
FINAL

MOPANI DISTRICT MUNICIPALITY PUBLIC TRANSPORT PLAN (PTP)

OCTOBER 2004



TITLE: MOPANI TRANSPORT PLANS

VOLUME 4: PUBLIC TRANSPORT PLAN
OCTOBER 2004

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The Transport Plans for the MOPANI District Municipality comprise five volumes:

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

Terms of reference

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

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

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

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

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Executive summary

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

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

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

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

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

- a) Chapter 1: Introduction
- b) Chapter 2: Public Transport vision, goals and objectives
- c) Chapter 3: Public transport status quo (CPTR)
- d) Chapter 4: Operational aspects (RATPLAN and OLS)
- e) Chapter 5: Transport and land-use integration
- f) Chapter 6: Broad public transport strategy
- g) Chapter 7: Specific public transport strategies
- h) Chapter 8: Plan of action and projects
- i) Chapter 9: Funding

Limpopo Province Department of Transport requested that an additional chapter should be included namely: Chapter 10 Stakeholder consultation.

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

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

The various input items provided for the PTP would be relevant for the period from April 2004 to April 2005. To ensure a common public transport system for the province, the Mopani District Municipality has adopted the same vision, goals and objectives for public transport as those indicated in the

Limpopo Province Provincial Transport Strategy, namely *Limpopo in Motion*.

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

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

The 2003 CPTR report contains two main sections, namely the process followed and the actual record of public transport.

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

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

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

Five contracts were identified for negotiation purposes in the MDM area. Phalaborwa operations were included in the cost exercise. The following table provides a summary of the proposed negotiated contracts for the MDM District.

Operator	Existing vehicles	Proposed vehicles	Variance	Existing kilometres	Proposed kilometres	Variance
GNT - Tzn	67	64	-3	186 810	177 554	-9 256
GNT - Giy	32	32	0	135 624	131 426	-4 198
GNT - Phal	32	29	-3	93 732	71 195	-22 537
Mathole	15	16	1	38 151	38 151	0

Risaba	5	9	4	10 894	17 957	7 063
Total	151	150	-1	465 211	436 283	-28 928

It is estimated that the rationalisation of routes, plus the implementation of negotiated contracts, would cost the Limpopo Department of Transport approximately R30,2 million per annum more than is currently the case for the MDM.

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

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

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

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

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

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

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

- a) **Project 1:** Determining an architectural theme that would be relevant for the MDM area
- b) **Project 2:** Provision of multimodal public transport facilities for the respective main commercial nodes

- c) **Project 3:** Provision of public transport transfer facilities in the MDM area on corridor routes and at other strategic points
- d) **Project 4:** Provision of lay-by facilities in the MDM area with specific reference to the residential areas, including the villages
- e) **Project 5:** Development of public transport related by-laws together with the MDM in order to ensure a stable and safe environment
- f) **Project 6:** Training of drivers, operators and administrators as well as promoting awareness of road safety
- g) **Project 7:** Disability awareness programme to make drivers aware of disabled persons' needs
- h) **Project 8:** Non-motorised transport projects for learners (bicycles)
- i) **Project 9:** Development of user-friendly walking lanes
- j) **Project 10:** Implementation of control measurements at public transport facilities in order to prevent illegal operators from operating at the facilities.

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

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

The following table provides a summary of costs in terms of the MDM:

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

EX-2: SUMMARY OF TOTAL COSTS FOR FIVE YEAR PERIOD	
Item	Estimated Cost
Operating Licence Strategy	R 28 151 153
Rationalisation Plan	R 258 075 790
Public Transport Plan	R74 190 000
Total	R360 416 943

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ABBREVIATIONS

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

APPENDICES

APPENDIX A: MDM ROAD NETWORK IN TERMS OF PUBLIC TRANSPORT

APPENDIX B: MDM PUBLIC TRANSPORT INFRASTRUCTURE CALCULATIONS

APPENDIX C: RURAL TRANSPORT STRATEGY FOR SOUTH AFRICA

1. INTRODUCTION

Chapter 1 contains the following:

- a) Background
- b) Methodology
- c) Purpose of Public Transport Plan
- d) Scope of the work, including –
 - i) area under investigation;
 - ii) nature of services under investigation;
 - iii) authority responsible for the preparation of the PTP;
 - iv) period and date for the particular PTP.

1.1 Background

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

- d) Current Public Transport Records (CPTR)
- e) Operating Licence Strategy (OLS)
- f) Rationalisation Plan (Ratplan)

Other plans and processes to be considered include –

- a) National Land Transport Strategic Framework;
- b) Provincial Land Transport Framework (PLTF);
- c) Limpopo in Motion;
- d) Integrated Transport Plans (ITPs);
- e) Integrated Development Plans (IDPs); and
- f) the preparation of National and Provincial budgets.

1.2 Methodology

Based on the Planning Guideline TPR 7 there has been a significant change in transport policy in recent years following the White Paper on National Transport Policy, 1996. Firstly, there has been a shift in focus from infrastructure development to public transport. In addition, there has also been a move from a supply-driven transport system to a demand-driven transport system, based on plans. The environment in which transport planning has to be done has also changed considerably.

Given this changing environment, the national Department of Transport (nDoT) adopted and is advocating a revised planning approach that –

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

The methodology used in preparing this Public Transport Plan for the Mopani District Municipality followed the above outline.

1.3 Purpose of Public Transport Plan

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

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

“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 –

- a) 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
- b) all the facilities and infrastructure currently being developed, or already utilised.

“Consequently, it is interpreted that a PTP should address the provision of both the public transport services and the infrastructure and facilities.

“Section 26(2) stipulates that a PTP must be prepared with a view to developing and implementing the integration of public transport services.

“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.

“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.

“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.”

1.4 Scope of the work

The scope and approach towards the formulation of a PTP for the MDM are based on the requirements set out in the NLTTA, Act 22 of 2002, Part 7, section 26. The scope of the work should cover the whole area of jurisdiction of the MDM.

Based on the “National Transport Planning Guidelines and Requirements for the Implementation of NLTTA (Preparation of the Public Transport Plan)” the MDM-PTP should contain the following areas or topics:

- a) Chapter 1: Introduction
- b) Chapter 2: Public Transport vision, goals and objectives
- c) Chapter 3: Public transport status quo (CPTR)
- d) Chapter 4: Operational aspects (RATPLAN and OLS)
- e) Chapter 5: Transport and land-use integration
- f) Chapter 6: Broad public transport strategy
- g) Chapter 7: Specific public transport strategies
- h) Chapter 8: Plan of action and projects
- i) Chapter 9: Funding

Limpopo Province Department of Transport requested that an additional chapter should be included namely: Chapter 10 Stakeholder consultation. The subsections below elaborate on the following:

- a) Area under consideration
- b) Nature of services under consideration
- c) Authority responsible for the preparation of the PTP
- d) Periods and date for the particular PTP.

