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SEKHUKHUNE DISTRICT MUNICIPALITY PUBLIC TRANSPORT PLAN (GSDM-PTP)

FEBRUARY 2007

TITLE: GREATER SEKHUKHUNE TRANSPORT PLANS (2006/07)

VOLUME 4: PUBLIC TRANSPORT PLAN (PTP)

February 2007

Prepared for:
Greater Sekhukhune District Municipality
Private Bag X8611
GROBLERSDAL
0470

Prepared by:
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The Transport Plans for Sekhukhune District Municipality comprise five volumes:

a) Volume 1: Current Public Transport Records (CPTR) (prepared by Siyazi-Khosa Joint Venture, December 2006)
b) Volume 2: Operating Licensing Strategy (OLS) (prepared by Siyazi-Khosa Joint Venture, January 2007)
c) Volume 3: Rationalisation Plan (RATPLAN) (prepared by Siyazi-Khosa Joint Venture, December 2006)
d) Volume 4: Public Transport Plan (PTP) (prepared by Siyazi-Khosa Joint Venture, March 2007)
e) Volume 5: Integrated Transport Plan (ITP) (prepared by Siyazi-Khosa Joint Venture, March 2007)

Terms of reference

The Siyazi Joint Venture was appointed by the Limpopo Province Department of Transport on 22 June 2006 to conduct a Public Transport Plan (PTP). The Siyazi Joint Venture consists of the following companies:

a) Siyazi Limpopo (Pty) Ltd
b) Khosa Development Specialists
c) Members of the community.

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

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TABLED TO THE GREATER SEKHUKHUNE DISTRICT MUNICIPALITY AND APPROVED ON……..

EXECUTIVE SUMMARY

a) INTRODUCTION

The Sekhukhune District Municipality appointed Siyazi Limpopo (Pty) Ltd on 22 June 2006, to prepare the Public Transport Plan (PTP) for the Sekhukhune District Municipality (GSDM), as required in terms of Section 26 of the National Land Transport Transition Act, No. 22 of 2000 as amended (NLTTA). The term "public transport" referred to in this document, includes all road-based and rail-based public transport infrastructure, facilities and services.

The present form of the local government system in South Africa was introduced in the new Constitution (Constitution of the Republic of South Africa, Act No. 108 of 1996, as amended). Chapter 7 of the Constitution deals with matters related to local government. Therefore the Sekhukhune District Municipality was also established in terms of the Constitution, and also in terms of the Municipal Demarcation Act and the Municipal Structures Act.

Part B of Schedule 4, read together with sections 155(6)(a) and (7) of the Constitution, lists a number of functions that must be performed by Local Government, including municipal planning and public transport services.

The Municipal Structures Act (No. 117) of 2003, section 81(1)(a), requires the District Municipality to prepare Integrated Development Plans (IDPs). The Public Transport Plan, as part of the Integrated Transport Plan, constitutes a transport sector input into the process of preparing the IDP.

In addition, the National Land Transport Transition Act (NLTTA), No. 22 of 2000, provides for the preparation of the various types of transport plans; one of which is the PTP (section 26). In putting the NLTTA into effect, the Minister of Transport published the minimum requirements for the preparation of the PTP (*Government Gazette* R. 25245, dated 1 August 2003). These requirements set the tone of the structure and contents of the PTP document and are the primary guide for its preparation.

A data collection process preceded the PTP. The aim of this process was to gain some idea of the current situation of public transport usage in the District. The result of the data collection process is called the Current Public Transport Record (CPTR). The CPTR information was collected and prepared in 2006 by Siyazi Limpopo (Pty) Ltd, and the client was also the Sekhukhune District Municipality (GDSM). The final CPTR report was completed in December 2006. The Operating Licensing Strategy and the Rationalisation Plan for the GSDM have been prepared too, and these in turn guide the preparation of the Public Transport Plan.

b) STATUS QUO

The GSDM was previously a cross-border District Municipality with certain areas inside the borders of the Limpopo and Mpumalanga Provinces. The GSDM is mainly rural: 95% of the total population resides in the rural areas and only 5% in the urban areas. Most communities are sparsely populated in low-density villages. The relatively densely populated semi-urban

areas are Groblersdal and Marble Hall, Burgersfort, Jane Furse, Ohrigstad, Steelpoort and Driekop. There are no Transport Authorities and Metropolitans Municipalities in the GSDM.

There has been gradual economic development in the GSDM area, specifically in agriculture, mining and tourism. Mining is significant in the Greater Tubatse LM along the Dilokong Corridor (Road R37) as well as Road R555. The Greater Tubatse Municipality is probably one of the fastest-growing towns in South Africa owing to the mining activities.

Car ownership is low and commuters depend on public transportation. Furthermore, the limited mobility of communities is a serious concern. The major public transport services relevant to the investigation are bus and taxi operations, and are addressed in detail in the RATPLAN and OLS respectively. There are no commuter rail services in the GSDM. The PTP is relevant for the period from June 2007 to June 2008, and the five-year implementation plan and budget will be reviewed annually.

c) METHOD FOR PREPARING THE PTP

The 2006 Operating Licensing Strategy and the Rationalisation Plan for the GSDM were prepared by the Siyazi-Khosa Joint Venture, and these guide the preparation of the Public Transport Plan. The planning document TPR7 describes the purpose of a PTP as follows:

i) "Generally, a PTP is considered as the mechanism by which an authority can plan for, develop, manage, integrate and promote public transport.
ii) More specifically, section 26(1) of the NLTTA states that a PTP must be prepared with a view to determining and specifying the public transport services, provided in terms of the matters listed in sections 23(3)(a) and (b) of the Act. The latter refer to –
iii) All the scheduled and unscheduled services that are operated in the area concerned, as well as the public transport services operating across the boundaries of neighbouring authorities; and all the facilities and infrastructure currently being developed, or already utilised."

The specific deliverable for the project is a report on the PTP for the Sekhukhune District Municipality, with recommendations on the following public transport strategies:

i) Measures to promote public transport
ii) Needs of persons with disabilities
iii) Needs of learners
iv) Modal integration
v) Fare systems for public transport.

This is the second Public Transport Plan (PTP) for the GSDM. It is accepted that the PTP will have to be refined and expanded in the course of time, so that it will eventually satisfy both legislative and practical requirements. An incremental and flexible approach is adopted during the development of the PTP. Consequently, all the components of the PTP need not necessarily be developed comprehensively during the Year-One PTP, but can be developed in more detail in the Year-Two PTP. The results and recommendations are not prescriptive, and this document should be considered a guideline and applied with discretion.

d) **RESULTS**

i) ***MEASURES TO PROMOTE PUBLIC TRANSPORT – PLAN OF ACTION***

The following are some of the specific projects that could be implemented to promote public transport in the GSDM:

- Resolve outstanding institutional arrangements between the Mpumalanga and Limpopo Departments of Transport
- Implement the recommendations of the OLS and RATPLAN
- Update the CPTR, OLS and RATPLAN annually
- Identify an aesthetic theme for public transport
- Prepare and implement a Passenger Charter
- Prepare a Memorandum of Understanding with service providers (bus, taxi, etc.) and the Limpopo Provinces
- Develop a route colour-coding system for taxi operations
- Provide subsidised service in the Greater Tubatse LM
- Convert all existing subsidy contracts to negotiated or tendered contracts
- Promote the formation of taxi co-operatives
- Encourage taxi co-operatives to tender for subsidised routes and as a result, eliminate direct competition between taxis and buses
- Appoint an independent monitor for the subsidised-service contracts
- Mandate all design and construction projects to accommodate the disabled, pedestrians, bicycles and the new taxi vehicles
- Develop Key Performance Indicators in the public transport contracts (customer surveys, efficiency, reliability, etc.)
- The Provincial Taxi Council must address the need to provide long-distance services on a fixed schedule (the peak periods for taxi operations per route are in the OLS)
- Prepare and implement a communication strategy or marketing campaign:

    - Guide to using the electronic fare equipment
    - Publicise security measures (security on board, at bus stops, etc.)
    - Transformation of the taxi industry, specifically the implementation of the new taxi vehicles
    - Fare price increases
    - Sensitise the public to the transportation of disabled persons

ii) ***THE NEEDS OF PERSONS WITH DISABILITIES – PLAN OF ACTION***

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

- **Class 1 improvements to current fleet**

  Currently, most buses have handrails. Buses should have high-contrast colours on steps and handrails to improve visibility. Therefore, the estimated cost of on-board improvements would be minimal and are actually the standard vehicle specifications that the operator should comply with. Taxi vehicles must also comply with Class 1 improvements.

- **Data capturing**

  There is need for data on the number of persons with disabilities, and the particular numbers on specific routes. The District Municipality should identify the NGOs currently providing a transport service to persons with disabilities. The Limpopo Department of Roads and Transport should provide subsidies for such services where necessary and procure the services of operators, including the NGOs currently supplying such services, to provide a specific service to persons with disabilities instead of making major changes to the current bus fleet.

  Capturing the data on the transportation needs of persons with disabilities should be prioritised in the preparation of the next CPTR. Hence, there should be no additional cost for this exercise.

- **Feasibility study for paratransit service**

  The feasibility of a paratransit service should be an independent study. The Limpopo Department of Roads and Transport and the Sekhukhune District Municipality should motivate a pilot project in the GSDM with the assistance of the Department of Transport.

  Where there are no current services for persons with disabilities, there is an opportunity for a contract for a paratransit service between the service provider and the Limpopo and Mpumalanga Departments of Transport. The two Provincial Governments should consider this in the new subsidised bus contracts.

- **Design and construction**

  The local municipalities are responsible for upgrading infrastructure such as sheltered and safe bus stops and ramps, and for providing relevant information.

The GSDM should mandate all Local Municipalities to design and construct all public transport facilities to provide for persons with disabilities. The standard design guideline is available from the national Department of Transport.

iii) ***NEEDS OF LEARNERS, STUDENTS AND THE ELDERLY – PLAN OF ACTION***

Due to financial constraints and the magnitude of the issue, it is extremely difficult to find specific solutions that would have an immediate effect on the transport of learners in the short term.

- **Non-motorised transport**

Bicycles offer greater benefits than motorised transport, as they have lower costs, are environmentally friendly and contribute to the liveability of an area or city. In context, bicycles are the appropriate mode of transport for commuting distances of less than five kilometres, such as mine housing schemes and learners' access to schools in the community. Nevertheless, to achieve optimal use of bicycles, the public must be educated about the relationships between modes; the rights and responsibilities of cyclists must be defined by regulation; and these regulations must be enforced. Furthermore, the public should be informed of the social and personal benefits of bicycles relative to other modes for the relevant categories of trips.

In addition, the local municipalities should encourage the provision of safe bicycle parking at schools, shopping centres and even at the work place. Bicycle paths and lanes are the main infrastructure elements defining bicycle transportation as a distinct system. The local municipalities must prepare a plan that would encourage the use of bicycles and provide the necessary infrastructure.

The Provincial Department of Transport should launch a campaign to promote the use of bicycles as one mode of non-motorised transport, and support the District and Local Municipalities with the construction of bicycle facilities. Contracted buses should incorporate bicycle racks to encourage commuters to utilise bicycles for part of their journey, where possible.

The Departments of Transport and Education and the District Municipalities should develop a non-motorised transport plan and meet the specific needs of learners in cases where pedestrian facilities, bicycles and donkey-cart transport are appropriate.

- **Pedestrian travel**

Walking is the most ubiquitous though often-overlooked mode of travel and activity in all human settlements. The quality of the pedestrian system and its facilities are important for commuters using public transport. There are significantly high pedestrian volumes in most towns in the GSDM. Therefore,

there is need for the provision and maintenance of sidewalks. Paths and sidewalks are required for basic safety and protection from motorised vehicles. Pedestrian planning must consider the enhancement of existing pedestrian systems or the provision of new ones. These should consist of safe and attractive sidewalks, independent walkways and, in recreational areas, campuses and major developments, networks of paths that are functional and aesthetically appealing.

Local municipalities must prioritise the maintenance and development of sidewalks and paths in the respective towns and residential areas, with support from the District Municipality.

- **Institutional arrangement**

  There is need for the Departments of Transport and Education to co-ordinate efforts and funding for learner and student transportation.

- **Subsidies for learners, students and the elderly**

  Subsidies should be provided for school trips longer than 5 km, provided that there is no school in the vicinity. All students and the elderly should also qualify for bus subsidies. These must be addressed when drafting the new bus contracts.

iv) ***MODAL INTEGRATION, INFRASTRUCTURE AND FACILITIES – PLAN OF ACTION***

The plan of action is as follows:

- Develop new routes in line with the Operating Licensing Strategy
- Develop public transport facilities along the following corridors:
  - Dilokong Corridor (Road R37) from Twickenham to Burgersfort
  - Road R555 from Ohrigstad to Burgersfort
  - Road R555 from Steelpoort to Burgersfort
  - Road R555 from Jane Furse to Steelpoort
  - R36 from Leboeng to Ohrigstad
  - Monsterlus to Groblersdal
  - Tsimanyane to Groblersdal
  - Leeufontein to Marble Hall.

- Develop intermodal public transport facilities at the strategic nodal points, specifically at Burgersfort, Marble Hall, Groblersdal, Ohrigstad, Driekop, Riba Cross, Atok and Steelpoort
- Make low-capital improvements (lighting, street furniture, passenger information, etc.) for some of the existing facilities, shown as priorities in **Appendix B**

- The local municipalities, together with the Sekhukhune District Municipality, must develop by-laws that will ensure a stable and safe environment, and the integration of the bus and taxi modes
- Develop an intra-provincial route coding system for taxi vehicles (repeated).

v) ***FARE SYSTEM FOR PUBLIC TRANSPORT – PLAN OF ACTION***

The plan of action is as follows:

- The Limpopo Department of Roads and Transport must develop a uniform unit fare for subsidised bus operations, including the consistent demarcation of zones for using zone-based fares.
- The Limpopo of Roads and Transport must apply a subsidy/fare ratio of 1:5 in the subsidy contracts.
- For long-distance operations and interprovincial operations, the relevant Provincial Taxi Councils should determine a unit rate for taxi fares.
- All taxi operations should provide a ticket system for commuters.
- The Limpopo Department of Roads and Transport must engage employers in contributing to the cost of public transport tickets for their employees. There should be corporate financial incentives for employers that subsidise public transport fares. The DoT should motivate such incentives to National Treasury.
- The operator and the Department of Transport should maintain an organised database. The SUMS database, as a component of the National Transport Register, must be implemented and applied before the new subsidy contracts come into effect
- The Limpopo Department of Roads and Transport must ensure that automated fare-payment mechanisms are implemented as mandated in the subsidy contracts, and operators should be penalised accordingly for non-compliance
- The suggestions in the Proposed Strategy should be included in the subsidy contracts
- The Limpopo and Mpumalanga Departments of Transport should allow for concessions for learners, students and the elderly in the subsidy contracts.

vi) ***Conclusion***

The approach of the second PTP is to concentrate on infrastructure related to public transport for the next five years of operation and on constituting the proposed by-laws. The review of the PTP will focus on the more detailed operational and institutional matters.

The way forward is to motivate the prioritised projects in the Integrated Development Plan. As the construction and maintenance of public transport facilities are in most cases labour-intensive, such work is an appropriate mechanism to accentuate **job creation**.

e) **FINANCIAL IMPLICATIONS**

Table Ex-1 provides a summary of the total costs related to the OLS, RATPLAN and the PTP, while Tables Ex-2, Ex-3 and Ex-4 contain the following information respectively:

i) **TABLE Ex-2**: Projects related to the GSDM Operating Licensing Strategy and the financial implications
ii) **TABLE Ex-3:** Projects related to the GSDM RATPLAN and the financial implications
iii) **TABLE Ex-4:** Projects related to the Public Transport Plan and the financial implications

TABLE Ex-1: SUMMARY OF TOTAL COSTS RELATED TO OLS, RATPLAN AND PTP

PLAN	ESTIMATED COSTS		
	YEAR 1	YEARS 2-5	TOTAL
OPERATING LICENSING STRATEGY (OLS)	R5 380 000	R23 370 000	R28 750 000
RATIONALISATION PLAN (RATPLAN)	R14 025 942	R83 505 660	R97 531 602
PUBLIC TRANSPORT PLAN	R23 150 000	R42 850 000	R 66,000,000
TOTAL	**R 42,555,94**	**R 149,725,66**	**R 192,281,602**

TABLE Ex-2: PROJECTS RELATED TO THE GSDM OPERATING LICENSING STRATEGY AND THE FINANCIAL IMPLICATIONS									Responsibility	Project duration
PROJECT	**1**	**2**	**3**	**4**	**5**	**YEAR 1**	**YEARS 2-5**	**TOTAL**		
OPERATING LICENSING STRATEGY PROJECTS (OLS)										
Project 1: Annual update of OLS						R0	R700 000	R700 000	**LPDORT/DM**	**4 months**
Project 2: Vehicle verification process to clear vehicles for taxi scrapping						R150 000	R0	R150 000	**LPDORT**	**3 months**
Project 3: Establishment of provincial Operating Licence Offices at District Municipality level a) General application process b) Assist with eliminating illegal operators on existing routes c) Grant operating licences for the recommended additional routes d) Grant special operating licences for transportation at funerals, functions, etc. e) Replacement of vehicle f) Colour coding of routes						R1 000 000	R 4 800 00	R5 800 000	**LPDORT**	**Ongoing**
Project 4a: Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues						R2 500 000	R12 000 000	R14 500 000	**LPDORT**	**Ongoing**
Project 4b: Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)						R150 000	R750 000	R900 000	**LM & LPDORT**	**Ongoing**
Project 5: Establishment of Sekhukhune Taxi Co-operative						R150 000	R0	R150 000	**Limpopo Province Taxi Council & LPDORT**	**3 months**
Project 6: Maintenance of Sekhukhune Taxi Co-operative						R500 000	R1 500 000	R2 000 000	**Limpopo Province Taxi Council & LPDORT**	**Ongoing**
Project 7: Implementation and maintenance of route colour-coding system for taxis						R0	R700 000	R700 000	**LPDORT /DM**	**Ongoing**
Project 8: Establishment and maintenance of local transport forums.						R500 000	R1 600 000	R 2 100 000	**LPDORT /DM/LM**	**60 months**
Project 9: Maintenance of the District Transport Forum						80 000	320 000	R400 000	**DM**	**2 months**
Project 10: Development of Rank Management Agreements						R350 000	R500 000	R 850 000	**LPDORT /DM**	**3 months**
Project 11: Formalisation of the metered-taxi industry and scholar transport						R0	R500 000	R500 000	**LPDORT**	**3 months**
Total financial implications						**R5 380 000**	**R23 370 000**	**R28 750 000**		

TABLE Ex-3: PROJECTS RELATED TO THE GSDM RATPLAN AND THE FINANCIAL IMPLICATIONS										
PROJECT									**Responsibility**	**Project duration**
RATPLAN PROJECTS	**1**	**2**	**3**	**4**	**5-7**	**YEAR 1**	**YEARS 2-7**	**TOTAL**		
Project-1: Implementation of Subsidised negotiated contracts						R4 033 124	R24 198 748	R28 231 872	**LPDoRT**	**Seven years**
Project-2: Implementation of mine contracts						R8 815 390	R52 892 340	R61 707 730	**LPDoRT and Mines**	**Seven years**
Project-3: Implementation of monitoring firms						R1 027 428	R6 164 572	R7 192 000	**LPDoRT**	**Three years**
Project 4: Establishment of Transport Forums						Part of OLS projects	Part of OLS projects	Part of OLS projects	**LPDoRT, GSDM and Local Municipalities**	**Per annum**
Project-5: Updating of Rationalisation Strategy						R150 000	R250 000	R400 000	**LPDoRT & SDM**	**Per annum**
Project-6: Implementation of law enforcement						See PTP Budget	Cost included in OLB programme	Cost included in OLB programme	**Greater Sekhukhune District Municipality**	**Per annum**
Total financial implications						**R14 025 942**	**R83 505 660**	**R97 531 602**		

TABLE Ex-4: PROJECTS RELATED TO THE PUBLIC TRANSPORT PLAN AND THE FINANCIAL IMPLICATIONS										
PROJECT									**Responsibility**	**Project duration**
PUBLIC TRANSPORT PROJECTS (PTP)	**1**	**2**	**3**	**4**	**5**	**YEAR1**	**YEARS 2-5**	**TOTAL**		
Project 1: Review CPTR						R300 000	R1 200 000	R 1,500,000	**LPDORT /DM**	**4 months**
Project 2: Review Public Transport Plan						R0	R400 000	R 400,000	**LPDORT /DM**	**3 months**
Project 3: Implementation of Non-motorised Transport Plan (Infrastructure)						R1 500 000	R6 000 000	R 7,500,000	**DM**	**Ongoing**
Project 4: Public Transport Facilities (Appendix B to the PTP)						R20 000 000	R30 000 000	R 50,000,000	**DM & Local Mun**	**Ongoing**
Project 5: Policy on subsidy for learners, students and the elderly						In-house	-	R 0		**6 months**
Project 6: Law enforcement campaigns						R1 000 000	R4 000 000	R 5,000,000	**LPDORT /DM**	**Ongoing**
Project 7: Address NLTTA section 31 – use of bakkies as vehicles for public passenger transport						R0	R150 000	R 150,000	**LPDORT /DM**	**18 months**
Project 8: GSDM policy on public-private partnership						R150 000	R0	R 150,000	**DM**	**2 months**
Project 9: Policy on uniform fare structures for the GSDM						R0	R200 000	R 200,000	**LPDORT**	**3 months**
Project 10: Engage with SANTACO and Provincial Taxi Councils to develop a unit rate for taxi fares						R0	R200 000	R 200,000	**LPDORT**	**3 months**
Project 11: Study innovative funding mechanisms for transportation (PLTF)						R0	R100 000	R 100,000	**LPDORT**	**3 months**
Project 12: Investigate feeder and distribution service along corridors						R100 000	R0	R 100,000	**LPDORT**	**3 months**
Project 13: Align Passenger Charter & Memorandum of Understanding with NDoT						R0	R100 000	R 100,000	**LPDORT**	**2 months**
Project 14: Marketing campaign to promote public transport (operators and DoT)						R0	R500 000	R 500,000	**LPDORT /DM/LM**	**Ongoing**
Project 15: Prepare Architectural theme for the GSDM area						R100 000	R0	R 100,000	**LPDORT /DM**	**3 months**
Total financial implications						**R23 150 000**	**R42 850 000**	**R 66,000,000**		

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Chapter

1. INTRODUCTION AND BACKGROUND

There has been a significant change in transport policy since the White Paper on National Transport Policy, 1996. There is recognition of the transportation imbalance, and the need to undo the practice of the former apartheid planning principles, namely decentralised residential nodes with limited access and mobility to economic activity nodes, mainly affecting previously disadvantaged individuals. The public transportation system is in a restructuring process and one of the initial steps is the preparation of a **Public Transport Plan (PTP)**.

