FINAL REPORT

uMGUNGUNDLOVU DISTRICT MUNICIPALITY

PUBLIC TRANSPORT PLAN

FOR

uMGUNGUNDLOVU DISTRICT MUNICIPALITY

May 2005

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ABBREVIATIONS :

National Department of Transport (NDOT)
KwaZulu-Natal Department of Transport (KZN DOT)
Road Traffic Inspectorate (RTI)
Integrated Development Plan (IDP)
Public Transport Plan (PTP)
National Land Transport Transition Act, 2000 (Act No.22 of 2000) (NLTTA)
Integrated Transport Plan (ITP)
Current Public Transport Record (CPTR)
Operating Licence Strategy (OLS)
South African Bus Operators Association (SABOA)
Public Transport Enforcement Unit (PTEU)
National Land Transport Strategic Framework (NDOT 2002) (NLTSF)
KwaZulu-Natal Interim Minibus Taxi Act, 1998 (Act No. 4 of 1998) (Interim Minibus Taxi Act)
Public Transport Licensing Board (PTLB)
Land Transport Permit System (LTPS)
Urban Transport Fund (UTF)
Consolidated Municipal Infrastructure Programme (CMIP)
Municipal Infrastructure Grant (MIG)
Department of Provincial and Local Government (DPLG)
Metropolitan Transport Advisory Board (MTAB)

1. INTRODUCTION

1.1 BACKGROUND

Following the first democratic elections in 1994, transport policy was subject to a major review through the co-operative efforts of all three spheres of government. This resulted in the publication of policy documents such as the White Paper on National Transport Policy and Moving South Africa, which set out a new direction for the planning, provision, regulation and management of transport in the country.

The new transport policies have since been translated into legislation, and municipalities are required to prepare detailed and comprehensive public transport plans. These plans need to be integrated with the Integrated Development Plan (IDP) of the municipalities.

Public transport has assumed greater importance and, in terms of national policy and principles enshrined in legislation, public transport must take priority over private transport.

Public transport is a vital service in the uMgungundlovu District, and plays an essential role in providing mobility and contributing to social and economic development. It makes an important contribution to overcoming the marginalisation of the non-car owning population and the exclusion of communities from participating in the economic and social life of the Municipality and the Province.

This document contains the first Public Transport Plan (PTP) for the uMgungundlovu District Municipality, drawn up in line with the guidelines issued by the KwaZulu-Natal Department of Transport, in terms of which a 'planning approach', as opposed to a data-driven approach, is to be adopted. It has been prepared under the auspices of the District Municipality with the full participation of seven local municipalities.

The PTP has been prepared in consultation and with the involvement of stakeholders, both governmental and private organisations and representative bodies. The KwaZulu-Natal Department of Transport (KZN DOT) has assisted in the process.

This first plan represents the initial step in an evolving process to develop and enhance the public transport system in the District, and will be refined and developed further through revisions and updates in the subsequent years.

1.2 PLANNING FRAMEWORK FOR THE PUBLIC TRANSPORT PLAN

The review of transport policy culminated in the enactment of the National Land Transport Transition Act in 2000 (Act No.22 of 2000) (NLTTA). This Act requires all planning authorities to prepare a number of plans for their areas, one of the most important being the PTP. This Plan must be submitted to the MEC for Transport in the Province for approval, such approval relating to procedures, provincial policy, finances affecting the

province and inter-provincial transport. The Plan must be kept up to date and reviewed at least annually.

The NLTTA requires planning authorities to prepare five statutory plans including the PTP.

The uMgungundlovu District Municipality falls within the definition of a planning authority and is therefore required to prepare a PTP.

The PTP forms part of the sequence of plans prescribed by the NLTTA. The sequence of plans covers all three spheres of government as follows:

- The National Department of Transport must prepare a **National Land Transport Strategic Framework** to guide land transport planning country-wide

- The Provincial Department of Transport must prepare a **Provincial Land Transport Framework** as an overall guide to land transport planning within the province

Planning authorities must prepare five plans:

- **Current Public Transport Record (CPTR)**: to record the provision and utilisation of all public transport services and facilities in the transport area.

- **Operating Licence Strategy (OLS)**: to provide the planning authority with information on the supply and demand of public transport service in order to advise the permit board on the disposal of applications for operating licences.

- **Rationalisation Plan** (if there are subsidised transport services): to rationalise and restructure subsidised public transport services in order to bring about greater efficiency and minimise subsidy.

