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GENERAL NOTICE

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GENERAL NOTICE

NOTICE 63 OF 2011

**North West Provincial Government
Department of Public Works, Roads and Transport**



PROVINCIAL LAND TRANSPORT FRAMEWORK 2008-2013

PROJECT REF No: NW TR 13/06

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II. LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
AIDC	Automotive Industry Development Centre

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ASGISA	Accelerated and Shared Growth Initiative for South Africa
ATNS	Air Traffic Navigation System
BBBEE	Broad Based Black Economic Empowerment
BDPM	Bojanala Platinum District Municipality
CBD	Central Business District
CBRTA	Cross-Border Road Transport Agency
CITP	Comprehensive Integrated Transport Plan
COTO	Committee Of Transport Officials
CPTR	Current Public Transport Records
CSIR	Council for Scientific Industrial Research
CTS	Centralised Train System
CUTA	Carltonville United Taxi Association
DCOTO	District Committee Of Transport Officials
DITP	District Integrated Transport Plan
DKKDM	Dr. Kenneth Kaunda District Municipality
DM	District Municipality
DMMC	District Member of Mayoral Committee
DOT	Department of Transport
DPA	Designated Planning Authority
DRSMDM	Dr. Ruth Segomotsi Mompati District Municipality
DTRCS	Department of Transport, Roads and Community Safety
eNaTIS	National Traffic Information System
GDP	Gross Domestic Product
GPS	Global Positioning System
GVM	Gross Vehicle Mass
HIV	Human Immune Virus
HoD	Head of Department
HR	Human Resource
HV	Heavy Vehicle
HVO	Heavy Vehicle Overloaded
HWW	Heavy Vehicle Weighing
HAZMAT	Hazardous Material
ICT	Information Communication Technology
IDP	Integrated Development Plan
IFM	International Ferro Metals
INW	Investment North West

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IPTNP	Integrated Provincial Transport Network Programme
ITP	Integrated Transport Plan
KPI	Key Performance Indicator
LDV	Light Delivery Vehicle
LE	Law Enforcement
LITP	Local Integrated Transport Plan
LM	Local Municipality
LMMC	Local Member of Mayoral Committee
LOS	Level of Service
LTCC	Land Transport Co-ordinating Committee
MEC	Member of the Executive Council
MIDZ	Mafikeng Industrial Development Zone
MINCOM	Ministerial Committee
MINMEC	Minister and Members of the Executive Council
MMC	Member of Mayoral Committee
MSA	Moving South Africa
MTEF	Medium Term Expenditure Framework
NATIS	National Transport Information System
Natmap	National Transport Master Plan
NFLS	National Freight Logistics Strategy
NGO	Non Governmental Organisation
NHTS	National Household Travel Survey
NLTB	National Land Transport Bill
NLTTA	National Land Transport Transition Act
NLTS	National Land Transport Strategy
NLTSF	National Land Transport Strategic Framework
NMMDM	Ngaka Modiri Molema District Municipality
NMT	Non-Motorised Transport
NTS	National Transport Strategy
NTTT	National Taxi Task Team
NWDC	North West Development Corporation
NWCOTO	North West Committee Of Transport Official
NWPDTRCS	North West Provincial Department of Transport, Roads and Community Safety
NWPDWRT	North West Provincial Department of Public Works, Roads and Transport

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NWSDI	North West Spatial Development Initiative
OLAS	Operating Licensing Administration System
OLB	Operating Licensing Board
OLS	Operating Licensing Strategy
PCOTO	Provincial Committee of Transport Officials
PDI	Provincial Development Initiative
PFDB	Provincial Freight Data Bank
PGDS	Provincial Growth and Development Strategy
PLTF	Provincial Land Transport Framework
POLB	Provincial Operating License Board
PPP	Public Private Partnership
PRASA	Passenger Rail Agency of South Africa
PTIS	Public Transport Information System
PTMIS	Public Transport Management Information System
PTNP	Public Transport Network Plan
PTP	Public Transport Plan
RAS	Registration Administration System
Ratplan	Rationalisation Plan
RTMC	Road Traffic Management Corporation
RNMS	Road Network Management System
RSA	Republic of South Africa`
RTSSA	Rural Transport Strategy for South Africa
SABITA	Southern African Bitumen Association
SADC	Southern African Development Community
SANRAL	South African Road Agency Limited
SANTACO	South African National Taxi Council
SAPS	South African Police Service
SARCC	South African Rail Commuter Corporation
SDF	Spatial Development Framework
SMME	Small Medium Micro Enterprises
SPDU	Strategic Planning and Development Unit
Stats SA	Statistics South Africa
TA	Transport Authority
TCS	Transport Coordinating Structures
TDM	Transport Demand Management
TOD	Transit Oriented Development

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TRI	Taxi Retail Installation
VCI	Visual Conditions Index
WC	Western Cape
WG	Working Group

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VI. EXECUTIVE SUMMARY

INTRODUCTION

In terms of the National Land Transport Transitional Act, (Act No. 22 of 2000) (NLTTA), each Provincial Government must prepare a Provincial Land Transport Framework (PLTF) for a period of five years, which must be published in the Provincial Gazette. District and Local Municipalities must adopt these principles in their transport planning. The 2008-2013 PLTF has taken cognisance of the new administration's Provincial Ten Points Plan, the Provincial Transport Lekgotla regulations including the Department of Transport's National Transport Master Plan's principles.

The primary aims of the PLTF are:

- To ensure that the Province follows the norms and standards including the planning objective, policies and strategies as prescribed in the National Land Transport Strategic Framework (NLTSF) 2006 – 2011;
- To ensure the objectives, policies and strategies as prescribed are implemented at the provincial level;
- To state the objectives, policies and strategies of the Provincial Department of Public Works, Roads and Transport (DPWRT);
- To describe the intended development of transport uniformity throughout the North West Province;
- To provide assistance and to serve as a base for all District and Municipal Planning in the Province; and
- To coordinate land transport planning in the Province, monitors and evaluates planning products between the different spheres of government in the North West Province.

The PLTF 2003-2007 base document has been updated within the context of the Provincial Growth and Development Strategy, as well as the national transport policies and frameworks, such as the National Land Transport Strategic Framework 2006-2011.

The National Department of Transport is in the process of developing a National Transport Master Plan (NATMAP 2050). At the same time, provincial master plans are also developed. Technical and Steering committees have been set up in the North West Province to coordinate provincial and national planning. The master plans consider all passenger and freight modes, infrastructure and operations. The planning horizon is 2050. The national master plan and its provincial master plans will only be completed by the end of 2009. Although the PLTF process

has been coordinated with the NATMAP process, the actual plans can only be coordinated with the next update of the PLTF due to the time differences.

TRANSPORT VISION, OBJECTIVES AND POLICY

National and provincial transport visions, missions, objectives and policy are described in the PLTF.

In 2008 the DPWRT commissioned a development of the Provincial White Paper on Transport Policy, which formulated the vision: "The North West Transport Vision is to have a world class integrated transport system by 2025"

STATUS QUO OF TRANSPORT IN THE PROVINCE

Existing transport legislation and regulations at national and provincial spheres are summarized. The most important for the Province is the Draft Provincial Transport White Paper (2008) and the National Land Transport Act (NLTA, Act No 5 of 2009). The NLTA has visionary implications for the update of the 2003-2007 PLTF. However, the critical elements of the NLTA will only be comprehensively considered in the following update.

The DOT issued in 2007 the new minimum requirements for the preparation of ITPs. In terms of the new minimum requirements, three types of transport planning authorities are identified and these are:

- Type 1: authorities required to prepare comprehensive Integrated Transport Plans (CITPs). The DOT identified 12 cities – the six metropolitan areas, as well as large and growing towns such as Rustenburg.
- Type 2: District Planning Authorities which are to prepare District Integrated Transport Plans (DITP)
- Type 3: Local Municipality Transport Planning Authorities which are to prepare Local Integrated Transport Plans (LITP)

District Municipalities

The province is subdivided into four District Municipalities:

- Bojanala Platinum;
- Ngaka Modiri Molema;
- Dr. Ruth Segomotsi Mompati; and
- Dr. Kenneth Kaunda

The boundaries have been affected by the return of Merafong back to Gauteng Province, an area of Ruth Mompati allocated to the Northern Cape, and an area of Bojanala allocated to Gauteng.

The ITP's of the four districts are summarized in the PLTF.

Socio-economic profile

The economic activities and the job opportunities in the North West Province are centralised in the economic zones, which are far removed from the economic active individuals living on the outskirts of towns or rural areas in adjacent districts. The majority of economically active individuals which travel to work are those situated in the Bojanala Platinum District, (38%) followed by the Dr Kenneth Kaunda District (36%).

Transport patterns

The dominant 'main mode' of transport to work in the province is walking, reaching a high of 15% in Bojanala. The highest percentage of car use was recorded in the Dr Kenneth Kaunda District (18%), as well as the highest mini-bus taxi use of 15%. The use of buses is most dominant in the Bojanala Platinum District. A rather low percentage (12%) of commuters in the entire province travel by means of public transport as compared to 10% by car.

The percentage household income spending on public transport is similar to the national percentage. The areas of concern are however the individuals who spend more than 11% of household income on public transport. The 29% of households who spend no household income on public transport are an indication that, some individuals make use of private vehicles, or they choose to walk because the distances they have to travel are short enough not to make use of public transport or they simply cannot afford to make use of public transport.

Road network

According to the provincial road network management system (RNMS 2007), the total road length is 21,158 km of which 70% of all roads are unpaved.

The road network situation in the North West Province is characterised by the fact that:

- Economic centres are separated by large spatial variances and long commuting distances; and
- Transport operations in the rural areas of the province are characterised by extremely long distances and poor road conditions, which result in high vehicle operating costs.

The paved road conditions for the majority of the paved road network for the four districts range from very good to fair. In total 19% of the paved network within the province falls within the range of poor to very poor. The length of gravel roads falling within the poor range consists of 56 % of the total gravel road network.

The current annual budget for provincial roads is R200 million and there is a backlog of about R2,505 million. Therefore even though the government has the intention of improving road conditions, it will take a while due to budgetary constraints. This backlog for maintenance and rehabilitation is approximately R1,880 million and it can be addressed over five years, resulting in an annual maintenance backlog cost of R376 million.

Traffic patterns

The total vehicle-kilometres travelled on an annual basis over the entire North West Road Network reflected a 22% growth over a 4 year period (2000-2004).

The road network of the North West Province is not subject to high traffic densities. Rustenburg, however, has been experiencing rapid growth and as a result some local roads have been experiencing capacity problems or a general deterioration of infrastructure.

The majority of the road network in the province carries less than 6,000 vehicles per year, with the exception of the N12 between Matlosana and the Gauteng Province. The main freight route is the N12 with between 470 and 1,140 heavy vehicles per day, whilst the rest of the North West Province network carries less than 470 heavy vehicles per day.

The Bojanala Platinum District shows by far the largest number of light and heavy vehicle traffic compared to all other districts. The daily traffic is approximately 3 times higher than that of the district with the second highest traffic, i.e. Dr Kenneth Kaunda District. This trend is even more pronounced in terms of public transport with the Bojanala Platinum District indicating 7 times higher volumes than the district with the next highest volume.

Overloading of heavy vehicles (HVO) is seen as the main contributor to deteriorating road pavements. The Bojanala District has a large number of heavy vehicles which are overloaded (65,8%) but only 39,6% of the vehicles are actually charged and even a lower rate of convictions apply.

Rail network

There is an extensive rail network, which covers the central and eastern areas of the Province. The network was originally developed as sections of the main lines to Gauteng and Botswana/Zimbabwe. Branch lines were added to service the agricultural, commercial, industrial and mining sectors within the Province. The network is owned and operated by Transnet Freight Rail (previously known as Spoornet).

The three main lines in the southern area of the rail network are the portion of the Cape Town to Tshwane main line from Fourteen Streams to Welverdiend in Gauteng, the portion of the line from Kimberley to Botswana and Zimbabwe from Fourteen Streams to Ramatlabama on the Botswana border and the line from Krugersdorp in Gauteng to Mafikeng where it joins the line to Botswana. These linkages are critical in the National and Southern Africa regional network.

Airports

Airports have been established at Mafikeng and at Pilanesburg, primarily for the movement of passengers to and from the Provincial capital city and to support the tourism initiatives in the Sun City and the Pilanesburg areas. Air strips for light aircraft are also available near Potchefstroom, Krugersdorp, Ventersdorp, Rustenburg, and Lichtenburg, and Vryburg.

Public Transport

The North West Province is, because of the skewed spatial development policies of the past, one of the provinces with inferior public transport services particularly due to its vast rural settlement patterns and dispersed economic centers that are located in Matlosana, Potchefstroom, Rustenburg and Brits. Although, the emergence of the taxi mode went a long way in providing much needed public transport to these areas, public transport remains unaffordable, inefficient and unsafe.

Mini-bus Taxis

Some progress has been made regarding permit conversions. A strategy to unblock the process will have to be put in place and vigorously pursued. The new Provincial Transport Policy and related legislation must provide the Operating License Board with clear rules and regulations to fast track operating license conversions, implementation of transport plans, integrated public transport and routes that will be subsidized etc. A Public Transport Management Information System (PTMIS) is being pilot-tested in the Bojanala District, with a view to roll it out to the rest of the Province, to ensure that the CPTR, PTP/ITP information is easily accessible to the Board.

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The situation regarding illegal taxi operations still persists. During the Special Legalisation of 1998-1999, 2002 applications were received, and 467 were not granted. During the Be-Legal Campaign of 2000, 750 applications were received, and 367 were not granted.

There are five regional taxi councils according to the old demarcation of the North West Province. The Department hopes to enter into performance contracts with taxi operators through taxi councils to investigate new business ventures and propose new plans.

The Department launched five regional and one Provincial taxi co-operative. These were launched with the procurement of some petrol stations as anchor projects. Through the Tlokwe Declaration, both the policy and business wing of the industry resolved to amalgamate both structures subject to discussion and approval by the South African National Taxi Council (SANTACO).

The Taxi Recap process has been initiated in the North West Province although it has been slow due to various problems such as, limited availability of new vehicles, slow update and logistical problems with the operating licensing process. It is crucial that the Recap process is completed before 2010 to ensure that high quality vehicles can service the 2010 demand. The latest scrapping statistics indicates that 3, 333 minibus taxis have thus far been scrapped.

Bus services

Since the previous PLTF, bus contracts have been changed into either interim, negotiated or commercial services contracts, as shown below

- Thari (negotiated contract) operates mainly from Garankuwa, Mothutlung and surrounding residential areas to employment nodes and shopping locations in Tshwane.
- Batswana Gare (interim contract) covers areas mainly around Mabopane.
- Bothlaba-North West Star: Bothlaba covers mainly residential nodes close to Soshanguve. North West Star service runs through Mafikeng and Ramatlabama
- Mogwase (negotiated contract);
- Lehurutshe (negotiated contract); and
- Tlhabane (negotiated contract).

