

**FINAL**

# **VHEMBE DISTRICT MUNICIPALITY INTEGRATED TRANSPORT PLAN (ITP)**

**SEPTEMBER 2004**



**TITLE: VHEMBE TRANSPORT PLANS**

**VOLUME 5: INTEGRATED TRANSPORT PLAN**

**SEPTEMBER 2004**

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The Transport Plans for Vhembe District Municipality comprise five volumes:

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

**Terms of reference**

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

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

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

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

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## Executive summary

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

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

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

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

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

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

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

- a) Thulamela Municipality;
- b) Makhado Municipality;
- c) Musina Municipality; and
- d) Mutale Municipality.

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

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

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

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

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

<b>TABLE Ex-1: SUMMARY OF THE TOTAL COST OF THE VDM ITP FOR THE FIVE-YEAR PERIOD</b>	
<b>ITEM</b>	<b>AMOUNT</b>
a) CPTR	R 2 680 000
b) OLS	R28 151 153
c) Rationalisation Plan	R422 233 580
d) PTP	R68 870 000
e) ITP (Road network, Freight control and aviation projects)	R 18 300 000
<b>TOTAL</b>	<b>R 540 234 733</b>

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

To conclude the executive summary the following are recommended:

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

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## ABBREVIATIONS

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

# 1. INTRODUCTION

Chapter 1 elaborates on the following:

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

## 1.1 Background

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

- f) Current Public Transport Records (CPTR)
- g) Operating Licence Strategy (OLS).
- h) Rationalisation Plan
- i) Public Transport Plan.

Other plans and processes to be considered include –

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

## 1.2 Procedure for preparing the Integrated Transport Plan (ITP)

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

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

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

Based on *Government Notice No. 300: "Integrated Transport Plan: Minimum Requirements in terms of the National Land Transport Transition Act"*, the ITP for VDM was prepared in order to fulfil the minimum requirements for an ITP. This ITP will serve as input into the Vhembe District Development Plan.

### 1.3 Purpose of the Integrated Transport Plan

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

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

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

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

## 1.4 Scope of the work

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

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

- k) Chapter 1: Introduction
- l) Chapter 2: Land transport vision, goals and objectives
- m) Chapter 3: Land transport status quo
- n) Chapter 4: Spatial framework
- o) Chapter 5: Needs assessment
- p) Chapter 6: Public transport proposals
- q) Chapter 7: Private and freight transport proposals
- r) Chapter 8: Stakeholder consultation
- s) Chapter 9: Prioritised multi-modal transport proposals and implementation programme
- t) Chapter 10: Financial Implications

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

The subsections below elaborate on the following:

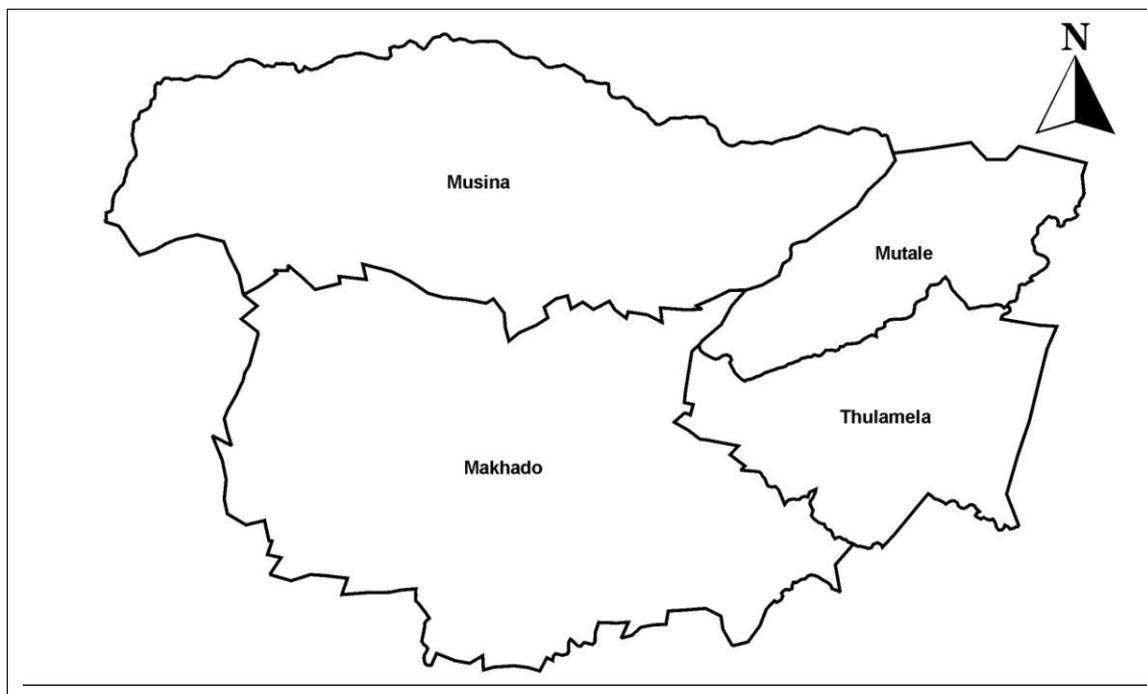
- a) Area under consideration
- b) Authority responsible for the preparation of ITP
- c) Periods and date for the particular ITP.

### 1.4.1 Area under consideration

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

- e) Thulamela Municipality;
- f) Makhado Municipality;
- g) Musina Municipality; and
- h) Mutale Municipality.

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



**FIGURE 1.4.1.1: AREA UNDER CONSIDERATION**

The Vhembe District Municipality borders the Capricorn, Mopani and Bohlabela District Municipalities in the southern, eastern and northern directions, and its area of jurisdiction covers 21 407 sq. km.

#### **1.4.2 Authority responsible for the preparation of the ITP**

The VDM is the planning authority responsible for preparing the PTP for its entire area, but the local municipalities in the VDM take part in the process by means of a District Monitoring Committee, which has been established. The Limpopo

Department of Transport is, however, the financier as well as the provincial co-ordinator of the PTP preparation process.

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

#### **1.4.3 Period and date for the particular ITP**

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

## 2. LAND TRANSPORT VISION, GOALS AND OBJECTIVES

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

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

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

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

### 2.1 Vision statement

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

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

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

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

### 2.2 Policy goals

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

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

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

### 2.3 Objectives

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

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

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

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

### **3. LAND TRANSPORT STATUS QUO**

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

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

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

#### **3.1 Status quo of public transport**

The subsection below elaborates on the following:

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

##### **3.1.1 Current Public Transport Records (CPTR)**

This subsection contains the following information:

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

###### **3.1.1.1 Description and analysis of the results of the CPTR**

Each district municipality that is a planning authority is responsible in terms of the National Land Transport Transition Act (Act 20 of 2000) for preparing a Current Public Transport Record (CPTR) for its entire area. Based on the *Government Gazette* published on 24 July 2002 the purpose of the CPTR is to provide a record of public transport services, facilities and

infrastructure, which will constitute the basis for the development of the operating licence strategies, rationalisation plans and integrated transport plans for the Vhembe District Municipality.

The scope of the work for the Vhembe District Municipality CPTR covers the whole area of jurisdiction of the Vhembe District Municipality, which includes the four local municipal areas, namely the Thulamela Municipality; Makhado Municipality; Musina Municipality; and Mutale Municipality.

The 2003 CPTR report contains two main sections, firstly the process followed and secondly 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 VDM-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 Licensing Board
- d) Vhembe District Municipality – Community Service Department
- e) Vhembe District Taxi Council and Executive
- f) Local municipalities
- g) Bus industry
- h) Vhembe District Transport Forum.

Site visits were arranged to the different local public transport facilities, so that the members of 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 VDM and with the role players in the relevant public transport industries.

The surveys were executed in accordance with the Vhembe 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 report on the CPTR contains a summary of the information obtained from the Vhembe District Municipality Current Public Transport Record (VDM-CPTR) Database. The purpose of the database was therefore to complement the report, reduce the volume of the report and provide a tool that could easily be updated from time to time.

The VDM-CPTR report provides a summary of information collected as part of the VDM-CPTR. It gives all stakeholders a view of what is involved in public transport in the VDM with regard to facilities, the capacity utilisation of ranks and routes, the waiting times of passengers and vehicles, the operational vehicles and the number of trips made per operational vehicle.

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

- a) The facility surveys were conducted at taxi ranks, bus termini and railway stations.
- b) The facility surveys conducted indicated the following:
  - i) The VDM has a total of 129 taxi facilities of which more than 90% are informal
  - ii) There are four bus termini in the Vhembe District Municipality
  - iii) The currently operating rail line for the transportation of passengers runs between Johannesburg and Musina
- c) The findings of the route surveys conducted were that there were 244 taxi routes in the Vhembe District, of which 122 routes were forward and 122 were reverse routes, and just over 45% of the routes were in the Thulamela Local Municipality
- d) Of the 151 subsidised bus routes in the CDM, 70% are in Makhado LM, 24% in Thulamela and 6% in Mutale
- e) The main result obtained from the route utilisation analysis is that there is a vast oversupply of taxis on most routes in the VDM
- f) No route utilisation survey was done for the bus services
- g) The results of waiting-time surveys only make sense if they are examined for the individual routes. The information about waiting times should be considered from the point of view of seeing whether passengers are waiting for taxis or whether the vehicles are waiting for more passengers before they can depart
- h) The route utilisation survey noted 1 625 taxi vehicles that provided services in the VDM area during the survey periods (06:00 to 9:00 and 15:00 to 18:00)
- i) There were 199 buses in operation on the subsidised routes in the VDM area
- j) No metered-taxi activities were observed in the VDM area