This strategy document is prepared for the **Greater Sekhukhune District Municipality (GSDM)** and the recommendations are applicable for a period of at most five years from the date that it is first published in the *Provincial Gazette*. The Operating Licensing Strategy and the Rationalisation Plan complement this report for the GSDM.

1.1 BACKGROUND

The Sekhukhune District Municipality (GSDM) appointed the Siyazi Joint Venture on 22 June 2006, to prepare the Public Transport Plan (PTP) for the GSDM, as required in terms of section 26 of the National Land Transport Transition Act, No. 22 of 2000, as amended (NLTTA). The term “public transport” referred to in this document includes all road-based and rail-based public transport infrastructure, facilities and services.

The present form of the local government system in South Africa was introduced in the new Constitution (Constitution of the Republic of South Africa, Act No. 108 of 1996, as amended). Chapter 7 of the Constitution deals with matters related to Local Government. Therefore the Sekhukhune District Municipality was also established in terms of the Constitution, and also in terms of the Municipal Demarcation Act and the Municipal Structures Act.

Part B of Schedule 4, read together with sections 155(6)(a) and (7) of the Constitution, lists a number of functions that are to be performed by Local Government, including municipal planning and public transport services.

The Municipal Structures Act (No. 117) of 2003, section 81(1)(a), requires the District Municipality to prepare Integrated Development Plans (IDPs). The Public Transport Plan, as part of the Integrated Transport Plan constitutes a transport sector input into the process of preparing the IDP.

In addition, the National Land Transport Transition Act (NLTTA), No. 22 of 2000 provides for the preparation of the various types of transport plans; one of which is the PTP (section 26). In putting the NLTTA into effect, the Minister of Transport published the minimum requirements for the preparation of the PTP (*Government Gazette* R. 25245, dated 1 August 2003). These requirements set the tone of the structure and contents of the PTP document and are the primary guide for its preparation.

A data collection process preceded the PTP. The aim of this process was to gain some idea of the current situation of public transport usage in the District. The result of the data collection process is called the Current Public Transport Record (CPTR). The CPTR information was collected in 2006 and was prepared by Siyazi Joint Venture Ltd, and the client was the Sekhukhune District Municipality. As this was the first CPTR for GSDM and as experienced elsewhere, there were several constraints. Subsequently, the Operating Licensing Strategy and the Rationalisation Plan for GSDM have been prepared, and these in turn guide the preparation of the Public Transport Plan.

1.2 TRANSPARENCY

To the greatest extent possible, the project operated transparently, open to scrutiny from all stakeholders. It was not necessary to obtain comments from the general public. Due to the consultative process, the bus and taxi industry in the respective local Municipalities are aware of the recommendations. Nevertheless, the recommendations are considered confidential until the Limpopo Department of Transport has endorsed this report.

1.3 CAPACITY BUILDING

One of the components of the project was to build technical capacity in the respective municipalities and internally for the consultant, by involving officials and staff in the project.

Limpopo Provincial, District and Local Government officials were presented with planning procedures and principles, the analysis of public transportation data and the criteria in preparation for making recommendations on the restructuring of the public transport system. This is regarded as empowerment for officials who are not transportation engineers and planners by profession, but project managers at the respective departments. It is accepted that most of the officials involved in this project now have a better understanding of the planning and preparation of a Public Transport Plan (PTP), and will be able to provide stronger leadership in subsequent projects.

Detailed training in the compilation of a Current Public Transport Record was given to members of the Sekhukhune District taxi industry.

1.4 PURPOSE OF THE PUBLIC TRANSPORT PLAN (PTP)

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

a) “Generally, a PTP is considered as the mechanism by which an authority can plan for, develop, manage, integrate and promote public transport.
b) More specifically, section 26(1) of the NLTTA states that a PTP must be prepared with a view to determining and specifying the public transport services, provided in terms of the matters listed in sections 23(3)(a) and (b) of the Act. The latter refer to –

c) all the scheduled and unscheduled services that are operated in the area concerned, as well as the public transport services operating across the boundaries of neighbouring authorities; and
d) all the facilities and infrastructure currently being developed, or already utilised.
e) Consequently, it is interpreted that a PTP should address the provision of both the public transport services and the infrastructure and facilities.
f) Section 26(2) stipulates that a PTP must be prepared with a view to developing and implementing the integration of public transport services.
g) This PTP reflects the national and provincial transport policies, for example, several sections in the NLTTA require that a PTP must be developed to enhance integrated transport and land use planning.
h) Furthermore, in order to plan for the provision of public transport services and facilities, it is also necessary to address matters such as funding, institutional aspects, action plans, projects and performance monitoring.
i) Finally, it may be perceived that the PTP facilitates the overall implementation of the NLTTA, as the focal point of the Act is on developing public transport and related matters."

1.5 SCOPE OF THE WORK

The scope of work and approach to the formulation of a PTP for the GSDM 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 PTP contains the following chapters:

Chapter 1: Introduction
Chapter 2: Public transport vision, goals and objectives
Chapter 3: Public transport status quo (CPTR)
Chapter 4: Operational aspects (RATPLAN and OLS)
Chapter 5: Integrated land use and transportation planning
Chapter 6: Broad public transport strategy
Chapter 7: Specific public transport strategies
Chapter 8: Institutional arrangements and stakeholder consultation
Chapter 9: Plan of action and projects
Chapter 10: Funding
Chapter 11: Bibliography

1.6 STUDY AREA

The scope of the work covers the whole area of jurisdiction of the Sekhukhune District Municipality. The five Local Municipality areas covered include the –

a) Greater Marble Hall Municipality;
b) Elias Motsoaledi Municipality;
c) Greater Tubatse Municipality;

d) Fetakgomo Municipality; and
e) Makhuduthamaga Municipality.

None of the above-mentioned local municipalities has recently prepared or will prepare a CPTR for its respective municipal area. Figure 1.6.1 indicates the location of the respective municipalities in the Sekhukhune District Municipality.

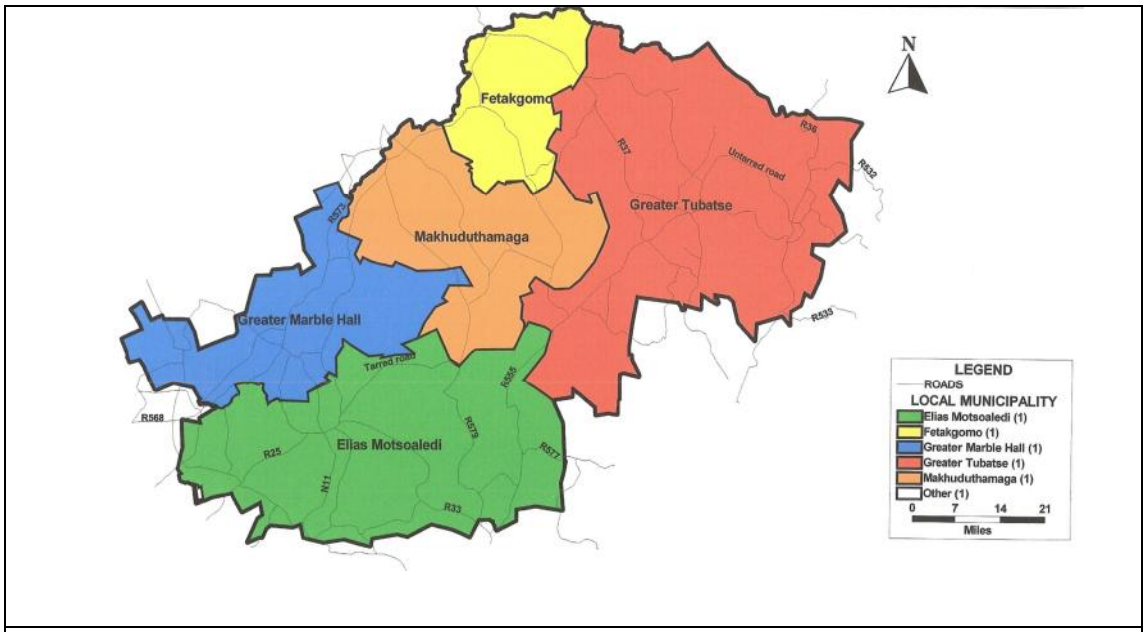

FIGURE 1.6.1: LOCATION OF THE RESPECTIVE LOCAL MUNICIPALITIES IN THE SEKHUKHUNE DISTRICT MUNICIPAL AREA

Table 1.6.2 contains a summary of the population by Local Municipality in the GSDM area.

TABLE 1.6.2 : SUMMARY OF THE POPULATION BY LOCAL MUNICIPALITY IN THE GSDM AREA (2001

Local municipality	Population
Greater Elias Motsoaledi	220 739
Greater Marble Hall	121 323
Greater Tubatse	270 122
Fetakgomo	92 092
Makhuduthamaga	262 921
Total	967 197

The GSDM was previously a cross-border District Municipality with certain areas inside the borders of the Limpopo and Mpumalanga Provinces.

The GSDM is mainly rural: 95% of the total population resides in the rural areas and only 5% in the urban areas. Most communities are sparsely populated in low-density villages. The relatively densely populated semi-urban areas are Groblersdal and Marble Hall, Burgersfort,

Jane Furse, Ohrigstad, Steelpoort, and Driekop. There are no Transport Authorities and Metropolitans Municipalities in the GSDM.

There has been gradual economic development in the GSDM area, specifically in agriculture, mining and tourism. Mining is significant in the Greater Tubatse LM along the Dilokong Corridor (Road R37) as well as Road R555. The Greater Tubatse Municipality is probably one of the fastest-growing towns in South Africa owing to the mining activities. Car ownership is low and commuters depend on public transportation. Furthermore, the limited mobility of communities is a serious concern.

The major public transport services relevant to the investigation are bus and taxi operations, and are addressed in detail in the RATPLAN and OLS respectively. There are no commuter rail services in the GSDM.

The PTP is relevant for the period from June 2007 to June 2008, and the five-year implementation plan and budget will be reviewed annually.

1.7 DELIVERABLES

The specific deliverable for the project is a report on the PTP for the Sekhukhune District Municipality, with recommendations on the following public transport strategies:

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

The lists of definitions, maps and the prioritisation of facilities for development are attached as Appendices.

1.8 IMPLEMENTATION OF THE PUBLIC TRANSPORT PLAN (PTP)

This is the second Public Transport Plan (PTP) for the GSDM. It is accepted that the PTP still have to be refined and expanded in the course of time, so that it will eventually satisfy both legislative and practical requirements. An incremental and flexible approach is adopted during the development of the PTP. Consequently, all the components of the PTP need not necessarily be developed comprehensively during the Year-One PTP, but can be developed in more detail in the Year-Two PTP.

The results and recommendations are not prescriptive, and this document should be considered a guideline and applied with discretion.

Chapter

2. PUBLIC TRANSPORT VISION, GOALS, AND OBJECTIVES

Chapter 2 elaborates on the following:

a) White Paper on National Transport Policy
b) National Land Transport Transition Act, Act 22 of 2000
c) Moving South Africa – Status Quo of the Public Transport System
d) National Land Transport Strategic Framework 2002-2007
e) Department of Transport 2003/2004 Business Plan
f) Limpopo Province Land Transport Framework (*Limpopo In Motion*)
g) Sekhukhune IDP 2003/2004 Review
h) Road Master Plan 2006
i) Paradigm shift in the planning of public transportation
j) Alternative/innovative funding
k) Adoption of policy.

2.1 WHITE PAPER ON NATIONAL TRANSPORT POLICY

The vision for SA transport is of a system, which will:

a) 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 while being environmentally and economically sustainable.

b) The SA transportation system is inadequate to meet the basic needs for accessibility to work, health care, schools, shops, etc. and to many developing rural and urban areas. In order to meet these basic needs for accessibility, the transport services offered must be affordable for the user. The transport system will aim to minimise the constraints on the mobility of passengers and goods, maximising speed and service, while allowing customers a choice of transport mode or combination of transport modes where it is economically and financially viable to offer a choice of modes. This demands a flexible transport system and transport planning process that can respond to customer requirements, while providing online information to the user to allow choices to be made. It also requires infrastructure tailored to the needs of the transport operators and their customers.

c) Government will seek a reduction in the cost to the State of the subsidisation of transport operations, or based on developing a more effective and efficient public transport system.

2.1.1 Strategic objectives

To encourage more efficient urban land-use structures, correcting spatial imbalances and reducing travel distances and times for commuting to a limit of about 40 km or one hour in each direction.

2.1.2 Customer-based objectives

a) To ensure that passenger transport services meet the needs of users, including commuters, pensioners, the elderly, scholars, the disabled, tourists and long-distance passengers.
b) Walking distance to be less than 1 km in urban areas. Commuters should be spending less than 10% of their disposal income on transport.
c) To replace operator permits with permissions issued in terms of approved transport plans.

2.2 NATIONAL LAND TRANSPORT TRANSITION ACT, ACT 22 OF 2000

Section 4 (1) (a) (iv). The following principles apply with regard to the determination, formulation, development, and application of land transport policy – are so designed as to have appropriate modes selected and planned for on the basis of where they have the highest impact on reducing the total system's cost of travel, and this decision should be informed by an appropriate assessment of the impact on the customer and anticipated customer reaction to such change.

Section 4(1) (k). The needs of special categories of passengers must be considered in planning and providing public transport infrastructure, facilities and services, and these needs should be met as may be possible by the system provided for mainstream public transport.

Section 18. Transport planning must be viewed as being a co-ordinated and continuous process. Land transport planning must be integrated with land development processes. Land transport planning must focus on the most effective and economical way of moving people. High priority should be given to public transport through, *inter alia*, developing high-utilisation public transport corridors, which are connected by development nodes within the corridors. Accessibility and utilisation of public transport services, facilities and infrastructure must be enhanced. The adverse impact of transport on the environment must be minimised. Co-ordination and integration within, and between, land transport modes must be ensured.

The chronological sequence of the policies described in this chapter indicates the inter-relationship between the subsequent plans derived from the policies, and is described in **Figure 3.1**.

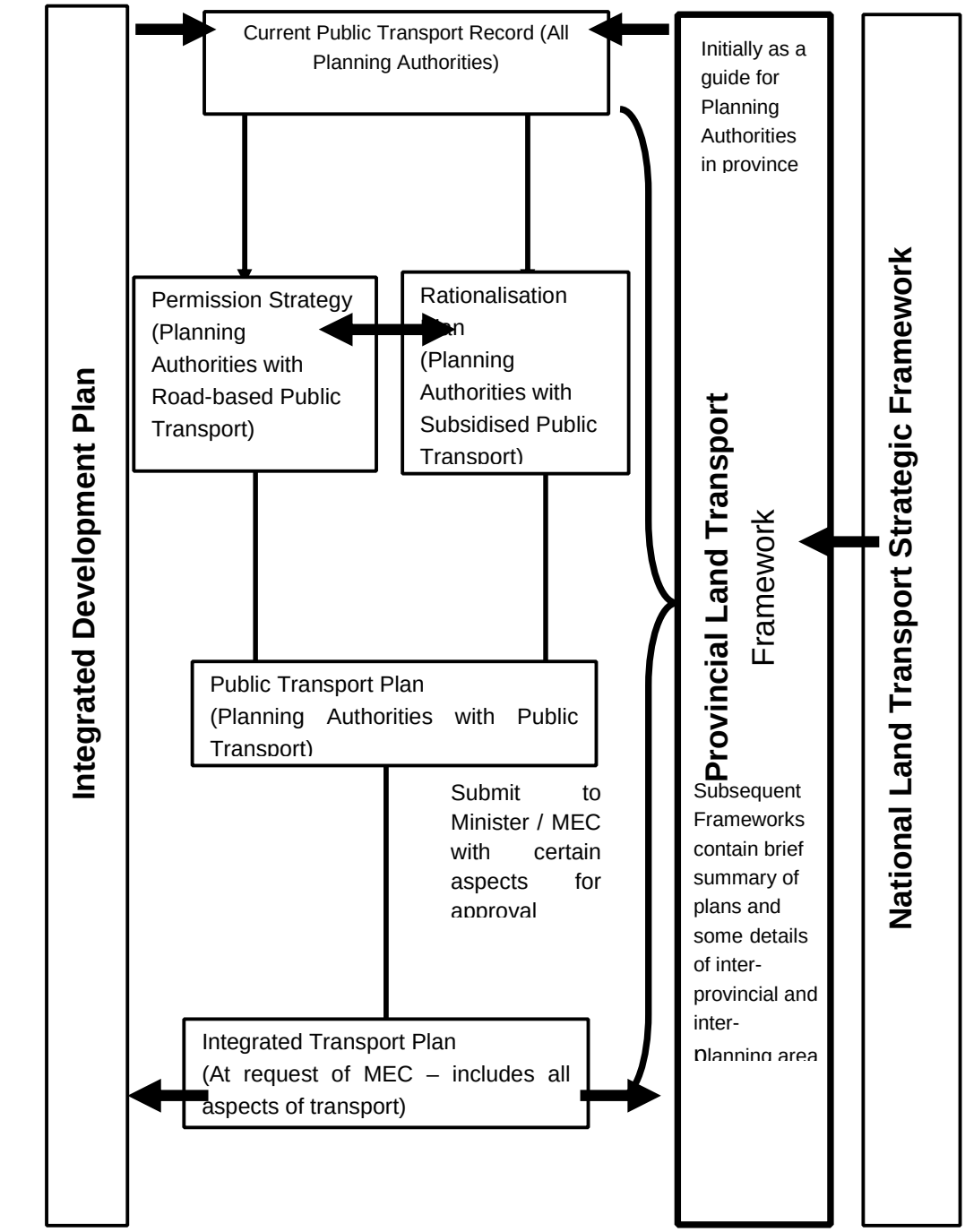

FIGURE 3.1: Hierarchy of transport plans

Section 26 – Public Transport Plan (PTP)

a) "Every transport authority and core city, and every municipality required to do so by the MEC, must, by the date determined by the MEC, prepare a public transport plan with a view to determine and specifying the public transport services that it wishes to have provided in terms of the matters mentioned in section 23(3)(a) and (b).
b) The public transport plan must be prepared with a view to developing and implementing the integration of public transport services and must contain at least the following:

    i) The planning authority's vision, goals and objectives for public transport in the area;
    ii) the planning authority's strategies for –

        - the needs of learners and persons with disabilities;
        - modal integration and fare systems for public transport, the latter comprising fare structure, level and technology;

    iii) An operational component, including –

        - provision of the rationalisation plan for contracted services and concessions; and
        - the operating licensing strategy for all public transport services not covered under the subparagraph (i).

c) Public transport must be in accordance with the requirements, and in the manner and form, as generally prescribed by the Minister, in consultation with the MECs, but the MEC may prescribe the content of public transport plans in addition to such requirements.
d) The public transport plan must be submitted to the MEC for approval, which approval must relate only to matters mentioned in section 24(4)(b).
e) Every planning authority must ensure that its public transport plan is updated at least once a year by a date determined by the MEC by notice in the *Provincial Gazette*."

2.3 MOVING SOUTH AFRICA – STATUS QUO OF THE PUBLIC TRANSPORT SYSTEM

The study identified six market segments and concluded that in the short to medium term, the prioritised customers should be the poor and very poor rural and urban passengers, who are also considered as "stranded customers", and the "survival customers" who currently cannot afford transport or are captive to the cheapest mode of public transport.

The current public transport system does not meet customer needs in terms of travel time, level of choice and cost. Almost 50% of public transport users are dissatisfied with travel times, and only 10% of commuters have a choice of three modes. The system is of limited use to scholars, given its orientation to the needs of commuters and the limited level of off-peak services.

Given the low level of road adequacy in most rural communities, *Moving South Africa* expected to find a high degree of customer dissatisfaction, especially with travel times. However, in the customer research process, rural passengers uniformly declared they had a high level of satisfaction with travel times, regardless of the purpose of the trip. They gave these opinions despite travelling 40-45 minutes each way for work.

