

# SISONKE DISTRICT MUNICIPALITY

## Current Public Transport Record Part 2



Prepared by



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Submitted in partial fulfillment of the requirements of the  
National Land Transport Transition Act (NLTTA), Act 22 of 200

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### ABSTRACT

With the promulgation of the National Land Transportation Act (NLTTA), act 22 of 2000, it has become a requirement of every district municipality to prepare a Current Public Transport Record (CPTR). According to the TPR4 guidelines, the CPTR may exist in two forms, a basic form, i.e. where only essential information is captured or an expanded version where data that would be relevant for future public transport plans are also captured, processed and presented in the report. The data collection approach adopted was that of a planned, qualitative approach. The method of presentation of data was that of an electronic GIS format and manual.

### PREFACE

The objective of this document is to present the findings on Current Public Transport Survey Part 2 of Sisonke District Municipality. This is to partly fulfill the requirements of the promulgated National Land Transport Act No 22 of 2000.

Part 1 of the CPTR provides the inventory of public transport facilities/infrastructure; whilst part 2 presents the extent and purpose of public transport utilization within Sisonke District Municipality. This document is to be utilized by ordinary public, politicians, planners, developers, public transport practitioners and transport experts. As such it has been presented in a language and style that could easily be understood by everyone.

(District Municipal Manager's signature)

**Ixopo**

July 2004

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CHAPTER 1: INTRODUCTION

1.1 Background

The National Land Transport Transition Act (NLTTA), Act 22 of 2000, promulgated in August 2000 requires metropolitan and service councils to prepare a record of public transport operations in their area of jurisdiction.

MasekoHlongwa & Associates has been appointed by Sisonke District Municipality to conduct phase 2 of the Current Public Transport Record (CPTR), which is a documentation of the study methodologies adopted to capture the data, background to the study area and finally of the data itself. This document presents CPTR report.

1.2 Objective

The aim of preparing a Current Public Transport Record (CPTR) is to quantify the trilogy of movements. This would serve as a primary source of information for the preparation of an **Operating Licenses Strategy (OLS)**, and provide detailed input for future public transportation planning.

In addition, the CPTR would also provide information that could be used for performance monitoring of the public transport system.

1.3 Scope

The scope of the CPTR survey is merely to provide a record of captured data. The data captured forms an inventory of all public transport infrastructure that may be present in **Sisonke District Municipality**. That is it provides the reader with a snap shot of the current public transport situation within Sisonke District Municipality and disseminates information that is necessary for the formulation of an appropriate Operating Licensing Strategy and Public Transportation Plan.

1.4 Approach

The KZN Provincial Department of Transport (KZN DOT) have chosen a planning approach to the collection of Current Public Transport Record (CPTR) as opposed to the data driven approach suggested in the TPR4 guideline document.

The guiding objective for all transport planning in the province is *“to endeavor to minimise the cost of transport that is necessary to satisfy people’s requirements for carrying out activities.”*

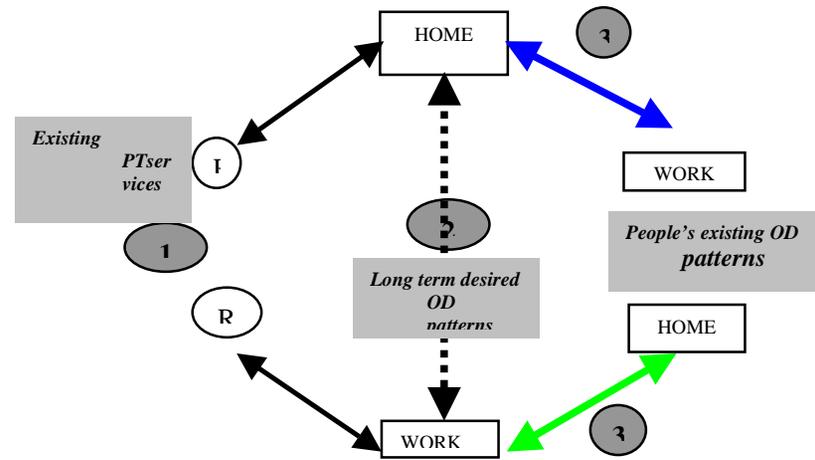
With this objective as background, the following principles have been adopted to guide the CPTR process:

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- “Actions taken in the short term should not conflict with/compromise long term plans.
- Transport is about moving people between Origin and Destinations (O-D).
- The actual pattern of movement (info-of person trips between each O-D pair) will be a direct function of the pattern of land use development and the transport systems/services provided.
- Before a long-term movement pattern can be established, it is necessary to start with knowledge of the current movement pattern.
- This shows what people ARE doing at the moment and it provides the basis for identifying inefficiencies (primarily high costs) in the current pattern of land use development and transport services.
- Having identified these inefficiencies the land use and any other changes needed to increase efficiencies would evolve.”

The CPTR should provide information that quantifies the trilogy of movements as illustrated below:

- Part 1: Existing Public Transport (PT) services
- Part 2: People’s existing OD patterns
- Part 3: Long term desired OD patterns



**Figure 1 Trilogy of movement**

The CPTR therefore must ensure that the information relevant to the above is collected to ensure that the subsequent Public Transport Plan (and Operating License Strategy) assists in the migration of movement patterns from the existing service distribution (Part 1) to the long-term desired OD patterns (Part 3).

In order to achieve this, a two-stage CPTR process has been proposed, as follows:

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- **Stage 1: Scoping** - To gain an idea of the nature and size of the Public Transport (PT) trip situation: the generators and attractors, significant interchanges etc. Also locating suitable data sources and finding out who to speak to.
- **Stage 2: Collection of CPTR and Planning Data** - In essence this stage would be dealing with dynamics of towns and settlements above a certain size only.

The KZN DOT has appointed Iliso Consulting to carry out Stage 1, which is currently underway for the entire province and has been completed for Sisonke District Municipality.

### 1.5 Chapter overview

The document is comprised of three chapters, which are as follows:

- **Chapter 1: Introduction**  
This chapter serves to introduce the reader to the study or the CPTR and contains the background, scope, objectives and approach of the CPTR.
- **Chapter 2: Methodology**  
This chapter provides the methodology used to obtain the CPTR data.
- **Chapter 3: Results**  
This chapter represents all the data collected, which is also relevant to the Operating Licensing Strategy and Public Transport Rationalization Plan.
- **Chapter 4: Fares**

This chapter provides a summary of the cost incurred by commuters of the different public transport modes along particular route.

- **Chapter 5: Conclusion**

This chapter provides comments on the data presented on chapter 3 of this report and also presents recommendations on the manner in which the outcomes of the CPTR should be utilized for the future undertaking.

CHAPTER 2: METHODOLOGY

2.1 Review of Terms of Reference

The Kwa-Zulu Natal Department of Transport has embarked on a process to provide a provincial framework for the implementation of the package of plans in a practical and consistent manner. Consultants have been appointed to assist with;

- “An analysis of planning requirements for current transport plans, an operating license strategy, public transport plans and rationalisation plans in terms of the National Land Transport Transition Act, 2000 and assessment of these requirements in terms of other existing or concurrent national and provincial legislation;”
- “A determination of the practical provincial and municipal implementation of planning requirements, including but not limited to the utilisation of planning in the delivery of the Local Road Transportation Board /Public Transport Board; and ”.
- “An investigation into the most cost-effective data collection and modeling methodologies to assist the Department with the practical implementation of planning requirements and development of an operating licensing strategy”.

2.2 Description of methodology

There are two important components of generating CPTR and these are as follows:

- The collection of data to be recorded
- The dissemination of the recorded data

It is essential that success be achieved in both these arenas as failure in one negates any success of the other. Phase 2 of the CPTR project is built on the findings of phase 1 of the study. All the information regarding number of ranks and their location, number of routes on each rank is contained on phase 1 of the project.

The methodology adopted was guided by the following principles, as adopted by the department of transport:

- Short-term actions need not be in conflict with long-term transport plans,
- Movements between the origin and destination is the main aim of transport,
- The actual pattern of movement will be a direct function of the pattern of land use development and the transport systems/services provided,
- Current movement patterns should precede the long-term movement pattern
- The CPTR project also seeks to show the activities that people are engaged in thereby providing the basis for identifying inefficiencies in the current pattern of land use development and transport services and

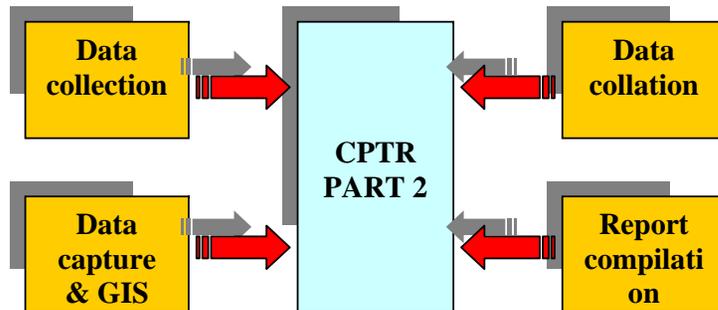
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- The identification of inefficiencies in land use provides opportunities to evolve land use efficiencies.

The methodology used is therefore comprised of the following activities:

- Primary Data Collection
- Data Capture and GIS
- Data Collation and
- Compilation of the Report

Figure 2 below illustrates the methodology embarked upon for CPTR surveys within Sisonke district below:



**Figure 2 Sisonke District Municipality CPTR methodology**

### ❖ Primary Data Collection

The data was collected on all public transport ranks and stop points during normal working days except on month ends and from the 15<sup>th</sup> of December 2003 to the 19<sup>th</sup> of January 2004. This was done to avoid an influx of passengers due to holidays and month ends:

The following primary data was collected:

- All vehicle departure
- Sample of destinations
- Vehicle and passenger departures
- Queue length survey

To collect the primary data a number of field workers and supervisors were appointed. All the Field workers have a minimum qualification of **Grade 12**, whilst supervisors were professionals employed at MasekoHlongwa & Associates and Community Internship Development Center (CIDC).

Each local municipality had been allocated one supervisor and a number of field workers depending on the size of ranks and the number routes covered on each rank.

The following tools were used to collect an overall data:

**Passenger Waiting Time Survey Form** (see annexures 1 & 2). Two forms have been utilized for this purpose. These are

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- *Queue length survey form*- a survey form only utilized if there are queue lines.
- *Waiting time survey form*- used in instances where there are no queues and where commuters wait for a vehicle to depart inside the vehicle and not outside the vehicle.

In Matatiele and Kokstad ranks this form of survey was conducted only on randomly selected routes due to a large number of routes prevalent within these areas. Thus it would take approximately 1440 labor hours to complete this task.

The average waiting time was calculated at a local municipality level using mode statistical method of calculation. The mode method of calculation was adopted, as unlike the median and the mean, it is the score value, which has the highest frequency of occurrence.

**Origin Destination Form** (see annexure 3) This form records the origin and destination of the passenger. It is in a form of a structured interview, wherein a passenger is asked to respond to a set of questions. These sets of questions determine the passenger's origination, purpose and the subsequent passenger's destination place. This survey form also determines the opinion of the respondents pertaining to the upgrading and/or upliftment of public transport service standard.

In order to determine the extent and a number of vehicles used by passengers and to ensure that only Public Transport Passengers are interviewed, surveys were only conducted to those passengers who

were boarding the vehicle or minibus taxis. The fact that there were no queues in most of the ranks within Sisonke made it impractical to have samples for O-D Survey. Therefore instead of concentrating on specific routes the survey was conducted haphazardly throughout the **Public Transport Ranks**.

Thus almost all the routes identified have been included in the O-D surveys. This will obviously exclude the routes, which were not operational during the day that O-D surveys were conducted. That is, the O-D surveys conducted in Ixopo taxi ranks will exclude Johannesburg route as it is only operational on Sundays and the O-Ds were conducted during normal weekdays.

**Origin-Destination & Passenger Load Survey** (see annexure 4). This form records departure time of the vehicle; its capacity; departing pass load and the vehicle type. Besides these it also records destination name, describes the route and the amount/fare paid for single trip.

### 2.3 Types of trips

The KwaZulu Natal Provincial Department of Transport has identified three distinct types of trips that a person could possibly embark upon. These are:

- **Home Based Work (HBW)**- A passenger originating from home to work.
- **Home Based Other (HBO)**- A passenger originating from home to other places other than work for other specific purposes. Which might be social, medical etc.
- **Non Home Based (NHB)** – A passenger originating from other places other than home to any other place which might also include home, work, social activities etc.

### 2.4 Data Capture and GIS Conversion

This involved the capturing of data and converting it into a GIS format.

### 2.5 Data Collation

This stage involved the consolidation of different information gathered into a single report.

### 2.6 Compilation of Report

This is a final stage, which entails the compilation of the entire report and the submission of such to the client.