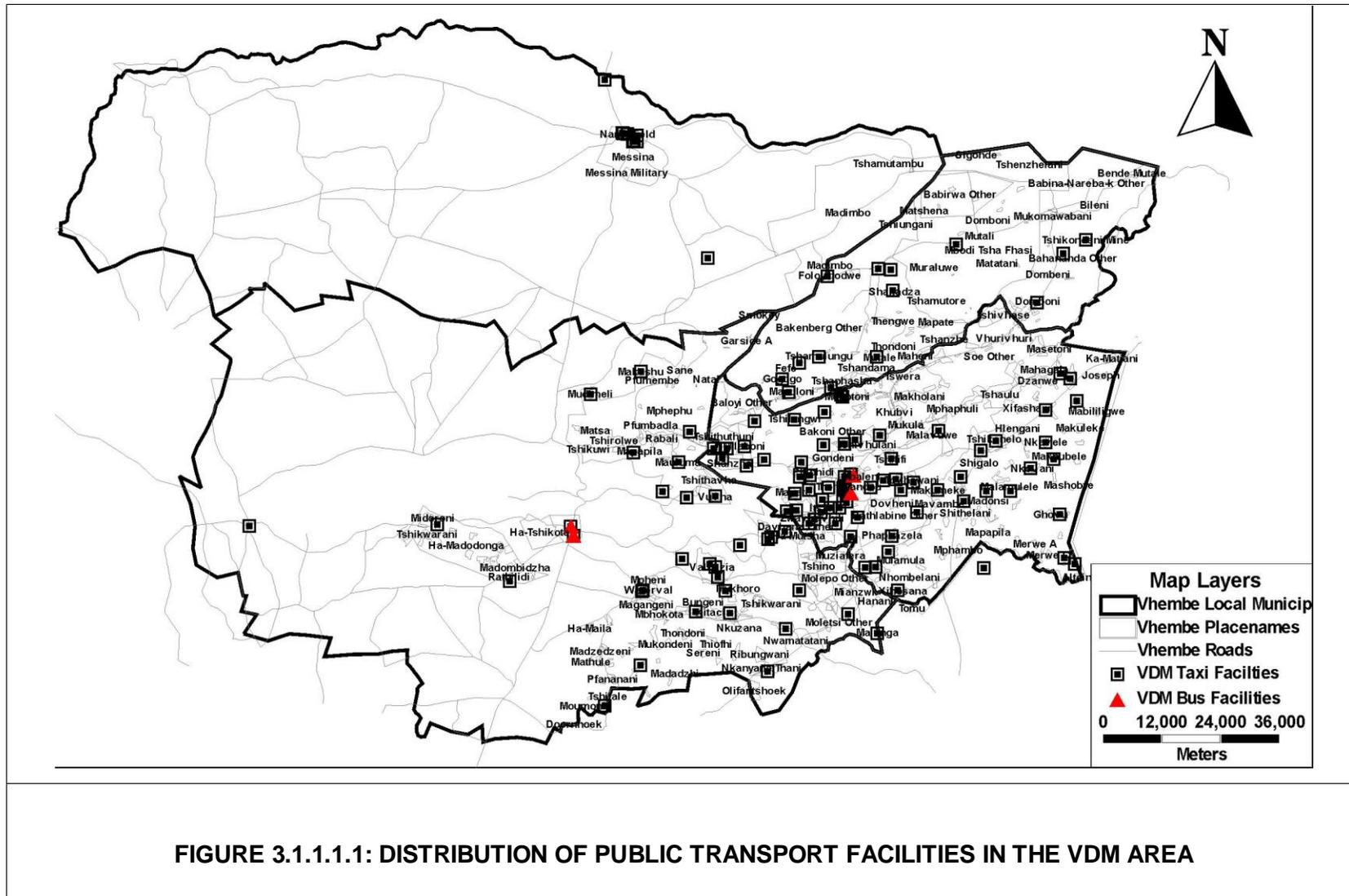
- k) Light delivery vehicles (LDVs) are utilised for trips transporting learners and were noted during the surveys on the route between Musina and Mutale and between Vivo and Alldays in the Musina LM.
- l) Donkey-carts were used as a transport mode on bad roads and provided low-demand services for recreation purposes in the Mutale LM in the vicinity of Tshipise. Cross-border services between Musina and destinations in Zimbabwe were very active before the instability in Zimbabwe but currently only about four vehicles per day depart for the border.
- m) The information of the Board and Registrar of Taxis could not be compared with the CPTR information, despite numerous efforts to obtain detailed information from the RAS and LPTS systems. The intended comparison can be done whenever the RAS and LPTS information becomes available.

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

It was recommended as part of the VDM-CPTR that:

- a) As the results of the VDM-CPTR surveys indicate a general oversupply of taxis, no permits should be considered before the OLS has been compiled and approved.
- b) The VDM-CPTR information that is available on the database should be used for developing an Operating Licence Strategy (OLS) as guideline for the Operating Licensing Board with regard to the issuing of new permits.
- c) The VDM-CPTR information should furthermore be used for developing a Public Transport Plan, which would guide the implementation of Public Transport projects and strategies, and could serve as input into the Integrated Transport Plan (ITP).
- d) For the 2004 update of the VDM-CPTR, consideration should be given to surveying the operations at the major ranks during Friday afternoons and Saturdays, so as to determine the utilisation of services.
- e) For the 2004 update of the VDM-CPTR, consideration should also be given to surveying the route utilisation by buses.

To conclude this section, Figure 3.1.1.1.1 indicates the distribution of public transport facilities in the VDM area.



### 3.1.1.2 The description and use of transport corridors and major facilities

The subsections below elaborate on the following:

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

#### 3.1.1.2.1 Major public transport corridors

Table 3.1.1.2.1 indicates the major corridor routes, as obtained from the VDM-CPTR.

<b>TABLE 3.1.1.2.1: MAJOR CORRIDOR ROUTES</b>	
<b>CORRIDOR</b>	<b>DESCRIPTION</b>
a) Louis Trichardt to Ndzelele	Along the N1 North from Louis Trichardt and turn right along Road R523 to Ndzelele
b) Louis Trichardt to Elim	Along the N1 South from Louis Trichardt and turn left along Road R578 to Elim
c) Louis Trichardt to Midoroni and Maebane via Sinthumule	Along Road R522 south-west from Louis Trichardt to Midoroni/Maebane
d) Musina to Nancefield and Beitbridge	Along N1 North from Musina to Beitbridge
e) Elim to Giyani	Along Road R578
f) Thohoyandou to Tshakuma	Along Road R524
g) Thohoyandou to Ndzelele	Along Road R523
h) Thohoyandou to Mutale	Along Road R523
i) Thohoyandou to Tshaulu	Along Road R523
j) Thohoyandou to Malamulele	Along Road R524 north from Thohoyandou and turn right to Road R81 to Malamulele
k) Basani to Saselemani	Along Road R524
l) Malamulele to Giant Reefs	Along a gravel road south-east from Malamulele up to Giant Reefs
m) Malamulele to Giyani	Along Road R81

#### 3.1.1.2.2 Major public transport facilities

Section 3.1.1 indicates that there is a lack of facilities for public transport operators, as more than 93% of taxi facilities in the VDM area are informal. The following figures illustrate the state of the ranks in the VDM area:

- a) 29,5 % of taxi facilities are on-street facilities
- b) 93,0% of taxi facilities are informal facilities

- c) 7,8% of taxi facilities have lighting
- d) 11,8% of taxi facilities are paved
- e) 14,0 % of taxi facilities have public telephones
- f) 4,7% of taxi facilities have offices
- g) 7,0 % of taxi facilities have shelters
- h) 8,5 % of taxi facilities have ablution blocks.

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

<b>TABLE 3.1.1.2.2.1: MAJOR PUBLIC TRANSPORT FACILITIES IN VDM</b>		
<b>FACILITY NAME</b>	<b>STATUS: FORMAL/INFORMAL</b>	<b>FACILITY ID NUMBER</b>
a) ELTIVILLAS TAXI RANK	FORMAL	L-F0001V
b) SIBASA SHOPRITE TAXI RANK	INFORMAL	L-F0002V
c) LOUIS TRICHARDT O.K BAZAARS TAXI RANK	INFORMAL	L-F0003V
d) MUSINA STATION TAXI RANK	FORMAL	L-F0004V
e) MALAMULELE TAXI RANK	FORMAL	L-F0005V
f) MVUSULUDZO TAXI RANK	FORMAL	L-F0006V
g) THOHOYANDOU VENDA PLAZA TAXI RANK	FORMAL	L-F0007V
h) BEITBRIDGE TAXI RANK	FORMAL	L-F0010V
i) SILOAM TAXI RANK	INFORMAL	L-F0011V
j) SIBASA SCORE TAXI RANK	INFORMAL	L-F0012V
k) MUTALE TAXI RANK	FORMAL	L-F0016V
l) BUNGENI TAXI RANK	FORMAL	L-F0085V
m) MAKHADO TAXI RANK	INFORMAL	L-F0092V
n) VUWANI TAXI RANK	FORMAL	L-F0147V
o) THOHOYANDOU TERMINUS	FORMAL	L-F0008V
p) LOUIS TRICHARDT O.K. BUS TERMINUS	INFORMAL	L-F0021V
q) ELTIVILLAS BUS TERMINUS	FORMAL	L-F0039V

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

### **3.1.1.3 The incidence of public transport services operating in parallel**

Parallel services are services operating during similar time periods and 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.

Table 3.1.1.3.1 indicates eleven (11) subsidised bus operators as identified in the Sibasa, Thohoyandou, Malamulele and Makhado local municipality areas as part of the VDM CPTR. No subsidised services operate in the Musina area.