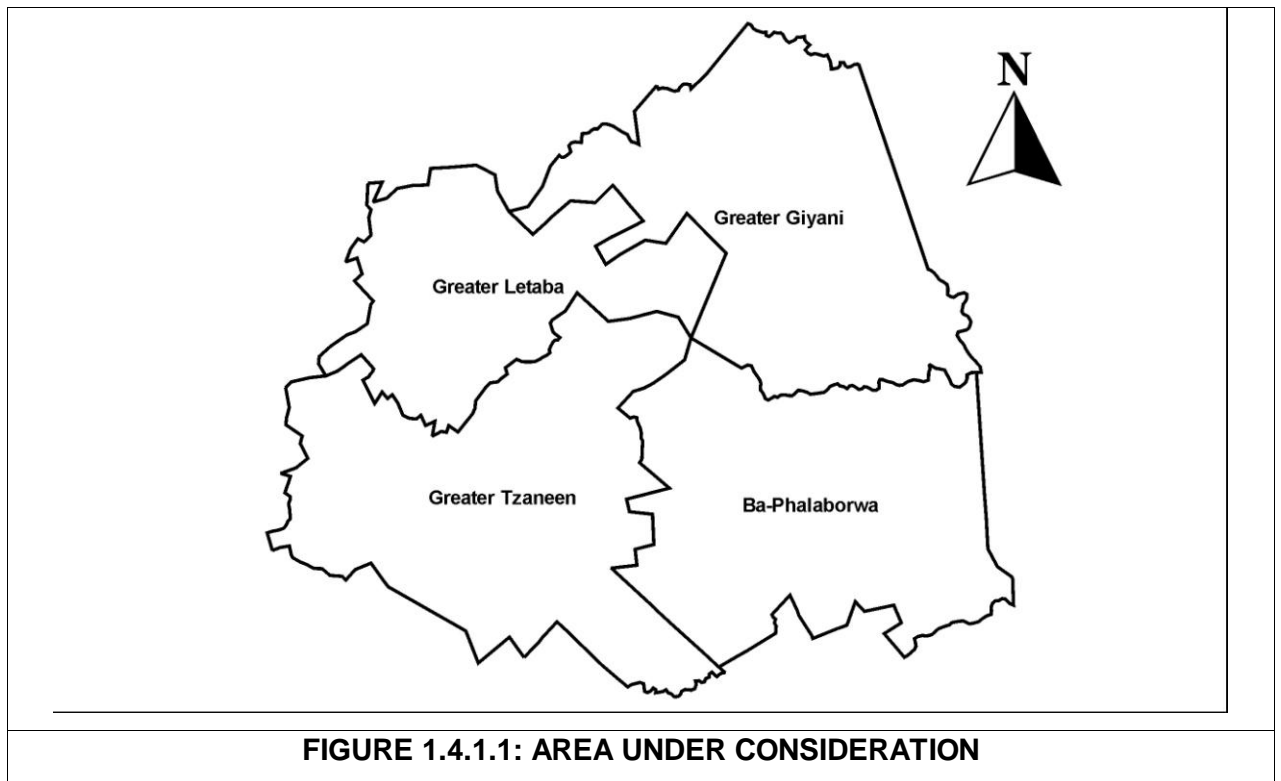
1.4.1 Area under consideration

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

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

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

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



1.4.2 Nature of services under investigation

The major public transport services to be investigated are the bus and taxi operations.

There are a limited number of metered-taxi activities in the MDM area. The primary criteria for metered-taxi services that will be evaluated and recorded in the OLS are the capacity and capacity utilisation of parking and holding facilities. Since the metered taxi has not been formalised in the Limpopo Province it is extremely difficult to obtain accurate information about them. Therefore it is essential that all local municipalities should formalise the metered-taxi industry in their relevant local municipality area as soon as possible.

None of the daily commuters in the MDM area currently uses rail transport.

1.4.3 Authority responsible for the preparation of the PTP

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

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

1.4.4 Period and date for the particular PTP

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

2. PUBLIC TRANSPORT VISION, GOALS AND OBJECTIVES

To ensure a common public transport system for the province, the Mopani District Municipality has adopted the same vision, goals and objectives for public transport as those indicated in the Limpopo Province Provincial Transport Strategy, namely *Limpopo in Motion*. Detailed information may be obtained from the document *Limpopo in Motion*; this chapter highlights only a few of the important issues. Chapter 3 of the OLS contains more information about the policy framework for the MDM area. Chapter 3 of the OLS also refers to the IDP input into the Mopani District Municipality.

This chapter deals briefly with the approach to a common transport system in order to obtain a brief understanding of the following:

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

2.1 Vision statement

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

“AN INTEGRATED, SAFE, RELIABLE, EFFICIENT AND AFFORDABLE 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”

2.2 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.

2.3 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.

3. PUBLIC TRANSPORT STATUS QUO (CPTR)

This chapter contains the following information:

- a) Description and analysis of the results of the CPTR
- b) The description and use of major transport corridors and major 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

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

The scope of the work for the Mopani District Municipality CPTR covers the whole area of jurisdiction of the Mopani District Municipality, which includes the four local municipal areas of the Greater Tzaneen Municipality; Greater Giyani Municipality; Ba-Phalaborwa Municipality; and Greater Letaba Municipality.

The 2003 CPTR report contains two main sections, namely the process followed and the actual record of public transport.

The elements of the process followed include consultation and liaison, site visits, surveys, database development, the capturing, dissemination and storage of data, and the preparation of the report.

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

- a) Limpopo Province Department of Transport – Public Transport Division
- b) Limpopo Province Department of Transport – Registrar of Taxis
- c) Limpopo Province Department of Transport – Operating Licence Board

- d) Mopani District Municipality – Economic Development and Planning
- e) Mopani District Municipality Taxi Council and Executive
- f) Local municipalities
- g) Bus industry
- h) Mopani District Transport Forum

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

Once all the necessary arrangements and liaison had been completed, planning to execute the surveys commenced. The planning process was communicated and discussed with the MDM and with the role players in the relevant public transport industries.

The surveys were executed in accordance with the Mopani District Municipality's Terms of Reference for the preparation of a Current Public Transport Record (February 2003).

The following surveys were conducted:

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

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

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

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

No surveys were conducted on waiting times or on the queue lengths of passengers and

vehicles. It was possible to obtain the following in terms of the CPTR findings:

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

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

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

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

To conclude this section Figure 3.1.1 indicates the distribution of taxi facilities in the MDM area.