### 2.7 Problems Identified

The following has been identified as limitations or set backs of the study:

- Most public transport ranks have no queues. Two phenomena have been realized with regard to this. Firstly passengers do not wait for vehicles but vehicles wait for passengers and secondly passengers wait inside the vehicle for it to fill up.
- The outright refusal by some passengers to be interviewed
- The misunderstanding and reservation by some public transport owners and operators particularly in Highflats.
- The predictable comments from the operators and taxi owners over the lack of infrastructure within routes and ranks.
- Overlapping Destinations
- Public transport operators association's operation boundaries differ significantly from district and local municipalities' demarcations.
- Due to the fact that Sisonke District Municipality is largely made of rural areas, which rely heavily on agriculture produce, there is no clear distinct line between **Serving Trip**

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**Production Areas** ranks and **Serving Trip Attraction Areas** ranks. It was therefore necessary for field workers to spend the whole day on each rank.

- Due to the nature of the public transport ranks/terminus within Sisonke District Municipality, it was impossible to determine a number of holding and loading bays. In fact in most instances the holding/loading bays phenomenon does not exist.

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### CHAPTER 3: RESULTS

#### 3.1 Description of the Area

Sisonke District Municipality (DC43) is located on the southern part of KwaZulu Natal province. It is adjacent to the to province of the Eastern Cape on the south and to the land locked Kingdom of Lesotho on the west. As such there are a number of cross provincial and country border commuters. On the north UMgungundlovu District Municipality and the Ugu District Municipality bound it to the east.

The district is approximately 10109 km<sup>2</sup> in extent, which is 10.9% of the total surface area of KwaZulu Natal province.

### KZN DISTRICT MUNICIPALITIES



Map 1 KwaZulu Natal Provincial map showing districts

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It is comprised of five local municipalities, which are:

- Ingwe Local Municipality (KZ5a1)
- KwaSani Local Municipality (KZ5a2)
- Matatiele Local Municipality (KZ5a3)
- Greater Kokstad Local Municipality (KZ5a4)
- Ubuhlebezwe Local Municipality (KZ5a5)
- KZDMA 43

The Sisonke District Municipality's Integrated Development Plan (IDP) estimated the total population of the district at 363 000 people, with a vast majority of them residing in rural or traditional areas.

The IDP further indicated that there is a high incidence of migration out of the area, particularly of men who seek work in the neighboring Ugu District Municipality and the eThekweni metropolitan area. The unemployment rate in the district is approximately 80%. There are high levels of poverty in the traditional rural areas.

The demographic situation within Sisonke District Municipality could be illustrated as follows:

**Table 1 Demographic**

<b>KEY DEMOGRAPHIC INFORMATION: SISONKE DISTRICT MUNICIPALITY</b>	
<b>Subject</b>	<b>Number</b>
Extent of the area	10109 km <sup>2</sup>
Population	363000
Number of Households (Average dependency ratio of 1:3)	45375
Female Population	54%
Male Population	46%
Number of Traditional Authorities	20
Formal agriculture land	1230Ha
Urban area land	19Ha

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The demographic information could be illustrated as follows at a local municipality level:

Local municipality	Area KM <sup>2</sup>	Population	No of major ranks	of	No of small ranks or stop points	Nature % form	
						Urban	Rural
Ingwe (KZ5a1)	1970	95151	3		31	2	98
KwaSani (KZ5a2)	1180	14574	4		6	2	98
Matatiele (KZ5a3)	1417	10143	5		6	2	98
G Kokstad (KZ5a4)	2683	34736	4		12	2	98
Ubuhlebezwe (KZ5a5)	1627	76992	5		21	3	97
KZDMA 43	1232	1355			3	0	100
<b>Total</b>	<b>10109</b>	<b>232951</b>	<b>21</b>		<b>79</b>	<b>2</b>	<b>98</b>

**Table 2 Demographics @ a local municipality level**

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### 3.2 Modes Serving the Area

The study has revealed that there are three transport modes in the area providing transport services to the communities. These are as follows:

- Minibus taxi mode
- Bakkie taxi mode and
- Bus mode.

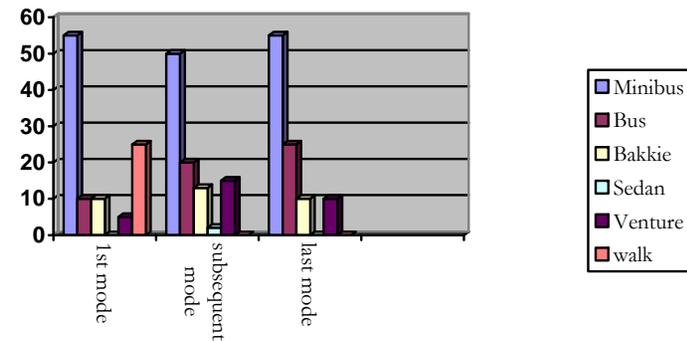
The following minor modes also provide services to the public:

- Sedan and
- Venture taxi modes.

The minor modes do not have their own specific place of operation. That is, they either operate within the bakkie (venture) or a minibus taxi rank (sedan). The main taxi rank in Ixopo provides services of all transport modes within it.

The minibus taxi mode is the most dominant form of transport mode being used according to person trip. Figure two below illustrates this further:

Figure 3 Person trip per mode



### 3.3 Inventory of Existing Infrastructure

The information on all modes of public transport facilities was collected during the initial part 1 stage of the CPTR. Observation was conducted during part 2 of the study to corroborate the findings of part 1. Table 3 below presents the summary of the infrastructural inventory, which has been presented on other subsequent subsections below:

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**Table 3 Summary of inventory**

<b>Category</b>	<b>Descriptions</b>
Listing of facilities	Lists the names of all the facilities
	The locality
	Mode
	Type of service
	Ownership
Description of facilities	Status
	Type
	On/off street information
	Paving
Route identification per facility	Facility name
	Mode
	Destination
	Route code
	Distance (approximate)
Amenities @ public facilities	Name of the facility
	Electricity
	Telephone
	Office
	Ablutions
Dimensions of Public Transport Facilities	Name
	Roof height
	Loading bay width
	Loading bay length
	Turning clearance
The GPS information	Positions
	Elevation
	Averaging
	EPE

### **3.3.1 Public Transport Terminals**

This section presents the locality of public transport ranks or terminus. Most of the terminus pinpointed on the map below are only public transport stop or pick up points as already stated earlier on the report.

Table 4 on this section presents the physical locality of facilities, mode of transport utilized, types of services, code and ownership of the facility on a tabular format.

This information was already included on part 1 of the CPTR, what was done on the second part was just a mere confirmation of information contained on part 1 of the CPTR report.

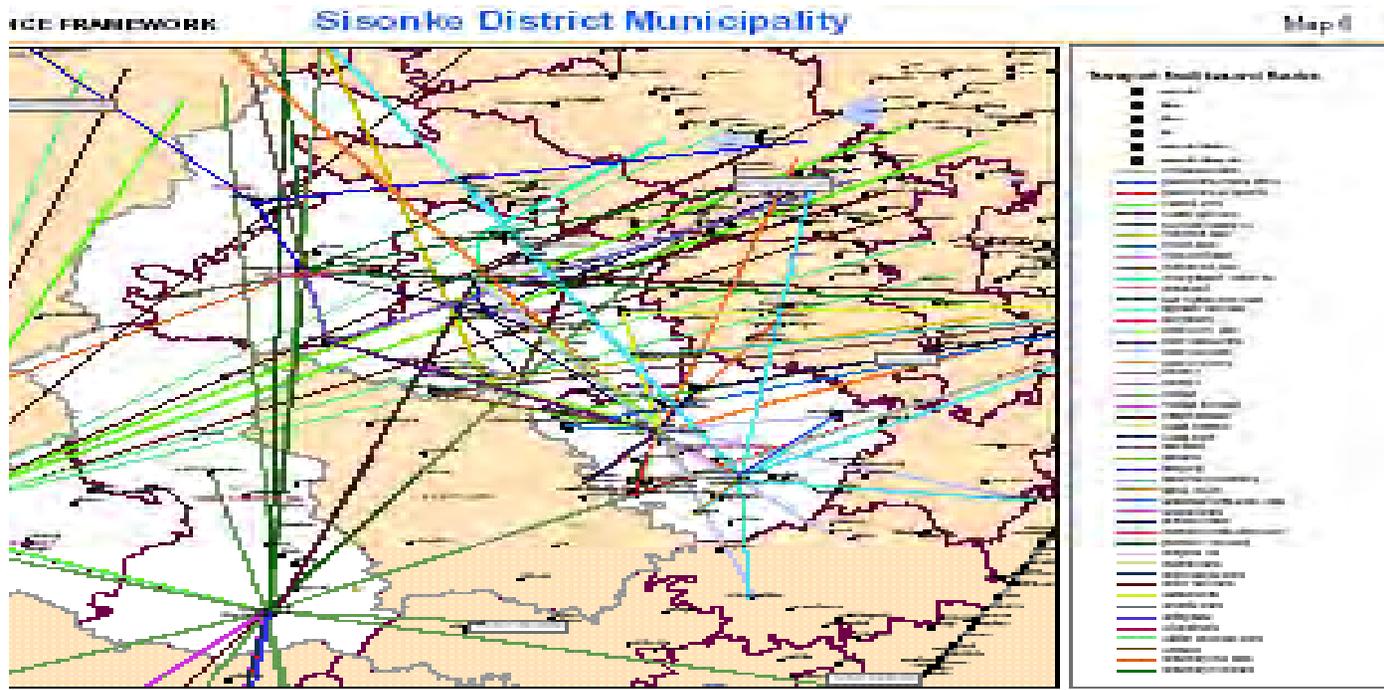
**Figure 4 Bus rank**



**Figure 5 Minibus taxi rank**



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Map 2 Sisonke District Municipality public transport routes

**Appendix 1** presents a list of public transport facilities within Sisonke District Municipality. The information provided includes facility name, the physical location, mode of transport, type of services, code and ownership of the facility. Approximately 48 formal and informal facilities, catering for all modes of public transport with the exception of railway services have been identified.

**Appendix 2** provides information on all modes of transport available within Sisonke District Municipality pertaining to the status, the physical location (on/off street), infrastructure (paved or not paved) and a code number.

### 3.3.2 Routes

Section 3.2.2 describes public transport routes within Sisonke as presented on part 1 of the CPTR report and eventually confirmed by public transport operators during this phase. That is, no concerted effort made yet to determine the accuracy and the validity of these routes by Sisonke District Municipality and the Department of Transport. Thus, this information was received from Public Transport Operators stationed in different Public Transport Ranks. The confirmation of these routes will be done on subsequent stages of the CPTR.

Thus accordingly, all public transport services serve an approximate number of 243 routes, comprising all modes of public transport,

within Sisonke District Municipality. It should be noted however, that these routes have not been formally confirmed yet. The information presented is just a mere reflection of Public Transport Practitioners (PTP) within Sisonke District Municipality

### 3.3.3 Capacity Utilization of Corridors

Corridors can be described as specific transport routes, used to deliver passengers from the place of origin to destination place. All the routes presented above could be categorized as corridors. Thus a number of routes are automatically a number of corridors as these are one and the same thing.

This section aims to present capacity utilisation of identified corridors within the district. This information will be presented in full at the following sections, suffice here to state that not all the routes as identified above are fully utilized. Some of these routes are only operational once a week, particularly the long distance once. For example, a route from Ixopo to Johannesburg only becomes operational on Sundays.

It was observed that most of the deep rural corridors are mostly serviced by bakkies whilst minibus taxis and buses tend to concentrate more on 'established areas'. This is probably due to the fact that most of **deep rural areas** are characterized by poor roads, which are perceived as damaging to other vehicles other than bakkies.

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**3.4 Minibus Taxis Operations Surveys**

**3.4.1 Description of routes**

The description of minibus taxi routes has already been done on sections and 3.3.2 and 3.3.3 above which describes all the routes pertaining to all modes of public transport within Sisonke District Municipality.

There are approximately 168 routes being serviced by minibus taxis within Sisonke District Municipality. Forty-six (46) of which, could be regarded as long distance routes as they cover 100 and/or more kilometers.

**3.4.2 Routes**

This section identifies routes that are serviced by minibus taxis within the district. As it has already indicated above, these routes have not been independently and scientifically confirmed yet. The only routes, which could be regarded as, scientifically confirmed are those that were surveyed for Traveling Time presented on table 7 below.

The routes, which could be regarded as scientifically, confirmed are as follows:

**Table 4 Routes confirmed scientifically**

<b>Origin Public Transport Routes rank</b>	
Ixopo	Highflats, Sigweje, Lufafa
Bulwer	Nkwenzela, Underberg
Underberg	Emakholweni, Nkwenzela
Kokstad	PMB, Shayamoya, Jojo
Matatiele	Kokstad, Maluti, Area C

Thus, as presented on table 7 above only thirteen out of 168 routes could be regarded as confirmed scientifically, using **Traveling Time Survey** as a confirmation method.

Appendix 4 presents all the Minibus taxi routes identified during part 1 of the CPTR project. It is imperative to reiterate that the information as presented on part 1 of the CPTR project was corroborated during the data collection phase of part 2 of the CPTR.

The information pertaining to these routes, with the exceptions of the ones identified on table 7 above as already stated, were obtained from Public Transport Operators and still need be confirmed.