<b>TABLE 3.1.1.3.1: SUBSIDISED BUS OPERATORS IN THE VDM</b>		
<b>Operator</b>	<b>Area of Operations</b>	<b>Vehicles</b>
a) Magwaba Bus Service	Sibasa / Thohoyandou	24
b) Netshituni Bus Service	Sibasa / Thohoyandou	37
c) Omega Bus Service	Sibasa / Thohoyandou	7
d) Enos Bus Service	Sibasa / Thohoyandou	11
e) Mabidi Bus Service	Sibasa / Thohoyandou	10
f) R. Phadziri Bus Service	Sibasa / Thohoyandou	10
g) Swangis Bus Service	Sibasa / Thohoyandou / Malamulele	12
h) Mabiramisa Bus Service	Makhado Town	9
i) Malaudzi Bus Service	Sibasa / Thohoyandou / Makhado	18
j) G. Phadziri Bus Service	Makhado Town	35
k) Great North Transport	Makhado Town	27

The subsections below elaborate on the following:

- a) Summary of operations and operators to and from Sibasa and Thohoyandou
- b) Duplication and competition routes
- c) Operations in the southern area.

#### 3.1.1.3.1 Summary of operations and operators to and from Sibasa and Thohoyandou

Operations to and from Sibasa and Thohoyandou are mainly from four (4) different areas or directions:

- a) Northern area (Magwaba Bus Service)
- b) Eastern area (Netshituni Bus Service, Swangi Bus Service and Omega Bus Service)
- c) Southern area (Mabidi Bus Service and R. Phadziri Bus Service)
- d) Western area (Malaudzi Bus Service, Enos Bus Service and Magwaba Bus Service).

#### 3.1.1.3.2 Duplication and competition routes

Tables 3.1.1.3.2.1 and 3.1.1.3.2.2 list the duplicated routes on the western and southern routes respectively.

<b>TABLE 3.1.1.3.2.1: WESTERN DUPLICATION ROUTES</b>				
<b>OPERATOR</b>	<b>CPTR NO</b>	<b>KM</b>	<b>ROUTE</b>	<b>DUPLICATION</b>
Enos Bus Service	1001	65,6	Tsikuwi to Thohoyandou	Part of 303 A
	1002	55,0	Makhado Village to Thohoyandou	Same as 305
	1003	34,4	Tshikombani to Thohoyandou	Part of 302, 303, 303 A, 305
Magwaba Bus Service	815	70,8	Matshavhawe via Ralepatswa to Thohoyandou	From Sededza
	815 A	89,2	Matshavhawe via Ralepatswa to Thohoyandou 15 SAI	From Sededza
	816	61,1	Maelula via Ralepatswa to Thohoyandou	From Sededza
	816 A	79,5	Maelula via Ralepatswa to Thohoyandou 15 SAI	From Sededza
	817	76,0	Maelula via Makhado village to Thohoyandou	From Makhado Village
Mulaudzi Bus Service	301	70,6	Mamvuka to Thohoyandou	From Makhado Village 817, 1002
	301 A	47,6	Rabali to Thohoyandou	Part of 1002, 815, 815 A, 816, 816 A
	302	68,3	Mamvuka to Makwarela (Sibasa)	From Makhado Village
	303	77,3	Mamvhuka to Shayandima (Thohoyandou)	From Makhado Village
	303 A	73,8	Tsikuwi to Shayandima (Thohoyandou)	From Makhado Village
	304	89,0	Mamvuka to 15 SAI (Thohoyandou)	From Makhado Village
	304 A	74,3	Makhado Village to 15 SAI (Thohoyandou)	From Makhado Village
	305	55,0	Makhado Village to Thohoyandou	Same as 1002
	306	33,4	Mamvuka to Siloam Hospital	No competition
	306 A	14,7	Mamvuka to Makhado Village	No competition
	310	71,4	Tshixwadza to Sayandima (Thohoyandou)	From Mphephus Kraal
	309	62,2	Tshixwadza to Thohoyandou	From Mphephus Kraal
	311	59,9	Tshixwadza to Makwarela (Sibasa)	From Mphephus Kraal

<b>TABLE 3.1.1.3.2.2: SOUTHERN DUPLICATION ROUTES</b>				
<b>OPERATOR</b>	<b>CPTR NO,</b>	<b>KM'S</b>	<b>ROUTE</b>	<b>DUPLICATION</b>
R. Phadziri Bus Service	203	57,9	Masia to Thohoyandou	From Mashau
	204	54,9	Mashau to Thohoyandou	From Mashau
Mabidi Bus Service	501	94,4	Tsitale to Sibasa Terminus	From Mashau
	503	71,8	Makondenani to Sibasa Terminus	From Mashau
	505	71,3	Mashamba to Sibasa Terminus	From Mashau
	507	60,8	Bodwe to Sibasa Terminus	From Mashau
	509	56,4	Bungeni to Sibasa Terminus	From Mashau
	513	30,1	Vaalkop to Sibasa Terminus	From Mashau

The VDM Rationalisation Plan contains a detailed plan of action concerning the strategy that should be followed to address the above-mentioned parallel routes.

#### **3.1.1.4 Any significant regulatory issues and impediments**

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

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

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

### **3.1.2 Operational aspects (Operating Licence Strategy)**

The Vhembe District Municipality (VDM) commenced the formulation of its first Operating Licence 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 is to present a strategy which would enable the VDM to provide structured and informed responses to the operating licence applications referred to it by the Limpopo Operating Licensing Board, and to achieve a balance between the effective and efficient supply and utilisation of public transport. This would constitute the basis for the development of the Rationalisation Plan, Public Transport Plan and finally the Integrated Transport Plan.

The scope of the work covered the whole area of jurisdiction of the VDM. 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 VDM:

- 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 the provision of public transport services in the VDM
- c) The policy framework would endeavour to take into account the effect of changes in land use, resulting in additional public transport routes or facilities
- d) Capacity and capacity utilisation per route should be analysed
- e) Commercial and tendered contracts for the provision of bus services would be taken into account
- f) The dispute resolution mechanisms developed in VDM should be utilised. The Vhembe District Transport Forum (VDTF) would be important for liaison purposes
- g) The general participation, buy-in and co-operation of the Taxi Operators and the VDTF
- 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 Licensing 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 VDM 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 Licence Strategy, April 2001” the input for the VDM-OLS contains the following topics:

- a) Chapter 1: Introduction
- b) Chapter 2: Analysis of the public transport system
- c) Chapter 3: Policy framework
- d) Chapter 4: Restructuring, interventions, conditions and evaluations
- e) Chapter 5: Law enforcement
- f) Chapter 6: Stakeholder consultation, liaison with the Operating Licensing Board and liaison with neighbouring Planning Authorities
- g) Chapter 7: Prioritised proposals and implementation programme
- h) Chapter 8: Financial Implications.

The Vhembe District Transport Forum (VDTF) was the backbone of the consultation process. The consultation process included the Limpopo Province Operating Licensing Board as well as the Registrar of Taxis.

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

It is also extremely important that existing operators with operating licences should be transferred in the short term to routes that may be under-supplied, instead of issuing licensing to new operators. Volume 2: “Vhembe Transport Plan: Operating Licence Strategy” contains detailed information about the VDM-OLS.

### **3.1.3 Rationalisation Plan**

Information was obtained from the VDM 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) implementation programme and a costing exercise for the implementation of the plan.

The end result of the VDM 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 be 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 operation should be addressed in the long term;
- d) that the Rationalisation Plan should provide a framework for future negotiated contracts with existing subsidised and non-subsidised operations. The framework was based on the existing specifications laid down by the National Department of Transport;
- e) that when negotiated contracts become implemented, passengers should gain the following advantages: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases could be addressed.
- f) Table 3.1.3.1 provides a summary of the proposed negotiated contracts for the VDM District.

<b>TABLE 3.1.3.1: SUMMARY OF PROPOSED NEGOTIATED CONTRACTS</b>						
<b>Operator</b>	<b>Existing vehicles</b>	<b>Proposed vehicles</b>	<b>Variance</b>	<b>Existing kilometres</b>	<b>Proposed kilometres</b>	<b>Variance</b>
Magwaba Bus Service	29	26	-3	114 018	102 774	-11 244
Netshituni Bus Service	37	37	0	137 690	137 690	0
Mukondeleli Bus Service	7	7	0	18 777	18 777	0
Enos Bus Service	18	13	-5	44 918	39 094	-5 824
Mabidi Bus Service	10	9	-1	36 525	34 892	-1 633
R. Phadziri Bus Service	10	10	0	33 936	33 936	0
Swangis Bus Service	12	12	0	36 936	36 936	0
Mabirimisa Bus Service	9	12	3	34 251	39562	5 311
Mulaudzi Transport Service	18	16	-2	77 719	54 791	-22 928
G. Phadziri Bus Service	26	32	6	109 919	120 518	10 599
Great North Transport	29	29	0	113 528	113 528	0
Malamulele Small Operators	4	13	9	16 508	57 662	41 154
<b>Total</b>	<b>209</b>	<b>216</b>	<b>7</b>	<b>661 197</b>	<b>790 160</b>	<b>15 435</b>

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

<b>TABLE 3.1.3.2: EXISTING SUBSIDIES RECEIVED PER ANNUM PER OPERATOR</b>	
<b>OPERATOR</b>	<b>SUBSIDY PER ANNUM (R)</b>
Magwaba Bus Service	R11 035 038
Netshituni Bus Service	R13 035 695
Mukondeleli Bus Service	R1 920 383
Enos Bus Service	R6 389 102
Mabidi Bus Service	R1 852 300
R. Phadziri Bus Service	R3 719 529
Swangis Bus Service	R6 827 143
Mabirimisa Bus Service	R2 756 312
Mulaudzi Transport Service	R6 296 375
G. Phadziri Bus Service	R7 191 922
Great North Transport	R11 757 288
Malamulele Small Operators	RR550 000
<b>TOTAL</b>	<b>R73 331 087</b>

