District Integrated Transport Plan (DITP) 2011
EXECUTIVE SUMMARY

This summary lucidly provides new horizons in integrated transport planning and strives to give a total picture of the current status of the contemporary transport system, trends, objectives and proposed interventions of transport infrastructural projects within the Waterberg District Municipal area.

The report is organised into eight chapters, the first of which introduces the subject matter, which is a perspective of District Integrated Transport Planning. The need for and importance of integrated transport planning serves as a point of departure. Of critical importance in this first chapter, is the relationship between the Waterberg District Integrated Transport Plan and other statutory plans such as the Integrated Development Plans, Provincial Land Transport Framework, National Land Transport Strategic Framework and Provincial Spatial Development Initiatives. All these statutory plans and legal frameworks’ validity are tested against their alignment and keeping with the new legal dispensation in land transport, namely “National Land Transport Act, Act No.5 of 2009”.

Chapter 2 clearly expresses the Transport Vision, Mission and objectives of the Waterberg District Municipality. The interrelationship or hierarchical structure portrayed by the transport vision and objectives at various levels of government are outlined. The overarching transport objectives at national level are responsive and customer focused. This demonstrates the Department of Transport’s commitment to adhering to the “Batho Pele” Principle of Service Delivery. In filtering both the National and Provincial visions down to the municipal operational level, an expression of care and responsiveness are emphasised, hence, it is articulated as “a caring and responsive Municipality with excellent service delivery, sustainable development and prospering people”.

Chapter 3 offers details of the Demand and Supply side of information, which is referred to in this context as “Transport Register”. Due to the fact that this planning process is that of an “update and alignment” rather than an “overhaul planning process”, the description of the transportation system register focuses more on the supply side information within the Waterberg District Municipality. This refers to inter alia, the status of the road network, road length, economic and public transport corridors. This also hinges on the bus and taxi operations which emerge to be the most utilised public transport service in the District. There are 140 taxi operated routes in the entire Waterberg District Municipality. Other modes of transport noticeable are the non-motorised and learner transport. Rail transport, metered taxis and transport for persons with disability or special needs are non-existent.
Chapter 4 focuses on institutions established to deal with operating licences at various levels of government. The National Public Transport Regulator has been established at national level and consists of designated officials of Department appointed either on a full time or part time basis, whose specialised knowledge, training or experience, taken collectively covers an integrated mix of disciplines. Section 11(2) of the Act states that the municipality:

"must receive and decide on applications relating to operating licenses for services wholly in their areas of jurisdiction, excluding applications that must be made to the National Public Transport Regulator or a Provincial Regulatory Entity".

Chapter 5 is concerned with a rationalisation plan for the District Municipality. This happens when there is a surplus of legally operated services by operators on a particular route. In the event of where an existing non-contracted public transport service is no longer required, the planning authority must, where possible offer the operator an alternative service, or allow the operator to continue providing the service and impose a moratorium on the issuing of new operating licences on the route. If there are subsidised bus services in the area, a bus rationalisation plan must also be prepared. Rationalisation Plans will only be required from those Type 2 planning authorities with subsidised bus contracts operational in their area.

Chapter 6 deals with the transport needs expressed by users as well as various strategies proposed to address such needs. The main transport economic theme expressed here is that the user needs are unlimited, while the resources to satisfy those needs are limited. The needs are assessed to ensure that the user is given considerable latitude of rational choice and preference of the transport system.

Chapter 7 draws a summary of Integrated Transport Plans prepared at municipal level within the jurisdiction of the Waterberg District Municipality. It is consequently, a summary of the transport implementation budgets and programmes over a five-year period, as prepared by all Local Municipalities under the jurisdiction of the Waterberg District Municipality. The summary focuses on those local municipal matters that are of importance to the District Municipality and to the relevant provincial administration for co-ordination purposes. The emphasis is therefore on projects, financial and budgetary issues.

Chapter 8 focuses on the projects, programmes and the period over which such programmes should be implemented and most importantly, the budget implications. Of fundamental importance is the listing of different strategies and projects as developed in the
present District Integrated Transport Plan. The identified and prioritised new infrastructure
development and maintenance projects are aligned with the budgetary programme of the
municipality. A budget and programme for a five-year period must be prepared of all the high
priority projects, of which the first year will be in substantially greater detail than the following
four years of the given time horizon. Particular attention is drawn to projects for which a
budget has been allocated during the five-year planning period and for which there is a
realistic chance of implementation.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACSA</td>
<td>Airport Company of South Africa</td>
</tr>
<tr>
<td>CITP</td>
<td>Comprehensive Integrated Transport Plan</td>
</tr>
<tr>
<td>CoT</td>
<td>City of Tshwane</td>
</tr>
<tr>
<td>CPTR</td>
<td>Current Public Transport Record</td>
</tr>
<tr>
<td>DITP</td>
<td>District Integrated Transport Plan</td>
</tr>
<tr>
<td>DM</td>
<td>District Municipality</td>
</tr>
<tr>
<td>DoT</td>
<td>Department of Transport</td>
</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>LDV</td>
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</tr>
<tr>
<td>LDRT</td>
<td>Limpopo Department of Roads and Transport</td>
</tr>
<tr>
<td>LED</td>
<td>Local Economic Development</td>
</tr>
<tr>
<td>LEGDP</td>
<td>Local Economic Growth and Development Plan</td>
</tr>
<tr>
<td>LITP</td>
<td>Local Integrated Transport Plan</td>
</tr>
<tr>
<td>LM</td>
<td>Local Municipality</td>
</tr>
<tr>
<td>MEC</td>
<td>Member of the Executive Council (Provincial)</td>
</tr>
<tr>
<td>MTEF</td>
<td>Medium Term Expenditure Framework</td>
</tr>
<tr>
<td>NLTSF</td>
<td>National Land Transport Strategic Framework</td>
</tr>
<tr>
<td>NLTA</td>
<td>National Land Transport Act</td>
</tr>
<tr>
<td>NMT</td>
<td>Non-Motorised Transport</td>
</tr>
<tr>
<td>OLB</td>
<td>Operating Licence Board</td>
</tr>
<tr>
<td>OLS</td>
<td>Operating License Strategy</td>
</tr>
<tr>
<td>PA</td>
<td>Planning Authority</td>
</tr>
<tr>
<td>PRASA</td>
<td>Passenger Rail Agency of South Africa</td>
</tr>
<tr>
<td>PLTF</td>
<td>Provincial Land Transport Framework</td>
</tr>
<tr>
<td>RAL</td>
<td>Road Agency Limpopo</td>
</tr>
<tr>
<td>RTMC</td>
<td>Road Traffic Management Corporation</td>
</tr>
<tr>
<td>SANRAL</td>
<td>South African National Roads Agency Limited</td>
</tr>
<tr>
<td>SARCC</td>
<td>South African Rail Commuter Corporation</td>
</tr>
<tr>
<td>SDF</td>
<td>Spatial Development Framework</td>
</tr>
<tr>
<td>SUMS</td>
<td>Subsidy Information System</td>
</tr>
<tr>
<td>SADC</td>
<td>Southern African Development Community</td>
</tr>
<tr>
<td>SDI</td>
<td>Spatial Development Initiatives</td>
</tr>
<tr>
<td>WDM</td>
<td>Waterberg District Municipality</td>
</tr>
</tbody>
</table>
# CHAPTER 1

## INTRODUCTION TO DISTRICT INTEGRATED TRANSPORT PLANNING

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>1.1</td>
<td>The need for Integrated Transport Planning (ITP)</td>
<td>2</td>
</tr>
<tr>
<td>1.2</td>
<td>Importance of Integrated Transport Planning (ITP)</td>
<td>2</td>
</tr>
<tr>
<td>1.3</td>
<td>Relationship between WDM ITP and other Statutory Plans</td>
<td>3</td>
</tr>
<tr>
<td>1.3.1</td>
<td>National</td>
<td>4</td>
</tr>
<tr>
<td>1.3.2</td>
<td>Province</td>
<td>4</td>
</tr>
<tr>
<td>1.3.3</td>
<td>Municipality</td>
<td>5</td>
</tr>
<tr>
<td>1.4</td>
<td>Integrating the DITP with other Statutory Planning Initiatives</td>
<td>6</td>
</tr>
<tr>
<td>1.4.1</td>
<td>National rail plan</td>
<td>6</td>
</tr>
<tr>
<td>1.4.1.1</td>
<td>Passenger Rail Agency of South Africa</td>
<td>6</td>
</tr>
<tr>
<td>1.4.1.2</td>
<td>Shosholoza Meyl</td>
<td>7</td>
</tr>
<tr>
<td>1.4.1.3</td>
<td>South African National Roads Agency</td>
<td>7</td>
</tr>
<tr>
<td>1.4.2</td>
<td>Integration with IDP</td>
<td>7</td>
</tr>
<tr>
<td>1.4.3</td>
<td>The D ITP in relation to the IDP process</td>
<td>8</td>
</tr>
<tr>
<td>1.5</td>
<td>Liaison between WDM and other Planning Authorities</td>
<td>9</td>
</tr>
<tr>
<td>1.6</td>
<td>Liaison between WDM and adjacent Municipalities</td>
<td>10</td>
</tr>
<tr>
<td>1.7</td>
<td>Waterberg Population Statistics</td>
<td>11</td>
</tr>
<tr>
<td>1.8</td>
<td>Proposed Integrated Transport Steering Committee</td>
<td>11</td>
</tr>
<tr>
<td>1.9</td>
<td>Location of WDM in relation to Limpopo Province’s Spatial Development Initiative</td>
<td>12</td>
</tr>
<tr>
<td>2.0</td>
<td>Chapter layout</td>
<td>14</td>
</tr>
</tbody>
</table>

# CHAPTER 2

## TRANSPORT VISION AND OBJECTIVES

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>INTRODUCTION</td>
<td>16</td>
</tr>
<tr>
<td>2.2</td>
<td>Purpose of Vision</td>
<td>16</td>
</tr>
<tr>
<td>2.3</td>
<td>Hierarchy of Transport Vision</td>
<td>18</td>
</tr>
<tr>
<td>2.4</td>
<td>National Transport Vision</td>
<td>18</td>
</tr>
<tr>
<td>2.4.1</td>
<td>National Transport Objectives</td>
<td>18</td>
</tr>
<tr>
<td>Section</td>
<td>Page</td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>2.4.1.1 Customer based strategic objectives</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>2.4.1.2 National Transport Strategies</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>2.4.1.3 National Rail Transport Objectives</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>2.4.1.4 National Road Transport Objectives</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>2.4.1.5 National Roads Agency Limited Strategic Objectives</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>2.4.1.6 National Public Transport Objectives and Strategies</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>2.5 Provincial Transport Vision</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>2.6 Transport Mission Statement for the Limpopo Province</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>2.7 Provincial Transport Objectives</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>2.7.1 Provincial Transport Strategies</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>2.7.2 Customer based Strategic Objectives</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>2.7.3 Rail Transport Objectives</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>2.7.4 Road Transport Objectives</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>2.7.5 Roads Agency Limpopo Strategic Objectives</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>2.7.6 Public Transport Objectives and Strategies</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>2.8 District Municipality Vision</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>2.9 Mission of the Waterberg District Municipality</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>2.9.1 District Transport Objectives</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>2.9.1.2 District Transport Strategies</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>2.10 Transport Policy Principles in the Limpopo Province</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>2.10.1 Limpopo Integrated Rural Development Framework</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>2.10.2 Strategies based on Policy</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>2.10.2.1 Capacity and Skills Development</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>2.10.2.2 Address Service backlog</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>2.10.2.3 Road Safety</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>2.11 Conclusion</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>

**CHAPTER 3**

**TRANSPORT REGISTER**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 INTRODUCTION</td>
<td>30</td>
</tr>
<tr>
<td>SECTION A: SUPPLY INFORMATION</td>
<td></td>
</tr>
<tr>
<td>3.2 State of the roads</td>
<td>31</td>
</tr>
<tr>
<td>3.2.1 Transport network in the Waterberg District Municipality</td>
<td>33</td>
</tr>
<tr>
<td>3.2.2 Corridors</td>
<td>34</td>
</tr>
</tbody>
</table>
3.3 Public Transport
  3.3.1 Taxi operations
    3.3.1.1 Capacity utilisation at ranks
    3.3.1.2 Passenger waiting times

3.4 Bus operations in the Waterberg District Municipality

3.5 Other modes of transport found in the Waterberg District Municipality
  3.5.1 Rail transportation
  3.5.2 Light Delivery Vehicle (LDVs)
  3.5.3 Non-motorised transport
  3.5.4 Metered taxi operator
  3.5.5 Learner transport
  3.5.6 Transport for people with disabilities
  3.5.7 Summary of Transport Challenges

SECTION B: PROCESS
3.6 Liaison based on the status quo
3.7 Application and issuing of Operating Licenses

SECTION C: THE RECORD

CHAPTER 4
OPERATING LICENCE STRATEGY

4.1 INTRODUCTION

4.2 Functions of National Public Transport Regulator

4.3 Establishment of a Provincial Regulatory Entity
  4.3.1 Functions of a Provincial Regulatory Entity
  4.3.2 Agreement on regulatory matters

4.4 Regulatory functions of municipalities
  4.4.1 Regulation of road based public transport
  4.4.2 Entities that must issue operating licences
  4.4.3 Maximum validity period of operating licences

4.5 Exemption
CHAPTER 4

APPLICATIONS

4.5 Application for new operating licences
4.5.1 Application for new operating licences 
4.5.2 Operating licences for public transport services 
4.5.3 Operating licences for contracted services 
4.5.4 Applications wrt the operating licences for non-contracted services 
4.5.5 Renewal, amendment or transfer of operating licence or permit 
4.5.6 Publication of decisions 
4.5.7 Special events

4.6 Issue and contents of operating licences
4.6.1 Authority conveyed by operating licence 
4.6.2 Persons who may hold operating licences 
4.6.3 Long distance services 
4.6.4 Metered taxi services 
4.6.5 Charter services 
4.6.6 Staff services 
4.6.7 Lift clubs 
4.6.8 Tuk-tuks 
4.6.9 Adapted light delivery vehicle 
4.6.10 Transporting of scholars, students, teachers and lecturers

4.7 Amendment of operating licence to replace specified vehicle
4.7.1 Temporary replacement of vehicle

4.8 Interaction between public transport and cross-border road transport
4.9 Public transport infrastructure and industry development
4.10 Public transport oversight
4.10.1 Contents of the Operating Licence Strategy
4.11 Summary

CHAPTER 5

RATIONALISATION PLAN

5.1 INTRODUCTION
5.2 Contents of the Rationalisation Plan
5.3 Involvement of municipalities in public transport services
5.4 Negotiated contracts
5.5 Subsidised service contract
5.6 Rationalisation of existing services
CHAPTER 6
TRANSPORT NEEDS ASSESSMENT

6.1 INTRODUCTION 80

6.2 Transport demand needs 81
6.2.1 Integrated Development Plan Informants 81
6.2.2 Existing statutory informants 81
6.2.3 Transport Vision 81
6.2.4 Transport Mission 82

6.3 Transport goals and Linked Objectives 82
6.3.1 Public transport infrastructure 82
6.3.2 Planning and development 82
6.3.3 Road transport infrastructure 83

6.4 Public transport demand, safety and education 83

6.5 Public participation 83
6.5.1 Transport needs derived from the status quo 84
6.5.2 Need for improved public transport facilities 84
6.5.3 Strategies to achieve stated objectives 85

6.6 Summary 85

CHAPTER 7
SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

7.1 INTRODUCTION 87

7.2 Summary of Local Integrated Transport Plans of Local municipalities 87
7.2.1 Modimolle Local Municipality 87
7.2.1.1 Introduction 88
7.2.1.2 Transport status quo 88
7.2.1.3 Transport needs assessment 89
7.2.1.4 Transport improvement proposals 90
7.2.1.5 Implementation budgets and programmes 90
<table>
<thead>
<tr>
<th>Section</th>
<th>Local Municipality</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.2.2</td>
<td>Mookgopong Local Municipality</td>
<td>91</td>
</tr>
<tr>
<td>7.2.2.1</td>
<td>Introduction</td>
<td>91</td>
</tr>
<tr>
<td>7.2.2.2</td>
<td>Transport status quo</td>
<td>91</td>
</tr>
<tr>
<td>7.2.2.3</td>
<td>Transport needs assessment</td>
<td>92</td>
</tr>
<tr>
<td>7.2.2.4</td>
<td>Transport improvement proposals</td>
<td>92</td>
</tr>
<tr>
<td>7.2.2.5</td>
<td>Implementation budgets and programmes</td>
<td>93</td>
</tr>
<tr>
<td>7.2.3</td>
<td>Mogalakwena Local Municipality</td>
<td>93</td>
</tr>
<tr>
<td>7.2.3.1</td>
<td>Introduction</td>
<td>93</td>
</tr>
<tr>
<td>7.2.3.2</td>
<td>Transport status quo</td>
<td>93</td>
</tr>
<tr>
<td>7.2.3.3</td>
<td>Transport needs assessment</td>
<td>94</td>
</tr>
<tr>
<td>7.2.3.4</td>
<td>Transport improvement proposals</td>
<td>94</td>
</tr>
<tr>
<td>7.2.3.5</td>
<td>Implementation budgets and programmes</td>
<td>94</td>
</tr>
<tr>
<td>7.2.4</td>
<td>Bela Bela Local Municipality</td>
<td>94</td>
</tr>
<tr>
<td>7.2.4.1</td>
<td>Introduction</td>
<td>95</td>
</tr>
<tr>
<td>7.2.4.2</td>
<td>Transport status quo</td>
<td>95</td>
</tr>
<tr>
<td>7.2.4.3</td>
<td>Transport needs assessment</td>
<td>95</td>
</tr>
<tr>
<td>7.2.4.4</td>
<td>Transport improvement proposals</td>
<td>96</td>
</tr>
<tr>
<td>7.2.4.5</td>
<td>Implementation budgets and programmes</td>
<td>96</td>
</tr>
<tr>
<td>7.2.5</td>
<td>Lephalale Local Municipality</td>
<td>97</td>
</tr>
<tr>
<td>7.2.5.1</td>
<td>Introduction</td>
<td>97</td>
</tr>
<tr>
<td>7.2.5.2</td>
<td>Transport status quo</td>
<td>97</td>
</tr>
<tr>
<td>7.2.5.3</td>
<td>Transport needs assessment</td>
<td>98</td>
</tr>
<tr>
<td>7.2.5.4</td>
<td>Transport improvement proposals</td>
<td>98</td>
</tr>
<tr>
<td>7.2.5.5</td>
<td>Implementation budgets and programmes</td>
<td>98</td>
</tr>
<tr>
<td>7.2.6</td>
<td>Thabazimbi Local Municipality</td>
<td>99</td>
</tr>
<tr>
<td>7.2.6.1</td>
<td>Introduction</td>
<td>99</td>
</tr>
<tr>
<td>7.2.6.2</td>
<td>Transport status quo</td>
<td>99</td>
</tr>
<tr>
<td>7.2.6.3</td>
<td>Transport needs assessment</td>
<td>100</td>
</tr>
<tr>
<td>7.2.6.4</td>
<td>Transport improvement proposals</td>
<td>100</td>
</tr>
<tr>
<td>7.2.6.5</td>
<td>Implementation budgets and programmes</td>
<td>101</td>
</tr>
<tr>
<td>7.3</td>
<td>Summary of budgets and programme per local municipality</td>
<td>101</td>
</tr>
</tbody>
</table>
CHAPTER 8
FUNDING STRATEGY

8.1 INTRODUCTION

8.2 Budgeting

8.2.1 Summary of proposals

8.2.2 Funding strategy (sources of income and funding constraints)

8.2.3 Prioritisation of projects

8.2.4 Budget per project and programme

8.3 Recommendations

8.4 Conclusion

Bibliography

LIST OF TABLES
Table 1.1 ITP contents for various IDP phases
Table 1.2 Waterberg Population Statistics
Table 3.1 Road Length and Surface
Table 3.2 Public Transport Corridors in the Waterberg District Municipality
Table 3.3 Number of taxi routes by local municipality
Table 3.4 Shoprite Taxi rank: Mokopane
Table 3.5 Northam Taxi Rank: Thabazimbi
Table 3.6 Caltex Taxi Rank : Mokopane
Table 3.7 WATA Taxi rank: Bela Bela
Table 3.8 Caltex Taxi Rank: Mokopane
Table 3.9 Shoprite Taxi rank: Mokopane
Table 3.10 MainLine Taxi Rank: Modilmolle
Table 3.11 Ellerines Taxi Rank : Mookgoopong
Table 3.12 Score Taxi Rank: Mokopane
Table 3.13 Big L Taxi Rank: Mokopane
Table 3.14 Northam Taxi Rank : Thabazimbi
Table 3.15 Total Number of Bus Terminals per local Municipality
LIST OF FIGURES

Figure 1.1  Relationship between WDM ITP and other statutory plans  3
Figure 1.2  Liaison between WDM and other Planning Authorities  10
Figure 1.3  Location of WDM in Relationship to Limpopo Province spatial Development  13

Figure 2.1  Inter-Sphere Transport Planning Relation  17
Figure 2.2  Hierarchy of Transport Vision  18

Figure 3.1  Transport network in the Waterberg District Municipality  33
Figure 3.2  Shoprite Taxi Rank: Mokopane  38
Figure 3.3  Northam Taxi rank: Thabazimbi  39.
Figure 3.4  Caltex Taxi Rank: Mokopane  40
Figure 3.5  WATA Taxi Rank: Bela Bela  40.
Figure 3.6  Flow Chart of Application Process for Operating Licenses  50
LIST OF ANNEXURES

ANNEXURE A: Pictorial depiction of transport facilities in WDM

ANNEXURE B: Project implementation Plan
CHAPTER 1

INTRODUCTION TO DISTRICT INTEGRATED TRANSPORT PLANNING

Schematic Chapter Outline

1 INTRODUCTION

2 TRANSPORT VISION AND OBJECTIVES

3 TRANSPORT REGISTER

4 OPERATING LICENCE STRATEGY

5 RATIONALISATION PLAN

6 TRANSPORT NEEDS

7 SUMMARY OF LITP’s

8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME
INTRODUCTION

The Waterberg District Municipality (WDM), appointed Infra Africa Investment Holdings (Pty) Ltd in December 2010, to prepare the District Integrated Transport Plan (DITP) as required in terms of Section 36 of Act No. 5 of the National Land Transport Act of 2009. The DITP focuses on public transport and private mode, infrastructure, facilities, and services. It is worth to note that transport planning is indispensable as it serves as a catalyst for the efficient and effective functioning of the transport system. The need for and importance of transport planning can be associated with the oxygenated blood system of the society and especially that of the economy. This is an appropriate description, as virtually every economic activity and most social activities involve the transport of people and goods from one place to another in some form or another.