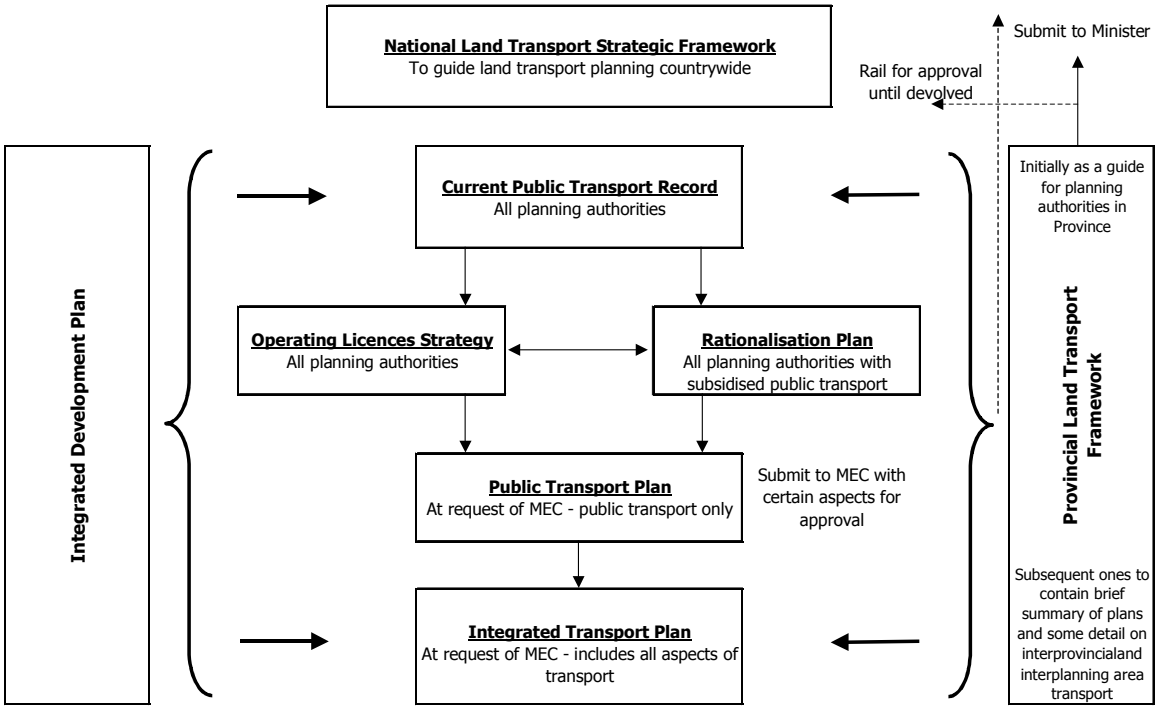
- **Public Transport Plan**: to set out the authority's vision, goals and objectives for public transport, and its strategy, programmes and projects for the provision of the public transport system.

- **Integrated Transport Plan (ITP)**: to set out the vision, goals and objectives, and strategies to address land transport in the area and to include proposals for multi-modal transport, private transport and freight.

The PTP and the ITP must form part of the IDP for the area concerned. The Plans need to be developed within the overall policy and development framework of the IDP. The outcome of the plans as far as the projects and budgets are concerned will provide input for developing the transport projects and budgets which will form part of the IDP. The Plans and their annual review will eventually need to tie in with the annual cycle for preparing the IDP and municipal budgets.

The interrelationship between the plans is illustrated in Figure 1.1.

FIGURE 1.1: INTERRELATIONSHIP BETWEEN PLANS REQUIRED BY THE NLTTA



The NDOT has produced Minimum Requirements for the Preparation of the PTP (NDOT, 2003).

The Minimum Requirements charges the District Municipality with the responsibility to prepare the PTP, but provides for agreements for the local municipalities to assist in preparing the Plan. Whilst a local municipality may prepare a PTP in terms of an agreement, there must not be duplication and it is the responsibility of the District Municipality to ensure that the whole district is covered in the PTP.

The PTP must be submitted to the MEC for Transport in the province, but such approval must only relate to procedures, financial issues that affect the province, provincial policy and principles, transport across the boundaries of the areas of planning authorities, inter-provincial transport and other matters of provincial competence.