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

<b>TABLE 3.1.3.3: SUMMARY OF PROPOSED COST PER ANNUM PER OPERATOR</b>				
<b>OPERATOR</b>	<b>PROPOSED CONTRACT AMOUNT (R)</b>	<b>EXISTING SUBSIDY RECEIVED (R)</b>	<b>VARIANCE</b>	<b>RATE PER KM</b>
Magwaba Bus Service	R10 108 800	R11 035 038	R926 238	R8,2
Netshituni Bus Service	R14 385 600	R13 035 695	-R1 349 905	R8,7
Mukondeleli Bus Service	R2 755 200	R1 920 383	-R83 4817	R12,2
Enos Bus Service	R5 060 016	R6 389 102	R1 329 086	R10,7
Mabidi Bus Service	R3 499 200	R1 852 300	-R1 646 900	R8,3
R. Phadziri Bus Service	R3 888 000	R3 719 529	-R168 471	R9,5
Swangis Bus Service	R4 665 600	R6 827 143	R2 161 543	R10,5
Mabirimisa Bus Service	R4 665 600	R2 756 312	-R1 909 288	R9,8
Mulaudzi Transport Service	R6 220 800	R6 296 375	R75 575	R8,4
G. Phadziri Bus Service	R12 441 600	R7 191 922	-R5 249 678	R8,6
Great North Transport	R10 611 600	R11 757 288	R1 145 688	R7,7
Malamulele Small Operators	R5 374 700	R550 000	-R4 824 700	R7,7
<b>TOTAL</b>	<b>R83 676 716</b>	<b>R73 331 087</b>	<b>-R10 345 629</b>	<b>R8,8</b>

- i) It is estimated that the rationalisation of routes, plus the implementation of negotiated contracts, would cost the Limpopo Department of Transport approximately R10,3 million per annum more than is currently the case for the Vhembe district.
- j) The negative variance can be ascribed to the following:
  - i) Malamulele Small Operators do not operate as scheduled (R4,8 million)
  - ii) G. Phadziri bus services have a shortage of vehicles at present (R5,2 million)
- k) The high rate per kilometre of R12,20 for the Mukondeleli Bus Service is mainly due to the low average kilometres operated per bus per month, namely 2 682 km, compared to an average of 3 757 km per month for all operators, as well as the relatively short distances operated per trip.

### 3.1.4 Public Transport Plan (PTP)

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

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

A planning approach was followed that –

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

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

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

The scope and approach towards the formulation of a PTP for the VDM 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 VDM-PTP should contain the following areas or topics:

- a) Chapter 1: Introduction
- b) Chapter 2: Public Transport vision, goals and objectives
- c) Chapter 3: Public transport status quo (CPTR)
- d) Chapter 4: Operational aspects (RATPLAN and OLS)
- e) Chapter 5: Transport and land-use integration

- f) Chapter 6: Broad public transport strategy
- g) Chapter 7: Specific public transport strategies
- h) Chapter 8: Plan of action and projects
- i) Chapter 9: Funding

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

- a) Thulamela Municipality;
- b) Makhado Municipality;
- c) Musina Municipality; and
- d) Mutale Municipality.

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

The PTP was prepared in context with the –

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

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

- 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 that it was only the first PTP to be prepared and over time more detailed and specific strategies could be developed. Each of the strategies contain the following:

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

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

focus on the other issues.

### **3.2 Private, freight movement and institutional structures**

The following are the major roads in the VDM area in terms of private and freight transport and institutional structures:

- a) N1 National Road from Polokwane to Beitbridge
- b) R522 from Vivo to Makhado
- c) R523 from Vivo via Waterpoort to Masekwaspoort at the N1 National Road
- d) R521 from Vivo to Pontdrift Border
- e) R572 from Musina to Pontdrift
- f) R524 from the Makhado central business district to Punda Maria
- g) R81 from Road R524 to Giyani
- h) R525 from Mopani the N1 Road to Pafuri Gate
- i) R578 from Giyani via Elim to the N1 National Road

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

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

#### **3.2.1 Private transport**

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

The N1 National route is, however, a major international route that links Africa with South Africa. No up-to-date detailed traffic-related information is currently available about the traffic patterns in the VDM area, and therefore it is not possible to comment on the volume of traffic in this area.

#### **3.2.2 Freight movements**

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

- a) N1 National route, which runs in a north to south direction towards the Beitbridge Border Post at the RSA-Zimbabwe border (Trans Limpopo SDI)
- b) Road R521 (P(4/1) which links the Polokwane Central Business District in the Polokwane Local Municipality via Dendron to Vivo in the Makhado Local Municipality

- c) Road R523 (D679) from Vivo, through Waterpoort, which links with the N1 National Road in the Makhado Local Municipality.

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

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

The following were identified as regulatory issues that required attention:

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

Three points were identified as possible Truck Inn facilities on N1 Road, as part of the Limpopo Freight Transport Strategy:

- a) Point 14: Makhado
- b) Point 15: Musina
- c) Point 16: Beitbridge

The following traffic control centres are currently located in the VDM:

- a) Musina Traffic Control Centre that is located on the N1 between Makhado and Musina and classified as a B-grade Station.
- b) Vivo Traffic Control Centre that is located on road P94- approximately 100 km from Polokwane.
- c) Makhado Traffic Control Centre that is located between Polokwane and Makhado approximately 12 km from Makhado.

### **3.2.3 Transport of hazardous substances**

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

### **3.2.4 Institutional structures**

The following role players are relevant:

- a) National Department of Transport (bus subsidies)
- b) South African National Roads Agency Limited (national roads)

- c) Limpopo Department of Transport (planning, subsidies, traffic control)
- d) Roads Agency Limpopo (provincial roads)
- e) VDM District Municipality
- f) Local Municipalities.

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

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

The various levels of responsibilities in respect of transport for the Vhembe District Municipality and the Vhembe Local Municipalities respectively, have not yet been finalised.

## 4. SPATIAL FRAMEWORK

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

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

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

The ITP was therefore prepared in context with the following:

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

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

### **4.1 Limpopo Province Spatial Rationale**

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

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

### **4.2 Integrated Development Plans**

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

#### **4.2.1 Vhembe District Municipality Integrated Development Plan**

The transport-related output in terms of the Vhembe District Municipality is shown in Table 4.2.1.1. This output comprises the overarching strategies for the district and it is therefore fairly broad. Table 4.2.1.2 indicates priorities from a local municipality perspective as

*Vhembe District Transport Plans: Volume 5, ITP input*

summarised as part of the VDM-IDP. To conclude the IDP input from a district perspective, it should be mentioned that not enough emphasis is placed on public transport. The fact that no provision for certain public transport facilities was included in the IDP proves the latter point.

**TABLE 4.2.1.1: TRANSPORT-RELATED DISTRICT STRATEGIES INDICATED AS PART OF THE VDM IDP****OBJECTIVE:** To improve the district network by 60% by 2007 in the municipal area. To establish a public transport system within five years (2007)

<b>Strategies</b>	<b>Requirements/Components</b>	<b>Existing</b>	<b>Projects in action (X) or in the pipeline (P)</b>	<b>Sufficient</b>	<b>New projects</b>
a) Develop database for road network and public transport with all stakeholders involved. b) Capacity building and community participation in the construction, maintenance and financial management of public transport system c) Maintain standards in public transport system.	a) Policy b) IT system c) Machinery d) Human resources e) Financial resources	a) Yes b) No c) Yes d) Yes e) Yes	a) Community-Based Public Works Programme (CBPWP) b) IT system	a) No	a) Upgrading districts roads b) Standardised by-laws

**TABLE 4.2.1.2 PRIORITIES FROM A LOCAL MUNICIPALITY PERSPECTIVE  
SUMMARISED AS PART OF THE VDM IDP**

**PRIORITY ISSUES FROM A MUNICIPAL PERSPECTIVE**

The following are priority issues for the four entities, which fall under the Vhembe District Municipality. These priority issues have been categorised according to the following clusters:

- a) Infrastructure cluster
- b) Social cluster
- c) Economic cluster.

These clusters have been formed so as to be in line with the provincial framework for the co-ordination of government planning activities.

**A) MUSINA LOCAL MUNICIPALITY**

<b>Infrastructure cluster:</b>	<b>Social cluster:</b>	<b>Economic cluster:</b>
<ul style="list-style-type: none"> <li>a) Water</li> <li>b) Sanitation</li> <li>c) Electricity</li> <li>d) Roads</li> <li>e) Public Transport</li> <li>f) Cemeteries</li> <li>g) Refuse removal, littering</li> </ul>	<ul style="list-style-type: none"> <li>a) Health</li> <li>b) Education</li> <li>c) Welfare</li> <li>d) Safety and security</li> <li>e) Sport and recreation</li> <li>f) Housing</li> </ul>	<ul style="list-style-type: none"> <li>a) Job creation,(LED) project, agriculture (replace foreign labour on farms)</li> <li>b) Tourism</li> <li>c) Training (agriculture, business management)</li> <li>d) SMMEs</li> </ul>

**B) MUTALE LOCAL MUNICIPALITY**

<b>Infrastructure cluster:</b>	<b>Social cluster:</b>	<b>Economic cluster:</b>
<ul style="list-style-type: none"> <li>a) Water</li> <li>b) Roads</li> <li>c) Electricity</li> <li>d) Housing</li> <li>e) Sanitation</li> <li>f) Telecommunication</li> </ul>	<ul style="list-style-type: none"> <li>a) Health</li> <li>b) Sport and recreation</li> <li>c) Education</li> <li>d) Safety and security</li> </ul>	<ul style="list-style-type: none"> <li>a) Agricultural projects</li> <li>b) LED projects</li> <li>c) Tourism development</li> <li>d) Mining infrastructure</li> <li>e) Manufacturing</li> </ul>