Areas in the Dr Kenneth Kaunda District don't have subsidised commuter bus services.

There are Learner school bus services organised by the North West Department of Education, but these fall outside the Department's subsidised services. Bus services for learners are provided in an ad-hoc way and are not part of the tendered contract system. The National

DOT's policy is to bring learner transport services into the tendered contract system and these are currently under negotiation with the Department of Education.

Passenger rail services

A long-distance rail passenger transport service is provided by Shosholoza Meyl, which is in the process of being transferred from Transnet Freight Rail to the Passenger Rail Agency of South Africa (PRASA). PRASA is a merger between the former SARCC, Metrorail and Shosholoza Meyl. Only one inter-city passenger service runs through the North West province between Johannesburg to Kimberley and Cape Town (via Potchefstroom and City of Matlosana). The one that used to run from Mafikeng to Kimberley has been discontinued. The Department has commissioned a study to investigate the possibility of re-introducing passenger rail services between Rustenburg and Pretoria. The 2010 preparation process has already included such a possibility in their transport plans.

PRASA has developed a National Rail Master Plan and although the focus is on the metropolitan areas, it has been recommended that the provincial branch-lines be considered to alleviate the transport problems of rural communities. The Rail Plan has identified Rustenburg as one of the top seven (7) rural municipalities needing a transport connectivity response.

Cross Border Road Transport Agency (CBRTA)

The main CBRTA objectives are:

- Control the movement of goods and services across the border;
- Approve applications of operating license to SADC Countries.

The CBRTA provides operating licenses to SADC Countries which comprises of Botswana, Zimbabwe, Malawi, Zambia, Lesotho, Mozambique and the Democratic Republic of Congo (DRC).

Metered taxis and 4+1 taxis

Little progress has been made with regard to the concerns highlighted in the PLTF 2002-2007, i.e. informal nature of these services and lacking of a legal framework and policy. The resolutions taken and advocated by the Implementation Working Group, are still being addressed and taken into consideration in the formulation of the White Paper on Transport Policy, covering policies and legal framework, data collection on operations, definitions, licensing, facilities and formalization.

Freight transport

The national DOT developed the National Freight Logistics Strategy to guide the appropriate development of freight policies and plans. During 2006/2007 the DOT rolled out the development of the Provincial Freight Databank (PFDB) to the North West Province. The objective of the PFDB is to gather information on freight movements, perceived cargo, number of freight vehicles, rail and air, freight tonnages, etc. for freight planning purposes.

The freight rail services were initially the backbone of transport to, from and within the province. This role started to decline from the nineteen-eighties to where it is currently mainly limited to bulk commodities. The development of the road network together with the road passenger and freight industries caused a significant shift from rail to road. The role of rail has been delegated to bulk commodities only.

Because of the demarcation of new provincial boundaries in 1994, North West Province incorporates sections of arterial rail routes formerly part of the Western and Northern Transvaal. Each of the three main routes forms a bridge between Gauteng and other provinces but there are some important agricultural branch and light traffic density lines serving intra-provincial traffic.

Container traffic to the Rustenburg area is currently moved by road from Pretoria. North West province does not have designated road-rail inter-modal handling centres for containerised cargo. Import - export container traffic is not significant in the North West Province.

There is however a considerable amount of through traffic on rail with containers to and from Botswana and on the main line to Western Cape. For local customers in North West, the railway operator provides door-to-door container services to various points in the North West Province by road.

From the surveys done in the course of establishing this Freight Transport Data bank it is apparent that there is more than 50 million tons of freight is moving on public roads within the province.

The heaviest road freight corridor in the Province is the N4 Platinum route, linking Gauteng and Botswana, and also forming part of the Coast-to-Coast corridor between Mozambique and Namibia.

The other three main road freight corridors serves internal demand within the Province:

- R49 Zeerust-Mmabatho with 7,947 million tons per annum;

- R510 Rustenburg-Northam with 1,4 million tons per annum; and
- R51 Britz-Thabazimbi with 1,4 million tons per annum.

The only air cargo movements at present are those associated with passenger transport, although freight handling facilities are available at both airports.

CO-ORDINATION MEASURES AND STRUCTURES

This chapter describes structures that will be established to ensure coordination of transport planning and regulation of relations regarding concurrent competencies between the national and provincial government.

The NLTA describes the institutional arrangements at national, provincial and municipal spheres of government. Coordination of planning is addressed by Planning Authorities, Inter-modal Planning Committees, and Land Transport Advisory Boards. The implications of these institutional arrangements for the North West Province will be addressed in the next update of the PLTF. This Chapter is still based on the provisions of the NLTTA. Until the institutional arrangements of the NLTA have been agreed upon and implemented, the Transport Coordinating Structures described in this chapter 3 will be sufficient to achieve proper coordination and integration.

Transport Coordination Structures (TCS) have been formulated in consultation with the various District and Local Municipalities and other stakeholders.

The objectives of the TCS are to:

- Coordinate transport planning activities among the Authorities;
- Develop a uniform approach for development of transport planning products;
- Coordinate the implementation of national, provincial and municipality transport policies, legislation, transport services, etc;
- Capacitate members of committees and assist new incumbents in municipalities;
- Promote cross-pollination of ideas, information among members; and
- Offer any appropriate inputs in the area of transportation planning and economics.

The TCS provides for a Political and Operational structure at provincial level, and a similar structure at District level in each District.

The DOT has commissioned the establishment of Freight Logistics Forums in all the provinces. The key objectives are to enable stakeholders in freight to make coordinated inputs into freight logistics strategies and policies, transport planning and general supply chain management approaches. Both the DOT and TCS structures are premised on the same principle except that the North West TCS was based on the Freight Working Group with a limited scope and the proposed National Provincial Freight Forum has a wider scope and participation.

INTEGRATED DEVELOPMENT FRAMEWORK

Provincial Broad Spatial Development Framework

With the new administration after the April 2009 elections, the North West Province re-aligned the Provincial Growth and Development Strategy with the new ruling party manifesto and policy directives. The aligned vision to 2014 is as follows:

- Truly united, non-racial and democratic society;
- Joint focus and delivery on key national priorities to reduce unemployment and poverty by half;
- Delivery of services and channeling of resources in the most effective, efficient and sustainable manner;
- Build the skills base of the economy and promote human resource developments;
- Provide a compassionate, caring and responsive government;
- Improve the health profile of the population;
- Offer full rights and dignity of freedom especially to the poor and vulnerable;
- Reduce levels of serious crimes;
- Significantly reduce the dualistic nature of the South African economy into a single integrated economy that benefits all; and
- Position South Africa as an effective force in global relations.

Economic Development and Tourism

The main economic development projects are:

- The Wild Silk Project;
- The Madikwe Sisal Project;
- Projects around 2010 World Cup including tourism i.e. improvement in the hospitality industry, tourism transport, transport infrastructure and road signage.

- The province has taken major strides in intervening in SMME development through:
 - Reviewing SMME policies in order to ensure that rural communities participate;
 - Preferential procurement by the province and municipalities;
 - Efforts to ensure skills transfer to SMME's; and
 - Training and development

The development of the following tourism nodes need to be assessed: The Highveld National Park, Bloemhof Dam Nature Reserve, Lotlamoreng Dam development plan, while the Taung Dam protected environment has been completed

The province has two economic development delivery agencies namely, The North West Development Corporation (NWDC), and Invest North West (INW). The province together with the Mafikeng local municipality have established the Mafikeng Industrial Development Zone Corporation, who's mandate is to enhance economic development around Mafikeng using existing infrastructure as a catalyst. The new strategy is to merge the NWDC and INW to maximize resources and expertise in an effort to accelerate economic development and flow of investment in the province.

The North West Spatial Development Initiative (NWSDI)

The provincial government declared the following corridors SDI's:

- Platinum SDI (1996): The Platinum Corridor along the N4 is focused on the north west portion of the east west corridor, via Rustenburg and Zeerust;
- Treasure Route SDI (January 2001): The Treasure Corridor is strengthening developments from Johannesburg to Tlokwe, City of Matlosana and further south along the N12 national road.

The Provincial Growth and Development Strategy (PGDS, 2004 to 2014)

The PGDS guides the economic development programme and the key focus areas are economic growth, infrastructure development, skills development and agriculture and urban renewal.

The foundation of the North West Province economy is based on minerals, particularly platinum, and agriculture. Most of the economic activity is concentrated in the DKKDM (between Potchefstroom and City of Matlosana), Rustenburg and the eastern areas of the province where more than 83% of GDP of the province is produced.

The North West Province recorded an economic growth rate of 4,5% during 2005/06, following on the growth rate of 3,8% in 2003. The largest industries in the economy are the mining industry, finance and trade. Electricity, gas and water and construction are the smallest contributors to the Provincial GDP.

In an effort to promote SMME development, Invest North West, is facilitating the signing of a memorandum between the North West Province and India as well as China on specific sectors such as beef beneficiation, agri-processing, diamond cutting, and human resource development.

Recommended Public Transport Strategies

The main public transport strategies are:

- Promote public transport by:
 - giving more priority to public transport over private transport;
 - introduce measures of discouraging private transport;
 - dedicated lanes for public transport; and
 - a comprehensive land subsidy system
 - dedicated lanes for public transport.

- Municipal plans should be biased towards rural communities, define the routes that must be subsidised, and town planning should discourage private transport;
- Operating license process will be simplified and streamlined to ensure the speedy awarding or rejection of operating licenses.
- Implement the PTMIS as part of the transport planning process and the provision of land transport services.
- Passenger information will be provided at information kiosks at land transport centers/ranks.
- All mini and midi-bus vehicles must be branded in accordance with route markings;

- Introduction and implementation of electronic fare management systems

- Develop in collaboration with commuters a Public Transport Commuter Charter;

- Develop a framework for a de-merit system that will guide municipalities to introduce by-laws for implementation purposes;

- Re-introduce the Land Transport Inspectorate

- Municipalities must built, maintained and upgraded public transport facilities, and develop user-friendly intermodal transport facilities;

- Develop and implement the regulations for special rural transport modes;
- The recapitalisation process must be strengthened and encouraged during the current planning period; and
- Introduce land transport operator training programmes
- Finalise the registration process and issuing of operating licenses during the planning period
- Introduce special measures to issue temporary operating licenses for the 2010 World Cup.
- The Provincial Transport Legislation must be finalised in the 2009/2010 financial year and must be enforced.

NON-MOTORISED TRANSPORT (NMT) STRATEGIES

The main NMT strategies are:

- The province will develop a broad Provincial NMT Strategic Framework that will guide the development of detailed NMT Plans at municipal level
- NMT must be addressed by municipal by-laws, and must form part of the total NMT plan.
- Traffic safety and law enforcement are important parts of the NMT plan, and close coordination is needed between the DPWRT and the Department of Community Safety.
- A direct intervention at educational and training level to address NMT in planning, design, operation and marketing of the transport system;
- Densification and mixed land use strategies;
- Provision of transport infrastructure must include NMT infrastructure;
- Give priority to NMT in terms of the approval criteria for development and resource allocation.

TRANSPORT INFRASTRUCTURE STRATEGY

The main strategies are:

- Provide adequate transport infrastructure for high priority economic sectors;
- Strengthen governance structures and skills to support infrastructure development;
- Develop existing transport corridors (N4, N12, N14, N18), as well as along the three identified development corridors.
- Interface with DOT to improve efficiencies of international border posts

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- Promote involvement of private sector in provision, operation and management of infrastructure,
- Recruiting, keeping and training staff, and seconding experienced professionals from external organizations
- Quantify, assess, fund and provide integrated public transport, using the PLTF and ITP's as legal mechanisms;
- Implement national passenger strategy and action plan to develop rapid transit networks and integration of passenger modes
- Implement Provincial initiative on inter-modal facilities and routes
- Develop weigh-bridge and weigh-in-motion facilities as part of the Overloading Control Master Plan
- Exploit potential offered by the South–North Corridor in the province and its linkage with the SADC South-North Corridor via Botswana.
- Support and implement of national programmes, such as National Transport Master Plan for 2005-2050, Road Infrastructure Strategic Framework, DOT Passenger Strategy and Action Plan, etc.
- Strengthen transport linkages to and from Gauteng, as well as for weekend tourism.
- Promote IDZ and Mafikeng Airport.
- Overcome negative public attitude towards infrastructure by promotional programs on value of assets, strict law enforcement to address vandalism, effective community consultation on provision of infrastructure, and community involvement in maintenance.
- Promote safety through appropriate engineering design, following national and international best practice;

TRANSPORTATION MANAGEMENT STRATEGY, INCLUDING HAZARDOUS SUBSTANCES

- The development for the strategy for dangerous goods will be co-ordinated with districts and local municipalities.
- Law Enforcement should be central to the development of such a plan.
- The province will identify major routes that will be designated for the transportation of dangerous goods and these will be communicated to all stakeholders.

FREIGHT TRANSPORT STRATEGIES

- Provide strict law enforcement on roads that transport goods and dangerous substances;
- Installation of Traffic Control Centres at strategic places to effectively control overloading;
- Promote Small Medium and Micro Enterprises (SMME) in the freight industry;
- Encourage the freight industry to promote self regulation amongst its members;
- Develop an Overloading Control Transport Master Plan for the province, in terms of permanent and weigh-in-motion weigh bridges, law enforcement, and management system;
- Development of heavy vehicle stops and facilities along main routes;
- Formulate, agree and sign Service Level Agreement with the Community Safety Department with regard to the above strategies;
- Develop and co-ordinate an incident management plan for the provincial road network, and develop collaboration agreements municipalities;
- Implement incident management system; and
- Monitor and evaluate the cost-effectiveness and impact of incident management measures taken where necessary and institute corrective measures.

TOURISM STRATEGIES

- The development of a Macro Tourism Transportation Plan that will guide districts and local municipalities to develop detailed Tourism Transport Plans;
- Develop a Rural, Urban and Tourism Destination Connectivity Transport Plan and align the North West transport infrastructure network with tourism destinations;
- Improve road signage to include directions to tourism nodes;
- Spatial Development Framework must pay more attention to tourism and ensure the linkage to transport corridors;
- Develop an Aviation Corridor Plan linking other tourism destinations with North West tourism nodes.
- Ensure the provision of tourism transport services.