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3.4.3 Passenger O-D's & Trip Purpose

The Passenger O-D's Trip Purpose was conducted utilizing **Origin Destination Survey form** (see annexure 2), which determines the origination and the destination of the passengers boarding a vehicle/s as already illustrated on the methodology section above.

Due to a number of routes covered with regard to this survey only a sample of routes data will be presented in this report. Approximately 482 minibus taxi passengers have been interviewed with regard to the **Origin-Destination Survey**. It should be noted however that the information provided below does not cover all the routes covered within Sisonke. Thus, only a selection of routes has been presented for the purpose of this report.

The results of this survey are presented on three distinct types of trips, which have already been described. These are as follows: **Home Based Work (HBW), Home Based Other (HBO) and Non Home Based (NHB)**

The information pertaining to these three types of trips is thus presented on table 9 below.

Picture 1 Minibus operations within Sisonke District Municipality



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**Table 5 Passenger O-D & Trip Purpose**

Origin Area	Destination Areas/Routes & Utilisation Percentage				
• <b>Ingwe Local Municipality (KZ5a1)</b>	<b>PMB</b>	<b>Durban</b>	<b>Centocow</b>	<b>Nkumba</b>	<b>TOTAL (%)<sup>1</sup></b>
<i>HBW</i>	18	29	11	0	<b>15</b>
<i>HBO</i>	68	71	89	100	<b>82</b>
<i>NHB</i>	13	0	0	0	<b>3</b>
• <b>KwaSani Local Municipality (KZ5a2)</b>	<b>PMB</b>	<b>Makgakgi</b>	<b>Kilmon</b>	<b>Bulwer</b>	<b>TOTAL</b>
<i>HBW</i>	13	60	0	16	<b>22</b>
<i>HBO</i>	53	0	8	28	<b>22</b>
<i>NHB</i>	33	40	92	56	<b>56</b>
• <b>Matatiele Local Municipality (KZ5a3)</b>	<b>Matatiele</b>	<b>Kokstad</b>	<b>Maluti</b>	<b>Harry Gwala Area</b>	<b>TOTAL</b>
<i>HBW</i>	22	0	0	0	<b>5</b>
<i>HBO</i>	68	50	44	0	<b>41</b>
<i>NHB</i>	10	50	56	100	<b>54</b>
• <b>Greater Kokstad Local Municipality (KZ5a4)</b>	<b>Kokstad</b>	<b>Bhongweni</b>	<b>Mt Eliff</b>	<b>Harding</b>	<b>TOTAL</b>
<i>HBW</i>	30	0	7	16	<b>13</b>
<i>HBO</i>	64	29	29	66	<b>47</b>
<i>NHB</i>	6	71	64	16	<b>40</b>

Adding up all the numbers per category and dividing it by the total number within the locality and multiplying it by a figure of 100 calculated the total.

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<b>• Ubhlebezwe Local Municipality (KZ5a5)</b>	<b>Highflats</b>	<b>Masameni</b>	<b>Umzimkulu</b>	<b>Durban</b>	<b>TOTAL</b>
<i>HBW</i>	28	0	14	14	<b>14</b>
<i>HBO</i>	57	29	86	86	<b>65</b>
<i>NHB</i>	14	71	0	0	<b>21</b>
<b>• KZDMA 43</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

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Diagram 1 Minibus Taxi O-D Surveys per local municipality

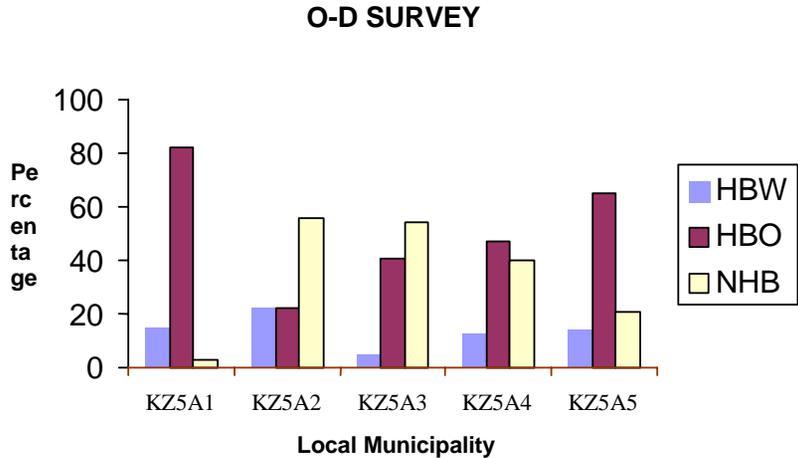


Diagram 1 above indicates that majority of trips embarked on minibus taxis are Home Based Other within Ingwe and Ubuhlebezwe Local Municipalities. Non Home Based trips dominate within KwaSani and Matatiele Local Municipalities. Home Based Work trips are the least dominators throughout the whole district of Sisonke.

These trends could be attributed to the fact that Sisonke is a ‘low economic activity’ locality, and thus majority of people are employed outside the boundaries of the locality. Therefore majority

of employees do not make frequent trips to and fro work as they work far away, so they tend to stay within their place of employment.

These trends could also be attributed to the fact that most of the employees are employed by the agricultural sector and they tend to stay within the farm of their employment. It is also a well-known fact that farmers tend to transport their employees for shopping purposes, particularly during paydays.

**3.4.4 Waiting Time Per Route**

The following section presents average waiting time for passengers per rank. The average passenger waiting time per minibus taxi rank was calculated using a statistical median method of calculation on **Taxi Route Origin-Destination and Passenger Load Survey Single Destination Survey Sheet** and **Time Waiting Survey** form.

These surveys were conducted on the main public transport ranks and not on T-junction, stop points and collection points. This was necessitated by the fact that public transport goes to those places once or twice a day.

Thus people tend to wait for a public transport at their respective homes and will only venture out when they hear the public transport hooting or approaching. The method used to calculate average waiting time has already been explained in methodology section of this report.

**SISONKE DISTRICT MUNICIPALITY**

Table 10 below provides average waiting time for passengers at a local municipality level within Sisonke District Municipality.

**Table 6 Minibus Transport Mode Waiting Survey**

Local Municipality	Average waiting time (min)		
	Morning (6:00 –12:00)	Noon (12:00-16:00)	Afternoon (16:00-18:00)
Ubuhlebezwe <sup>2</sup>	30	20	10
Ingwe	40	20	5
KwaSani	23	14	14
Greater Kokstad	40	30	8
Matatiele	25	30	10
KZDMA443			

The information on the KZDMA 443 was not collected as there is only one stop point (Makgakgi), which only acts as a connection between public transport to and fro Lesotho and South African public transport, which is normally located within Underberg.

**Figure 6 Formal Minibus Taxi Rank**

<sup>2</sup> Ubuhlebezwe data excludes Highflats should the data in Highflats be included it might change the results radically.



**3.4.5 Terminal Capacity Utilisation**

The capacity utilization of terminals is difficult to calculate in Ixopo, Underberg and Bulwer main ranks, as there are no holding and loading bays for vehicles providing services to commuters. However one can state that there is a need for larger facilities within Ixopo and Underberg main rank.

The Underberg Kilmun rank is large enough to accommodate a considerable amount of vehicles but needs to be formalized and paved; this is also the case with Donnybrook rank. Thus one could

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say that Donnybrook and Underberg Kilmun terminis are underutilized but needs formal structures.

**3.5 Buses**

The buses surveys were conducted on the days and dates that the mini taxi survey were conducted. The following section presents CPTR information pertaining to buses services within Sisonke District Municipality.

**3.5.1 Description of Routes**

This section describes the routes that are being serviced by bus service operators within Sisonke District Municipality. This information has already been presented on appendixes 1 and 2 as part of describing routes for all the modes of public transport within the district.

There are approximately 50 routes, which are being serviced by buses within Sisonke District Municipality. Eight (8) of which, could be regarded as long distance routes as they cover 100 and/or more kilometers.



**Figure 7 Bus services within the district of Sisonke**

**3.5.2 Routes**

The information pertaining to bus routes within the district of Sisonke is presented on Appendix 5 of this report.

The following table presents routes being serviced by buses within Sisonke District Municipality.

**3.5.3 Passenger O-D and Trip Purpose**

The survey, which was conducted for minibus taxis, was also conducted for buses public transport mode to determine the origin-destination and purpose of the trip for passengers within Sisonke District Municipality.

The main difference between the taxi and bus mode of transport is that different routes have been selected for presentation. As the selection criteria is to select only those routes that have the most occurrence.

**Figure 8 Buses Loading**



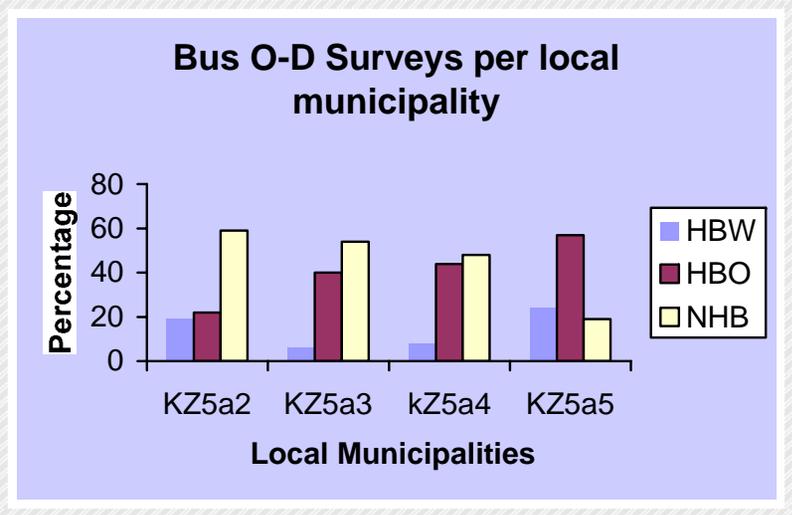
SISONKE DISTRICT MUNICIPALITY

**Table 7 Origin-Destination & Trip purposes for Bus Mode of Transport**

Origin Area	Destination Areas/Routes & Utilisation Percentage				
• Ubhlebezwe Local Municipality (KZ5a5)	<b>Highflats</b>	<b>Masameni</b>	<b>Umzimkulu</b>	<b>Nokweja</b>	<b>TOTAL</b>
<i>HBW</i>	22	33	11	30	<b>24</b>
<i>HBO</i>	65	54	69	40	<b>57</b>
<i>NHB</i>	13	13	20	30	<b>19</b>
• KwaSani Local Municipality (KZ5a2)	<b>Pmb</b>	<b>Ndawana</b>	<b>Kilmon</b>	<b>Stepmore</b>	<b>TOTAL</b>
<i>HBW</i>	0	60	0	16	<b>19</b>
<i>HBO</i>	53	0	8	28	<b>22</b>
<i>NHB</i>	47	40	92	56	<b>59</b>
• Matatiele Local Municipality (KZ5a3)	<b>Matatiele</b>	<b>Maluti</b>	<b>Magatla</b>	<b>Mt Fletcher</b>	<b>TOTAL</b>
<i>HBW</i>	22	0	0	0	<b>6</b>
<i>HBO</i>	68	50	44	0	<b>40</b>
<i>NHB</i>	10	50	56	100	<b>54</b>
• Greater Kokstad Local Municipality (KZ5a4)	<b>Kokstad</b>	<b>Ntabankulu</b>	<b>Mt Eliff</b>	<b>Shayamoya</b>	<b>TOTAL</b>
<i>HBW</i>	30	0	0	0	<b>8</b>
<i>HBO</i>	64	32	33	47	<b>44</b>
<i>NHB</i>	6	68	67	53	<b>48</b>

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**Diagram 2 Bus O-D surveys per local municipality**



The most dominant trip purpose, with the exception of KZ5a5 (Ubuhlebezwe Local Municipality) is **Non Home Based**, which is then followed by **Home Based Other**. Diagram 2 also indicates that very few people utilise buses for **Home Based Work** trip purposes.

**3.5.4 Waiting Time per Route**

The following section presents the average waiting time for bus passengers per local municipality within the district. The average time was calculated using the mode method of collection of scores. It should be noted that buses have a specific time to depart regardless of the load inside the bus. Thus, if a bus is scheduled to depart from the rank at 12:00 pm it will depart at that particular time whether it has passengers or not.

Therefore the waiting times presented on this report merely reflect the time spent by passengers waiting for bus departure time.

**Table 8 Bus waiting time survey per local municipality**

Local Municipality	Average waiting time (min)		
	Morning	Noon	Afternoon
Ubuhlebezwe <sup>3</sup>	5	10	10
Ingwe	15	5	15
KwaSani			
Greater Kokstad	10	15	15
Matatiele	5	30	10
KZDMA443			

**3.5.5 Terminal Capacity Utilization**

<sup>3</sup> Ubuhlebezwe data excludes Highflats

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Within Ixopo, Highflats and Undeberg ranks there are no formalized Terminus for Bus. This makes it difficult to ascertain the capacity utilization of bus terminus. Suffice to state here that there is a need for formalized bus terminus, which would provide passengers with shelter and toilet facilities.