**TABLE 4.2.1.2 PRIORITIES FROM A LOCAL MUNICIPALITY PERSPECTIVE SUMMARISED AS PART OF THE VDM IDP**

<b>C) MAKHADO LOCAL MUNICIPALITY</b>		
<b>Infrastructure cluster:</b> a) Water and sanitation b) Electricity c) Roads, bridges and stormwater drainage d) Refuse dumping sites e) Municipal buildings f) Communication g) Cemeteries h) Tribal offices i) Land availability	<b>Social cluster:</b> a) Health b) Education c) Housing d) Recreation, sport and multipurpose halls/centres e) Welfare (widows, orphans, disabled, elderly) f) Safety and security	<b>Economic cluster:</b> a) Local economic regeneration projects b) Tourism c) Agriculture d) Transportation
<b>D) THULAMELA LOCAL MUNICIPALITY</b>		
<b>Infrastructure cluster:</b> a) Water and sanitation b) Roads c) Electricity d) Land and housing e) Post and telecommunication f) Waste management g) Disaster management h) Cemeteries	<b>Social cluster:</b> a) Health b) Education c) Welfare d) Sports and recreation e) Safety and security	<b>Economic cluster:</b> a) Agriculture b) Tourism c) Industrial d) Mining e) SMMEs f) LED projects g) Retail
<b>VHEMBE DISTRICT MUNICIPAL PRIORITY ISSUES</b>		
<b>Infrastructure cluster:</b> a) Water and sanitation b) Electricity c) Roads d) Housing e) Communication f) Waste management g) Cemeteries h) Disaster management i) Offices	<b>Social cluster:</b> a) Health and welfare b) Education c) Sports, arts and culture d) Safety and security	<b>Economic cluster:</b> a) Agriculture b) Tourism c) LED/Employment d) Mining industry e) Commercial/agricultural processing industries/factories

#### **4.2.2 Vhembe Local Municipalities Integrated Development Plans**

The major source of information about transport for the respective local municipalities was their respective Integrated Development Plans (IDP). Tables 4.2.2.1 to 4.2.2.4 show the transport-related local strategies or projects indicated as part of the IDP respectively for the following:

- a) Thulamela Municipality
- b) Makhado Municipality
- c) Musina Municipality
- d) Mutale Municipality.

<b>TABLE 4.2.2.1: TRANSPORT-RELATED LOCAL STRATEGIES AS INDICATED AS PART OF THE THULAMELA IDP</b>
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NOTE: NO INFORMATION WAS AVAILABLE ABOUT TRANSPORT FOR THE THULAMELA LOCAL MUNICIPALITY
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**TABLE 4.2.2.2A: TRANSPORT-RELATED LOCAL STRATEGIES INDICATED AS PART OF THE MAKHADO LOCAL MUNICIPALITY IDP**

Based on the vision and objectives, the following strategies were formulated for transport:

- a) Makhado Municipality should serve as a transport and storage node for freight
- b) Employment opportunities and residential areas should be linked
- c) Transport linkages should be created between activity centres

**CONSOLIDATED ISSUES**

In this step the prioritised issues provided by the community were consolidated with the internal municipal issues and reprioritised at the municipal level. The consolidated issues were subdivided into five main categories (economic, spatial, socio-economic, environmental and institutional) and listed in order of importance under each category. In addition, the overall priority is shown in the last column where it is clear that water is the highest priority issue in Makhado, followed by electricity and roads.

<b>ISSUE</b>	<b>OVERALL PRIORITY</b>	<b>SECONDARY PRIORITY</b>
<b>a) Transportation</b>	<b>13</b>	
b) Bus stops		1
c) Public transport master plan		2
d) Transport/storage node for freight		3
e) Taxi ranks(ablution/shelters)		4
<b>f) Roads and stormwater drainage</b>	<b>3</b>	
g) Upgrading/maintenance of roads		1
h) Tarring		2
i) Construction of bridges		3

**TABLE 4.2.2.2B: TRANSPORT-RELATED PROJECTS: MAJOR MILESTONES AND ANNUAL OUTPUT TARGETS FOR THE MAKHADO LOCAL MUNICIPALITY**

PROJECTS	MAJOR MILESTONES AND ANNUAL OUTPUT TARGETS				
	2002	2003	2004	2005	2006
Adequate facilities at transportation end points and pick up points	Appoint consultants to draw up transport master plan	Provide bus	Provide bus	Provide bus	Provide bus

**TABLE 4.2.2.2.C: INDICATORS, RESPONSIBLE AGENT AND OUTPUT TARGETS FOR EACH MAKHADO LOCAL MUNICIPALITY IDP TRANSPORT PROJECT.**

PROJECT NO.	PROJECTS	DEVELOPMENT INDICATORS	OUTPUT TARGETS	RESPONSIBLE AGENT	PERFORMANCE AREA
36	<b>Adequate facilities transportation end points and pick up points</b>	a) 50% of ranks provided with shelters and ablution facilities	a) Bus stops (35 wards) b) Public transport master plan c) Elim taxi rank d) Masia taxi rank e) Vuwani taxi rank	MM	OI

**TABLE 4.2.2.3: COPY OF TRANSPORT RELATED PROJECTS IDENTIFIED AS PART OF THE MUSINA LOCAL MUNICIPALITY IDP**

<b>PROJECT TITLE</b> Transport Forum to arrange discussions with Department of Transport and taxi associations to improve public transport between Musina and the three settlements											<b>PROJECT NO. 18</b>									
<b>OVERALL OBJECTIVE:</b> To facilitate a frequent public transport service between Madimbo, Malale and Domboni, and Musina on a continuous basis.						<b>STRATEGY:</b> Transport Forum to arrange discussion with taxi association and Department of Transport regarding lack of transport facilities and operating licences Request Department of Transport to undertake a route verification assessment to verify all currently used roads and identify areas / places which do not have transport services														
<b>PROJECT OBJECTIVE:</b> See "Overall Objectives"						<b>PROJECT INDICATORS:</b> Finalise the route verification assessment Allocate more operating licences for taxis by 2002														
<b>PROJECT OUTPUT:</b>			<b>TARGET/TARGET GROUPS:</b>				<b>LOCATION:</b>													
Route verification assessment is completed More operating licences are allocated			-				Madimbo, Malale & Domboni													
<b>MAJOR ACTIVITIES:</b>			<b>RESPONSIBLE AGENCIES:</b>				<b>TIME:</b>													
							2002			2003			2004			2005			2006	
							2	3	4	1	2	3	4	1	2	3	4	1	2	3
Negotiate with Department of Transport & taxi associations			Department Protection Service / Vhembe DM					X												
Route verification assessment			Department of Transport & Department Protection services					X												
<b>ASSUMPTIONS:</b> Allocation of new operating licences will depend on various criteria that the Department of Transport uses for allocating such licences and the outcome of the route verification assessment						<b>RISKS:</b> None.														

**TABLE 4.2.2.4: TRANSPORT-RELATED OBJECTIVES AS INDICATED AS PART OF THE MUTALE LOCAL MUNICIPALITY IDP**

<p><b>Objective(s):</b> To improve roads and transportation network system from 10% to 60% by June 2007</p>	<p><b>Indicators for achieving the objectives:</b> An improvement in roads and transportation network system by 10% annually</p>	
<p><b>Project output:</b> a) -Placement of road signs b) -Tarred roads c) -Regravelled access roads d) -Regulated public transport system e) -Reduction of road accidents</p>	<p><b>Targets/Target groups:</b> a) The entire municipal area</p>	<p><b>Locations:</b> a) -Shadani to Masisi b) -Matavhela to Muswodi c) -Folovhodwe to Mutele d) -Tshandama to Tshixwadza e) -Tshixwadza to Matavhela</p>
<p><b>Major activities:</b> a) -Drawing up the business plan b) -Regravelling of roads c) -Transfer of assets d) -Tarring and maintenance of roads e) -Installation of roads signs f) -Formulation of Public g) Transport by-laws. h) -Road safety campaigns</p>	<p><b>Responsible agencies:</b> a) -VDM b) -Public Works c) -Road Agency (NPRA) d) -Mutale Municipality e) -Public transport (Bus) f) -Taxi association</p>	<p><b>Timing:</b> a) -5 months b) -Ongoing c) -6 months d) -3 years e) -Ongoing</p>
<p><b>Costs:</b> a) 2002/2003=R 23 550 000,00 b) 2003/2004=R 23 550 000,00 c) 2004/2005=R 23 550 000,00 d) 2005/2006=R 23 550 000,00 e) 2006/2007=R 23 550 000,00</p>	<p><b>Budget estimates:</b> a) R117 750 000,00</p>	<p><b>Sources of finance:</b> a) -Public Transport b) -NPRA &amp; VDM c) -Public Works d) -Mutale Municipality &amp; DBSA</p>

### 4.3 Provincial land transport framework

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

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

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

## **5. NEEDS ASSESSMENT**

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

The sections of this chapter elaborate on the following:

- a) Needs assessment
- b) SWOT analysis to identify factors that may constrain or assist the implementation.

### **5.1 Needs assessment**

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

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

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

#### **5.1.1 Measures to promote public transport**

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

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

The following are some measures intended to promote public transport:

- a) The provision of adequate public transport infrastructure, facilities and services
- b) The increased utilisation of public transport services
- c) The improvement of the image and acceptability of public transport, including
  - i) service quality and reliability;
  - ii) safety and security; and
  - iii) affordability.
- d) The integration of transport and land-use in a way that will enhance the accessibility and utilisation of public transport

- e) A higher priority to public transport than to private transport
- f) The marketing of public transport services in general; for example by publishing information about routes, tariffs and timetables
- g) Training, skills development and capacity building in the public transport industry
- h) Modal integration.

### **5.1.2 The needs of persons with disabilities**

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

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

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

### **5.1.3 The needs of learners**

At present there is no official public transport system for learners in the VDM 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 VDM area, although the learners may make use of subsidised transport for workers.

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

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

#### 5.1.4 Modal integration

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

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

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

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

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

Such integration could only be achieved if the 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).

#### **5.1.5 Fare systems for public transport.**

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

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

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

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

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

#### **5.2 SWOT analysis to identify factors that may constrain or assist the implementation**

A SWOT analysis was conducted as part of a consultative conference held on 9 July 2004 by the VDM. The analysis gave a clear indication of the factors that could constrain or assist the implementation of the strategies.

Table 5.2.1 contains the results of the SWOT analysis.