Overall, then, a picture of relatively undemanding rural transport customers emerges, where people feel reasonably satisfied, even though they have service levels far below the level available to urban public transport passengers. This may relate to the fact that many rural customers have not been exposed to better levels of service in urban areas, and to the fact that their sense of the opportunity cost of their time is generally lower than that of their urban counterparts.

South African public transport has a relatively high cost compared to international benchmarks: services cost users 32% more than world averages, primarily because of the distances they travel. The results are higher system costs, deteriorating infrastructure, higher user costs and poorer service for users who are captive to the system. More generally, ineffective public transport severely restricts labour mobility, impinges on worker productivity and impedes social integration.

Part of the problem derives from unclear and fragmented institutional arrangements and a lack of capacity in the planning authorities.

The best example of the planning gap appears in the uneconomic role of the modes currently operating in South African cities. In most countries, rail, with the highest fixed cost and the lowest marginal cost of taking an additional passenger, carries a substantial base load of passengers. Buses carry the next band, and the peak-load traffic travels by taxi, which has the lowest fixed cost and the highest marginal cost of the three modes. In South Africa the typical modal roles are reversed, and taxis carry the base load of traffic.

The result is an additional system cost of at least R500 million per annum, the equivalent of almost 18% of the total annual direct subsidy to the system. This phenomenon is the direct consequence of a lack of integrated planning, because on many routes taxi competition is allowed to reduce the capability of buses and trains to recover their higher fixed cost investments.

2.4 NATIONAL LAND TRANSPORT STRATEGIC FRAMEWORK 2002-2007

2.4.1 Taxi mode

Taxi operators must be encouraged (and assisted) to qualify as contractors so as to participate in the subsidised service contracts that will be open to all road-based public transport operators, **subject to the requirements of local transport plans.**

2.4.2 Bus mode

Provincial and municipal bus operators must be co-operative and all subsidised services must be provided in terms of tendered contracts that will be opened to all road-based public transport operators, **subject to the specifications of local transport plans.** Some parastatal and municipal bus service will achieve tendered-contract status via the bridging mechanism of negotiated service contracts.

All new buses in subsidised contracts must comply with Class 1 improvements (for example, step height, grab rails, signage and driver training). Where wheelchair-accessible buses are included in bus contracts, they will preferably be deployed first in "strategic accessible corridors" to allow for the co-ordination of infrastructure upgrades.

Institutional structures

The co-ordination of institutional responsibilities relating to land transport must be promoted. The effective implementation of the Provincial Appeal Body (where appropriate) must be ensured, and the efficient operation of the Provincial Operating Licence Board and the Provincial Transport Registrar must be supported.

2.5 DEPARTMENT OF TRANSPORT 2003/2004 BUSINESS PLAN

The policy objectives and goals emanate from the White Paper on National Transport Policy.

2.5.1 Division of Public Transport: core objective

To manage public transport operations to best suit the needs of the public.

a) Manager – Taxi Operations: objective

i) To ensure participation of the taxi operators in the Taxi Recapitalisation Project
ii) To develop the framework and requirements for the implementation of the route colour-coding system for inter-provincial taxi operations so as to assist with the law enforcement strategies and initiatives
iii) To ensure the existence of a better capacitated taxi industry.

*2.6 LIMPOPO PROVINCE LAND TRANSPORT FRAMEWORK (*LIMPOPO IN MOTION*)*

2.6.1 Transportation Vision Statement for the Limpopo Province

The transportation vision is for a safe, affordable, accessible, effective, efficient and sustainable integrated transport system that meets the needs of stakeholders and customers.

2.6.2 Transportation Mission Statement for the Limpopo Province

The transportation mission is to develop, co-ordinate, implement and manage an integrated, multimodal transport system by –

a) effectively and optimally utilising and developing the available resources;
b) encouraging and providing a safe transport environment for all users;
c) planning and facilitating transport infrastructure provisioning and operations;
d) being transparent, accountable and responsible.

2.6.3 Transportation goals for the Limpopo Province

The transportation goals for the Province are as follows:

a) To develop, co-ordinate, implement and manage an integrated, multimodal transport system
b) To support the process of democratisation, reconstruction and development
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 reliable, effective, efficient, safe, accessible, affordable and environmentally friendly.

2.6.4 Objectives for transportation in the Limpopo Province

The relevant transportation objectives are as follows:

a) To monitor the need for transport in the Province, identify issues and set priorities for transport within the framework of the social and economic reconstruction and development objectives in the Province
b) To regulate and control the transport system to ensure that its full potential can be realised.

2.6.5 Policy principles for transportation in the Limpopo Province

a) Social needs and priorities – the social needs of disadvantaged communities, especially those in rural and other under-developed areas, should be emphasised.
b) Role of Government and the private sector – the limited ownership profile of the transport providers requires restructuring in order to broaden and democratise the current dispensation. There is a need to ensure wider participation by disadvantaged communities in the provision and maintenance of the transport system.
c) Economic – the transport sector should be aimed at increased employment of the workforce.
d) Financial framework – the extent of subsidisation for public transportation and funding for infrastructure, and the priority and funding balance between them.

e) Financial framework – the affordability problem for the passengers in terms of fare levels and for the Government in terms of budget requirements.
f) Land transport service provision – subsidised services or any transport service for which public transport permits are required, should only be provided within the framework of an approved transport plan.

2.6.6 Limpopo Province Integrated Rural Development Framework

One of the mechanisms for achieving sustainable model integration is to ensure that the provision of public transport is business-driven and based on sound business principles. Rural areas are defined as the sparsely populated areas in which people farm or depend on natural resources, including the villages and small towns dispersed throughout these areas. They include the large settlements in the former homelands created by apartheid removals, which depend for their survival on a migratory labour system and remittances. They are characterised by high levels of poverty and economic underdevelopment. These areas should be the immediate focus of rural development.

The Poverty Report (1998) reveals that in the Limpopo Province, almost 18% of the people live in rural areas and live below the poverty line.

Access to quality employment is paramount for sustainable livelihoods, thereby reducing poverty and inequality. The lack of access to physical infrastructure such as electricity, clean water, proper roads and housing, is closely linked to poverty.

a) Strategies based on policy

i) Provide effective financial and economic support to public transport
ii) Promote the most cost-effective mode of transport
iii) Take measures to promote shorter travelling distances
iv) Focus on prioritised economic activity nodes and transport nodes in the transport plans
v) Identify minimum service levels for public transport services which serve economic activity nodes.
vi) Develop a holistic and integrated funding strategy focusing on maximising the transport budget from the Provincial allocation, and by achieving efficiency gains through better utilisation of the available funds
vii) Explore the possibility of additional sources of funding.

b) Projects based on the strategy

i) Develop PTP, RATPLAN, PTP and ITP
ii) Feasibility Study for the Seshego-Polokwane Rail Commuter System
iii) Feasibility Study for a rail system along the Dilokong Corridor
iv) Determine the routes where taxis play a more prominent role
v) Implement the recommendations of the Public Transport Plan (PTP), Operating Licensing Strategy and Rationalisation Plan

vi) Determine the transport needs of learners, the elderly and persons with disabilities
vii) Investigate incentives for improved levels of efficiency and effectiveness of public transport services
viii) Investigate alternative funding options – the role of Public-Private Partnerships (PPP).

Develop Key Performance Indicators to measure the performance of service providers.

2.7 STRATEGIC FRAMEWORK – ACCESSIBLE TRANSPORT STRATEGY

2.7.1 The strategic objectives of the NLTSF are *as follows*:

a) To hold ongoing consultation with the disability sector.
b) To empower the implementing authorities to improve accessibility across all modes through the integrated planning process.
c) To initiate the "reasonable accommodation" of persons with disabilities by prioritising high-impact, lower-cost action.
d) To launch pilot projects in rural areas to test solutions and develop a rural accessibility strategy.

There are two primary strategic objectives to be met, namely:

a) To integrate accessible transport into the public transport system.
b) To promote the provision of accessible transport across all modes of public and pedestrian transport.

Transport plays a significant role in the lives of ordinary citizens as a mechanism for accessing socio-economic opportunities. Accessible transport is a basic need and it is constitutionally required to meet the rights of persons with disabilities. The implementation of the short-term strategy shall be practical and shall demonstrate accessible, affordable transport and connectivity to multimodalism.

The objective of the strategy is to improve access to transport for persons with disabilities, in a manner that promotes integration into the mainstream of public transport. In addition, it is to promote barrier-free access to all modes of public transport and targets key access roads to ensure the mobility of all elements of the travel chain.

A practical approach to planning accessibility improvements shall be adopted to maximise the impact of accessible transport services. The short-term strategic actions are intended to entrench this practice.

Integrated Transport Plans shall be conscious of integrating accessible transport actions that will promote a seamless and hassle-free travel chain for disabled travellers. Through a phased approach, accessible transport shall be gradually integrated into a fully fledged and accessible public transport system.

2.7.1 Accessible Transport Strategy: action areas

Implement low-cost accessible features for ambulatory passengers. This will affect the exterior, entrance and interior designs of the three modes of public transport. Such accessible features are to be effected by reviewing the subsidy contract/tendering system and using it as leverage. This will be the case particularly with the bus and rail transport.

Metropolitan municipalities shall facilitate the identification of accessible transport networks as well as corridors and link them to online infrastructure, in accordance with the guiding principles/recommendations of the NLTSF – towards achieving "reasonable accommodation", as part of their transport planning processes. The same applies to non-metropolitan municipalities falling under category B (i.e. local) as well as those falling under category C (i.e. districts).

Where accessible corridors cannot be created solely by introducing new vehicles with Class 1 improvements already built into them, the existing vehicles already in operation will be retrofitted with Class 1 improvements to provide the required level of accessibility in the corridor.

Safety features have to be introduced when existing vehicles are redesigned and refurbished. These safety features refer to the additional ones for use by passengers with disabilities. All land transport operators shall make provision for suitable storage facilities for both long- and short-distance travel passengers to store their supportive devices (such as crutches, walking sticks, wheelchairs) on rail coaches, buses and taxis, in support of inter-connectivity in the travel chain.

2.8 SEKHUKHUNE IDP 2005/2006 REVIEW

2.8.1 Vision of the GSDM

To be a custodian of integrated sustainable service delivery in partnership with local municipalities and communities.

2.8.2 Mission of the GSDM

The mission of the GSDM is to provide creative development solutions through the following:

a) A co-ordinated framework for District Development planning
b) Fostering active community involvement
c) Creating a learning organisation conducive to the development of human capital
d) Enhancing sound inter-governmental relations through good governance
e) Equitable distribution of resources.

The strategic plan for transport and related projects addresses road infrastructure only. There are no plans and projects for the public transportation system, except for the

upgrading of roads. The 2004/2005 IDP Review Process is aligned with the recommendation of the respective transport plans.

2.8.3 Existing district policy

More details are provided in Chapter 4.

2.9 GSDM ROAD MASTER PLAN

The Greater Sekhukhune District Municipality (GSDM) appointed Africon Consulting Engineers Inc. in February 2006 to develop a Road Master Plan for the GSDM and to investigate alternative service-delivery mechanisms.

The project entailed conducting various surveys, such as pavement condition surveys, stormwater structures and road-sign assessment as well as traffic counts. The road network needs were determined and projects were prioritised by taking a life-cycle approach. The procedures of section 78(1) in the Municipal Systems Act (Act 22 of 2000) were followed to assess internal service provision.

2.10 PARADIGM SHIFT IN THE PLANNING OF PUBLIC TRANSPORTATION

There is a continuing decline in the performance of the transportation system as well as in the relevance of public transportation in meeting emerging needs. Reinvention in local public transportation is essential. Travel needs should not be viewed in engineering terms only. Transport is understood to be a "derived demand". Most people travel to satisfy fundamental needs – to reach activities and opportunities to increase economic well-being, health, welfare and personal security, and maintain the quality of the environment.

The distinction between rural transportation needs and rural transportation demand must be defined. Demands are registered in a market and are therefore related to the user's income level. Those with low incomes or no motorised vehicle are less likely to demand travel.
Travel needs are defined as a fixed amount of travel that is deemed necessary to provide an adequate standard of living, a quantum not affected by the price of travel. One may have a need to travel that is independent of one's ability or willingness to pay.

In developing areas, public transport has a more significant role than in First World and industrialised areas, because economic efficiency is vital for large numbers of people without motorised vehicles. Higher-capacity public transport should be provided at reasonable levels of investment concurrently with developments, instead of after the chronic congestion created by excessive street traffic.

The role of public transport is likely to have more importance with the increasing focus on environmental concerns, sustainability, quality of life and liveability. To perform this role, public transport must be planned concurrently with streets and highways, and be given the

priorities needed to achieve a desirable balanced use of public transport, cars, bicycles, walking and other modes of transportation.

Regardless of the degree of car ownership, there will always be a significant segment of the population that cannot use a private car. It is an advantage to create high-quality public transportation and associated developments, based on reasonable walking access.

2.11 FUNDING AND SUBSIDIES

Is public transport a public service or is it market driven? Are subsidies an investment or a waste of taxes? What are the main social and economic objectives aligned with transport subsidies?

For the Limpopo Province, it is intuitively felt that public transport is a need, and subsidies are necessary to provide access to mobility to ensure an adequate standard of living for most people in the Province. Therefore, under the current circumstances, subsidies qualify as an investment in the Limpopo Province.

Public transport is a service with reasonable economics, where the profit motive should not be the sole dictating factor. Public transit does not outperform the private mode in a free market environment. Public transport has several non-monetary, intangible benefits for society. These benefits are not marketable. Any reduction in capital and operating costs through deregulation should still consider the basic needs of the passenger.

The needed funds should be available as a basic condition for implementing the permanent provision of attractive services that can respond to increasing demands for high-quality, high-volume public transportation. Similar to highways and other passenger transportation facilities, transit investments come mostly from public funds.

Where mass transit is a public service, the public sector must set the standards for funding and fares, and Government must ensure that transportation is a basic right for its citizens.
The Limpopo Department of Transport must guard against the “irresponsible supply cycle”, where there is little or no control over the contracted operator. Where control is defective, the operator often neglects the passengers’ needs, and passengers look for an alternative mode, which could result in the "illegal" supply of public transportation, decreasing fare revenue, increasing operating costs, higher subsidies and possible conflict. Some passengers are captives of the system, and this violates their right to the pursuit of accessibility and mobility.

The preferred modes of public transport are the bus and taxi. Currently, the higher-capacity buses operate during the peak periods only, while the lower-capacity taxi mode operates during the off-peak period on the same primary route. However, on some routes the taxi mode competes directly with the bus mode, and is not necessary viable. There is potential for some routes to be converted to taxi routes only, because of the low passenger numbers. There is potential, too, for taxi operators to be contracted by the bus operator and effectively provide a subsidised service, the details of which are described in the results of the study.

The Limpopo Department of Transport must also resolve the issue of subsidies for learners, students and the elderly. The current data does not classify passengers as learners, students, the elderly or persons with disabilities. If these categories of passengers are included in the total number of passengers, they are subsidised at the same rate as commuters. A concession is needed for these categories of passengers, and should be investigated further. There is also a need for a specific funding allocation for the provision of Class 1 improvements, not only for contracted operators but also for tourist bus operators.

2.12 ALTERNATIVE/INNOVATIVE FUNDING

In addition to the fixed sum of the bus subsidy from the Department of Transport, research is needed into alternate funding mechanisms for public transportation. For example, advertising on buses is a lucrative generator of operating funds. The Department of Transport should correspond with the Department of Environmental Affairs and Tourism to obtain funds through the National Environmental Management (Air Quality Management) Act to reduce emissions by upgrading the rolling stock. Similarly, the Department of Education should also contribute funds for the transportation of learners and students, and the Department of Social Development should contribute funds for the subsidisation of the elderly.

2.13 ADOPTION OF POLICY

In addition to the Provincial Land Transport Framework in the *Limpopo in Motion* document, the policy framework compiled in this chapter provides particular guidance for the provision of a Public Transport Plan (PTP). Furthermore it is extremely important in terms of *Limpopo in Motion* to highlight the following:

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

2.13.1 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 MULTIMODAL 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"

2.13.2 Policy goals

Transport in the Limpopo Province, as stated in the *Limpopo in Motion* document, has the following goals:

a) To develop, co-ordinate, implement and manage an integrated, multimodal transport system
b) To support the process of democratisation, reconstruction and development in 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.

2.13.3 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 efficiently and effectively
e) To ensure regulation and control
f) To ensure that sufficient, timely and effective traffic control and safety are maintained.

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 spheres 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 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 spheres of government.

Chapter

3. PUBLIC TRANSPORT STATUS QUO (CPTR)

This chapter contains the following information:

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

3.1 DESCRIPTION AND ANALYSIS OF THE RESULTS OF THE CPTR

This section provides a summary of the information collected as part of the GSDM-CPTR. The summarised information will allow all stakeholders to obtain an overview of what is involved in public transport in the Sekhukhune District Municipality. This section contains specific information about the following:

a) Facilities
b) Capacity utilisation of ranks
c) Routes
d) Route utilisation for taxis
e) Waiting times for taxis
f) Operational vehicles
g) Comparison of information from the Operating Licence Board with information from the Registrar of Taxis
h) Comparison of information from the Operating Licence Board with the CPTR information
i) Comparison of information from the Board and Registrar of Taxis with the CPTR information.

The subsections below elaborate on the above-mentioned information.

3.1.1 Facilities

The facility surveys were conducted for the following types of facilities:

a) Taxi ranks
b) Bus termini.

The findings of the surveys of the above-mentioned facilities are given in summarised form in the subsections below. Appendix B of the CPTR contains more detailed information about the public transport facilities.

3.1.1.1 Taxi ranks

The findings from the facility surveys conducted for the Sekhukhune District Municipality are presented in Table 3.1.1.1.1 and show that the GSDM has a total of 82 taxi facilities. Table 3.1.1.1 furthermore shows the number of taxi facilities situated in the different local municipality areas, the percentage of formal taxi facilities and the percentage of taxi facilities per municipal area in relation to the total number of taxi facilities in the Sekhukhune District Municipality. Table 3.1.1.1.1 indicates that nearly half of the ranks in the GSDM are in the Greater Tubatse LM, followed by Makhuduthamaga with 20%.

TABLE 3.1.1.1.1: TAXI FACILITY STATISTICS FOR THE GSDM AREA

Local municipality	Number of taxi facilities	% Formal	% in relation to GSDM
Elias Motsoaledi	10	50%	12%
Fetakgomo	8	25%	10%
Greater Marble Hall	11	9%	13%
Greater Tubatse	37	19%	45%
Makhuduthamaga	16	38%	20%
Total for GSDM	**82**	**100%**	**100%**

In terms of taxi facilities in the Sekhukhune District Municipal Area, the following information is also relevant:

a) 75% of taxi facilities are on-street facilities
b) 74% of taxi facilities are informal facilities
c) 12% of taxi facilities have lighting
d) 19% of taxi facilities are paved
e) 2% of taxi facilities have public telephones
f) 11% of taxi facilities have offices
g) 17% of taxi facilities have shelters
h) 15% of taxi facilities have ablution blocks.

Table B-1 of Appendix B of this GSDM-CPTR report contains more information about taxi facilities.

3.1.1.2 Bus termini

Bus facilities in the Sekhukhune District Municipality are limited to three main bus termini and then the many loading and off-loading bus stops through the district. The bus termini are in general not well provided with facilities. See Table B-2 of the GSDM-CPTR for more details about the facilities provided at bus termini.

3.1.1.3 Train stations

There is currently no rail commuter service in the GSDM area.

3.1.1.4 Metered taxis

There are a limited number of metered taxis operating in the GSDM area. Metered taxis were observed in the following areas:

a) Greater Tubatse
b) A large number of 4+1 taxis in Jane Furse.

3.1.2 Capacity utilisation of ranks

Facility utilisation is described in terms of the following parameters:

a) **Frequency**, which implies the number of taxis using the facility in specified morning or evening peaks for each type of public transport service or off-peak periods for stand-alone holding facilities.
b) **Facility capacity**, which implies the number of loading bays available.
c) **Utilisation,** which implies the average number of bays occupied in the facility.

It is extremely important to note that a large number of facilities in the Sekhukhune District Municipality are informal facilities. In practice, this implies that it is virtually impossible to determine the extent of rank utilisation. The capacity of informal facilities was indicated as 1 in order to indicate the burden that an informal facility places on the public transport system. Table C-1 of the GSDM-CPTR indicates the average capacity utilisation of taxi ranks respectively for the –

a) AM peak between 06:00 and 10:00;
b) MID peak between 10:00 and 14:00;
c) PM peak between 14:00 and 18:00.

More detailed information per 15-minute interval is available on the GSDM-CPTR database.

3.1.3 Routes

As part of the process of capturing the route information, it was possible to determine that the verified routes provided by the Limpopo Province Department of Transport have not been 100% accurately described.

Route surveys were conducted for the following types of modes:

a) Taxi

b) Bus
c) Train
d) Light delivery vehicles.

These modes are discussed in more detail in the subsequent subsections of this report.

3.1.3.1 Taxi routes

Based on the surveys conducted for the GSDM-CPTR, it is crucial to note that socio-economic factors in the province make it completely uneconomical to restrict a taxi operator to one particular road in order to fulfil his commitments as a service provider.

The typical socio-economic factors influencing the operational methods of the taxi industry are as follows:

a) The widely spread distribution of villages
b) The low level of income in villages
c) The low level of employment in the Limpopo Province, with specific reference to villages.