FUNDING STRATEGIES

The NLTA states that funding shall not only come from treasury, but the following activities may be levied;

- Impose user charges;
- Donations and contributions;
- Foreign aid agencies;
- Specified classes of motor vehicles entering specified portions of an area at specified times;
- Land, buildings or other developments that generate the movement of passengers, including land or buildings of which the state is the owner in its area;
- Parking places for, or the use of ranks, stops and terminals by motor vehicles in such portions; and
- Vehicle licenses, etc.

Strategies are:

- The DPWRT will organise a Funding Lekgotla with financiers to seek funding for priority projects.
- The DPWRT will commission a feasibility study into alternative funding sources including:
 - How to encourage and promote the Public Private Partnership (PPP);
 - Levies on road users ;
 - A new formula for allocation of funds from national treasury to provinces;
 - Legislation to allow provinces to levy for bulk services used by developers;
 - Form partnership with mines to co-fund transport infrastructure
 - Preparation of comprehensive Business Cases to motivate funding from the PLTF.

PROGRAMME FOR IMPLEMENTATION OF THE PLTF

Key strategies that will ensure implementation of the PLTF are:

- The DPWRT must take the lead in establishing the Transport Institutional Structures, and a dedicated budget for the Transport Coordination Structures must be provided;
- The DPWRT must incubate the TCS at the District Municipality level, providing resources for the running of the structures for at least a period of three years;
- The district municipalities must take the lead in establishing Local Municipality Transport Structures;

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- Provincial Transport Structures as outlined in the NLTA be streamlined and operationalised;
 - Densification and development along transport corridors and development nodes will be promoted and will form part of the approval criteria for transport plans;
 - The link between rural areas and key transport corridors and development nodes will be promoted;
 - Spatial Development Frameworks will make provisions for the non-conventional transport systems.
-
- Provincial Master Plans for the four key pillars of the PLTF must be developed and implemented in terms of Public Transport, Transport Infrastructure, Law Enforcement and Road Safety and Funding

MONITORING OF THE PERFORMANCE OF THE TRANSPORT SYSTEM

The Key Performance Indicators (KPI's) and targets of the DOT from the NLTF have been adopted and quantified by using the National Household Survey of the DOT (2003). The KPIs that indicate the worst performance are Travel time to work by public transport, Travel time for educational trips, Households spending more than 10% of income on public transport. This is clearly due to the long distances that are traveled to work and schools, which would be a major challenge to improve.

The best performance is for Rural walking times to public transport, Urban walking times to public transport and Travel time to work. However, even these are at unacceptable levels, except for Rural walking times where only 7 % of the users experienced longer walking times than the target.

NMT is not addressed by these KPI's and this should be addressed from the NMT Plan and relevant data sources.

PUBLIC PARTICIPATION

With regard to PLTF planning processes, consultation was done through meetings, one-on-one discussions with key stakeholders, presentations, culminating into the PLTF workshop which was held on 26th - 28th February 2008 at Buffelspoort. This workshop was the main forum for the

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development of PLTF strategies on Infrastructure, Public Transport, Law Enforcement and Road Safety, and Funding.

Listed below are the issues that emanated from the four commissions during the report back session:

- Lack of overloading control particularly on Municipal roads;
- Road classification criteria and demarcation between the Province and Municipalities;
- Poor community participation in the tolling of national roads and toll revenue not benefiting communities;
- Continuous road electrification;
- Poor implementation of the Animal Drawn Cart Programme;
- People With Special Needs; and
- The lack of capacity in the Municipalities.
- The ITP's lacked integration with the IDP's and that is why ITP projects are not funded.

RURAL TRANSPORT STRATEGIES

A comprehensive provincial rural transport policy is currently being developed within the Provincial White Paper on Transport Policy. However, it is prudent that the Department commits itself to:

- Endorse and implement the broad strategies contained in Rural Transport Strategy of South Africa (RTSSA).
- Finalise and implement the Provincial Multi-Year Rural Transport Strategy.
- Based on the RTSSA, implement the Provincial Integrated Rural Mobility and Access demonstration project.

The main strategies are:

- Develop and implement Provincial Rural Public Transport Plan
- Districts and Local Municipalities to develop detailed Rural Transport Plans with emphasis on development, maintenance and upgrade of rural transport facilities;
- Develop a Provincial, District and Local Municipality Rural Freight Transport Plan.
- Develop a Provincial, District and Local Government Non-Motorised Transport Plan
- Development of strategy to determine the role of animal drawn cart in rural economic development and enhancement of commuter mobility;
- Assessment of the DOT's Shova-Kalula bicycle project in the North West Province and the Taung animal-drawn cart project;

- Develop a strategy to ensure the inclusion of bicycle mode, walk mode, the animal-drawn cart mode into the Rural Transport Plans and Local Government Plans;
- Develop a strategy to promote rural access to markets and activity nodes;
- Based on RTSSA, develop a Provincial Rural Transport Infrastructure Framework.

ROAD SAFETY AND LAW ENFORCEMENT

In view of the fact that Law Enforcement and Road Safety is not a function of the DPWRT anymore, the Department will develop a coordination structure with the Department of Community Safety to refine and implement the following strategies.

Strategies and actions are defined to achieve the following outcomes:

- Well Established Transport Institutions with Defined Responsibilities
- The Safety Behaviour of Road Users Has Improved Voluntarily
- Safe Public Transport System (Passengers and Freight)
- Law Enforcement is Effective and Efficient
- Officials are Empowered
- Co-ordination Between Stakeholders
- Safe and Secure Functioning of Non-Motorised Transport/Non Conventional Transport
- Safe Road Infrastructure:
- Safe Public Transport System "sells" the province to investors

General strategies are:

- Lobby with the Health Department to become actively involved also in prevention activities;
- Develop integrated road safety information system;
- Provide Interoperability of different modes;
- Ensure stakeholder ownership;
- Manage stray animals.

VII. PREAMBLE

The North West Province is one of the nine provinces of the Republic of South Africa which is constituted in terms of chapter 6 section 103 (1) (h) of the Constitution of South Africa (Act 108 of 1996). In 2007, the North West Provincial Department of Transport, Roads and Community Safety appointed Matlhoko Consulting and SSI Engineering and Environmental Consultants to update the Provincial Land Transport Framework.

In terms of the National Land Transport Transitional Act, (Act No. 22 of 2000) (NLTTA), each Provincial Government must prepare a Provincial Land Transport Framework (PLTF) for a period of five years, which must be published in the Provincial Gazette. As the PLTF is a document that sets the standards and norms in the Province, both District and Local Municipalities must adopt these principles in their transport planning. Thus, the 2008-2013 PLTF has taken cognisance of the new administration's Provincial Ten Points Plan, the Provincial Transport Lekgotla Resolutions including the National Transport Master Plan's principles.

In preparing the 2008-2013 PLTF, the 2002-2007 first PLTF document was used to serve as a base document.

The methodology that will be followed is as prescribed in the NLTTA.

The primary aims of the PLTF are:

- To ensure that the Province follows the norms and standards including the planning objective, policies and strategies as prescribed in the National Land Transport Strategic Framework (NLTSF) 2006 – 2011;
- To ensure the objectives, policies and strategies as prescribed are implemented at the provincial level;
- To state the objectives, policies and strategies of the Provincial Department of Transport, Roads and Community Safety;
- To describe the intended development of transport uniformity throughout the North West Province;
- To provide assistance and to serve as a base for all District and Municipal Planning in the Province; and
- To coordinate land transport planning in the Province.

Furthermore, the intention of the PLTF is to ensure that the Province also monitors and evaluates planning products between the different spheres of government in the North West Province. The PLTF also promotes the spirit of intergovernmental relations which is supported

by the Intergovernmental Relations Framework Act, Act No. 13 of 2005, which encourages all spheres of government to integrate their planning in a holistic manner throughout the Province.

Consultation with respect to the development of the PLTF is imperative. Thus, a chapter on stakeholder consultation must be included as a prerequisite. It is also incumbent upon the Member of the Executive Council (MEC) to endorse the PLTF as a basic framework to be used by all transport planning authorities in the Province.

In terms of section 22 of the NLTTA the PLTF is prescribed as stated below and these should take cognizance of the NLTSF (2006 – 2011) additional strategies which address the separate functional areas. The PLTF will consist of the following:

- Transport vision, objectives and policy
- Status quo of transport in the province;
- Public Participation
- Coordination measures and structures, liaison and conflict resolution;
- Integrated Development Framework;
- Public Transport Strategy;
- Non-motorised Transport Strategy;
- Transport Infrastructure Strategy;
- Transport Authorities;
- Transport Management Strategy, including Hazardous Substances;
- Tourism and Transport;
- Budget;
- Programme for implementation of PLTF;
- Monitoring;
- Public Participation;
- Land-use restructuring
- Cross-border Road Transport;
- Land-use restructuring;
- Freight Transport;
- Inter – Provincial Transport;
- Rural Transport;
- Traffic Safety and Enforcement;
- Transport for persons with disabilities;
- Non-motorised Transport;
- Transport and the Environment;
- Transport and the 2010 World Cup;

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- Intermodalism and integration of Transport Planning;
- Conflict Resolution Mechanisms;
- Implementation Mechanisms;
- Measures for Monitoring; and
- Key Performance Indicators.
- The province has developed a Provincial Growth and Development Strategy for 2004 to 2014. The strategy serves as a guide to socio-economic development of the province. It is important to note that the growth and development strategy has identified spatial development initiatives designed to encourage business location along key transport development corridors.

The province is subdivided into four District Municipalities:

- Bojanala Platinum;
- Ngaka Modiri Molema;
- Dr. Ruth Segomotsi Mompati; and
- Dr. Kenneth Kaunda

Spatial Development Initiatives (SDI) identified are:

- Platinum Corridor: east-west corridor that links Maputo in the east with Walvis Bay in the west;
- Treasure Corridor: Johannesburg – Tlokwe – Matlosana corridor along the N12 to name a few; and
- Western Frontier SDI (January 2001): The Western Corridor along the N18 is intended to strengthen a north-south initiative from SADC through Botswana southwards through North West and Northern Cape. This corridor links the Platinum Corridor with the Treasure Corridor.

It is therefore expected that this current update of the Provincial Land Transport Framework (PLTF) will present a holistic picture of the socio-economic and transport dynamics of the province as well as the changes that have happened over the last five years. The PLTF 2003-2007 base document has been updated within the context of the Provincial Growth and Development Strategy, as well as the national transport policies and frameworks, such as the National Land Transport Strategic framework 2006-2011.

The National Department of Transport is in the process of developing a National Transport Master Plan (Natmap). At the same time, provincial master plans are also developed. Technical Steering committees have been set up in the North West Province to coordinate provincial and national planning. The master plans consider all passenger and freight modes, infrastructure

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and operations. The planning horizon is 2050. The national master plan and its provincial master plans will only be completed by the end of 2009. Although the PLTF process has been coordinated with the Natmap process, the actual plans can only be coordinated with the next update of the PLTF due to the time differences.

1. TRANSPORT VISION, OBJECTIVES AND POLICY

1.1. National Department of Transport

1.1.1. Vision:

"To provide safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable."

1.1.2. National Transport Objectives

- Support the goals of the reconstruction and development programme for meeting basic needs, developing human resources, and democratizing decision making;
- Enable customers requiring transport for people and goods to access the transport system in ways which will best satisfy the chosen criteria;
- Improve the safety, reliability, quality and speed of transporting goods and people;
- Improve South Africa's competitiveness and its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- Invest in infrastructure for transport systems in ways which satisfy social, economic or strategic investment criteria;
- Achieve the above objectives in a manner that is economically and environmentally sustainable, and minimizes negative side effects.

1.1.3. National Transport Policy

The 1996 White Paper on Transport Policy for South Africa developed an overarching framework which set the norms and standards for the development of transport plans, policies and strategies for South Africa. Thus provinces are expected to align with the National Government's policies and strategies. The update of the North West Provincial Land Transport Framework will not deviate from these policies and strategies.

1.1.4. The National Land Transport Transition Act (Act No. 22 of 2000) NLTTA

The following are the principles for land transport as set out in section 4 of the NLTTA:

- To promote public transport which is accessible, affordable, effective, cost-efficient, of value to the customer, coordinated and integrated;
- Public transport must be planned to meet customer needs;
- The needs of special categories of passengers must be considered;
- Subsidies should assist currently marginalized users;
- Appropriate modes of transport should be selected and supported;
- Public transport should be given higher priority than private transport;
- Investment in infrastructure and operations must promote economic, financial, technical and environmental sustainability;
- Scarce resources must be used optimally;
- Land transport must be integrated with land-use and economic planning and development;
- The principles of user charging or cost recovery from direct users must be applied;
- Safety and effective law enforcement must be promoted;
- Harmful effects on the environment must be minimized;
- The coordination of institutional functions must be promoted;
- The participation of all interested parties in transport planning must be promoted;
- Compatible computerized land transport information systems should be promoted.

1.2. PROVINCIAL TRANSPORT VISION, OBJECTIVES AND POLICY

1.2.1. Background

The North West Provincial Administration has over the years relied on the National White Paper on Transport and the North West Green Paper on Transport Policy (adapted to a White Paper on Transport Policy), as guide in developing and formulating the Provincial Land Transport Framework and Plans. In 2008 the Department of Transport, Roads and Community Safety commissioned a development of the Provincial White Paper on Transport Policy.

1.2.2. Provincial Transport Vision

The proposed Provincial Transport vision for the province is:

"The North West Transport Vision is to have a world class integrated transport system by 2025"

(Source: North West Provincial Draft White Paper on Transport Policy: 2009)

The Provincial Draft White Paper on Transport Policy explains the vision as follows:

A world class transport system that:

- Meets the people's needs and contributes to social inclusion;
- Respects the environment and saves energy through technology and innovation and by intensifying land-use densities;
- Makes activities more accessible, travel much safer and transport easier to use;
- Consists of well maintained networks of transport infrastructure and services;
- Will promote a culture of public transport and non-motorised transport (including walking and cycling);
- Will respond quickly to changing needs of business communities and users; and
- Will bring transport costs in the North West in line with international norms.

1.2.3. Provincial Transport Mission Statement

The proposed Provincial Transport Mission Statement is to:

- "Carry out the regulation and administration of concurrent and exclusive provincial transport functions;
- Implement national legislation and transport policy in the North West Province;
- Develop and implement provincial policy and legislation;
- Secure funding for investment in transport infrastructure, facilities and services;
- Administer and manage the provincial transport system and transport assets;
- Give guidance and assistance to municipalities, monitor them and co-ordinate municipal transport plans; and
- Monitor transport trends in the province as well as the use of and condition of transport infrastructure, facilities and services."