It should be noted that amendments to the NLTTA are contemplated, wherein the frequency of reviewing these various plans will be changed, and some of the plans will be merged into a single Integrated Transport Plan (eg. the Rationalisation Plan and Operating Licence Strategy will become part of the ITP, as per the unique approach pioneered by the KZN DOT and now supported by the NDOT). This Amendment Bill for the NLTTA has been drafted, but awaits enactment.

1.3 AUTHORITY RESPONSIBLE FOR THE PUBLIC TRANSPORT PLAN

The CPTR for the uMgungundlovu District Municipality was compiled in 2002. The CPTR was the first attempt at compiling an inventory of existing public transport facilities and services.

The uMgungundlovu District Municipality assumed responsibility for preparing the PTP acting in consultation and with the full participation of the local municipalities. The KZN DOT undertook an assisting role and provided guidance and advice on the process.

The project was managed by a Steering Committee with representation from the uMgungundlovu District Municipality, the seven local municipalities, the KZN DOT, the two Regional Taxi Councils and the South African Bus Operators Association (SABOA).

The preparation of the PTP was jointly funded by the KZN DOT and the uMgungundlovu District Municipality.

1.4 JURISDICTIONAL AREA OF THE PUBLIC TRANSPORT PLAN

The PTP covers the whole of the uMgungundlovu District Municipality comprising the following seven Local Municipalities and a District Management Area:

- Msunduzi Local Municipality
- uMshwathi Local Municipality
- uMngeni Local Municipality
- Mpofana Local Municipality
- Impendle Local Municipality
- Mkhambathini Local Municipality
- Richmond Local Municipality
- District Management Area (KZDMA 22)

The area is shown in Figure 1.2:

1.5 OUTLINE OF THE PUBLIC TRANSPORT PLAN

Chapter 2 of the PTP describes the existing public transport system. Chapter 3 outlines the National and Provincial Policy Framework that guides the development of the PTP while Chapter 4 covers the Spatial Development Framework for the uMgungundlovu District and all of the municipalities contained therein.

The findings of the needs analysis undertaken as part of the process of developing the PTP are set out in Chapter 5, while the vision, objectives and policies of the District and local municipalities are captured in Chapter 6.

Chapter 7 provides indication of the strategies and projects required to attain the stated vision and objectives of the local municipalities in the uMgungundlovu District. The project programme and financial plan are set out in Chapter 8.

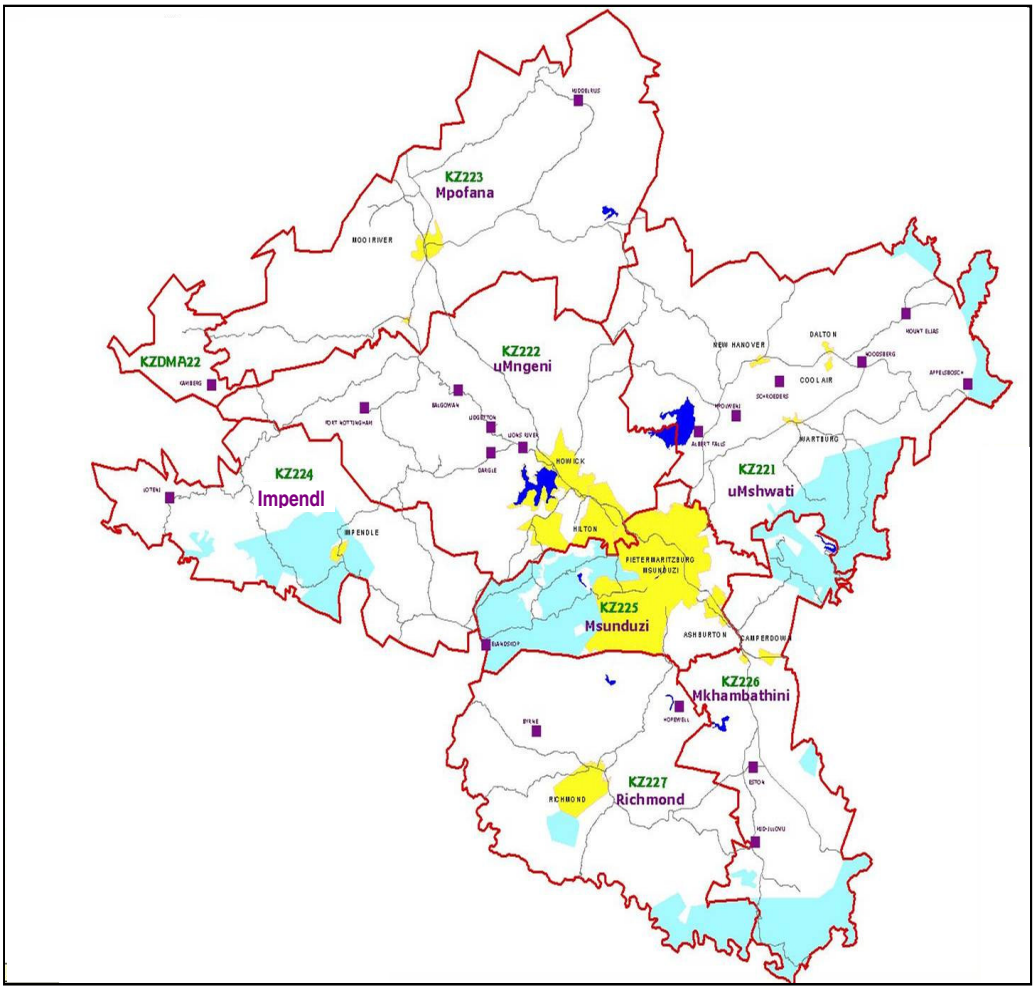
It should be noted that three aspects in the original briefing document could not be fully developed for reasons stated below. These aspects should be dealt with in future updates of the PTP.