1.1 The need for Integrated Transport Planning

An Integrated Transport Planning (ITP) approach is required to ensure that several parts and elements of the transport system complement each other so that its total output can benefit the end user. The elements to be Integrated in this respect can be considered as physical (infrastructure) and operational (vehicles or rolling stock) and are referred to as the “supply” side of the equation. The analysis of these physical or infrastructural facilities would cover aspects such as intermodal facilities and transport networks on the one hand. On the other hand, the needs of a variety of stakeholders and end users in particular, will be assessed and are referred to as the “demand” side. The vehicle or rolling stock operations and governing institutions form part of the analysis so that the transport networks can be optimally utilised. The ultimate objective of this transport planning process is to ensure that these elements are well integrated to provide an efficient transport system that serves the transport needs of society at minimal environmental cost.

1.2 Importance of Integrated Transport Planning (ITP)

Alongside transport’s contribution to society, through its social and economic benefits, transport activities also entail a cost to society, mainly in the form of negative environmental impacts. The contribution of transport to climate change is probably the most important of these negative impacts, but other impacts such as air pollution are also substantial. Getting the right mix of these components is a key element of sustainability. The appropriate transport planning intervention in this regard would be a “Comprehensive Integrated Transport Plan” which aims at having “a transport system that can generate more of the
same socio-economic benefits but at a lower environmental cost’ (Givoni and Banister, 2010:2).

The need for, and comprehensiveness of plans, varies vastly from one area to another and, thus, distinguishes between three types of municipal transport Planning Authorities (PAs) on the basis of the size of their area of jurisdiction and the extent of transport taking place in the particular area. The three types of plans are the Comprehensive Integrated Transport Plan (CITP), District Integrated Transport Plan (DITP) and Local Integrated Transport Plan (LITP). District Municipalities are categorized in terms of the Minimum Requirements for the Preparation of Transport Plans as Type 2 Planning Authority (PA).

Type 1 Planning Authorities are larger municipalities designated by the Department of Transport to upgrade their public transport system to a level that is car competitive as part of the approved Public Transport Action Plan of March 2007. These authorities have to prepare CITPs for which separate guidelines are available. All other DMs are categorized as Type 2 PAs and are required to prepare DITPs. Type 3 Planning Authorities are the Local Municipalities and they are required to prepare Local Integrated Transport Plans. The LITPs are the least comprehensive of the three and they are incorporated or summarised within the relevant DITPs.

1.3 Relationship between WDM ITP and other Statutory Plans

Transport plans and frameworks are required to be prepared by all three levels of Government as mentioned above. Figure 1.1 shows the inter-relationship between the National Land Transport Strategic Framework (NLTSF), the Provincial Land Transport Framework (PLTF) and the different types of ITPs.

Figure 1.1: Relationship between WDM ITP and other statutory plans
1.3.1 National

The NLTSF provides national policy and an overarching transport strategy. It also includes national planning initiatives such as the National Transport Master Plan, National Public Transport Strategy and Action Plan, National Rail Plan and the National Freight Logistics Strategy.

The most recent NLTSF is for the period 2006 to 2011, and gives guidance on transport planning and land transport delivery by national government, provinces and municipalities. The framework also addresses implementation mechanisms and measures for monitoring the implementation of the NLTSF by means of key performance indicators.

The Waterberg District Municipality’s District ITP and LITP should be in line with the NLTSF initiatives and should also take into account the planning initiatives and proposed projects of agencies such as the South African National Roads Agency Limited (SANRAL), Airport Company of South Africa (ACSA) and the Road Traffic Management Corporation (RTMC).

1.3.2 Province

Each Province prepares a PLTF for a five year period with two primary objectives: firstly, to create a strategic framework for developing transport with a provincial perspective; and secondly, to co-ordinate all the ITPs for the province.

A PLTF must be prepared in accordance with minimum planning requirements as gazetted in Regulation Gazette No. 34158, dated 1 April 2011. It is important to note that the PLTF must include a chapter on coordination measures and structures, liaison and conflict resolution. This chapter must, inter alia, include measures to ensure proper coordination between the transport plans of planning authorities, and between planning authorities and the province. It should also include a short description of existing and planned liaison structures between the province and planning authorities, working groups and coordination committees, and their terms of reference.

Section 3(2) (a) of the minimum planning requirements states that in preparing the PLTF, the MEC must be guided by the NLTSF.

(b) Plans must pay due attention to the development of rural areas;
(c) Non-motorised forms of transport must be taken into account;
(d) Transport for special categories of passengers must receive special attention.
(e) The Integrated transport planning process must be continuous, i.e. plans must be updated continuously;

(f) The PLTF must be synchronised with other planning initiatives and must indicate how it is integrated into provincial transport and land use planning process.

Generally, the Member of the Executive Council (MEC) has the responsibility to coordinate the planning processes in the province and, in terms of Section 6(b) of the NLTTA Amendment Act, Act 26 of 2006, must ensure that all plans address:

- Public transport services operating across the boundaries of PAs;
- Road and rail networks;
- Freight movements;
- Needs of special categories of passengers; and
- Rivalry between neighbouring PAs that may result in duplication or over-supply of infrastructure and services;

The integration of transport and land-use planning.

1.3.3 Municipality

Each Municipality (Planning Authority) prepares an ITP. Each type of ITP must inform the relevant authority’s Integrated Development Plan (IDP), and must be reflected in the PLTF. The different types of PAs, the type of ITP to be prepared by each and how the different plans relate to each other, is explained below.

**Type 3 Planning Authority:**
The Local ITPs are summarized and included in the relevant DITPs. LITPs are not submitted directly to the MEC.

**Type 2 Planning Authority:**
The completed DITP is submitted to the MEC to be reflected in the PLTF.

**Type 1 Planning Authority:**
The Comprehensive ITP is submitted to the MEC to be reflected in the PLTF.
1.4 Integrating the DITP with other Statutory Planning Initiatives

1.4.1 National Rail Plan

The then South African Rail Commuter Corporation (SARCC), currently known as the Passenger Rail Agency of South Africa (PRASA), had since prepared a Passenger Rail Transport Plan. Phase I of the plan was focused on agreeing on the broad strategy to be followed for the upgrading and improvement of the rail transport system in South Africa. Phase II was prepared using a bottom-up approach, where each region of Metrorail prepared a detailed regional rail transport plan, in close consultation with the relevant municipalities. The regional Phase II plans were integrated into a national plan. This Phase II plan was approved by National Cabinet during the first part of December 2006 and was to be implemented as from 2007.

In order for rail to be truly part of any ITP, it should be given the same attention as any other public transport mode in the planning process. A Planning Authority in an area with passenger rail services, or which proposes their introduction, should take the lead in developing a regional rail plan for its area which will in essence be a rail service specification and the identification of any required interventions for the rail corridors, in consultation with the PRASA.

In an effort to achieve Integrated planning, Rail Plan Committees were established by the then SARCC in each metropolitan area. The function of these committees were to facilitate the development and acceptance of a regional rail plan for a particular area, and the negotiation of such a plan with the DoT in order to be taken up in the National Passenger Rail Plan. The then SARCC was to retain responsibility for the operational planning and implementation of the approved rail services.

1.4.1.1 Passenger Rail Agency of South Africa (PRASA)

The Passenger Rail Agency of South Africa was established in March 2009 in terms of the Companies Act of 1973. This Agency is, in terms of the Public Finance Management Act of 1999, listed as a Schedule 3B entity (National Government Business Enterprise). The fundamental aim of establishing this entity was to house the operations, personnel and assets of the SARCC, Metrorail, Shosholoza Meyl, Intersite Property Management Services and Autopax under one corporate body. In the year 2009/10, PRASA managed to stabilise and concluded the Phase II of the national rail plan and the turn-around strategy.
1.4.1.2 Shosholoza Meyl

For the WDM, the operation of rail commuter services by Metrorail is non-existent. However, Shosholoza Meyl services passes through the WDM but the transport needs of main line passengers are not being addressed by this rail service. Over the medium term, Shosholoza Meyl aims at focusing on the revitalisation of key routes for mainline passenger services to enhance patronage and fare revenue. For this objective to be realised, an integrated approach is sought where the District Municipality (DM) would be able to present a plan with respect to the utilisation of rail services as a mode of choice.

1.4.1.3 South African National Roads Agency (SANRAL)

The South African National Roads Agency was established in terms of the Companies Act of 1973, and is listed as a schedule 3A (National Public Entity) in terms of the Public Finance Management Act of 1999. The Agency is responsible for the existing national road network of 16 170 km, with an estimated asset value of over R220 billion.

The main activities of the Agency relates to financing, managing, controlling, planning, developing, maintaining and rehabilitating South Africa’s national road network, as provided for in the South African National Roads Agency Limited and National Roads Act of 1998.

1.4.2 Integration with IDP

The local government sphere must prepare a 5-year IDP as part of an Integrated system of planning and delivery, which serves as a frame for all development activities within the municipal area and which accordingly informs:

- the annual budget of the municipality;
- the budgets and investment programmes of all sector departments (national and provincial) which implement projects or provide services within the municipality;
- the business plan of the municipality;
- land-use management decisions;
- economic promotion measures;
- the local authority’s organizational set-up and management systems; and
- the monitoring and performance management system.

The linkages between the spheres of government should follow the principle of “mutual information flow and checks and balances”. The IDP with attached sector specific plans according to requirements has to be submitted to the MEC for local government for
assessment. This planning system will ensure that municipal planning and sectoral planning are:

- informed by the same legal and policy frameworks and macro strategies;
- mutually inform each other, and
- inform budgets and business plans of municipalities, provincial and national departments.

### 1.4.3 The DITP in relation to the IDP process

**Table 1.1**, derived from the IDP Guide Pack as published by the Department of Provincial and Local Government (DPLG), provides an overview of what the ITP section of the IDP should include and address.

**Table 1.1: ITP Contents for Various IDP Phases**

<table>
<thead>
<tr>
<th>IDP PHASE</th>
<th>DESCRIPTION</th>
<th>ITP SECTION SHOULD INCLUDE THE FOLLOWING:</th>
</tr>
</thead>
</table>
| I         | Analysis    | o Provide a summarized assessment of the status quo of transport.  
|           |             | o Identify the key priority issues/ problem statements relating to transport and discuss briefly the nature/ dynamics/ causes of these priority/ problem issues. |
| II        | Strategies  | o Identify mid-term objectives for each priority issue identified in Phase 1 and then develop strategies (strategic options) for each priority issue. |
| III       | Projects    | From the abovementioned strategies, identify projects and for each project compile a project proposal which specifies the following:  
|           |             | o Project objectives and indicators for achieving these objectives;  
|           |             | o Project outputs, targets and locations;  
|           |             | o Project tasks/ activities, responsible agencies and timing;  
|           |             | o Project costs including budget estimates and sources of finance;  
|           |             | o Remarks, if any. |
| IV        | Integration | Work with the IDP Steering committee to ensure that projects:  
|           |             | o Are in line with strategic guidelines, objectives and resource frames;  
|           |             | o Reflect people’s priority needs;  
|           |             | o Are planned in a cost-effective manner;  
|           |             | o Can be implemented in a well coordinated manner; and  
|           |             | o Revise project proposals, if required. |
| V         | Approval    | o Part of the IDP approval process by Council. |
1.5 Liaison between WDM and other Planning Authorities

WDM was established in terms of the Constitution (Constitution Act No. 108 of 1996, as amended) as well as the Municipal Demarcation Act and the Municipal Structures Act. Among its functions is municipal planning and municipal public transport services. Emanating from the mandate of the Constitution the Municipal Structures Act (No. 117) of 2003 was developed and state in section 81(1)(a) that DMs should prepare Integrated Development Plans (IDPs). WDM municipality is classified as a Type 1.2 Planning Authority and it is therefore required to prepare a DITP.

According to Figure 1.2, the roles and responsibilities of the Official in charge of Transport at the WDM need to ensure the following:

- Public transport facilities of all modes are of acceptable standards for the travelling public;
- Intermodal facilities and public transport networks are optimally utilised;
- Vehicle operation frequencies should be within the public transport operation norm;
- Frequent meetings with public transport operators with a view to plan efficient passenger transport operations;
- Facilitation and coordination of all Local Integrated Transport Planning within the jurisdiction of WDM;
- Liaison and planning with neighbouring DMs with a view to enhancing Inter-Municipal and Provincial Public Transport operations;
- Frequent liaison with the Integrated Development Planning steering Committee with a view to effecting inputs on transport related matters; and
- Frequent liaison with the Limpopo Department of Roads and Transport (LDRT) on public transport planning matters.
Figure 1.2: Liaison between WDM and other Planning Authorities.

The Official in charge of transport in Waterberg needs to ensure the efficient coordination of the LITPs from respective local municipalities as shown in Figure 2 above. Type 3 Planning Authorities are the Local Municipalities and they are required to prepare Local Integrated Transport Plans. The LITPs are the least comprehensive of the three and they are incorporated or summarised within the relevant DITPs.

1.6 Liaison between WDM and adjacent Municipalities

Section 19(1) of the National Land Transport Act, Act No. 5 of 2009 further states

“where there are significant movements between two or more adjacent municipalities, they may establish an inter-municipality forum in terms of section 28 of the Intergovernmental relations Framework Act, 2005 (Act No. 13 of 2005) to coordinate their functions in terms of this Act and to ensure that their Integrated transport plans take account of such movements”

Due to the fact that there are significant transport movements between the WDM and the Province of Gauteng (City of Tshwane) and the North West (Bojanala District Municipality), it makes it justifiable to establish an inter-municipality forum to ensure that the ITPs of such adjacent municipalities take account of the public transport movement density.
1.7 Waterberg Population Statistics

WDM includes the local municipalities of Thabazimbi; Modimolle; Lephalale; Mookgopong; Mogalakwena; Bela-Bela. The DM area is mostly rural, and a lesser percentage of the population resides in urban areas. The population of WDM is approximately 614 041, and the approximate population per Local Municipality is in Table 2 below:

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>Population</th>
<th>No. Of Households</th>
<th>Employed</th>
<th>Unemployed</th>
<th>Living below MLL %</th>
<th>Physical Disabled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bela-Bela</td>
<td>36901</td>
<td>22237</td>
<td>12279</td>
<td>14371</td>
<td>6965</td>
<td>51</td>
</tr>
<tr>
<td>Lephalale</td>
<td>14810</td>
<td>82531</td>
<td>23401</td>
<td>28673</td>
<td>5274</td>
<td>71</td>
</tr>
<tr>
<td>Modimolle</td>
<td>32501</td>
<td>28468</td>
<td>17536</td>
<td>22799</td>
<td>6992</td>
<td>55</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>123417</td>
<td>192476</td>
<td>68010</td>
<td>37089</td>
<td>33698</td>
<td>55</td>
</tr>
<tr>
<td>Mookgopong</td>
<td>20862</td>
<td>4622</td>
<td>6977</td>
<td>11196</td>
<td>2647</td>
<td>54</td>
</tr>
<tr>
<td>Thabazimbi</td>
<td>29276</td>
<td>37417</td>
<td>20280</td>
<td>26249</td>
<td>7045</td>
<td>59</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>257767</strong></td>
<td><strong>367751</strong></td>
<td><strong>148483</strong></td>
<td><strong>140377</strong></td>
<td><strong>62621</strong></td>
<td><strong>7167</strong></td>
</tr>
</tbody>
</table>

*Source: Statistics South Africa 2001*

The preparation of this DITP is the responsibility of the WDM and should be within the requirements as contained in the PLTF. The planning costs for the preparation of the DITPs are incurred by the District itself and should approach the Province for the reinforcement of capacity when a need arises. An agreement to this effect should be entered into with the Province on the basis that the DITP will be prepared in accordance with the Minimum Requirements for the Preparation of an ITP as gazetted, and within the agreed programme. The WDM should in essence take an undertaking to facilitate the preparation of the LITPs within the area of its jurisdiction.

1.8 Proposed Integrated Transport Steering Committee

Section 16 (1) of the National Land Transport Act, Act No. 5 of 2009, states:

“A planning authority may establish a land transport advisory board with representation from government and the private sector, to advise it in relation to land transport matters.”

It is proposed that the Integrated Transport Steering Committee for WDM be constituted as follows:

i. Rep from IDP Subcommittee X1 (Chairperson);
ii. Rep from Local Economic Development (LED) sub-committee X1 (Deputy chairperson);
iii. Senior Transport Officer WDM X 1 (Secretary);
iv. Rep from each Local Municipality X 6;
v. Ex-Officio member of Limpopo Roads and Transport; and
vi. Rep from the private sector.

The proposed coordination structure or committee should contribute towards the provision of effective, transparent, accountable and coherent Integrated transport planning within the Province of Limpopo and WDM in particular. The establishment of this structure would be in line with Chapter 4 of the Municipal Systems Act, 2000 (Act 32 of 2000) which provides for community participation. It is required that every municipality develops a culture of municipal governance that complements formal representative government with a system of participatory governance. Municipalities should further encourage and create conditions for local community participation in the preparation and review of their Integrated Transport Plans.

It can be concluded that the Limpopo Provincial Land Transport Framework must have a chapter on coordination measures and structures that serve to guide DMs on transport planning matters.

1.9 Location of WDM in relation to Limpopo Province’s Spatial Development Initiative

The spatial distribution of flagship projects from the economic development strategy and the settlement clusters from the Spatial Rationale reveals three development corridors in the Limpopo province. These development corridors are the Trans-Limpopo Corridor along the N1 national road bisecting the Province, the Dilokong Corridor from Polokwane through Sekhukhune District and the East West Corridor from Polokwane via Lephalale to Botswana. Figure 1.3 below shows the position WDM in relation to Limpopo Province’s Spatial Development Initiative.
The crafting of the then Integrated Transport Plan was preceded by the data collection process called “Current Public Transport Record” and the aim of the process was to have an idea as to what was the current situation in the District in terms of the public transport movement. There is however a need to conduct an extensive integrated transport planning study which, if executed, could give an indication of potential spatial development initiatives available to trigger potential demand for transport in the area.
Chapter layout

Chapter 1- Deals with the introduction to District Integrated Transport Planning (DITP)

Chapter 2- Sets the scene for the District Municipality by outlining the Vision, Mission and Strategic Objectives.

Chapter 3- Presents the status quo of the transport system in Waterberg and is referred to as the “Transport Register”.

Chapter 4- Introduces what is referred to as the Operating License Strategy (OLS)

Chapter 5- Gives a Rationalisation Plan

Chapter 6 - Deals with the identification and assessment of transport needs

Chapter 7- Summarises the status of all Local Integrated Transport Plans (LITP’s) within the jurisdiction of the Waterberg District Municipality

Chapter 8- Deals with the funding strategy and implementation programme and budget.
(Nations with a vision of their own future are powerfully enabled. Those without vision are at risk) (Charlton, 1993:50)

Schematic Chapter Outline
2.1 INTRODUCTION

The success of this District Integrated Transport Plan (DITP) depends on setting out a clear vision, specific aims and objectives for the Waterberg District Municipality (WDM). Simply stated, a Vision is a picture, target or goal of the future that is realistic, credible and consequently better than the present. It can be referred to as a commonly shared view of future conditions. Before a vision for the Waterberg District Municipality can be outlined, it is appropriate to understand the standpoint of the Constitution of South Africa with respect to transport planning. The Constitution sets out the division of responsibility between the different spheres of government. Specific functions are identified in Parts B of Schedule 4 and 5 of the Constitution as the competence of municipalities. In particular, Schedule 4, Part B, includes the Functions of “Municipal Planning” and “Municipal Public Transport”, Schedule 5, Part B, lists “Municipal Roads” and “Traffic and Parking” as Municipal Functions.

The Constitution recognizes the principle of subsidiarity and requires in Section 156, the assignment of Functions in Schedules 4 and 5 to the lowest sphere where such functions can be most effectively administered. A municipality therefore has the constitutional responsibility to carry out planning for any function assigned to it, including the planning of transportation infrastructure, systems and services which it is responsible for.

The success of this ITP will depend entirely on a positive support of the WDM’s Transport Vision. The vision should in essence reflect the future of the DM and should inspire each official to commit themselves to action.

2.2 Purpose of vision

The purpose of a vision is to create an attractive future that motivates people and enables individuals to find their own roles within the organisation, and which helps the people to engage in a creative and purposeful venture. A vision further helps to get the people’s attention and to provide a sense of focus as to where the organisation is going.

*The vision statement for transportation in a transport area should be formulated within the framework of the White Paper on National Transport Policy, 1996 as well as any other approved national and provincial transport policy, where this is available, and local policy and strategies.*
The Estimates of National Expenditure (2011:825) explicitly point out the total budget that has been made available for Integrated Transport Planning at national level. The allocation is in response to the Vision, Strategic objectives and strategies crafted at national level stretching over the Medium Term Expenditure Framework (MTEF) of 2011/12, 2012/13, 2013/14. Figure 2.1 sketches the inter-sphere transport planning relation showing how National Transport Vision influences strategic objectives and strategies throughout the provincial level and down to the district municipality level of government.
2.3  **Hierarchy of Transport Vision**

![Image of Hierarchy of Transport Vision]

**National Transport Vision**

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.

**Provincial Transport Vision**

Quality transport infrastructure and services for all.

**Municipal Transport Vision**

To be a caring and responsive Municipality with excellent service delivery, sustainable development and prospering people.

*Figure 2.2. Hierarchy of Transport Vision*

2.4  **National Transport Vision**

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

*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.*

2.4.1  **National Transport Objectives (ITP for 2011 MTEF)**

The purpose is to manage and facilitate national strategic planning for new projects, formulate national transport policy and strategy, coordinate international as well as inter-sphere relations.

2.4.1.1  **Customer-based Strategic Objectives**

To ensure that passenger transport services address user needs, including those of

- Commuters;
- Pensioners;
- the elderly;
• scholars;
• the disabled;
• tourists; and
• long distance passengers.

The overriding national policy principle states that transport users should not spend more than 10 percent of their disposal income on transport.

2.4.1.2 National Transport Strategies

• Increase rail efficiencies and ensure the seamless and integrated movement of cargo by developing appropriate corridor mapping tools;
• Develop appropriate institutional and regulatory frameworks that will enhance and promote the participation of the second economy players in the mainstream economy;
• Encourage private sector participation and investment by developing policies to address transport planning and freight logistics;
• Support an effective and efficient transport system by developing a transport performance indicator database by 2012 that will assist in measuring the economic performance and impact of the sector; and
• Improve the impact of transport projects by coordinating and managing the total lifecycle of projects and maintaining effective monitoring, evaluation and reporting systems on an ongoing basis.

2.4.1.3 National Rail Transport Objectives

• Direct effective and sustainable urban rail transport and freight rail movement based on competition and private sector participation by providing a policy and regulatory environment by 2011;
• Close collaboration with stakeholders resulting in an increase in cargo moved by branch lines to 8 million tons by 2014;
• Promote local rail industry development by progressively increasing local content over the procurement period in the manufacturing or assembly of rolling stock and rail infrastructure by 2013/14; and
• Increase the mobility and accessibility of rail transport by facilitating the devolution of rail operational subsidies to the local government sphere and service level planning by April 2012.
2.4.1.4 National Road Transport Objectives

- Facilitate the rehabilitation of roads by supporting the upgrading of 2156km of coal haulage roads;
- Improve the condition of provincial roads by reducing those in poor condition through a targeted maintenance program across Provinces;
- Contribute to halving unemployment by promoting industry development and labour intensive methodologies to create 70,000 fulltime equivalent jobs in the roads sector by 2011/12;
- Support the implementation of the road infrastructure strategic framework by ensuring the use of updated road asset management systems in all provinces by 2013; and
- Improve rural access to road transport by assisting municipalities in developing non-motorised infrastructure in 21 District Municipalities by 2014.