The taxi industry implemented a rotation system to ensure that all operators could earn a living. However, it is important that taxi operators should only be permitted to operate between an A and a B point, although it should be possible for them to operate on different roads to maintain services on the route.

The findings of the route surveys that were conducted, were that 190 taxi routes were used in the Sekhukhune District but the outward-bound and inward-bound routes were separately described. Table 3.1.3.1.1 indicates that 43% of the routes were in the Greater Tubatse Local Municipality, followed by 22% of the routes in the Makhuduthamaga LM. Table 3.1.3.1.1 gives a more detailed breakdown of the routes per local municipality.

TABLE 3.1.3.1.1: DISTRIBUTION OF TAXI ROUTES PER LOCAL MUNICIPALITY IN THE SEKHUKHUNE DISTRICT MUNICIPALITY (GSDM)

Local municipality	Number of routes	% in relation to GSDM
Elias Motsoaledi	28	15%
Fetakgomo	6	3%
Greater Marble Hall	32	17%
Greater Tubatse	82	43%
Makhuduthamaga	42	22%
Total GSDM	**190**	**100**

Table D1-1 of Appendix D-1 of the GSDM-CPTR report contains a summary of the taxi routes in the GSDM, indicating the following:

a) Route number
b) Association
c) Point A

d) Point B
e) Local municipality.

More detailed information is available as part of the GSDM-CPTR database.

3.1.3.2 Bus routes

Information about routes was more easily available as the bus industry is formalised. The information about routes for subsidised services was quite accurate.

Based on the information obtained about bus routes, there are 28 subsidised bus routes in the Sekhukhune District Municipality. Table 3.1.3.2.1 gives a more detailed breakdown of the bus routes per local municipality in the GSDM.

TABLE 3.1.3.2.1: DISTRIBUTION OF SUBSIDISED BUS ROUTES PER LOCAL MUNICIPALITY IN THE SEKHUKHUNE DISTRICT MUNICIPALITY

Local municipality	Number of routes	% in relation with GSDM
Elias Motsoaledi	16	57%
Greater Marble Hall	12	23%
Total GSDM	**28**	**100**

Table D2-1 of Appendix D of this GSDM-CPTR report contains a list of bus routes in the GSDM, indicating the following:

a) Route number
b) Operator
c) Point A
d) Point B
e) Local municipality
f) Fares.

More detailed information is available as part of the GSDM-CPTR database with specific reference to the bus timetables and fare structures.

3.1.3.3 Train routes

At present there is no rail commuter service in the GSDM area. The information about trains was obtained from the draft report*: Feasibility study on rail development in the Limpopo Province, August 2006*.

3.1.3.4 Light delivery vehicles

Table 3.1.3.4.1 indicates a list of routes that are served by light delivery vehicles in the GSDM Area.

TABLE 3.1.3.4.1: LIST OF ROUTES THAT ARE SERVED BY LIGHT DELIVERY VEHICLES IN THE GSDM AREA

Origin	Destination
Marishane	Mapurunyane
Masemola	Sezolea
Mphanana Cross	Mphanana
Ga Masha	Maseven
Leporogong	Kutullo
Monsterlus Koperasie	Kgaphamadi
Sephaku	Sterkfontein
Luckan	Legolaneng
Luckan	Sterkfontein
Keerom	Mablogoom

3.1.4 Route utilisation for taxis

In order to conduct the route utilisation survey, the following figures from the route utilisation data were calculated for a specific route and for a specific time interval:

a) Number of passengers
b) Number of seats
c) Percentage utilisation of seats
d) Number of trips
e) Average occupation per vehicle
f) Unique number of taxi trips
g) Average number of trips per taxi.

Tables E-1 and E-2 of Appendix E of the GSDM-CPTR report respectively provide information about the above-mentioned route utilisation for the following peaks for all the main routes captured:

a) AM peak from 06:00 to 09:00
b) PM peak from 15:00 to 18:00.

Table 3.1.4.1 shows the average number of trips per taxi for each municipality in the GSDM for the AM and PM peaks respectively.

TABLE 3.1.4.1: AVERAGE NUMBER OF TAXI TRIPS PER TAXI IN THE SEKHUKHUNE DISTRICT MUNICIPALITY BY LOCAL MUNICIPALITY		
Local municipality	**AM PEAK (06:00 to 09:00)**	**PM PEAK (15:00 to 18:00)**
Elias Motsoaledi	1,41	1,26
Fetakgomo	1,12	1,0
Greater Marble Hall	1,36	1,19
Greater Tubatse	1,40	1,23
Makhuduthamaga	1,32	1,25
Average for district	**1,36**	**1,23**

The summarised information in Tables E-1 and E-2 of the GSDM-CPTR report show the following:

a) During the AM peak between 06:00 and 09:00, a total of 18 575 passengers are transported in the GSDM area per day.
b) During the PM peak between 15:00 and 18:00, a total of 11 156 passengers are transported in the GSDM area.
c) Tables 3.1.4.2 and 3.1.4.3 respectively indicate information related to the 10 routes, with the most trips per vehicle during the morning peak as well as in the afternoon peak.
d) The economic viability for a high percentage of taxis was very low. This was the case for the number of trips per taxi for most of the routes.

To conclude, it is possible to determine the route utilisation for any time period by means of the database, and therefore far more detailed information is available as part of the database.

A copy of the route census conducted for buses is shown in Appendix E of the GSDM-CPTR report.

TABLE 3.1.4.2: SUMMARY OF TEN TAXI ROUTES WITH THE MOST TRIPS PER TAXI (AM peak between 06:00 and 09:00)										
Main route	**Description of main route**	**Survey period (days)**	**No. of passengers during period**	**No. of passengers per peak period**	**No. of seats**	**% of seats used**	**No. of trips**	**Average occupation per vehicle**	**Unique taxi trips**	**Average No. of trips per taxi**
L-R0042F-S	DRESDEN to BURGERSFORT	1	77	77	150	51	11	7,00	3	03,67
TEMP-43F-S	SEVEN STAD to MARBLE HALL	1	242	242	281	86	19	12,70	6	03,17
L-R0001F-S	PENGE to BURGERSFORT	1	243	243	304	80	21	11,60	7	03,00
L-R0007F-S	ALVERTON to BURGERSFORT	1	992	992	994	100	68	14,60	23	02,96
L-R0030F-S	MANOKE to BURGERSFORT	1	511	511	1 082	47	99	5,20	35	02,83
TEMP-34R-S	GROBLERSDAL to JOHANNESBURG	6	120	20	120	100	8	15,00	3	02,67
L-R0045F-S	TAUNG to BURGERSFORT	1	224	224	384	58	29	7,70	11	02,64
TEMP-55-S	MAMPANE to PRETORIA	1	457	457	758	60	52	8,80	20	02,60
L-R0046R-S	BURGERSFORT to GA-MAKOFANE	6	105	18	105	100	7	15,00	3	02,33
TEMP-42R-S	GROBLERSDAL to MIDDELBURG	6	102	17	105	97	7	14,60	3	02,33

TABLE 3.1.4.3: SUMMARY OF TEN TAXI ROUTES WITH THE MOST TRIPS PER TAXI (PM peak between 15:00 and 18:00)										
Main route	**Description of main route**	**Survey period (days)**	**No. of passengers**	**No. of passengers per peak period**	**No. of seats**	**% of seats used**	**No. of trips**	**Average occupation per vehicle**	**Unique taxi trips**	**Average No. of trips per taxi**
TEMP-35R-S	GROBLERSDAL to MOTETEMA	6	1 777	296	1 777	100	122	14,6	45	02,71
L-R0045F-S	TAUNG to BURGERSFORT	1	206	206	301	68	22	09,4	9	02,44
TEMP-4R-S	PHOKWANE to MASIHLALENI	1	102	102	102	100	7	14,6	3	02,33
L-R0029R-S	BURGERSFORT to NTSWANENG	6	942	157	942	100	65	14,5	28	02,32
L-R0030F-S	MANOKE to BURGERSFORT	1	288	288	948	30	83	03,5	37	02,24
L-R0061R-S	JANE FURSE to GROBLERSDAL	6	3 523	587	3 569	99	240	14,7	113	02,12
TEMP-84F-S	LETLAPIRWANA to MATIBIDI	1	93	93	147	63	14	06,6	7	02,00
L-R0127R-S	MARBLE HALL to MAMPANA	6	361	60	382	95	28	12,9	14	02,00
L-R0033R-S	ORIGSTAD to LEBOENG/MANOUTSA	6	33	5.5	56	59	4	08,3	2	02,00
TEMP-6R-S	PHOKWANE to MABINDANE	6	280	46.7	280	100	20	14,0	10	02,00

3.1.5 Waiting times for taxis

Detailed calculations were done on waiting times, using the surveyed information. The following is typical of the information available per main route for a specific time interval:

a) Survey size
b) Maximum waiting time for passenger in queue
c) Average waiting time for passenger in queue
d) Maximum waiting time for passenger in vehicle
e) Average waiting time for passenger in vehicle
f) Maximum total waiting time for passenger
g) Average total waiting time for passenger
h) Maximum number of passengers left in queue
i) Average number of passengers left in queue
j) Maximum number of vehicles remaining in queue
k) Average number of vehicles remaining in queue.

The above-mentioned detailed waiting-time calculations were conducted for each local municipality. Tables F-1 to F-4 of Appendix F of the GSDM-CPTR report contain the respective results for the following:

a) Table F-1: Greater Marble Hall Municipality
b) Table F-2: Elias Motsoaledi Municipality
c) Table F-3: Greater Tubatse Municipality
d) Table F-4: Fetakgomo Municipality
e) Table F-5: Makhuduthamaga Municipality.

Table F-6 of Appendix F of the GSDM-CPTR indicates the results for the Sekhukhune District Municipality. In conclusion, the GSDM-CPTR database contains all the detailed information about waiting times by specific routes.

Table 3.1.5.1 presents a summary of the data for the average waiting times in the queues and in the vehicles for the time intervals between 15:00 and 18:00 for the different local municipalities. Table 3.1.5.1 clearly indicates that there is generally an over-supply of minibus-taxi services in the Greater Sekhukhune DM.

The information about waiting times will be used in more detail when developing the OLS for the Greater Sekhukhune District Municipality.

TABLE 3.1.5.1: AVERAGE QUEUES AND WAITING TIMES IN QUEUES AND IN VEHICLES FOR DIFFERENT TIME INTERVALS BY LOCAL MUNICIPALITY BETWEEN 14:00 AND 17:00

Time interval	Elias Motsoaledi			Fetakgomo			Greater Marble Hall			Greater Tubatse			Makhuduthamaga		
	Average queues		Average total waiting time pas-sengers	Average queues		Average total waiting time pas-sengers	Average queues		Average Total waiting time pas-sengers	Average queues		Average total waiting time pas-sengers	Average queues		Average total waiting time pas-sengers
	Pas-sengers	Vehicles		Pas-sengers	Vehicles		Pas-sengers	Vehicles		Pas-sengers	Vehicles		Pas-sengers	Vehicles	
14:00-15:00	3,6	11,1	00:35	5,7	2,7	01:01	1,8	5,1	01:07	2,6	2,5	00:20	2,2	3,5	00:32
15:00-16:00	3,4	10,4	00:20	2,3	1,0	00:22	0,5	5,1	00:43	3,8	3,3	00:18	1,4	3,0	00:21
16:00-17:00	3,3	9,1	00:17	2,3	1,0	00:05	0,5	2,2	00:25	5,6	2,9	00:10	2,4	2,1	00:23

3.1.6 Operational vehicles

One of the most frequently asked questions concerns the number of operating vehicles for a specific area. It is important to note that the numbers determined as part of this report reflect only the information obtained in the field for a specific peak period, as part of the GSDM-CPTR, with specific reference to the minibus-taxi industry. It is therefore possible that for various reasons a taxi operator might not have operated on the day when the survey was conducted and therefore such an operator would not have been included in the calculations. It is furthermore important to take note that taxis operating from other provinces were also counted as part of the surveys. The implication is that the number of vehicles may not necessarily be a true reflection of the number of operators in the area.

Information about the number of operational vehicles is therefore available for –

a) minibus-taxis, and
b) buses.

A total of 4 261 unique taxis were observed in the SDM area. Table 3.1.6.1 below shows the total number of different taxis operating in the Greater Sekhukhune District Municipality for each of the local municipalities. It is important to note that some of the vehicles were observed in more than one local municipality, because the A and B points of the routes are in different local municipal areas. The result is that the sum of the operational vehicles for all the respective municipalities is higher than the number of operational vehicles in the GSDM.

TABLE 3.1.6.1: OPERATIONAL TAXIS IN THE GREATER SEKHUKHUNE DISTRICT MUNICIPAL AREA AND LOCAL MUNICIPALITIES

Local municipality	Number of taxis
Elias Motsoaledi	1 372
Fetakgomo	287
Greater Marble Hall	530
Greater Tubatse	1 463
Makhuduthamaga	1 083
Total	**4 735**

There are subsidised buses in operation in the GSDM: 16 in the Elias Motsoaledi and 12 in the Greater Marble Hall LM.

The following information about operators appears in Appendix G of the GSDM-CPTR report:

a) Table G-1: Taxi associations operating in the Sekhukhune District Municipality, based on the surveys conducted.
b) Table G-2: Subsided and non-subsidised bus operators in the Sekhukhune District Municipality.

3.1.7 Comparison of information of Operating Licence Board with information of the Registrar of Taxis

No operating licence (LPTS) and Registrar of Taxis (RAS) information was electronically available from the Limpopo Province Department of Transport. It was therefore not possible to make a comparison at this stage.

3.1.8 Comparison of information of Operating Licence Board with CPTR information

No operating licence (LPTS) and Registrar of Taxis (RAS) information was electronically available from the Limpopo Province Department of Transport. It was therefore not possible to make a comparison at this stage.

3.1.9 Comparison of information of Board and Registrar of Taxis with CPTR information

No operating licence (LPTS) and Registrar of Taxis (RAS) information was electronically available from the Limpopo Province Department of Transport. It was therefore not possible to make a comparison at this stage.

3.1.10 Recommendations

It is recommended that:

a) The CPTR information as available on the GSDM-CPTR database should be used for developing an Operating Licensing Strategy (OLS) as guideline for the Operating Licence Board with regard to the issuing of new operating licences.
b) The CPTR information should furthermore be used for developing a Public Transport Plan for the GSDM District Municipality, which would guide the implementation of public transport projects and strategies, and could serve as input into the Integrated Transport Plan (ITP).
c) The taxi-related CPTR information should be made available to the taxi industry in order to assist them to plan their daily operations and to become more effective in their operations.
d) The GSDM-CPTR should be updated every two years.

3.2 DESCRIPTION AND THE USE OF MAJOR TRANSPORT CORRIDORS AND MAJOR PUBLIC TRANSPORT FACILITIES

3.2.1 Major transport corridors

The major roads that traverse the Greater Tubatse Local Municipality (GTLM) area include the R555, R37 and R36. Located along these major roads are the urban areas of the GTLM, namely Steelpoort, Burgersfort and Ohrigstad, as well as some smaller areas including Mooihoek and Bothashoek. All these areas, except for Ohrigstad, are grouped together near

the intersection of the R555 and R37, which is roughly centrally located in the region. Ohrigstad is small urban area, predominantly a service centre, which is located on the eastern edge of the local municipal area. It is mostly affected by the R36 and traffic moving through the area from Lydenburg in the south to places such as Hoedspruit, Blyde River or Phalaborwa in the north.

Road R37 forms part of the Dilokong Corridor that is defined as an area stretching from Polokwane in the north to Burgersfort in the south with Road R37 forming the spine of the corridor. There are numerous rural villages and a number of platinum and chrome mines along Road R37. This situation implies a high number of public transport vehicles travelling in the area. A greater number of vehicle trips are expected as a result of increased mining activities. Road R37 is of national, provincial and local importance.

The significant public transport corridors in the Elias Motsoaledi LM are those from Monsterlus to Groblersdal, and from Tsimanyane to Groblersdal. The significant public transport corridor in the Greater Marble Hall LM is from Leeufontein to Marble Hall.

3.2.2 Major public transport facilities

Table 3.2.2.1 indicates the major public transport facilities in the GSDM.

TABLE 3.2.2.1: MAJOR PUBLIC TRANSPORT FACILITIES IN THE GSDM

FACILITY NAME	STATUS- FORMAL/INFORMAL
a) Jane Furse Taxi Rank	Formal
b) Groblersdal Taxi Rank	Formal
c) Marble Hall Taxi Rank	Formal
d) Burgersfort (Eastern Leolo) Taxi Rank	Informal
e) Wayside Taxi Rank	Informal
f) Jane Furse Plaza Taxi Rank	Formal
g) Maroni Taxi Rank	Formal
h) Tsimanyani Taxi Rank	Informal
i) Vleeschboom Taxi Rank	Formal
j) Leeukop Taxi Rank	Formal
k) Leborogong Taxi Rank	Informal
l) Praktiseer Taxi Rank	Informal
m) Steelpoort Total Garage Taxi Rank	Informal
n) Ngwaabe Taxi Rank	Informal
o) Burgersfort Bus Rank	Formal

3.3 *WHETHER THERE ARE PUBLIC TRANSPORT SERVICES OPERATING IN PARALLEL TO ONE ANOTHER AND COMPETING FOR THE SAME MARKET*

It is important to note that at present there are no subsidised public transport services in the GTLM area. There are subsidised bus services in the Greater Marble Hall and Elias Motsoaledi LM. There are several routes with bus and taxi services competing for the same market share. The routes are indicated in Table 3.3.1

TABLE 3.3.1: PARALLEL SERVICES IN THE GSDM

ORIGIN	DESTINATION	ACTIVE MODE
BURGERSFORT	MOTLOLO	BUS AND TAXI
BURGERSFORT	MOROKE	BUS AND TAXI
BURGERSFORT	GA RIBA	BUS AND TAXI
BURGERSFORT	ORIGSTAD	BUS AND TAXI
BURGERSFORT	PRAKTISEER	BUS AND TAXI
BURGERSFORT	MOTODI	BUS AND TAXI
BURGERSFORT	NGWAABE	BUS AND TAXI
BURGERSFORT	BOTHASHOEK	BUS AND TAXI
BURGERSFORT	DRIEKOP/ RIVER CROSS	BUS AND TAXI
BURGERSFORT	MANOKE	BUS AND TAXI
ORIGSTAD	LEBOENG/ MANOUTSA	BUS AND TAXI
STEELPOORT	RIBA CROSS	BUS AND TAXI
STEELPOORT	MAMPURU	BUS AND TAXI
STEELPOORT	JANE FURSE	BUS AND TAXI
MARBLE HALL	LEEUFONTEIN	BUS AND TAXI
MARBLE HALL	MAMPHOGO	BUS AND TAXI
ELIAS MOTSOALEDI	MOTETEMA	BUS AND TAXI
ELIAS MOTSOALEDI	TAFELKOP	BUS AND TAXI
ELIAS MOTSOALEDI	MONSTERLUS	BUS AND TAXI
ELIAS MOTSOALEDI	JANE FURSE	BUS AND TAXI

3.4 *ANY SIGNIFICANT REGULATORY ISSUES AND IMPEDIMENTS*

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

a) The incorporation of taxis in the GSDM area that previously formed part of the Mpumalanga Taxi Industry should be addressed in an effective and sufficient manner.
b) 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.

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 GSDM area.
d) The metered-taxi industry has not yet been formalised at local municipality level.
e) The operating licences that have not yet been issued to date, should be awarded.
f) There is indication of an oversupply of taxi vehicles, and illegal operations too. These are major contributors to conflict among taxi operators.
g) Some of the taxis operators have too many routes as part of the applied operating licence and the number of these routes should be reduced.

Chapter

4. OPERATIONAL ASPECTS (RATPLAN AND OLS)

Based on the TPR 7 planning guidelines, this chapter deals with the following issues:

a) Summary of the Operating Licensing Strategy
b) Summary of the Rationalisation Plan.

4.1 SUMMARY OF THE OPERATING LICENSING STRATEGY

The Greater Sekhukhune District Municipality (GSDM) commenced the formulation of its second Operating Licensing Strategy (OLS) in December 2006, as required in terms of the National Land Transport Transition Act, 2000, Part 7, section 24.

One of the most important issues to be addressed as part of the updated OLS would be to ensure that the document should be utilised effectively by the Limpopo Province Operating Licence Board.

The purpose of the OLS is to present a strategy which would enable the GSDM to provide structured and informed responses to the operating licence applications referred to it by the Limpopo Operating Licence 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 GSDM. 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 GSDM:

a) The focus of the OLS should be on the taxi and bus operations
b) Attention would be given to an overarching framework for the provision of public transport services in the GSDM
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) The dispute resolution mechanisms developed in the GSDM should be utilised. The Sekhukhune District Transport Forum (SDTF) would be important for liaison purposes
g) The general participation, buy-in and co-operation of the Taxi Operators and the SDTF should be obtained
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 GSDM 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 input for the GSDM-OLS contains the following topics:

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 above-mentioned topics are contained in detail in Volume 2 of 5 of the GSDM Integrated Transport Plans.

The Sekhukhune District Transport Forum (SDTF) was the backbone of the consultation process. The consultation process included the Limpopo Province Operating Licence Board as well as the Registrar of Taxis.

The results of the OLS indicate that all the existing routes are oversupplied and it is recommended that the GSDM should not contemplate awarding any additional licences in the near future; unless there is clear evidence that operating conditions on such routes have changed significantly.