(Source: North West Provincial Draft White Paper on Transport Policy: 2009)

1.2.4. Provincial Transport Policy Objectives

The objectives of the North West Provincial Transport as articulated in the Provincial Draft White Paper on Transport Policy are to:

- Contribute to provincial economic growth by developing, managing and maintaining efficient transport services and accessible infrastructure and networks;
- Improve social inclusion by connecting disadvantaged rural and urban communities;
- Improve accessibility to the network and to public transport services;
- Protect our environment by investing in public transport and infrastructure for sustainable transport modes, such as walking and cycling, which minimise emissions and the consumption of energy;
- Improve travel safety by reducing accidents and ensuring the personal safety of pedestrians, cyclists, drivers and passengers; and
- Promote integration by land-use, intensity changes, common ticketing, and defining specific roles for, and relationships between the transport modes.

(Source: North West Provincial Draft White Paper on Transport Policy: 2009)

2. STATUS QUO OF TRANSPORT IN THE PROVINCE

2.1. Legislative Requirements

Although chapter 6 section 104 (1) of the constitution of South Africa gives legislative authority to provinces, section 146 (2) of the constitution was put in place to avoid confusion between national and provinces. This section explicitly states that in the case of conflict the national legislation shall take precedence. The NLTTA states that chapters 1, 2 and 4 of the act shall apply throughout the country so as to deal with matters of national concern. Chapter 3 of the act allows provinces to deal with issues peculiar to their own circumstances.

The National White Paper on Transport Policy states broad policy principles which support and facilitate the National Land Transport Transition Act. Section 21 of the NLTTA proposes a framework and principles. These are:

- The prioritization of public transport over private transport;
- The shift of policy from a supply driven to a demand driven land transport system;
- The formalization of taxi associations, their members and the conversion of operating licenses to routes based operating licenses;
- The corporatization of provincial and municipal bus operators and the provision of subsidized services in terms of tendered contracts;
- The appointment of a rail safety regulator and the development of a strategic rail capability in the national sphere of government;
- The promotion of the coordination of institutional responsibilities relating to land transport;
- The integration of land transport functions with related functions (i.e. land-use and economic planning and development);
- The identification of a revised and prioritized strategic countrywide road network which needs to support development;
- The promotion of a more balanced sharing of freight transport;
- The implementation of road access planning and decisions to support a rural integrated transport system that is sustainable;
- The promotion of effective law enforcement ;
- The consideration of the needs of special categories of passengers in planning and provisioning of transport infrastructure;
- Land transport to be designed as to have the least harmful impact on the environment;

- Land transport planning, infrastructure and operations to take cognizance of tourism strategies in the interest of development; and public transport services must be designed so as to provide affordable transport to the public and to achieve cost-efficiency and service quality, the optimal allocation and utilization of available resources and modest development.

2.2. New Legislation and Regulations

Due to the transitional nature of the NLTTA the ever changing environment and society needs, the DOT issued in 2007 the new minimum requirements for the preparation of ITPs (No 30506, vol. 509 30 November 2007). Furthermore, the National Land Transport Act, had visionary implications for the update of the 2003-2007 PLTF base document.

The critical elements of the Land Transport Act of April 2009 will only be comprehensively considered in the following update.

In terms of the new minimum requirements cited above, three types of transport planning authorities were identified and these are:

- Type 1: authorities required to prepare comprehensive Integrated Transport Plans (CITPs). The DOT had identified and adopted the 12 cities – the six metros, large and growing towns such as Rustenburg.
- Type 2: District Planning Authorities which are to prepare District Integrated Transport Plans (DITP)
- Type 3: Local Municipality Transport Planning Authorities which are to prepare Local Integrated Transport Plans (LITP)

Of vital importance is that the scope of DITP has not been reduced as compared to CITP and that of LITP has also been reduced as compared to the DITP.

The MEC responsible for Land Transport matters in each province and the Minister of Transport are required to gazette the categorisation of transport planning authorities in the National and Provincial Gazette.

Equally important is that the MEC responsible for Land Transport matters, must provide assistance to Districts in the preparation of transport planning products (i.e. PTP, ITP, etc.). the Member of Mayoral Committee responsible for Land Transport matters at district level, must

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provide assistance to constituent local municipalities with the preparation of their local transport planning products.

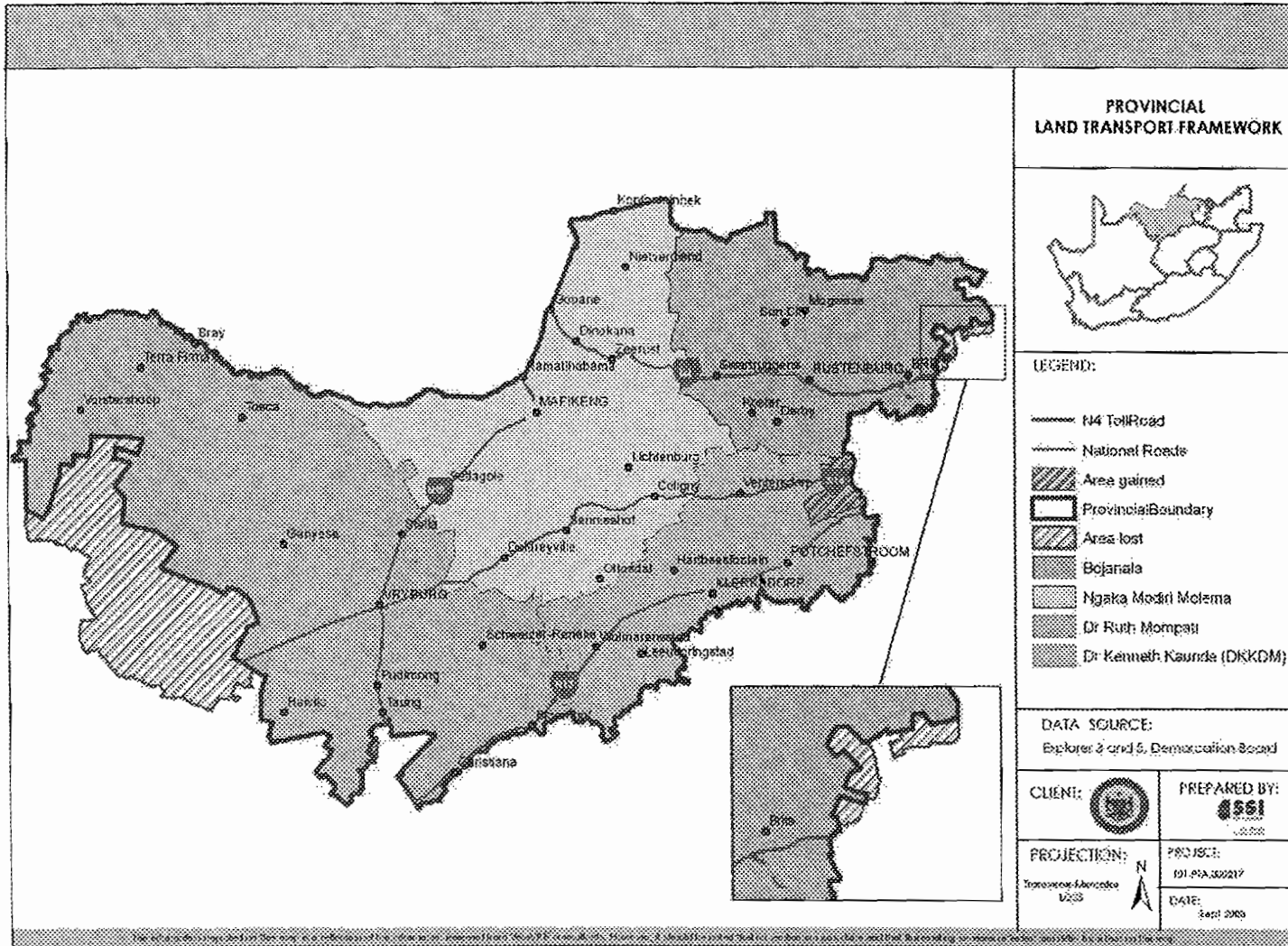
2.3. Status Quo of District Municipalities

2.3.1. Background

The North West Province comprises of four District Municipalities – Bojanala Platinum, Ngaka Modiri Molema, Dr. Kenneth Kaunda and Dr. Ruth Segomotsi Mompati. **MAP 1:** Shows the Old and New Provincial Boundaries. It indicates the area that is now the Northern Cape as well as the North West.

The boundaries have further been affected by the return of Merafong back to Gauteng Province. The implication of this will be reflected in the next update.

MAP 1: BASEMAP WITH OLD AND NEW PROVINCIAL BOUNDARIES



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2.3.2. Bojanala Platinum District Municipality (BDPM)

The Bojanala Platinum Municipality (BPDM) covers an area of about 18,322 km² and consists of the following local municipalities:

- Moretele;
- Moses Kotane;
- Rustenburg;
- Kgetleng Rivier; and
- Madibeng.

BPDM shares its borders with Dr Kenneth Kaunda District Municipality in the south, Ngaka Modiri Molema District Municipality in the west, Limpopo Province in the north and Gauteng Province in the south-east.

The 2001 census estimated the population of BPDM to be 1,185 million consisting of 323,000 households. Approximately 112,769 households are located in areas classified as rural settlements, 84,000 households are in urban/semi urban areas. The north eastern and north western areas are characterised by squatters, low density and dispersed settlements. The south-western area is characterised by concentrated settlements. (IDP 2007-12). Below is the summary of the districts demographic profile as set out in **Table 1**.

TABLE 1: BPDM SUMMARY MUNICIPAL PROFILE

Municipality	Size km ²	Population	Households	No of Wards
Kgetleng Rivier	3,973	36,477	10,175	5
Madibeng	3,812	338,261	92,071	30
Moretele	1,369	177,905	43,008	22
Moses Kotane	5,215	236,845	61,632	30
Rustenburg	3,491	395,540	116,585	35
BPDM	18,331	1,185,028	323,471	122

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The demographic profile indicates that the largest population concentration is in the Rustenburg Local Municipality and lowest is in the Kgetleng Rivier Local Municipality. The dispersed settlement patterns and the fact that settlements are located far from activity centres making the provision of public transport imperative but complex and expensive.

The BDPM's strategic objectives to support economic growth and investment are:

- To secure economic development that is sectorally and spatially diversified and benefits all people of the district, both in the first and second economy;
- To develop and acquire institutional capacity, technology and skills that will facilitate and support rapid economic development; and
- To compete effectively at a regional, national and international level for new investments and the retention of existing investment base.

The District Local Economic Development Plan and District Growth and Development Strategy identified the following potential economic sectors:

- Agriculture and agro processing;
- Manufacturing and trade;
- Tourism;
- Construction and infrastructure;
- Mining and energy;
- SMME development;
- Training and skills development; and
- Implementation programme and potential prospects.

The district recognizes that transportation will play an enabling role in the realisation of the above.

Top ten challenges in the district are:

- Water Reticulation;
- Electricity;
- Provision of sanitation;
- Roads;
- Housing;
- Development of the local economy including job creation;
- Municipal health services;
- Disaster management and fire services;

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- Refuse removal; and
- Recreation and public facilities.

Capital budget includes:

- R37,5 million has been allocated to local municipalities;
- These allocations will fund the priorities identified in the Integrated Development Plans of the local municipalities;
- R20 million has been allocated to the construction of BPDM offices;
- R5 million has been allocated to district economic projects in support of PDGS and ASGISA;
- R8 million (as in the previous year) has been allocated to Moretele Local Municipality for refuse removal;
- R1,2 million has been allocated to bursaries to be granted to students from within the area of jurisdiction of BPDM, provided that criteria as set by the Bursary Committee appointed by the Executive Mayor are met;
- R1 million has been set aside for ward committee support and training in 2007/08; and
- R1.5 million has been allocated for upgrading the information technology.

It has been noted that out of these identified challenges transport is either, incorporated in roads or it has not been identified as a challenge. For a balanced realisation of identified challenges, transport as a sector has to be redefined, incorporated into District Development Plans, and budgeted for.

2.3.2.1. Bojanala Platinum District ITP Summary

2.3.2.1.1. Public Transport Strategies

It is proposed that a dedicated public transport office is set up at the BPDM, with branch offices at each LM.

The strategic public transport network (SPTN), indicating the route hierarchy of primary, secondary and tertiary routes, was refined from the 2002 a draft SPTN was defined. One primary rank is provided in each of the economic nodes identified in the SDF.

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The SPTN will assist in the roll out of the DOT's Public Transport Strategy and Action Plan, and is a first step in the realization of the Plan.

It is proposed that commercial properties are developed at the main train stations in Rustenburg and Madibeng, and the stations upgraded to serve as multi-modal transfer stations, so-called Transit-Orientated Developments (TOD).

Rustenburg is one of the match venues for 2010 and the Local Municipality has developed a detailed 2010 public transport plan based on upgrade bus services. This forms the basis of the public transport strategy.

It is proposed that the BPDM assist the NWDPWRT in the Learner Transport study and its implementation.

The DOT has developed a rural transport strategy through the office of the Presidency, and this will form the basis on which the NWDPWRT can benefit to support and implement these strategies by modifying them to suit their conditions.

Improve transport for people with special needs: It is proposed that the first priority be providing relative cheap facilities such as ramps for wheel chairs starting at the main ranks. A dedicated door-to-door demand responsive service using special vehicles is the ideal solution for people with special needs, and it will be worthwhile to pursue this in Rustenburg and perhaps Madibeng.

Proper Non-Motorised Transport (NMT) facilities should be provided as well as a education, training and awareness among vehicle users.

Address safety and security of passengers on the public transport system, as part of the overall road safety and security programme.

Investigate rail along high demand corridors and implement a pilot project to provide an express (non-stop) train service between Rustenburg and Tshwane / Johannesburg to serve 2010 needs, and if feasible, to serve as a commuter and inter-urban service beyond 2010.

2.3.2.1.2. Road Strategies

A Strategic Road Network (SRN) for the Bojanala District in the previous BPDM ITP (2003) was reviewed and refined. Transport and development corridors and nodes of national and provincial significance were also reviewed to refine the SRN. The network consists of primary, secondary and tertiary routes. Strategic routes are:

- N4 that provide an inter-national or inter-regional function,
- Provincial road routes that provide an inter-provincial function:
 - The City of Matlosana - Rustenburg Route to Thabazimbi (P20/3 and P16/2)
- Main and supporting routes that are promoting the mining, tourism, trade and manufacturing sectors in the province are as follows:
 - The Itsekeng-Lichtenburg-Koster- Rustenburg Route (P34/2 and D121).
 - The Madibeng -Thabazimbi Route (P110/1):
 - The Madibeng- Pilanesburg- Rustenburg Route (P51/1)
 - The future route between Pilanesburg and the Madikwe Game Reserve to facilitate the extension of these two nature reserve into a single reserve.
 - Planned major road system of the north-west part of Tshwane and the eastern part of the BPDM, consisting of a regularly spaced grid of freeways and conventional dual carriageway roads.