The first of these is the computation of public transport supply costs using a cost model. This was not undertaken as a relevant cost model was not available.

The second aspect is the development of a Rationalisation Plan. All of the current bus subsidy contracts will run for several more years and any rationalisation would be theoretical in nature at this stage. This aspect should be dealt with in future updates of the PTP when the expiry of the bus subsidy contracts is more imminent.

Finally a fully-fledged Operating Licence Strategy has not been developed for reasons given in Section 6.2. A considerable volume of additional data (especially number plate matching) is required for this aspect to be undertaken. A way forward with respect to the OLS has been developed in this PTP as a forerunner to a fully-fledged OLS being developed in the future.

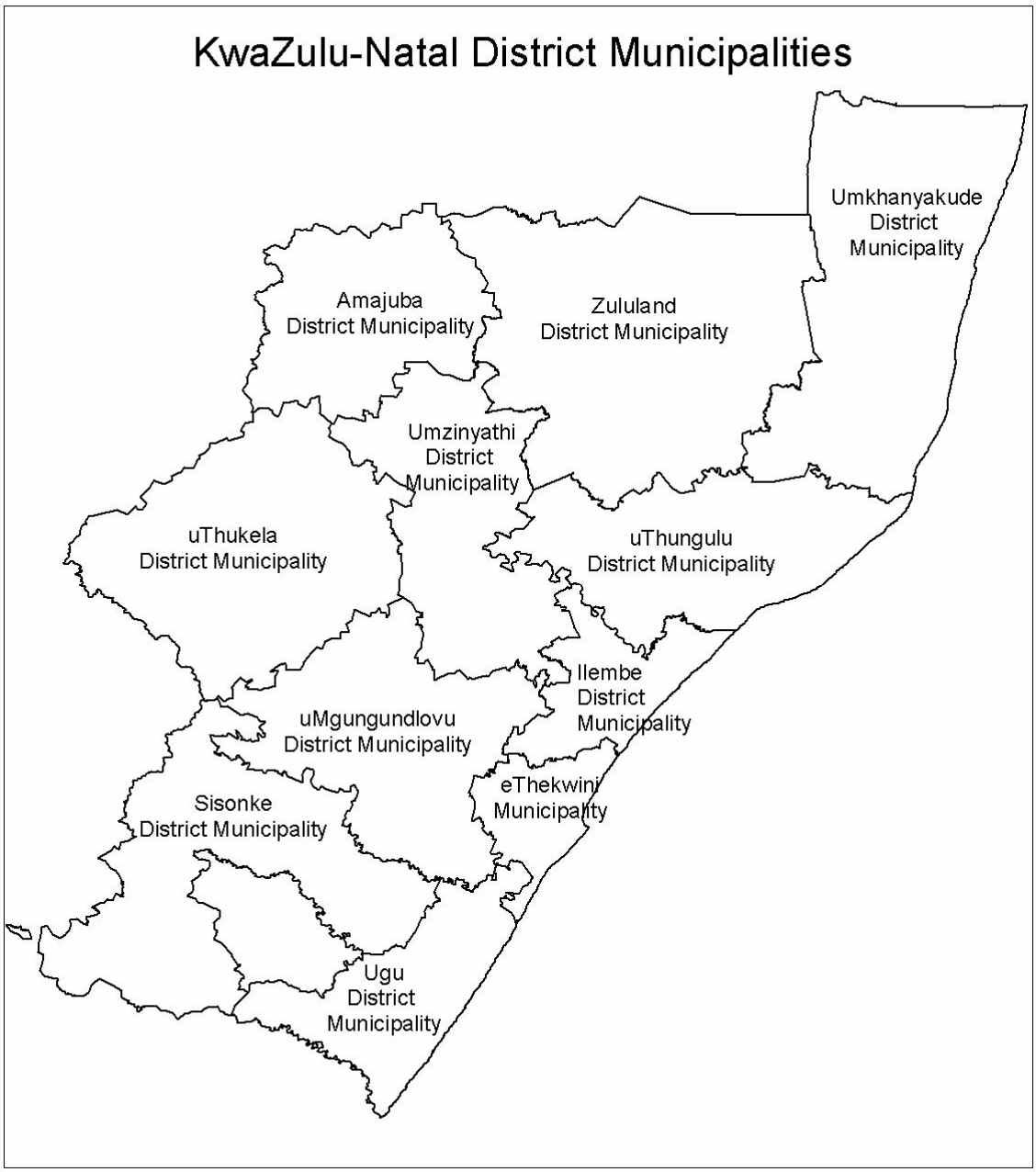
FIGURE 1.2 : STUDY AREA



2. EXISTING PUBLIC TRANSPORT SYSTEM

2.1 REGIONAL CONTEXT

The uMgungundlovu District Municipality is located within the Province of KwaZulu-Natal. It is surrounded by the Ilembe, Umzinyathi, uThukela, Ugu and Sisonke District Municipalities and the eThekwini Metropolitan Area. The busiest national highway in South Africa, the N3, passes through the area. This, coupled with the declaration of Pietermaritzburg as a capital of KwaZulu-Natal, makes the district one of the busiest districts in the Province.



2.2 DEMOGRAPHIC PROFILES

2.2.1 Population

TABLE 2.1: POPULATION PROFILE PER LOCAL MUNICIPALITY

LOCAL MUNICIPALITY	1996	2001	% Change in Total Population Contribution to District	Area km^2	Population Density 2001 Person/ km^2