4.2 SUMMARY OF THE RATIONALISATION PLAN

The Rationalisation Plan provides for passenger satisfaction, minimised competition among subsidised operators, recommended routes and timetables, guidelines on negotiated contracts, an implementation programme and a costing exercise for the implementation of the plan.

The end result should lead to a regulated, safe, affordable and reliable bus service for the GDSM.

In the short term, the Rationalisation Plan addresses possible route duplications, competition among subsidised operators and proposed changes to existing routes. This was addressed in the first Rationalisation Plan prepared by Argus Gibb (Pty) Ltd in May 2004.

In the medium term, the Rationalisation Plan will focus on the development of a framework for the design of future service contracts, taking cognisance of the total system, its modes and operators. The framework will consist of negotiated contracts with existing subsidised

and non-subsidised operations, and be based on the existing specifications laid down by the national Department of Transport.

With regard to carrying capacity, it is recommended that all vehicles to be used in the negotiated contracts should be standard 65-seater buses (GNT services).

In the layout of the policy on services provision, the existing policies (National NLTTA 22 of 2000 and *Limpopo in Motion*) were adopted as a short to medium-term policy. The incorporation of the Taxi Recapitalisation Project with existing bus operations has to be addressed in the long term.

The impact of the Rationalisation Plan on the various modes of transport will be minimal, as a there is a good understanding among the subsidised bus operators, non-subsidised bus operators and taxi operators transporting scholars, mainline and taxi passengers. Each transport mode has a duty to fulfil in the greater transport network.

Passenger satisfaction is and should be the central aim around which transport plans should be designed. The Rationalisation Plan has borne this in mind. Once the negotiated contracts have come into effect, passengers will have the following advantages: new and safer vehicles, a reliable service, better facilities, adherence to scheduled times and passenger forums for addressing complaints and future fare increases. Negotiated contracts will also benefit the operators, since income and cost variables will be fairly stable. This will result in better planning and services rendered.

No major obstacles are foreseen with the implementation of the Rationalisation Plan, except for the financial implications following its implementation. It is essential for funding to be obtained from all role players, namely National, Provincial and Districts.

The Rationalisation Plan also addresses the non-subsidised routes that ought to be subsidised once the negotiated contracts come into effect. The routes that will be affected include the existing Great North Transport services in the Burgersfort area, as well as the existing services operated to the various mines in the Sekhukhune District Municipality:

The existing subsidised public transport corridors, routes and services for the Sekhukhune District Municipality are shown in Figures 4.2.1, 4.2.2 and 4.2.3.

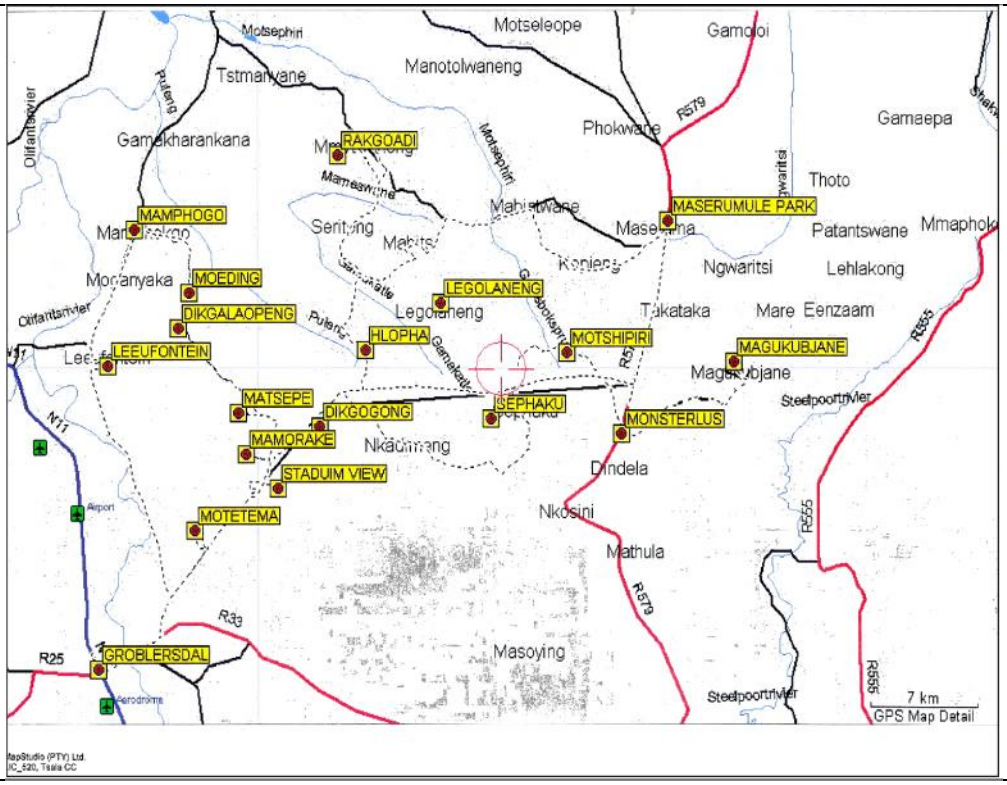

FIGURE 4.2.1: PROPOSED SUBSIDISED ROUTES OPERATED BY GREAT NORTH TRANSPORT – ELIAS MOTSOALEDI AREA

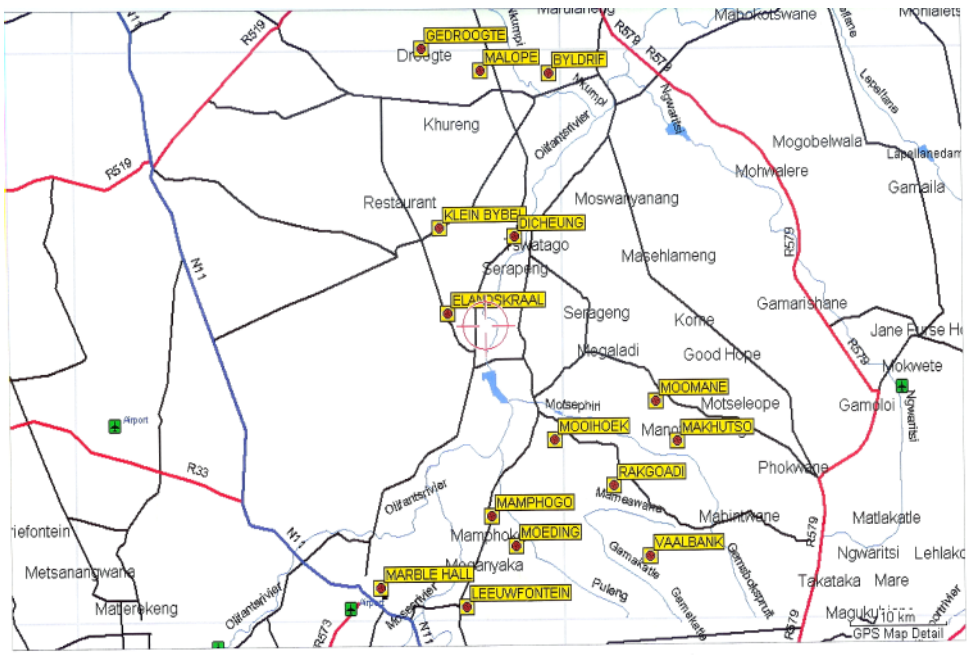

FIGURE 4.2.2: PROPOSED SUBSIDISED ROUTES OPERATED BY GREAT NORTH TRANSPORT – MARBLE HALL AREA

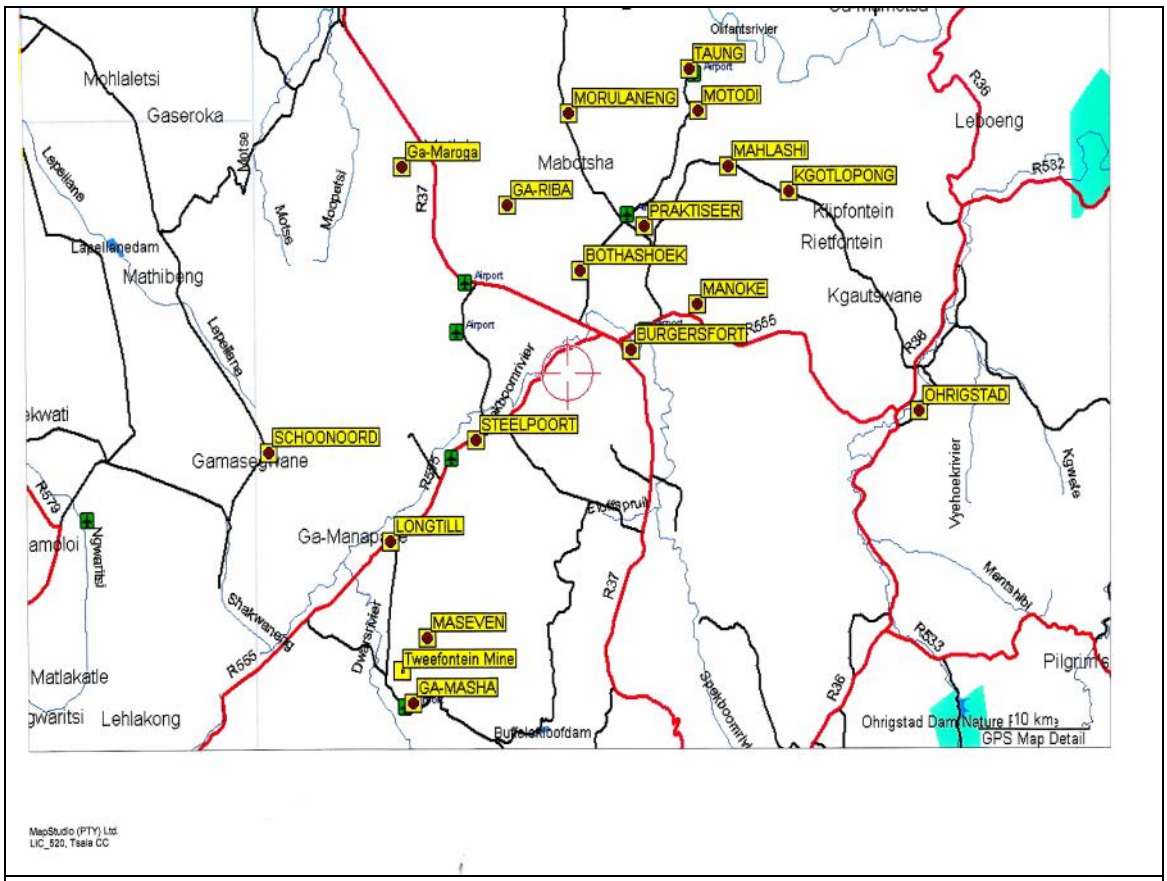

FIGURE 4.2.3: PROPOSED SUBSIDISED ROUTES OPERATED BY GREAT NORTH TRANSPORT – BURGERSFORT AREA

Table 4.2.1 provides a summary of the existing subsidy received per operator (existing costs) in the GSDM area.

TABLE 4.2.1: EXISTING SUBSIDY RECEIVED PER OPERATOR IN THE GSDM AREA (EXISTING COSTS)

OPERATOR	SUBSIDY PER ANNUM
GNT - ELIAS MOTSOALEDI	R2 817 718
GNT - MARBLE HALL	R766 099
GNT - BURGERSFORT	R0
TOTAL	R3 583 817

Table 4.2.2 provides a summary of the proposed subsidy per annum for the GSDM area.

TABLE 4.2.2: PROPOSED SUBSIDY FOR THE GSDM AREA				
OPERATOR	**PROPOSED CONTRACT AMOUNT (R)**	**EXISTING SUBSIDY RECEIVED (R)**	**VARIANCE (R)**	**RATE PER KILOMETRE (R/KM)**
GNT Elias Motsoaledi	12 823 190	2 817 718	-10 005 472	17,53
GNT Marble Hall	8 179 881	766 099	- 7 413 782	8,80
GNT Burgersfort	7 228 801	-	- 7 228 801	6,86
Thembalethu Transport	22 772 635	-	- 22 772 635	26,12
Sekhukhune Express	26 343 805	-	-26 343 805	26,12
Mahlangu Transport	12 591 290	-	-12 591 290	26,12
TOTAL	**89 939 602**	**3 583 817**	**-86 355 785**	

The GSDM RATPLAN is contained in detail in Volume 3 of 5 of the GSDM Integrated Transport Plans.

Chapter

5. INTEGRATED LAND-USE AND TRANSPORT PLANNING

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 NLTTA. The focus was therefore on the following:

a) Densification
b) Infilling
c) Mixed land-use
d) Rationalisation of transport and housing strategies.

The four above-mentioned underlying factors should support the public transport system in the GSDM. In order to promote the integration of land-use and transport, the strategies of this PTP were formulated in a fashion that would support the development of existing corridors and nodes.

The PTP should therefore be prepared in context with the –

a) Spatial Development Framework;
b) Integrated Development Plan (IDP);
c) Provincial Land Transport Framework (PLTF); and
d) Limpopo Growth and Development Strategy.

The OLS and RATPLAN were developed according to the development nodes identified in the Spatial Development Framework.

The sections of this chapter elaborate below on the following:

a) Land-use development
b) Development of guidelines for traffic impact studies
c) Transport impact studies for new commercial developments
d) Transport impact studies for new residential developments
e) By-laws based on the transport impact studies for new developments.

5.1 LAND-USE DEVELOPMENT

The transport-related output for the Greater Sekhukhune District Municipality IDP is shown in Table 5.1.1. This output comprises the overarching strategies for the district and is therefore fairly broad. Table 5.1.1 indicates priorities from a local municipality perspective as summarised as part of the GSDM-IDP. To conclude the IDP input from a district perspective, it should be

mentioned that not enough emphasis is placed on public transport. The fact that no provision for certain public transport facilities was included in the IDP proves the latter point.

Table 5.1.1 gives an indication of public transport infrastructure projects as part of the GSDM IDP.

In general, residential densification in the urban areas should be the ultimate objective of integrated planning. Improving the quality of life by travelling shorter distances on a daily basis (<40 km or one hour), and maintaining the monthly travel cost below 10% of disposal income, both depend on the value of the passenger's time. Nevertheless, it is assumed that the value of time for the economically active passenger is relatively higher than for the often unemployed rural passenger.

Ideally, the rural population should relocate to the urban area to attain densification. However, this may not be practical and job opportunities in the urban areas dictate the desire to relocate from remote rural areas to the urban areas. The relocation of economically active people from the rural to the urban areas is gradual. Currently, many people travel long distances daily from home to work and back. Therefore, town planners in the economic centres such as Groblersdal , Marble Hall and Burgersfort should plan suburban housing developments, and not perpetuate the planning practices of the apartheid regime.

However, the cost of living in the urban areas is relatively higher and a disincentive for rural residents to relocate to the suburbs. Nevertheless, town planning must consider lower cost housing that would promote densification, and as a result reduce travel time, the cost of travel and subsidies.

Nevertheless, the progressive development of the subsidy policy should ensure that subsidies do not perpetuate the unsustainable settlement patterns of the apartheid regime.

TABLE 5.1.1: TRANSPORT-RELATED DISTRICT STRATEGIES INDICATED AS PART OF THE GSDM IDP											
Key Performance Area	**Objectives**	**Project**	**Key Performance Indicators/ targets**	**Funding source**	**Total cost**	**2006/07**				**2007/08**	**2008/09**
						Q1	**Q2**	**Q3**	**Q4**		
Co-ordination of forums	To identify roads and transport needs and monitor implementa-tion	Forum meetings to assess progress with projects	Improved management of taxi ranks. Transport in rural areas. Provision for maintenance of roads.	GSDM	R12 000	R3000	R2 000	R 4000	R3 000	R15 000	R300 000
	To identify and address energy-related issues in the district	To bring all energy stakeholders together To disseminate information from Provincial Energy Forum and co-ordinate FBE (costing)	Improved management of energy issues and commitment by locals Increment in tokens collected	GSDM	R12 000	R3 000	R2 000	R4 000	R3 000	R15 000	
Review of transport plan	To assess the performance of transport facilities and public	Review the Current Public Transport Records	Report on the status of public transport in the district	GSDM	R500 000	R200 000	R200 000	R100 000		R200 000	R200 000

TABLE 5.1.1: TRANSPORT-RELATED DISTRICT STRATEGIES INDICATED AS PART OF THE GSDM IDP											
Key Performance Area	**Objectives**	**Project**	**Key Performance Indicators/ targets**	**Funding source**	**Total cost**	**2006/07**				**2007/08**	**2008/09**
						Q1	**Q2**	**Q3**	**Q4**		
	transport operations	(CPTR)									
Roads Master Plan	To assess road network and investigate costs	Develop-ment of the plan Road management system	Roads Master Plan Roads management system	GSDM	R500 000	R300 000	R200 000			R250 000	R250 000
Non-motorised transport plan (feasibility)	To assess the feasibility of using non-motorised transport	Investigate the feasibility of using non-motorised transport	Feasibility report	GSDM	R300 000	R150 000	R150 000			R200 000	R200 000
Letsema	To impart project implementa-tion skills in maintenance of small projects To fast-track implementa-tion of small projects	Maintain the public infrastructure	Communities trained in maintaining public infrastructure.	GSDM	R300 000	R150 000			R150 000	R300 000	R300 000
Operation and maintenance	To maintain roads in Fetakgomo and District Roads		Roads maintained	GSDM	R2m	R500 000	R500 000	R500 000	R500 000	R2m	R2m

TABLE 5.1.2: PUBLIC TRANSPORT INFRASTRUCTURE PROJECTS IDENTIFIED BY THE GSDM-IDP		
Local Municipality	**IDP Project Number**	**Name of Facility**
Greater Groblersdal Local Municipality	Monsterlus Taxi Rank	GSDM/GGM/06/R001
Greater Tubatse Local Municipality	Moroke Taxi Rank	GSDM/GTM/06/R002
Greater Marble Hall Local Municipality	Tsimanyane Taxi Rank	GSDM/GMH/06/R003
Makhuduthamaga Local Municipality	Apel Cross Taxi Rank	GSDM/MK/06/004
Fetakgomo Local Municipality	Atok Taxi Rank	GSDM/FT/06/005

5.2 DEVELOP A GUIDELINE FOR TRANSPORT IMPACT STUDIES

It was found that, in the *Manual for traffic impact studies (RR93/635), National Department of Transportation*, there are no explicit guidelines on taking proactive measures to supply public transportation in a new trip generator (township establishment, industrial area, etc).
According to RR93/635, Town Planning engages in "forward planning" and "development control". Forward planning means the formulation of development strategies, policies and plans to guide the physical development of regions, towns or cities. Development control means public control over the development and use of land in order to achieve the aims of planning and to ensure order.

Considering the dynamic changes to public transportation and the emphasis on it in the National Land Transport Transition Act, it is equally necessary for the District and Local Municipalities to adopt the following concept.

Every new township establishment should have a public transportation operator, appointed through a tender, or the new route/s should be added to an existing contract in the proximity of the new development. This avoids destructive competition, the conflict it induces among operators, the over-supply of public transport services and a fragmented public transport system in the area.

For this reason, there is a need for continuous liaison and co-ordination among Town Planning, the Provincial Department of Housing and Transport Planning – including the OLB and Registrar – to ensure control over the supply of public transport in new developments.
There are several new mining and residential developments in the GSDM, with specific reference to the Greater Tubatse Local Municipality Area.

5.3 TRANSPORT IMPACT STUDIES FOR NEW COMMERCIAL DEVELOPMENTS

Considering the dynamic changes to public transportation and the emphasis thereon in the National Land Transport Transition Act, it is equally necessary for the District and Local Municipalities to adopt the following concept.

Every new development must provide a traffic impact study, if the development has the potential to generate more than 150 peak-hour trips. Traditionally, a traffic impact study focused on mitigating the impact of private vehicles, and on identifying bus stops along the road network. The guideline mandates the developer to provide access for private vehicles and commercial vehicles, and also requires the developer to finance the cost of accommodating the development's traffic impact on the local road network. Although the current guideline prioritises the integration of public transportation and development, the developer is not obliged to provide public transport facilities; neither are public-private partnerships encouraged for the development of public transport facilities. Instead, public transport facilities are regarded as bulk services provided by the local authority. (Public transport facilities include direct vehicle and passenger access, including lay-bys, stairs, ramps, pedestrian crossings, protected walkways from the lay-by to the commercial centre and traffic calming in the periphery of the development).

Although the local authority is responsible for upgrading and improving the basic infrastructure, the developer may, as a result of the impact study, be instructed to take specific mitigation measures. Where a development is large enough to warrant public transport facilities, the developer is required to design and construct the facilities.
The developer should acknowledge that a public transport facility is in the interests of the development's commercial function, when accommodating social externalities such as safety and the comfort of its captive commuters/employees.

In effect, a public-private partnership is conceived where the developer provides the necessary facilities and the local authority provides the shelter, sidewalks, route maps and schedules, and the necessary street furniture to enhance the liveability of communities.

5.4 TRANSPORT IMPACT STUDIES FOR NEW RESIDENTIAL DEVELOPMENTS

Every new township that is established should have a public transportation operator, appointed through a tender, or the new route/s should be added to an existing subsidy contract in proximity to the new development. This avoids destructive competition, the conflict it induces among operators, the over-supply of public transport services and a fragmented public transport system in the area.