The word SWOT is an acronym for the following:

- S - Strengths
- W - Weaknesses
- O - Opportunities
- T - Threats

**TABLE 5.2.1: SUMMARY OF SWOT ANALYSIS CONDUCTED WITH THE VHEMBE DISTRICT TRANSPORT FORUM ON FRIDAY 9 JULY 2004**

**1. STRENGTHS**

- a) High volume of daily commuters
- b) There is economic activity, such as markets in the area
- c) High number of job opportunities for taxi drivers
- d) Subsidised transport
- e) Bus operators with capacity
- f) Operating Licence Strategy has been completed
- g) Rationalisation Plan has been completed.

**2. WEAKNESSES**

- a) Lack of public transport related infrastructure
- b) Lack of understanding of the right procedures for accessing funds
- c) Lack of training for transport-related role players
- d) Local Transport Forums not active
- e) Poor quality of vehicles
- f) Poor quality of roads
- g) Inadequate law enforcement
- h) Lack of management skills among the taxi operators
- i) Vhembe District Municipality has no by-laws relating to transport
- j) Lack of communication with the provincial structures
- k) Integrated Transport System not in place

**3. OPPORTUNITIES**

- a) Although limited, there are training opportunities available
- b) Tourism is set for explosive growth
- c) There are provincial job opportunities
- d) Black Economic Empowerment may be stimulated by the establishment of co-operatives as well as by tenders granted to bus services
- e) Skills development

**TABLE 5.2.1: SUMMARY OF SWOT ANALYSIS CONDUCTED WITH THE VHEMBE DISTRICT TRANSPORT FORUM ON FRIDAY 9 JULY 2004 (Continue)**

**4. THREATS**

- a) Drivers may decide to go on strike
- b) The taxi recapitalisation project might lead to job losses
- c) Poor road infrastructure
- d) Conflict between the bus and taxi industries
- e) Natural disasters
- f) Man-made disasters
- g) The HIV/Aids epidemic
- h) Poor road safety
- i) Conversion from negotiated and interim contracts to tendered contracts
- j) Unavailability of funds
- k) Poor maintenance of local public transport system, facilities, vehicles, infrastructure>

## **6. PUBLIC TRANSPORT PROPOSALS**

The chapter contains the following:

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

The subsections below elaborate on the above-mentioned.

### **6.1 Broad public transport strategy for the VDM**

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

### **6.2 Public transport proposals**

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

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

#### **6.2.1 Operating Licence Strategy**

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

- a) The Operating Licence Strategy should be accepted and approved by all the role players and be implemented by means of a facilitation process
- b) The Operating Licence Strategy should be updated on an annual basis

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

### **6.2.2 Rationalisation Plan**

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

- a) With regard to carrying capacity, it is recommended that all vehicles to be used in the negotiated contracts should be standard 65-seater buses. At present some operators make use of midi (35-seater buses) in their vehicle fleet. Bearing the future taxi recapitalisation project in mind and the possibility of competition between buses and taxis, it would be wise not to create future competition but to minimise it to an acceptable level.
- b) It is recommended that the layout of the Policy on Services Provision, the existing policies (National NLTTA 22 of 2000 and Limpopo in Motion) should be adopted as a short-term policy;
- c) that the incorporation of the taxi recapitalisation project into existing bus operation should be addressed in the long term;
- d) that the Rationalisation Plan should provide a framework for future negotiated contracts with existing subsidised and non-subsidised operations. The framework was based on the existing specifications laid down by the National Department of Transport;

- e) that when negotiated contracts become implemented, passengers should gain the following advantages: new and safer vehicles, reliable service, better facilities, scheduled times that are adhered to, passenger forums through which complaints and future fare increases could be addressed.

### **6.2.3 Public Transport Plan**

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

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

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

#### **6.2.3.1 Measures to promote public transport**

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

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

#### **6.2.3.2 The needs of persons with disabilities**

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

- a) That in the course of time a standard checklist should be drawn up of time of the items

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

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

### **6.2.3.3 The needs of learners**

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

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

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

### **6.2.3.4 Modal integration**

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

- a) To promote subsidised transport in the areas which currently does not receive any public transport subsidies
- b) To ensure the effective functioning of the VDTF as this would ensure the inclusion of all the relevant role players
- c) To develop by-laws together with the Vhembe 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 VDM area
- e) To develop multi-modal public transport facilities, transfer facilities and loading and off-loading facilities in villages. Table B-1 of Appendix B of the PTP report provides a summary of infrastructure as well as the type of ancillary facilities required for public transport in the VDM area, arranged in order of importance
- f) To create an atmosphere that would benefit the implementation of the National Government Recapitalisation project
- g) To support the Limpopo Province Department of Transport to implement route colour coding for taxis.
- h) To provide a transport system that would be user-friendly for tourists, with specific reference to the 2010 Soccer World Cup.

#### **6.2.3.5 Fare systems for public transport.**

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

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

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

This chapter elaborates on the following:

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

### **7.1 General description of the proposed integrated transport system**

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

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

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

- a) Thulamela Municipality
- b) Makhado Municipality
- c) Musina Municipality
- d) Mutale Municipality.

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

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

- a) Trans Limpopo Development Corridor (Minimum commuter services)
- b) Thohoyandou to Giyani
- c) Phalaborwa Development Corridor (Bandelierskop to Phalaborwa)

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

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

The next subsection elaborates on the three areas mentioned above.

#### **7.1.1 Main nodes in terms of commercial activities**

The respective Central Business Districts of the VDM are the –

- a) Thulamela Municipality
- b) Makhado Municipality
- c) Musina Municipality
- d) Mutale Municipality.

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

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

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

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

In conclusion, the multi-modal facility should make provision for the following:

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

### **7.1.2 Major corridor routes strategic points**

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

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

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

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

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

### **7.1.3 Transport routes in the villages**

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

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

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

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

## **7.2 Major public transport roads**

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

- Makwarela area
- Shayandima area
- Malamulele area
- Nancefield area
- Makhado location.

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

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

**TABLE 7.2.1: MAJOR PUBLIC TRANSPORT CORRIDOR ROUTES IN THE VDM**

<b>CORRIDOR</b>	<b>DESCRIPTION</b>
Louis Trichardt to Ndzelele	Along the N1 North from Louis Trichardt and turn right along Road R523 to Ndzelele
Louis Trichardt to Elim	Along the N1 South from Louis Trichardt and turn left along Road R578 to Elim
Louis Trichardt to Midoroni and Maebane via Sinthumule	Along Road R522 south-west from Louis Trichardt to Midoroni/Maebane
Musina to Nancefield and Beitbridge	Along N1 North from Musina to Beitbridge
Elim to Giyani	Along Road R578
Thohoyandou to Tshakuma	Along Road R524
Thohoyandou to Ndzelele	Along Road R523
Thohoyandou to Mutale	Along Road R523
Thohoyandou to Tshaulu	Along Road R523
Thohoyandou to Malamulele	Along Road R524 north from Thohoyandou and turn right to Road R81 to Malamulele
Basani to Saselemani	Along Road R524
Malamulele to Giant Reefs	Along a gravel road south-east from Malamulele up to Giant Reefs
Malamulele to Giyani	Along Road R81

### 7.3 Provision, improvement and ownership of roads

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

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

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

The sections below elaborate on the respective categories of roads.

#### 7.3.1 National roads

The following roads are relevant:

- a) The N1 Road links the Central Business District (CBD) of the Polokwane Local Municipality, through Makhado and Musina, to Beitbridge in the Musina Local Municipality;

and it consists of two sections, namely:

- i) N1/28, stretching from Polokwane city to Makhado town; and
- ii) N1/29, stretching from Makhado town to Beitbridge.

The latter section is also known as the Trans Limpopo SDI.

- b) Road R521 (P94/1) links the CBD in the Polokwane Local Municipality, through Dendron, to Vivo in the Makhado Local Municipality.
- c) Road R523 (D679) from Vivo, through Waterpoort, links with N1 National Road in the Makhado Local Municipality.

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

<b>TABLE 7.3.1.1: PROPOSED PROVINCIAL ROADS TO BE TRANSFERRED TO SANRAL IN THE VDM</b>			
<b>Road Number</b>	<b>Description</b>	<b>Phase</b>	<b>Proposed Transfer Date of the Road</b>
Road R521	Alldays to Pontdrift	3	October 2009
Road R572	T-junction with Road R521 to Musina	3	September 2009
Road R508	Musina to Tshipise	3	December 2009
Road R525	N1 at Mopane to Phafuri Gate	3	November 2009
Road R524	Makhado Town to Punda Maria via Thohoyandou	2	August 2006
Road R578	Makhado Town to Giyani	2	September 2006
Road R81	T-junction with Road R524 to Giyani	3	August 2008