2.4.1.5 National Roads Agency Limited Strategic Objectives

- Ensuring the continuous maintenance of the road network through routine maintenance;
- Resurfacing;
- Strengthening and improvement contracts;
- Use of a comprehensive asset management system through which all project budget allocations occur;
- Ensuring that the optimum maintenance strategy is selected for each road section;
- Ensuring that the road network is maintained at an adequate level of service for the funding available; and
- Institute prudent spending policies for administrative and overhead costs.

2.4.1.6 National Public Transport Objectives and Strategies

- Improve public transport access and reliability by developing norms and standards to support the development of Integrated public transport networks;
- Ensure efficient and effective public and tourism transport by establishing the National Public Transport Regulator as required by the National Land Transport Act of 2009;
- Increase the equity ownership and broad based black empowerment in the public transport sector by implementing the industry development model to empower 20 percent of taxi operators;
• Align and integrate the taxi recapitalisation programme with national and provincial rail services, metropolitan rapid public transport corridor services and provincial bus services by redefining the taxi recapitalisation project by 2013; and

• Ensure integrated and optimised public transport services by facilitating the development of integrated rapid public transport networks and feeder and distribution systems in five municipalities by 2014.

2.5 Provincial Transport Vision

Quality transport infrastructure and services for all.

2.6 Transport Mission Statement for the Limpopo Province

To provide safe, sustainable and integrated transport infrastructure and services for the promotion of socio-economic development.

• It is worth noting that there is compatibility between the National Vision and the province’s reason for the existence, hence the emphasis on:

  • Safety

  • Sustainability and integration of transport infrastructure.

The Limpopo Department of Roads and Transport (LDRT) strives to address the problems identified by the Moving South Africa Strategy Document (1999) which states:

“The South African transport system is inadequate to meet the basic accessibility needs (to work, health care, schools, shops), and many developing rural and urban areas. In order to meet basic accessibility needs, the transport services offered must be affordable to the user. The transport system will aim at minimising the constraints to the mobility of passengers and goods, maximising speed and service, while allowing customers choice of transport mode or combination of transport modes where it is economically and financially viable to offer a choice of modes. This demands a flexible transport system and transport planning process that can respond to customer requirements, while providing on-line information to the user to allow choices to be made. It also requires infrastructure to be tailored to the needs of the transport operators and end customers”.
2.7 Provincial Transport Objectives

The Limpopo Provincial Transport Objectives are:

- To develop, co-ordinate, implement, and manage an Integrated, multi-modal transport system;
- To act as a catalyst for social upliftment and economic growth;
- To ensure that the system is balanced, equitable, and non-discriminatory; and
- To ensure that the system is reliable, effective, efficient, safe, accessible, affordable, and environmentally friendly

2.7.1 Provincial Transport Strategies

The Limpopo Provincial Transport Strategies are as follows:

- Ensure that rail efficiencies and seamless Integrated movement of cargo are increased by developing appropriate corridor mapping tools;
- Develop appropriate institutional and regulatory frameworks that will enhance and promote the participation of the SMMEs and BEE in transportation projects;
- Encourage private sector participation and investment by developing policies to address transport planning and freight logistics;
- Support an effective and efficient transport system by developing a transport performance indicator database by 2012 that will assist in measuring the economic performance and impact of the sector; and
- Improve the impact of transport projects by coordinating and managing the total lifecycle of projects and maintaining effective monitoring, evaluation and reporting systems on an ongoing basis.

2.7.2 The Customer-based Strategic Objectives

To ensure that passenger transport services address user needs, including those of

- Commuters;
- Pensioners;
- the elderly;
- scholars;
- the disabled;
- tourists; and
- long distance passengers.
The overriding National Policy Principle states that transport users should not spend more than 10 percent of their disposal income on transport.

### 2.7.3 Rail Transport Objectives

- Direct effective and sustainable rail transport and freight rail movement based on competition and private sector participation;
- Close collaboration with stakeholders resulting in an increase in cargo moved by branch lines; and
- Increase the mobility and accessibility of rail transport by establishing inter-modal facilities and enable the local government sphere to execute Integrated transport planning.

### 2.7.4 Road Transport Objectives

- Facilitate the rehabilitation of roads by supporting the upgrading of coal haulage roads;
- Improve the condition of provincial roads by reducing those in poor condition through a targeted maintenance program across Provinces;
- Contribute to halving unemployment by promoting industry development and labour intensive methodologies to create fulltime equivalent jobs in the roads sector;
- Support the implementation of the road infrastructure strategic framework by ensuring the use of updated road asset management systems in the Limpopo Province; and
- Improve rural access to road transport by assisting municipalities in developing non-motorised infrastructure.

### 2.7.5 Roads Agency Limpopo Strategic Objectives

- Ensuring the continuous maintenance of the road network through routine maintenance;
- Resurfacing;
- Strengthening and improvement contracts;
- Use of a comprehensive asset management system through which all project budget allocations occur;
- Ensuring that the optimum maintenance strategy is selected for each road section;
- Ensuring that the road network is maintained at an adequate level of service for the funding available; and
- Institute prudent spending policies for administrative and overhead costs.
2.7.6 Public Transport Objectives and Strategies

- Improve public transport accessibility and reliability by developing inter-modal facilities at strategic positions to facilitate seamless and Integrated public transport systems;
- Ensure efficient and effective public and tourism transport by establishing the Provincial Regulatory Entity as required by the National Land Transport Act of 2009;
- Increase the equity ownership and broad based black empowerment in the public transport sector by implementing the industry development model to empower 20 percent of taxi operators;
- Align and integrate the taxi recapitalisation programme with national and provincial rail services and provincial bus services; and
- Ensure Integrated and optimised public transport services by facilitating the development of Integrated rapid public transport networks and feeder and distribution systems in the District Municipality of Limpopo.

2.8 District Municipality Vision

The Vision of the Waterberg District Municipality is:

“To be a caring and responsive Municipality with excellent service delivery, sustainable development and prospering people”.

2.9 MISSION of the Waterberg District Municipality

The Mission of the Waterberg District Municipality is:

The Waterberg District Municipality will through an inclusive and participatory process;
“establish the needs of its community and by striving to render effective, efficient, and sustainable services, while facilitating socio-economic development in order to ensure a better life for all”.
2.9.1 District Transport Objectives

- To find alternative funding sources for economically non-viable routes;
- To provide safe learner transport;
- To provide public transport on pension pay-out days;
- To provide transport that is suitable for the physically challenged;
- To have emergency transport on call;
- To maintain all district roads to acceptable pavement conditions;
- To improve the district road network to address accident hot spots, to improve traffic flow and to give preference to public transport where appropriate;
- To maintain public transport facilities to high levels of cleanliness and to maintain the condition of infrastructure at acceptable engineering and architectural standards;
- To construct new, or to upgrade existing public transport facilities in relation to the need and demand for additional capacity;
- To upgrade the status of pedestrians in certain areas of a town through the provision of safe crossings and sidewalks;
- To encourage non-motorised transport projects such as the Bicycle Empowerment Network;
- To appoint a transport planner for the WDM, who should ensure that statutory transport planning requirements are fulfilled and who can manage transport funding.
- Job creation through the development of the transport system;
- To make the transport system easily accessible for tourists and visitors to the district; and
- To promote BEE and SMME development in the planning, maintenance and upgrading of the transport system.
2.9.2 District Transport Strategies

- Regulate and control the public transport system;
- Provide public transport options for rural communities;
- Upgrade and maintain transport infrastructure (roads and public transport facilities);
- Promote non-motorised transport;
- Improve and integrate transport planning;
- Develop transport as an economic growth tool;
- Safety; speed, time;
- Operate an Integrated transport system;
- Public transport system subsidized and also making use of commercial contracts; and
- Law enforcement in relation with operating licences.

2.10 Transport Policy Principles in the Limpopo Province

- Social needs and Priorities – emphasis should be placed on the social needs of the disadvantaged communities, especially those in rural and other under-developed areas;
- Role of Government and the Private Sector – The limited ownership profile of the transport providers requires restructuring in order to broaden and democratise the current dispensation. There is need to ensure wider participation by the disadvantaged communities in the provision and maintenance of the transport system;
- Economic – the transport sector should be aimed at increased employment of the workforce;
- Financial Framework – the extent of subsidisation for public transportation and funding for infrastructure, and the priority and funding balance between them;
- Financial Framework – the affordability problem for both the passengers in terms of fare levels and for the Government in terms of the budget requirements; and
- Land Transport service provision – Subsidised services or any transport service for which public transport permits are required, should only be within the framework of an approved transport plan.
2.10.1 Limpopo Integrated Rural Development Framework

One of the mechanisms to achieve sustainable modal integration is to ensure that the provision of public transport is business driven and based on sound business principles.

Rural areas are defined as the sparsely populated areas in which people farm or depend on natural resources, including the villages and small towns that are dispersed through these areas. They include the large settlements in the former homelands created by Apartheid removals, which depend for their survival on migratory labour system and remittances. They are characterised by high level of poverty and economic underdevelopment. These areas should serve as the immediate focus of rural development.

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

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

2.10.2 Strategies Based on Policy

- Provide effective financial and economic support to public transport;
- Promote the most cost-effective mode of transport;
- To introduce subsidy mechanisms that will encourage the business sector to create employment opportunities closer to residential areas;
- Implement measures to promote shorter travelling distances;
- Implement incentives to operators for affordable tariffs;
- Focus on prioritised economic activity nodes and transport nodes in the transport plans;
- Identify minimum service levels of the public transport services serving economic activity nodes;
- Identify and award sustainable bus contracts;
- Use financial and economic support measures to promote sustainability in the bus industry;
- Develop a holistic and Integrated funding strategy focusing on maximising the transport budget from the Provincial allocation, and by achieving efficiency gains through better utilisation of available funds; and
• Explore the possibility of additional funding sources.

### 2.10.2.1 Capacity and Skills Development

• Training of officials in Integrated Transport Planning and Land Use Planning;
• Recruitment of Transport Planners and Engineers; and
• Procurement of consulting engineering services for consistent and continuous advice and random projects.

### 2.10.2.2 Address Service Backlog

• Motivate subsidised public transport coverage in the WDM with the objective of reducing the cost of travel;
• Install public transport infrastructure such as shelters in inter-modal facilities; and
• Upgrade road infrastructure and streets between residential and business nodes.

### 2.10.2.3 Road Safety

• Develop a Central Communications Centre for Incident Management;
• Road Safety audits;
• Addressing hazardous locations;
• Motivate law enforcement at strategic locations; and
• Education and communication campaigns.

### 2.11 Conclusion

It can be concluded that the National Transport Vision makes particular emphasis on the user requirements that should be provided by the transport system at all spheres of government. The WDM takes cognisance of the safety and reliability aspect emphasised by both the National and Provincial level of government. However, the Municipality commits itself to “a caring and responsive Municipality with excellent service delivery, sustainable development and prospering people”. An efficient and effective transport system should be customer centred, “put people first” or adopt the “Batho Pele Principles” and be able to address the needs of customers such as:

• commuters,
• pensioners,
• the elderly,
• scholars,
• the disabled,
• tourists, and
• long distance passengers.

The vision can be as vague as a dream, or as precise as goal or mission statement. As long as it serves the original purpose of “getting people’s attention and focusing the attention on the future in a way that energises them” then it is the right thing to do! (Charlton, 1993:51)
CHAPTER 3
TRANSPORT REGISTER

Schematic Chapter Outline

1 INTRODUCTION
2 TRANSPORT VISION
3 TRANSPORT REGISTER
4 OPERATING LICENCE STRATEGY
5 RATIONALISATION PLAN
6 TRANSPORT NEEDS
7 SUMMARY OF LITP’s
8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME
3.1 INTRODUCTION

This section of the District Integrated Transport Plan contains a brief description of the Transportation System/register in the WDM. The major public transport services relevant to the investigation are bus and taxi operations, and are addressed in detail in the Rationalisation Plan and Operating License Strategy respectively. There are no commuter rail services in the Waterberg District Municipality. The Integrated Transport Plan under review is relevant for the period from 2006 to 2011, and the five-year implementation plan and budget will be reviewed annually. The information was obtained from the Current Public Transport Record (CPTR) data collected in 2006 and other planning documents from the Waterberg District Municipality. This section of the District Integrated Transport Plan contains a brief description of the public transport system (supply and demand) in the Waterberg District Municipality area of jurisdiction. It is worth to note that this section does not attempt to duplicate the CPTR but provide a summary of the findings.

SECTION A: SUPPLY INFORMATION

3.2 State of the Roads

Roads in the Waterberg District Municipality are adequately connected with National, Provincial, and District Roads. The primary route network includes the N1, N11, R518, R572, R33, R510, R516, and the R101 (See Annexure A Figs 7.1; 7.2 & 7.6) However, there is no direct route connecting the Limpopo Province and the North-West Province. There is concern on the rapidly degrading of many roads due to the increasing economic activities in the District (increase in heavy vehicles with mining materials), and a lack of maintenance and rehabilitation.

In addition to the above roads, the local access roads are gravel and predominantly utilised by buses and taxis. The condition of these roads is below standard. They require upgrading, improved storm water management, lighting, parking, and other road furniture. There are also internal village streets and these are generally in a bad state. Once the major roads have undergone general upgrading, attention can be given to the upgrading of the minor roads. The WDM provides a budget in the IDP for roads but it is not based on a road prioritisation plan and management system.
There is no pavement management data, traffic data, etc. to prioritise the upgrading of roads. However, the Road Agency Limpopo (RAL), South African National Roads Agency Limited (SANRAL), Limpopo in Motion, Limpopo 2020 Infrastructure Study, Public Transport Plan, and correspondence with the Transport Forum realised a list of roads that should be prioritised.

WDM has a total road distance of 21,938km of which only 16% or 3,555km are surfaced. However, most of the roads in the proclaimed towns are surfaced but are not necessarily in a good condition. Unpaved roads in rural towns and most of the district roads are in a relatively good condition. One should note the fact that there are a number of road building and surfacing projects in progress. This will improve accessibility and mobility of people in general.

Table 3.1: Road length and surface

<table>
<thead>
<tr>
<th></th>
<th>Paved</th>
<th>Unpaved</th>
<th>Total:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Km</td>
<td>%</td>
<td>km</td>
</tr>
<tr>
<td>Thabazimbi</td>
<td>573</td>
<td>23%</td>
<td>1,916</td>
</tr>
<tr>
<td>Mookgopong</td>
<td>413</td>
<td>17%</td>
<td>1,998</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>787</td>
<td>12%</td>
<td>5,571</td>
</tr>
<tr>
<td>Modimolle</td>
<td>403</td>
<td>15%</td>
<td>2,349</td>
</tr>
<tr>
<td>Lephalale</td>
<td>944</td>
<td>16%</td>
<td>4,976</td>
</tr>
<tr>
<td>Bela Bela</td>
<td>434</td>
<td>22%</td>
<td>1,572</td>
</tr>
<tr>
<td>WDM total</td>
<td>3,555</td>
<td>16%</td>
<td>18,383</td>
</tr>
</tbody>
</table>
3.2.1 Transport Network in the Waterberg District Municipality

The N1 links the municipal area to key axis through the province linking all centres North and South of the WDM area. The fact that the N1 bypasses the main urban centres, excludes the municipal area from fully benefiting from passing traffic although it remains the key national and regional links to the eastern part of the district area. The N11 passes only through Mokopane and provides an important link with the north western part of the province and Botswana. The general impact on the area is small. Locally it only serves the mines north of Mokopane. The route carries a substantial number of heavy vehicles which causes problems in Mokopane. There is a proposal to reroute the N1 past Mokopane. The link between

![Transport network in the Waterberg District Municipality](image-url)
Modimolle, Vaalwater and Lephalale is substandard in terms of its function as a major link from the N1 to Lephalale. The extent of heavy vehicles that services the development in Lephalale causes problems and leads to deteriorating road conditions and dangerous driving conditions. The conditions on this road can largely be attributed to the bad condition of the link to Lephalale via Thabazimbi over Brits (Madibeng) and Beestekraal. This link should be a logical route to serve the western parts of the area but it is substandard and cannot fulfil its function. It is not within the ambit of the WDM to resolve these issues but they should put pressure on the Provincial Road Agency to address this matter in cooperation with their counterparts in Gauteng.

3.2.2 Corridors

In the interest of regional development, the Province has initiated the Spatial Development Initiatives (SDI) to attract infrastructure and business investments in economically potential areas. Corridors are spatial areas that offer advantages to mining, manufacturing and other businesses. The most important development corridor is the East-West and Rustenburg SDI which are closer to Waterberg.

Within the Waterberg District Municipality area, there are a number of corridors found in Lephalale and Mogalakwena. Within the municipal areas there are business investment in the sector of platinum and coal mining. The business investments that exist within the area require investment on road infrastructure as there will be increase on activities.

Table 3.2: Public Transport Corridors in the Waterberg District Municipality

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>Town</th>
<th>Corridor</th>
<th>Corridor Length</th>
<th>Ave. daily passengers per direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lephalale</td>
<td>Kopanang</td>
<td>R561 Setateng to Kopanang</td>
<td>40km</td>
<td>11 109</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R572 Rietfontein Route to Kopanang</td>
<td>60km</td>
<td>13 315</td>
</tr>
<tr>
<td></td>
<td>Marapong to Kopanang</td>
<td></td>
<td>27km</td>
<td>11 473</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>Mokopane</td>
<td>N11 Tshamahansi to Mokopane</td>
<td>25km</td>
<td>14 800</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>Mokopane</td>
<td>R101 Mahlwelereng to Mokopane</td>
<td>14km</td>
<td>12 600</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>Mokopane</td>
<td>R518 Mmalepetleke to Mokopane</td>
<td>25km</td>
<td>21 000</td>
</tr>
</tbody>
</table>

The Spatial Development Initiative has not only the domestic spatial element but also a Southern African Development Community (SADC). According to the Local Economic Growth and Development Plan (LEGDP), the most attractive form of investment in this
context would be the Foreign Direct Investment (FDI). The marketing of the Province and the district may attract foreign investors to come and build a social and economic infrastructure.

3.3 **Public Transport**

Car ownership within the District area is low and commuters depend on public transport. Further, the mobility of communities is a serious concern. The majority of the population within the WDM walk and mostly use public transport services (bus and taxi operations). According to previous surveys, Taxis emerged as the most utilised public transport service in the district.

3.3.1 **Taxi Operations**

Within Waterberg District Municipality, there are several factors determining the nature, the distance, and utilisation of routes and operational methods of the taxi industry. Among other factors is the location of towns and villages, dominant economic activities in the area and employment status within Waterberg District Municipality. As a result of these factors, operation of the taxi industry in certain areas and the type of service provided are irregular – i.e. use is sometimes made of certain routes as a result of demand and the pavement conditions of the road. In mining areas such as Northam and Thabazimbi for example, certain routes particularly the long distance routes are provided on certain Fridays, month-end and long-weekends.

On the basis of the survey conducted, 140 taxi routes were identified in the Waterberg District Municipality. **Table 3.3** provides the number of routes per Local Municipality and its surface conditions.

**Table 3.3 Number of taxi routes by local municipality**

<table>
<thead>
<tr>
<th>LOCAL MUNICIPALITY</th>
<th>TOTAL NUMBER OF ROUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bela-Bela</td>
<td>13</td>
</tr>
<tr>
<td>Modimolle</td>
<td>8</td>
</tr>
<tr>
<td>Mookgopong</td>
<td>2</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>64</td>
</tr>
<tr>
<td>Lephalale</td>
<td>12</td>
</tr>
<tr>
<td>Thabazimbi</td>
<td>41</td>
</tr>
<tr>
<td><strong>TOTAL FOR WDM</strong></td>
<td><strong>140</strong></td>
</tr>
</tbody>
</table>

*Source: Waterberg District Municipality: 2007*
The Tables below indicate the 4 main taxi ranks and the respective route utilisation per route per survey period. The survey time was taken at the peak period in the morning (06:00 – 08:00) and the afternoon (16:00 – 18:00) and for comparison purposes the survey time was kept consistent with the 2004 Operating Licence Strategy.