uMshwathi	114 136	108 037	-1.44	1 924.55	52
uMngeni	69 741	73 896	-0.03	1 568.30	41
Mpofana	24 785	36 819	+1.13	1 679.37	19
Impendle	33 948	33 569	-0.27	947.90	31
Msunduzi	521 805	553 223	-0.17	649.79	741
Mkhambathini	46 089	59 067	+1.09	916.00	56
Richmond	62 108	63 222	-0.31	1 226.48	44
TOTAL DISTRICT	**872 612**	**927 833**		**8 912.39**	

Sources: **Iyer Rothaug Collaborative, 2001**
Statistics South Africa, Census 2001

Five of the local municipalities constituting the uMgungundlovu District, with the exception of the Mpofana and Mkhambathini Local Municipalities, have experienced a negative percentage change in their total population contribution to the district. The uMshwathi Local Municipality has been affected the most, having experienced a –1.44% change in its contribution to the total district population. In all of the municipalities (except for the Msunduzi Municipality, which is the "socio-economic epicentre" of the district) the population densities are very low and typical of extensive rural areas. It is noted that scattered settlements over long distances present impediments to viable thresholds for higher frequency, financially viable public transport.

The negative percentage changes (in terms of total population contribution to the district) experienced by five of the local municipalities within the district, and the increase of the population growth within the district over the period 1996 to 2001, indicate that there has been an uneven population growth. The Mkhambathini and Mpofana Local Municipalities grew substantially over this same period.