For this reason, there is a need for continuous liaison and co-ordination among Town Planning, the Provincial Department of Housing and Transport Planning – including the OLB and Registrar – to ensure control over the supply of public transport in new residential developments.
(There are several new mining and residential developments in the GSDM. The current bus operators supply new services or additional services on the existing subsidised routes. The new services have not yet been subsidised.)

5.5 BY-LAWS BASED ON THE TRANSPORT IMPACT STUDIES FOR NEW DEVELOPMENTS

The development of residential, retail and office space is an opportunity to improve the standard of public transport facilities with the support of the futuristic ideas of the developer. The public transport facilities should be strategically located so that access, mobility and road capacity can be optimised for both public and private transportation. The integrated public transport facility should ensure safe and convenient pedestrian access to the development.

Concurrently, the planning and design of an integrated facility must consider the aims and objectives of the affected (taxi and bus) operators, the desires of pedestrians and the proposed developer's responsibility toward public transportation.

Although the local authority is responsible for upgrading and improving the basic infrastructure, the developer may, as a result of the impact study, be instructed to take specific mitigation measures. The guideline must oblige the developer to pay for the mitigation measures for private vehicles, and also for public transport vehicles where appropriate.

The developer must mitigate the impact of its development, and therefore, where a development is large enough to warrant a public transport facility for one or more public transport vehicles; the developer is required to design and construct the facility as part of that development. The Jane Furse Plaza Rank is an example of transit-oriented development.

The developer is also required to design and construct immediate accesses from the facility to the development, including stairs, ramps, pedestrian crossings, protected walkways, shelters and traffic calming, where physically possible.

The guideline must also specify the parking requirements for private vehicles. Instead of requiring a minimum number of parking spaces for each new development, a maximum number of parking spaces must be provided. This would introduce a ceiling on the supply of parking to achieve two major objectives:

a) To increase the use of transit and other modes
b) To prevent an excessive concentration of vehicles in an area that should be oriented to people.

Chapter

6. BROAD PUBLIC TRANSPORT STRATEGIES

The broad public transport strategies for the GSDM 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 GSDM area, including the rural areas, by planning the transport services and infrastructure in the context of the Integrated Development Plan as well as the land development objectives
c) Direct economic activity, mixed land-use and high-density residential development along 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) Develop, co-ordinate, implement and manage an integrated, multimodal transport system
h) Ensure that the system is reliable, effective, efficient, safe, accessible, affordable and environmentally friendly
i) Promote the most cost-effective mode of transport
j) Focus on prioritised economic activity nodes and transport nodes in the transport plans
k) Identify minimum service levels for the public transport services that serve economic activity nodes
l) Develop a holistic and integrated funding strategy, focusing on maximising the transport budget from the Provincial allocation, and by achieving efficiency gains through better utilisation of the available funds
m) Explore the possibility of additional sources of funding.

Chapter

7. SPECIFIC PUBLIC TRANSPORT STRATEGIES

The specific public transport strategies to be addressed are as follows:

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
f) Public transport infrastructure and facilities.

The subsections below elaborate on the above-mentioned strategies and also 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.

7.1 MEASURES TO PROMOTE PUBLIC TRANSPORT

7.1.1 Brief assessment of the status quo

Historically, the public transport had to provide a basic minimum. A subsidised bus service was designed in the apartheid regime to transport commuters from the dormitory townships to the towns. Most commuters were captives of the bus and taxi modes of transportation. Hence, there was no need to market public transport or to improve services, infrastructure, rolling stock and facilities. The history of socio-economic struggle for most people in the GSDM did not make the level of service a priority; the mere availability of a service was important. The same groups of people are now accustomed to these basic services and, because of their lack of knowledge, are not aware that there could be a better and improved level of service.

In the GSDM, subsidised bus services currently operate in the Greater Marble Hall LM and the Elias Motsoaledi LM. There is no subsidised service in the Greater Tubatse LM.

In the marketing of public transport in the GSDM there is need for the development and implementation of a Passenger Charter, the establishment of a transport forum, constant market research (customer care and passenger information), the development of an aesthetic theme for public transport facilities where people could identify with and take

ownership of public transportation. The major focus in promoting public transport is primarily on road-based public transport.

The Greater Tubatse Transport Forum and the Fetakgomo Transport Forums have been established and actively promote the public transport system in the respective areas.

7.1.2 Brief summary of relevant national and provincial strategies

The National Strategy is briefly summarised as follows:

a) For the purpose of land transport planning and the provision of land transport infrastructure and facilities, public transport must be given a higher priority than private transport. This will entail taking effective Travel Demand Management (TDM) measures to promote the more efficient use of private cars and to free resources for the upgrading and promotion of public transport.

   All spheres of government have to promote public transport and the efficient flow of inter-provincial transport and cross-border road transport.

   Land transport planning and provision should give greater attention to promoting the safe and efficient use of non-motorised transport modes, such as walking and cycling.

b) The basis of the policy is a change from a supply-driven to a demand-driven land transport system. For this reason, transport planning integrating all three spheres of government, as provided for in the National Land Transport Transition Act (NLTTA), should be the lever for change from a supply-driven to a demand-driven or needs-driven transport system.

The Limpopo Province Transport Strategy is briefly summarised as follows:

a) Reduce the cost of transport to people
b) Support and develop the bus industry
c) Support and develop the taxi industry
d) Assist municipalities with the provision of facilities
e) Provide an improved quality of service (safe, efficient, reliable, integrated, etc.)
f) Enhance non-motorised transport (pedestrian facilities, donkey-carts, bicycles, etc.)

7.1.3 Specific principles and objectives

The following are some of the 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:
   - service quality and reliability;
   - safety and security; and
   - 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 for public transport than for 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
i) Discouragement of direct competition between the bus and taxi modes.

7.1.4 The proposed strategy

The proposed strategy for promoting public transport in the GSDM is to address the following components of public transportation:

a) Improvements to public transport services
   - Improve on-time performance
   - Provide schedules and enhance the availability of timetables
   - Decrease travel time
   - Improve the cleanliness of the vehicles
   - Improve the availability of information at ranks and stops
   - Maintain a comfortable temperature in the vehicle
b) Resolve institutional arrangements between planning authorities
c) Conduct market research and customer satisfaction surveys
d) Maintain the GSDM Transport Forum
e) Expedite the formalisation of the taxi industry
f) Research feeder and distribution types of service (bus and taxi modes) and design transfers, with a small surcharge, on routes where a single bus does not serve both the trip origin and destination
g) Develop non-motorised transport
h) Develop facilities (section 8.4)
i) Implement automated fare control (section 8.5)
j) Long-distance taxi trips should be on a fixed timetable to ensure reliability and convenience for the passenger
k) Policy on Design and Art for Community Projects – the inclusion of quality design, photography and art is intended to motivate and inspire the community.

Furthermore, quality design not only adds social value to a project but also improves the aesthetic value of the facility. An attractive environment gives a sense of comfort and security, which are elements of a liveable community. Specifically, impressive design and art can improve the appearance and safety of a facility, give vibrancy to its public spaces and induce people to patronise them

l) To create facilities that are integral components of communities, information should be obtained about the character, makeup and history of the neighbourhood. Local residents and businesspeople could be involved in generating ideas for the project. Artists should be encouraged to interact with the community and may even choose to work directly with residents and businesspeople on a project. Buses and taxis become more attractive through distinctive interior and exterior designs. Architects or artists should be included in the design of bus shelters and the landscaping of integrated public transport systems, such s public transport facilities at shopping centres.

m) Launch a marketing campaign

There is need for an extensive information campaign by the Department of Transport and the District Municipality to educate and sensitise passengers, by distributing flyers through employers, putting notices in buses, issuing press releases, etc. The marketing plan, goals and objectives must be measurable. Part of the strategy should include selling available seats during weekends and holidays, such as a “buy one, get one free ride”, children under 16 years of age could ride free of charge when accompanied by a fare-paying customer, etc. Similarly, slogans such as “routes to knowledge” for trips to academic institutions, “wheels of economic development” and “wheels to freedom” could be used in advertising campaigns.

7.1.5 Plan of action

The following are some specific projects that could be undertaken to promote public transport in the GSDM:

a) Resolve the outstanding institutional arrangements between the Mpumalanga and Limpopo Departments of Transport
b) Implement the recommendations of the OLS and RATPLAN
c) Update the CPTR, OLS and RATPLAN annually
d) Identify an aesthetic theme for public transport
e) Prepare and implement a Passenger Charter
f) Prepare a Memorandum of Understanding with service providers (bus, taxi, etc), and the Limpopo Province
g) Develop a route colour-coding system for taxi operations
h) Provide a subsidised service in the Greater Tubatse LM
i) Convert all existing subsidy contracts into negotiated or tendered contracts
j) Promote the formation of taxi co-operatives

k) Encourage taxi co-operatives to tender for subsidised routes and as a result, eliminate direct competition between taxis and buses
l) Appoint an independent monitor for the subsidised service contracts
m) Mandate all design and construction projects to accommodate the disabled, pedestrians, bicycles and the new taxi vehicles
n) Develop Key Performance Indicators for the public transport contracts (customer surveys, efficiency, reliability, etc.)
o) The Provincial Taxi Council must address the need to provide long-distance services according to a fixed schedule (the peak periods for taxi operations per route are contained in the OLS)
p) Prepare and implement a communication strategy or marketing campaign for the following purposes:
    - Guide to using the electronic fare equipment
    - Publicise security measures (security on board, at bus stops, etc.)
    - Transform the taxi industry, specifically the implementation of the new taxi vehicles
    - Inform passengers of fare price increases
    - Sensitise the public to the transportation of persons with disabilities (section 8.2).

7.2 THE NEEDS OF PERSONS WITH DISABILITIES

Brief assessment of the status quo

Based on the information obtained from the Sekhukhune District CPTR, the current public transport system does not appear 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 to persons with disabilities in the GSDM area.

7.2.1 Brief summary of relevant National and Provincial Strategies

Section 4(1)(k) of the NLTTA requires the following to meet the needs of persons with disabilities and of learners:

a) That their needs must be considered in the planning and provision of public transport; and
b) That their needs should as far as possible be met by the system provided for mainstream public transport.

Persons with disabilities are defined in the NLTTA as all persons whose mobility is restricted by temporary or permanent physical or mental disability, and includes the very young, the blind or partially sighted, and the deaf or hard of hearing.

Section 18(3)(e) of the NLTTA further states that transport plans (including the PTP) have to be developed so as to enhance accessibility to public transport services and facilities, and transport functionality in the case of persons with disabilities.

The Accessible Transport Strategy (DoT) contains the following minimum requirements:

a) Implement low-cost accessible features for ambulatory passengers. This will affect the exterior, entrance and interior designs of the three modes of public transport. Such accessible features are to be effected by reviewing the subsidy contract/tendering system and using it as leverage. This will be the case particularly with bus and rail transport.

b) Metropolitan municipalities shall facilitate the identification of accessible transport networks as well as corridors and link them to online infrastructure, in accordance with the guiding principles/recommendations of the NLTSF – towards achieving "reasonable accommodation", as part of their transport-planning processes. The same applies to non-metropolitan municipalities falling under category B (i.e. Local) as well as those falling under category C (i.e. Districts).

c) Where accessible corridors cannot be created solely by introducing new vehicles with Class 1 improvements already built into them, existing vehicles already in operation will be retrofitted with Class 1 improvements to provide the required level of accessibility in the corridor.

d) Safety features should be introduced when existing vehicles are redesigned and refurbished. These safety features refer to the additional ones for use by passengers with disabilities. All land transport operators shall make provision for suitable storage facilities for both long- and short-distance travel passengers to store their supportive devices (such as crutches, walking sticks and wheelchairs) on rail coaches, buses and taxis, in support of inter-connectivity in the travel chain.

7.2.2 Specific principles and objectives

The following are the specific principles and objectives that have to be achieved as part of the development of a strategy 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 persons with disabilities (special and normal vehicles)
d) Customised design of public transport facilities, including ablution facilities

e) Ensuring access to public transport facilities and vehicles for the mobility impaired.

At least Class 1 improvements, which are provisions for the blind and deaf, are mandatory for new buses and in new bus contracts. Class 1 improvements are features that increase the accessibility of a transport system to all lifecycle and impairment passengers, but not those who use wheelchairs. Such improvements include small design changes in vehicles (such as installing sufficient grab-rails, or using high-contrast colours on steps and handholds to improve visibility), improved infrastructure (such as sheltered and safe bus stops), and improved operational practices (such as keeping the vehicle stationary until elderly and disabled passengers are seated).

Class 1 improvements could also include the training of drivers to be sensitive to the needs of the blind and the hearing impaired. For example, when a blind passenger boards, the driver should note the point where the passenger alights.

Class 2 improvements are features that allow wheelchair users to board and ride on vehicles in their chairs. This is usually achieved through a combination of vehicle and infrastructure improvements, such as low-floor buses with sufficient kerbs, high-floor buses with wayside platforms.

7.2.3 The proposed strategy

The following strategy is relevant for persons with disabilities:

a) Sensitise the public to the needs of disabled persons, with specific focus on the transportation of disabled persons
b) A member of the disabled community should be represented on the Transport Forum
c) Research the specific needs per route and design the provision of services accordingly, including the type of service, for example, dial-a-ride.
d) Determine the need to convert all bus and taxi vehicles to accommodate a Class 2-type service
e) As there are currently little or no public transport facilities for persons with disabilities, a strategy should be followed to ensure that the planning and development of all new public transport facilities would take into account the needs of disabled persons.

Subsidised transport for persons with disabilities should be addressed by making Class 1 improvements in the short to medium term. Furthermore, there is need for data on the number of person with disabilities, and the particular need on specific routes. The District Municipality must also identify the NGOs currently providing a transport service to persons with disabilities. The Limpopo Department of Roads and Transport must provide subsidies for such services where necessary, and procure the services of the

operators, including NGOs, already supplying such services, to provide a specific service to persons with disabilities instead of making major changes to the current bus fleet. In addition, all buses in the current contracts must have Class 1 improvements.

Where there are no such services for persons with disabilities, the bus operators in the tendered and negotiated contracts could introduce a paratransit service with customised vehicles at a marginal cost.

The GSDM must ensure that all public transport facilities are designed and constructed with provisions for persons with disabilities. The standard design guideline is available from the Department of Transport.

In the medium to long term, the Department of Transport must implement Class 2 improvements where necessary, through the tendered and negotiated contracts. Again, it would be more feasible for the operator to supply a paratransit service instead of converting the whole fleet.

7.2.4 Plan of action

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

a) Class 1 improvements to current fleet

Most buses currently have handrails. Buses should have high-contrast colours on steps and handrails to improve visibility. This would make the estimated cost for on-board improvements minimal; these are actually the standard vehicle specifications, which the operator should comply with. Taxi vehicles must also comply with Class 1 improvements.

b) Data capturing

There is need for data on the number of persons with disabilities, and for the particular number on specific routes. The District Municipality should identify the NGOs currently providing a transport service to persons with disabilities. The Limpopo Department of Roads and Transport should provide subsidies for such services where necessary, and procure the services of operators including NGOs already supplying such services, to provide a specific service to persons with disabilities instead of making major changes to the current bus fleet.

Capturing the data on the transportation needs of persons with disabilities should be prioritised in the preparation of the next CPTR. Hence, there should be no additional cost for this exercise.

c) Feasibility study for a paratransit service

The feasibility of a paratransit service should be an independent study. The Limpopo Department of Roads and Transport and the Sekhukhune District Municipality should motivate undertaking a pilot project in the GSDM with assistance from the national Department of Transport.

Where there are currently no services for persons with disabilities, there is an opportunity for a paratransit service to be contracted with the Limpopo and Mpumalanga Departments of Transport. The two Provincial Governments should consider this in the new contracts for subsidised bus services.

d) Design and construction

Local Municipalities are responsible for upgrading infrastructure such as sheltered and safe bus stops and ramps, and for providing relevant information.

The GSDM should mandate all Local Municipalities to design and construct all public transport facilities with provision for persons with disabilities. The standard design guideline is available from the National Department of Transport.

7.3 THE NEEDS OF LEARNERS, STUDENTS AND THE ELDERLY

7.3.1 Brief assessment of the status quo

The current budget for bus subsidies makes little provision for learner transport. Subsidised buses serve mainly peak-hour commuters and offer limited off-peak services to learners, students and the elderly. There are a significant number of students and learners in the morning peak periods. In the GSDM, however, students, learners and the elderly do not even qualify for concession fares, and must pay the full adult fare. The Department of Transport's policy does not allow for the subsidisation of transport for learners, students and the elderly.

At present there is no official public transport system for learners in the GSDM. Most learners travel on foot or by public transport, private transport, private school buses or privately arranged special transport.

The average household income in the GSDM is very low. The results of the Report on the Optimisation of Subsidies 2002 by the NDOT, reveals that the average income spent on transport is 6% (less than the proposed maximum of 10%). However, if one learner per household travels by bus, this would double the household expenditure on transport.

7.3.2 Brief summary of relevant National and Provincial Strategies

One of the objectives of passenger transport strategies for the development of social services and mobility in the Limpopo Province is to improve passenger transport for learners, the elderly and persons with disabilities.

There is no specific and clear policy on the subsidisation of learners, students and the elderly at National and Provincial Government level. Bus operators in the GSDM are considering a discounted fare for learners, but this has not yet been formalised or implemented.

7.3.3 Specific principles and objectives

The principles and objectives for the transportation of learners, students and the elderly in the GSDM are as follows:

a) To make commuting affordable, which would as a result require subsidisation
b) To make public transport accessible
c) To enable learners and students to be punctual
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 comfortable transport.

7.3.4 The proposed strategy

The transportation of learners is a primarily a public transport matter, not an education matter, and must therefore be addressed by the Department of Transport. The planning of schools by the Department of Education should involve a transport planner and the Department of Transport, to ensure that schools are built close to the homes of learners, and that appropriate walkways, traffic safety, etc. are addressed proactively in the planning and design of the school:

a) Where schools are within a 5-km radius, there is a potential for transporting learners by means of non-motorised transport such as bicycles and donkey-carts, including safer walkways
b) Subsidies should be provided for school trips longer than 5 km, provided that there is no school in the vicinity
c) Schools should be planned to be within walking or cycling distance of the majority of learners.
d) Transport assistance should be aimed at learners from low-income homes (most learners in the GSDM are from low-income homes)
e) Assistance to learners could include the provision of bicycles, where appropriate

f) Although the strategy for the transport needs of learners should focus more on the learner than on the mode of transport, it is necessary for reasons of safety and suitability to give attention to the type of vehicles to be used. Addressing the needs of learners should also promote modal integration. The MEC for Transport in the Limpopo Province should state the specific conditions for the use of open vans (bakkies) and trucks for the transportation of learners, according to section 31 of the NLTTA.

g) The current interim contracts should include a subsidy for learners, students and the elderly (discounted fares should be categorised for learners, students and the elderly)

h) The Departments of Transport and Education should co-ordinate efforts and funding for learner and student transportation.

7.3.5 Plan of action

Due to financial constraints and the magnitude of the issue, it is extremely difficult to find specific solutions that would have an immediate effect on the transport of learners in the short term.

7.3.5.1 Non-motorised transport

Bicycles offer greater benefits than motorised transport, as they have lower costs, are environmentally friendly and contribute to the liveability of an area or city. In context, bicycles are the appropriate mode of transport for commuting distances of less than five kilometres, such as mine housing schemes and learners' access to schools in the community. Nevertheless, to achieve optimal use of bicycles, the public must be educated about the relationships between modes; the rights and responsibilities of cyclists must be defined by regulation; and those regulations must be enforced. Furthermore, the public should be informed of the social and personal benefits of bicycles relative to other modes for the relevant categories of trips.

In addition, the Local Municipalities must encourage the provision of safe bicycle parking at schools, shopping centres and even at the workplace. Bicycle paths and lanes are the main infrastructure element defining bicycle transportation as a distinct system. The Local Municipalities must prepare a plan to encourage the use of bicycles and provide the necessary infrastructure.

The Provincial Department of Transport must launch a campaign to promote the use of bicycles as one mode of non-motorised transport and support the District and Local Municipalities with the construction of bicycle facilities. Contracted buses should incorporate bicycle racks to encourage commuters to use bicycles for part of their journey, where possible.

The Departments of Transport and Education, and the District Municipalities must develop a non-motorised transport plan and meet the specific needs of learners where pedestrian facilities, bicycles and donkey-cart transport are appropriate.

7.3.5.2 Pedestrian travel

Walking is the most ubiquitous though often overlooked mode of travel and activity in all human settlements. The quality of the pedestrian system and its facilities is important for commuters using public transport. There are significantly high pedestrian volumes in most towns in the GSDM. Therefore, there is a need for the provision and maintenance of sidewalks. Paths and sidewalks are required for basic safety and protection from motorised vehicles. Pedestrian planning must consider the enhancement of existing pedestrian systems or the provision of new ones. These should consist of safe and attractive sidewalks, independent walkways and, in recreational areas, campuses and major developments, networks of paths that are functional and aesthetically appealing.

Local municipalities must prioritise the maintenance and development of sidewalks and paths in the respective towns and residential areas, with support from the District Municipality.

7.3.5.3 Institutional arrangement

There is need for the Departments of Transport and Education to co-ordinate efforts and funding for learner and student transportation.

7.3.5.4 Subsidies for learners, students and the elderly

Subsidies should be provided for school trips longer than 5 km, provided that there is no school in the vicinity. All students and the elderly should also qualify for bus subsidies. These must be addressed when drafting the new contracts for bus services.