The BPDM should focus on the through traffic component to "stop-over and spend" in the towns along the N4 and other major routes of the SRN to improve the economic benefits from through traffic opposed to the typical negative impacts generated and associated with through traffic including.

The ITP identified a total length of 520 km of gravel roads with more than 500 AADT per day. It is proposed that 110 km of these roads (priority of 1 to 3) be paved over a 5 year period.

Gravel roads require re-gravelling on a periodic basis in order to ensure that the road profile can be maintained to meet the required specifications.

Various road management projects were identified.

Recommendations and guidelines regarding storm water infrastructure provision in the BPDM should be developed.

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A large number of road signs are currently in a very poor condition due to age, theft or in the wrong format. Key aspects of road signs, type, condition, location and applicability of signs should be assessed as part of the road assessments.

Travel Demand Management (TDM) is not a high priority in the district, except for practical traffic management measures in Rustenburg to mitigate the impacts of the rapidly growing economy of the district.

Rather than providing by-passes around towns, dedicated heavy vehicle routes through towns should be provided that would avoid congestion in town.

The DM must support the introduction of a Province-wide incident management system linking the emergency services of the Province (in terms of disaster management), the district and local municipalities.

Heavy vehicles transporting hazardous substances should be diverted away from highly populated areas like the CBD of Rustenburg.

A district wide access road investigation should be conducted looking at aspects such as safety, road condition, non-motorized transport facilities, public transport facilities and road signs.

The protection of the road reserves within BPDM requires attention.

Close cooperation with the Department of Local Government and Housing should therefore be obtained to ensure the protection of road reserves.

2.3.2.1.3. Freight Transport Strategies

All provincial freight related strategies should be considered and incorporated into the BPDM strategies as well as to comply with all freight related legislation,

The BPDM will pursue to move cargo from road to rail.

In order to maintain high standard of road, the BPDM will ensure that certain routes are demarcated for heavy vehicles.

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In order to combat overloading of heavy vehicles, the BPDM will encourage hauliers to exercise self-regulation as well as effective law enforcement.

The movement of hazardous goods and abnormal goods will be controlled by promoting designated routes. The BPDM will develop an Incident Management Plan to deal with hazardous freight spillage throughout the BPDM and to update the plan continuously.

To identify freight corridors which are designed to perform the function as freight corridor which can accommodate the movement of hazardous material,

The DM will ensure that the emergency services are prepared and adequately equipped to implement the Incident Management Plan,

The DM will employ professional personnel that will be able to provide an effective and efficient traffic management service.

The DM will install weighbridges at strategic locations to control overloading of heavy vehicles.

The DM will apply Traffic Demand Management measures to reduce heavy vehicle movement or overloading on the secondary road network,

To apply road safety measures and introduce safety awareness campaigns in order to reduce accidents where heavy vehicles are involved.

A plan for a Road Traffic Standing Committee reporting to the ITP Steering Committee should be formulated, comprising technical officials from the North West Province Department of Public Works, Roads and Transport members of the municipal Town Engineers' Departments, and from the provincial Traffic Department and local municipal Traffic Departments.

2.3.2.1.4. 2010 Soccer World Cup Strategies

The Rustenburg LM, the DM and Province plan to spend R400 million on road infrastructure as part of their preparations for the 2010 FIFA World Cup.

A Western Bypass is planned to link the N4 road with the Sun City resort and an Eastern Bypass will link the N4 with the Rustenburg aerodrome;

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Several arterial roads around the stadium have also been planned for construction;

Secondary access roads from Helen Joseph street between Pretoria and Rustenburg.

Key taxi ranks will be upgraded.

An Integrated Rapid Public Transport Network was developed, consisting of a network of mass public transport trunk routes, with feeder and distribution services to and from these trunk routes to maximize coverage. The IRPTN trunk route network consists of main trunk routes from Phokeng, Tlhabane, Boitekong and Thekwane into the Rustenburg CBD, to the Waterfall Mall Impala Platinum, Anglo Platinum and Lonmin mines.

Various management projects were defined:

- Establish 2010 Inter-governmental and dedicated 2010 transport office;
- Regulatory functions through OLB, such as special term operating licenses for taxis and buses;
- Procuring of additional buses, taxis and drivers;
- Traffic management, road safety and incident management;
- Empowering informal sector to exploit W2010C opportunities
- Establish Call Center and Passenger Information System and services.

2.3.2.1.5. Institutional Strategies

The NWDPWRT has established Transport Coordinating Structures between Province and District Municipalities and between District Municipalities and Local Municipalities within District Municipalities. The DM MMC Transport Coordinating Committee will consist of Local Municipality MMCs responsible for transport and will be chaired by the District MMC responsible for transport.

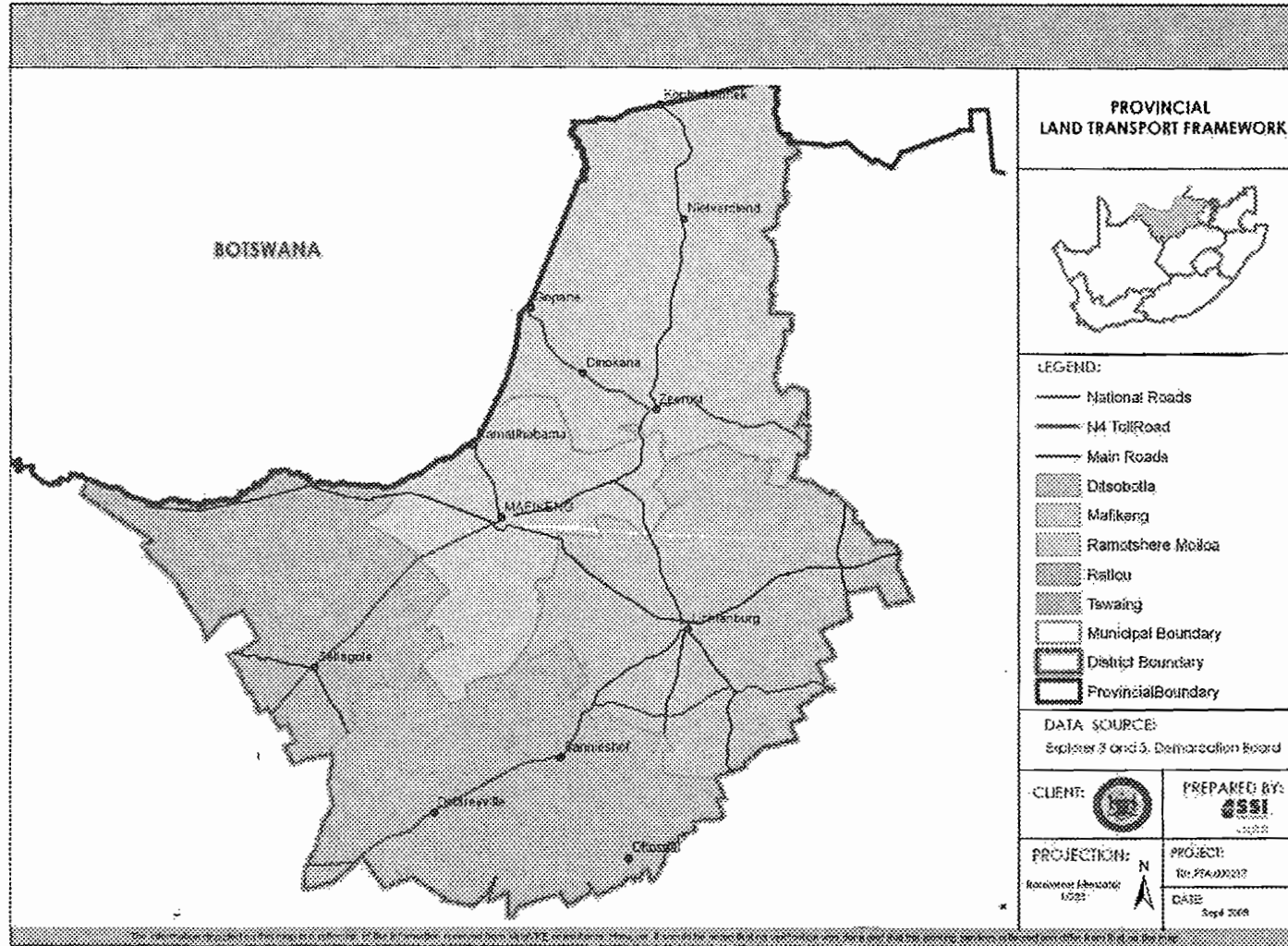
In this regard, it is proposed that the BPDM and its LMs, with the NWDPWRT, assess the HR capacity for conducting the required planning relating to the various levels of ITPs, and to propose to the MEC allocated responsibilities for the planning.

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It is proposed that Rustenburg LM as the largest LM with the most capacity, and which need to gear up to become a Designated Planning Authority (DPA) in terms of the National Land Transport Bill (NLTB), be made responsible to manage all the ITP's i.e. the DITP, its own CITP, and the other LITP's. The North West TCS provide for the required consultation and coordination to achieve full participation by all the authorities, transparency and controls.

A Transport Authority is not recommended at this stage as such a process is very costly, especially in view of the lack of capacity at the Municipal sphere. It is recommended that capacity is first developed and the promulgation of the National Land Transport Act is implemented before considering any structural changes.

MAP 3: NGAKA MODIRI MOLEMA DISTRICT MUNICIPALITY (NMMDM)



2.3.3. Ngaka Modiri Molema District Municipality (NMMDM)

2.3.3.1. Background

Ngaka Modiri Molema District Municipality (NMMDM), formally called the Central District Municipality, shares the border with Botswana, Gauteng Province, Dr. Ruth Segomotsi Mompati, Dr Kenneth Kaunda District Municipality and Bojanala Platinum Districts. The NMMDM covers an area of 31,039 km's and is home to approximately 736,000 people. The District consists of the following local Municipalities:

- Mafikeng;
- Ditsobotla;
- Ratlou;
- Tswaing; and
- Ramotshere Moiloa.

Mafikeng is the legislature and Capital of the Province.

The majority of the NMMDM population is located in the rural areas (IDP 2007 – 2011). The average population density in the rural spatial system is 100 persons per square kilometer and 280 persons per square kilometer are within the urban modes. This is important for the transport planning purposes as transport strategies should reflect spatial settlement patterns.

TABLE 2: ESTIMATED POPULATION DISTRIBUTION PER LOCAL MUNICIPALITY IN THE NMMDM (2006)

Racial Group	Local Municipalities					Central District Municipality	
	Mafikeng %	Ditsobotla %	Ratlou %	Tswaing %	Ramotshere Moiloa (%)	Population	%
African	95,5	89,2	99,0	93,0	94,7	719,021	94,2
White	1,7	8,4	0,3	5,8	4,3	29,720	3,9
Indian	0,7	0,3	0,0	0,1	0,5	2,994	0,4
Coloured	2,1	2,1	0,7	1,1	0,5	11,265	1,5
Total	100	100	100	100	100	763,000	100

(Source: Estimated Population Distribution per Local Municipality in CDM (2006)).

The population estimated above indicates that the district comprises of a 94,2% Africans who are mainly spatially located in the rural areas.

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The NMMDM's economy, like other districts, is based on mining, agriculture and services. The districts economic location is as follows:

- Mining: is concentrated in the north east of the district and metals include vanadium, gold, platinum etc.;
- Agriculture: The main agricultural products include maize, sunflower seeds, groundnuts and livestock farming. The district has developed the following strategies for agricultural development:
 - Enhance equitable access and participation;
 - Improve competitiveness and profitability;
 - Ensure sustainable natural resource utilization and management; and
 - Integrated sustainable rural development.
- Nature conservation and areas;
- Tourism: key elements of tourism development are:
 - **Gateways and entry points:** Airports, border posts and all entries to places of interest are identified as nodes to provide access into the province for tourists;
 - **Routes:** Tourists pick a certain route for particular reasons. The shortest route is not always the preferred route, seeing that the tourist wants to experience the area;
 - **Staging posts:** These are places where a tourist stays overnight;
 - **Destination:** A destination is the ultimate goal that a tourist has. This place usually has the necessary infrastructure to support the tourist's needs; and
 - **Distribution points:** A distribution point is that 'something' that a tourist travels to.
- Construction and Infrastructure

Mafikeng Industrial Development Zone (MIDZ) presents the district with a great opportunity for economic development.

2.3.3.2. Ngaka Modiri Molema District ITP Summary

The purpose of the ITP Summary is to highlight the transport needs of the District Municipality and to identify projects and strategies. This ITP summary covers the five local municipalities which make up the NMMDM. In terms of the NLTTA, summaries of the local municipalities must be reflected in the PLTF.

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Chapter one mainly deals with the broad principles of public transport and how it acts as a catalyst for socio-economic development of the District. It also provides the principles and policies of the National Government's White Paper on Transport Policy for South Africa. Provinces, in terms of the South African Constitution, Act 108 of 1996, are prescribed by law to adopt the norms and standards as prescribed by the National Department of Transport. Thus, NMMDM has to ensure that municipalities under its auspices follow these prescribed guidelines when they develop their ITPs.

In terms of the NLTTA, planning authorities must prepare a five year plan, i.e. Current Public Transport Records (CPTR), Operating License Strategy (OLS), Rationalisation Plan (RATPLAN), Public Transport Plan (PTP) and the Integrated Transport Plan (ITP). The Integrated Development Plan (IDP) and the Spatial Development Framework (SDF) play an major role in the planning activities of the District.

Chapter two mainly deals with the Institutional Arrangements and Structure of how the different spheres of Government relates to each other with respect to service delivery. The Executive Mayor and the MMC's form the provincial executive arm of the Local and District Municipalities which the officials form the technical arm of the Local and District Municipalities.

Section 84, part (1) (f) NLTTA, states the District Municipality functions and powers with respect to the road system.

Chapter three deals with the broad National Vision, Policy, Goals and Objectives as authorised by the National Department of Transport, including norms and standards. NMMDM comprises of five local municipalities, namely, Mafikeng, Ditsobotla, Ramotshore, Moiloa, Tswaing and Ratlou Local Municipalities.

Chapter four addresses issues and needs related to stakeholders and public participation. Since 1994, Government has put at the center of policy development, public participation, as a core activity. The NLTTA as well as the National Department of Transport's minimum requirements emphasises public participation in the development of the Integrated Transport Plans as a prerequisite. The NLTTA describes public participation as "The participation of all interested and affected parties, including the vulnerable and disadvantaged persons, in transport planning must have the opportunity to develop the understanding, skills capacity necessary to achieve equitable and effective participation."