**Table 3.4: Shoprite Taxi rank: Mokopane**

<table>
<thead>
<tr>
<th>Route</th>
<th>No of seats</th>
<th>No of pass</th>
<th>% Utilisation</th>
<th>No of Trips</th>
<th>Unique Taxis</th>
<th>Average trip/taxi</th>
<th>Survey time¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mapela (Mmakgosing)</td>
<td>126</td>
<td>117</td>
<td>93</td>
<td>8</td>
<td>8</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Mosesetjane</td>
<td>103</td>
<td>103</td>
<td>100</td>
<td>7</td>
<td>7</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Seleka</td>
<td>48</td>
<td>45</td>
<td>94</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Sterkfontein</td>
<td>32</td>
<td>30</td>
<td>95</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Mokomolle</td>
<td>63</td>
<td>60</td>
<td>95</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Polokwane</td>
<td>60</td>
<td>60</td>
<td>100</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>AM</td>
</tr>
<tr>
<td>Pretoria</td>
<td>61</td>
<td>61</td>
<td>100</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>AM/PM</td>
</tr>
<tr>
<td>Bakenberg</td>
<td>64</td>
<td>60</td>
<td>94</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Mapela (Maboela)</td>
<td>135</td>
<td>136</td>
<td>101</td>
<td>10</td>
<td>10</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Zebediela</td>
<td>47</td>
<td>44</td>
<td>94</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Moleka</td>
<td>120</td>
<td>120</td>
<td>100</td>
<td>8</td>
<td>5</td>
<td>1.6</td>
<td>PM</td>
</tr>
<tr>
<td>Johannesburg</td>
<td>60</td>
<td>58</td>
<td>97</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>AM/PM</td>
</tr>
<tr>
<td>Sun Sloat</td>
<td>79</td>
<td>74</td>
<td>94</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Sterkwater</td>
<td>31</td>
<td>29</td>
<td>94</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Bela Bela</td>
<td>29</td>
<td>29</td>
<td>100</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>PM</td>
</tr>
</tbody>
</table>

**Table 3.5: Northam Taxi Rank: Thabazimbi**

<table>
<thead>
<tr>
<th>Route</th>
<th>No of seats</th>
<th>No of pass</th>
<th>% Utilisation</th>
<th>No of Trips</th>
<th>Unique Taxis</th>
<th>Average trip/taxi</th>
<th>Survey time¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rustenburg</td>
<td>59</td>
<td>57</td>
<td>97</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>AM/PM</td>
</tr>
<tr>
<td>Sefikile</td>
<td>85</td>
<td>85</td>
<td>100</td>
<td>6</td>
<td>6</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Platina</td>
<td>70</td>
<td>70</td>
<td>100</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Ramokoka</td>
<td>75</td>
<td>75</td>
<td>100</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Tumela</td>
<td>15</td>
<td>8</td>
<td>53</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Thabazimbi</td>
<td>45</td>
<td>45</td>
<td>100</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>AM/PM</td>
</tr>
<tr>
<td>Smashblock</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>7</td>
<td>7</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Moruleng</td>
<td>145</td>
<td>146</td>
<td>101</td>
<td>10</td>
<td>10</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Ditchaba</td>
<td>64</td>
<td>45</td>
<td>70</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>PM</td>
</tr>
<tr>
<td>Swartklip</td>
<td>75</td>
<td>73</td>
<td>97</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>PM</td>
</tr>
</tbody>
</table>

**Table 3.6: Caltex Taxi Rank: Mokopane**
<table>
<thead>
<tr>
<th>Route</th>
<th>No of seats</th>
<th>No of pass</th>
<th>% Utilisation</th>
<th>No of Trips</th>
<th>Unique Taxis</th>
<th>Average trip/taxi</th>
<th>Survey time¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sekgakgapeng</td>
<td>207</td>
<td>195</td>
<td>94</td>
<td>13</td>
<td>13</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Hospital View</td>
<td>240</td>
<td>240</td>
<td>100</td>
<td>16</td>
<td>16</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>RDP</td>
<td>300</td>
<td>300</td>
<td>100</td>
<td>20</td>
<td>20</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Mahwelereng</td>
<td>420</td>
<td>420</td>
<td>100</td>
<td>28</td>
<td>28</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Ga-Mokaba</td>
<td>120</td>
<td>120</td>
<td>100</td>
<td>8</td>
<td>8</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Moshate</td>
<td>235</td>
<td>220</td>
<td>94</td>
<td>15</td>
<td>15</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Masodi</td>
<td>173</td>
<td>162</td>
<td>94</td>
<td>11</td>
<td>11</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Tshamahanzi</td>
<td>250</td>
<td>234</td>
<td>94</td>
<td>16</td>
<td>16</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Ga-Madiba</td>
<td>231</td>
<td>217</td>
<td>94</td>
<td>14</td>
<td>14</td>
<td>1 PM</td>
<td></td>
</tr>
</tbody>
</table>

Table 3.7: WATA Taxi Rank: Bela Bela

<table>
<thead>
<tr>
<th>Route</th>
<th>No of seats</th>
<th>No of pass</th>
<th>% Utilisation</th>
<th>No of Trips</th>
<th>Unique Taxis</th>
<th>Average trip/taxi</th>
<th>Survey time¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nylstroom</td>
<td>31</td>
<td>19</td>
<td>61</td>
<td>2</td>
<td>2</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Lebothwane</td>
<td>46</td>
<td>45</td>
<td>98</td>
<td>3</td>
<td>3</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Old Location</td>
<td>266</td>
<td>270</td>
<td>102</td>
<td>18</td>
<td>18</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Leseding</td>
<td>386</td>
<td>362</td>
<td>94</td>
<td>25</td>
<td>24</td>
<td>1.04 PM</td>
<td></td>
</tr>
<tr>
<td>Cyferskuil</td>
<td>47</td>
<td>47</td>
<td>100</td>
<td>3</td>
<td>3</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Hammanskraal</td>
<td>32</td>
<td>34</td>
<td>106</td>
<td>2</td>
<td>2</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Phake</td>
<td>25</td>
<td>13</td>
<td>52</td>
<td>2</td>
<td>2</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Seabe</td>
<td>64</td>
<td>60</td>
<td>94</td>
<td>4</td>
<td>4</td>
<td>1 PM</td>
<td></td>
</tr>
<tr>
<td>Nokaneng</td>
<td>48</td>
<td>45</td>
<td>94</td>
<td>3</td>
<td>3</td>
<td>1 PM</td>
<td></td>
</tr>
</tbody>
</table>

Based on the observations regarding the capacity utilization per route during the afternoon and morning peak periods, it can be concluded that on basically all the routes surveyed the taxis only does on average one trip during the observed peak period. This is clearly an indication that the industry cannot survive economically on the number of trips and could be an indication of an oversupply of taxis on these routes.

The majority of the routes are 100% utilised which confirms the notion that the taxi leaves the rank only when it is full.
3.3.1.1 Capacity Utilisation at Ranks

The information on ranks and the utilisation thereof, as contained in the CPTR was considered as part of an ongoing evaluation process of operations for the purpose of dealing with operating licence applications.

The number of bays available at ranks should ideally be compared with the highest number of vehicles parked simultaneously at the respective ranks during the day. This comparison gives an indication of rank capacity utilisation, mainly in the "off-peak" period.

Rank utilisation surveys were conducted every 15 minutes on a rank for a 12 hour period, usually from 06:00 to 18:00.

The figures below indicate the observed capacity utilisation at the four busiest (in terms of taxi numbers) formal ranks in the WDM. These figures should ideally have been compared against the design capacity of the rank. At the time of completing the ITP, the design information of the formal ranks was outstanding.

![Figure 3.2: Shoprite Taxi Rank: Mokopane](image)

The rank holds more than 40 vehicles at any time from 08:00 to 18:00.
Figure 3.3: Northam Taxi Rank: Thabazimbi

This rank already had minibus taxis inside the rank at 06:00 and at 18:00 there were more than 45 vehicles parked inside the rank.

Figure 3.4: Caltex Taxi Rank: Mokopane

The utilisation of this rank increased sharply after 7:30 and then steadily from 8:30 till it reached its peak of 80 vehicles at 18:00.
The utilisation of this rank increased steadily from 6:30 till 10:30. The peak utilisation is reached at 12:00 with 45 vehicles observed in the rank.

It is generally the rule that an operating licence should not be issued when a rank is operating at capacity. It is difficult to apply this criterion in the case of informal facilities.

Based on the information gathered and disposable the following is recommended:

- Applications for new operating licences may not be supported at the WDM if the rank that is to be used for operating the service as contemplated in terms of the application has a utilisation capacity of greater than 100%. The issuance of operating licences may be supported if the Waterberg District Municipality has the intention to increase the capacity of the rank in the near future.

### 3.3.1.2 Passenger Waiting Times

The passenger waiting time survey was conducted at the critical ranks as part of the process of updating the Operating Licence Strategy. This was not done in 2004.

The results obtained from the waiting time surveys should be considered as part of an ongoing evaluation process of operations for the purpose of disposing operating license applications.
The survey covered the following:

- Passenger waiting time in queue; and
- Passenger waiting time in stationary taxis.

If the passenger waits for a long time in the queue, it could be an indication of a high demand for the particular route or alternatively it could be that there is an under supply of minibus taxis on the route.

If the passenger waits for a long time in the vehicle, it is an indication that the demand is not very high or that there is an oversupply of minibus taxis on the route.

Waiting time surveys were conducted at 7 ranks throughout the District. The results are summarised in the tables below:

**Table 3.8: Caltex Taxi Rank: Mokopane**

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RDP</td>
<td>PM</td>
<td>0</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>PM</td>
<td>1</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Ga-Madiba</td>
<td>PM</td>
<td>0</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Moswate</td>
<td>PM</td>
<td>2</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Stailloop</td>
<td>PM</td>
<td>0</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Neil Park</td>
<td>PM</td>
<td>0</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Moshate Letsing</td>
<td>PM</td>
<td>1</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Masehlaneng</td>
<td>PM</td>
<td>5</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>Gamasheshane</td>
<td>PM</td>
<td>0</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Maleline 1, 2 &amp; 3</td>
<td>PM</td>
<td>0</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>
Table 3.9: Shoprite Taxi Rank: Mokopane

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zebediela</td>
<td>PM</td>
<td>4</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>Gatsvhaba</td>
<td>PM</td>
<td>3</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Strakewater</td>
<td>PM</td>
<td>3</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>Sun – Sloat</td>
<td>PM</td>
<td>10</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Sekuruwe</td>
<td>PM</td>
<td>12</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>Sterkfontein</td>
<td>PM</td>
<td>3</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Mokamore</td>
<td>PM</td>
<td>2</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>Seleka</td>
<td>PM</td>
<td>1</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>Mokopane</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Mosesetsane</td>
<td>PM</td>
<td>16</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Bakenberg</td>
<td>PM</td>
<td>4</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>Polokwane</td>
<td>PM</td>
<td>39</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>Pretoria</td>
<td>PM</td>
<td>16</td>
<td></td>
<td>31</td>
</tr>
</tbody>
</table>

Table 3.10: Mainline Taxi Rank: Modimolle

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alma Via Loubab</td>
<td>PM</td>
<td>4</td>
<td></td>
<td>56</td>
</tr>
<tr>
<td>Mabatlane</td>
<td>PM</td>
<td>7</td>
<td></td>
<td>46</td>
</tr>
<tr>
<td>Warmbath</td>
<td>PM</td>
<td>13</td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>Mokopane</td>
<td>PM</td>
<td>37</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Phomolong</td>
<td>PM</td>
<td>12</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Phagameng</td>
<td>PM</td>
<td>6</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>

Table 3.11: Ellerines Taxi Rank: Mookgopong

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botha</td>
<td>PM</td>
<td>60</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>Phalala</td>
<td>PM</td>
<td>75</td>
<td></td>
<td>75</td>
</tr>
<tr>
<td>Rondalia via Lekkerus</td>
<td>PM</td>
<td>60</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Zebediela</td>
<td>PM</td>
<td>58</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>Extention 3</td>
<td>PM</td>
<td>46</td>
<td></td>
<td>10</td>
</tr>
</tbody>
</table>
Table 3.12: Score Taxi Rank: Mokopane

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matlala</td>
<td>PM</td>
<td>1</td>
<td></td>
<td>27</td>
</tr>
</tbody>
</table>

Table 3.13: Big L Taxi Rank: Modimolle

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vaal Bank</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>47</td>
</tr>
<tr>
<td>Malebitsa</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>27</td>
</tr>
<tr>
<td>Katsibane</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>

Table 3.14: Northam Taxi Rank: Thabazimbi

<table>
<thead>
<tr>
<th>Destination</th>
<th>Distance</th>
<th>PM/AM</th>
<th>Average waiting time in queue (min)</th>
<th>Average waiting time in taxi (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rustenburg</td>
<td>PM</td>
<td>5</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Sefikile</td>
<td>PM</td>
<td>11</td>
<td></td>
<td>38</td>
</tr>
<tr>
<td>Platina</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>Ramokoka</td>
<td>AM</td>
<td>102</td>
<td></td>
<td>58</td>
</tr>
<tr>
<td>Ramokoka</td>
<td>PM</td>
<td>10</td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>Smashblock</td>
<td>PM</td>
<td>0</td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>Dichaba</td>
<td>PM</td>
<td>1</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Brits, PTA &amp; JHB</td>
<td>AM</td>
<td>15</td>
<td></td>
<td>225</td>
</tr>
<tr>
<td>Swartklip</td>
<td>AM</td>
<td>126</td>
<td></td>
<td>144</td>
</tr>
<tr>
<td>Swartklip</td>
<td>PM</td>
<td>2</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Sandfonteine</td>
<td>AM</td>
<td>38</td>
<td></td>
<td>130</td>
</tr>
<tr>
<td>Sandfonteine</td>
<td>PM</td>
<td>2</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Moruleng</td>
<td>AM</td>
<td>12</td>
<td></td>
<td>23</td>
</tr>
<tr>
<td>Moruleng</td>
<td>PM</td>
<td>1</td>
<td></td>
<td>17</td>
</tr>
</tbody>
</table>

The areas that are shaded in yellow could either be an indication of an oversupply of taxis with constant or declining demand. Those areas shaded in red denote an under supply of taxis or could be demand has risen since the previous survey.

The average waiting time in the taxi is much more than the average waiting time in the queue. This also serves as an indication of an oversupply of taxis as the passengers must
wait in the taxi for a long time before it could depart with presumably full capacity passengers.

3.4   Bus Operations in the WDM

Bus companies and sole proprietors who operate small fleets were contacted. Although some operators have operating permits, their services are by and large unscheduled. A combination of questionnaire and request for information was used to capture the bus information. Operators who could provide the following information were requested to do so:

- List of routes;
- Timetables;
- Vehicle registration numbers;
- Passenger statistics; and
- Tariff information.

Questionnaires for individual operators, similar to the ones discussed above, were used for other operators. This was for operations that were in the main unscheduled.

The road conditions are generally very poor, especially in the rural areas. Most villages in the Mogalakwena and Lephalale Local Municipalities are not accessible during wet weather. Such road conditions are a significant factor on the operating life of the rolling stock, operating costs, and level of service to the passenger.

The 2007 Waterberg District Municipality’s CPTR indicates a total of 9 bus terminals as reflected in Table 3.15 below.

Table 3.15: Total number of bus terminals per local municipality.

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>Total Number of Bus Terminals</th>
<th>Total Number of Formal Bus Terminals</th>
<th>Total Number of Informal Bus Terminals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bela-Bela</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Modimolle</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Mookgopong</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mogalakwena</td>
<td>4</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Lephalale</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Thabazimbi</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

3.5 Other modes of transport found in the District.

3.5.1 Rail Transportation

At present no commuter rail transport services are in operation in the Waterberg District Municipality. The whole rail network in the Province is owned by Transnet Freight Rail formerly known as Spoornet, serving only long distance passengers. The infrastructure is in relatively good condition and the rail stations in Mogalakwena, Modimolle, Bela-Bela and Pienaarsrivier are the main stations serving mainline passengers. The following lines cover the district:

- Modimolle - Mabatlane line. The line from Modimolle to Mabatlane covers a distance of 74 kilometres. This railway line had been traditionally used for the transportation of agricultural produce. Utilising the line for tourism should be considered more especially that there has been some interest expressed in the past to operate a steam train;

- Mookgopong - Zebediela line. The line from Mookgopong to Zebediela covers a distance of 84 kilometres and was used in the transportation of agricultural produce and citrus fruit such as oranges. In addition, passengers were often transported over weekends by special trains from Johannesburg;

- Northam - Thabazimbi and Lephalale line;

- Northam to Thabazimbi is a distance of more or less 46 kilometres. There are mining shafts near the following halts and stations:
  - Northam;
  - Tussenin;
  - Chromedale; and
  - Thabazimbi.

3.5.2 Light Delivery Vehicles (LDVs)

LDVs are generally used as public transport in all areas of Waterberg District Municipality, especially in remote rural areas and farming areas, such as GaSeleka and Steilloop. LDVs may be used as means of transport for scholars, but they have been rejected in some municipalities within the Waterberg District Municipality, particularly in Mogalakwena. The concern has been that, in terms of an accident, it looks very ugly. The option was to subsidise scholars who use either taxis or buses. However, LDVs may be used for conveying agricultural produce, not people.
3.5.3 Non-Motorised Transport (NMTs)

In some areas NMTs are used as an alternative mode of transport, especially in areas such as Mokopane, Steilloop, Modimolle, Bakenberg, Moshate and Tshamahanse etc. It should be noted that in some parts of the Waterberg District Municipality the NMTs have been formalised as a recognised mode of transport which is in line with intermodalism. It emerged during the consultation workshops that these modes of transport play a significant role in conveying goods and people and that it should be fully incorporated into the transport system of the district. However, there is a need for policy and strategy to promote the use of these modes.

3.5.4 Metered Taxi operations

Metered taxi operations have been identified as one of the significant operations in some municipalities such as Mogalakwena, particularly because of their complementary role they could play in providing transport during awkward hours. Trains from Gauteng and the surroundings drop people very early in the morning and late in the evenings. As a result, other unofficial transport providers take advantage and rob poor passengers who are stranded at that time. They either pay unreasonable amounts or they do not reach their destinations. Other Municipalities reject such operations, particularly in Thabazimbi. More information still needs to be gathered on meter taxi operations for inclusion in this report.

3.5.5 Learner Transport

At present there is official public transport system for learners available in certain municipalities which include Modimolle, Lephalale, Bela-Bela and Thabazimbi local municipalities. Urban learners rely on foot or by public transport, private transport, private school buses or privately arranged special transport to go to school.

What came out consistently in relation to leaner transport is that:

a) transport for learners should be affordable and subsidised;
b) public transport be made accessible to enable learners reach the educational institution on time;
c) non-motorised transport for learners be implemented;
d) They rejected LDVs as means of transport for learners; and
e) reduce the distance learners have to walk to and from school provide safe, reliable and affordable transport for learners.
3.5.6 Transport for People with Disability

From our observation; the current public transport system in WDM 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; and
f) Creating institutional and financial opportunities.

3.5.7 Summary of Transport Challenges

- Poor access roads;
- Recapitalisation of unroadworthy taxis;
- Accidents;
- Lack of transport facilities; and
- Conflicts among taxi owners.

SECTION B: PROCESS

3.6 Liaison based on the Status Quo

The most important line of communication with role players at grassroots level in the respective municipal areas is through the local transport forum. Any conflict between public transport operators and traffic officials should be brought to the local transport forum. The chairperson of the forum and the traffic and safety subcommittee would assist in resolving the conflict. This would benefit both parties, as they all have representatives in the forum.
The public transport operators could be informed at the local transport forum about the conduct that traffic officers could expect from them, and become involved in the traffic safety campaigns. The forum would play an independent role in any conflict that might arise between the public transport role players and the law enforcers, as the traffic department could not act simultaneously as the law enforcer and judge. Taxi conflict at local level would also be referred to the district as well as provincial Taxi Councils, for assistance.

This section sets out the liaison with the provincial Operating Licence Board, should take place, it gives a description of how communication between the WDM and the Board should be conducted in order to ensure the efficient processing of operating licence applications. Furthermore, it provides the standard documentation that is used when in correspondence with the Board.

In order to ensure effective communication between the Operating Licence Board and the respective local municipalities, the following communication structure is proposed:

a) If the application for an operating licence is for providing transport within the borders of the WDM, the application should be handled as follows:
   i) Application is addressed to the Limpopo Provincial Operating Licence Board;
   ii) The Provincial Operating Licence Board sends the application to the local municipality as well as the Limpopo Province Registrar of Taxis for comments and a copy to the WDM for the records;
   iii) The local transport forum assists the local municipality by giving comments;
   iv) Then the local municipality sends the comments of the municipality, including the comments of the local transport forum, to the Provincial Operating Licence Board for a final decision;
   v) A copy of the comments should also be forwarded to the WDM; and
   vi) The Provincial OLB informs the applicant about the final decision.

b) If the application for an operating licence is from other Limpopo districts, it should be handled as follows:
   vii) Application is addressed to the Limpopo Provincial Operating Licence Board;
   viii) The Provincial Operating Licence Board sends the application to the local municipality as well as the Limpopo Province Registrar of Taxis for comments and a copy to the WDM for the records;
ix) The local transport forum assists the local municipality by giving comments;
x) Then the Local Municipality sends the comments to the Provincial Operating Licence Board for a final decision;
xii) A copy of the comments should also be forwarded to the WDM; and
xii) The Provincial OLB informs the applicant about the final decision.

c) If the application for an operating licence is from any other South African province, it should be handled as follows:
xiii) Application is addressed to the applicant's Provincial OLB;
xiv) The applicant's Provincial OLB sends the application to the Limpopo Provincial OLB;
xv) Limpopo Provincial OLB sends the application to the Local Municipality as well as the Limpopo Province Operating Licence Board for comments and a copy to the WDM for the records;
xvi) The local transport forum assists the local municipality by giving comments;
xvii) The local municipality sends the comments to the Provincial Operating Licence Board for a final decision;
xviii) A copy of the comments should also be forwarded to the WDM.
xix) The Limpopo OLB informs the applicant’s Provincial OLB about the final decision; and
xx) The applicant’s Provincial OLB informs the applicant about the final decision.

3.7. Application and issuing of Operating Licences

The WDM is, in terms of Section 18 (1) of the National Land Transport Act, Act No.5 of 2009, empowered to execute regulatory functions with respect to performing an operating licensing function.

Section 11(2) of the Act states that the municipality:

“must receive and decide on applications relating to operating licenses for services wholly in their areas of jurisdiction, excluding applications that must be made to the National Public Transport Regulator or a Provincial Regulatory Entity”.

Figure 3.6: Flow Chart of Application Process for Operating Licences

To conclude it is extremely important that, any operator applying for an operating license from one district to another district should obtain the support from both district taxi councils in order to avoid conflict in the long term.

SECTION C: THE RECORD

See Annexure A
CHAPTER 4

OPERATING LICENSE STRATEGY

Schematic Chapter Outline

1 INTRODUCTION

2 TRANSPORT VISION

3 TRANSPORT REGISTER

4 OPERATING LICENCE STRATEGY

5 RATIONALISATION PLAN

6 TRANSPORT NEEDS

7 SUMMARY OF LITP’s

8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME
4.1 INTRODUCTION

This chapter hinges on the concept “Operating Licence Strategy” (OLS). An Operating Licence is defined in terms of section 50(2) of the National Land Transport Act, Act No. 5 of 2009 as:

a document authorising the vehicle to which it relates, to operate more than one service or type of service.

A strategy on the other hand is interpreted differently by different people and Mello (2011:127) defines it as

“an Integrated, overarching concept of how the business will achieve its objectives”.

In the case of Waterberg District Municipality (WDM), in dealing with an operating licence strategy, the question would be, how would one go about in ensuring that operating licences are issued to the right applicants or prospective operators at the right time? This brings about the intervention of Section 20(1) of the National Land Transport Act, Act No. 5 of 2009 which states:

“The Minister must establish the National Public Transport Regulator within the Department, to perform the functions of the Regulator in terms of the Act. The National Public Transport Regulator consists of designated officials of Department appointed either on a full time or part time basis, whose specialised knowledge, training or experience, taken collectively, at least covers:

- Public transport;
- Transport economics;
- Accounting, auditing or actuarial sciences;
- The Law;
- Tourism transport; and
- Vehicle standards and specifications”.

The quorum of members of the National Public Transport Regulator must take decisions of that Regulator.

4.2 Functions of National Public Transport Regulator

Section 21(1) of the National Transport Act, Act No. 5 of 2009, stipulates the functions of the National Public Transport Regulator as that of:
(a) Monitoring and overseeing public transport in the country in general and the activities of Provincial Regulatory Entities and municipalities in relation to their land transport functions;

(b) Receive and decide on applications relating to operating licenses and accreditation for;

(i) Interprovincial transport, excluding daily commuter transport to and from the area of a municipality to which the operating licensing function has been assigned under section 11(2) which must be dealt with by that municipality;

(ii) Tourist transport services;

(iii) Any other services designated by the Minister by notice in the Gazette;

(c) Oversee fares charged for public transport services throughout the country; and

(d) Advise the Minister on the making of regulations in relation to fares or fare structures.

Section 21(2) states:

“The National Public Transport Regulator must produce and regularly update a standardised procedures manual for itself and for Provincial Regulatory Entities, municipalities, contracting authorities and the Transport Appeal Tribunal in respect of their activities in terms of this Act”.

Section 21(3) states:

“In the case of an application for an operating licence for an inter-provincial service other than a tourist transport service or charter service, the National Public Transport Regulator must consult the relevant the relevant Provincial Regulatory Entities and relevant planning authorities in the prescribed manner”.

Section 21(4) provides that:

“where a Provincial Regulatory Entity refuses to receive an application, or delays an application unduly in the prescribed manner, the applicant may submit the application to the National Public Transport Regulator in the prescribed time and manner”.