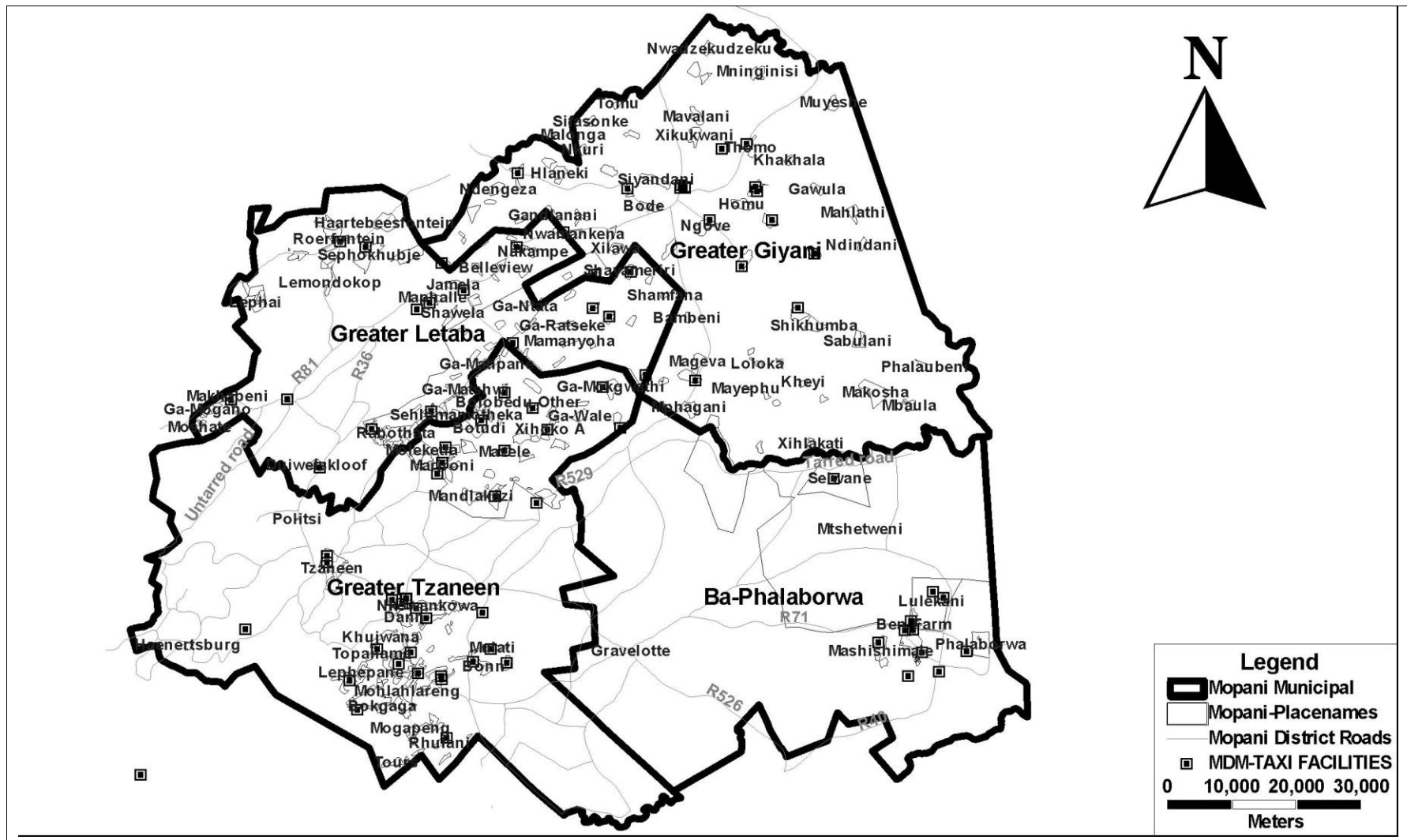


FIGURE 3.1.1: DISTRIBUTION OF PUBLIC TRANSPORT FACILITIES IN THE MDM AREA

3.2 The description and use of major transport corridors and major facilities

The subsections below elaborate on the following:

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

3.2.1 Major public transport corridors

Table 3.2.1.1 indicates the major corridor routes, as obtained from the MDM-CPTR.

TABLE 3.2.1.1: MAJOR CORRIDOR ROUTES	
CORRIDOR	DESCRIPTION
a) Tzaneen to Nkowankowa and Lenyenye	Along Road R36 south-west of Tzaneen through Nkowankowa up to Lenyenye
b) Tzaneen to Boyne	Along Road R71 west of Tzaneen up to Boyne which extends to Polokwane
c) Tzaneen to Modjadjiskloof	Along Road R36 north-west of Tzaneen heading north to Modjadjiskloof
d) Tzaneen to Nwamitwa	Along a road east of Tzaneen that extends to Road R529
e) Giyani to Mooketsi	Along Road R81 south of Giyani up to Mooketsi
f) Modjadjiskloof to Ga-Kgapane	Along Road R36 north of Modjadjiskloof and turning right on a tarred road to Ga-Kgapane
g) Phalaborwa to Lulekani	Along Road R71 to the west of Phalaborwa and turning right along Road R40 to Lulekani
h) Giyani to Malamulele	Along Road R81
i) Giyani to Bungeni	Along Road R81 south of Giyani and turning right along Road R578 to Bungeni
j) Nkowankowa to Letsitele	From Nkowankowa through east of the township to Letsitele
k) Giyani to Letsitele	Along Road R81 south of Giyani, turning left along Road R529 heading south to Letsitele
l) Giyani to Motupa	Along Road R81 south of Giyani, turning left at Lebaka Cross straight to Ga-Motupa
m) Modjadjiskloof to Giyani	Along Road R36 north of Modjadjiskloof, turning right along Road R81 heading north towards Giyani
n) Ga-Kgapane to Mokwakwaila	From Ga-Kgapane heading north along the villages through to Mokwakwaila
o) Phalaborwa to Namakgale	From Phalaborwa heading west along Road R71 and turning left in to Namakgale

3.2.2 Major public transport facilities

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

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

Table 3.2.2.1 indicates the major public transport facilities in the MDM area as identified by means of the MDM-CPTR.

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

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

3.2.3 Public transport services operating in parallel to one another and competing for the same market

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

From the MDM Rationalisation Plan it was determined that there was no real duplication of routes in the MDM, although competition among operators was fierce in certain areas especially between the Great North Transport and Risaba Bus Services and that this competition stems from the condition of the buses currently used by the operators. Great North Transport uses new buses but the Risaba Bus Services uses old buses. The shortage of buses that the Risaba Bus Service is currently experiencing, also means that passengers prefer to walk over to the Great North Transport routes in order to travel on its buses.

Table 3.2.3.1 indicates four (4) Subsidised Bus Operators as part of the MDM-CPTR.

Operator	Area of Operations	Vehicles
a) Great North Transport	Giyani	32
b) Great North Transport	Tzaneen	64
c) Matole Bus Service	Kgapane / Modjadjiskloof / Mokwakwaila	16
d) Risaba Bus Service	Nkowankowa / Tzaneen	8

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

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

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

3.2.4 Any significant regulatory issues and impediments

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

- a) Poor law enforcement in terms of operating licences and also the lack of transport-related by-laws including the rank management mechanisms that should be provided by government.
- b) "Suitcase" permits are still in circulation because so far the routes have been verified but not yet the vehicles. Although the total number of permits as well as "suitcase" permits is known it is not possible to link "suitcase" permits as well as radius-based permits to specific routes. It is recommended that a process for vehicle verification should be conducted as soon as possible. This would greatly assist the Registrar as well as the Operating Licence Board in future.

- c) Route colour-coding for taxis together with the relevant law enforcement with scanners should be implemented as soon as possible to ensure peace and stability in the minibus-taxi industry in the MDM area.
- d) When operating licences are awarded, careful consideration should be given to ensure that the starting point of the proposed route-based operating licence is the same as the existing radius-based permit, unless the taxi industry together with the community recommends otherwise.
- e) The metered-taxi industry is not formalised at local municipality level.

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

4. OPERATIONAL ASPECTS

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

- a) Summary of the Operating Licence Strategy
- b) Summary of the Rationalisation Plan

4.1 Summary of the Operating Licence Strategy

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

The purpose of the OLS was to present a strategy, which would enable the MDM to provide structured and informed responses to the operating licence applications referred to it by both the Limpopo Operating 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 MDM. Over and above the aspects set out in the guidelines on the preparation of the OLS, it was regarded as important that the following aspects should also receive specific attention as part of the formulation of an OLS for the MDM:

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

- j) Criteria for the disposal of operating licence applications should be identified jointly with the MDM to ensure that the strategy would be based on tangible and realistic considerations
- k) The conditions for the issuance of Operating Licences would be given specific attention, e.g. the age of a vehicle and the taxi recapitalisation project.

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

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

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

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

It is also extremely important in the short term to transfer existing operators who do have operating licences to routes that may be undersupplied with transport services, instead of issuing licences to new operators. Such transfers should, however, be made with great care and after extensive consultation.

It is recommended that the moratorium on the issuing of new operating licences in the Limpopo Province should remain in force until the vehicle verification process has been completed.

To conclude this section it is extremely important to realise that this is the first OLS to be prepared for the MDM and therefore it will not be perfect, but it would serve as excellent starting point that could be updated on an annual basis.

4.2 Summary of the Rationalisation Plan

The Rationalisation Plan provided for –

- a) passenger satisfaction;
- b) minimised competition between subsidised operators;
- c) guidelines on negotiated contracts;
- d) recommended routes and timetables;
- e) an implementation programme and a costing exercise for the implementation of the plan.

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

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

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

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

Passenger satisfaction will and is the core around which transport plans should be designed. The Rationalisation Plan bore this in mind. When negotiated contracts become implemented, the following advantages to passengers will come into effect:

new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases can be addressed.