2.2.2 Age Structure

Table 2.2 shows the age structure of the population per local municipality:

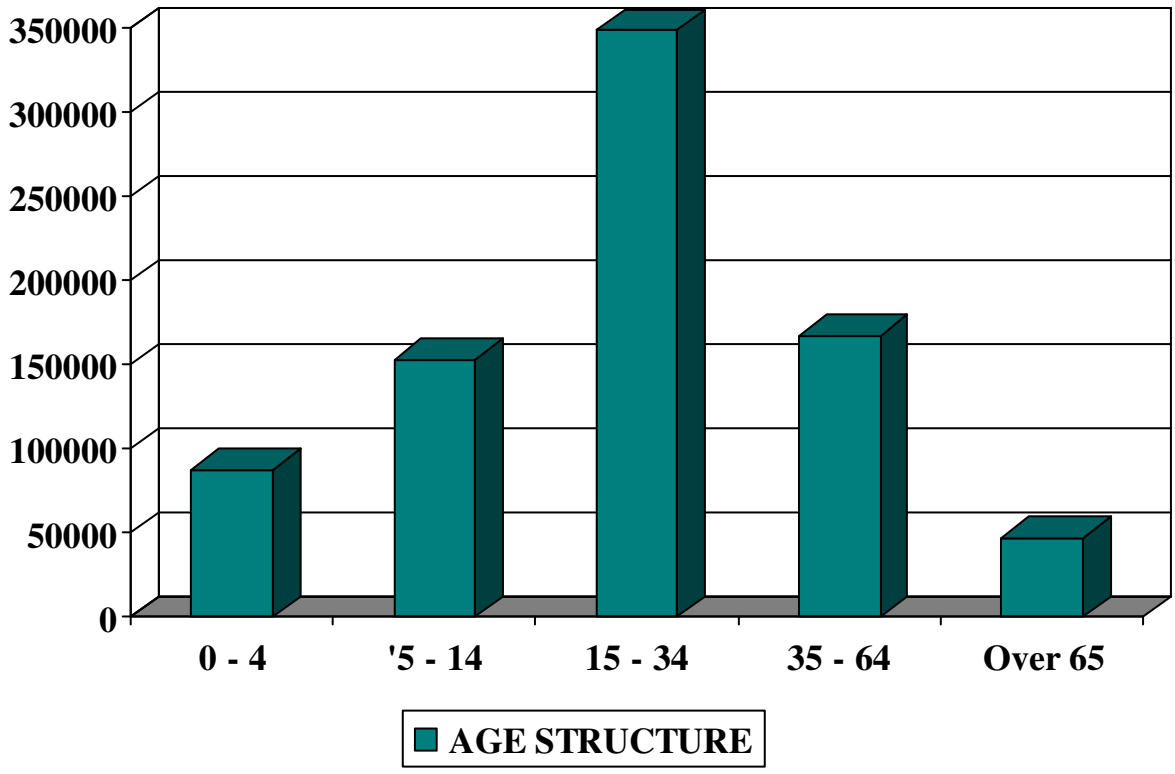
TABLE 2.2: AGE STRUCTURE

MUNICIPALITY	0-4	5 – 14	15 – 34	35-64	Over 65
uMshwathi	11 855	27 336	38 267	25 157	5 421
Umngeni	5 904	9 898	28 079	21 132	5 022
Mpofana	3 647	5 883	14 404	9 381	1 558
Impendle	3 895	6 919	10 591	6 963	2 209
Msunduzi	49 198	81 190	216 878	82 755	26 472
Mkhambathini	6 338	10 682	17 826	13 470	2 808
Richmond	6 530	10 972	23 333	8 677	3 221
TOTAL DISTRICT	**87 367**	**152 880**	**349 378**	**167 535**	**46 711**

Source: Statistics South Africa, Census 2001

Figure 2.1 shows the age structure of the population for the uMgungundlovu District in graph format:

FIGURE 2.1: AGE STRUCTURE OF UMGUNGUNDLOVU DISTRICT



2.2.3 Employment

Table 2.3 shows the employment and unemployment levels. It is noted that the percentages for unemployment relate to the economically active population.

TABLE 2.3: EMPLOYMENT PROFILE

MUNICIPALITY	EMPLOYED	UNEMPLOYED	% UNEMPLOYED (ECON. ACTIVE POP.)	% EMPLOYED (ECON. ACTIVE POP.)
uMshwathi	20 003	15 527	43.7	56.3
UMngeni	22 194	11 536	34.2	65.8
Mpofana	9 464	7 508	44.2	55.8
Impendle	1 726	4 948	74.0	26.0
Msunduzi	120 822	112 419	48.0	52.0
Mkhambathini	10 977	8 495	43.6	56.4
Richmond	11 855	9 106	43.4	56.6
TOTAL DISTRICT	**197 041**	**169 539**	**46.2**	**53.8**