### **7.3.2 Provincial roads**

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

### **7.3.3 District roads**

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

### **7.3.4 Local roads**

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

#### 7.4 TRANSPORT OF HAZARDOUS SUBSTANCES

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

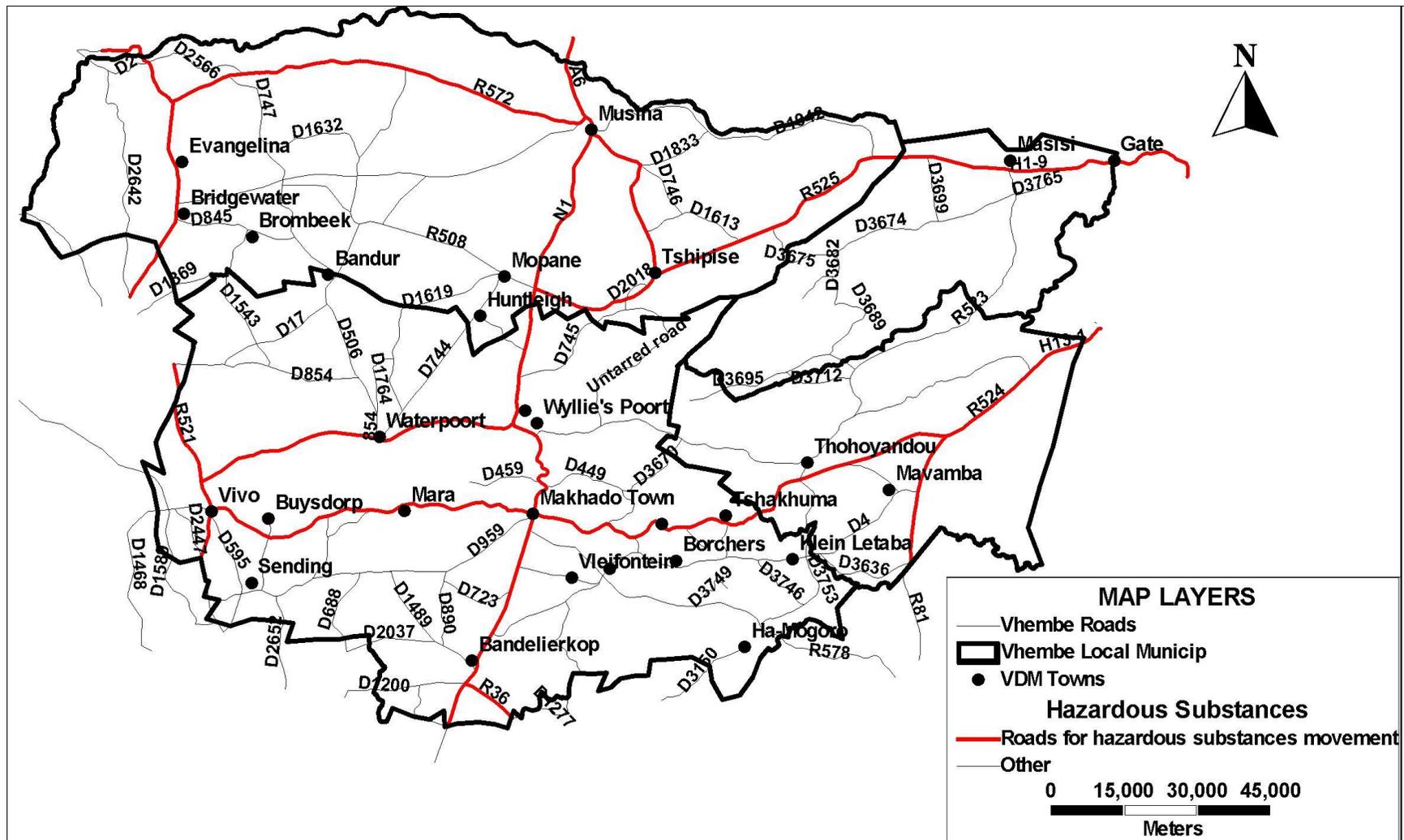
<b>TABLE 7.4: RECOMMENDED ROADS TO BE USED FOR THE TRANSPORT OF HAZARDOUS SUBSTANCES IN THE VDM</b>	
<b>Road Number</b>	<b>Description</b>
N1 National Road	From Polokwane to Beitbridge
Road R522	Between Vivo and Makhado Town
Road R523	From Vivo through Waterpoort to N1 National Road
Road R521	From Vivo to Pontdrift border
Road R572	From Musina to Pontdrift border
Road R524	From Makhado town to Punda-Maria
Road R81	From Mphakati to Giyani
Road R525	Between Musina and Tshikondeni

The transport of hazardous substances should be restricted from the roads listed below, as there are residential areas and also a great deal of public transport activity along these roads.

- a) Road D3715: Between Madombidza and Midoroni/Maebane
- b) Road R523: Between Tshikuwi and Thohoyandou
- c) Road R578: Between Elim and Ka-Majosi.

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

Figure 7.4.1 indicates the roads to be used for the transport of hazardous substances in the VDM area.



**FIGURE 7.4.1: ROADS TO BE USED FOR THE TRANSPORT OF HAZARDOUS SUBSTANCES**

## 7.5 2010 SOCCER WORLD CUP AND TOURISM

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

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

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

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

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

- a) N1 National Roads
- b) Road R572 from Musina to Pontdrift
- c) Road R521 from Alldays to Pontdrift
- d) Roads R522 from Vivo to Makhado town
- e) Road R525 from N1 Road at Mopane to Pafuri gate
- f) Road R524 from Makhado Town to Punda Maria
- g) Road R578 from Makhado Town to Giyani
- h) Road D3674 from Masisi via Sagole Spar and Big Tree to Road R523 to Thohoyandou

Some of the tourist destinations in the VDM include:

- a) Kruger National Park;
- b) Maphungubwe World Heritage Site;
- c) Big Tree;
- d) Nature Reserves;
- e) Nature Conservation Sites;
- f) Ivory Trails;
- g) Fundudzi Lake;
- h) Tshatshingo Potholes;
- i) Dzata VhaVenda Ruins; and
- j) etc

## 8. STAKEHOLDER CONSULTATION

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

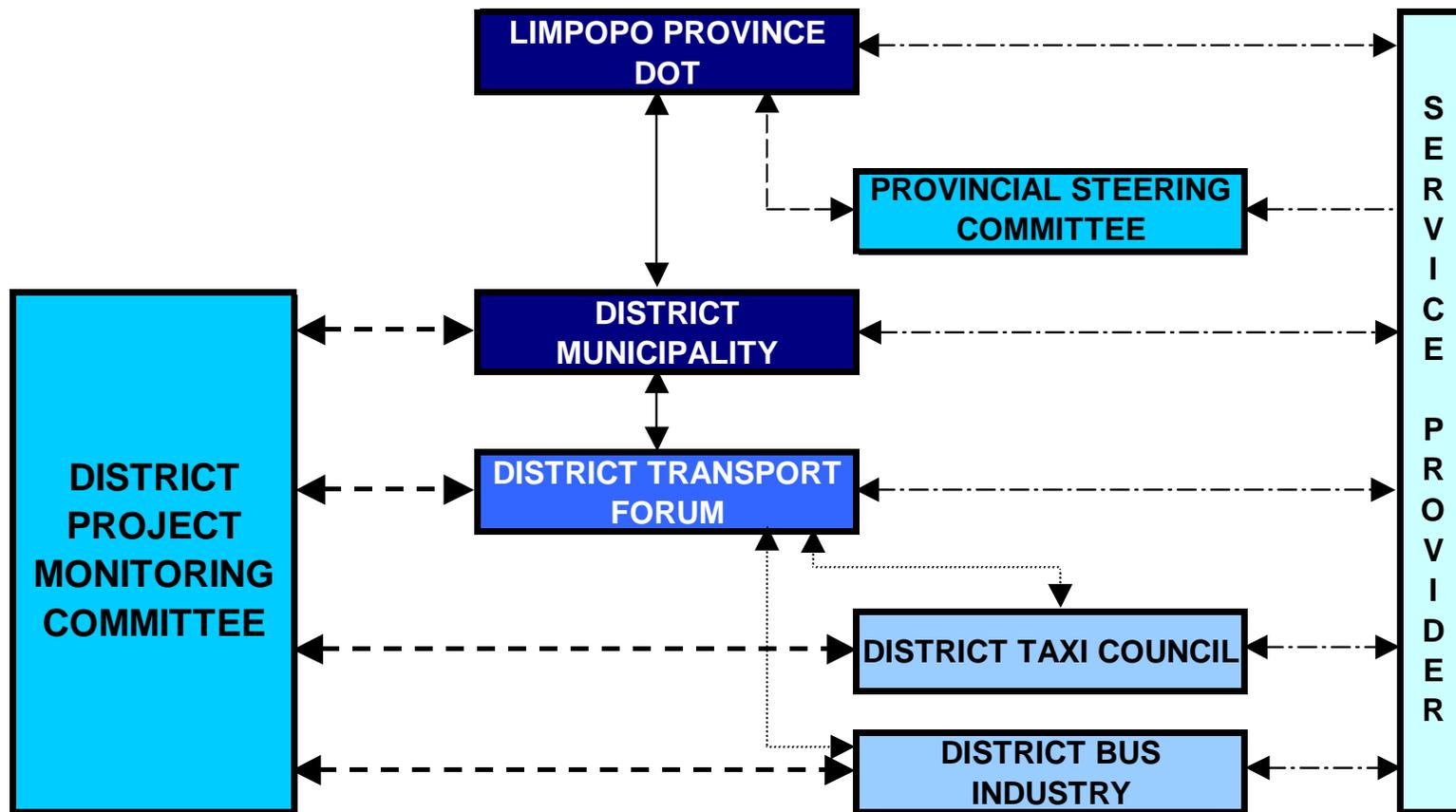
The forum's main objective is to provide an ongoing mechanism through which the relevant role players can participate collectively. Some pertinent objectives for the forum are to –

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

The VDTF 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 VDTF, further detailed discussions were conducted on an ad hoc basis with some of the key players. The input of the various role players appears in the various sections of the OLS for the VDM.

Figure 8.1.1 indicates the overall communication structure apart from the forum that was used to prepare the VDM-OLS. Table 8.1.1 provides a more detailed description of the respective role players.



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

**TABLE 8.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS**

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

**TABLE 8.1.1: FUNCTIONS AND MEMBERS OF THE VARIOUS STRUCTURES FOR THE PREPARATION OF DISTRICT TRANSPORT PLANS (Continue)**

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

## **9. PRIORITISED MULTI-MODAL TRANSPORT PROPOSALS AND IMPLEMENTATION PROGRAMME**

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

The proposals can be divided into two sections:

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

The section below elaborates on these two classes of project.

### **9.1 Public transport-related projects**

A distinction is made between the following classes of projects:

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

The subsections below elaborate on the above-mentioned.