The following provides a summary of the recommendations:

- a) With regard to carrying capacity, it is recommended that all vehicles to be used in the negotiated contracts should be standard 65-seater buses. At present some operators make use of midi (35-seater buses) in their vehicle fleet. Bearing the future taxi recapitalisation project in mind and the possibility of competition between buses and taxis, it would be wise not to create future competition but to minimise it to an acceptable level.
- b) It is recommended that the layout of the Policy on Services Provision, the existing policies (National NLTTA 22 of 2000 and *Limpopo in Motion*) should be adopted as a short-term policy;
- c) that the incorporation of the taxi recapitalisation project into existing bus operations should be addressed in the long term;
- d) that the Rationalisation Plan should provide a framework for future negotiated contracts with existing subsidised and non-subsidised operations. The framework was based on the existing specifications laid down by the National Department of Transport;
- e) that when negotiated contracts become implemented, passengers should gain the following advantages: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases could be addressed.
- f) Five contracts were identified for negotiation purposes in the MDM area. Phalaborwa operations were included in the cost exercise. Table 4.2.1 provides a summary of the proposed negotiated contracts for the MDM District.

TABLE 4.2.1: SUMMARY OF PROPOSED NEGOTIATED CONTRACTS						
Operator	Existing vehicles	Proposed vehicles	Variance	Existing kilometres	Proposed kilometres	Variance
GNT - Tzn	67	64	-3	186 810	177 554	-9 256
GNT - Giy	32	32	0	135 624	131 426	-4 198
GNT - Phal	32	29	-3	93 732	71 195	-22 537
Mathole	15	16	1	38 151	38 151	0
Risaba	5	9	4	10 894	17 957	7 063
Total	151	150	-1	465 211	436 283	-28 928

- g) Table 4.2.2 summarises the existing subsidies received per annum per operator.

TABLE 4.2.2: EXISTING SUBSIDIES RECEIVED PER ANNUM PER OPERATOR	
OPERATOR	SUBSIDY PER ANNUM (R)
GNT Giyani	R3 320 094
GNT Tzaneen	R16 145 005
GNT Phalaborwa	R0
Mathole Bus Service	R360 000
Risaba Bus Service	R781 574
TOTAL	R20 606 673

- h) Table 4.2.3 summarises the proposed cost per annum per operator.

TABLE 4.2.3: SUMMARY OF PROPOSED COST PER ANNUM PER OPERATOR				
OPERATOR	PROPOSED CONTRACT AMOUNT	EXISTING SUBSIDY RECEIVED	VARIANCE	RATE PER KM
GNT Giyani	R12 605 800	R3 320 094	-R9 285 706	R7,99
GNT Tzaneen	R20 924 558	R16 145 005	-R4 779 553	R9,82
GNT Phalaborwa	R8 180 275	R0	-R8 180 275	R9,57
Mathole Bus Service	R5 818 925	R360 000	-R5 458 925	R12,71
Risaba Bus Service	R3 315 600	R781 574	-R2 534 026	R15,38
TOTAL	R50 845 158	R20 606 673	-R30 238 485	R9,71

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

compared to an average of 2 908 km per month for all operators, as well as the relatively short distances operated per trip.

5. TRANSPORT AND LAND-USE INTEGRATION

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.

The three above-mentioned underlying factors would support the public transport system in the MDM area. 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) Limpopo Province Spatial Rationale;
- b) Integrated Development Plan (IDP);
- c) Provincial Land Transport Framework (PLTF);
- d) Rural Transport Strategy for South Africa.

5.1 LIMPOPO PROVINCE SPATIAL RATIONALE

Pieterse Du Toit & Associates Town Planners had updated the Limpopo Province Spatial Rationale during 2002. The last mentioned report elaborates on the following issues in terms of spatial in the Limpopo Province:

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

In terms of the provision of public transport facilities it is important that it should be provided in line with the Limpopo Province Spatial Rationale.

5.2 INTEGRATED DEVELOPMENT PLAN

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

5.2.1 Mopani District Municipality Integrated Development Plan

The transport-related output in terms of the MDM is shown in Table 5.2.1.1. This output comprises the overarching strategies for the district and is therefore fairly broad. It is important to note that although roads are addressed as part of the MDM IDP, not enough emphasis is placed on public transport. It is therefore crucial to ensure that public transport is included in the next IDP for the MDM.

TABLE 5.2.1.1: TRANSPORT-RELATED DISTRICT STRATEGIES INDICATED AS PART OF THE MDM IDP										
Project Type	Action Plan Envisaged								Responsible Agency	Total Capital Investment (Rm)
	2002/03		2003/04		2004/05		2005/06			
	Output targets	Capital (RM)	Output targets	Capital (Rm)	Output targets	Capital (Rm)	Output targets	Capital (Rm)		
Improvement of the district roads infrastructure	a) Rehabilitation of priority roads b) Repair and reseal of district roads c) Re-gravelling	71,34	a) Rehabilitation of roads b) Repair and resealing c) Re-gravelling	3,5	a) Rehabilitation b) Repair & resealing c) Upgrading d) Re-gravelling		a) Rehabilitation b) Repair & resealing c) Upgrading d) Re-gravelling		NPRA	74,84

5.2.2 Mopani Local Municipalities Integrated Development Plans

The major source of information about transport for the respective local municipalities was the Integrated Development Plans (IDPs) of the respective local municipalities. Tables 5.2.2.1 to 5.2.2.3 show the transport-related local strategies or projects indicated as part of the IDP respectively for the –

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

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

TABLE 5.2.2.1: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE GREATER TZANEEN LOCAL MUNICIPALITY IDP

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

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

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

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

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

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

TABLE 5.2.2.2: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE GREATER GIYANI LOCAL MUNICIPALITY IDP

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

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

The following are specific strategies:

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

TABLE 5.2.2.3: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE BA-PHALABORWA LOCAL MUNICIPALITY IDP

Ba-Phalaborwa would like to achieve the following:

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

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

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

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

ROADS, STREETS, BRIDGES AND STORMWATER STRATEGIES:

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

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

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

5.3 PROVINCIAL LAND TRANSPORT FRAMEWORK

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

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

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

5.4 RURAL TRANSPORT STRATEGY FOR SOUTH AFRICA

The Rural Transport Strategy for South Africa was taken into consideration when preparing the MDM PTP. See Appendix C for a copy of the executive summary of the Rural Transport Strategy for South Africa.

In general, it is important that the land-use and transport planning be regulated by the Mopani District Municipality, as well as the respective Local Municipalities, to ensure proper transport and land-use integration.

6. BROAD PUBLIC TRANSPORT STRATEGY

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

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

7. SPECIFIC PUBLIC TRANSPORT STRATEGIES

Chapter 6 contains the broad strategies for the PTP for the Mopani PTP. The implementation of these broad strategies requires the formulation of specific public transport strategies. Chapter 7 contains the following specific strategies for the MDM:

- f) Measures to promote public transport
- g) The needs of persons with disabilities
- h) The needs of learners
- i) Modal integration
- j) Fare systems for public transport.

It should be mentioned that this is only the first PTP to be prepared and over time more detailed and specific strategies could be developed. The subsequent sections of this chapter elaborate on the above-mentioned strategies and also contain the following:

- f) Brief assessment of the status quo
- g) Brief summary of relevant national and provincial strategies
- h) Specific principles and objectives to be achieved
- i) The proposed strategy (including the approach and focus areas)
- j) 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

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

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

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 the implementation of effective Travel Demand

Management (TDM) measures to promote the more efficient use of private cars and to free up 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 new 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, formulated in terms of these transport plans.

The Limpopo Province Transport Strategy, *Limpopo in Motion*, 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 their public transfer facilities
- e) Improve the safety and security of public transport.

7.1.3 Specific principles and objectives to be achieved

The following are some measures intended to promote public transport:

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

- h) Modal integration.

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

The proposed strategy to promote public transport in the MDM area would be to –

- a) support all existing initiatives from national, provincial, district and local level (such as the Arrive Alive campaign and training programmes);
- b) concentrate initially on the main nodes of commercial activities in the respective local municipalities, since all public transport modes meet at these particular points. The towns should be developed in a fashion that would attract developers and thus stimulate the economy. An organised, safe and reliable public transport system would support this goal;
- c) ensure that workers, with specific reference to the respective corridors in the MDM, would have access to transport;
- d) develop public transport transfer facilities along the respective corridors in the MDM;
- e) implement all public transport projects in the MDM area through the MDTF;
- f) make public transport visible and accessible through route colour-coding;
- g) ensure that the public transport fleet is safe, acceptable and reliable.