Section 21(5) provides:

“Any application concerning an operating licence or conversion of a permit to an operating licence that is pending before a provincial operating licensing board on the date that this section comes into operation, and that relates to a service specified in subsection (1)(b), must be finalised by that board or by the National Public Transport Regulator once it has been established applying the provision of this Act”.

4.3 Establishment of a Provincial Regulatory Entity

Section 23(1) of the National Land Transport Act, Act No.5 of 2009, makes provision for the MEC to establish a Provincial Regulatory Entity within his/her provincial department. After being established, such an entity must consist of dedicated officials of the provincial department, appointed either on a full time or part time basis. The concerned officials would be considered by virtue of their specialised knowledge, training or experience of public transport or related matters and is accountable to the head of the provincial government.

4.3.1 Functions of a Provincial Regulatory Entity

Section 24(1) of the National Land Transport Act, Act No.5 of 2009 provides that a Provincial Regulatory Entity must:

(a) Monitor and oversee public transport in the province; and
(b) Receive and decide on applications relating to operating licences for intra-provincial transport where no municipality exists to which the operating licence function has been assigned, but excluding applications that must be made to the National Public Transport Regulator...”

Section 24(2) of the National Land Transport Act, Act No.5 of 2009, empowers the MEC to disestablish the relevant operating licensing board and to establish the relevant Provincial Regulatory Entity and transfer the board’s functions to the Provincial Regulatory Entity.

Section 24(3) states:

“any application concerning an operating licence or conversion of a permit to an operating licence that is pending before a provincial operating licensing board on the date that this section comes into operation, must be finalised either by that board before it is disestablished or by the Provincial Regulatory Entity after it is established, in terms of this Act and direction given by the MEC".
4.3.2 Agreement on Regulatory Matters

Section 26(1) of the National Land Transport Act, Act No.5 of 2009 provides that the National Public Transport Regulator, a Provincial Regulatory Entity or a municipality may agree that one of them will undertake the functions of another relating to receiving and considering applications concerning operating licences, either temporarily or permanently, where:

(a) There is a significant travelling of commuters on a daily basis between the areas for which they are responsible;
(b) The nature of transport movements between them would make such an agreement advisable from a transport or land use planning viewpoint; and
(c) For other prescribed reasons.

Section 26(2) states:
“the Minister may prescribe regulations on the circumstances in which and the conditions on which such agreement may be concluded, and procedures or requirements for its implementation”.

Section 36(6) states that:
“every planning authority must make its Integrated transport plan available to the National Public Transport Regulator and relevant Provincial Regulatory Entity and make recommendations to them relevant to applications for new operating licences in the prescribed manner”.

At National level, a National Public Transport Regulator has been established. Its task is to monitor and oversee public transport in South Africa. It also keeps an eye on activities of provincial regulatory entities and municipalities in relation to their land transport functions. The major envisaged outputs to be achieved over the medium term are as follows:

- Decide on applications relating to operating licenses;
- Accreditation for interprovincial transport and tourist transport services; and
- Oversight over fares charged for public transport services.

Section 17(1) of the National Land Transport Act, Act No. 5 of 2009, states:
“Every municipality to which the operating license function has been assigned under section 11(2) must:

- Establish a division within its administration to perform that function in terms of this Act; and
• Ensure such division consists of dedicated officials of the municipality, appointed either on a full time or part time basis by virtue of their specialised knowledge, training or experience in public transport or related matters”.

4.4 Regulatory functions of Municipalities

Section 18 (1) of the National Land Transport Act, Act No.5 of 2009, sets out regulatory functions of the municipalities with respect to the execution of an operating licensing function. Section 11(2) of the Act states that:

“the municipality “must receive and decide on applications relating to operating licenses for services wholly in their areas of jurisdiction, excluding applications that must be made to the National Public Transport Regulator or a Provincial Regulatory Entity”.

Section 18 (2), (3) and (4) respectively states:

• In considering applications regarding operating licenses, such municipalities must in terms of services provided in terms of their Integrated Transport Plan, apply that plan and give due regard to the relevant Provincial Land Transport Framework.

• Such a municipality may give notice in the prescribed manner that it will no longer receive applications for operating licenses for new services except in accordance with invitations given by it for specified services on specified routes or in specified areas in accordance with its Integrated Transport Plan, either for the purpose of concluding a contract or because those routes or areas are already adequately served.

• Such a municipality may, in appropriate cases, make inquiries or hold hearings to enable it to perform its functions contemplated in this section, and also has the prescribed powers.

For the purposes of dealing with the issuing of operating licences from the Waterberg District Municipality to both the Gauteng and North West Province, there has to be an inter-municipality forum in place and this is supported by Section 19(1) of the National Land Transport Act, Act No. 5 of 2009 as quoted in Chapter 1, Section 1.5 of this report.
4.4.1 Regulation of Road based Public Transport

Section 50 of the National Land Transport Act, Act No.5 of 2009, states that:

“no person may operate a road based public transport service, unless he or she is the holder of an operating licence or a permit. An operating licence may authorise the vehicle to which it relates, to operate more than one service or type of service”.

Where an application in connection with an operating licence concerns services provided for in an Integrated transport plan, the provisions of that plan, where appropriate and where possible, will dictate the decision of the entity considering the application.

4.4.2 Entities that must issue Operating Licences

An operating licence must only be issued on application made in terms of this Act by the National Public Transport Regulator, a Provincial Regulatory Entity or a municipality to which the operating licence function has been assigned, as the case may be, after considering all the factors mandated by the Act.

4.4.3 Maximum validity period of Operating Licences

An operating licence is valid for a maximum period of seven years. Operating licences must be granted for a fixed period determined by the entity granting them, where applicable based on the direction of the planning authority. In determining the validity period of operating licences for non-contracted services, the following must be considered:

- Current and envisaged trends in utilisation on the route or routes, or, where applicable, in the area concerned.
- The efficiency of the proposed services in meeting user needs
- Where applicable, the likelihood that in future the service may no longer be required in terms of the Integrated transport plan
- The likelihood that the service may become the subject of a commercial service contract or a subsidised service contract.
4.5 Exemptions

An operating licence is not required for:

- A courtesy service where the operator operates less than the prescribed number of vehicles;
- A lift club;
- Farmers carrying their own workers in vehicles of which they are the sole owners;
- Municipalities carrying their own workers in vehicles owned by them;
- Ambulances carrying patients to places where they will receive medical attention; and
- The conveyance by a person who carries on any industry, trade or business, of the person’s own employees from a place where they perform work in the course of that industry, trade or business, to another place where they are to perform such work, by means of a vehicle of which the person is the owner.

The conveyance of:

- Learners and teachers for purposes of sport or recreation or on holiday, sightseeing or educational tours, by means of a vehicle of which the relevant school is the sole owner or which, in terms of an agreement, is set apart for the use of that school for these purposes;
- By a university, teachers’ training college or similar educational institution of its own students and staff for educational, cultural or sports purposes by means of a motor vehicle of which that educational institution is the owner,

or by means of a motor vehicle which, in terms of an agreement, is set apart for the use of that educational institution for these purposes.

Where the conveyance occurs by means of a vehicle used in terms of an agreement, a document in which an authorised employee of the school or educational institution confirms that the passengers being conveyed are enrolled learners or students of, or staff attached to, the institution, must be kept in that vehicle.

4.5.1 Application for New Operating Licences

A person wishing to undertake an inter-provincial service or a tourist transport service must apply to the National Public Transport Regulator for the necessary operating licence. In the case of where a person wishes to undertake an intra-provincial service taking place in the
area of the municipality to which the operating licence function has been assigned, or starting in the area of that municipality and also taking place in the area of another municipality, then an application must be lodged to the municipality so assigned with the responsibility of issuing operating licences.

Where a transport plan shows a need for additional services, other than tourist transport services on a route or routes in its area, the municipality to which the operating licence has been assigned may invite applications for operating licences to provide those services.

4.5.2 Operating Licences for Public Transport Services provided for in Transport Plans

Before the National Public Transport Regulator or Provincial Regulatory Entity considers any application for the granting, renewal, amendment or transfer of an operating licence, other than a tourist transport service or charter service, and other than a contracted service, it must by notice in the prescribed manner inform all planning authorities in whose areas the services will be operated of the application with the request to give directions with regard to the application based on its Integrated transport plan within the period stated in the notice.

Section 55(2) states:
“The planning authority must in the prescribed format:

(a) Indicate whether there is a need for the service on the route or routes or in the area or areas in terms of its Integrated transport plan or not, and, if there is a need for such service, direct the National Public Transport Regulator or a Provincial Regulatory Entity to grant the operating licence and make any recommendations it considers fit regarding conditions to be attached to the operating licence, having due regard to its Integrated transport plan, and its Integrated transport plan is not yet finalised or is inadequate, it must take the decision based on due inquiries and investigations carried out by it; and

(b) Submit such response to the National Public Transport Regulator or a Provincial Regulatory Entity, as the case may be within the prescribed period or the period stipulated in the notice.

Section 55(3) states:
“where the public transport requirements for the particular route or routes are adequately served by an existing public transport service of a similar nature, standard or quality provided in terms of a commercial service contract or
subsidised service contract or in terms of operating licences as shown by its Integrated transport plan, the planning authority must direct the National Public Transport Regulator or a Provincial Regulatory Entity to refuse the application”.

4.5.3 Operating Licences for Contracted Services

Section 56(1) states that:

“where a contracting authority has concluded a negotiated contract, subsidised service contract or commercial service contract with an operator, the relevant regulatory entity, must issue to the operator an operating licence for each vehicle involved in the contract, or where the operator already has an operating licence for such a vehicle, such entity must amend the operating licences if necessary to accommodate the services in the contract”.

The authority conveyed by an operating licence must be made specific to the contract and be for the validity period of the contract, but an operating licence may authorise services in addition to those stipulated in the contract. Where a contract is amended so as to change the authority conveyed by the operating licences, or to extend the duration of a contract, the relevant regulatory entity must amend the relevant operating licences accordingly.

4.5.4 Applications wrt Operating Licences for Non-Contracted Services

Section 57(1) states that:

“where an application is made to the National Public Transport Regulator, for the granting, renewal, amendment or transfer of an operating licence in respect of a non-contracted service other than a tourist transport service, it may grant or refuse it after having considered-;

(a) In the case of a service shown in an Integrated transport plan, the directions of the planning authority;

(b) Whether the vehicle or type of vehicle by means of which the service is to be operated is suitable for that purpose;

(c) The availability of ranks, terminals or other facilities, based on the recommendations of the relevant planning authority or other information at its disposal;

(d) The existence of any relevant by-law, regulation, prohibition, limitation or restriction;
(e) Whether the applicant has any previous conviction for an offence relevant to the operation of public transport services, or of a prescribed type; and

(f) The ability of the applicant to operate the service for which the operating licence is sought, in a manner satisfactory to the public.

Section 57(2) provides:

“where an application is made to a municipality to which the operating licence function has been assigned for the granting, renewal amendment and transfer of an operating licence in respect of a non-contracted service, it:

(a) Must refuse the application if granting it would contrary to the relevant Integrated transport plan;

(b) May grant or refuse it after having considered;

(i) Whether the vehicle or type of vehicle by means of which the service is to be operated, is suitable for that purpose;

(ii) The availability of ranks, terminals or other facilities;

(iii) The existence of any relevant by-law, regulation, prohibition, limitation or restriction;

(iv) Whether the applicant has any previous conviction for an offence relevant to the operation of public transport services or of prescribed type;

(v) The ability of the applicant to operate the service for which the operating licence is sought, in a manner satisfactory to the public; and

(vi) Recommendations or documents duly submitted with the application by the applicant or any other interested party.

Section 57(3) states:

“where an application is made to a Provincial Regulatory Entity for the granting, renewal, amendment or transfer of an operating licence in respect of a non-contracted service, it must refuse the application, if granting it would be contrary to the directions of the relevant planning authority or authorities based on their Integrated transport plans”.

Section 57(4) pronounce that:

“the Minister may make regulations prescribing that types of applications specified in the regulations must be submitted to stakeholder forums or other persons or entities for their comments, and that the relevant entity must consider those comments before it takes a decision.”
Section 57(5) provides:

“that the entity granting an application for the granting, renewal, amendment or transfer of an operating licence may do so subject to any conditions, determined by it, that are not inconsistent with this Act or with relevant Provincial laws or transport plans, and must do so where such conditions have been stipulated by the planning authority based in its Integrated transport plan. Such condition may state a maximum number of passengers that may be carried in the vehicle, even if the capacity of the vehicle is greater”.

4.5.5 Renewal Amendment or Transfer of Operating Licence or Permit

Section 58(1) states that:

“the holder of an operating licence issued by a regulatory entity may apply to whichever of those entities that issued the licence for renewal, amendment or transfer of the operating licence”.

Section 58(2) provides that:

“where an operating licence or permit was issued by a Provincial Operating Licensing Board or other competent entity before the date of commencement of this Act, the holder may apply for renewal, amendment or transfer thereof to the relevant entity”.

4.5.6 Publication of Decisions

Section 59(1) provides that:

“regulatory entities must, in the prescribed manner, give notice of receipt of an application for or in connection with an operating licence, except a decision to replace a vehicle and in that notice state the prescribed particulars and allow interested persons an opportunity to comment and make representations within the prescribed period.

(2) Such entity must duly consider all comments and representations received that are daily submitted and are relevant in dealing with the application.

(3) Where no relevant and substantial objections are received in respect of an application, it may be disposed of summarily and where such objections are received the entity must request further information or hold a hearing in the prescribed manner before taking a decision on the matter".
4.5.7 Special Events

No person may undertake a public transport service to or from a special event except in the course of operating a courtesy service or tourist service that complies with the Act. In the case of where a temporary operating licence is issued to operate special events, it may be issued only for one particular special event and for a period that is not longer than the duration of such event, including time needed for preparing for it before the event and transporting passengers to airports, stations and other transfer facilities after the event.

A temporary operating licence must:

- Specify the special event and the date or dates on which it occurs;
- Where feasible, state the route or routes on which the transport to and from the special event may be provided; and
- Where appropriate specify the terminals, ranks or stopping places that may be used.

A temporary Operating Licence may be issued with a special distinguishing mark which must be affixed to the vehicle to which the licence relates in the prescribed manner for the duration of the public transport to and from the special event.

4.6 Issue and contents of Operating Licence

Section 62(1) states that “an operating licence may only be issued if the applicant:

a) Has applied in terms of this Act and applicable provincial laws;
b) Has furnished a valid tax clearance certificate from the South African Revenue Service certifying that his, her or its tax affairs are in order;
c) Has signed the statement to the effect he or she or it will comply with labour laws in respect of drivers and other staff, as well as sectoral determinations of the Department of Labour;
d) Has submitted a current roadworthy certificate, which was issued for the vehicle not earlier than the prescribed point in time, or a duly certified copy of such a certificate, as well as proof that the vehicle is properly licensed and has a national information system model number allocated to it;
e) In the case of renewal, transfer or amendment, has returned the previous licence issued for the same service to the entity issuing it;
f) Has submitted proof of insurance cover as prescribed; and
g) Has submitted any other proof, information or document as prescribed or required by the relevant entity.”
An operating licence must contain the prescribed particulars, and the Minister may prescribe that a tag, electronic card or other device or equipment must be issued with an operating licence and kept in or on the vehicle, as well as an issuing fee for the licence or such tag, card, device or equipment.

4.6.1 Authority conveyed by Operating Licence

An operating licence does not authorise the holder to undertake transport on or over a road if it is unlawful to do so in terms of any other law, nor does it exempt the holder from the obligation to comply with any requirement or condition imposed by or in terms of any law, licence or permit issued by any other competent authority.

4.6.2 Persons who may hold Operating Licences

Section 64(1) states that:

“An operating licence may only be issued to and held by the person registered, in terms of the National Road Traffic Act, as the owner or operator of the vehicle, as defined in that Act, and specified in the operating licence.

(2) Where an operating licence relates to a contracted service, an operating licence may be issued to the subcontracted operator only if;

a) The subcontracted operator is the registered owner or operator of the vehicle used for that service on behalf of the operator party to the contract; and

b) That vehicle is specified in the operating licence as the vehicle to be used for operating that service.

4.6.3 Long Distance Services

Section 65(1) says:

“If approved by the planning authority, an entity granting an operating licence may authorise the vehicle specified in that licence to be operated for a long distance service, despite the fact that the vehicle is specified in the operating licence to be used for a service provided for in an Integrated transport plan.

(2) The planning authority may not grant such an authorisation where the operation of the long distance service will or is likely to be detrimental to the operation of the services provided for in that ITP”.
In the case of an application for the granting, renewal or amendment of an operating licence relating to a long distance service, due regard must be heard to the provisions of any Integrated transport plan, where they are relevant, and to any applicable provincial laws, and it must be subject to:

- The extent to which the service to be provided is necessary or desirable in the public interest;
- The requirements of the public for the service along the route or routes on which or the area in which the applicant proposes to operate;
- The existing transport facilities available to the public on that route or those routes or in that area; and
- The need to ensure co-ordination of all forms of transport, including transport by rail, to achieve an economically sound balance between the transport modes, with due regard to the public interest.

Operating licences for long distance services other than charter or tourist transport services must specify the authorised origin and destination points, the ranks or terminals for the picking up and dropping off of passengers and any other points along the route or routes where passengers may be picked up or dropped off.

### 4.6.4 Metered Taxi Services

Section 66(1) states that:

> “in the case of a metered taxi service-:

a) The entity granting the operating licence may specify an area for picking up passengers;

b) If the operating licence or permit specifies such an area, the vehicle may leave that area if, on the return journey, it is to carry the same passengers that it carries on the outward journey or if the vehicle is to return empty;

c) The vehicle may pick up passengers outside of that area if the fare is pre-booked and the passengers will return to such area; and

d) Any particular journey may be operated at a fare not determined by the meter if the fare for that journey has been agreed upon before the journey begins, but the meter must be kept running for the information of passengers”.

4.6.5 Charter Services

Section 67(1) states that:

“an operating licence may authorise the holder to undertake pre-booked charter services in the areas or zones as specified by the entity granting the operating licence, which may or may not be in addition to other services authorised by that licence. If the operating licence specifies an area for picking up passengers, such a vehicle may:

a) Leave the area or zone described in the operating licence if, on the return journey, it is to carry the same passengers that it carries on the outward journey or if the vehicle is to return to that area empty; and

b) Pick up passengers outside that area or zone if the fare is pre-booked and the passengers will return to such area”.

Where application is made for an operating licence for vehicle hires with drivers as charter services, the entity granting the operating licence must evaluate whether the services should rather be provided as metered taxi services, and, if it grants the application for a charter service, should attach appropriate conditions.

4.6.6 Staff Services

Section 68(1) provides that:

“The Minister may prescribe the circumstances in which an operating licence is required for staff services.

(2) In the case of staff services to be provided on a regular basis, the operating licence must specify the route, routes or area authorised”.

4.6.7 Lift Clubs

Section 69(1) provides that:

“the Minister may make regulations on the requirements to qualify for a lift club, or operating such clubs, including, but not limited to:

a) The requirement that written confirmation from the employer or other documentation must be kept in the vehicle;

b) The requirement that lift clubs must be registered with planning authorities or other entities; and

c) Requirements relating to insurance.”
Such regulations may relax the requirement that each member of the lift club must take a turn to convey the others, if sufficient safeguards are provided to prevent abuses and protect passengers.

4.6.8 Tuk-tuks

Section 70(1) provides that:

“Tuk-Tuks may be used for public transport services where relevant transport plans allow for this.

(2) Where a tuk-tuks is so used, the operating licence must stipulate the urban route, road network or area on or within which it must operate, as shown in the relevant Integrated transport plan, and a maximum speed of operation”.

4.6.9 Adapted Light Delivery Vehicle

Section 71 states that:

“Adapted light delivery vehicles may be used for public transport services in a particular area in prescribed circumstances where there is no other appropriate or acceptable public transport, and subject to prescribed conditions”.

4.6.10 Transporting of Scholars, Students, Teachers and Lecturers

Section 72(1) says:

“Where a public transport service is dedicated to transporting scholars, students, teachers or lecturers, the Minister may prescribe regulations on special requirements for those services, including, but not limited to:

a) Requirements for supervision of scholars

b) Special requirements for drivers

c) Requirements for insurance

d) Documents that must be kept in the vehicle and special vehicle markings or livery

e) Requirements that driver’s of other vehicles must stop those vehicles in the vicinity of vehicles loading or offloading scholars or students”.
4.7 Amendment of Operating Licence to replace Specified Vehicle

Section 73(1) specifies that:

“Where the holder of an operating licence or permit wishes to replace the specified vehicle with another vehicle, the holder must apply for the replacement in the manner prescribed, to an authorised official of:

a) The entity that issued the operating licence

b) Where the licence or permit was issued before the date of commencement of this Act, to the entity to which application for a new operating licence must be made under this Act,

provided that the nature of the replacing vehicle and the quality and standard of the service are not affected by the replacement”.

4.7.1 Temporary Replacement of Vehicle

Section 74(1) states that:

“The entity that issued an operating licence or an employee authorised by it may, on application by the holder, grant written authorisation, where the vehicle specified in that operating licence or permit has become defective temporarily, for the holder to use another vehicle in place of the defective vehicle.

(2) Where the operating licence or permit was issued before the date of commencement of this Act, such authorisation must be granted by the entity to which application for a new operating licence must be made in terms of this Act”.

4.8 Interaction between Public Transport and Cross-Border Road Transport

Section 75(1) provides that:

“Where on trips involving cross border road transport, an operator both picks up and drops off passengers within the Republic, either on the outward or return journey, that operator must be in possession of the necessary operating licence as required by this Act for the vehicle, in addition to any permit required by the Cross Border Act”.
(2) No one may drop off passengers at or near an international border where it is clear that such passengers intend to cross the border into another state, and no one may pick up passengers at or near such border where it is clear that those passengers come from another state having crossed such border into the Republic, unless that person is the holder of the necessary permit required by the Cross Border Act”.

4.9 Public Transport Infrastructure and Industry Development

This sub-programme oversees and facilitates the implementation of the public transport strategy and action plan in urban and rural areas. It manages among other things, the taxi recapitalisation project. In 2010/11 financial year, a 15 year loads monitoring report was completed and handed over to the Road Traffic Management Corporation and law enforcement authorities to improve their operational planning and strategies.

The envisaged outputs to be achieved over the medium term are as follows:

- Strategic guidance, coordination and facilitation for implementing public transport services;
- Coordinating the development of the passenger transport industry in line with objectives of the industrial policy action plan and BEE policy and legislation; and
- Meeting job creation, empowerment and transformation imperatives.

4.10 Public Transport Oversight

The sub-programme oversees the use of subsidies for public transport and grants. For the 2011/12 financial year, a budget of R9,4 billion has been set aside of which 51 percent is transferred to local government for public transport infrastructure and systems. About 44 percent has been transferred to provinces for bus subsidies.

Oversight will be exercised over transfers with respect to the following:

- Public transport operations grant;
- Public transport infrastructure and systems grant; and
- Transfers to the Taxi Scrapping Agency in respect of the taxi recapitalisation programme.
Operating licence strategies are to be prepared by all Type 2 planning authorities. The Operating Licence Strategies must be prepared in terms of the minimum planning requirements as gazetted.