The District Municipality organised workshop where all the stakeholders and public were invited. The following topics were discussed, i.e. Institutions, public transport, private transport and non-motorised transport.

Chapter five deals with transport infrastructure strategies. The strategies cover road, rail, air and pipelines.

2.3.3.2.1. Public Transport Strategies

Public Transport within NMMDM will focus and highlight areas that need intervention from a district perspective;

- The District Municipality (DM) will prioritise public transport over private transport;
- The DM will focus on improving service levels to customers;
- The DM recognises the rural nature of its area of jurisdiction, thus non-motorised transport (NMT) facilities will be provided;
- Education and safety will be highlighted in the promotion of NMT

2.3.3.2.2. Road Strategy

The road network in the NMMDM is in a fairly good condition overall, even though it remains very poor in other areas. The District has the largest paved Provincial road network as compared to the other Districts. To preserve this asset, the DM has proposed the following interventions:

- Creating access roads for Local communities to link up to major road networks;
- To try and create accessibility to local networks that are often remote and inaccessible;
- Improve road networks for rural communities so as to create access to opportunities;
- Promote public transport over other modes.

NMMDM has three major road networks that create access to the District and other linkages.

These are:

- N4 – the North-South route linking South Africa and Botswana to Rustenburg, Zeerust via Mafikeng.
- N14 – the North-South route connecting Botswana (Ramatlabama Post), Mafikeng, Setlagole, Stella and Vryburg.

- N18 – the East West route connecting Ventersdorp, Coligny, Delarayville and Vryburg main routes.

NMMDM ITP has also indentified the following strategies:

- Capital investment management system.
 - The capital investment management system will ensure the continuous investment in infrastructure.
- Skills shortages and internal capacity
 - In ensuring that the NMMDM overcomes challenges, capacity building among the current personnel will have to be enhanced. The Municipality may opt for temporary employment of retired employees to mentor the incumbent.
- Infrastructure Building
 - NMMDM will have to conduct a study to asses the magnitude of the backlog in infrastructure and how to address it. Budget will become necessary in this regard.

2.3.3.2.3. Freight Transport Strategies

The National Land Freight Strategy has identified deficiencies in the South African freight transport system that makes the Country to be unable to compete with its International Trading partners. In order to ensure that the Country is able to compete the NLFS developed an overloading freight strategy for South Africa.

- Rail Freight

Rail freight in NMMDM is relatively small but plays a sufficient role in developing the economy of the district. The bulk of cargo is in transit either to SADC countries or to other provinces bordering the NMMDM. Strategies below maybe used as intervention:

- Freight routes should be developed. This will ensure that freight vehicles are not travelling in all routes;
- Routes that are used by heavy vehicles could be properly monitored and overloading could be eliminated;
- NMMDM to introduce a operating license system to regulate freight vehicles in its area of jurisdiction. The operating license will give information of origin and destination;

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- Heavy fines should be levied on freight transport transgressors and the fund should be used for road maintenance;
- Effective law enforcement should be included to act as a deterrent for potential over loaders;
- Traffic control center must be included at strategic locations where they will be able to operate efficiently;
- NMMDM must identify dedicated routes for hazardous goods ;
- NMMDM must establish an effective incident management system in the district that will be able to respond to emergencies; and
- NMMDM will encourage business to move cargo from road to rail.

TABLE 3: PROPOSED TRANSPORT INFRASTRUCTURE STRATEGY AND PROJECTS

Strategic Guide	Road Freight Route System	Railway System Upgrade	Law Enforcement	Hazmat IMS
Relevant Projects	<ul style="list-style-type: none"> • Conduct a study to gain a proper understanding of the movement of freight through, from and to the NMMDM including specific routes that are followed. • Upgrade identified freight routes to a standard where these routes are able to effectively carry heavy vehicles. • Implement strict law enforcement along routes that are not identified as freight carrying routes. • Start implementation of the district freight transport operating license system. • Establish, upgrade, maintain and man weighing facilities along freight routes 	<ul style="list-style-type: none"> • Develop an understanding of the freight carrying potential of the railway system. • Upgrade the main railway line running along the N4 corridor to a standard where it can carry freight and especially through freight based on the potential of the system. • Ensure infrastructure required for proper freight handling is up to standard. 	<ul style="list-style-type: none"> • Identify gaps in current law enforcement protocol. • Properly train and motivate law enforcement officials to enable a thorough law enforcement system. • Identify overloading violation hotspots and routes and start to patrol these areas aggressively. • Integrate Freight Route System with law enforcement policies to ensure the effectiveness of both of these initiatives. 	<ul style="list-style-type: none"> • Review current HAZMAT operating license process. • Identify appropriate HAZMAT routes. • Develop a detailed IM the NMMDM area md all roads. • Include a specific cha for HAZMAT incidents focusing on the routes specified. • Effectively enforce HAZMAT regulations! specified in operating license.

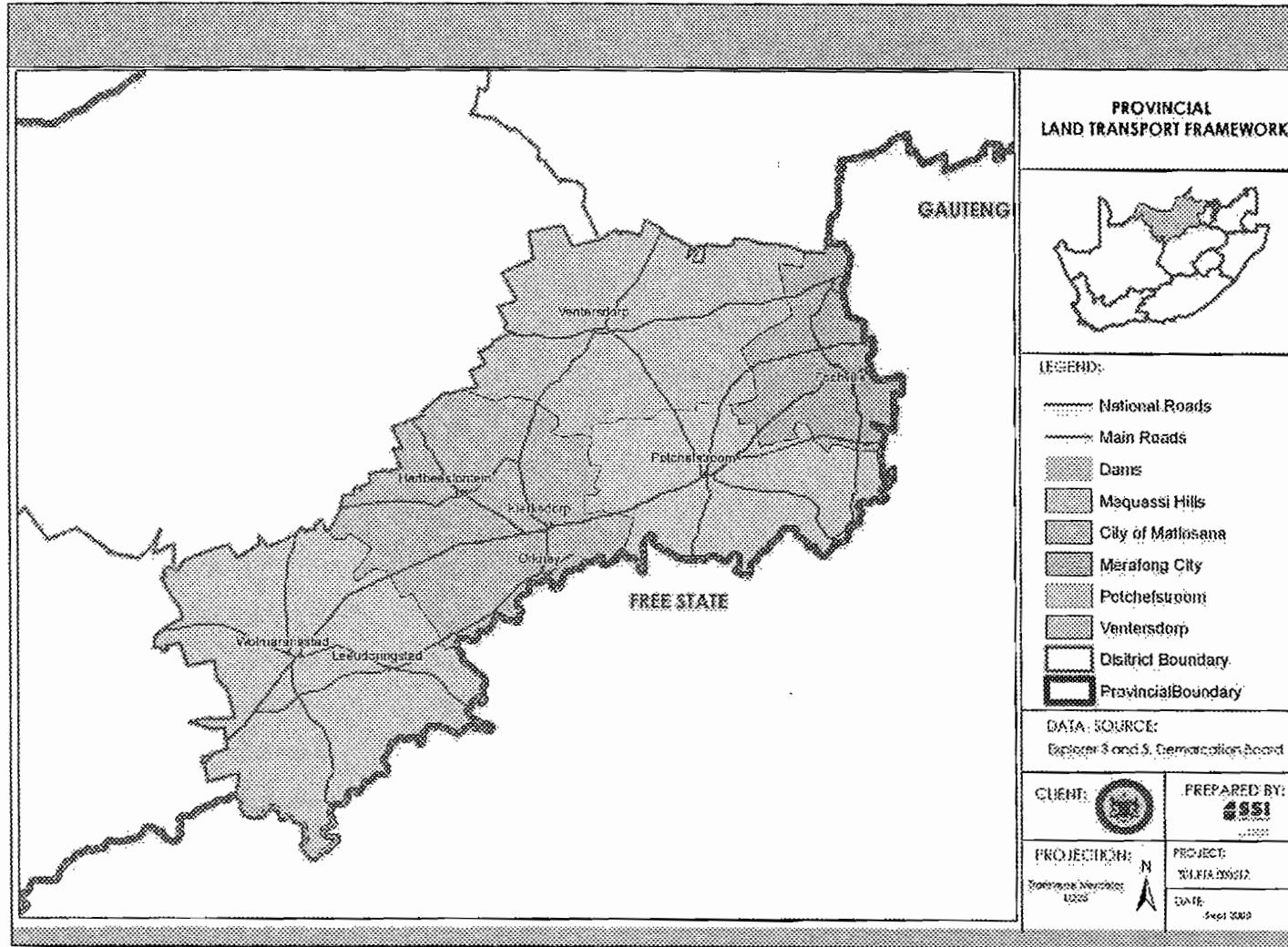
2.3.4. Dr Kenneth Kaunda District Municipality (DKKDM)

2.3.4.1. Background

The Dr Kenneth Kaunda District Municipality (DKKDM) is an area of about 16,483km² and is home to approximately 1 million people. It is located to the south-west of Gauteng Province and shares its border with the Dr Ruth Segomotsi Mompati and Ngaka Modiri Molema District Municipalities in the northwest. The district comprises of the following local municipalities:

- City of Matlosana;
- Merafong;
- Tlokwe ;
- Maquassi Hills; and
- Ventersdorp.

MAP 4: DR KENNETH KAUNDA DISTRICT MUNICIPALITY (DKKDM)



NORTH WEST: PROVINCIAL LAND TRANSPORT FRAMEWORK (2008)

In the Dr Kenneth Kaunda District Municipality the total population is estimated to be 675,377 in 2004, but the revised total population is estimated to be 929,700.

TABLE 4: DKKDM MUNICIPAL PROFILE

Local Municipality	Population (Estimated)	District %	Urban %	Rural %
City of Matlosana	409,600	44,1%	88,2%	11,8%
Tlokwe City Council	145,500	15, %	90,8%	9,2%
Merafong City	238,500	25,6%	98,2%	1,8%
Maquassi Hills LM	87,300	9,4%	91,6%	8,4%
Ventersdorp LM	48,800	5,3%	60,8%	39,2%
Total	929,700	100%	85,92%	14,08%

The table above indicates that the DKKDM is largely urbanized and almost 85,95% of people live in the urban areas. This, however, must be juxtaposed with a strong rural and farm settlements.

The DKKDM economy is based on strong diversification foundations, with 28% mining, 21% services, 17% trade and 16% transport. The following economic sector characterises the DKKDM economy:

- Agriculture is evenly spread across municipalities;
- Mining is located in the City of Matlosana and Merafong City;
- Manufacturing is strongest in Tlokwe and Matlosana;
- Trade is strong in Matlosana and Tlokwe ;
- Services covers business, financial and government;
- Construction is largest in Matlosana, about 75%; and
- Transport sector, public transport largely serviced by the mini-bus taxi industry and freight transport operates along the N12 corridor.

2.3.4.2. Dr. Kenneth Kaunda District ITP Summary

2.3.4.2.1. Transport and Land-use Integration

The National Land Transport Transition Act (Act No. 22 of 2000) makes it vitally important for transport planning authorities to integrate transport and land-use planning. The underlying principle is that land transportation facilities must be integrated with land-use economic planning and development and around potential activity transport corridors.

The Dr. Kenneth Kaunda District Municipality has taken a decision to drive transport and land-use through:

- Land development objectives;
- Direct employment;
- Mixed land-uses; and
- High density residential development.

(Source: PTP 2007)

2.3.4.2.2. Dr. Kenneth Kaunda District Spatial Development Framework (DKKDSDF)

The DKKDSDF makes emphasis that spatial development initiatives must be located along main transportation roads, transport corridors and or selected urban and rural areas. The framework was guided by the following conceptual elements:

- Activity corridors / spines and streets defined as a linear zone of development making a public transport route;
- Activity spines – a major road on which most of the road based public transport services run; and
- Activity streets – a local road that displays the principle of linearity and accessibility as an activity spine.

(Source: PTP 2007)

NORTH WEST: PROVINCIAL LAND TRANSPORT FRAMEWORK (2008)

2.3.4.2.3. Development nodes

The 2007 PTP identified the following development nodes with the DKKDM:

- Regional/Urban node – has capacity to attract people, goods and services;
- District nodes;
- Local nodes;
- Specialised nodes;
- Inter transfer nodes; and
- Mixed land-use nodes

With regard to SDF, the DKKDM has identified the Primary Development Corridor (Treasure Corridor). The Corridor forms part of the road network that connects the district with Gauteng.

Other important identified development zones in the District are:

- R504 – Linking Wolmaranstad with Witpoort, Leeudoringstad, Schweizer- Reneke and Free State;
- R505 – Linking Wolmaranstad with Maquassi Hills and Free State;
- R502 – Link between N12, Maquassi Hills, Leeudoringstad and Matlosana;
- R30 – Linking Matlosana with Ventersdorp, Rustenburg and Free State;
- R503 – Linking Matlosana with Mafikeng and Botswana;
- R501 – Linking Tlokwe, Carltonville and Johannesburg;
- R54 – Linking Tlokwe with Vereeniging; and
- R500 – Linking N4, Carltonville, Fochville and Free State.
(source: PTP 2007)

The PTP 2007 also identified regional and local nodes that are of district nature.

2.3.4.2.4. Public Transport Strategies and Proposals

The public transport strategies & proposals developed from the objectives developed in the ITP. Below is a summary of the public transport strategies and proposals.

- Promote Public Transport
The ITP proposes that a Public Transport Office be established at the District and Local Municipality Levels. The Public Transport Office should be headed by senior public transport official and supported by OLS Officer.

NORTH WEST: PROVINCIAL LAND TRANSPORT FRAMEWORK (2008)

- The Public Transport Office will be responsible for:
 - Updating the CPTR, OLS, RATPLAN on an annual basis;
 - Cooperate on all public transport matters with the North West Department of Transport, Roads and Community Safety;
 - Deal with operating license applications; and
 - Support and develop Transport Coordinating Structures.

- Strategic Public Transport Network (SPTN)

The ITP affirms the importance of SPTN in improving public transport services, public transport facilities, etc. It is proposed that the SPTN be refined in selected areas in order to ensure the provision of an efficient public transport service and infrastructure.

- Finance and Economic Development

It is proposed that given the potential opportunities within the public transport sector, the establishment of taxi cooperatives should be encouraged. This will ensure that the Taxi industry takes advantage of bargaining for reasonable prices for spare vehicles, etc.

With regard to public transport facilities, it is proposed that a holistic approach be taken to also accommodate hawkers. In addition, a transit oriented development must be introduced to spearhead the development of commercial properties around stations and taxi facilities.

- 2010 Soccer World Cup

The City of Matlosana Municipality took a decision to first be a host city for the World Cup or alternatively a training venue. To prepare the City of Matlosana, it commissioned a prefeasibility studies of the following special projects:

- Dedicated train service to Johannesburg;
- Trade and transport hub; and
- A higher-order airport.