**3.6 Bakkie**

The following section presents information pertaining to bakkie public transport.

**3.6.1 Description of Routes**

This section describes the routes that are being serviced by Bakkies taxis within Sisonke District. These have already been presented on sections 3.3.2 and 3.3.3. There are an approximate number of 54 routes, which are being serviced by buses within Sisonke District Municipality. Six (6) of these could be regarded as long distance routes as they cover 100 and/or more kilometers.



**Figure 9 Bakkie operations within Sisonke District Municipality**



**Figure 10 Bakkie operations- supply exceeds demand?**

**3.6.2 Routes**

The routes being serviced by bakkies within Sisonke District Municipality are presented on **Appendix 6** of this report. The routes as presented on the aforementioned appendix pertain to both formal and informal public transport ranks.

Appendix 6 contains information regarding origin terminus, destination terminus, route code and approximate distance on kilometers scale.

**3.6.3 Passenger O-D and Trip Purpose**

The process, used for minibus taxis and bus modes of transport, was also utilized for bakkie public transport mode to determine the origin-destination and purpose of the trip for passengers within Sisonke District Municipality.

The main difference between these modes of transport is that different routes have been selected for presentation. As the selection criteria is to select only those routes that have the most occurrence.

This is also necessitated by the fact that in some routes, particularly those that have adequate road infrastructure, there are no Bakkie operations, as these routes have an adequate number of minibus and bus modes of transport providing services.

**Figure 11 Passengers boarding a bakkie public transport**



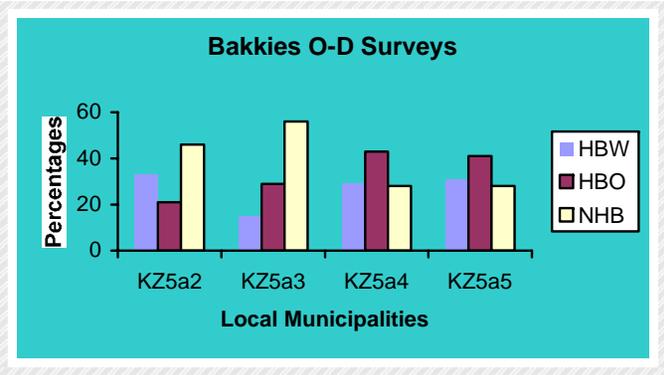
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Origin Area	Destination Areas/Routes & Utilisation Percentage				
• Ubhlebezwe Local Municipality	Nokweja	Lufafa	Enhlabeni	Chibini	TOTAL
<i>HBW</i>	22	44	23	38	31
<i>HBO</i>	65	47	33	22	41
<i>NHB</i>	13	13	46	40	28
• KwaSani Local Municipality (KZ5a2)	Kilimoni	Stepmore	Ndawana	Mqatsheni	TOTAL
<i>HBW</i>	28	37	42	27	33
<i>HBO</i>	22	23	16	23	21
<i>NHB</i>	50	40	42	50	46
• Matatiele Local Municipality (KZ5a3)	Matatiele	Maluti	Magatla	Mt Fletcher	TOTAL
<i>HBW</i>	19	14	14	13	15
<i>HBO</i>	18	36	50	14	29
<i>NHB</i>	63	50	36	73	56
• Greater Kokstad Local Municipality (KZ5a4)	Mzongwane	Mpheni	Mt Eliff	Shayamoya	TOTAL
<i>HBW</i>	33	34	30	18	29
<i>HBO</i>	43	32	44	52	43
<i>NHB</i>	24	34	26	30	28

Table 9 Bakkie Transport Mode O-D Passenger Interviews

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**Diagram 3 Bakkies O-D Trip Purpose Survey**



KZ5a1 is not presented on this diagram, as the survey team did not find any bakkie operations within the municipality. This confirmed what was already found on part 1 of the CPTR survey, which did not indicate any bakkie rank or operations within this municipality.

The Non Home Based utilisation dominates within KwaSani and Matatiele Local Municipalities whereas Home Based Other uses dominates within Greater Kokstad and Ubuhlebezwe Local Municipalities.

<sup>4</sup> Ubuhlebezwe data excludes Highflats

**3.6.4 Bakkie mode passenger waiting time survey**

The following section presents the waiting time for passengers utilizing bakkies as their transportation mode. The same process which was used for buses and minibus taxis above was also used to calculate the average waiting time of passengers per local municipality.

**Table 10 Bakkie Waiting Time Survey**

Local Municipality	Average waiting time (min)		
	Morning	Noon	Afternoon
Ubuhlebezwe <sup>4</sup>	45	56	10
KwaSani	60	38	14
Greater Kokstad	40	45	10
Matatiele	25	39	15
KZDMA443			

**3.6.5 Terminal Capacity Utilization**

Bakkies are not legally regarded as public transport vehicles. As such there are no legal facilities or terminis for bakkies. Within Underberg Bakkies operates at the Shell garage T junction where they utilizes parking bays provided for public utilization and at Underberg Kilmun taxi rank. In Ixopo some bakkies share the main taxi rank with minibus taxis whilst others utilizes Kentucky taxi rank and the side parking space along the road. At Highflats bakkies operates along the main parking provided for public consumption.

This phenomenon makes it difficult to ascertain the degree of capacity utilization of facilities by bakkies.

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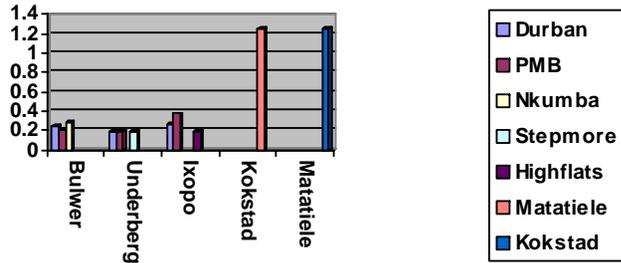
## CHAPTER 4: FARES

Chapter 4 presents fares per public transport mode. To realize a standard assessment criterion all fares were equated to the same scale so as to make comparisons for all public transport services provides within the district.

The y-axis represents a fare per kilometer, where as the X-axis represents departure ranks or stations and the final destinations presented as a color notation and on a legend table on the far right.

### 4.1 Minibus taxi fare

This section presents the minibus taxi fares as calculated utilizing the information presented above.



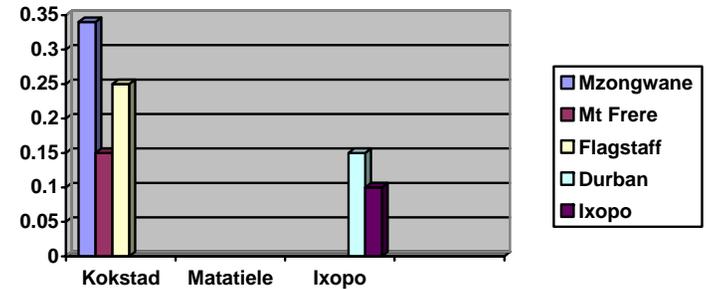
**Figure 12 Taxi fare survey**

Figure 12 above indicates that the most expensive taxi fares within Sisonke District Municipality are the trips from Kokstad to

Matatiele and Matatiele to Kokstad at 1,2 and 1,4 Rand per kilometer respectively. The cheapest one is Undeberg to Durban and Underberg to Stepmore at less than 0.20 Rand a kilometer.

### 4.2 Bus Fares

This section presents bus fares as calculated using the information as presented above.



**Figure 13 Bus fares**

The bus fare originating from Kokstad to Mzongwane is relatively more expensive at 0,35 Rand a kilometer as compared to the ones paid from Kokstad to Mt Frere and from Ixopo to Durban and Ixopo which are 0,15 Rand and less.

### 4.3 Bakkies

This section presents bakkies fares as presented above.

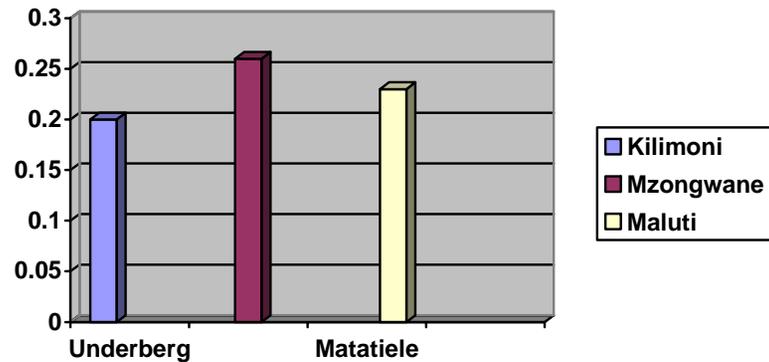


Figure 14 Bakkies fares

### 4.4 Passenger Interviews

The Origin-Destination (O-D) survey sheet, which determines the type of a trip (**HBW, HBO and NHB** already illustrated on section 2,3 above) a commuter embarks upon form, also provides an opportunity for the commuters/passengers to make comments on how to improvement of public transport.

That is, all the passengers who were asked to fill in the questionnaire were also asked to make comments on how to improve and/upgrade public transport system. Of-course the suggestions received varies considerable.

They range from reduction of overloads; conducting workshops for taxi drivers and other operators such as rank managers on how to treat passengers, speed reductions to upgrading of roads.

Some of the suggestions received are weird and could not be taken seriously. For example, the suggestion, that the taxi must play the music loudly.

The suggestions made depend on the age, socio-economic status and the aspirations of the respondents. They are also influenced by the immediate experience that a person had whilst on the public transport.

Thus people who were forced to seat four per seat will eventually suggest that overloads must be avoided because they were not comfortable. Like wise a person who wanted to use ablution facilities while waiting for the taxi to depart will suggest that they need sanitation facilities.

However most of the suggestions received within Sisonke District Municipality could be categorized as follows:

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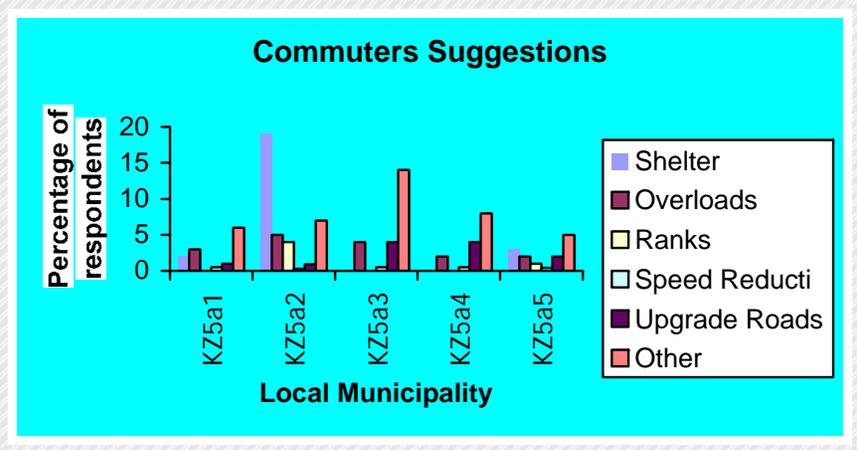
**Table 11 Suggestions on the improvement of public transport**

No	Suggestions	Suggestion Code	Number of Respondents														
			Sisonke District Local Municipalities			KZ5a1		KZ5a2		KZ5a3		KZ5a4		KZ5a5		Total	
			No	%	No	No	%	No	%	No	%	No	%	No	%		
1	Provision of shelter adequate water and toilets within the rank	Shelter	19	2	160	19	1	0.1	0	0	21	3	201	24			
2	Avoidance of taxi overloads	Over	26	3	41	5	34	4	17	2	15	2	133	16			
3	Consolidation of and/or building of ranks.	Rank	0	0	33	4	0	0	0	0	7	1	40	5			
4	Speed reduction	S/reduction	4	0,5	2	0,3	4	0,5	4	0,5	3	0,4	17	2			
5	Upgrade of roads.	U roads	10	1	8	0,9	33	4	33	4	15	2	99	12			
6	Other includes reduction of transport fare, operators behavior etc.	Other	53	6	59	7	119	14	62	8	41	5	334	41			
<b>Total</b>			<b>112</b>	<b>14</b>	<b>303</b>	<b>37</b>	<b>191</b>	<b>23</b>	<b>116</b>	<b>14</b>	<b>102</b>	<b>12</b>	<b>824</b>	<b>100</b>			

The comments received are illustrated further on the diagram four below.

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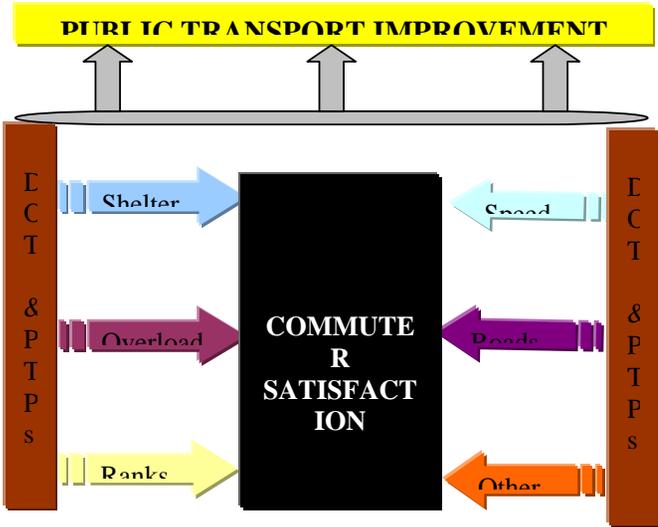
**Diagram 4 Suggestions made by commuters**



From the above diagram it could be noted that **other** features prominently throughout all other local municipalities with the exception of KZ5a2 (KwaSani Local Municipality).