The primary purpose of the Operating Licence Strategies is to set out the Planning Authority’s policies and strategies in relation to:

- The role of each mode for different areas, routes and corridors;
- The circumstances under which the operation of the preferred mode of public transport should be allowed;
- The number of operating licences that should be allowed for each area or route;
- The adequacy of public transport facilities within the area; and
- The conditions which should be imposed in respect of operating licences.

4.10.1 Contents of the Operating Licence Strategy

The Operating Licence Strategy must contain at least the following information:

- Orientation: An analysis of the status quo (CPTR) information;
- Policy Framework: A description of relevant policies and principles guiding the disposal of operating licences, e.g. the role of modes and the operation of parallel services;
- Restructuring of the public transport system: A description of any planned interventions in the event of an under-supply or over-supply of services, on a route-by-route basis;
- Law Enforcement: Strategies to ensure that services are operated in accordance with operating licences must be described;
- Consultation: The manner in which all stakeholders were involved in the process of preparing the Operating Licence Strategy must be described. The public participation process must allow for adequate advertising of the draft plan, and allow existing operators adequate opportunity to make representations should they feel that their rights are being affected;
- Implementation: This should be a description of the manner in which the Operating Licence Strategy is to be implemented; and
- Financial: Any financial implications of the implementation of the Operating Licence Strategy must be documented, including funding sources and budget.
4.11 Summary

The Operating Licence Strategy and the Rationalisation Plan need to be carried out simultaneously, since they are closely related and simply address different aspects of the planning for the public transport network. The role of each mode should be based on the network planning carried out for the Rationalisation Plan. The role of a mode will depend largely on the demand on a certain corridor or route – generally, the higher the demand, the larger the means of transport used. However, population densities should be taken into account in rural areas. Although the number of people to be transported may be fairly high, the settlements may be so widely dispersed or relatively inaccessible, that a number of smaller vehicles may be a more effective option than having fewer larger vehicles. The accessibility of the settlements will also influence the type of mode and vehicle used. A low floor bus, for instance, is completely unsuitable for use on an unpaved road.

With respect to regulation and the number of operating licences to be issued, national policy is currently one of competition for a route rather than on a route. The application of this policy is relatively clear in the case of tendering for a contract. However, it is less clear when it is applied to unsubsidized, uncontracted services. The approach has largely been one of registering existing operators and converting permits to operating licences. If there are still too many operating licences issued for the demand on a route or corridor, it is not apparent how this can be effectively dealt with other than through natural attrition – operators leaving the industry and subsequently no additional operating licences being issued. The other option would be to offer operators compensation for their operating licences. In terms of current planning requirements, it is clearly crucial that operating licences have a period of validity attached to them.

It is also not always evident who should be awarded a new operating licence. Currently it largely works on a “first-come, first-served” basis, as long as basic requirements are met. If a planning authority wants to award new operating licences to those operators who provide the best level of service, this may have to be done through a commercial contract by asking operators to tender for the operating licences on the basis of what level of service they are prepared to offer for the licence (no subsidy would be involved). There are currently no known examples of this being applied in South Africa and the precise legal implications may need to be checked.
The sophistication of the regulatory system applied to provide the required public transport network also needs to be balanced with law enforcement capabilities. There is little point, for instance, in developing a complicated contracting system that requires intensive monitoring in inaccessible rural areas with few enforcement resources.
CHAPTER 5

RATIONALISATION PLAN

Schematic Chapter Outline

1 INTRODUCTION

2 TRANSPORT VISION

3 TRANSPORT REGISTER

4 OPERATING LICENCE STRATEGY

5 RATIONALISATION PLAN

6 TRANSPORT NEEDS

7 SUMMARY OF LITP’s

8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME
5.1 INTRODUCTION

In any public transport competitive battleground where the routes are almost saturated, Section 39(1) of the National Land Transport Act, Act No.5 of 2009 intervenes as a relief to empower the Planning Authority (PA) where possible to:

(a) Offer the operator an alternative service, or
(b) Allow the operator to continue providing the service and impose a moratorium on the issuing of new operating licences on the route

If required, i.e. if there are subsidised bus services in the area, a bus rationalisation plan must also be prepared. RatPlans will only be required from those Type 2 Planning Authorities (PA’s) with subsidised bus contracts operational in their area.

The Rationalisation Plan aims to:

• Rationalize subsidised services by minimizing competition between subsidized services, including services across the borders of planning authorities;
• Determine how subsidies should be minimized, but – where subsidies are necessary – where and to what extent these should be paid;
• Promote competitive bidding for contracts;
• Ensure that routes and route networks are utilized optimally so as to meet passenger need; and
• Facilitate the future development of the public transport system.

5.2 Contents of the Rationalisation Plan

In the event of where a Rationalisation Plan is prepared for the Waterberg District Municipality (WDM), it must include at least the following information:

• **Introduction:** A description of the area and nature of the public transport services under consideration;
• **Assessment:** An assessment of status quo information as contained in the CPTR, the OLS and the Subsidy Information System (SUMS) to identify services, routes and trips to be targeted for rationalization;
• **Policy framework:** Policies relating in particular to: the packaging of subsidized services contracts; rail concessions and contract terms; subsidy policy; levels of service; land use development; modal integration and special categories of passengers, must be outlined;
• **Rationalisation and Restructuring**: A preferred set of proposals must be developed on how to restructure the identified services earmarked for rationalization. All such proposals must be assessed with respect to possible impacts on subsidies, other services and modes, facilities, as well as user convenience and quality of service. A perspective on the future development of the public transport system must be provided;

• **Stakeholder consultation**: The manner in which all stakeholders were involved in the process of preparing the Rationalisation Plan must be described. The public participation process must allow for adequate advertising of the draft plan, and allow existing operators adequate opportunity to make representations should they feel that their rights are being affected;

• **Implementation**: This should be a description of the manner in which the Ratplan is to be implemented; and

• **Financial**: Any financial implications of the implementation of the Ratplan must be documented, including funding sources and budget.

In line with current national policy, as outlined in the Cabinet-approved Public Transport Strategy and Action Plan (March 2007), it is suggested that a Rationalisation Plan should be prepared irrespective of whether or not there are subsidized services currently in the District. The rationale for this is that simply rationalizing existing subsidised services serves only to perpetuate the status quo. Furthermore, if no subsidized services were to exist, then no further consideration would be given to the overall public transport network and the need for subsidies within the network. It is also recommended that the Rationalisation Plan should be carried out simultaneously with the OLS.

Subsidies should be applied to those areas and services in the District identified as being in need of subsidies in terms of the national and provincial subsidy policy. The first step should therefore be to ensure familiarity with this subsidy policy. Aspects such as capital (e.g. vehicle) versus operating subsidies versus investment in public transport infrastructure should be considered.

The second step is to develop a network of public transport routes and corridors for the District that will serve the main passenger demand. In the case of rural areas, this demand may be quite widely dispersed and the necessary road infrastructure may not always exist. It is also unlikely that subsidized rail services are provided in many Districts. Nevertheless, potential demand needs to be identified even if it is not currently being served. The proposed
public transport network (rail and road-based, trunk and feeder routes) should be mapped on a Geographic Information System (GIS). Existing public transport routes, including subsidized routes, should also be mapped on the GIS and a gap analysis carried out of both the public transport coverage and the coverage provided by the subsidized services.

The proposed public transport network should be sized sufficiently to allow for the services to be broadly costed. Acceptable fare levels should be determined and a revenue flow analysis conducted. The difference between the estimated service costs and revenue will indicate the need for subsidy.

Depending on the subsidy policy, e.g. subsidy being aimed at the poorest households, decisions should be made on the areas/ corridors/ routes to be subsidized. Caution should be exercised if the policy states that there should not be subsidisation of parallel services or modes. It must, firstly, be clearly determined whether any parallel services are in fact parallel (i.e. serving exactly the same origin-destinations), and not simply running parallel for a portion of the corridor or route.

The public transport services should be packaged into corridors/ routes and contracts. Those contracts that are to be subsidized should be identified and prioritized. The contracts should be drawn up and let in terms of the existing legislative requirements. It must be remembered that subsidy is at this stage managed by the provinces with funding provided by the Department of Transport. Therefore, the province should be involved in making decisions at all stages related to subsidized services.

5.3 Involvement of Municipalities in Public Transport Services

Section 45 of the National Land Transport Plan Act, Act No.5 of 2009, states that no municipal operator may tender for any commercial service contract or subsidised service contract, unless it is financially ring-fenced in the prescribed manner and it complies with the other requirements prescribed by the Minister. A municipality may not use its municipal fund to subsidise a municipal operator unless that body is a juristic person separate from the municipality and the subsidies are paid in terms of a subsidised service contract concluded between the municipality and such municipal operator.
5.4 Negotiated Contracts

Section 41 states that:

“contracting authorities may enter into negotiated contracts with operators in their areas, once only, with a view to:

• Integrating services forming part of Integrated public transport networks in terms of their Integrated transport plans:

• Promoting the economic empowerment of small business or of person previously disadvantaged by unfair discrimination; and

• Facilitating the restructuring of a parastatal or municipal transport operator to discourage monopolies”.

5.5 Subsidised Service Contract

The contracting authorities must take steps within the prescribed period and in the prescribed manner before expiry of contracts to put arrangements in place for the services to be put out to tender so that the services can continue without interruption. Section 42(4) provides that only a contracting authority may enter into a subsidised service contract with an operator, and only if the services to be operated in terms thereof, have been put out to public tendering and awarded by the entering into of a contract in accordance with prescribed procedures in accordance with other applicable national or provincial laws.

5.6 Rationalisation of Existing Services

Section 47 of the National Land Transport Act, Act No.5 of 2009 provides that:

“all permits issued for a definite period remain valid but lapse when that period expires provided that if such a permit is still valid on a date calculated as seven years from the date of commencement of this Act, it will lapse on that date. All permits issued for an indefinite period remain valid, but lapse seven years after the date of commencement of this Act, but the holder may apply within that period for its conversion to an operating licence to the entity that is responsible for receiving applications for operating licences for the relevant services”.

5.7 Rationalisation of Existing Scheduled Services

Where a permit authorises scheduled services provided for in a contract between a contracting authority and the permit holder, the contracting authority and permit holder, the contracting authority must request the relevant regulatory entity to:
• Cancel the permit and issue an operating licence for the vehicle specific to the contract, where appropriate in consultation with other relevant planning authorities; and
• Cancel any permit of that holder authorising services on routes in the area on an uncontracted basis, and not carry forward such authorisation to the operating licence.

No contract may be awarded to an operator for scheduled services unless all permits and operating licences of that operator have been rationalised.

5.8 Rationalisation of Minibus Taxi-Type Services

Permits issued for minibus taxi-type services remain valid. The holder of a permit or operating licence for a vehicle authorising minibus taxi type services who has not yet done so may apply in the prescribed manner for recapitalisation of the vehicle and may choose either to:

• Leave the industry, in which case the Department must cancel the permit or operating licence; and
• Acquire a new compliant vehicle that has the same passenger capacity as the vehicle specified in that permit or operating licence, or not more than 20 percent variance, in which case the operator shall be entitled to an operating licence for the new vehicle authorising the same services on submission of a valid tax clearance, and such operating licence must specify in detail the route or routes to be operated, which must be those operated by the operator for the period of 180 days prior to the date of application.

Any permit or operating licence authorising minibus taxi type services issued for an indefinite period, or issued for a definite period that has not yet expired, must lapse seven years after the date of commencement of this Act.

5.9 Summary

The Rationalisation plan remains a means by which the public transport competitive landscape can be restored. It serves as a catalyst for order and helps public transport operators to portray their professional posture. The principal aim of the Rationalisation Plan is to minimize competition between subsidized services, including services across the borders of planning authorities. Most importantly, a Rationalisation Plan should assist in determining how subsidies should be minimized more especially where subsidies are
necessary. At this stage, subsidies are managed by the province with funding provided by the Department of Transport (DoT). It is therefore crucial that the province be involved at all stages in making decisions related to subsidised services.
CHAPTER 6

TRANSPORT NEEDS ASSESSMENT

Schematic Chapter Outline

1 INTRODUCTION

2 TRANSPORT VISION

3 TRANSPORT REGISTER

4 OPERATING LICENCE STRATEGY

5 RATIONALISATION PLAN

6 TRANSPORT NEEDS ASSESSMENT

7 SUMMARY OF LITP’s

8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME

Page 80
6.1 INTRODUCTION

The science of Transport Economics dictates that the user needs are unlimited, while the resources to satisfy those needs are limited. This chapter attempts to identify the transport needs of transport users and such needs are assessed to ensure that the user is given a considerable latitude of rational choice and preference of the transport system. More often than not, transport problems of the present often seem so overwhelming that it seems pointless to talk about transport planning for the better future. However difficult, it is vital to look beyond the present circumstances and ensure that strategies are set in place to overcome current identified transport problems and issues.

6.2 Transport Demand needs

6.2.1 IDP Informants

The Waterbeg District Municipality’s Integrated Development Plan (IDP) has superficial information with respect to Integrated Transport Planning (ITP). Local Municipalities under the jurisdiction of the Waterberg District Municipality (WDM) have inadequate technical capacity to manage the local integrated transport planning process. This means that there is a critical need to build transport planning technical skills at local municipal level.

6.2.2 Existing Statutory Planning Informants

The National Land Transport Strategic Framework lists the needs of special categories of passengers and a need for non-motorised transport. Derived from the 2011/12 provincial budget, job creation through road and transport infrastructure became the order of the day. There is a critical need to provide adequate inter-modal facilities to ensure that the travelling public enjoys comfort and convenience throughout their travel value chain. Within the Waterberg District Municipality, the provision of inter-modal facility should be given the priority it deserves as it was part of the recommendations highlighted during the update of the Integrated Transport Plan in 2007.

6.2.3 Transport Vision

The Vision of the Waterberg District Municipality was outlined in Chapter 2 of this report as

“A caring and responsive Municipality with excellent service delivery, sustainable development and prospering people”.
6.2.4 Transport Mission

The reason for the District Municipality's existence is to embark on an inclusive and participatory process:

“establish the needs of its community and by striving to render effective, efficient, and sustainable services, while facilitating socio-economic development in order to ensure a better life for all”.

6.3 Transport Goals and Linked Objectives

6.3.1 Public Transport Infrastructure

**Objective 1**: Develop guidelines for public transport facilities based on passenger demand taking into account the available infrastructure and considering both Provincial and National Guidelines for providing public transport facilities.

**Objective 2**: Plan, design and implement public transport infrastructure based on these guidelines. The provision of public transport infrastructure will be based on the passenger demand at the different public transport facilities.

6.3.2 Planning and Development

**Objective 3**: Identify and agree to the roles and responsibilities of all stakeholders with regard to infrastructure provision, funding, policy development, operation and maintenance.

**Objective 4**: Implement the DITP and ensure the integration and alignment with other statutory plans, land use planning and other relevant future developments.

**Objective 5**: Facilitate and ensure the implementation of the operating license strategy developed by WDM to ensure a safe, reliable, effective and efficient public transport service.

**Objective 6**: Agree on the scope and extent of additional studies required while improving and implementing the DITP.

**Objective 7**: Ensure that modal and land use integration takes place in the planning of public transport services and infrastructure.

**Objective 8**: Investigate the needs of special categories passengers and non-motorised transport options to make sure that their needs are also addressed.
6.3.3 Road Transport Infrastructure

Improve the accessibility to the public transport service by investing in road infrastructure especially in rural and deep rural areas.

**Objective 9:** Conduct corridor studies to provide detail information on the current conditions of infrastructure and future demand for transport, public transport and freight.

**Objective 10:** Ensure continuous upgrading and maintenance of all road and PT infrastructure to increase the accessibility to public transport service for all users in the Waterberg District Municipality.

6.4 Public Transport Demand, Safety and Education

Ensure safe, secure, reliable, affordable and sustainable public transport service based on public transport demand.

**Objective 11:** Promote proactive law enforcement at provincial and local government level to reduce illegal operations and improve road safety to all road users. Encourage the upgrading and maintenance of public transport vehicles.

**Objective 12:** Re-investigate road user education and develop a policy and strategy to restart this process not only for public transport operators, but also for the non-motorised, animal-drawn transport in particular. Such an initiative should be driven by the Limpopo Provincial Department of Roads and Transport and be implemented throughout the province.

6.5 Public Participation

A series of workshops were conducted with the following critical stakeholders:

- Limpopo Provincial Department of Roads and Transport;
- Mogalakwena Local Municipality;
- Modimolle Local Municipality;
- Roads Agency Limpopo;
- Bela Bela Local Municipality;
- Taxi industry; and
- Bus industry.
Table 6.1: Schedule of Public Participation meetings

<table>
<thead>
<tr>
<th>NATURE OF PARTICIPATION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inception Meeting</td>
<td>11 January 2011</td>
</tr>
<tr>
<td>Workshop Chapter 1 and 2 with stakeholders</td>
<td>21 February 2011</td>
</tr>
<tr>
<td>Workshop Chapter 3 and 4 with stakeholders</td>
<td>17 March 2011</td>
</tr>
<tr>
<td>Meeting with client &amp; consolidate Chapter 5, 6, 7 and 8</td>
<td>04 May 2011</td>
</tr>
<tr>
<td>Workshop Final Report with stakeholders</td>
<td>May 2011</td>
</tr>
</tbody>
</table>

This part of the District Integrated Transport Plan must in essence be a description of the process that was followed to identify the upgrading and maintenance needs of all roads and public transport facilities for which the planning authority is responsible. This should include reference to any pavement management system (PMS) which may be employed by the authority, as well as any other surveys or processes of public participation aimed at identifying the needs of the community.

The transport needs assessment should be based on the SDF for the area and must give adequate attention to:

- Measures to promote public transport;
- The needs of learners and persons with disabilities;
- Non-motorised transport; and
- Private transport.

6.5.1 Transport Needs derived from the Status Quo

The transport needs listed below are derived from the status quo analysis and strives to:

- Identify the different problem areas through the analysis of the Transport Register.
- Roads that are badly maintained resulting in potholes, dust, etc;
- Public transport facilities in poor condition and lacking proper amenities, requiring maintenance and upgrading;
- Inadequate stormwater system resulting in flooding of facilities and properties; and
- No provision for non-motorised transport, resulting in unsafe travel.

6.5.2 Need for Improved Public Transport Facilities

The need for improved public transport facilities will, of course, have to be aligned with the provision of public transport services and the transport network on which they will operate.
• To identify mid-term objectives for each priority issue (this should be guided by the mid-term objectives of the IDP) and then develop strategies for each priority issue.

(Examples of objectives are:
  • Planned programme of grading of gravel roads or resealing of paved roads to an acceptable standard at a certain date;
  • Planned programme of construction of new roads to achieve an acceptable ratio of paved versus unpaved roads at a certain date;
  • Planned programme for the upgrading of public transport facilities to an acceptable standard, e.g. paved surfaces, shelter against rain and sun, ablution facilities, etc., at a certain date; and
  • Planned programme for the implementation of a NMT network at a certain date.)

6.5.3 Strategies to Achieve Stated Objectives

The strategies to achieve stated objectives may include:
  • Development of a pavement management system;
  • Annual road maintenance and road construction contracts;
  • Departmental maintenance/construction teams;
  • Regular surveys and documentation of the condition of transport facilities; and
  • Maintenance contracts for public transport facilities.

6.6 Summary

The last and important step is the identification of projects from the status quo inventory; grouped in relation to each of the selected strategies. It should be borne in mind that both planning and implementation projects need to be considered. The initial list of projects can now be subjected to public and political scrutiny to ensure that the actual needs of the community are being addressed.

The available budget for the improvement of the transport system is nearly always insufficient to fund all the identified projects and a process of project prioritization will have to be used to ensure that the available budget is spent in those areas where the greatest needs are. The involvement of politicians in the prioritization process is advisable to ensure political support for the final project lists.
CHAPTER 7

SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

Schematic Chapter Outline

1 INTRODUCTION

2 TRANSPORT VISION

3 TRANSPORT REGISTER

4 OPERATING LICENCE STRATEGY
5 RATIONALISATION PLAN
6 TRANSPORT NEEDS

7 SUMMARY OF LITP's

8 FUNDING STRATEGY & IMPLEMENTATION PROGRAMME
7.1 INTRODUCTION

This Chapter is a summary of the transport implementation budgets and programmes over a five-year period, as prepared by all Local municipalities under the jurisdiction of the Waterberg District Municipality (WDM) The summary focuses on those local municipal matters that are of importance to the District Municipality (DM) and to the Limpopo Department of Roads and Transport (LDRT) for co-ordination purposes. The emphasis is therefore on projects, and financial and budgetary issues. The chapter also attempts to pinpoint potential significant funding gaps that might exist to finance important projects.

7.2 Summary of Local Integrated Transport Plans of Local Municipalities

All local municipalities under the jurisdiction of the WDM were analysed individually with respect to their compliance with the National Land Transport Act, Act No.5 of 2009. The Act requires the Local Municipalities to prepare the Local Integrated Transport Plans. Such plans are then incorporated into the Integrated Development Plans and further submitted to the DM for incorporation into the DITP.

7.2.1 Modimolle Local Municipality

Local Integrated Transport Plan Schematic outline
7.2.1.1 Introduction

Modimolle is the administrative capital of the Waterberg Region and consists of three settlements, namely, Modimolle, Mabatlane and Mabaleng. The Municipality is more or less 155 km South West of Polokwane and 149km East of Lephalale. It is gradually growing as a commercial centre and currently exports grapes, peaches and watermelon. The local municipality has no LITP. However, the Spatial Development Framework (SDF) and Integrated Development Plan (IDP) of the municipality reflect issues that are of relevance to transport planning.

7.2.1.2 Transport Status Quo

In terms of the transport infrastructure, the R33 (Nelson Mandela Drive) remain the dominant spine along which the town traditionally developed. The Central Business District (CBD) exhibits a strong linear pattern and there are some business developments along the R101 (Thabo Mbeki Street) North of the R101’s intersection with the R33. The fact that business development failed to penetrate along other main arterials is a reflection of the dominance of the R101 and the lower levels of traffic carried by the other major routes.

From the transportation planning perspective, Section 37(4) of the National Land Transport Act, Act No.5 of 2009 states:

“a person must not transport dangerous substances in the area of a planning authority except on a route so designated and indicated in an Integrated transport plan, where such a route has been determined and published”.

It is therefore crucial that a study be conducted to determine and designate a route for the transportation of dangerous substances in the area of Modimolle Local Municipality. The gap identified with respect to this aspect in the municipality is that the road signs displayed are silent about warning dangerous goods carriers about their being prohibited from entering the municipality or Central Business Districts (See Annexure A: Fig 7.25 & 7.26)

The main railway route from Johannesburg to Musina passes through this local municipality. The Modimolle station used to cater for passenger services coming from Gauteng en-route to Mookgopong, Mokopane, Polokwane and visa-versa. The current condition of this station indicates that it could have the potential to be revitalized to serve passengers once again. (See Annexure A: Fig 7.13 to Fig 7.16).
Although land use studies conducted in the past reflect that the main railway line could remain a strong barrier for development to the East. In terms of the planning of transport infrastructure, a developmental opportunity can be exploited within the vicinity of the railway station. This could be in the form of inviting foreign investors to embark on what is referred to as station concessioning. This is a Public-Private Partnerships initiative concept that allows investors to finance, develop and operate the station and the surrounding environment. Should the municipality consider development in this area, it should consider doing detailed studies of assessing the feasibility of various investment models.