In addition, the following projects were identified:

- Upgrade the main roads from Matlosana and Tlokwe to Rustenburg and Johannesburg;
- Provision of a dedicated inter-urban passenger rail service to Johannesburg;
- Upgrade main taxi ranks in Matlosana and Tlokwe;
- Upgrade the Provision of non-motorised facilities on main routes to the 2010 training stadia;
- Upgrade road directional signage to main destinations in Matlosana and Tlokwe; and
- Provide a direct road link from N12 to the PC Pelsaer Airport.

NORTH WEST: PROVINCIAL LAND TRANSPORT FRAMEWORK (2008)

- Rural Communities
The DKKDM has made a commitment to implement the National and Provincial Rural Transport Strategies.
- Transport for people with special needs
- The ITP recommends as follows:
 - Provision of amenities for people with special needs, such as for wheel chairs; and
 - Conduct a feasibility study for a demand responsive service(Source: ITP: DKKDM 2007-2008)

2.3.5. Dr Ruth Segomotsi Mompati District Municipality (DRSMDM)

2.3.5.1. Background

The Dr Ruth Segomotsi Mompati District Municipality (DRSMDM) is located in the west and covers an area of 47,478 km. The DRSMDM is home to about 480,456 people which is 13,97% of the total population of the North West Province. The DRSMDM comprises of the following local municipalities:

- Kagisano;
- Naledi;
- Mamusa;
- Greater Taung;
- Molopo; and
- Lekwa – Teemane.

The DRSMDM is characterised by fragmented rural settlements, the largest being in Kagisano where the area is 100% rural as well as Molopo. Greater Taung is 92,8% rural. The spatial fragmented settlements as well as rural concentration in Greater Taung cause unique socio-economic developmental challenges. **Table 5** below indicates the population profile per local municipality.

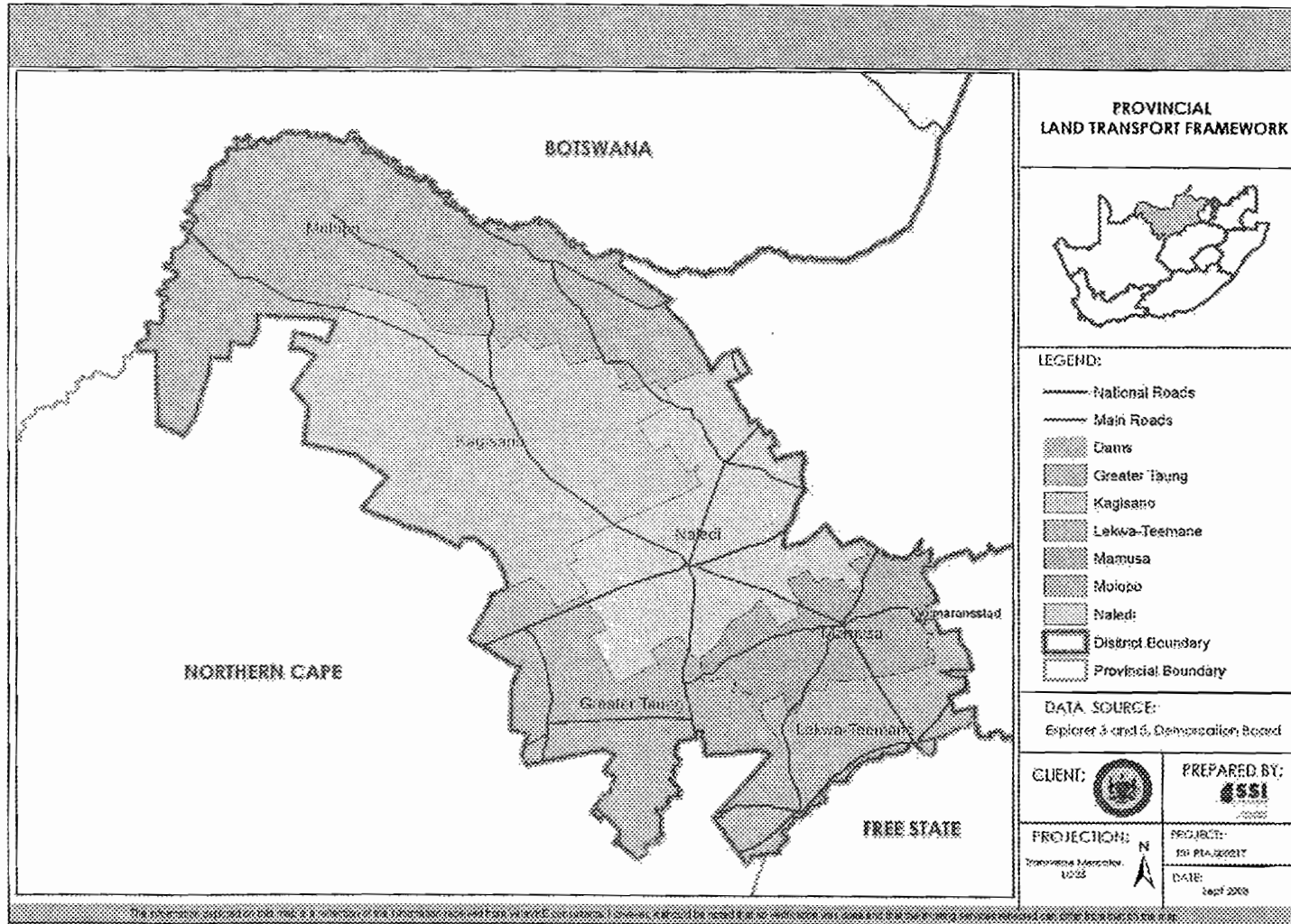
**TABLE 5: POPULATION ESTIMATES PER LOCAL MUNICIPALITY
(EXTRAPOLATED FROM DR. RUTH SEGOMOTSI MOMPATI IDP 2007-2011)**

Municipality	Size km	Population	Households	Urban	Rural
Greater Taung	5,640	221,683	35,671	7,2%	92,8%
Molopo	12,588	3,405	-	0%	100%
Lekwa- Teemane	3,681	37,173	-	51,4%	48,6%
Mamusa	3,615	50,330	-	61,3%	38,7%
Naledi	7,264	66,468	12,401	58,3%	41,7%
Kagisano	14,690	111,397	18,871	0%	100%

The major economic activities in the Dr Ruth Segomotsi Mompoti District Municipality as reflected in the Dr. Ruth Segomotsi Mompoti Integrated Development Plan (2007 – 2011) are:

- Tourism: There is strong tourism potential with Taung being the major attraction;
- Live-stock farming: The Naledi Local Municipality has a comparative advantage in the production of beef;
- Irrigation agriculture: In the Greater Taung Local Municipal Area;
- Dry-land farming: In the Mamusa Local Municipal Area;
- Manufacturing: In the Naledi Local Municipal Area (Vryburg);
- Retail trade: In the Naledi (Vryburg), Mamusa and Lekwa-Teemane (Bloemhof and Christiana) Local Municipal Areas;
- Finance and trade: In the Naledi Local Municipal Area (Vryburg);and
- Alluvial diamonds: In the Mamusa and Lekwa-Teemane Local Municipal Areas.

MAP 5: DR RUTH SEGOMOTSI MOMPATI DISTRICT MUNICIPALITY (DRSMDM)



2.3.5.2. Dr. Ruth Segomotsi Mompati District ITP Summary

2.3.5.2.1. Land-use

The ITP puts an emphasis on the challenges facing the district with regard to land-use activities. The is characterised by vast agricultural land and small pockets of conservation and forestry. The residential areas are situated around urban areas like Vryburg and Bloemhof and dispersed low density villages. There is also a fair portion of vacant land. (ITP 2006-2011)

The land-use pattern and the rural sprawl present a challenge for transportation planning. The land-use and transport planning integration will require huge capital investment to link the rural areas with development nodes and economic, leisure, school, hospital, etc. activity centers.

2.3.5.2.2. Public Transport System

The ITP provides a summary of the public transport system as being dominated by the minibus taxi and the bus industry. This has been confirmed by the Planning Authorities' CPTR which describes the public transport system as comprising of "two road based transport modes, namely minibus and bus modes." (ITP 2006-2011)

- Mini-bus Taxi Mode

The mini-bus taxi industry has six taxi associations which operate in the following areas:

- Schweizer-Reneke;
- Kagisano;
- Naledi Municipality
- Taung Local & Long Distance;
- Lekwa – Teemane; and
- Molopo

The Molopo taxi operators have not yet constituted themselves into a association

- Bus Mode

The Phumatra Transport Enterprise (Pty) Ltd is the only appointed bus operator in DRSMMDM. The company operates 34 buses.

- Other modes

There are no passenger rail and metered-taxis in the area. There are however sedan type vehicles (4+1) that provide services along side the mini-bus taxis.

2.3.5.2.3. Public Transport Strategies

The ITP has attempted to formulate the public transport strategy out of the District's transport policy, vision and mission. The strategy was developed based on public transport policy framework and the formulation of specific public transport proposals. (ITP 2006-2011)

- Public Transport Policy Framework:
 - Economic development and public transport integration;
 - Institutional alignment;
 - Transformation of the transport industry;
 - Public transport infrastructure;
 - Role of conventional public transport modes;
 - Role and formalization of non-conventional public transport modes;
 - Balancing supply and demand; and
 - Special needs transportation services.

(SOURCE: ITP 2006-2011)

- Public Transport Proposals:

Based on:

- Transportation planning and management;
- Definition of the strategic public transport network;
- Mini-bus taxi transport;
- Bus transport;
- Learner transport;
- Non-motorised transport; and
- Public transport facilities.

2.3.6. Migration of ITP into IDP

The 1996 National White Paper on Transport Policy brought fundamental changes in the transport industry in South Africa. One of the changes was that transport must be driven by demand instead of supply. Transport systems had to be based on transport plans. Section 27 of the National Land Transport Transition Act of 2000, stipulates that all transport authorities must prepare an Integrated Transport Plan (ITP) every five (5) years. Further, it states that the Integrated Development Plan (IDP) must reflect the "authority's vision, policy, and objectives, consistent with those of National and Provincial policy, reflecting due regard for any IDP or Land Development Objectives (LDOs).

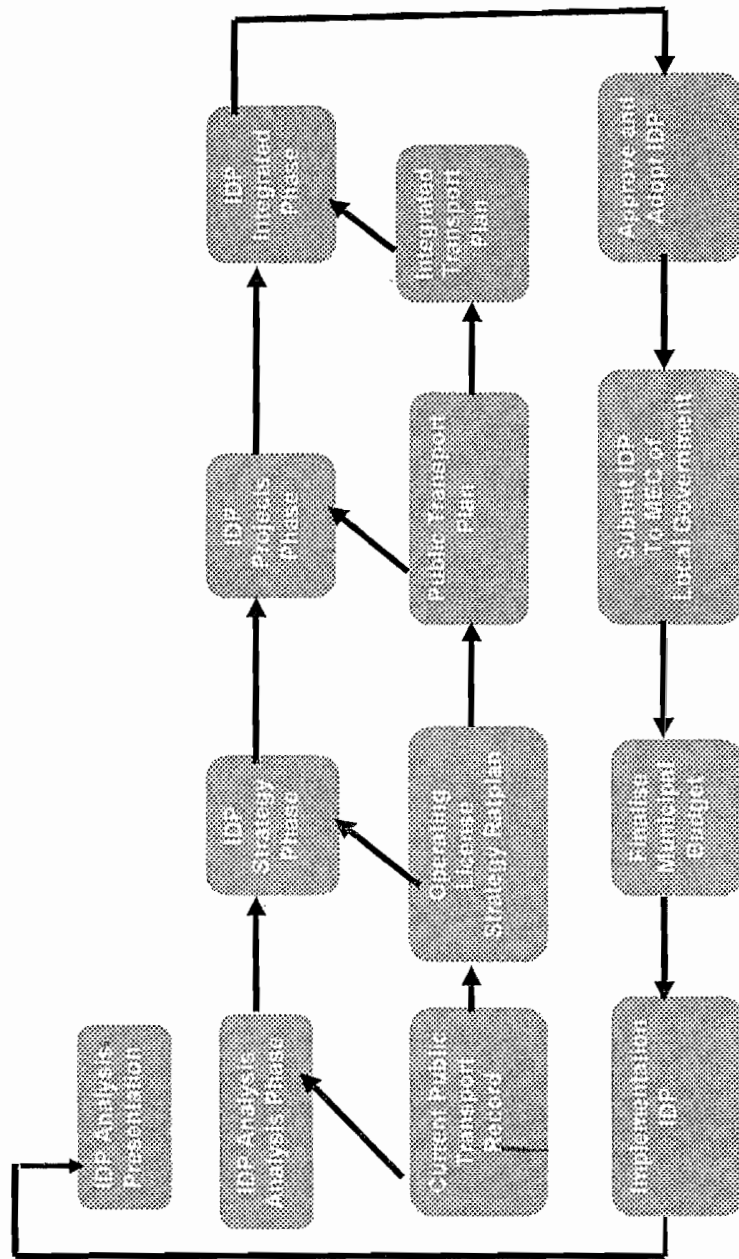
The Integrated Transport Plan comprises of all the transport plans, namely, the Current Public Transport Records (CPTR), Operating License Strategy (OLS), Rationalisation Plan (Ratplan) and the Public Transport Plan (PTP). The ITP also consists of a list of prioritised and budgeted projects for the next five years.

In terms of chapter 5 of the Local Government: Municipal Systems Act, each municipality must prepare an Integrated Development Plan for a period of three (3) years to achieve the objectives of the local government.

The ITP and IDP are linked and interrelated. They both address development in a Municipal area. They are both developmentally focused.

Figure 1 below gives is a schematic description of how ITP should be migrated into IDP.

Figure 1
Migrating ITP into IDP



NORTH WEST: PROVINCIAL LAND TRANSPORT FRAMEWORK (2008)

It is important that the development of the ITP should feed into the IDP. This will ensure that projects that are identified in the ITP are incorporated into the IDP. In terms of the Local Government: Municipal Finance Management Act, (Act No. 56 of 2003), all projects that are not identified in the IDP will not be funded. Hence Municipalities are encouraged by the Province to develop the ITP parallel to the IDP. This is to ensure that all projects that emanate from the ITP are included in the IDP for funding.

2.4. Transport Demand

2.4.1. Travel Characteristics – Mode of Transport, Expenditure and Travel Times

Table 6 gives the main mode of transport of the economically active population by district.