The dominant suggestion within KwaSani Local Municipality is **shelter** or the provision of shelter. Ranks also features prominently within this locality. This is due to the fact that there are three or more different ranks scattered throughout a small town. A phenomenon, which makes it difficult for commuters to utilise public, transport effectively. Thus accordingly as illustrated on figure 9 below the commuter satisfaction depends on the provision of the suggestions as presented on diagram 4 above.

**Figure 15 Commuter satisfaction chart**



Thus the provision of the suggestions by the Department of Transport (DOT) and other Public Transport Practitioners (PTP) will lead to commuter satisfaction, which will eventually contribute immensely towards public transport improvement.

## CHAPTER 5: CONCLUSION

### 5.1 Assessments

Part 2 of the Current Public Transport Record survey within Sisonke District Municipality indicates that most of the passengers within the district uses and prefers to use minibus taxis as their mode of transport. They only use other modes of transport when taxis are not available, as they tend not to be available in places that lacks adequate infrastructure.

The surveys indicate that the utilisation of vehicles in certain routes is higher particularly within local areas routes, wherein vehicles just transport passengers from the town to the nearby location. In this instance one vehicle makes a number of trips to and fro the public transport rank.

The study has also revealed the socio-economic function of specific towns where Origin –Destination interviews were conducted. The fact that most of the respondents did not indicate work as their final destination could be attributed to the fact that most people in the area are employed within Sisonke district. Thus they do not need transport to their respective place of work.

Secondly, it might mean that most of the respondents are unemployed as most of the workers employed outside the district. Thus they come home once in a while. This is also illustrated by the waiting time surveys conducted.

They indicate that the waiting time is longer during the morning hours and quicker during the afternoons. Thus, regarding this it could be deduced that during morning till noon the public transport does not serve employees, but only serves them during the afternoon while they are returning back home.

The interviews conducted revealed that most of the passengers need infrastructure within the public transport ranks. This is understandable as they wait for a long time inside a vehicle. Thus it is inconveniencing for a passenger to wait in a place that does not have shelter, water and sanitation facilities.

Within Underberg passengers indicated that they prefer one big rank rather than many smaller ranks scattered all over a small town such as Underberg. The surveys also indicated that there are in some instances overloads. These are probably due to the fact that in some routes there are few people and as such few vehicles for those routes and as such when a vehicle departs they try to accommodate every one.

**5.2 Recommendations**

The success and failure of the CPTR survey largely depends upon the cooperation of Public Transport Practitioners and passengers. Without their cooperation nothing much could be done.

With regard to this phase operation was successful with the exception of Highflats.

The following are the lessons learned from phase 2 of the CPTR, which could also be useful for future CPTR surveys:

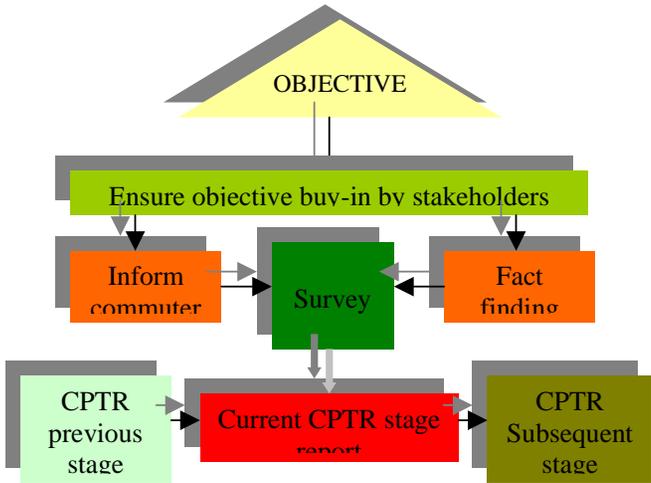
- Public Transport Practitioners be informed of the need of the CPTR. They should also be assured that the information gathered would not be used against them in future.
- Notwithstanding the above it has been realised that most of the Public Transport Practitioners are supportive of the initiative and desire change.
- Means of sending the information to passengers should be sought and implemented. Passengers need to be encouraged to cooperate with field workers. This will make it easier for supervisors and field workers to gather necessary data.
- Fact-finding mission to determine the current public transport reality should be done before the conducting of CPTR survey. This requires extensive co-operation with

Public Transport Practitioners, particularly the rank managers if available.

- The design of survey forms or tools should be informed by the current public transport reality of the municipality concerned. Thus, there must be flexibility on the methodology to be used for collecting the CPTR data.

Thus, in essence it is recommended that the CPTR process should be as illustrated on figure 10 below.

**Figure 16 Recommended CPTR process**



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ANNEXURE

**Tools Employed to Conduct the CPTR survey within Sisonke District Municipality**



**Revealing the real picture of Public Transport within Sisonke District Municipality**

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**Annexure 4 Origin-Destination & Passenger Load Survey**

<p><b>SISONKE DISTRICT MUNICIPALITY – PILOT CPTR TAXI ROUTE ORIGIN – DESTINATION AND PASSENGER LOAD SURVEY SINGLE DESTINATION SURVEY SHEET</b></p>	<b>01</b>
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**Facility Name:** \_\_\_\_\_ **Off-Street**  **On-Street**

**Location Address/Description:** \_\_\_\_\_ **GPS ID No:**

**Date of Survey:**           **AM**  **P**  **M**  **Full Day**

D D M M Y Y Y Y

**Destination Name(s):** \_\_\_\_\_ **GPS ID No:**

**Route Description:** **Via:** \_\_\_\_\_

**Single Fare:** **R** \_\_\_\_\_ **CPTR Route No:**

**Fieldworker:** \_\_\_\_\_   **Company:** \_\_\_\_\_

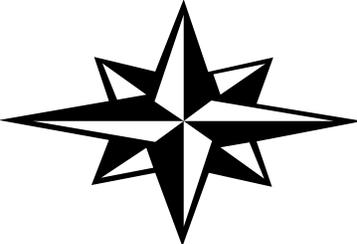
Vehicle Registration Number	Confirm Dest.	Veh Type	Veh Capacity	Operator/ Association	Departing Pass Load	Depature Time
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Appendix

List of Public Transport Facilities within Sisonke District Municipality



Public Transport Modes, Routes and Facilities available within the District

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**Appendix 1 Facilities available modes of public transport**

No.	Facility Name	Physical Location (description)	Mode	Type of Service	Code	Ownership
1	Harry Gwala Park Rank	Harry Gwala Location	Minibus Taxi	Commuter	K5A3T01	Municipal
2	Coffee Pot Taxi Rank	Off Popelane Street	Bakkies and Minibus Taxi	Commuter	K5A3TV01	Municipal/Drakensberg Matatiele Taxi Association
3	Shoprite Rank	Opposite Shoprite on Station Street	Bakkies, Buses & Minibus Taxis	Commuter	K5A3P01	Informal/Illegal
4	Barnetts Taxi Rank	On Station Rd in front of Barnetts Furniture Shop / Erf 001.	Minibus Taxi, Bakkies	Long distance/Interprovincial/Commuter	K5A3P02	Informal/Uncedo Taxi Association
5	Rhino Plaza Taxi Rank	Off Station Rd, in front of Rhino Cash & Carry / Erf 28	Minibus	Long distance / Commuter	K5A3T02	Private/Drakensberg Matatiele Taxi Association
6	Choice Rank	Off Station Road	Bakkies	Commuter	K5A3V01	Private/Drakensberg Matatiele Taxi Association
7	Sydfred Taxi	Off Main Rd, next to Sydfred Motors	Bakkies / Minibus Taxi	Commuter	K5A3TV02	Uncedo/Informal & Private
8	KFC Taxi Rank	On Station Rank	Minibus Taxi	Commuter/Long distance	K5A3T03	Uncedo/Illegal

**SISONKE DISTRICT MUNICIPALITY**

<b>No.</b>	<b>Facility Name</b>	<b>Physical Location (description)</b>	<b>Mode</b>	<b>Type of Service</b>	<b>Code</b>	<b>Ownership</b>
9	Rhino Plaza Bus Rank	Off Station Road	Buses	Commuter/Long distance/Interprovincial	K5A3T04	Maluti Matatiele Bus Association
10	Kokstad	Off/on Dower Street / Rem. 1 of Kokstad	Minibus	Long distance/ Interprovincial	K5A4T01	Municipal/Kokstad Taxi Association
11	Rhino Plaza Taxi Rank	Rhino Cash & Carry / Off Dower Street/ Erf 2974	Minibus	Commuter	K5A4T02	Private
12	Kokstad Bus Rank	Off Groom Street/ Erf 544 Kokstad	Buses	Long distance	K5A4B01	Municipal
13	Bus Rank Behind OK	Behind OK / Erf 2596	Buses	Long distance	K5A4B02	
14	Bakkie Rank at Shoprite	Shoprite Parking / Erf 2980	Bakkies	Commuter	K5A4V01	Private/Informal
15	Rhino Plaza Bakkie Rank	Behind Rhino Cash and Carry	Bakkies	Commuter	K5A4V02	Private/Informal
16	Kokstad Bakkie Rank	Off Dower Street/ Rem. 1 of Kokstad	Bakkies	Commuter	K5A4V03	Informal
17	Wicks Bakkie Rank	Behind Wicks/ Erf 2939	Bakkies	Commuter	K5A4V04	Private
18	Bulwer Taxi Rank	Off R617	Minibus	Long distance / Interprovincial	K5A1T03	Municipal
19	Donnybrook Taxi Rank		Minibus	Commuter	K5A1T04	Municipal/Private
20	Centocow Rank	Intersection of P427 & P8.3	Minibus	Long distance / Commuter / Interprovincial	K5A1T05	Intersection
21	Hlanganani Taxi Rank	Opposite Polela Clinic	Minibus	Commuter	K5A1T06	Municipal

SISONKE DISTRICT MUNICIPALITY

**SISONKE DISTRICT MUNICIPALITY**

<b>No.</b>	<b>Facility Name</b>	<b>Physical Location (description)</b>	<b>Mode</b>	<b>Type of Service</b>	<b>Code</b>	<b>Ownership</b>
22	Nkwezela Rank	On intersection of R612 & ZM 204, near Mphephethwa School, Gwala Clinic	Minibus	Commuter / Long distance	K5A1T 07	Informal
23	Emangwaneni/ KwaNdonyela Rank	On D1220	Minibus	Commuter / Long Distance	K5A1T 08	
24	KwaMnyamana	On D1208	Minibus	Commuter/ Long distance	K5A1T 09	Informal
25	St. Apollinaris	Opposite St. Apollinaris Hospital	Minibus	Commuter	K5A1T 10	Informal
26	Ndodeni	Near Mtolo Store, Leshman H School, Gxalingenwa P School	Minibus	Commuter	K5A1T 11	Informal
27	Nonguqa/xu		Minibus	Commuter	K5A1T 12	Informal
28	Underberg Taxi Rank	Off R617	Minibus Taxi	Long Distance/Commuter	K5A2T 01	Private property
29	Kilmun Taxi Rank 1	Off R617 in Underberg, in front of the Bridge Cash & Carry (Wholesale)	Minibus Taxi	Commuter	K5A2T 02	Private Property
30	Makhate/Makgaki/ Makgathe Taxi Rank	On P318-1 in KZDMA43 next Umkhomazana BB	Minibus Taxi	Commuter / Long distance	K5A2T 03	
31	Kilmun Taxi Rank 2	Intersection of D1201 and D243	Minibus Taxi	Commuter / Long distance	K5A2T 04	Informal
32	Enhlahlani Taxi Rank	On P320 Near Enhlahlani C. School	Minibus Taxi	Commuter	K5A2T 05	

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**SISONKE DISTRICT MUNICIPALITY**