7.1.5 Plan of action (short-term and long-term), including specific projects

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

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

7.2 THE NEEDS OF PERSONS WITH DISABILITIES

7.2.1 Brief assessment of the status quo

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

Table 7.2.1.1 provides a summary of statistics on disabled persons per ward in the MDM area. The information was obtained from Census 2001 prepared by Statistics South Africa.

7.2.2 Brief summary of relevant national and provincial strategies

Section 4(1)(k) of the NLTTA requires the following with regard to 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 the mainstream public transport.

Persons with disabilities are defined in the Act 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 Act 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 provincial strategy is in line with the above-mentioned national strategy.

TABLE 7.2.1.1: SUMMARY OF DISABLED PERSONS PER LOCAL MUNICIPALITY IN THE MDM OBTAINED FROM CENSUS 2001

Local Municipality	DISABILITY							Total No. Disabled per local municipality	Total % disabled per local municipality	Problematic for transport (physical + multiple) per local municipality	% Problematic for transport (physical + multiple) per local municipality	Population per local municipality
	Sight	Hearing	Communi-cation	Physical	Intellectual	Emotional	Multiple					
Greater Giyani	2731	1684	398	1750	1059	1684	1039	10345	4.36%	5520	2.32%	237436
Greater Letaba	3000	1673	387	2449	1003	1365	1036	10913	4.96%	6485	2.95%	220124
Greater Tzaneen	6216	4631	639	4472	1819	2987	2307	23071	6.14%	12995	3.46%	375585
Ba-Phalaborwa	1511	1037	216	1108	567	648	728	5815	4.44%	3347	2.55%	131092

7.2.3 Specific principles and objectives to be achieved

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 people with disabilities (special and normal vehicles)
- d) Special care during the design of public transport facilities, including ablution facilities
- e) Ensuring access to public transport facilities and vehicles for the mobility impaired
- f) Creating institutional and financial opportunities.

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

The following strategy is relevant for persons with disabilities:

- a) A user-friendly and safe public transport system for disabled persons should be established over time that would benefit the disabled community in the area
- b) A member of the disabled community should be represented on the MDTF to ensure proper liaison and consultation
- c) The operators of public transport in the MDM area should take note of the needs of disabled persons and cater for such a service by considering the following principles:
 - i) Ensure that good information and communication are provided before and during the journey
 - ii) Make special services available for disabled persons (e.g. dial-a-ride type services)
 - iii) Design vehicles/rolling stock to allow access for people with disabilities (special and normal vehicles)
- d) Special care should be taken during the planning phase of public transport facilities to ensure that transport facilities accommodates disabled persons
- e) The Limpopo Department of Transport as well as the Mopani District Municipality should contribute financially towards the planning and development of public transport facilities for disabled persons
- f) As there are currently little or no public transport facilities for people with disabilities, a strategy should be followed to ensure that the planning and development of all new public transport facilities would consider the needs of disabled persons.

7.2.5 Plan of action (short-term and long-term), including specific projects

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

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

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

7.3 THE NEEDS OF LEARNERS

7.3.1 Brief assessment of the status quo

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

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.

The national and provincial strategies on the needs of learners are, however, very limited at this stage.

7.3.3 Specific principles and objectives to be achieved

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

- a) To make transport for learners affordable and subsidise it to a certain extent
- b) To make public transport accessible

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

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

Although the strategy for the transport needs of learners should focus more on the learner than on the mode of transport, for reasons of safety and suitability it is necessary to give attention to the type of vehicles to be used. Addressing the needs of learners should also promote modal integration.

It should also be taken into account that the national and provincial Departments of Education assist some learners financially with their transport to and from school, but that this is not the case in the MDM area.

The strategy should promote the use of non-motorised transport, for example bicycles and animal-drawn vehicles, in both rural and urban areas.

Special attention should be given to formalising uncontrolled and unlicensed school-related trips as well as transport by LDVs with specific reference to learners.

It is important that proper communication should be maintained with the Mopani District Municipality when building schools, to avoid that schools are built at the incorrect places.

The following options could be considered for financing such transport for learners:

- a) A subsidy for the public transport of learners whose homes are far from school
- b) Constructing more schools where necessary at the correct location
- c) Hostel facilities could also be built to accommodate learners whose homes are far from the schools
- d) Learners should as far as possible attend a school in the area where they live as this would reduce the distance they have to travel to and from school.

To conclude, it is essential that a transport strategy for learners should be developed in collaboration with the education department as well as other stakeholders.

7.3.5 Plan of action (short-term and long-term), including specific projects

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

transport would be the following:

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

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

7.4 MODAL INTEGRATION

Modal integration is defined as the integration of some or all of the different public transport modes (mainly the minibus-taxi, bus and train modes) into the public transport system. These modes should be integrated in a way that would allow them to operate as a seamlessly co-ordinated public transport system, while providing an effective, efficient and affordable service to the user. The integration of public transport modes with other modes, such as the private motorcar, bicycle, metered taxi, tourist services or walking should also receive attention.

7.4.1 Brief assessment of the status quo

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

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

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

7.4.2 Brief summary of relevant national and provincial strategies

The broad public transport strategy as indicated in Chapter 6 sets out the requirements of the national government in terms of modal integration. The most 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
- c) To assist municipalities with the development of public transport transfer facilities in urban areas that would play a regional role and/or would be of strategic importance and require financial assistance to justify provincial intervention or participation.

7.4.3 Specific principles and objectives to be achieved

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

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

Such integration could only be achieved if the modal integration strategy is supported by 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) Proper planning processes at provincial as well as local government level (including the PTP and planning guidelines)
- d) Institutional structures that are in place (including modal integration committees)
- e) The necessary implementation and monitoring (including pilot projects, a phased approach where preference is given to high-impact and low-cost projects)
- f) Regulation and control (including the formalisation of the taxi industry and the regulation of all modes of public transport, with suitable law enforcement)

- g) Consultation, marketing and training (including a marketing strategy and ensuring that all role players are suitably informed and supportive)
- h) Guidelines, norms and standards (including conforming with certain standards and provincial guidelines)
- i) The necessary implementation, monitoring and evaluation (including pilot projects, a phased approach where preference is given to high-impact and low-cost projects).

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

The users of the proposed public transport system in the MDM 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 people 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 is the roads provided as part of the Central Business Districts (CBDs) of the four respective local municipalities in the MDM. The CBDs are the main commercial areas, and are also the main nodes where passengers are concentrated in the MDM area. The respective CBDs of the MDM are –

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

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

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

- a) Thohoyandou to Giyani
- b) Phalaborwa Development Corridor (Bandelierskop to Phalaborwa)
- c) Phalaborwa to Hoedspruit

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 in terms 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.