#### **9.1.1 Projects relating to the Current Public Transport Records**

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

**Project 1:** Annual update of information.

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

#### **9.1.2 Projects relating to operating licences**

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

- a) **Project-1:** Annual update of OLS

- b) **Project-2:** Vehicle verification process
- c) **Project-3:** Establishment of provincial Operating Licence Offices at district municipality level.
  - i) General application process
  - ii) Assist with eliminating illegal operators on existing routes
  - iii) Grant operating licences for the recommended additional routes
  - iv) Special operating licences for transportation at funerals, functions, etc.
  - v) Replacement of vehicle
  - vi) Colour coding of routes
- d) **Project 4:** Law enforcement
  - i) Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues.
  - ii) Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)
- e) **Project 5:** Establishment of Vhembe Taxi Co-operative
- f) **Project 6:** Maintenance of Vhembe Taxi Co-operative
- g) **Project 7:** Implementation and maintenance of route colour-coding system for taxis.
- h) **Project 8:** Establishment and maintenance of local transport forums.
- i) **Project 9:** Maintenance of the district transport forum.
- j) **Project 10:** Development of Rank Management skills.
- k) **Project 11:** Formalisation of the metered-taxi industry and scholar transport.

### 9.1.3 Rationalisation-related projects

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

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

### 9.1.4 Projects related to the Public Transport Plan

The following basic prioritisation technique was developed in consultation with the key role players, to determine which projects on the list of feasible infrastructure / facility projects

should be given priority and implemented:

- a) The key indicator to determine whether public transport facilities should be provided is linked to the number of passengers currently utilising a specific facility or who alternatively expect to use the facility in the near future. A factor was calculated to indicate the number of passengers in relation to the total number of passengers at all the facilities in the VDM 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 VDM area. Furthermore, if no public transport facility currently existed at a specific point but it was envisaged that the relevant public transport facility would be active in the near future, it was assumed that the facility would be fully utilised
- c) To obtain a combined weighting factor in order to prioritise the public transport facilities it was assumed that the first key indicator should have a weight of 80% and the second key indicator should have a weight of 20%. The reason for these weights is that there is generally an oversupply of taxis in the area at present and the rank utilisation is not always a good indication of the actual need for public transport. However, the number of passengers is a much more realistic indicator.

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

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

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

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

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

- a) **Project 1:** Determining an architectural theme that would be relevant for the VDM area
- b) **Project 2:** Provision of multi-modal public transport facilities for the respective main commercial nodes
- c) **Project 3:** Provision of public transport transfer facilities in the VDM area on corridor routes and other strategic points (see Table B-1 of the VDM PTP)
- d) **Project 4:** Provision of lay-by facilities in the VDM area with specific reference to the residential areas, including the villages (see Table B-1 of the VDM PTP)
- e) **Project 5:** Development of public transport related by-laws together with the VDM 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 VDM should be user-friendly to disabled persons
- d) The promotion of subsidised transport in areas that currently do not receive public transport subsidies
- e) Creating an atmosphere conducive to the implementation of the National Government Recapitalisation project.

## **9.2 Transport projects not related to public transport**

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

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

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

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

## **10. FINANCIAL IMPLICATIONS AND SOURCES FOR FUNDING**

The sections of this chapter elaborate on the following:

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

### **10.1 Responsible agencies**

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

### **10.2 Financial implications**

The subsection below elaborates on the following:

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

#### **10.2.1 Public transport-related projects**

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

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

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

#### **10.2.2 Transport projects not related to public transport**

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

TABLE 10.2.1: IDENTIFIED PUBLIC TRANSPORT RELATED PROJECT IN ORDER OF SEQUENCE FOR THE VDM AREA										
Category of project	Description of Project	YEAR					ESTIMATED BUDGET			RESPONSIBLE AGENCY
		1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL	
OLS	<b>Project 9:</b> Maintenance of the district transport forum.						R 70,000	R 335,805	R 405,805	a) VDM
OLS	<b>Project 8:</b> Establishment and maintenance of local transport forums.						R 480,000	R 1,561,504	R 2,041,504	a) LDOT b) VDM c) Local Municipalities
OLS	<b>Project-2:</b> Vehicle verification process						R 150,000	R 0	R 150,000	a) LDOT
OLS	<b>Project-3:</b> Establishment of provincial Operating Licence Offices at district municipality level. a) General application process b) Assist to eliminate illegal operators on existing routes c) Grant operating licences for the recommended additional routes d) Special operating licences for transportation at funerals, functions, etc. e) Replacement of vehicles f) Colour coding of routes						R 1,000,000	R 4,779,496	R 5,779,496	a) Limpopo Province Department of Transport (LDOT)
OLS	<b>Project-4:</b> Law enforcement. a) Appointment of law enforcement officers dedicated to inspecting operating licences as well as rationalisation issues b) Special law enforcement campaigns on problem routes for the respective local municipalities (once a month)						R 2,470,000	R 12,518,198	R 14,988,198	a) LDOT
RATPLAN	<b>Project-1:</b> Negotiated Contracts						R 83,676,716	R 334,706,864	R 418,383,580	a) National Department of Transport (NDOT) b) LDOT c) Workers
RATPLAN	<b>Project-2:</b> Implementation of monitoring firms						R 650,000	R 2,600,000	R 3,250,000	a) National Department of Transport (NDOT) b) LDOT
OLS	<b>Project 5:</b> Establishment of VhembeTaxi Co-operative						R 50,000	R 0	R 50,000	a) LDOT b) Taxi industry
OLS	<b>Project 6:</b> Maintenance of VhembeTaxi Co-operative						R 500,000	R 1,500,000	R 2,000,000	a) LDOT b) Taxi industry
CPTR	<b>Project 2:</b> Appointment of a team that could conduct surveys on an ad hoc when information is required						R 280,000	R 1,120,000	R 1,400,000	a) VDM b) Local Municipalities

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

Category of project	Description of Project	YEAR					ESTIMATED BUDGET			RESPONSIBLE AGENCY	
		1	2	3	4	5	YEAR 1	YEAR 2-5	TOTAL		
PTP	<b>Project 2:</b> Provision of public transport multi-modal facilities for the respective main commercial nodes in VDM. a) Thulamela Municipality ( Thohoyandou and Sibasa) b) Makhado Municipality c) Musina Municipality d) Mutale Municipality						R 0	R 33,000,000	R 33,000,000	a) LDOT b) VDM c) Local Municipalities	
PTP	<b>Project 5:</b> Development of by-laws together with the Vhembe District Municipality						R 200,000	R 100,000	R 300,000	a) VDM	
PTP	<b>Project 1:</b> Determining an architectural theme that would be relevant for the VDM area						R 30,000	R 0	R 30,000	a) VDM b) Local Municipalities	
PTP	<b>Project 3:</b> Provision of Public Transport Transfer Facilities on corridor routes and other strategic points in the VDM area						R 0	R 19,350,000	R 19,350,000	a) LDOT b) VDM c) Local Municipalities	
PTP	<b>Project 6:</b> Training of drivers, operators and administrators of public transport vehicles. Road safety awareness programmes.						R 0	R 850,000	R 850,000	a) VDM	
PTP	<b>Project 4:</b> Provision of lay-by facilities in the VDM area						R 0	R 8,800,000	R 8,800,000	a) VDM b) Local Municipalities	
OLS	<b>Project 7:</b> Implementation and maintenance of route colour coding system for taxis.						R 0	R 700,000	R 700,000	a) LDOT	
PTP	<b>Project 9:</b> Development of a user-friendly pedestrian lanes						R 0	R 2,000,000	R 2,000,000	a) VDM b) Local Municipalities	
PTP	<b>Project 8:</b> Non-motorised public transport projects (e.g. bicycles)						R 0	R 3,500,000	R 3,500,000	a) LDOT	
CPTR	<b>Project 1:</b> Annual update of CPTR						R 0	R 1,280,000	R 1,280,000	a) VDM	
OLS	<b>Project-1:</b> Annual update of OLS						R 0	R 696,150	R 696,150	a) VDM	
RATPLAN	<b>Project-3:</b> Updating the Rationalisation plan						R 0	R 600,000	R 480,000	a) VDM	
PTP	<b>Project 10:</b> Implementation of control measurements at public transport facilities in order to prevent illegal operators to operate at the facility.						R 0	R 500,000	R 500,000	a) VDM b) Local Municipalities	
PTP	<b>Project 7:</b> Disability awareness programme to sensitise drivers and users of public transport to the problems of people with disabilities						R 0	R 450,000	R 450,000	a) VDM b) Local Municipalities	
OLS	<b>Project 10:</b> Development of Rank Management Skills.						R 350,000	R 490,000	R 840,000	a) VDM	
OLS	<b>Project 11:</b> Formalisation of the metered-taxi industry and scholar transport.						R 0	R 500,000	R 500,000	a) LDOT b) VDM c) Local Municipalities	
							<b>TOTAL</b>	<b>R 89,906,716</b>	<b>R 431,938,017</b>	<b>R 521,844,733</b>	

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

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

### 10.2.3 Summary of total costs

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

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

<b>TABLE 10.2.3.1: SUMMARY OF THE TOTAL COST OF THE VDM ITP FOR THE FIVE-YEAR PERIOD</b>	
<b>ITEM</b>	<b>AMOUNT</b>
a) CPTR	R 2 680 000
b) OLS	R28 151 153
c) Rationalisation Plan	R422 233 580
d) PTP	R68 780 000
e) ITP (Road network, Freight control and aviation projects)	R 18 300 000
<b>TOTAL</b>	<b>R 540 234 733</b>

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

### 10.3 FUNDING SOURCES

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

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

Since then, these frameworks and policies have formed the basis for government departments or bodies to formulate dedicated policies in various sectors. These policies have in turn led to mechanisms aimed at improving services to all people in South Africa. The national, provincial and local tiers of government have furthermore initiated various programmes that have a direct impact on local municipalities, such as the IDP, MSP, LED, ISRDP, URP, CMIP, PIMSS, 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 ITP the following are relevant:**

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

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

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

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

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

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

improved municipal service has been boosted by contracts worth R6,7 billion. It is proposed below that the District should collaborate with other districts to form a committee that could pursue private-sector partnerships as a source of revenue. A proper strategy would have to be developed and more information obtained, before clearing the strategy with the DPLG.

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

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