7.4 MODAL INTEGRATION, INFRASTRUCTURE AND FACILITIES

7.4.1 Brief assessment of the status quo

In general there is a lack of public transport facilities in the GSDM area and the existing public transport facilities are in poor condition owing to the lack of monitoring and maintenance. Bus and taxi are the two main modes of public transport in the GSDM. It is intuitively felt that bus and taxi are in direct competition, especially in the peak periods. However, it is perceived that there is a specific market for each mode. There are a few examples of established facilities, such as the taxi ranks in Jane Furse and Burgersfort.

The GSDM is geographically well-covered with bus and taxi routes, except for the Fetakgomo LM, but the pavement of the public transport routes is in a poor condition. (The pavement is deteriorating rapidly because of the recent exponential increase in heavy vehicles from the mines.) This deterioration is relevant to the major and minor routes. An example of such a route is the N11 National Route between Roedtan and Marble Hall.

Some of the rolling stock for buses and taxis is old and in a poor condition. The lack of law enforcement means that a large percentage of public transport services operate illegally without the required operating licences. There is little or no public transport to the newly established mines, particularly those along the Dilokong Corridor (R37).

In the GSDM, there is little or no co-ordinated effort to provide public transportation. For example, the bus service provider is expected to erect bus shelters along the route. This is not mandatory for the operator, but is definitely the responsibility of the Local Municipality. As a result of this conflicting interpretation, passengers and vehicles have little or no protection against the elements.

There are extensive mining activities in the GSDM, especially in the GTLM, creating a significant need for public transport. Some mines contract operators specifically to transport mineworkers. These operations are not subsidised by Government.

Hence, there is a need to address not only the integration of modes but also public transport infrastructure and facilities. The CPTR data indicates the existing facilities and their physical condition, and the availability of utilities at each facility. This planning process also determines the compliance of the existing facilities with the proposed new taxi vehicles (in terms of the CSIR design guideline drafted for the DoT in August 2001).

7.4.2 Brief summary of relevant National and Provincial Strategies

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 seamless 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 more important provincial transport strategies are as follows:

a) To promote modal integration and all modes of transport in a holistic manner
b) To provide public transport facilities and infrastructure

c) To assist District Municipalities to develop public transport transfer facilities of regional significance in urban areas.

7.4.3 Specific principles and objectives

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.

Ideally, the focus areas of modal integration include the following:

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) Co-ordinated planning processes at Provincial as well as Local Government level (including the PTP and planning guidelines)
d) Institutional structures that are co-ordinated (including modal integration committees)
e) The necessary implementation and monitoring (including pilot projects, a phased approach giving preference 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 appropriate 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).

7.4.4 The proposed strategy (including the approach and focus areas)

The users of the proposed public transport system in the GSDM area need a reliable, safe and adequate public transport system. The public transport system should create an atmosphere for workers that would be conducive to higher productivity. However, it is important that the proposed transport system should cater for the transport of workers as well as shoppers, learners and persons with disabilities.

The proposed strategy would therefore concentrate on the following elements:

a) Integrated network of routes and transfer facilities

b) Integrated schedules (timetables), integrated ticketing, tariff structures and information systems.

The subsections below elaborate on these elements.

7.4.4.1 Integrated network of routes and transfer facilities

The first category of roads includes the roads provided as part of the Central Business Districts (CBDs) of the five respective local municipalities in the GSDM. The CBDs are the main commercial areas, and are also the main nodes where passengers are concentrated in the GSDM area. The respective CBDs of the SDM are –

a) Marble Hall (Greater Marble Hall Municipality);
b) Groblersdal (Elias Motsoaledi Municipality);
c) Burgersfort, Steelpoort (Greater Tubatse Municipality);
d) Apel (Fetakgomo Municipality);
e) Jane Furse (Makhuduthamaga Municipality).

The second category of roads in terms of the provision of public transport consists of the corridor routes that link the respective main commercial nodes with one another as well as with the residential nodes, including villages. Table 7.4.4.1.1 indicates the major corridor routes that serve the above-mentioned CBDs, whereas Figure A-1 of Appendix A to this report shows a map of the road network as well as the locality of the respective main nodes in the GSDM area.

TABLE 7.4.4.1.1: MAJOR CORRIDOR ROUTES	
CORRIDOR	**DESCRIPTION**
Dilokong Corridor (Road R37)	Between Polokwane and Burgersfort
Road N11	Between Mogalakwena and Witbank (passes through Roedtan, Marble Hall and Groblersdal)
Road R555	Between Ohrigstad, Burgersfort, Stofberg and Witbank
Road R579	Between Lebowakgomo and Jane Furse
Road R36	Between Leboeng and Ohrigstad
To be Confirmed	Between Monsterlus and Groblersdal
To be Confirmed	Between Tsimanyane and Groblersdal
To be Confirmed	Between Leeufontein and Marble Hall

The following corridors in the GSDM are of national or provincial importance:

a) Dilokong Corridor (Road R37)
b) Road R555
c) Road N11.

Lastly, it is important to note the public transport routes and related activities in the residential areas, including the villages. A major issue in this category of roads is the maintenance as well as the ownership of this specific category of roads.

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 multimodal integrated public transport system:

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

The next subsection elaborates on the three areas mentioned above.

7.4.4.1.1 Main nodes of commercial activities

The respective Central Business Districts of the GSDM are in –

a) Marble Hall (Greater Marble Hall Municipality);
b) Groblersdal (Elias Motsoaledi Municipality);
c) Burgersfort, Steelpoort (Greater Tubatse Municipality);
d) Apel (Fetakgomo Municipality);
e) Jane Furse (Makhuduthamaga Municipality).

A holistic approach should be adopted that would include all the role players in public transport, such as operators, hawkers and private-vehicle users, as well as businesses in the GSDM 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 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 before developing 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 multimodal public transport facilities at the main commercial nodes in the GSDM, as mentioned above. This does not imply that all the public transport facilities should be located on one specific site, but it is essential to link the facilities in a practical, sensible and feasible way.

In conclusion, the multimodal 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.

7.4.4.1.2 Strategic points on major corridor routes

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 access 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 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-bys could be provided at the premises of 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 any 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 GSDM area.

To conclude this section on the future provision of public transport facilities, it should be noted that although no detailed study on the rail mode has been conducted for the GSDM 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.

7.4.4.1.3 Public transport routes in the villages

Special attention should be given to providing public transport facilities on the rural roads in the GSDM area. Such provision refers specifically to shelter at loading and off-loading facilities.

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.

Integrated schedules (timetables), integrated ticketing, tariff structures and information systems

As transport is not well co-ordinated among the various modes of public transport in the GSDM at this stage, and also as the real need at this stage is for public transport facilities, it would be advisable to concentrate for the next five years on the provision of facilities as well

as on the actual provision of public transport. Although integrated schedules, integrated ticketing and tariff structures are not the main focus points in the short term, it would be possible to achieve these goals in a few isolated cases. No specific effort should, however, be made in the near future to provide integrated schedules and ticketing or tariff structures.

The implementation of the route colour-coding system for taxis would, however, be an excellent opportunity to ensure an integrated information system.

The SDTF could be used as a platform to discuss or initiate integrated timetables, ticketing and tariff structures. Furthermore the SDTF should be utilised to spread information as well as to communicate with transport role players in the GSDM area.

To conclude this section on modal integration, it should be noted that the following would ensure that modal integration could take place:

a) The basis of all planning should be in line with the National Land Transport Transition Act 22 of 2000, *Limpopo in Motion* as well as the Integrated Development Plans of the GSDM area. A proper law enforcement strategy should be put in place to cope with the expected growth in public transport. Public transport activities should be monitored closely by the relevant law enforcement agency.

b) Obtaining the funding to implement the PTP would require the involvement of all government structures and the private sector, and should also include financial incentives

c) Proper planning processes at provincial as well as at local level, with specific reference to detailed planning

d) Institutionally, the GSDMTF would play a major role in ensuring proper consultation

e) Implementation (including pilot projects and a phased approach giving preference 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 appropriate law enforcement)

g) Marketing and training

h) Guidelines, norms and standards (including conformity with certain standards and provincial guidelines)

i) Monitoring and evaluation

j) The provision of transport facilities in the GSDM area would be an ongoing process that should be updated on a continuous basis to ensure sustainable integrated public transport in the area, with specific reference to the CPTR, OLS and RATPLANs in future, as well as the Public Transport Plans

k) In conclusion, public transport is an essential tool for promoting black empowerment among local role players in the GSDM and should be developed to its full capacity.

The following issues are also relevant:

a) Low-capital improvements include providing lighting, standard street furniture and passenger information signs. The prioritised list of facilities appears in **Appendix B.** The prioritisation of facilities is based on their utilisation by passengers and vehicles.
b) All facilities should be designed according to the CSIR design guideline (Report No. CR-2001/57) to accommodate the proposed new taxi vehicles, until the new guideline is available from the DoT.
c) All intermodal facilities (especially in the CBD) must include basic amenities and utilities, such as a kiosk, and must accommodate taxi, bus and metered-taxi vehicles
d) An intra-provincial route coding system must define public transport routes, and public transport vehicles must display a corresponding distinguishing marker.
e) Facilities must be located at a centralised area that is within walking distance (500 m – 1 000 m) of the economic activities
f) All facilities must be designed with supporting pedestrian and bicycle infrastructure such as walkways and bicycle tracks.

7.4.5 Plan of action

The plan of action is as follows:

a) Develop new routes in line with the Operating Licensing Strategy
b) Develop public transport facilities along the following corridors:

    i) Dilokong Corridor (Road R37) from Twickenham to Burgersfort
    ii) Road R555 from Ohrigstad to Burgersfort
    iii) Road R555 from Steelpoort to Burgersfort
    iv) Road R555 from Jane Furse to Steelpoort
    v) R36 from Leboeng to Ohrigstad
    vi) Monsterlus to Groblersdal
    vii) Tsimanyane to Groblersdal
    viii) Leeufontein to Marble Hall.

c) Develop intermodal public transport facilities at the strategic nodal points, specifically at Burgersfort, Marble Hall, Groblersdal, Ohrigstad, Driekop, Riba Cross, Atok and Steelpoort
d) Make low-capital improvements (lighting, street furniture, passenger information, etc.) for some of the existing facilities, as prioritised in **Appendix B**
e) Local municipalities must develop by-laws together with the Sekhukhune District Municipality, in order to ensure a stable and safe environment and the integration of the bus and taxi modes
f) Develop an intra-provincial route coding system for taxi vehicles (repeated).

Chapter 10 provides details of the programme and the budget for new facilities and the upgrading of existing facilities.

7.5 FARE SYSTEM FOR PUBLIC TRANSPORT

7.5.1 Brief assessment of the status quo

The bus operator currently provides 5-day, 6-day, 22-day and 26-day tickets. The tickets are also zone-based from 15 km up to 60 km. Most passengers are concentrated in an area, and most bus routes are from residential areas to the CBD. There is no significant number of passengers *en route*. Therefore, the fare structure is relatively simple, namely a flat fare from the residential area to the CBD.

All fare collection is manual, and there is no electronic fare-payment system, as it is not mandatory in the interim contracts. (Currently all negotiated and tendered contracts include electronic/automated fare-paying systems.) Most passengers buy weekly tickets instead of monthly tickets, for fear of losing their tickets.
The taxi mode uses a cash-only flat fare for each route. The fare system for the taxi industry is inconsistent, because the rate (fare/trip) is based on estimates instead of on empirical analyses. As a result, fares are not equitable. The Taxi Association indicated that it would not be practical to implement a unit rate because of the competition from subsidised buses. Also, earning power in the rural areas (farm workers) differs from that in the urban areas.

The average household income in the GSDM is very low. The findings of the *Report on the optimisation of subsidies 2002* by the DOT, are that the average income spent on transport is 6% (less than the proposed maximum of 10%). However, if one or two learners per household travel by bus, the real financial burden per household increases significantly.

7.5.2 Brief summary of relevant National and Provincial Strategies

Section 26(2)(b)(ii) of the Act provides for the development of a strategy for fare systems for public transport, comprising fare structures, levels and technology. Section 5(6)(b) and (c) indicates that the Minister may, after consultation with the MECs, set norms and standards of a general nature in respect of fares for subsidised public transport services by road or rail, with a view to providing integrated ticketing and fare systems in public transport networks. The Act may further prescribe requirements for integrated fare systems comprising fare structures, levels and technology, to ensure compatibility between such systems.

Section 25, dealing with the Rationalisation Plan, also discusses different aspects of subsidies for public transport. According to the Moving South Africa Strategy, the proposed maximum spending on travel should be less than 10% of income per household.

7.5.3 Specific principles and objectives

The Department of Transport and the operators should prioritise the following fare policy goals:

7.5.3.1 Customer-related goals

a) Minimise revenue loss
b) Maximise social equity
c) Increase fare options
d) Reduce complexity.

7.5.3.2 Financial goals

a) Increase revenue
b) Reduce fare evasion
c) Improve revenue control
d) Reduce the cost of fare collection
e) Reduce the use of cash.

7.5.3.3 Management-related goals

a) Improve data collection
b) Improve modal integration
c) Increase pricing flexibility
d) Maximise ease of implementation
e) Improve operations
f) Earn interest on prepaid revenues.

Effectively, the fare structure in the GSDM is a flat fare system, because all the passengers reside in one spatial location or node. However, the trip length for each node varies, and fares vary accordingly.

Flat fares are simple and make collection easy, but are not equitable and forfeit potential revenue for longer routes. Zone-based fares are cumbersome and confusing to the driver and customers, and slow down operations. Zone-based fares may be simplified with technological intervention, and are currently mandated in the contracts awarded by tender.

7.5.4 The proposed strategy

The taxi industry in the GSDM will have to function as co-operatives instead of as taxi associations to achieve market-related fares. The Provincial Taxi Co-operative could assist with determining a unit rate for taxi fares, and a ticket system for commuters.

Transfers should be designed to improve the quality of service. The operators ought to consider taking the following measures for fares, to enhance public transportation:

a) Simplify cash fares
b) Passengers should be encouraged to purchase prepaid tickets. Students and learners should obtain a percentage discount, and the aim should be to provide travel services to pensioners free of charge

c) The mines, Government offices and shopping centres are the predominant employers in the GSDM area. Weekly and monthly tickets could be available at the offices of the employers for convenience and to reduce the transaction time when tickets are sold on the bus or at other locations
d) Ticket machines at transfer facilities, shopping centres, Government offices and places of employment must be maintained and protected
e) Concurrently, employers should contribute to the cost of public transport tickets for their employees. There should be some form of financial incentives for employers who contribute to public transport fares. The DoT should give a motivation to National Treasury for such incentives
f) Discounts or free-ride incentives should be introduced to passengers to induce them to buy a two-week pass, instead of a weekly pass. Incentives should be realistic, for example, a saving of R5 on a R200 ticket would not be significant.
g) The fare system must be consistent for all subsidised contracts in the Limpopo Province to ensure equity among the transport operators and the passengers. Similarly, the analysis shows that on average the subsidy-to-fare ratio is 1:1. The preferred subsidy-to-fate ratio should be 1:1.5.

7.5.5 Plan of action

The following are relevant:

a) The Limpopo Department of Roads and Transport must develop a unit fare for subsidised bus operations, including the consistent demarcation of zones for applying zone-based fares
b) The Limpopo Department of Roads and Transport must apply a subsidy-to-fare ratio of 1:1.5 in the subsidy contracts
c) For long-distance operations and inter-provincial operations, the relevant Provincial Taxi Councils must determine a unit rate for taxi fares
d) All taxi operations should provide a ticket system for commuters
e) The Limpopo Department of Roads and Transport must engage employers to contribute to the cost of public transport tickets for their employees. There should be corporate finance incentives for employers that subsidise public transport fares. The DoT must give a motivation to National Treasury for such incentives
f) The operator and the Department of Transport must maintain an organised database. The SUMS database, as a component of the National Transport Register, must be implemented and updated before the implementation of the new subsidy contracts
g) The Limpopo Department of Roads and Transport must ensure that automated fare-payment mechanisms are implemented as mandated in the subsidy contracts, and operators should be penalised accordingly for non-compliance.
h) The suggestions in the Proposed Strategy must be included in the subsidy contracts.
i) The Limpopo and Mpumalanga Departments of Transport must allow for concessions for learners, students and the elderly in the subsidy contracts

Chapter

8. INSTITUTIONAL ARRANGEMENTS AND CONSULTATION

The chapter elaborates on the following:

a) Institutional arrangements
b) Consultation.

8.1 INSTITUTIONAL ARRANGEMENTS

The following significant issues should be addressed as a matter of urgency.

a) The Limpopo Province Department of Roads and Transport must resolve the specific responsibilities and jurisdiction of the GSDM, to expedite the implementation process.
b) There is need for funds for the effective management of a Transport Forum for the GSDM. The following local municipalities have effective transport forums:

   - Greater Tubatse
   - Fetakgomo
   - Makhuduthamaga.

c) The GSDM must ensure that the development of the various strategic plans, for example, the Spatial Development Framework, is co-ordinated with the preparation of the Integrated Transport Plan.
d) There is need for satellite offices for the OLB and Registrar at Marble Hall, Groblersdal, Burgersfort and Jane Furse.
e) There is need for the Departments of Transport and Education to co-ordinate efforts and funding for learner and student transportation.
f) There is need for transportation planning staff at the Local Municipalities.
g) There is need for co-ordinated efforts between the Department of Transport and the Department of Public Works in Mpumalanga and the Roads Agency Limpopo to address the upgrading of roads based on public transport volumes.
h) The institutional arrangements identified in the *Roads Master Plan and investigation into alternative service delivery mechanisms* should be followed.

8.2 CONSULTATION

It was necessary to make use of the Sekhukhune District Transport Forum (SDTF) in order to facilitate public participation in the process of compiling the public transport documents. All public participation in the field of transport takes place via the SDTF, 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) providing economic assistance;
    vii) ensuring safe road conditions by enforcing adherence to traffic rules and regulations;

f) implement the NTTT recommendations.

The SDTF has an approved constitution as well as a code of conduct to ensure orderly and well-organised meetings. It is important to note that the SDTF 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. The representatives who should attend meetings of the local transport forums would be drawn from the following:

g) Local municipality

    i) Councillors from the relevant subcommittee
    ii) Officials of the following departments:

        - Technical Services Department
        - Traffic Department
        - Health Department
        - LED Department.

h) Limpopo Provincial Government

    i) Department of Public Works – Sekhukhune District Office
    ii) Department of Transport – Sekhukhune District Office

iii) Traffic Control – Sekhukhune District Office

i) Sekhukhune District Municipality – Councillor and official
j) Business Forum
k) South African Police Service
l) Sanco
m) Spoornet
n) Taxi industry, including the local taxi operations, long-distance taxi operations and metered-taxi operations
o) Bus industry
p) Passengers and communities through unions and ward councillors
q) Roads Agency Limpopo
r) Organisations for persons with disabilities.

In addition to consultation with the SDTF, 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 GSDM.

Figure 8.1.1 indicates the overall communication structure, apart from the forum used for preparing the GSDM-OLS. Table 8.1.1 gives a more detailed description of the respective role players.