<b>No.</b>	<b>Facility Name</b>	<b>Physical Location (description)</b>	<b>Mode</b>	<b>Type of Service</b>	<b>Code</b>	<b>Ownership</b>
33	Underberg Bus Rank	Off R617 almost opposite the Engen Garage in Underberg	Bus	Long distance	K5A2B01	Municipal
34	Ixopo Taxi Rank	Off the Main Street	Minibus Taxi	Commuter/ Long distance/ Interprovincial	K5A5T01	Municipal
35	KFC Taxi Rank	On the Main Street	Minibus Taxi	Commuter	K5A5T02	Private
36	Ixopo Bus rank	Off the Main Street, in the old Railway Station	Buses	Commuter	K5A5B01	Municipal
37	Nokweja	On D 309	Minibus Taxi	Commuter/ Long distance	K5A5T03	Intersection
38	Masameni		Minibus Taxi	Commuter/ Long distance	K5A5T04	
39	Sandanezwe	On D813	Minibus Taxi	Commuter/ Long distance	K5A5T05	
40	Ncakubani	On D380	Minibus Taxi	Commuter/ Long distance	K5A5T06	
41	Mahehle	On D724	Minibus Taxi	Commuter/ Long distance	K5A5T07	
42	Madzikani	Near Riverside	Minibus Taxi	Commuter/ Long distance	K5A5T08	
43	Lufafa	On D 1232	Minibus Taxi	Commuter/ Long distance	K5A5T09	
44	Highflats	Behind the shops at the highflats	Minibus taxi	Commuter/ Long distance/ Interprovincial	K5A5T10	Private
45	Jolivet					

**SISONKE DISTRICT MUNICIPALITY**

<b>No.</b>	<b>Facility Name</b>	<b>Physical Location (description)</b>	<b>Mode</b>	<b>Type of Service</b>	<b>Code</b>	<b>Ownership</b>
46	Mgodi/ Skeyi	On D68 near Skeyi P School	Minibus Taxi	Commuter	K5A5T11	Informal
47	Amazabeko	On D1044 near Mazabeko P & Mdibaniso Comprehensive H School	Minibus Taxi	Commuter/ Long Distance	K5A5T12	Informal
48	Springvalle	On D172 near Gartreef Store & Ntabane J S School nearby.	Bakkies	Commuter	K5A5T13	

SISONKE DISTRICT MUNICIPALITY

Appendix 2 Description of facilities

No.	Facility Name	Status*		Type**				On/off Street		Paving***		Code
		F	I	T	R	B	H	On	Off	Yes	No	
1	Harry Gwala Park Rank	✓			✓				✓	✓		K5a3t01
2	Coffee Pot Rank	✓			✓				✓	✓		K5a3tv01
3	Shoprite Rank		✓	✓	✓	✓		✓			✓	K5a3p01
4	Barnetts Taxi Rank		✓		✓	✓		✓			✓	K5a3p02
5	Rhino Plaza Taxi Rank	✓			✓				✓	✓		K5a3to2
6	Choice Rank	✓				✓			✓	✓		K5a3v01
7	Sydfred Rank		✓		✓	✓			✓		✓	K5a3tv02
8	KFC Rank		✓		✓			✓		✓		K5a3t03
9	Station Rd Bus Rank	✓		✓					✓	✓		K5a3t04
10	Kokstad Rank	✓			✓			✓	✓	✓		K5a4t01
11	Rhino Plaza	✓			✓				✓	✓		N/A
12	Kokstad Bus Rank	✓		✓					✓	✓		K5a4t01
13	Bus Rank Behind OK		✓	✓					✓		✓	K5a4b01
14	Shoprite Bakkie Rank		✓			✓			✓	✓		K5a4v01
15	Rhino Plaza Bakkie Rank		✓			✓			✓	✓		K5a4v02
16	Kokstad Bakkie Rank		✓			✓		✓		✓		K5a4v03
17	Wicks Bakkie Rank		✓			✓			✓	✓		K5a4v04
18	Bulwer Rank	✓			✓				✓	✓		K5a1t03
19	Donnybrook Rank	✓			✓			✓			✓	K5a1t04
20	Centocow Rank		✓		✓			✓			✓	K5a1t05
21	Hlanganani Rank	✓			✓				✓	✓		K5a1t06
22	Nkwenzela Rank		✓		✓			✓			✓	K5a1t07
23	Emangwaneni Rank		✓		✓			✓			✓	K5a1t08
24	KwaMnyamana		✓		✓			✓			✓	K5a1t09

SISONKE DISTRICT MUNICIPALITY

No.	Facility Name	Status*		Type**				On/off Street		Paving***		Code
		F	I	T	R	B	H	On	Off	Yes	No	
25	St. Apollinaris		✓		✓			✓			✓	K5a1t10
26	Ndodeni Rank		✓		✓			✓			✓	K5a1t11
27	Nonguqa/xu/		✓		✓			✓			✓	K5a1t12
28	Underberg Taxi Rank	✓			✓				✓	✓	✓	K5a2t01
29	Kilmun Rank 1		✓		✓				✓		✓	K5a2t02
30	Makhate /Makgate/ Makgakgi		✓		✓			✓			✓	K5a2t03
31	Kilmun Rank 2		✓		✓			✓			✓	K5a2t04
32	Enhlahleni Rank		✓		✓			✓			✓	K5a2t05
33	Underberg Bus Rank	✓		✓					✓		✓	K5a2b01
34	Ixopo Taxi Rank											K5a5t01
35	KFC Taxi Rank		✓		✓			✓		✓		K5a5t02
36	Ixopo Bus Rank	✓		✓					✓		✓	K5a5b01
37	Nokweja		✓		✓			✓			✓	K5a5t03
38	Masameni		✓		✓			✓			✓	K5a5t04
39	Sandanezwe		✓		✓			✓			✓	K5a5t05
40	Ncakubani		✓		✓			✓			✓	K5a5t06
41	Mahehle		✓		✓			✓			✓	K5a5t07
42	Madzikani		✓		✓			✓			✓	K5a5t08
43	Lufafa		✓		✓			✓			✓	K5a5t09
44	Highflats	✓			✓				✓	✓		K5a5t10
45	Jolivet											N/A
46	Ungodi/Skeyi		✓		✓			✓			✓	K5a5t11
47	Amazabeko		✓		✓			✓			✓	K5a5t12
48	Springvalle/ Madadiyele		✓			✓		✓			✓	K5a5t13

SISONKE DISTRICT MUNICIPALITY

**Appendix 3 Routes for all modes of transport on a tabular format**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
1	Harry Gwala Park Rank	K5A3T01	Minibus Taxi	Matatiele CBD	K5a3t0001	4	
2	Coffee Pot Rank	K5A3TV <sup>5</sup> 01	Minibus Taxi / Bakkies	Mahloloaneng	K5a3tv0001	70	
				Lukholweni	K5a3tv0002	79	
				Ludidi	K5a3tv0003	79	
				Rolweni	K5a3tv0004	56	
				Zitapile	K5a3tv0005	52	
				Mpharane	K5a3tv0006		
				Paballong	K5a3tv0007	70	
				Qhobosheaneng	K5a3tv0008	70	

<sup>5</sup> The KZNDOT did NOT make provision of coding facilities, which are utilized by both minibus taxis and bakkies, as they do not exist in great numbers. But nevertheless it has been realised that such exists within Sisonke District Municipality. Thus TB stands for facilities that are jointly used by both taxi and bakkie.

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
				Mkhemane	K5a3tv0009		70
3	Shoprite Rank	K5A3P01	Buses/Bakkies/Minibus	Mvenyana	K5a3p0001		
				Godweni	K5a3p0002		
				Kholweni	K5a3p0003		
				Qina	K5a3p0004		
				Ngwetsheni	K5a3p0005		
4	Barnetts Taxi Rank	K5a3p02	Minibus / Bakkies	Durban	K5a3p0006		326
				Johannesburg	K5a3p0007		800
				Umtata	K5a3p0008		270
				Pietermaritzburg	K5a3p0009		270
				Cape Town	K5a3p00010		1800
				Ngxhaku	K5a3p00011		120
				Kokstad	K5a3p00012		70
				Mt. Fletcher	K5a3p00013		70
				Maluti	K5a3p00014		15
				Qushe	K5a3p00015		32
				Cedarville	K5a3p00016		22
				Luganda	K5a3p00017		30
				Khoae	K5a3p00018		17
				Masakane	K5a3p00019		10
				Magonqolweni	K5a3p00020		22
Paballong	K5a3p00021		50				
Matolweni	K5a3p00022		32				
Mangaloaneng	K5a3p00023		58				

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus			Code	Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name					Name			
5	Rhino Plaza Taxi Rank		K5a3t02	Minibus Taxi	Umtata		K5a3t0002	270	
					Welkom		K5a3t0003	760	
					Johannesburg		K5a3t0004	800	
					Durban		K5a3t0005	326	
					Pietermaritzburg		K5a3t0006	270	
					Secunda		K5a3t0007	600	
					Klerksdorp		K5a3t0008	800	
					Carletonville		K5a3t0009	800	
					Cape Town		K5a3t00010	1800	
					Kokstad		K5a3t00011	70	
					Mt. Fletcher		K5a3t00012	70	
					Khoae		K5a3t00013	17	
					Ramhlakwana		K5a3t00014	10	
6	Choice Rank		K5a3v01	Bakkies	Mgubo		K5a3v0001	22	
					Khoapa		K5a3v0002	17	
					Pholile		K5a3v0003	28	
					Sgoka		K5a3v0004	26	
					Myandela		K5a3v0005	45	
					Tshisa		K5a3v0006	41	
					KwaMmango		K5a3v0008	35	
7	Sydfred Rank		K5a3tvo2	Bakkies /Minibus	Mt. Fletcher		K5a3tv0010	70	
					Dengwane		K5a3tv0011		
8	KFC		K5a3t03	Minibus	Maluti		K5a3t0016	15	

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
9	Station Road Bus Rank	K5a3b01	Buses	Mt. Fletcher		K5a3b0001	70
				Ezingcuka		K5a3b0002	70
				Mahlaki		K5a3b0003	80
				Thabachicha		K5a3b0004	84
				Sikhubunga		K5a3b0005	79
				Mariazel		K5a3b0006	92
				Masupa		K5a3b0007	59
				Nkanu		K5a3b0008	37
				Mpharana		K5a3b0009	45
				Pontsheng		K5a3b0010	30
				Nchodu		K5a3b0011	30
				Maluti		K5a3b0012	13
				Sibi		K5a3b0013	50
				Mahangu		K5a3b0014	45
				Muzongwane		K5a3b0015	50
				Mvenyane		K5a3b0016	84
				Makomoreng		K5a3b0017	43
				Lukholweni		K5a3b0018	98
				Mt. Frere		K5a3b0019	118
				Nyaniso		K5a3b0020	60
				Mgubho		K5a3b0021	45
				Nyandzela		K5a3b0022	42
				Kokstad		K5a3b0023	70

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus				Code	Mode	Destination terminus	Route Code (assigned)	Approximate Route distance (km)
	Name						Name		
							Umtata	K5a3b0024	270
9	Station Road Bus Rank (cont)				K5a3b01	Buses	Durban	K5a3b0025	326
							Johannesburg	K5a3b0026	800
							Cape Town	K5a3b0027	1870
							Pinetown	K5a3b0028	
							Pietermaritzburg	K5a3b0029	270

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus	Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name		
10	Kokstad Rank	K5a4t01	Minibus	Mt. Eyliff	K5a4t001	35
				Ntabankulu	K5a4t002	70
				Mt. Frere	K5a4t003	80
				Umtata	K5a4t004	170
				Flagstaff	K5a4t005	80
				Bizane	K5a4t006	80
				Lusikisiki	K5a4t007	140
				Umzimkhulu	K5a4t008	87
				Nsikeni	K5a4t009	55
				Matatiele	K5a4t0010	70
				Harding	K5a4t0011	60
				Durban	K5a4t0012	270
				Pietermaritzburg	K5a4t0013	180
				Port Shepstone	K5a4t0014	160
				Swartberg	K5a4t0015	55
				Franklin	K5a4t0016	35
				Johannesburg	K5a4t0017	700
				Witbank	K5a4t0018	600

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
				Shayamoya	K5a4t0019	5	
11	Rhino Plaza Taxi Rank	K5a4t02	Minibus	Bongweni	K5a4t0020	3	
				Extension 7	K5a4t0021	4	
				Hospital	K5a4t0022	3	
				Mgwijini	K5a4t0023	45	
				Fort Donald	K5a4t0024	30	
				Mzimkhulu	K5a4t0025	87	
					K5a4t0026	35	
					K5a4t0027	80	
12	Kokstad Bus Rank	K5a4b01	Buses	Mt. Eyliff	K5a4b001	87	
				Mt. Frere	K5a4b002		
				Mzimkhulu	K5a4b003		
13	Bus Rank Behind OK	K5a4b02	Buses	Bulwer/Nkwezela	K5a4b004	140	
				Johannesburg	K5a4b005	700	
				Mzungwane	K5a4b006	75	
14	Shoprite Bakkie Rank	K5a4v01	Bakkies	Baleko/Mt. Eyliff	K5a4v001	35	
				Mzimkhulu	K5a4v002	87	
15	Rhino Plaza Bakkie Rank	K5a4v02	Bakkies	Mt. Eyliff	K5a4v003	35	
				Thibane/Parkies	K5a4v004		
16	Kokstad Bakkie Rank	K5a4v03	Bakkies	Nkanji	K5a4v005	60	
17	Wicks Bakkie Rank	K5a4v04	Bakkies	Mvalweni	K5a4v006	25	
				Mt. Eyliff	K5a4v007	35	
				Broksnek	K5a4v008	20	
				Comva	K5a4v009	?	
				Underberg	K5a4v0010	38	