TABLE 6: MAIN MODE OF TRANSPORT TO WORK BY ECONOMIC ACTIVE POPULATION PER DISTRICT (2003)

Regions	% of Economic Active Population Utilising Different Modes Transport						
	Walking	Cycling	Car	Minibus/ Taxi	Bus	Train	Other
Bojanala Platinum District	13,01%	0,43%	12,24%	12,50%	8,91%	1,12%	0,41%
Ngaka Modiri Molema District	13,77%	0,56%	5,52%	6,25%	2,78%	0%	0,31%
Dr Ruth Segomotsi Mompoti District	15,28%	0,41%	4,69%	3,21%	0,87%	0%	0,31%
Dr Kenneth Kaunda District	10,46%	0,99%	17,68%	14,92%	0,37%	0%	0,03%
Provincial Average	13,13%	0,60%	10,03%	9,22%	3,23%	0,28%	0,19%

Source: National Household Travel Survey (2003), National Transport Master Plan (2005-2050)

The mode utilisation figures are based on the NHTS of 2003, while the economically active population is based on the 2001 Population Census.

The economic activities that provide job opportunities in the North West Province are centralised in the economic zones, which are far removed from the economic active individuals living on the outskirts of towns or rural areas in adjacent districts. The majority of economically active individuals which travel to work are those situated in the Bojanala Platinum District, (38%) followed by the Dr Kenneth Kaunda District (36%).

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The dominant 'main mode' of transport to work in the province is walking, reaching a high of 15.28% in DRSMMDM. The highest percentage of car use was recorded in the Dr Kenneth Kaunda District (18%), as well as the highest mini-bus taxi use of 15%. The use of buses is most dominant in the Bojanala Platinum District. A rather low percentage (12%) of commuters in the entire province travel by means of public transport as compared to 10% by car.

TABLE 7: PERCENTAGE OF HOUSEHOLD INCOME SPENT ON PUBLIC TRANSPORT

Province	% of Households				
	0%	1-5%	6-10%	11-20%	>20%
Bojanala Platinum District	23,7	31,1	18,7	11,8	14,8
Ngaka Modiri Molema District	30,5	20,2	17,1	10,3	21,9
Dr Ruth Mompati District	30,5	20,2	17,1	10,3	21,9
Dr Kenneth Kaunda District	44,4	19,7	14,4	8,6	12,9
Average percentage for NW	28,5	23,9	19,7	12,1	17,9
Average percentage for RSA	27,3	23,0	19,7	12,1	17,9

The North West Province percentage household income spending on public transport is similar to the national percentage. The areas of concern are however the individuals who spend more than 11% of household income on public transport. The national objectives stated by the Moving South Africa (Moving South Africa, a Transport Strategy for 2020) sets the recommended household income expenditure on public transport at 10%. The 29% of households who spend no household income on public transport are an indication that, some individuals make use of private vehicles, or they choose to walk because the distances they have to travel are short enough not to make use of public transport or they simply cannot afford to make use of public transport.

Together with public transport expenditure, it is also important to ensure accessibility of public transport for the poor and to constantly strive to reduce the travel time of urban and rural populations to acceptable levels. The Moving South Africa strategy sets the recommended standard travel time to less than one hour for a distance of 40km. The recommended standard walking time is set at less than 15 minutes for a 1 km distance. The travel and walking times for the province are reflected in the table below:

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TABLE 8: TOTAL TRAVEL TIME BY MAIN MODE OF TRAVEL

Main Mode	% of Work Trips				
	Up to 15 min	16 – 30 min	31 – 60 min	61 – 90 min	>90 min
North West Province	27,8	27,8	27,1	11,2	6,1
RSA	23,2	29,3	30,1	10,6	6,9

Source: National Household Travel Survey (2003): Technical Report

It is evident from **Table 8** that in some instances the North West Province performs below the average national level, although 17% of trips with journey times longer than 60 minutes are similar to those at national level. There is no immediate need for concern although the North West government should continuously strive to reduce the 17% population level which travels for longer than 60 minutes to their workplace.

2.4.2. Key Vehicle Population Statistics

The motor vehicle statistics for the North West Province are summarised below. It shows the current 'live' vehicle population for August 2007 (Source: eNaTIS) and includes all vehicles that were:

- Licensed on the system or had licenses which had not expired more than a year before that date;
- Registered, liable for licensing and the date of registration was not more than a year before that date; and
- Pending registration and licensing where the used vehicle was sold and the date of notice of sale was not more than a year before that date.

TABLE 9: VEHICLE POPULATIONS IN THE NORTH WEST PROVINCE (AUGUST 2007)

Description	HLV-D	HPV	LLV	LPV	MCY	SVE	Total
Vehicle Population	16,679	2,521	118,218	258,961	16,661	84,742	503,400

Source: Live vehicle population as per the National Traffic Information System - eNaTIS

Notes:

- **HLV:** Heavy-load vehicle (GVM > 3,500 kg, not equipped to draw);
- **HLV-D:** Heavy-load vehicle (GVM > 3,500 kg, equipped to draw);
- **HPV:** Heavy-passenger vehicle (12 or more persons);
- **LLV:** Light-load vehicle (GVM > 3,500 kg or less);
- **LPV:** Light passenger motor vehicle (< 12 persons);
- **SVE:** Special vehicle; and
- **MCY:** Motorcycle.

The number of vehicles registered to date (August 2007) within the North West Province was 503,400. This number constitutes 5,62% of the total number of registered vehicles in South Africa. The high number of special vehicles reflected is a combination of other self propelled vehicles, caravans, light-load trailers (GVM < 3,500 kg) and heavy-load trailers (GVM > 3,500 kg). The statistics of the light passenger motor vehicles (LPV) include motor cars, station wagons and minibuses.

2.5. Transport Infrastructure

2.5.1. National and Provincial Road Networks

The following statistics briefly summarises the status quo of the North West Province road network:

The North West Department of Transport, Roads and Community Safety is responsible for a provincial road network of 7,140 km paved and 16,558 km unpaved roads. The National roads within the Province consist of the N4 (266km), N12 (305 km), N14 (381 km) and the N18 (243 km). (Road Network Management System (RNMS 2004).

The road network according to the old provincial boundaries consisted of 23,698 km of road utilized by 13,216 million vehicles per day, of which:

- 29% of roads are paved, 84% of vehicles and 20% of passengers travel on paved roads; and
- 71% of the road network is gravel and 15% of vehicles and 20% of passengers travels on gravel.

According to the NWPDRCS road network management system (RNMS 2007), the total road length is 21,158 km (14,847 km unpaved and 6,207 km paved roads) of all roads in the North

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West Province are unpaved, compared to the average of 75% of unpaved roads in other provinces.

The road network situation in the North West Province is characterised by the fact that:

- Economic centres are separated by large spatial variances and long commuting distances; and
- Transport operations in the rural areas of the province are characterised by extremely long distances and poor road conditions, which result in high vehicle operating costs.

Paved roads link the communities in the densely populated eastern areas. Gravel roads predominate in the less-populated, rural western areas. It is only in the far-western areas where the average distance to a paved road is greater than 30 km.

The road inventory of the North West Province contains basic information on all the national and provincial roads. **Map 6** depicts the road network of the North West Province, and **Table 10** below gives the roads classification:

TABLE 10: ROAD CLASSIFICATION

Road Classification	Class Description
Class A	National primary roads managed by the SANRAL on behalf of the National Department of Transport
Class B	Provincial primary roads, which promote intra-provincial, inter-city and inter-city and interregional mobility
Class C	Provincial secondary roads, which promote intra regional and inter-district mobility
Class D	Provincial tertiary roads with an intra-district mobility function
Class E	Local access roads to promote access to the higher- class road network for isolated communities and centres of economic activity

Source; RNMS: Strategic Needs Analysis of the NW Province Paved Road Network (2004)

The majority of the paved network within the North West province falls under the Class A and Class B categories which in general provide national and inter-provincial mobility and connectivity. The paved road network in the North West Province based on Road Class is indicated in **Table 11** below.

TABLE 11: PERCENTAGE OF PROVINCIAL PAVED ROAD NETWORK PER ROAD CLASS AND ROAD TYPE

Class	Type of Road	Length (km)	% of Paved Network
A	National Primary	1,567	22
B	Provincial Primary	2,647	37
C	Provincial Secondary	1,176	17
D	Provincial Tertiary	1,586	22
E	Local Feeder	164	2
	Total Length Paved Roads	7,140	100

TABLE 12: PERCENTAGE OF PROVINCIAL PAVED ROAD NETWORK PER DISTRICT

Region	Length (Km)	% of Network
Bojanala Platinum District	1,969	27
Dr Ruth Segomotsi Mompati District	1,310	19
Dr Kenneth Kaunda District	1,777	25
Ngaka Modiri Molema District	2,084	29
Total	7,140	100

The above-mentioned paved road network data per region indicates that the Ngaka Modiri Molema District has the largest representation of paved network at 29% and the Bojanala district the second largest at 27% of the entire North West Province.

The paved road network of the North West Province is reflected in the graphical illustrations below. Three national routes provide linkage and mobility on a national scale by means of the N4, the N12 and the N14. The N4 toll concession links Rosslyn and Madibeng in the east with Zeerust in the West and continues to link up with the border between North West and Botswana. The Bojanala Platinum, Ngaka Modiri Molema and Dr Kenneth Kaunda Districts have a fairly even split between paved national, national primary and provincial primary roads. The Dr. Ruth Segomotsi Mompati District, however only has a limited network of national and provincial primary roads in the southern region of the district. The northern sector of the Dr. Ruth Segomotsi Mompati District only has limited sections of paved provincial primary roads,

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which limit the economic growth potential, mobility and linkage with other districts and provinces substantially.

Map 6: Indicates that, North West Province has a limited number of paved roads.

Map 7: Indicates that typically of rural provinces, it has a fairly well distributed gravel road infrastructure.

Map 8: Illustrates the main existing bus routes, which indicates that bus routes are specifically orientated towards linking origins with its associated main economic hub within each district. There are limited or no bus services, which actually link the various main economic hubs to each other. This implies that active job seekers or commuters wanting to access adjacent districts have to either make use of private transport, rail or taxi's.

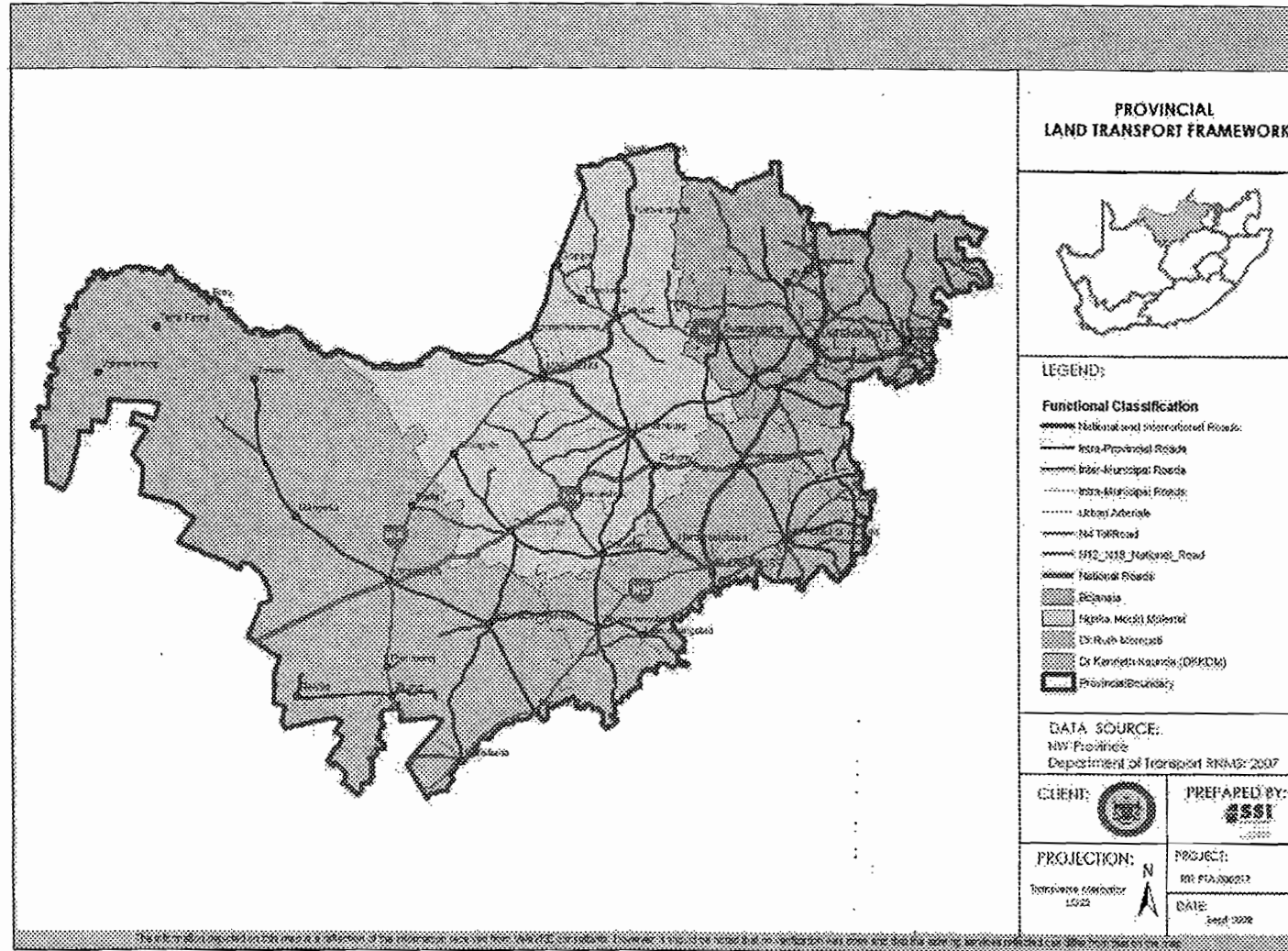
2.5.2. Road Conditions

In 2004 the North West Province conducted a visual assessment according to the Road Asset Management System and this section will provide the detail on the pavement conditions of the paved road network.

Map 9: Reflects the Paved Road Conditions - Visual Condition Index (VCI) of all paved roads within the North West Province and **Table 13** indicates the road length within various ranges of the VCI. The paved road conditions for the majority of the paved road network for the four districts range from very good to fair. In total 73% of the paved network falls within the range of very good to fair whilst 19% of the paved network within the province falls within the range of poor to very poor.

Map 10: Illustrates the Gravel Road Conditions - Visual Gravel Index (VGI) for gravel roads and **Table 14** indicates the road length within various categories of the VGI. The length of gravel roads falling within the fair range is 25,8% and the poor VGI consists of 55, 87% of the total gravel road network. A mere 0,2% gravel roads fall within the very poor VGI classification.

MAP 6: PAVED ROADS



MAP 7: GRAVEL ROADS