TABLE 7.4.4.1.1: MAJOR CORRIDOR ROUTES IN MDM	
CORRIDOR	DESCRIPTION
a) Tzaneen to Nkowankowa and Lenyenye	Along Road R36 south-west of Tzaneen through Nkowankowa up to Lenyenye
b) Tzaneen to Boyne	Along Road R71 west of Tzaneen up to Boyne which extends to Polokwane
c) Tzaneen to Modjadjiskloof	Along Road R36 north-west of Tzaneen heading north to Modjadjiskloof
d) Tzaneen to Nwamita	Along a road east of Tzaneen that extends to Road R529
e) Giyani to Mooketsi	Along Road R81 south of Giyani up to Mooketsi
f) Modjadjiskloof to Ga-Kgapane	Along Road R36 north of Modjadjiskloof and turning right on a tarred road to Ga-Kgapane
g) Phalaborwa to Lulekani	Along Road R71 to the west of Phalaborwa and turning right along Road R40 to Lulekani
h) Giyani to Malamulele	Along Road R81
i) Giyani to Bungeni	Along Road R81 south of Giyani and turning right along Road R578 to Bungeni
j) Nkowankowa to Letsitele	From Nkowankowa through east of the township to Letsitele
k) Giyani to Letsitele	Along Road R81 south of Giyani, turning left along Road R529 heading south to Letsitele
l) Giyani to Motupa	Along Road R81 south of Giyani, turning left at Lebaka Cross straight to Ga-Motupa
m) Modjadjiskloof to Giyani	Along Road R36 north of Modjadjiskloof, turning right along Road R81 heading north towards Giyani
n) Ga-Kgapane to Mokwakwaila	From Ga-Kgapane heading north along the villages through to Mokwakwaila
o) Phalaborwa to Namakgale	From Phalaborwa heading west along Road R71 and turning left in to Namakgale

7.4.4.1.1 Main nodes in terms of commercial activities

The respective Central Business areas of MDM are the – :

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

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

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

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

In view of the above-mentioned factors, it is extremely important for public transport to provide integrated multimodal public transport facilities at the main commercial nodes in the MDM, as mentioned above. This does not imply that all the public transport facilities should be located at one specific site but it is essential to link the facilities in a practical, sensible and feasible way.

In conclusion, the 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 Major corridor routes strategic points

The following are typical elements that should be included in the public transport system at other strategic points along corridors:

- a) All major public transport facilities should be located as close as possible to the main accessible roads
- b) 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 could cross the roads safely
- e) Public transport transfer facilities should also serve all major towns related to the corridor in the region
- f) The feeder modes to public transport facilities from the respective workers' homes could include buses, taxis, private vehicles, bicycles or walking
- g) Commercial developments that generally go hand in hand with public transport facilities should be allowed and hawkers should be accommodated on part of the facilities
- h) Lay-byes could be constructed at the major job providers, with restricted hawker-related activities. The facilities should only allow the loading and off-loading of passengers and not include ranks or terminals for parking the public transport vehicles
- i) The aim should be for all facilities related to public transport to have the same theme and architectural design, as this would create an atmosphere of unity for public transport in the MDM area.

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 MDM area, the provision of a commuter rail line would be inadvisable in the short term, for the following reasons:

- a) As already indicated, the volume of passengers is extremely low
- b) Such a rail service would have an extremely negative impact on the local bus and taxi industries, in particular on local black economic empowerment.

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 Mopani Municipal 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.

7.4.4.2 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 MDM at this stage, and also as the real need at this stage is for public transport facilities, it would be advisable to concentrate on the provision of facilities as well as on the actual provision of public transport for the next five years. 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 MDTF could be used as a platform to discuss or initiate integrated timetables, ticketing and tariff structures. Furthermore the MDTF should be utilised to spread information as well as to communicate with transport role players in the MDM area.

To conclude this section on modal integration, it should be realised 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 MDM 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 the all government structures and the private sector as well as financial incentives
- c) Proper planning processes from provincial as well as local level and with specific reference to detailed planning
- d) Institutionally, the MDTF would play a major role in ensuring proper consultation
- e) Implementation (including pilot projects, a phased approach where preference is given to high-impact and low-cost projects)
- f) Regulation and control (including the formalisation of the taxi industry and the regulation of all modes of public transport, with appropriate law enforcement)
- g) Marketing and training

- h) Guidelines, norms and standards (including conforming with certain standards and provincial guidelines)
- i) Monitoring and evaluation
- j) The provision of transport facilities in the MDM 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 MDM and should be developed to its full capacity.

7.4.5 Plan of action (short-term and long-term), including specific projects

The plan of action is as follows:

- a) To promote subsidised transport in the areas which currently does not receive any public transport subsidies
- b) To ensure the effective functioning of the MDTF as this would ensure the inclusion of all the relevant role players
- c) To develop by-laws together with the Mopani District Municipality in order to ensure a stable and safe environment
- d) To develop the public transport networks in the respective main commercial nodes and also determine an architectural theme that would be relevant for the MDM area
- e) To develop multimodal public transport facilities, transfer facilities and loading and off-loading facilities in villages. Table B-1 of Appendix B of this report provides a summary of infrastructure as well as the type of ancillary facilities required for public transport in the MDM area, arranged in order of importance
- f) To create an atmosphere that would benefit the implementation of the National Government Recapitalisation project
- g) To support the Limpopo Province Department of Transport to implement route colour-coding for taxis.
- h) To provide a transport system that would be user-friendly for tourists, with specific reference to the 2010 Soccer World Cup.

Chapter 8 provides details of the programme as well as the budget. The programme should be prepared in a fashion that would have a maximum impact in the shortest time.

7.5 FARE SYSTEM FOR PUBLIC TRANSPORT

7.5.1 Brief assessment of the status quo

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

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, level and technology. Section 5(6)(b) and (c) provides 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. It 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.

7.5.3 Specific principles and objectives to be achieved.

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

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

7.5.4 The proposed strategy, (including the approach and focus areas).

The proposed strategy would be to unite the taxi industry by creating a district co-operative within the next five years. After that it would be possible to start a consultation process with other role players, such as the bus industry and passengers to negotiate an equitable fare system.

7.5.5 Plan of action (short-term and long-term), including specific projects

The proposed strategy would be to unite the taxi industry by forming a district taxi co-operative within the next five years. After that it would be possible to begin a consultation process with the other non-taxi role players.

8. PLAN OF ACTION AND PROJECTS

This chapter of the PTP contains a description and programme of 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, but given in a summarised manner with less detail for Year Two to Year Five.

The following 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 to determine whether public transport facilities should be provided is linked to the number of passengers that 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 MDM area and this factor was expressed as a percentage
- b) The second key indicator was determined by calculating the existing utilisation of a specific facility in relation to the utilisation of the sum of all facilities in the MDM area. Furthermore, if no public transport facility currently existed at a specific point but it was envisaged that the relevant public transport facility would be active in the near future, it was assumed that the facility would be 80% utilised. When no information were available in terms of the facility utilisation it was assumed that the facility would also be 80 % utilised.
- c) To obtain a combined weighting factor in order to prioritise the public transport facilities it was assumed that the first key indicator should have a weight of 80% and the second key indicator should have a weight of 20%. The reason for these weights is that there is generally an over-supply of taxis in the area at present and the rank utilisation is not always a good indication of the actual need for public transport. However, the number of passengers provides a much more realistic result.

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

- a) The MDM, with specific reference to the main commercial nodes, should attract investors through an efficient public transport system.

- b) All facilities should be designed so that persons with disabilities could use them effectively
- c) By-laws should be passed as soon as possible to ensure law and order
- d) Safety of passengers
- e) Disability awareness programmes
- f) Transport of learners.

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

The remainder of this chapter elaborates on the following:

- a) Summary of proposed cost of OLS-related projects
- b) Summary of proposed cost of projects related to the Rationalisation Plan
- c) Proposed PTP-related projects
- d) Summary of all costs.

8.1 Summary of proposed cost for OLS-related projects

Table 8.1 provides a summary of the projects that were identified as part of the MDM OLS. The funding issues of the OLS are discussed in detail in the OLS. The projects mentioned in the OLS are for obvious reasons not repeated in this PTP. Table B-1 of Appendix B of this report provides a detailed table of priorities for the provision of public transport facilities in the MDM area, including the type of ancillary facilities required, as well as the estimated cost of the facilities.