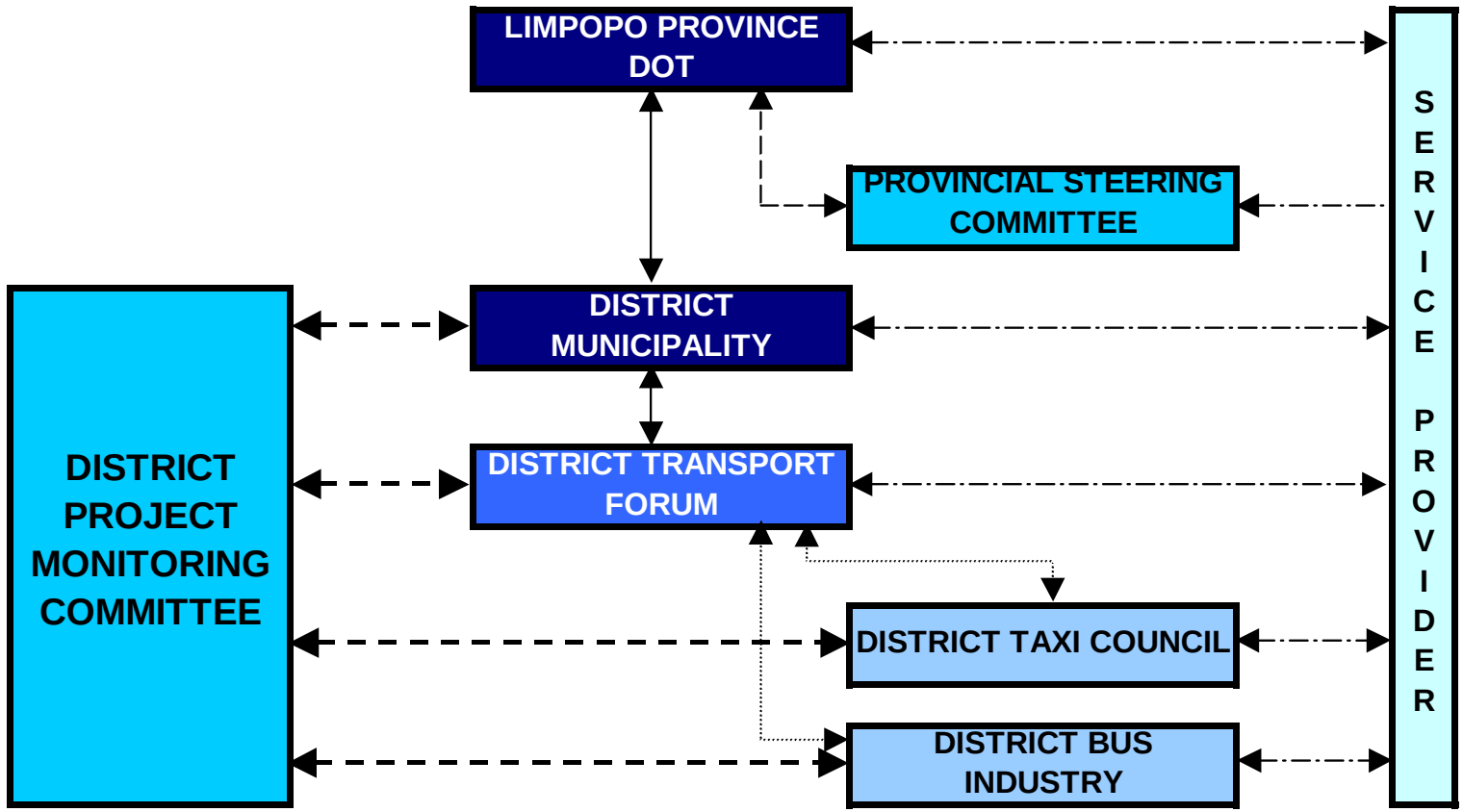

FIGURE 8.1.1: COMMUNICATION STRUCTURE USED FOR THE PREPARATION OF TRANSPORT PLANS

TABLE 8.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS		
STRUCTURE	**MEMBERS**	**FUNCTIONS**
LIMPOPO DEPT OF TRANSPORT	a) Officials b) Politicians	a) Project financiers and those responsible for paying the service provider b) Provincial Project Co-ordinator c) Driving and liaison with the Provincial Steering Committee d) Liaising and interacting with the District Municipality e) Liaising and interacting with the service providers
PROVINCIAL STEERING COMMITTEE	a) Representative of National Dept of Transport b) Representatives of the Provincial Dept of Transport c) Representatives of the District Municipalities	a) Recommending the payments to be made to service providers b) Evaluating and recommending the approval of the reports c) Liaising and interacting 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	a) Officials b) Politicians	a) Liaising with Provincial Department of Transport b) Liaising with District Transport Forum c) Liaising with the District Project Monitoring Committee d) Liaising with the service providers
DISTRICT TRANSPORT FORUM	a) All role players in public transport	a) Ensuring involvement with people at grassroots level b) Reporting to their respective structures c) Advising the service providers Giving their support to the Transport Plans
DISTRICT PROJECT MONITORING COMMITTEE	a) Representative of the District Municipality b) Representatives of the Local Municipalities	a) Liaising with the District Municipality b) Liaising with the Transport Forum c) Monitoring the progress of the project d) Liaise with the bus and taxi industries

TABLE 8.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS		
STRUCTURE	**MEMBERS**	**FUNCTIONS**
	c) Representative of the Provincial Transport Department at district level	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) Working together with the service provider and the Project Monitoring Committee to ensure that product would be acceptable to the taxi industry. b) Liaising 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) Working together with the service provider and the District Project Monitoring Committee to ensure that the product would be acceptable to the bus industry b) Liaising with the bus operators at lower levels
SERVICE PROVIDERS	Siyazi Joint Venture: a) Siyazi Limpopo b) Khosa Development Specialists c) Local Previously Disadvantaged Individuals	a) Carrying out the work b) Liaising with all the structures c) Consulting the Provincial Dept of Transport, Provincial Steering Committee, District Municipality, District Project Monitoring Committee and District Transport Forum, District Taxi Council and District Bus Industry

Chapter

9. PLAN OF ACTION AND PROJECTS

This chapter of the PTP contains a description of and programme for the prioritised public 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, and shown as a consolidated schedule with less detail for Years Two to Five.

The transport plans must be updated every two years. The CPTR must be updated annually to determine any changes in the transportation system, and primarily affects the issuing of operating licences. In addition to the current method of collating CPTR data, surveys should be carried out at major nodes during Friday afternoons and Saturdays.

It is recommended that no further licences should be issued at present, because of the huge over-supply of taxi services. Operators must be encouraged to transfer operations from over-supplied routes to new routes and under-supplied routes. Alternatively, the moratorium on issuing licences could be relaxed for new routes. This approach must be negotiated with the respective stakeholders.

In addition to the formalisation of the minibus-taxi industry, there is need for the formalisation of the metered-taxi mode to enhance tourism and prevent conflict with minibus-taxi and bus operations.

The following basic technique was developed to prioritise projects:

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

a) The key indicator for determining whether public transport facilities should be provided is linked to the number of passengers who currently utilise a specific facility or 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 GSDM 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 GSDM area. Furthermore, if there was currently no public transport facility 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 80% utilised. When no information was available about facility utilisation, it was assumed that the facility would also be 80% utilised
c) To obtain a combined weighting factor for prioritising the public transport facilities, it was assumed that the first key indicator should have a weight of 80% and the second key indicator a weight of 20%. These weights were used because there is generally an over-supply of taxis in the area at present and rank utilisation is not always a good indication of the actual need for public transport. However, the number of passengers provides a far more realistic result.
d) Some informal facilities were visited to determine the extent of operations. Hence, new facilities are proposed based on site visits.

e) Also, the upgrading of existing facilities is based on the conditions of the basic infrastructure, utilities and amenities.

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

a) The Local Municipality must build lay-bys and shelters along the routes (including those in urban and rural areas). Shelters must be able to accommodate all peak-period passengers
b) Lay-bys should be designed to accommodate at least two buses
c) All facilities should be designed to accommodate persons with disabilities and the new taxi vehicles, with adequate seats for waiting passengers, passenger information signs, A0 size timetables and route maps
d) The design of facilities must be aesthetically appealing
e) Public transport facilities must be integrated with commercial buildings, for example the provision of sheltered walkways from the lay-by to an office block or shopping centre
f) Facilities must be designed for pedestrian safety by segregating walkways for people from vehicle lanes.

All facilities must be designed with reference to the OLS and RATPLAN

a) The approach of the PTP is to concentrate on infrastructure related to public transport for the first five years of operation and on constituting the proposed by-laws. In the review of the PTP, the focus will be on the more detailed operational and institutional matters.
b) Lay-bys and shelters are a priority to ensure passenger safety and improve traffic flow, and must be adequate to accommodate peak-period volumes. The facilities must be planned and designed in consultation with the operators. Lay-bys should be located downstream of an intersection and pedestrian crossings, to minimise conflict between traffic and pedestrians. Also, there is need for lay-bys in the middle of blocks at parks, schools and medical centres.
c) In addition, sidewalks should be 2,2 metres to 2,6 metres wide at points where street furniture and commuter queues are necessary
d) The basic design for drainage at lay-bys and sidewalks must always ensure that water flows away from the pedestrians
e) Facilities should include the type of ancillary facilities required, as well as the estimated cost of such facilities
f) There is need for a multimodal facility at Burgersfort, Marble Hall, Jane Furse and Groblersdal, where all modes of public transport could be integrated and the existing ancillary facilities rationalised at a centralised point. This would lead to the control and maintenance of one facility. In addition there is need for transfer facilities as well as lay-by, bicycle and pedestrian facilities along public transport corridors in the GSDM area. Secure bicycle parking facilities would also be necessary at the multimodal facilities, and provision for hawkers must be formalised so that it would not conflict with pedestrian movements
g) The marketing campaign must be co-ordinated between the bus and taxi operators and the respective Provincial and Local Government offices
h) For Local Government to qualify for funding from the Municipal Infrastructure Investment Unit (MIIU), Local Government must prepare and apply a Policy on Public-Private Partnerships
i) All requirements relating to the road network are addressed as part of the Integrated Transport Plan (ITP)

j) In conclusion, the way forward is to motivate the prioritised projects in the Integrated Development Plan. The construction and maintenance of public transport facilities are in most cases labour-intensive, making them an appropriate mechanism to accentuate **job creation**.

The projects identified as part of the 2003 Public Transport Plans served as basis for the identification of and cost estimates for the PTP.

Table 9.1 gives a summary of the total costs related to the OLS, RATPLAN and the PTP, whereas Tables 9.2, 9.3 and 9.4 contain the following information respectively:

a) **TABLE 9.2**: Projects related to the GSDM Operating Licensing Strategy and the financial implications
b) **TABLE 9.3:** Projects related to the GSDM RATPLAN and the financial implications
c) **TABLE 9.4:** Projects related to the Public Transport Plan and the financial implications.

TABLE 9.1: SUMMARY OF TOTAL COSTS RELATED TO OLS, RATPLAN AND PTP

PLAN	ESTIMATED COSTS		
	YEAR 1	YEARS 2-5	TOTAL
OPERATING LICENSING STRATEGY (OLS)	R5 380 000	R23 370 000	R28 750 000
RATIONALISATION PLAN (RATPLAN)	R14 025 942	R83 505 660	R97 531 602
PUBLIC TRANSPORT PLAN	R23 150 000	R42 850 000	R 66,000,000
TOTAL	**R 42,555,94**	**R 149,725,66**	**R 192,281,602**

TABLE 9.2: PROJECTS RELATED TO THE GSDM OPERATING LICENSING STRATEGY AND THE FINANCIAL IMPLICATIONS									Responsibility	Project duration
PROJECT	**1**	**2**	**3**	**4**	**5**	**YEAR 1**	**YEARS 2-5**	**TOTAL**		
OPERATING LICENSING STRATEGY PROJECTS (OLS)										
Project 1: Annual update of OLS						R0	R700 000	R700 000	**LPDORT/DM**	**4 months**
Project 2: Vehicle verification process to clear vehicles for taxi scrapping						R150 000	R0	R150 000	**LPDORT**	**3 months**
Project 3: Establishment of provincial Operating Licence Offices at District Municipality level a) General application process b) Assist with eliminating illegal operators on existing routes c) Grant operating licences for the recommended additional routes d) Grant special operating licences for transportation at funerals, functions, etc. e) Replacement of vehicle **f)** Colour coding of routes						R1 000 000	R 4 800 00	R5 800 000	**LPDORT**	**Ongoing**
Project 4a: Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues						R2 500 000	R12 000 000	R14 500 000	**LPDORT**	**Ongoing**
Project 4b: Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)						R150 000	R750 000	R900 000	**LM & LPDORT**	**Ongoing**
Project 5: Establishment of Sekhukhune Taxi Co-operative						R150 000	R0	R150 000	**Limpopo Province Taxi Council & LPDORT**	**3 months**
Project 6: Maintenance of Sekhukhune Taxi Co-operative						R500 000	R1 500 000	R2 000 000	**Limpopo Province Taxi Council & LPDORT**	**Ongoing**
Project 7: Implementation and maintenance of route colour-coding system for taxis						R0	R700 000	R700 000	**LPDORT /DM**	**Ongoing**
Project 8: Establishment and maintenance of local transport forums.						R500 000	R1 600 000	R 2 100 000	**LPDORT /DM/LM**	**60 months**
Project 9: Maintenance of the District Transport Forum						80 000	320 000	R400 000	**DM**	**2 months**
Project 10: Development of Rank Management Agreements						R350 000	R500 000	R 850 000	**LPDORT /DM**	**3 months**
Project 11: Formalisation of the metered-taxi industry and scholar transport						R0	R500 000	R500 000	**LPDORT**	**3 months**
Total financial implications						**R5 380 000**	**R23 370 000**	**R28 750 000**		

TABLE 9.3: PROJECTS RELATED TO THE GSDM RATPLAN AND THE FINANCIAL IMPLICATIONS									
PROJECT								**Responsibility**	**Project duration**
RATPLAN PROJECTS	**1**	**2**	**3**	**4**	**5-7**	**YEAR 1**	**YEARS 2-7**	**TOTAL**	
Project-1: Implementation of Subsidised negotiated contracts						R4 033 124	R24 198 748	R28 231 872	**LPDoRT**	**Seven years**
Project-2: Implementation of mine contracts						R8 815 390	R52 892 340	R61 707 730	**LPDoRT and Mines**	**Seven years**
Project-3: Implementation of monitoring firms						R1 027 428	R6 164 572	R7 192 000	**LPDoRT**	**Three years**
Project 4: Establishment of Transport Forums						Part of OLS projects	Part of OLS projects	Part of OLS projects	**LPDoRT, GSDM and Local Municipalities**	**Per annum**
Project-5: Updating of Rationalisation Strategy						R150 000	R250 000	R400 000	**LPDoRT & SDM**	**Per annum**
Project-6: Implementation of law enforcement						See PTP Budget	Cost included in OLB programme	Cost included in OLB programme	**Greater Sekhukhune District Municipality**	**Per annum**
Total financial implications						**R14 025 942**	**R83 505 660**	**R97 531 602**		

TABLE 9.4: PROJECTS RELATED TO THE PUBLIC TRANSPORT PLAN AND THE FINANCIAL IMPLICATIONS										
PROJECT									**Responsibility**	**Project duration**
PUBLIC TRANSPORT PROJECTS (PTP)	**1**	**2**	**3**	**4**	**5**	**YEAR1**	**YEARS 2-5**	**TOTAL**		
Project 1: Review CPTR						R300 000	R1 200 000	R 1,500,000	**LPDORT /DM**	**4 months**
Project 2: Review Public Transport Plan						R0	R400 000	R 400,000	**LPDORT /DM**	**3 months**
Project 3: Implementation of Non-motorised Transport Plan (Infrastructure)						R1 500 000	R6 000 000	R 7,500,000	**DM**	**Ongoing**
Project 4: Public Transport Facilities (Appendix B to the PTP)						R20 000 000	R30 000 000	R 50,000,000	**DM & Local Mun**	**Ongoing**
Project 5: Policy on subsidy for learners, students and the elderly						In-house	-	R 0		**6 months**
Project 6: Law enforcement campaigns						R1 000 000	R4 000 000	R 5,000,000	**LPDORT /DM**	**Ongoing**
Project 7: Address NLTTA section 31 – use of bakkies as vehicles for public passenger transport						R0	R150 000	R 150,000	**LPDORT /DM**	**18 months**
Project 8: GSDM policy on public-private partnership						R150 000	R0	R 150,000	**DM**	**2 months**
Project 9: Policy on uniform fare structures for the GSDM						R0	R200 000	R 200,000	**LPDORT**	**3 months**
Project 10: Engage with SANTACO and Provincial Taxi Councils to develop a unit rate for taxi fares						R0	R200 000	R 200,000	**LPDORT**	**3 months**
Project 11: Study innovative funding mechanisms for transportation (PLTF)						R0	R100 000	R 100,000	**LPDORT**	**3 months**
Project 12: Investigate feeder and distribution service along corridors						R100 000	R0	R 100,000	**LPDORT**	**3 months**
Project 13: Align Passenger Charter & Memorandum of Understanding with NDoT						R0	R100 000	R 100,000	**LPDORT**	**2 months**
Project 14: Marketing campaign to promote public transport (operators and DoT)						R0	R500 000	R 500,000	**LPDORT /DM/LM**	**Ongoing**
Project 15: Prepare Architectural theme for the GSDM area						R100 000	R0	R 100,000	**LPDORT /DM**	**3 months**
Total financial implications						**R23 150 000**	**R42 850 000**	**R 66,000,000**		

Chapter

10. FUNDING

The chapter elaborates on the following:

a) Funding and subsidies
b) Current funding for public transport
c) Funding mechanisms for public transport.

10.1 FUNDING AND SUBSIDIES

Is public transport a public service or is it market driven? Are subsidies an investment or a waste of taxes? What are the main social and economic objectives aligned with transport subsidies?

For the Limpopo Province, it is intuitively felt that public transport is a need, and subsidies are necessary to provide access to mobility to ensure an adequate standard of living for most people in the Province. Therefore, under the current circumstances, subsidies qualify as an investment in the Limpopo Province.

Public transport is a service with reasonable economics, where the profit motive should not be the sole dictating factor. Public transit does not outperform the private mode in a free market environment. Public transport has several non-monetary, intangible benefits for society. These benefits are not marketable. Any reduction in capital and operating costs through deregulation must still consider the basic needs of the passenger.

The needed funds should be available as a basic condition for implementing the permanent provision of attractive services that can respond to increasing demands for high-quality, high-volume public transportation. Similar to highways and other passenger transportation facilities, transit investments come mostly from public funds.

Where mass transit is a public service, the public sector must set the standards, funding, and fares, and Government must ensure that transportation is a basic right for its citizens. The Limpopo Department of Transport must guard against the “irresponsible supply cycle”, where there is little or no control over the contracted operator. Where control is defective, the operator often neglects the passengers’ needs, and passengers look for an alternative mode, which could result in the "illegal" supply of public transportation, decreasing fare revenue, increasing operating costs, higher subsidies and possible conflict. Some passengers are captives of the system, and this violates their right to the pursuit of accessibility and mobility.

The preferred modes of public transport are the bus and taxi. Currently, the higher-capacity buses operate during the peak periods only, while the lower-capacity taxi mode operates during the off-peak period on the same primary route. However, on some routes the taxi mode competes directly with the bus mode, and is not necessarily viable. There is potential for some routes to be converted to taxi routes only, because of the low passenger numbers.

There is potential, too, for taxis operators to be contracted by the bus operator and effectively provide a subsidised service.

The Limpopo Department of Transport must also resolve the issue of subsidies for learners, students and the elderly. The current data does not classify passengers as learners, students, the elderly or persons with disabilities. If these categories of passengers are included in the total number of passengers, they are subsidised at the same rate as commuters. A concession is needed for these categories of passengers, and should be investigated further. There is also a need for a specific funding allocation for the provision of Class 1 improvements, not only for contracted operators but also for tourist bus operators.

10.2 CURRENT FUNDING FOR PUBLIC TRANSPORT

Each District Municipality receives a national allocation for its own municipality and its Local Municipalities. At present this is the main source of funds. The District is also assisted by the DoT with the preparation of transport plans, bus subsidies and some capital projects. Effectively, the Limpopo Department of Roads and Transport provides the major portion of public transport funding in the GSDM.

The essence of the mission of the Limpopo Department of Transport to develop, co-ordinate, implement and manage an integrated, multimodal transport system. However, the vision of the GSDM, namely to be a custodian of integrated sustainable service delivery in partnership with Local Municipalities and communities, has been fulfilled, and indicates the reality of the backlog in the delivery of public transportation. Just as much still needs to be delivered, and proportionate funding is also needed.

10.3 FUNDING MECHANISMS FOR PUBLIC TRANSPORT

It is not practical to maintain the status quo of funding for public transportation in the GSDM in particular, and in the Limpopo Province in general. There is a need for increased funding from National and Provincial Government, and possibly the private sector. However, additional funds will be used to address the existing inefficiencies and backlog in public transportation, and progressively achieve the stated objectives.

Irrespective of the funding source and the amount of funds available, there is need to prioritise projects and expenditure. The three most significant priorities are the recommended projects in the Rationalisation Plan, Operating Licensing Strategy and the facilities prioritised in the Public Transport Plan. The GSDM should not only focus on existing facilities, but also address the new facilities that are prioritised in this study.

The following funding mechanisms and sources are identified:

a) National and Provincial Government is the conventional source of funds for public transportation planning and implementation. However, increased funding is needed and justified by transport plans

b) Municipal Infrastructure Grant (MIG) – the District and Local Municipalities must give motivations for funding from the Department of Provincial and Local Government through the MIG fund, especially for flagship projects such as intermodal facilities, non-motorised transport projects and paratransit projects. The private sector should be utilised for counter-funding where possible

c) The GSDM must enter into partnership with the private sector to develop facilities, specifically intermodal facilities, and engage with the Municipal Infrastructure Investment Unit for bridging funds.

d) Currently, the Steelpoort Producers Forum, consisting of representatives of the mining houses in the area, are prepared to provide funds for planning purposes, for the following public transport projects in the GSDM:

   i) Greater Tubatse Transport Forum
   ii) Fetakgomo Transport Forum
   iii) Addressing the general public transport-related issued in the GSDM.

e) The GSDM must give a motivation to the National Department of Transport for funding pilot projects, specifically for non-motorised transport and paratransit initiatives

f) The projected revenue from traffic fines should be ring-fenced for the sustainability of law enforcement

g) The NLTTA specifies that public transport must be given a higher priority than private transport. Therefore, with the support of the policy on traffic impact studies, where the maximum number of parking spaces must be applied instead of the minimum number of parking spaces per development, employee discounts should be provided for employees who travel on public transport. Concurrently, law enforcement must deal aggressively with illegal parking. This is another source of traffic fines to sustain law enforcement

h) Engagement with operators to pursue advertising on buses which would generate operating revenue and contain operating subsidies. Advertising space includes vehicles, terminals, fare cards, maps, schedules and in-vehicle dynamic message signs

i) Joint development among Government departments for liveable communities:

   i) Department of Transport and Department of Local Government and Housing should co-ordinate land-use developments
   ii) Department of Transport and Department of Environmental Affairs and Tourism should obtain funds through the National Environmental Management (Air Quality Management) Act with the motivation that emissions would be reduced by upgrading the rolling stock
   iii) Department of Transport and Department of Education must address the subsidisation of transport for learners and students
   iv) Department of Transport and Department of Social Development must address the subsidisation of the elderly.

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Chapter

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