7.2.1.3 Transport Needs Assessment

The Municipality is strategically located adjacent to the N1, which links Gauteng and Limpopo Province. The R33 is a freight corridor that connects the East and the West. It is used to a large extent, by trucks passing through Modimolle to Lephalale Local Municipality. The road is very narrow and many accidents have occurred due to the high truck traffic density. However the road is currently in the process of being changed to a national road and is being upgraded.

The R101 is a mobility link that connects the South to the East and trucks are restricted to use this road. A fine of R10 000 is being stipulated for non-compliance (See Annexure A: Fig 7.26) Trucks driving from Bela-Bela to Modimolle use the Eersbewoon road pass through Modimolle town and then proceed to Mookgopong or Polokwane using the R101.

In as far as public transport is concerned the Modimolle Local Municipality has four taxi ranks, one in Vaalwater (Mabatlane), two in Modimolle town and one in Phagameng. The distance from Phagameng to Modimolle Central Business District is about 3 km by which some people prefer to walk to town. There is currently no taxi rank in Alma (Mabaleng) and most of the people make use of lifts from private car owners. Public transport to Alma from Modimolle town is currently being challenged by the District road condition. The two access roads to Mabaleng are district roads and currently gravel roads. The railway link from Modimolle to Mabatlane is currently closed and was previously used to transport agricultural produce (See Annexure A: Fig 7.23)
7.2.1.4 Transport Improvement Proposals

Due to the lack of local Integrated transport plan in the Modimolle Local Municipality, no transport improvement proposal has been submitted for consideration, yet there is a critical need identified for the upgrade of a Vehicle testing station, which is situated in Modimolle / Phahameng. There is also a need for the establishment of a satellite/mobile learners licensing facility to serve Mabaleneng and Mabatlane.

Although emergency services and fire fighting is captured in the Integrated Development Plan 2011/12 as a function of the Waterberg District Municipality, the Modimolle Local Municipality is still responsible for providing areas that need to be improved to render it more efficient and effective. The unit is currently understaffed and there is a critical need to establish personnel in Mabatlane to provide the service.

7.2.1.5 Implementation Budgets and Programmes

Numerous transportation systems gaps and areas of improvements have been identified. However, these gaps need to be consolidated in a framework that contains specific transport infrastructural projects that will be implemented in the next three years. Such a framework should essentially be in place to link specific spending objectives with their associated costs. The municipality has eight wards and eight ward committees that meet on a monthly basis. These ward committees represented by their councilors should participate in this local Integrated transport planning process.

The Modimolle Local Municipality, could, by virtue of the provision of section 11(2) of the National Land Transport Act, receive and decide on the applications relating to operating licenses for services wholly in their areas of jurisdiction, excluding applications that must be made to the National Public Regulator or Provincial Regulatory Entity. Most importantly, officials with appropriate skills should be appointed and assigned to perform an operating license function.
7.2.2 Mookgopong Local Municipality

**Introduction**

Transport status quo

Transport needs assessment

Transport improvement proposals

Implementation budgets and programmes

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**Local Integrated Transport Plan Schematic outline**

7.2.2.1 Introduction

The Vision of Mookgopong Local Municipality is:

“Together we promote and sustain a good quality of life to our people”

**VALUE SYSTEM**

- Tšhomišano/ Samewerking/ Co-operation;
- Acceptance of Diversity;
- Professionalism;
- Accountability; and
- Batho Pele Principles.

The Mission states:

“We pledge to deliver a safe, planned environment and a cost-effective quality service with the involvement of the community”.

The LM does not have an ITP and the IDP is silent about public transport related issues.

7.2.2.2 Transport Status Quo

The IDP (2010/11) for Mookgopong Local Municipality states:

“Due to the small nature of the towns it is not economic to run massive public transportation systems. There is therefore no internal bus system running in all of the
small towns in the Municipality. All major public transportation in the area is sourced from long distance transportation such as buses and taxis that are passing through the area to other major destinations such as Polokwane to the north and Gauteng to the south.

In as far as rail transport is concerned, there is a dormant branch line originating from Mookgopong station to Zebediela. There is also an active main line linking Mookgopong with Modimolle southerly direction and with Mokopane northern direction. Although currently used, the Mookgopong station is not in good condition and needs to be repaired in order to become a better station (See Annexure A: Fig 7.19 & 7.24).

7.2.2.3 Transport Needs Assessment

The IDP 2010/11 has the roads and storm water projects as priority 2. The objectives stated in this regard are as follows:

- To upgrade roads and storm water drainage systems to effectively disperse of storm water without damage to properties and inconveniencing communities in the urban areas of Mookgopong; and
- To improve parking facilities.

Based on the assessed transport needs, there are no formal inter-modal facilities for taxis operating in this area (See Annexure A: Fig 7.8).

7.2.2.4 Transport Improvement Proposals

The local roads in the Municipality are wide enough to allow for future road widening with the average street reserve of 18 meters wide. Table 7.1 below is a summary of all the roads and their respective width and service conditions.

Table 7.1: State of roads and storm water

<table>
<thead>
<tr>
<th>Extension</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naboomspruit Town</td>
<td></td>
</tr>
<tr>
<td>Naboomspruit Ext. 1</td>
<td>Good, street reserves 18.89m wide. Fully surfaced roads.</td>
</tr>
<tr>
<td>Naboomspruit Ext. 2</td>
<td>There is however, inadequate internal storm water control,</td>
</tr>
<tr>
<td>Naboomspruit Ext. 3</td>
<td>especially during heavy rainfall</td>
</tr>
<tr>
<td>Golf Park Township</td>
<td></td>
</tr>
<tr>
<td>Mookgopong Ext. 4</td>
<td>All roads still gravelled &amp; no internal storm water</td>
</tr>
</tbody>
</table>

Source: Mookgopong IDP 2011
Roads in the Mookgopong Township are all surfaced. However, in the newer extensions not all roads are surfaced. All internal roads in the Roedtan are gravelled. The Provincial roads that traverse the area are the only roads which are tarred in the town and are in good condition. The gravel roads in the town are maintained every 3 months or after heavy rain falls.

7.2.2.5 Implementation Budgets and Programmes

The Integrated Development Plan 2010/11 has identified Mookgopong Township Extensions 2, 3 and 5 as areas that need immediate attention in terms of maintenance. However, it is important that the Mookgopong Local Municipality prepares a detailed Local Integrated Transport Plan so as to ensure that all transport related issues receive the attention they deserve.

7.2.3 Mogalakwena Local Municipality

Local Integrated Transport Plan Schematic outline

7.2.3.1 Introduction

Mogalakwena Integrated Development Plan 2010/11 acknowledges the fact that an “Integrated Transport Plan” is an indispensable statutory sectoral plan that must be prepared and updated annually. However, the plan is silent about making budgetary provision for the preparation of the local Integrated transport plan.

7.2.3.2 Transport Status Quo

The preliminary data collected based on the transport infrastructure within the jurisdiction of the Mogalakwena local municipal area shows that there is a need to carry out detailed local Integrated transport plan as required by the National Land Transport Act, Act No.5 of 2009.
7.2.3.3 Transport Needs Assessment

It needs to be acknowledged that the Mogalakwena Integrated Development Plan public participation steering committee is in place, and could be used as a means of getting to understand the transport needs of transport users around Mogalakwena. This public participation process could further be used as a means of soliciting additional input from residents, communities and other stakeholders such as traditional leaders. These stakeholders' roles and responsibilities are described as that of representing the interests of transport users in general. Based on the assessed transport needs, there are also no formal inter-modal facilities for taxis operating in this area. There is a critical need to establish such facilities in the municipal area (See Annexure A: Fig 7.29).

7.2.3.4 Transport Improvement Proposals

The Mogalakwena Integrated Development Plan 2010/11 is silent about making any transport infrastructural improvement within the municipal area. It is therefore proposed that a detailed local Integrated transport plan be prepared so as to explicitly identify transport infrastructures that should be considered for development.

7.2.3.5 Implementation Budgets and Programmes

A budget allocation can only be made based on a detailed local Integrated transport plan. The plan would make it possible to cost the establishment of specific infrastructural projects that have been planned for at Provincial level of government. For example the 2011/12 financial year budget shows that R2 billion has been set aside for projects such as “traffic stations, inter-modal facilities, weighbridges, bridges, roads and roads maintenance”.

7.2.4 Bela Bela Local Municipality

Local Integrated Transport Plan Schematic outline
7.2.4.1 Introduction

The Vision of the Bela-Bela Local Municipality, as contained in its Integrated Development Plan 2010/11, is

“to strive for the development of the municipality to be safe, prosperous and well maintained”.

To achieve this, the municipality needs:

- The combined efforts of all the residents of the municipality regardless of race, age and gender;
- The assistance of departments in the other two spheres of government; and
- The Municipal Council of Bela-Bela as the driving force towards it all.

7.2.4.2 Transport Status Quo

The Municipality sees Integrated transport planning as the competency of the provincial and national government and therefore does not see any need to be engaged in planning.

All roads that are classified as district roads are the responsibility of the district municipality to maintain, upgrade and control. Only those roads inside the town and townships of Bela-Bela municipality are the responsibility of the Bela-Bela municipality to maintain, upgrade and control. The Integrated Development Plan does not include a comprehensive Integrated Transport Plan.

7.2.4.3 Transport Needs Assessment

The area of Bela-Bela is a transit area for the movement of heavy traffic often carrying hazardous chemicals by road and rail in the directions North to South and South to North through the area. Road transport is via the N1, the R101 and the rail network to the northern parts of the Province and beyond. The volumes and frequency of the traffic is very high and the risk is considered as very high. Authorities in the area have some control over the movement when they are informed of large shipments and peak traffic during some periods like Easter weekends. They have no control over the smaller shipments which is aggravated by higher frequency of movement on the N1 and R101 of vehicles that plan to evade the facilities at Mantsole Traffic Control Station. Hazchem spillage will affect agriculture with regard to the underground water should road or rail accidents happen in close proximity to the Pienaarsrivier on the N1 and R101. The biggest threat to people is a road accident in
town and rail accident in the industrial area due to the movement of the trucks and goods trains through the town.

The Hazchem problem is further aggravated by the fact that the emergency services of Bela-Bela have no Hazchem equipment to deal with any accident. EMS staff is of the opinion that they have the basic skills but lack the resources and equipment to support the skills. In case of an accident the nearest Hazchem response will be from Tshwane or Polokwane in the form of Tshwane EMS and Wastetech. The Municipality and other stakeholders are very worried about the response times should a major incident occur. The frequency and volume of Hazchem movement through the Bela-Bela Municipal area warrant the establishment of a Hazchem response facility that has the ability to operate and to support its Municipal neighbours of Tshwane and Polokwane. Bela Bela is ideally situated to support the other Municipalities in the neighbourhood.

7.2.4.4 Transport Improvement Proposals

Regarding the road transport infrastructure, there is a need to rehabilitate access roads at Settlers, Radium and Bospoort. Provision should also be made to pave access roads stretching a distance of 6km in Bela-Bela. The Bela-Bela railway station could be resuscitated by means of applying investment models proposed for the redevelopment of Modimolle station.

7.2.4.5 Implementation Budgets and Programmes

There is a need to craft a Disaster Management Plan which should be based on a risk and vulnerability assessment or analysis which needs to incorporate the following key issues:

- Incorporation of risk areas of the Municipality;
- Emergency Services required shall be identified and linked to the high risk areas;
- Baseline data of relevant information in the municipal area and District shall be collected and collated and made available for disaster management planning;
- An updated inventory of available equipment, vehicles and other resources shall be kept.
- An Early Warning System shall be developed to ensure pre-warning and emergency preparedness of the local people in the event of any eventuality;
- An Emergency Response Centre is necessary for co-ordination of response to disasters; and
- Standard Operating Procedures are needed and have to be revised and updated periodically to keep abreast with challenges emanating from threat of disasters.
7.2.5 Lephalale Local Municipality

Introduction

Transport status quo

Transport needs assessment

Transport improvement proposals

Implementation budgets and programmes

Local Integrated Transport Plan Schematic outline

7.2.5.1 Introduction

Lephalale is the economic hub of the municipal area and remains the focus for development mainly around the Central Business District (CBD). The poor and previous disadvantaged communities in this region are scattered throughout the entire area, with the majority living in Marapong in a north-westerly direction.

The Local Municipality acknowledges the fact that an Integrated Transport Plan must be in place to formulate the local authority’s official vision, policy and objectives relating to transport. The municipality further accepts that the plan must be compatible with the national and provincial policies. It is through an Integrated Transport Plan that specific projects and their priorities can be identified and budgeted for. In terms of the new Act, Lephalale Local Municipality is responsible for the preparation of Local Integrated Transport Plans. If it lacks capacity, to carryout the function, the MEC is empowered in terms of Section 9(c) of the National Land Transport Act, Act No.5 of 2009 which states that an MEC may “assist municipalities that lack the necessary staff or resources in meeting their responsibilities and performing their functions and duties with regard to land transport planning”.

7.2.5.2 Transport Status Quo

Spatial separations and disparities between towns and townships have caused inefficient provision of basic services, and transport costs are enormous. It further hinders the creation of a core urban complex that is essential for a healthy spatial pattern. In order to improve on the current transport status quo, a modal integration concept for Lephalale would be ideal.
This would help to concentrate public transport amenities within a common geographical space. The advantage accruing out of this concept is that passengers would be enabled to access different public transport modes within close proximity of one another.

### 7.2.5.3 Transport Needs Assessment

Due to the limited land owned by the local authority, it is difficult to drive specific developmental aspects due to the limited land available that could be utilized as an attractive marketing strategy. It is therefore important to establish mechanisms that will ensure that the local authority is in a position to facilitate local development in all terrains of development and expansion of activities, infrastructure and facilities. Areas where there is a need for additional land are more specifically in the Lephalale area and rural areas with more specific reference to the Mokerong area.

### 7.2.5.4 Transport Improvement Proposals

The locality of the municipal area in relation to the rest of the country ensures that a number of important regional routes transverse the area. There is also a freight rail railway line from Gauteng that links Pretoria station, Madibeng, Rustenburg, Northam, Thabazimbi and Lephalale (Grootgeluk). The North West Department of Roads and Transport, had in the past, conducted a feasibility study with a view to resuscitating the same railway line from Sun City to Pretoria station. The Lephalale Local Municipality could, during the preparation of its Local Integrated Transport Plan explore market potential for the conveyance of passengers by rail from Lephalale to Pretoria via Thabazimbi. The rail network is in place and well maintained by Transnet Freight Rail (See Annexure A: Figures 7.17 & 7.18)

### 7.2.5.5 Implementation Budgets and Programmes

As a way forward, there has to be a Disaster Management Plan that would enhance the capacity of the Lephalale Municipality in preventing and dealing with different types of disasters. At this point in time, the Lephalale Municipality does not have a disaster management plan or a contingency plan, which should be followed during an emergency situation. The Protection Services Division of the Municipality is in the process of establishing various “associations” within the local community to facilitate that the action groups are informed about their roles and responsibilities in the case of an emergency or a disaster.
7.2.6 Thabazimbi Local Municipality

Introduction

Transport status quo

Transport needs assessment

Transport improvement proposals

Implementation budgets and programmes

Local Integrated Transport Plan Schematic outline

7.2.6.1 Introduction

The Vision of Thabazimbi Local Municipality is:

“To be the leading Municipality that offers quality services to the broader community in the most economic, affordable, equitable and sustainable manner”.

The Mission is captured as:

“Thabazimbi Municipality is committed to the upliftment of the community through provision of services by ensuring:

- Sensitiveness and Responsiveness to the needs of the people
- By promoting participatory democracy and transparent governance
- Facilitation of economic growth and eradication of poverty.

Thabazimbi’s Integrated Development Plan is silent about the preparation of an Integrated Transport Plan to be incorporated as a sectoral plan.

7.2.6.2 Transport Status Quo

Although nothing is being said about the LITP during the Integrated Development Planning process, issues related to transport have been raised. The current state of intermodal facilities are said to be not acceptable. The emphasis raised was that some taxi ranks are still operated informally on-street or from vacant off-street areas. Many facilities lack basic infrastructure such as toilets, shelters, paving or informal trading facilities.
It is stated that the current bus subsidies budget makes little provision for learner transport. Despite the fact that more than 47% of the population within the Thabazimbi Local Municipality is 19 years or younger, no formal learner transport system is in place either within the urban or rural areas.

The transportation related issues that are of relevance to the taxi operators is that there is lack of formalization of the taxi industry. Most of the permits that were issued prior to 2001 are radius based permits, and allow the permit holder to operate on any route within a specific radius of the origin. This results in duplication of services and contributes to violence on routes shared between taxi associations. Guidance with regards to the formalisation of the taxi industry through the proposed Permit Conversion Process and Taxi Recapitalisation Process is imperative within the public transport industry.

The cost of Public Transport Services is said to be unaffordable, given the low levels of household income within the Thabazimbi Municipal Area, it is vital to keep fares to a minimum. However, only a few bus routes are being subsidized, hence the bulk of the population within the region is paying a premium for making use of public transport.

7.2.6.3 Transport Needs Assessment

Public transport coverage is relatively good, despite the poor condition of roads and public transport infrastructure. However, many of the schools, clinics and other recreational areas in the rural areas of the district still remain in accessible and public transport services are not provided for these facilities. Passengers, although being dependent upon public transport as their only means of mobility in rural areas, generally have a negative perception of the public transport industry.

7.2.6.4 Transport Improvement Proposals

It is stated that the Local Municipality has 12 wards and has a Public Participation structure in place. As a way forward in trying to explore the needs of the community during the preparation of the Local Integrated Transport Plan, the same structure could be organized to explore the possibility of resuscitating a rail passenger services from Thabazimbi to both Lephalale and Gauteng.
7.2.6.5 Implementation Budgets and Programmes

The international status of the Waterberg Biosphere, which includes the Marakele National Park, can create additional opportunities in the area. The possible extension of the Biosphere to include Madikwe, Atherstone, Thaba Tholo and Welgevonden Game Reserves should be explored. The GIS system can be utilised to assist the Tourism Association to update information on facilities and activities.

7.3 Summary of Budgets and Programmes Per Local Municipality

During this district integrated transport planning process, neither of these local municipalities could provide an updated local integrated transport plan. There is therefore a need to capacitate the local municipalities so as to enable them to facilitate integrated transport planning. In as far as budgeting and project funding is concerned, no one of the local municipalities could provide a budget and programmes related to integrated transport planning. There is therefore a need to ensure that the funds that flow through the Division of Revenue Act from National Treasury, be linked with specific integrated transport planning programmes. A need to create awareness with respect to the budgeting process and the sources of funds for executing projects is extremely indispensable for all local municipalities.
8.1 INTRODUCTION

This chapter aims to list different strategies and projects as developed in the previous chapters of this District Integrated Transport Plan. The identified and prioritised new infrastructure development and maintenance projects will be aligned with the budgetary programme of the municipality. A budget and programme for a five-year period must be prepared of all the high priority projects, of which the first year will be in substantially greater detail than the following four years of this time horizon. Particular attention will be drawn to projects for which a budget has been allocated during the five-year planning period and for which there is a realistic chance of implementation.

A strategic plan for the District Municipality is derived from the Integrated Development Plan and comprises key outcomes as derived from the mission statement. A time frame of three to five years is attached to the strategic plan. Output objectives and performance measures and indicators are linked to the strategic plan.

8.2 Budgeting

A budget is essentially a framework linking specific spending objectives with their associated costs. The various objectives have been summarised in Chapter 6 and the associated costs have been outlined in annexures ………

8.2.1 Summary of Proposals

The Division of Revenue Act, 2000. Reddy, Singh and Moodley (2003:20) argue that the Division of Revenue Act, 2000 is a significant piece of legislation that impacts on local, government funding. It gives effect to section 214(1) of the Constitution, which requires the Act of Parliament to provide the equitable division of revenue raised nationally among the government. Schedule 3B of the Act focuses on grants allocated to local government, and the WDM would therefore form part of the beneficiaries.

8.2.2 Funding Strategy (Sources of Income and Funding Constraints)

The prerequisite for putting together a comprehensive funding strategy will be to establish the investment requirements and plans for the Waterberg District Municipality. This will require the analysis of what investment has been made to date, as well as what investment will need to be made in future.
Once the requirements have been established as explained above, the various sources of funding will have to be explored depending on the type of investment required. The provisions of the Municipal Finance Management Act, which empowers the Municipalities to source funding from sources other than the fiscal, will have to be explored.

The following sources of income will also need to be taken into account:

- The local Municipalities;
- District Municipalities;
- Provincial Government; and
- National Government.

8.2.3 Prioritisation of Projects

In this final chapter the aim is to reduce the lists of prioritized projects as developed above, as well as projects identified during the preparation of the Operating Licence Strategy and Rationalisation Plan, to an implementation plan that is affordable given the available budgets and the different sources of funding available to the planning authority.

The initial step would be to identify all possible sources of funding that will be available for transport over the next five-year implementation period. The costs for implementing the identified projects also need to be estimated. The available funding then needs to be matched with the costs of implementing the prioritized projects, to determine the affordability cut-off line. (See Annexure 8.3)

8.2.4 Budget Per Project and Programme

It is recommended that the selected projects now be further described in terms of project plans, which should specify:

- Project objectives and how these objectives will be achieved. (For example, should the project entail the upgrading of a public transport facility, one of the project objectives could be to provide a permanent surface for vehicle and pedestrian traffic. Minimum requirements could relate to the areas requiring paving, type of material to be used, etc.);
- Project outputs, targets and locations. (For example, the project outputs could be the phased upgrading of the facility in terms of paving or any other element of the transport facility. Targets should relate to the period of time in which the different phases of upgrading should take place);
• Project tasks/activities, responsible agencies and timing. This will typically relate to the breakdown of the project into tasks including the implementation programme. Responsible agencies and their involvement in the project will be listed;
• Project costs, including budget estimates and sources of finance; and
• Any further information or remarks relating to the specific project.

This draft project proposal will be submitted to the Integrated Development Plan Steering Committee for integration into the Integrated Development Plan process. Provision is made to revise the proposals so that they are in line with the Integrated Development Plan objectives or resources. (See Annexure B).

8.3 Recommendations

There is a critical need to execute a project on the classification of road. There should be clear demarcations with respect to where the Limpopo Roads Agency, District/Local Municipality has jurisdiction over which roads etc.

There has to be a Transport Indaba during the month of July 2011, which aims at touching base with various stakeholders/investors as well as trying to solicit funding for projects recommended in the DITP.

A presentation regarding the outcomes of the study needs to be made to the new Council and the Transport Officer will facilitate the process.