TABLE 8.1.1: MDM OPERATING LICENCE PROGRAMME AND FINANCIAL IMPLICATIONS

PROJECT	YEAR					ESTIMATED BUDGET		
	1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL
Project-1: Annual update of OLS		■	■	■	■	R0	R696 150	R696 150
Project-2: Vehicle verification process	■					R150 000	R0	R150 000
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		■■				R1 000 000	R 4 779 496	R5 779 496
c) Grant operating licences for the recommended additional routes		■■						
d) Special operating licences for transportation at funerals, functions, etc.	■■■■■							
e) Replacement of vehicle	■■■■■							
f) Colour coding of routes	■■■■■							
Project 4: Law enforcement								
a) Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues.	■	■	■	■	■	R2 320 000	R11 801 274	R13 401 274
b) Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)	■	■	■	■	■	R150 000	R716 924	R866 924
Project 5: Establishment of Mopani Taxi Co-operative	■					R50 000	R0	R50 000
Project 6: Maintenance of Mopani Taxi Co-operative	■	■	■	■	■	R500 000	R1 500 000	R2 000 000
Project 7: Implementation and maintenance of route colour-coding system for taxis.		■■■■■				R0	R700 000	R700 000
Project 8: Establishment and maintenance of local transport forums.	■	■	■	■	■	R480 000	R1 561 504	R 2 041 504
Project 9: Maintenance of the district transport forum.	■	■	■	■	■	70 000	335 805	R405 805
Project 10: Development of Rank Management skills.	■	■	■	■	■	R350 000	R490 000	R 840 000
Project 11: Formalisation of the metered-taxi industry and scholar transport.		■	■	■		R0	R500 000	R500 000
Total financial implications						R5 070 000	R23 081 153	R28 151 153

Note: Obtained from the MDM Operating Licence Strategy.

8.2 Summary of proposed cost of projects related to the Rationalisation Plan

Five contracts were identified for negotiated contracts. Phalaborwa operations were included in the cost exercise. Table 8.2.1 summarises the proposed subsidy per annum per operator.

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

Table 8.2.2 provides a summary of the total cost related to the MDM Rationalisation Plan.

Projects	Estimated costs
Negotiated contracts	R 50 845 158
Implementation of monitoring firms	R 650 000
Updating the Rationalisation Plan	R 120 000
Total	R 51 615 158

8.3 Proposed PTP-related projects

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

- k) **Project 1:** Determining an architectural theme that would be relevant for the MDM area
- l) **Project 2:** Provision of multimodal public transport facilities for the respective main commercial nodes

- m) **Project 3:** Provision of public transport transfer facilities in the MDM area on corridor routes and at other strategic points (see Table B-1)
- n) **Project 4:** Provision of lay-by facilities in the MDM area with specific reference to the residential areas, including the villages (see Table B-1)
- o) **Project 5:** Development of public transport related by-laws together with the MDM in order to ensure a stable and safe environment
- p) **Project 6:** Training of drivers, operators and administrators as well as promoting awareness of road safety
- q) **Project 7:** Disability awareness programme to make drivers aware of disabled persons' needs
- r) **Project 8:** Non-motorised transport projects for learners (bicycles)
- s) **Project 9:** Development of user-friendly walking lanes
- t) **Project 10:** Implementation of control measurements at public transport facilities in order to prevent illegal operators from operating at the facilities.

Table 8.3.1 indicates projects related to public transport, identified as part of the MDM PTP. As part of all projects the following should always be taken into consideration:

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

TABLE 8.3.1: PROJECTS RELATED TO PUBLIC TRANSPORT, IDENTIFIED AS PART OF THE MDM PTP

PROJECT	YEAR					ESTIMATED BUDGET		
	1	2	3	4	5	YEAR 1	YEARS 2 – 5	TOTAL
Project 1: Determining an architectural theme that would be relevant for the MDM area	■					R30 000	R0	R30 000
Project 2: Provision of multimodal public transport facilities for the respective main commercial nodes in the MDM								
a) Greater Giyani Municipality – Giyani		■	■			R0	R 7 000 000	R 7 000 000
b) Greater Letaba Municipality – Modjadjiskloof			■	■		R0	R 5 000 000	R 5 000 000
c) Greater Tzaneen Municipality – Tzaneen				■	■	R0	R 3 000 000	R 3 000 000
d) Ba-Phalaborwa – Phalaborwa				■	■	R0	R 5 000 000	R 5 000 000
Project 3: Provision of Public Transport Transfer Facilities on corridor routes and other strategic points in the MDM area (it is important to include traffic offices)		■	■	■	■	R0	R41 500 000	R 41 500 000
Project 4: Provision of lay-by facilities in the MDM area		■	■	■	■	R0	R5 060 000	R5 060 000
Project 5: Development of public transport by-laws together with the MOPANI District Municipality	■		■			R200 000	R100 000	R300 000
Project 6: Training of drivers, operators and administrators of public transport vehicles. Road safety awareness programmes.		■	■	■	■	R150 000	R700 000	R850 000
Project 7: Disability awareness programme to sensitise drivers and users of public transport to the problems of people with disabilities.			■	■		R150 000	R 300 000	R 450 000
Project 8: Non-motorised public transport projects (e.g. bicycles)			■	■	■	R500 000	R3 000 000	R3 500 000
Project 9: Development of a user-friendly pedestrian lanes						R0	R2 000 000	R2 000 000
Project 10: Implementation of control measurements at public transport facilities in order to prevent illegal operators to operate at the facility.			■	■		R0	R500 000	R500 000
Total financial implications						R1 030 000	R73 160 000	R 74 190 000

8.4 Summary of costs

Table 8.4.1 provides a summary of costs in terms of the MDM:

- d) Operating Licence Strategy
- e) Rationalisation Plan
- f) Public Transport Plan

Item	Estimated Cost
Operating Licence Strategy	R 28 151 153
Rationalisation Plan	R 258 075 790
Public Transport Plan	R74 190 000
Total	R360 416 943

It is assumed that the PTP will have to be refined and expanded over time, to satisfy both legislative and practical requirements. An incremental and flexible approach was therefore followed during the development of this PTP.

To conclude it is important to note that all requirements relating to the road network are addressed as part of the report on the Integrated Transport Plan (ITP).

9. FUNDING

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

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

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

With specific reference to the PTP the following are relevant:

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

system is provided. The PTP provides detailed information about the measures that have to be taken in order to provide proper transport facilities in any district.

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

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

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

Consequently it is important for the MDM to implement the PTP properly, as outlined in the guidelines. Chapter 8 contains a proposed budget for the financial requirements to ensure the successful implementation and progress of the programme. The decision makers should understand what sources of revenue could be tapped, and should identify, confirm and dedicate a special budget for the approved plans. Some of the sources of funding that could be given further consideration in dealing with PTP and other plans are listed below:

- a) Each district municipality receives a national allocation for its own municipality and its local municipalities to address the enormous backlogs in and challenges of service delivery to the people. At present this is the main source of funds.
- b) The districts are also connected with the Limpopo DoT, which has the main responsibility for focusing on the provincial transport system and currently provides a number of services to municipalities, owing to their lack of adequate capacity. The provincial government could be requested to set aside a secondary budget from its main budget, in order to implement the above-mentioned transport plans. However, there is no guarantee that the provincial DoT would make such funds available. This source of funds, if properly motivated, might provide some funding in the short term.

Currently the Provincial Department of Transport concentrates on the provision of funds for planning purposes.