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
18	Bulwer Rank	K5a1t01	Minibus Taxi	Durban	K5a1t0001	144	
				Pietermaritzburg	K5a1t0002	92	
				Kokstad	K5a1t0003	144	
				Ixopo	K5a1t0004	58	
				Hlanganani	K5a1t0005	12	
				Donnybrook	K5a1t0006	22	
				Emangwaneni	K5a1t0007	15	
				Nkwezela	K5a1t0008	10	
				Ixopo	K5a1t0009		
19	Donnybrook Rank	K5a1t02	Minibus Taxi	Bulwer	K5a1t00010		
				Creighton	K5a1t00011		
				Johannesburg	K5a1t00012		
20	Centocow Rank	K5a1t03	Minibus	Ixopo	K5a1t00013		
				Durban	K5a1t00014		
				Bulwer	K5a1t00015	10	
21	Hlanganani Rank	K5a1t04	Minibus Taxi	Pietermaritzburg	K5a1t00016	100	
				Ixopo	K5a1t00017	48	
22	Nkwezela Rank	K5a1t05	Minibus Taxi	Underberg	K5a1t00018	47	
				Bulwer	K5a1t00019	10	
				Donnybrook	K5a1t00020	12	
				Creighton	K5a1t00021	48	
				Pietermaritzburg	K5a1t00022	100	
				Bulwer	K5a1t00023	25	
23	Emangweni / Ndonyela	K5a1t06	Minibus	Pietermaritzburg	K5a1t00024	100	
				Donnybrook	K5a1t00025	32	

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
24	KwaMnyamana Rank	K5a1t07	Minibus	Bulwer	K5a1t00026	25	
				Centocow	K5a1t00027		
				Centocow	K5a1t00028		
25	St. Apollinaris	K5a1t8	Minibus	Pietermaritzburg	K5a1t00029	100	
26	Ndodeni	K5a1t9	Minibus	Bulwer	K5a1t00030	25	
27	Nonguqa/xu	K5a1t10	Minibus	Impendle	K5a1t00031		
				Bulwer	K5a1t00032		
28	Underberg Taxi Rank	K5a2t01	Minibus Taxi	Pietermaritzburg	K5a2t0001		
				Kokstad	K5a2t0002		
				Durban	K5a2t0003		
				Johannesburg	K5a2t0004		
				Sani Pass	K5a2t0005		
				Mqatsheni	K5a2t0006		
				Stepmore	K5a2t0007		
				Loteni	K5a2t0008		
				Emakholweni	K5a2t0009		
				Mahahe	K5a2t00010		
				Ndawane	K5a2t00011	40	
				Bushmen's Nek	K5a2t00012	40	
29	Kilmun Taxi rank 1	K5a2t02	Minibus Taxi	Drakensberg	K5a2t00013	20	
				Underberg	K5a2t00014		
				Pietermaritzburg	K5a2t00015		
30	Makgathe/ Mahahe/ Makgakgi	K5a2t03	Minibus	Mokgothlong / Lesotho	K5a2t00016		
				Underberg	K5a2t00017		

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
31	Kilmun Taxi Rank 2	K5a2t04	Minibus			K5a2t00018	
32	Enhlahleni/Pevensley	K5a2t05	Minibus	Johannesburg		K5a2t00019	
33	Underberg Bus Rank	K5a2b01	Buses	Durban		K5a2t00020	
34	Ixopo Taxi Rank	K5a2t01	Minibus Taxi	Pietermaritzburg		K5a2t00021	
				Mzimkhulu		K5a2t00022	
				Richmond		K5a2t00023	
				Highflats		K5a2t00024	
				Nokweja		K5a2t00025	20
				Masameni/Qoyintaba		K5a2t00026	30
				Sandanezwe		K5a2t00027	45
				Ncakubani		K5a2t00028	30
				Mahehle		K5a2t00029	30
				Madzikani		K5a2t00030	55
				Lufafa		K5a2t00031	
				Mazabekweni		K5a2t00032	30
				Centocow via Creighton		K5a2t00033	
				Donnybrook		K5a2t00034	
35	KFC Rank	K5a5t02	Minibus Taxi	Bulwer		K5a2t00035	
				Gqumeni		K5a2t00036	
				Madzikani		K5a2t00037	
				Mhlabashana		K5a2t00038	
				UMzito		K5a2t00039	

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
36	Ixopo Bus Rank	K5a5b01	Buses	St. Faiths	K5a5b0001		
				Hlokozi	K5a5b0002		
				Springvalle	K5a5b0003		
				Sandanezwe	K5a5b0004		
				Bulwer/ Nkwezela	K5a5b0005		
				Lufafa	K5a5b0006		
				Nsikeni	K5a5b0007		
				Ixopo	K5a5b0008	20	
				Durban	K5a5b0009	200	
37	Nokweja	K5a5t03	Minibus Taxi	Ixopo	K5a2t00040	30	
				Durban	K5a2t00041	210	
38	Masameni	K5a5t04	Minibus Taxi	Ixopo	K5a2t00042	45	
				Durban	K5a2t00043	225	
39	Sandanezwe	K5a5t05	Minibus Taxi	Ixopo	K5a2t00044	30	
				Durban	K5a2t00045	210	
40	Ncakubani	K5a5t06	Minibus Taxi	Ixopo	K5a2t00046	30	
				Durban	K5a2t00047	210	
41	Mahehle	K5a5t07	Minibus Taxi	Ixopo	K5a2t00048	55	
				Durban	K5a2t00049	235	
42	Madzikani	K5a5t08	Minibus Taxi	Ixopo	K5a2t00050	30	
				Durban	K5a2t00051	210	
43	Lufafa	K5a5t09	Minibus Taxi	Johannesburg	K5a2t00052		
				Durban	K5a2t00053		

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
44	Highflats	K5a5t10	Minibus Taxi	Pietermaritzburg	K5a2t00054		
				Umzinto	K5a2t00055		
				St. Faiths	K5a2t00056	50	
				Amazabeko	K5a2t00057	18	
				Springvalle	K5a2t00058	25	
				Umkhomazana /Umzumbe	K5a2t00059	18	
				Umgodi	K5a2t00060	18	
				Oeting Mission	K5a2t00061	25	
				Durban	K5a2t00062	340	
				Umzinto	K5a2t00063	130	
45	Jolivet		Minibus Taxi	Highflats	K5a2t00064	40	
				Highflats	K5a2t00065	18	
				Ixopo	K5a2t00066		
46	Umgodi/ Skeyi	K5a5t11	Minibus Taxi	Highflats	K5a2t00067	18	
47	Amazabeko	K5a5t12	Minibus Taxi	Durban	K5a2t00068	198	
				Highflats	K5a2t00069	25	
					K5a2t00070		
48	Springvalle	K5a5t13	Bakkies		K5a2t00062		

SISONKE DISTRICT MUNICIPALITY

**Appendix 4minibus Transport Routes as identified**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
1	Harry Gwala Park Rank	K5A3T01	Minibus Taxi	Matatiele CBD		K5a3t0001	4
2	Coffee Pot Rank	K5A3TV01	Minibus Taxi / Bakkies	Mahloloaneng		K5a3tv0001	70
				Lukholweni		K5a3tv0002	79
				Ludidi		K5a3tv0003	79
				Rolweni		K5a3tv0004	56
				Zitapile		K5a3tv0005	52
				Mpharane		K5a3tv0006	
				Paballong		K5a3tv0007	70
				Qhobosheaneng		K5a3tv0008	70
				Mkhemane		K5a3tv0009	70
3	Shoprite Rank	K5A3P01	Buses/Bakkies/Minibus	Mvenyana		K5a3p0001	
				Godweni		K5a3p0002	
				Kholweni		K5a3p0003	
				Qina		K5a3p0004	
				Ngwetsheni		K5a3p0005	

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
4	Barnetts Taxi Rank	K5a3p02	Minibus / Bakkies	Durban		K5a3p0006	326
				Johannesburg		K5a3p0007	800
				Umtata		K5a3p0008	270
				Pietermaritzburg		K5a3p0009	270
				Cape Town		K5a3p00010	1800
				Ngxhaku		K5a3p00011	120
				Kokstad		K5a3p00012	70
				Mt. Fletcher		K5a3p00013	70
				Maluti		K5a3p00014	15
				Qushe		K5a3p00015	32
				Cedarville		K5a3p00016	22
				Luganda		K5a3p00017	30
				Khoae		K5a3p00018	17
				Masakhane		K5a3p00019	10
				Magonqolweni		K5a3p00020	22
Paballong		K5a3p00021	50				
Matolweni		K5a3p00022	32				
Mangaloaneng		K5a3p00023	58				

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No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
5	Rhino Plaza Taxi Rank	K5a3t02	Minibus Taxi	Umtata	K5a3t0002	270	
				Welkom	K5a3t0003	760	
				Johannesburg	K5a3t0004	800	
				Durban	K5a3t0005	326	
				Pietermaritzburg	K5a3t0006	270	
				Secunda	K5a3t0007	600	
				Klerksdorp	K5a3t0008	800	
				Carletonville	K5a3t0009	800	
				Cape Town	K5a3t00010	1800	
				Kokstad	K5a3t00011	70	
				Mt. Fletcher	K5a3t00012	70	
				Khoae	K5a3t00013	17	
				Ramhlakwana	K5a3t00014	10	
				Maluti	K5a3t00015	50	
6	Sydfred Rank	K5a3tvo2	Bakkies /Minibus	Mt. Fletcher	K5a3tv0010	70	
				Dengwane	K5a3tv0011		
7	KFC	K5a3t03	Minibus	Maluti	K5a3t0016	15	

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No.	Origin terminus		Mode	Destination terminus		Route Code	Approximate Route distance (km)
	Name	Code		Name	(assigned)		
8	Kokstad Rank	K5a4t01	Minibus	Mt. Eylliff	K5a4t001	35	
				Ntabankulu	K5a4t002	70	
				Mt. Frere	K5a4t003	80	
				Umtata	K5a4t004	170	
				Flagstaff	K5a4t005	80	
				Bizane	K5a4t006	80	
				Lusikisiki	K5a4t007	140	
				Umzimkhulu	K5a4t008	87	
				Nsikeni	K5a4t009	55	
				Matatiele	K5a4t0010	70	
				Harding	K5a4t0011	60	
				Durban	K5a4t0012	270	
				Pietermaritzburg	K5a4t0013	180	
				Port Shepstone	K5a4t0014	160	
				Swartberg	K5a4t0015	55	
				Franklin	K5a4t0016	35	
				Johannesburg	K5a4t0017	700	
				Witbank	K5a4t0018	600	
				Shayamoya	K5a4t0019	5	

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
9	Rhino Plaza Taxi Rank	K5a4t02	Minibus	Bongweni	K5a4t0020	3	
				Extension 7	K5a4t0021	4	
				Hospital	K5a4t0022	3	
				Mgwijini	K5a4t0023	45	
				Fort Donald	K5a4t0024	30	
				Mzimkhulu	K5a4t0025	87	
					K5a4t0026	35	
					K5a4t0027	80	
10	Bulwer Rank	K5a1t01	Minibus Taxi	Durban	K5a1t0001	144	
				Pietermaritzburg	K5a1t0002	92	
				Kokstad	K5a1t0003	144	
				Ixopo	K5a1t0004	58	
				Hlanganani	K5a1t0005	12	
				Donnybrook	K5a1t0006	22	
				Emangwaneni	K5a1t0007	15	
				Nkwezela	K5a1t0008	10	
				Ixopo	K5a1t0009		
11	Donnybrook Rank	K5a1t02	Minibus Taxi	Bulwer	K5a1t00010		
				Creighton	K5a1t00011		
				Johannesburg	K5a1t00012		
12	Centocow Rank	K5a1t03	Minibus	Ixopo	K5a1t00013		
				Durban	K5a1t00014		
				Bulwer	K5a1t00015	10	
13	Hlanganani Rank	K5a1t04	Minibus Taxi	Pietermaritzburg	K5a1t00016	100	
				Ixopo	K5a1t00017	48	

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
14	Nkwezela Rank	K5a1t05	Minibus Taxi	Underberg	K5a1t00018	47	
				Bulwer	K5a1t00019	10	
				Donnybrook	K5a1t00020	12	
				Creighton	K5a1t00021	48	
				Pietermaritzburg	K5a1t00022	100	
				Bulwer	K5a1t00023	25	
15	Emangweni / Ndonyela	K5a1t06	Minibus	Pietermaritzburg	K5a1t00024	100	
				Donnybrook	K5a1t00025	32	
16	KwaMnyamana Rank	K5a1t07	Minibus	Bulwer	K5a1t00026	25	
				Centocow	K5a1t00027		
				Centocow	K5a1t00028		
17	St. Apollinaris	K5a1t8	Minibus	Pietermaritzburg	K5a1t00029	100	
18	Ndodeni	K5a1t9	Minibus	Bulwer	K5a1t00030	25	
19	Nonguqa/xu	K5a1t10	Minibus	Impendle	K5a1t00031		
				Bulwer	K5a1t00032		
20	Underberg Taxi Rank	K5a2t01	Minibus Taxi	Pietermaritzburg	K5a2t0001		
				Kokstad	K5a2t0002		
				Durban	K5a2t0003		
				Johannesburg	K5a2t0004		
				Sani Pass	K5a2t0005		
				Mqatsheni	K5a2t0006		
				Stepmore	K5a2t0007		
				Loteni	K5a2t0008		
				Emakholweni	K5a2t0009		
				Mahahe	K5a2t00010		

