmed			a) Roads Agency Limpopo b) Limpopo Province Department of Public Works c) MDM d) Local Municipalities	
ITP	Project 5: Aviation related studies						R 0	R 300,000	R 300,000	a) MDM b) Local Municipalities	
		TOTAL						R 0	R 18,300,000	R 18,300,000	

10.2.3 Summary of total costs

Table 10.2.3.1 provides a summary of the total cost of the MDM ITP, which can be broken down as follows:

- a) CPTR
- b) OLS
- c) Rationalisation Plan
- d) PTP
- e) ITP (Road network, Freight control and aviation projects).

ITEM	AMOUNT
a) CPTR	R 2 680 000
b) OLS	R28 151 153
c) Rationalisation Plan	R258 075 790
d) PTP	R74 190 000
e) ITP (Road network, Freight control and aviation projects)	R 18 300 000
TOTAL	R 381 396 943

Table 10.2.3.1 excludes all costs for construction and maintenance of roads that are national, provincial or district related.

10.3 FUNDING SOURCES

Since the democratic elections in 1994, the new South African government has faced enormous challenges in addressing all the past irregularities and in endeavouring to provide equitable services to the whole country. The main focus so far has been on large cities with better resources and a greater possibility of achieving economies of scale. However, the focus on the rest of the country, particularly the rural areas, has been inadequate, especially in view of the fact that a large proportion of the population lives in these areas and these people are directly affected by poor service, inadequate infrastructure and limited resources, as well as being vulnerable to poverty.

The government introduced a number of frameworks and policies to address some of these challenges, such as GEAR and the RDP. Lately the president himself has pledged to ensure that the capacity of local government or municipalities is improved in terms of skills, resources and the right support from provincial and national departments. The role of local government cannot be underestimated as it is linked directly to people in the communities. It is for these reasons that President Mbeki has stressed the need for the proper monitoring and delivery of various core services to the poor. In the 2004 budget speech, the Minister of Finance and National Treasury also announced the good news that municipalities would receive an

equitable increase in funding. This good news will go a long way toward alleviating the enormous backlogs facing local government.

Since then, these frameworks and policies have formed the basis for government departments or bodies to formulate dedicated policies in various sectors. These policies have in turn led to mechanisms aimed at improving services to all people in South Africa. The national, provincial and local tiers of government have furthermore initiated various programmes that have a direct impact on local municipalities, such as the IDP, MSP, LED, ISRDP, URP, CMIP, PIMSS, MIGm SMIF and KSP. These programmes provide for various support mechanisms to enable local governments to deliver services. The national Department of Public Works recently launched the Expanded Public Works Programme (EXPWP) in Limpopo at the Sikhunyane village on 18 May 2004, aimed mostly at initiating labour-intensive projects in various sectors to provide jobs to people. All departments have confirmed they will contribute to the EXPWP by developing programmes and support structures, which will aid learning, directly create jobs and in this way improve expenditure on infrastructure as well as reduce the backlogs in service delivery.

With specific reference to the ITP the following are relevant:

The MDM area is fairly large and mainly rural, and has an enormous backlog in the provision of infrastructure. Therefore it is vital to ensure in general that all projects affecting service delivery are addressed in order of priority, and in particular that an efficient and effective transport system is provided.

For these reasons the national Department of Transport drew up a framework to assist provincial and local authorities with implementing proper public transport systems at provincial and local (municipal) levels. This framework relates to the CPTR, OLS, RatPlans, Public Transport Plans, Integrated Transport Plans, etc.

These plans provide guidelines on how these strategic plans should be implemented as well as ensuring proper control and management of the process. In addressing these challenges to formulate appropriate plans, Siyazi Joint Venture conducted investigations that led to findings related specifically to the financial implications of implementing these transport plans. The strategic plans should include mechanisms for effective support for and continuous monitoring of these transport plans and mechanisms so as to enhance their functioning and ensure the success of the programme.