- c) Another source of funds that would become available in the course of time would be the revenue generated by the district municipality or the local municipalities from the successful implementation of law enforcement processes, e.g. fines collected from operators who contravene the laws and by-laws.
- d) The Minister of Finance, Mr Trevor Manuel, indicated that increased allocations would be made to municipalities in the country to address infrastructure backlogs and other key services. This could further augment the budgets of municipalities and help them establish the infrastructure required for taxi-rank facilities and the other factors related to the PTP. A special attempt should be made to obtain these funds.
- e) Consideration could be given to exploring the Consolidated Municipal Infrastructure Programme (CMIP) of the Department of Provincial and Local Government (DPLG) as a source of funding. The CMIP aims at providing basic services to impoverished disadvantaged communities, many of which are indigent and unable to contribute to the capital or operational costs of these services. In an effort to reduce municipal infrastructure backlogs and uplift the quality of life of these impoverished communities, the DPLG provides through the CMIP at least a basic level of services and facilities to low-income households in rural and urban areas. This programme could also be tapped to provide resources for dealing with the transport infrastructure.
- f) The Department of Provincial and Local Government (DPLG) formulated a policy framework on municipal partnerships. The Green Paper on Municipal Service Partnerships (MSPs) was compiled to draft a clear policy framework within which municipalities could leverage resources from a wide spectrum of sectors, including public institutions, CBOs, NGOs and the private sector, in order to meet their constitutional obligation to provide municipal services. To assist municipalities to engage in structuring their arrangements to provide municipal services, the DPLG established the Municipal Infrastructure Investment Unit (MIIU) in 1998 with a mandate to leverage private-sector investment in municipalities. Since the establishment of the MIIU, the provision of improved municipal service has been boosted by contracts worth R6,7 billion. It is proposed below that the District should collaborate with other districts to form a committee that could pursue private-sector partnerships as a source of revenue. A proper strategy would have to be developed and more information obtained, before clearing the strategy with the DPLG.
- g) Excess funds may be available in the recently launched EXPWP which the government uses people in communities (job creation) to build necessary infrastructure, particularly in labour-intensive jobs in the construction industry. Transport infrastructure falls in this sector hence municipalities could tap this government fund of more than R100 billion over a period of ten years, to upgrade the necessary transport infrastructure. It should be noted that as this programme requires proof of job creation and the utilisation of unemployed people in the country who would

benefit, the municipalities would have to submit an acceptable business plan to the Department of Public Works in order to request funding.

- h) Municipalities could, through the provincial government, also request a one-off budget from the National Department of Transport but the allocation of such funds would depend on the merits of each case.
- i) For non-motorised transport it would be advisable to make use of the Shova Kalula

10. STAKEHOLDER CONSULTATION

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

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

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

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

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

Figure 10.1.1 indicates the overall communication structure apart from the forum that was used to prepare the MDM-OLS. Table 10.1.1 provides a more detailed description of the respective role players.

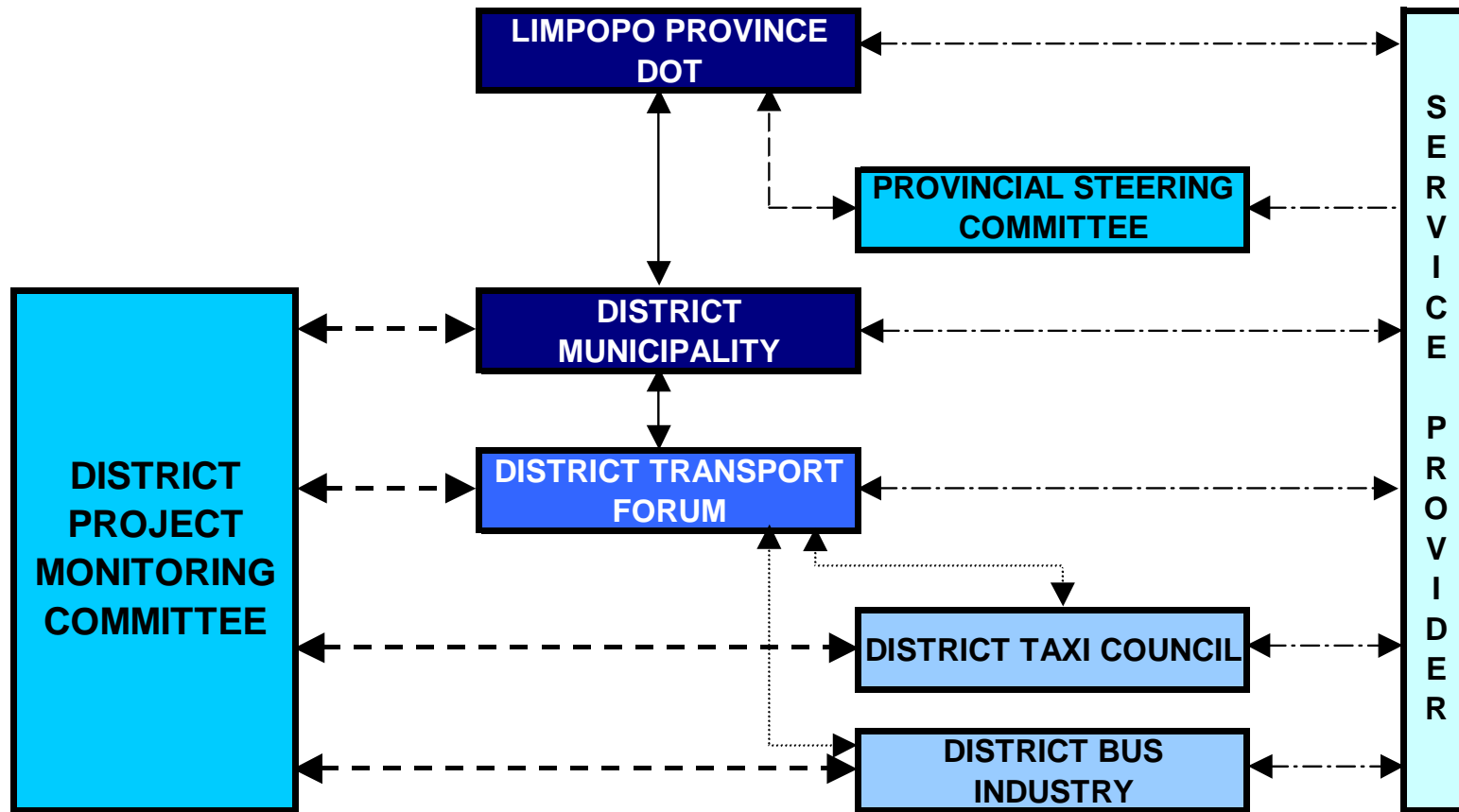


FIGURE 10.1.1: COMMUNICATION STRUCTURE USED FOR THE PREPARATION OF THE MDM TRANSPORT PLANS

TABLE 10.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS

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

TABLE 10.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS (Continue)

STRUCTURE	MEMBERS	FUNCTIONS
DISTRICT PROJECT MONITORING COMMITTEE	<ul style="list-style-type: none"> a) Representative of the District Municipality b) Representatives of the Local Municipalities c) Representative of the Provincial Transport Department at district level 	<ul style="list-style-type: none"> a) Liaise with the District Municipality b) Liaise with the Transport Forum c) Monitor the progress of the project d) Liaise with the bus and taxi industries e) The District Monitoring Committee should make recommendations via the District Municipality that the Provincial Department of Transport would enforce on the service providers
DISTRICT TAXI COUNCIL	<ul style="list-style-type: none"> a) Representatives of the District Taxi Council 	<ul style="list-style-type: none"> a) Work together with the service provider and the Project Monitoring Committee to ensure that product would be acceptable to the taxi industry. b) Liaise with the taxi industry's structures, such as taxi associations and the Provincial Taxi Council
DISTRICT BUS INDUSTRY	<ul style="list-style-type: none"> a) Representatives of District Bus Operators 	<ul style="list-style-type: none"> a. Work together with the service provider and the District Project Monitoring Committee to ensure that the product would be acceptable to the bus industry b. Liaise with the bus operators at lower levels
SERVICE PROVIDERS	<p>Siyazi Joint Venture:</p> <ul style="list-style-type: none"> a) Siyazi Limpopo b) TESS c) Gaming for Future Enterprises d) Local Previously Disadvantaged Individuals 	<ul style="list-style-type: none"> a) Carry out the work b) Liaise with all the structures c) Consult with the Provincial Dept of Transport, Provincial Steering Committee, District Municipality, District Project Monitoring Committee and District Transport Forum, District Taxi Council, District Bus Industry

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