8.4 Conclusion

It is hereby concluded that all local municipalities under the jurisdiction of the Waterberg District Municipality should be made aware of the provision of section 17 of the National Land Transport Act, Act No.5 of 2009. The Act empowers the municipalities to perform an operating licence function. Of critical importance for such municipalities is to ensure that there is a dedicated official appointed either on a full time or part time basis. It is recommended that such officials possess specialised knowledge, training or experience in public transport related matters.
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Mello JA, 2011, Strategic Management of Human Resources: Australia: South-Western
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Regulation Gazette No. 25245 dated 1 August 2003
ANNEXURE A: PICTORIAL DEPICTION OF TRANSPORT FACILITIES IN WDM

State of the roads
Roads in the Waterberg District Municipality are adequately connected with National, Provincial, and District Roads.

The primary route network includes the N1, N11, R518, R572, R33, R510, R516, and the R101. All these primary regional roads are tarred and are in reasonably good conditions.

Waterberg District Municipality has a total road distance of 21 938km of which only 16% or 3 555km are surfaced. However, most of the roads in the proclaimed towns are surfaced but are not necessarily in a good condition. Unpaved roads in rural towns and most of the district roads are in a relatively good condition. One should note the fact that there are a number of road building and surfacing projects in progress. This will improve accessibility and mobility of people in general.

There are visible efforts made in rehabilitating the R101, and the road to Lephalale. The R101 has been re-surfaced in the past two years (2008 to 2010) from its start point south of Polokwane and its exit south of Bela Bela.

Another development on the R101 are the traffic control points for heavy duty vehicles. These are located at the Exit of Polokwane as well as Matsole adjacent to the traffic control point on the N1. This means that this road tough it is an alternate route, boast the same facilities as the main national road.
Fig 7.2: Road improvements on the R101

Historically the R101 used to be the main national road until the new N1 was opened. This has however, brought the demise of economic development (Both formal and informal) along the route. Informal trading along the R101 is prominent especially between Mokopane up to the exit from Mookgopong to the south. This type of trading though necessary for the survivalist trader is illegal since the R101 is an alternate national road. The Road Traffic Act prohibits trading to take place along a national road. Limpopo and the WDM should join hands to develop a mechanism of regularisation of the practice.

Fig 7.3: Informal trade along the R101  
Fig 7.4: Formal trade along R101

Mookgopong

There are small sections that have potholes as one enters Bela Bela from the North of the City of Tshwane and also when one exits Bela Bela driving towards Mokopane. There are also areas where the road is uneven. This however is common in other regional roads namely R518; R572; R510; R516 and N11.
The road signs above are not a good welcoming message to the Waterberg District Municipality. However in reality, the sign was probably placed before the road was resurfaced because there are no longer potholes in the stretch of road where the sign is posted. This means that there is a need to audit the road signs which should also include removing illegal signs like the bus stop sign above which is obscuring legal road signage as well as clearing grass around the road signs which might damage the road signs if the grass catches fire. Another transgression is the bus stop sign which is obstructing the welcome sign of the Waterberg District Municipality. This is again confirming the need to conduct an audit of road sign within the district.

However, general road signage in the district is of very high quality. All regional roads are well signed and this will make travelling around the region a pleasure.

The major shortcoming of the road network in the district is the absence of a direct route connecting the Limpopo Province and the North-West Province. There is concern on the rapidly degrading of many roads due to the increasing economic activities in the District (increase in heavy vehicles with mining materials), and a lack of maintenance and rehabilitation.
Taxis are the main source of public transport in the WDM. The facilities available for use by taxis vary from one area to the other. Taxi recapitalisation has not been fully implemented since there are still old taxis still operating on the district routes. There is a need to improve taxi ranks as well as facilities available for passengers in the ranks. In some ranks, there are no ablution facilities and if there are available they are not adequate or they are not well kept. The example is in Mokopane, at the Shoprite taxi rank, there are a total of ten well kept ablution facilities for passengers, for the rank to keep them in good order; a surcharge of R2 is levied to the users. Due to the size of the rank these facilities are just enough. At the Caltex taxi rank only four ablution facilities are available, but they are not well kept even
though they also charge a levy of R1. The improvement of taxi facilities is the responsibility of
the local municipality, so in the above example, the taxi association and the Mokgalakwena
local municipality should work out a workable plan to maintain the taxi facilities in Mokopane.
Of the four ranks visited, Mokopane had the poorest facilities since the Caltex Taxi rank
operated by Mokopane taxi association was does not have a shade. The facilities at
Mookgopong and Modimolle were adequate and tidy as compared the rank in Bela Bela were
the facilities though secure, were not well kept. The road condition around the rank was also
poor since there were a lot of potholes. Due to the N1, The rank at Mookgopong is not busy
since there are no townships close to the town. This is also a confirmation of poor economic
growth in the area since transport is a derived demand.

**Rail network and facilities**

![Fig 7.11: Rail History Mokopane](image1)
![Fig 7.12: Rail History Mookgopong](image2)
![Fig 7.13: Rail History Modimolle](image3)

![Fig 7.14: Maintained rail track between Mokopane & Mookgopong](image4)
![Fig 7.15: Rail station at Mookgopong](image5)
![Fig 7.16: Good condition of Modimolle station](image6)
Observation of the train facilities indicates a rich history of rail within the district; each station has a "museum" of a historic locomotive dating back to the 18th century. During 1950 to early 1990, trains played an important role in public transport within the district. There used to be a popular and busy mainline train transporting passengers from Makhado to Johannesburg. This lead to the development of stations in the corridor which some of them are still in good condition today, a good example is Mokopane and Modimolle stations. The rail network (tracks and power lines) are still in good working condition throughout the corridor. However other facilities like those in Mookgopong and Bela – Bela are in a state of disrepair and neglect. The station in Pienaarsrivier was once very neat and tidy; however, it is currently desolate. Another area of improvement are the railway crossings, there are signs of neglect since most of the crossings are on farms and rural roads. This results in tracks having overgrown shrubs and also potholes around the track. Due to lack of demand for rail service, some tracks were abandoned, such as the track to Vaalwater (Mabatlane). This track runs through a populated area and could be useful if commuter rails can be revived in the area. This route could also be turned into a tourism corridor if the track could be concessioned to the private sector, and since there are no power lines, steam locomotives could be used to add value to the tourism product. This will require the Local Economic Development section of the district to develop necessary tourist destinations along the corridor.
Neglect of rail facility

Fig 7.19: Overgrown rail tracks Mookgopong
Fig 7.20: Potholes at rail crossing farms roads, Bela Bela
Fig 7.21: Neglected infrastructure Bela – Bela.

Fig 7.22: Deserted ticket office Mokopane
Fig 7.23: Abandoned rail line to Vaalwater
Fig 7.24: Neglected parking at Mookgopong

Road Freight

The R101 is an alternate route to the N1 for road freight vehicles. However since the road is a single way, trucks can also contribute to traffic congestion on the road. The towns on the corridor have placed restriction based on the size of the truck on the road. These restrictions ensure that the integrity of the roads is maintained and traffic congestion kept to the minimum.
However, Section 37(4) of the National Land Transport Act, Act No.5 of 2009 states “a person must not transport dangerous substances in the area of a planning authority except on a route so designated and indicated in an integrated transport plan, where such a route has been determined and published”.

This Act exists to protect the residents of the district against possible disasters if there is accidental spillage of the substances in the vicinity of residential areas. However these restrictions are not in place in all the towns within the district. This is an area of improvement in terms of signage in all entry points to the towns. The disaster management section of the Waterberg District Municipality should correct this shortcoming as a matter of urgency.

**Bus service**

The Waterberg District Municipality has only a limited bus service operating in the area. The Great North Transport (GNT) Bus Service provides subsidised service in the Mokopane area through a negotiated contract with the Limpopo Department of Transport. The Lowveld Bus Service provides subsidised service in the Lephalale area through a tendered contract with the Limpopo Department of Transport. Lowveld Bus Service also provides a service from Thabazimbi to the mines in Northam and Amandelbult. The mines contract the service.

The GNT services are from Mahwelereng to Mokopane as well as Tshamahansi to Mokopane. It is however evident that there is a need to expand these subsidized services in the district since there is no subsidized train service and the only other mode of transport is unsubsidized taxi service.

This is also confirmed by the fact that bus services from other provinces e.g. North West province (See sign of bus stop below) are operating within the Waterberg District Municipality. This means that through the new Rationalisation Plan, plans should be devised to expand bus services in the province. Current Bus stops also need to be sheltered since they are
currently without shelters. This could be an opportunity to enter into public-private partnerships where the private sector can erect the shelters and make use of the structures for advertising purposes.

**Fig 7.27: Bus stop sign operated from North West Province**

This facility above is acting as a Taxi rank.

**Fig 7.29: Undeveloped Tshamahansi taxi holding facility**

Based on the assessed transport needs, there are also no formal inter-modal facilities for taxis operating in this area. There is a critical need to establish such facilities in this municipal area.

**Fig 7.28: Animal drawn mode of transport**

In some areas Non Motorised Transport is used as an alternative mode of transport, especially in areas such as Mokopane, Steilloop, Modimolle, Bakenberg, Moshate and Tshamahansi.

It should be noted that in some parts of the Waterberg District Municipality the Non Motorised Transport has been formalised as a recognised mode of transport which satisfies the requirement of a complete modal integration in the rural environment. It emerged during the consultation workshops that these modes of transport play a significant role in conveying goods and people and that it should be fully incorporated into the transport system of the district. However, there is a critical need for policy and strategy to promote the use of these modes.
### ANNEXER B: PROJECT IMPLEMENTATION PLAN

**PROJECT PLAN:** Implementation of the Waterberg DITP

<table>
<thead>
<tr>
<th>PROJECT CT NUMBER:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OBJECTIVE(S):</strong></td>
<td>1 Develop guidelines for public transport facilities based on passenger demand taking into account the available infrastructure and considering both Provincial and National Guidelines for providing public transport facilities</td>
</tr>
<tr>
<td><strong>INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:</strong></td>
<td>Have multi-modal public transport facility guidelines in place that are responsive to passenger demand.</td>
</tr>
<tr>
<td><strong>TARGETS/TARGET GROUPS:</strong></td>
<td>Bus, Taxi industry and PRASA.</td>
</tr>
<tr>
<td><strong>LOCATIONS:</strong></td>
<td>Mokopane (Mogalakwena Local Municipality)</td>
</tr>
<tr>
<td><strong>MAJOR ACTIVITIES:</strong></td>
<td>Crafting of guidelines for public transport facilities in the Mogalakwena Local Municipality.</td>
</tr>
<tr>
<td><strong>RESPONSIBLE AGENCIES:</strong></td>
<td>Department of Roads and Transport, Waterberg District Municipality, Mogalakwena Local Municipality, PRASA, Taxi and Bus operators.</td>
</tr>
<tr>
<td><strong>TIMING:</strong></td>
<td>12 months</td>
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</table>

### COST

<table>
<thead>
<tr>
<th>Activity</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Crafting guidelines</td>
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</tr>
<tr>
<td>Workshop with stakeholders</td>
<td></td>
</tr>
<tr>
<td>Finalise</td>
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### BUDGET ESTIMATES

<table>
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<th>2013/14</th>
<th>2014/2015</th>
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<tbody>
<tr>
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### SOURCES OF FINANCE

<table>
<thead>
<tr>
<th>Source</th>
<th>DR&amp;T</th>
<th>WDM</th>
<th>MLM</th>
<th>PRASA</th>
<th>Private</th>
</tr>
</thead>
</table>

1
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT CT NUMBER:**

**OBJECTIVE(S):** Plan, design and implement public transport infrastructure based on these guidelines. The provision of public transport infrastructure will be based on the passenger demand at the different public transport facilities.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Designed & implementable public transport infrastructure plans based on the guidelines.

**PROJECT OUTPUTS:** Calling for tenders for the construction of public transport inter-modal facilities.

**TARGETS/TARGET GROUPS:** Bidding construction entities.

**LOCATIONS:** Mogalakwena Local Municipal area.

**MAJOR ACTIVITIES:** Construction of public transport intermodal facilities.

**RESPONSIBLE AGENCIES:** WDM, MLM

**TIMING 12 Months**

<table>
<thead>
<tr>
<th>COST</th>
<th></th>
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</thead>
<tbody>
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<tr>
<td>Construction costs</td>
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<td>Maintenance</td>
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<td><strong>R 6 950 000</strong></td>
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**BUDGET ESTIMATES**

<table>
<thead>
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<th>2012/13</th>
<th>2013/14</th>
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<td>Total</td>
<td></td>
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<td><strong>R 6 950 000</strong></td>
</tr>
</tbody>
</table>

**SOURCES OF FINANCE**
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT NUMBER:**

**OBJECTIVE(S):** 3 Identify and agree to the roles and responsibilities of all stakeholders with regard to infrastructure provision, funding, policy development, operation and maintenance.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Craft a strategy document for the roles and responsibilities of stakeholders with regard to infrastructure provision & funding.

**PROJECT OUTPUTS:** Finalised crafted integrated funding strategy for public transport intermodal facility.

**TARGETS/TARGET GROUPS:** Infrastructure Project financing Specialists

**LOCATIONS:** Mogalakwena Local Municipal area.

**MAJOR ACTIVITIES:** The crafting workshop and implementation of integrated project funding strategy.

**RESPONSIBLE AGENCIES:** All

**TIMING 12 months**

<table>
<thead>
<tr>
<th>COST</th>
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</thead>
<tbody>
<tr>
<td>Craft and workshop document R 1 200 000</td>
</tr>
<tr>
<td>Implementation of strategy R 1 000 000</td>
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<td><strong>R 2 200 000</strong></td>
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**BUDGET ESTIMATES**

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<th>2012/13</th>
<th>2013/14</th>
<th>2014/2015</th>
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| Total | R 2 200 000 |

**SOURCES OF FINANCE**
**PROJECT PLAN:** Implementation of the Waterberg DITP

<table>
<thead>
<tr>
<th>PROJECT CT NUMBER:</th>
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</table>

**OBJECTIVE(S):** Implement the DITP and ensure that integration and alignment with other statutory plans, land use planning and other relevant future developments.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Craft achievable implementation plan with time of commencement and completion of projects.

**PROJECT OUTPUTS:** List of implemented and completed projects.

**TARGETS/TARGET GROUPS:** WDM Transportation division.

**LOCATIONS:** Mogalakwena Local Municipal area

**MAJOR ACTIVITIES:** Project management of DITP projects.

**RESPONSIBLE AGENCIES:** WDM & MLM

**TIMING** Ongoing

<table>
<thead>
<tr>
<th>COST</th>
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<td>PROJECT MANAGEMENT</td>
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| R 750 000 |

**BUDGET ESTIMATES**

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<tr>
<td></td>
<td>R 750 000</td>
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</table>

| Total    | R 750 000 |

**SOURCES OF FINANCE**
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT NUMBER:**

**OBJECTIVE(S):** 5 Facilitate and ensure the implementation of the operating license strategy developed by WDM to ensure a safe, reliable, effective and efficient public transport service.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Established Provincial Regulatory Entity at Municipal level of government.

**PROJECT OUTPUTS:** Successful establishment of of a Provincial Regulatory Entity in the Waterberg District Municipality.

**TARGETS/TARGET GROUPS:** Waterberg District Municipality

**LOCATIONS:** Waterberg District Municipal area.

**MAJOR ACTIVITIES:** Facilitation of the establishment of a Provincial Regulatory Entity.

**RESPONSIBLE AGENCIES:** DR&T, WDM

**TIMING** 2011/12 Financial year

<table>
<thead>
<tr>
<th>COST</th>
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<tbody>
<tr>
<td></td>
<td><strong>Establishment process and recruitment &amp; placement of staff</strong></td>
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<tr>
<td></td>
<td><strong>R 6 000 000</strong></td>
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**BUDGET ESTIMATES**

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<thead>
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<th>2012/13</th>
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<th>2014/2015</th>
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<td>R 6 000 000</td>
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| Total  | R 6 000 000 |

**SOURCES OF FINANCE**

DR&T

WDM
**PROJECT PLAN:** Implementation of the Waterberg DITP

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<tr>
<th>PROJECTCT NUMBER:</th>
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</table>

**OBJECTIVE(S):** 6 Agree on the scope and extent of additional studies required while improving and implementing the DITP

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Identification of additional studies to be implemented.

**PROJECT OUTPUTS:** Successful identification and commissioning of projects.

**TARGETS/TARGET GROUPS:** All local municipalities within the jurisdiction of WDM.

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Constant research and development

**RESPONSIBLE AGENCIES:** WDM

**TIMING** 2011/12 Financial year

**COST**

| Research & Development | Identification & implementation | **R 1 900 000** |

**R 1 900 000**

**BUDGET ESTIMATES**

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<thead>
<tr>
<th>Budget</th>
<th>2011/12</th>
<th>2012/13</th>
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<th>2014/2015</th>
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<td></td>
<td>R 1 900 000</td>
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**Total**

| **R 1 900 000** |

**SOURCES OF FINANCE**

WDM
**PROJECT PLAN: Implementation of the Waterberg DITP**

**PROJECT CT NUMBER:**

**OBJECTIVE(S):** 7 Ensure that modal and land use integration takes place in the planning of the public transport services and infrastructure.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Establish Modal Committee and ensure the involvement of land use in the planning process.

**PROJECT OUTPUTS:** Established and functioning of Modal Committee with explicit Terms of Reference

**TARGETS/TARGET GROUPS:** DT&R, WDM, MLM

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Drafting of bid documents for RFP (Establishment of Modal Committee)

**RESPONSIBLE AGENCIES:** WDM, DR&T, MLM

**TIMING 2011/12 Financial year**

**COST**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish Modal Committee</td>
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<tr>
<td>Facilitate Committee</td>
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<tr>
<td><strong>Total</strong></td>
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**BUDGET ESTIMATES**

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<td>Total</td>
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<td></td>
<td>R 1 900 000</td>
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</table>

**SOURCES OF FINANCE**

- WDM
- DR&T
- MLM
- Private Sector
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT CT NUMBER:**

**OBJECTIVE(S):** Investigate the needs of special categories passengers and non-motorised transport options to make sure that their needs are also addressed.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Establish infrastructure for special categories of passengers.

**PROJECT OUTPUTS:** Successfully established infrastructure and appropriate mode for special categories of passengers.

**TARGETS/TARGET GROUPS:** Persons with special needs.

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Constant Research and Development on transport for persons with special needs.

**RESPONSIBLE AGENCIES:** WDM, DR&T, MLM, Department of Social Development & Health.

**TIMING:** 2011/12 Financial year

**COST**

<table>
<thead>
<tr>
<th>Research and Development</th>
<th>R 2 000 000</th>
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<td>R 2 000 000</td>
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**BUDGET ESTIMATES**

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<td>R 2 000 000</td>
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<table>
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<tr>
<th>Total</th>
<th>R 2 000 000</th>
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</tbody>
</table>

**SOURCES OF FINANCE**

- WDM
- DR&T
- MLM
- Department of Social Development and Health
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT NUMBER:**

**OBJECTIVE(S):** 9 Conduct corridor studies to provide detailed information on the current conditions of infrastructure and future demand for transport, public transport and freight.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Draft the Terms of Reference for the provision of detailed information on the current conditions of infrastructure

**PROJECT OUTPUTS:** The award of Tender and detailed study pointing out the demand for public transport and freight in the WDM

**TARGETS/TARGET GROUPS:** WDM & all Local Municipalities

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Comprehensive research studies

**RESPONSIBLE AGENCIES:** WDM, DR&T and All Local Municipalities

**TIMING** 2011/12 Financial year

<table>
<thead>
<tr>
<th>COST</th>
<th>R 1 000 000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research &amp; Development</td>
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</tr>
</tbody>
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**BUDGET ESTIMATES**

<table>
<thead>
<tr>
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<th>2012/13</th>
<th>2013/14</th>
<th>2014/2015</th>
</tr>
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<tbody>
<tr>
<td>R 1 000 000</td>
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</table>

**Total**

| R 1 000 000 |          |

**SOURCES OF FINANCE**

WDM
All Local Municipalitie
Dept. of Roads & Transport
**PROJECT PLAN**: Implementation of the Waterberg DITP

**PROJECT CT NUMBER:**

**OBJECTIVE(S):** 10 Ensure continuous upgrading and maintenance of all road and Public Transport infrastructure to increase the accessibility to public transport service for all users in the Waterberg District Municipality

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Regular upgrading and maintenance of road and Public Transport Infrastructure in the WDM

**PROJECT OUTPUTS:** Well upgraded, serviced and maintained road network within the WDM.

**TARGETS/TARGET GROUPS:** WDM, DR&T, RAL, All Local Municipalities.

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Upgrading and maintenance of road network.

**RESPONSIBLE AGENCIES:** WDM, DR&T, RAL, All Local Municipalities

**TIMING:** 2011/12/13/14 MTEF

<table>
<thead>
<tr>
<th>COST</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design and construction</td>
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<tr>
<td>Construction costs</td>
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<tr>
<td>Maintenance</td>
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**BUDGET ESTIMATES**

<table>
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<tr>
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<th>2013/14</th>
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<tr>
<td>Total</td>
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</tbody>
</table>

**SOURCES OF FINANCE**

WDM,
DR&T
RAL
All Local Municipalities
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT NUMBER:**

**OBJECTIVE(S):** Promote proactive law enforcement and provincial at local government level to reduce illegal operations and improve road safety to all road users. Encourage the upgrading and maintenance of public transport vehicles.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Reduced road accidents

**PROJECT OUTPUTS:** Visibility of Law Enforcement Agencies and effective patrolling of high traffic density routes.

**TARGETS/TARGET GROUPS:** WDM, RTMC, All Local Municipalities and DR&T, Cross Border Road Transport Agency

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Promotion of road safety

**RESPONSIBLE AGENCIES:** RTMC

2011/12 Financial year

<table>
<thead>
<tr>
<th>COST</th>
<th>R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Safety Campaigns</td>
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**BUDGET ESTIMATES**

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<tr>
<td>Total</td>
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</table>

**SOURCES OF FINANCE**

- RTMC
- DR&T
- WDM
- All Local Municipality
- Cross Border Road Transport Agency
**PROJECT PLAN:** Implementation of the Waterberg DITP

**PROJECT NUMBER:**

**OBJECTIVE(S):** 12 Re-investigate road user education and develop a policy and strategy to restart this process not only for public transport operators, but also for the non-motorised, animal-drawn transport in particular. Such an initiative should be driven by the Limpopo Provincial Department of Roads and Transport and be implemented throughout the province.

**INDICATORS FOR ACHIEVEMENT OF OBJECTIVES:** Educate road users on road safety

**PROJECT OUTPUTS:** Educated road users and a policy on non-motorised transport

**TARGETS/TARGET GROUPS:** WDM, DR&T, All Local Municipalities

**LOCATIONS:** WDM

**MAJOR ACTIVITIES:** Road user education and drafting of non-motorised transport policy

**RESPONSIBLE AGENCIES:** WDM, RTMC, DR&T, All Local Municipalities

**TIMING:** 2011/12 Financial year

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### COST

<table>
<thead>
<tr>
<th>Activity</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crafting of policy</td>
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</tr>
<tr>
<td>Road user education</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
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### BUDGET ESTIMATES

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### SOURCES OF FINANCE

- RTMC
- DR&T
- WDM
- All Local Municipalities