In addition, it was extremely important to implement the programme in a manner that would have the maximum benefit in the shortest possible time. Several important factors had to be taken into account in planning the implementation of the programme, as discussed below. It was assumed that the ITP would have to be refined and expanded in the course of time, so that it will eventually satisfy legislative as well as practical requirements. An incremental and flexible approach was therefore followed during the development of the ITP. The programme and financial implications cover a five-year planning horizon, with less detail shown for years two to five.

Consequently it is important for the MDM to implement the ITP properly, as outlined in the guidelines. The financial requirements should be met to ensure the successful implementation and progress of the programme. The decision makers should understand what sources of revenue could be tapped, and should identify, confirm and dedicate a special budget for the approved plans. Some of the sources of funding that could be given further consideration in dealing with ITP and other plans are listed below:

- a) Each district municipality receives a national allocation for its own municipality and its local municipalities to address the enormous backlogs in and challenges of service delivery to the people. At present this is the main source of funds
- b) The districts are also connected with the Limpopo DoT, which has the main responsibility for focusing on the provincial transport system and currently provides a number of services to municipalities, owing to their lack of adequate capacity. The provincial government could be requested to set aside a secondary budget from its main budget, in order to implement the above-mentioned transport plans. However, there is no guarantee that the provincial DoT would make such funds available. This source of funds, if properly motivated, might provide some funding in the short term. Currently the Provincial Department of Transport concentrates on the provision of funds for planning purposes
- c) Another source of funds that would become available in the course of time would be the revenue generated by the district municipality or the local municipalities from the successful implementation of law enforcement processes, e.g. fines collected from operators who contravene the laws and by-laws
- d) The Minister of Finance, Mr Trevor Manuel, indicated that increased allocations would be made to municipalities in the country to address infrastructure backlogs and other key services. This could further augment the budgets of municipalities and help them establish the infrastructure required for taxi-rank facilities and the other factors related to the PTP. A special attempt should be made to obtain these funds
- e) Consideration could be given to exploring the Consolidated Municipal Infrastructure Programme (CMIP) of the Department of Provincial and Local Government (DPLG) as a source of funding. The CMIP aims at providing basic services to impoverished disadvantaged communities, many of which are indigent and unable to contribute to the capital or operational costs of these services. In an effort to reduce municipal infrastructure backlogs and uplift the quality of life of these impoverished communities, the DPLG provides through the CMIP at least a basic level of services and facilities to low-income households in rural and urban areas. This programme could also be tapped to provide resources for dealing with the transport infrastructure
- f) The Department of Provincial and Local Government (DPLG) formulated a policy framework on municipal partnerships. The Green Paper on Municipal Service Partnerships (MSPs) was compiled to draft a clear policy framework within which municipalities could leverage resources from a wide spectrum of sectors, including public institutions, CBOs, NGOs and the private sector, in order to meet their constitutional obligation to provide municipal services. To assist municipalities to engage in structuring their arrangements to provide municipal services, the DPLG established the Municipal Infrastructure Investment Unit (MIIU) in 1998 with a mandate to leverage private-sector investment in municipalities. Since the establishment of the MIIU, the provision of improved municipal service has been boosted by contracts worth R6,7 billion. It is proposed below that the District should collaborate with other districts to form a committee

that could pursue private-sector partnerships as a source of revenue. A proper strategy would have to be developed and more information obtained, before clearing the strategy with the DPLG

- g) Excess funds may be available in the recently launched EXPWP which the government uses people in communities (job creation) to build necessary infrastructure, particularly in labour-intensive jobs in the construction industry. Transport infrastructure falls in this sector hence municipalities could tap this government fund of more than R100 billion over a period of ten years, to upgrade the necessary transport infrastructure. It should be noted that as this programme requires proof of job creation and the utilisation of unemployed people in the country who would benefit, the municipalities would have to submit an acceptable business plan to the Department of Public Works in order to request funding
- h) Municipalities could, through the provincial government, also request a one-off budget from the National Department of Transport but the allocation of such funds would depend on the merits of each case
- i) For non-motorised transport it would be advisable to make use of the Shova Kalula.

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