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
21	Underberg Taxi Rank	K5a2t01	Minibus Taxi	Ndawane	K5a2t00011	40	
				Bushmen's Nek	K5a2t00012	40	
22	Kilmun Taxi rank 1	K5a2t02	Minibus Taxi	Drakensberg	K5a2t00013	20	
				Underberg	K5a2t00014		
				Pietermaritzburg	K5a2t00015		
23	Makgathe/ Mahahe/ Makgakgi	K5a2t03	Minibus	Mokgothlong / Lesotho	K5a2t00016		
				Underberg	K5a2t00017		
24	Kilmun Taxi Rank 2	K5a2t04	Minibus		K5a2t00018		
26	Enhlahlani/Pevensley	K5a2t05	Minibus	Johannesburg	K5a2t00019		
27	Ixopo Taxi Rank	K5a2t01	Minibus Taxi	Pietermaritzburg	K5a2t00021		
				Mzimkhulu	K5a2t00022		
				Richmond	K5a2t00023		
				Highflats	K5a2t00024		
				Nokweja	K5a2t00025	20	
				Masameni/Qoyintaba	K5a2t00026	30	
				Sandanezwe	K5a2t00027	45	
				Ncakubani	K5a2t00028	30	
				Mahehle	K5a2t00029	30	
				Madzikani	K5a2t00030	55	
				Lufafa	K5a2t00031		
				Mazabekweni	K5a2t00032	30	
Centocow via Creighton	K5a2t00033						

SISONKE DISTRICT MUNICIPALITY

				Donnybrook	K5a2t00034	
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SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
28	KFC Rank	K5a5t02	Minibus Taxi	Bulwer	K5a2t00035		
				Gqumeni	K5a2t00036		
				Madzikani	K5a2t00037		
				Mhlabashana	K5a2t00038		
				UMzito	K5a2t00039		
29	Nokweja	K5a5t03	Minibus Taxi	Ixopo	K5a2t00040	30	
				Durban	K5a2t00041	210	
30	Masameni	K5a5t04	Minibus Taxi	Ixopo	K5a2t00042	45	
				Durban	K5a2t00043	225	
31	Sandanezwe	K5a5t05	Minibus Taxi	Ixopo	K5a2t00044	30	
				Durban	K5a2t00045	210	
32	Ncakubani	K5a5t06	Minibus Taxi	Ixopo	K5a2t00046	30	
				Durban	K5a2t00047	210	
33	Mahehle	K5a5t07	Minibus Taxi	Ixopo	K5a2t00048	55	
				Durban	K5a2t00049	235	
34	Madzikani	K5a5t08	Minibus Taxi	Ixopo	K5a2t00050	30	
				Durban	K5a2t00051	210	
35	Lufafa	K5a5t09	Minibus Taxi	Johannesburg	K5a2t00052		
				Durban	K5a2t00053		

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination terminus		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
36	Highflats	K5a5t10	Minibus Taxi	Pietermaritzburg	K5a2t00054		
				Umzinto	K5a2t00055		
				St. Faiths	K5a2t00056	50	
				Amazabeko	K5a2t00057	18	
				Springvalle	K5a2t00058	25	
				Umkhomazana /Umzumbe	K5a2t00059	18	
				Umgodi	K5a2t00060	18	
				Oeting Mission	K5a2t00061	25	
				Durban	K5a2t00062	340	
				Umzinto	K5a2t00063	130	
37	Jolivet		Minibus Taxi	Highflats	K5a2t00064	40	
				Highflats	K5a2t00065	18	
				Ixopo	K5a2t00066		
38	Umgodi/ Skeyi	K5a5t11	Minibus Taxi	Highflats	K5a2t00067	18	
39	Amazabeko	K5a5t12	Minibus Taxi	Durban	K5a2t00068	198	
				Highflats	K5a2t00069	25	
					K5a2t00070		

SISONKE DISTRICT MUNICIPALITY

**Appendix 5 Bus routes**

No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
1	Shoprite Rank	K5A3P01	Buses/Bakkies/Minibus	Mvenyana		K5a3p0001	
				Godweni		K5a3p0002	
				Kholweni		K5a3p0003	
				Qina		K5a3p0004	
				Ngwetsheni		K5a3p0005	
				Khoae		K5a3p00018	17
				Masakhane		K5a3p00019	10
				Magonqolweni		K5a3p00020	22
				Paballong		K5a3p00021	50
				Matolweni		K5a3p00022	32
				Mangaloaneng		K5a3p00023	58

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus			Code	Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Road	Bus			Name			
2	Station Rank	Road	Bus	K5a3b01	Buses	Mt. Fletcher		K5a3b0001	70
						Ezingcuka		K5a3b0002	70
						Mahlaki		K5a3b0003	80
						Thabachicha		K5a3b0004	84
						Sikhubunga		K5a3b0005	79
						Mariazel		K5a3b0006	92
						Masupa		K5a3b0007	59
						Nkanu		K5a3b0008	37
						Mpharana		K5a3b0009	45
						Pontsheng		K5a3b0010	30
						Nchodu		K5a3b0011	30
						Maluti		K5a3b0012	13
						Sibi		K5a3b0013	50
						Mahangu		K5a3b0014	45
						Muzongwane		K5a3b0015	50
						Mvenyane		K5a3b0016	84
						Makomoreng		K5a3b0017	43
						Lukholweni		K5a3b0018	98
						Mt. Frere		K5a3b0019	118
						Nyaniso		K5a3b0020	60
						Mgubho		K5a3b0021	45
						Nyandzela		K5a3b0022	42
						Kokstad		K5a3b0023	70
						Umtata		K5a3b0024	270

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No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
2	Station Road Bus Rank	K5a3b01	Buses	Durban		K5a3b0025	326
				Johannesburg		K5a3b0026	800
				Cape Town		K5a3b0027	1870
				Pinetown		K5a3b0028	
				Pietermaritzburg		K5a3b0029	270
				Lusikisiki		K5a4t007	140
				Umzimkhulu		K5a4t008	87
				Nsiken		K5a4t009	55
				Matatiele		K5a4t0010	70
				Harding		K5a4t0011	60
				Durban		K5a4t0012	270
				Pietermaritzburg		K5a4t0013	180
				Port Shepstone		K5a4t0014	160
				Swartberg		K5a4t0015	55
				Franklin		K5a4t0016	35
				Johannesburg		K5a4t0017	700
Witbank		K5a4t0018	600				
Shayamoya		K5a4t0019	5				
3	Kokstad Bus Rank	K5a4b01	Buses	Mt. Eyliff		K5a4b001	87
				Mt. Frere		K5a4b002	
				Mzimkhulu		K5a4b003	

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No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
4	Bus Rank Behind OK	K5a4b02	Buses	Bulwer/Nkwezela		K5a4b004	140
				Johannesburg		K5a4b005	700
				Mzungwane		K5a4b006	75
				Centocow		K5a1t00027	
				Centocow		K5a1t00028	
				Ndawane		K5a2t00011	40
				Bushmen's Nek		K5a2t00012	40
5	Underberg Bus Rank	K5a2b01	Buses	Durban		K5a2t00020	
				Mazabekweni		K5a2t00032	30
				Centocow Creighton	via	K5a2t00033	
				Donnybrook		K5a2t00034	
6	Ixopo Bus Rank	K5a5b01	Buses	St. Faiths		K5a5b0001	
				Hlokozi		K5a5b0002	
				Springvalle		K5a5b0003	
				Sandanezwe		K5a5b0004	
				Bulwer/ Nkwezela		K5a5b0005	
				Lufafa		K5a5b0006	
				Nsikeni		K5a5b0007	
				Ixopo		K5a5b0008	20
				Durban		K5a5b0009	200

**SISONKE DISTRICT MUNICIPALITY**

**Appendix 6  
Bakkies routes**

No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
1	Coffee Pot Rank	K5A3TV01	Minibus Taxi / Bakkies	Mahloloaneng		K5a3tv0001	70
				Lukholweni		K5a3tv0002	79
				Ludidi		K5a3tv0003	79
				Rolweni		K5a3tv0004	56
				Zitapile		K5a3tv0005	52
				Mpharane		K5a3tv0006	
				Paballong		K5a3tv0007	70
				Qhobosheaneng		K5a3tv0008	70
				Mkhemane		K5a3tv0009	70
2	Shoprite Rank	K5A3P01	Buses/Bakkies/Minibus	Mvenyana		K5a3p0001	
				Godweni		K5a3p0002	
				Kholweni		K5a3p0003	
				Qina		K5a3p0004	
				Ngwetsheni		K5a3p0005	

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No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
3	Barnetts Taxi Rank	K5a3p02	Minibus / Bakkies	Durban		K5a3p0006	326
				Johannesburg		K5a3p0007	800
				Umtata		K5a3p0008	270
				Pietermaritzburg		K5a3p0009	270
				Cape Town		K5a3p00010	1800
				Ngxhaku		K5a3p00011	120
				Kokstad		K5a3p00012	70
				Mt. Fletcher		K5a3p00013	70
				Maluti		K5a3p00014	15
				Qushe		K5a3p00015	32
				Cedarville		K5a3p00016	22
				Luganda		K5a3p00017	30
				Khoae		K5a3p00018	17
				Masakhane		K5a3p00019	10
				Magonqolweni		K5a3p00020	22
Paballong		K5a3p00021	50				
Matolweni		K5a3p00022	32				
Mangaloaneng		K5a3p00023	58				
4	Choice Rank	K5a3v01	Bakkies	Mgubo		K5a3v0001	22
				Khoapa		K5a3v0002	17
				Pholile		K5a3v0003	28
				Sgoka		K5a3v0004	26
				Myandela		K5a3v0005	45
				Tshisa		K5a3v0006	41
				KwaMmango		K5a3v0008	35

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination termini		Approximate Route distance (km)
	Name	Code		Name	Code (assigned)	
5	Sydfred Rank	K5a3tv02	Bakkies /Minibus	Mt. Fletcher	K5a3tv0010	70
				Dengwane	K5a3tv0011	
				Sikhubunga	K5a3b0005	79
				Mariazel	K5a3b0006	92
				Masupa	K5a3b0007	59
				Nkanu	K5a3b0008	37
				Mpharana	K5a3b0009	45
				Pontsheng	K5a3b0010	30
				Nchodu	K5a3b0011	30
				Maluti	K5a3b0012	13
				Sibi	K5a3b0013	50
				Mahangu	K5a3b0014	45
				Muzongwane	K5a3b0015	50
				Mvenyane	K5a3b0016	84
				Makomoreng	K5a3b0017	43
				Lukholweni	K5a3b0018	98
				Mt. Frere	K5a3b0019	118
				Nyaniso	K5a3b0020	60
				Mgubho	K5a3b0021	45
				Nyandzela	K5a3b0022	42
Kokstad	K5a3b0023	70				
Umtata	K5a3b0024	270				
Durban	K5a3b0025	326				
Johannesburg	K5a3b0026	800				
Cape Town	K5a3b0027	1870				

SISONKE DISTRICT MUNICIPALITY

No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
5	Sydfred Rank	K5a3tv02	Bakkies /Minibus	Pinetown	K5a3b0028		
				Pietermaritzburg	K5a3b0029	270	
				Matatiele	K5a4t0010	70	
				Harding	K5a4t0011	60	
				Durban	K5a4t0012	270	
				Pietermaritzburg	K5a4t0013	180	
				Port Shepstone	K5a4t0014	160	
				Swartberg	K5a4t0015	55	
				Franklin	K5a4t0016	35	
				Johannesburg	K5a4t0017	700	
				Witbank	K5a4t0018	600	
	Shayamoya	K5a4t0019	5				
6	Shoprite Bakkie Rank	K5a4v01	Bakkies	Baleko/Mt. Eyliff	K5a4v001	35	
				Mzimkhulu	K5a4v002	87	
7	Rhino Plaza Bakkie Rank	K5a4v02	Bakkies	Mt. Eyliff	K5a4v003	35	
				Thibane/Parkies	K5a4v004		
8	Kokstad Bakkie Rank	K5a4v03	Bakkies	Nkanji	K5a4v005	60	

**SISONKE DISTRICT MUNICIPALITY**

No.	Origin terminus		Mode	Destination termini		Route Code (assigned)	Approximate Route distance (km)
	Name	Code		Name			
9	Wicks Bakkie Rank	K5a4v04	Bakkies	Mvalweni		K5a4v006	25
				Mt. Eyliff		K5a4v007	35
				Broksnek		K5a4v008	20
				Comva		K5a4v009	?
				Underberg		K5a4v0010	38
				Centocow Creighton	via	K5a2t00033	
				Donnybrook		K5a2t00034	
10	Springvalle	K5a5t13	Bakkies			K5a2t00062	