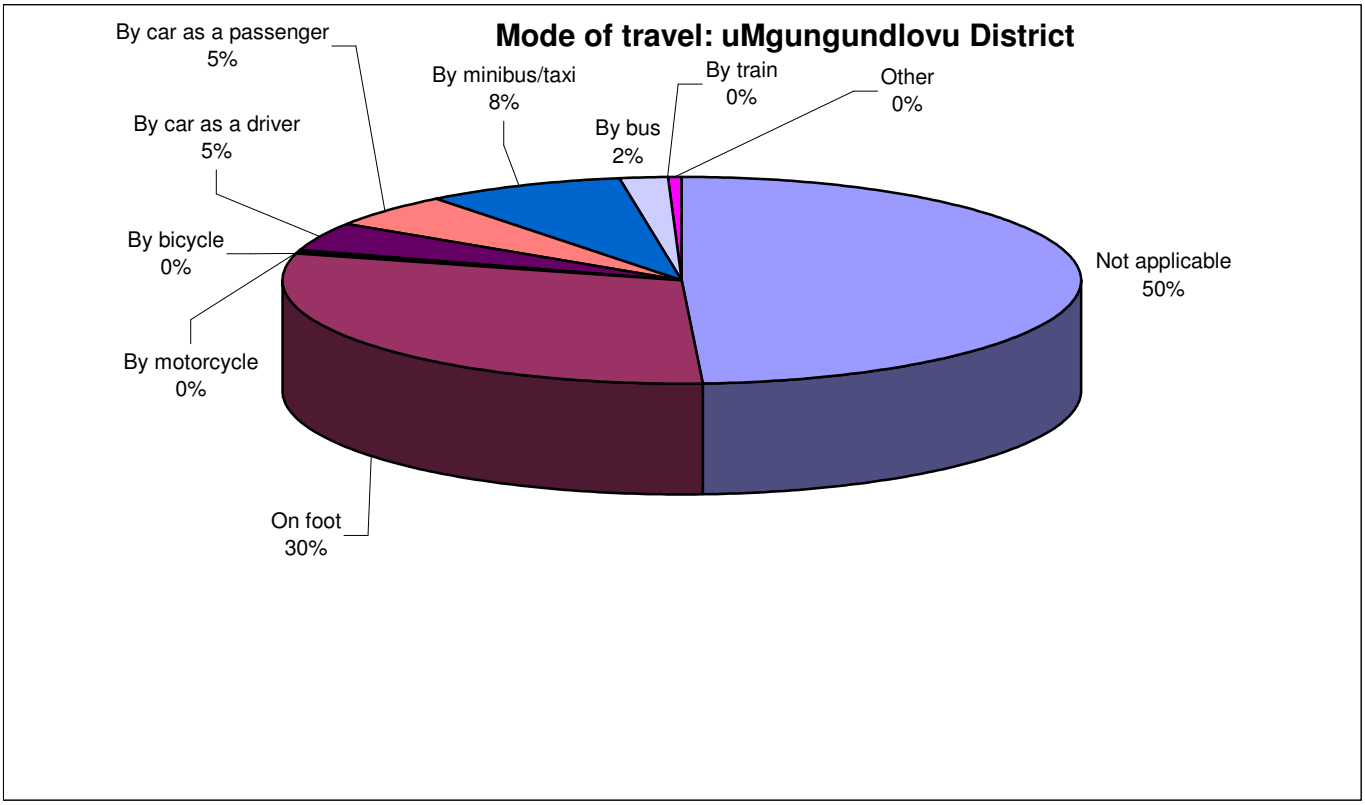
Source: Statistics South Africa, Census 2001

The Impendle Municipality has the highest unemployment figure in terms of percentage unemployed (i.e. 74%), whereas the Msunduzi Municipality has the highest unemployment figure in terms of numbers (112 419 people). Only the uMngeni Municipally has an unemployment figure (namely 34.2%), which is less than the national average of 41.9%. Unemployment has a direct impact upon household income and socio-economic activities, including transport affordability.

2.2.4 Mode to School or Work

Figure 2.2 shows the mode to school or work for the uMgungundlovu District. The overwhelming majority of commuters and scholars travel on foot, with 46% of commuters travelling on foot in the rural municipality of Impendle. This figure falls to 24% in the urbanised municipality of Msunduzi. In terms of public transport, minibus taxis tends to predominate over buses. It should be noted that problems do exist with regard to the use of unauthorised modes for scholar transport, particularly the use of bakkies and LDVs. This is discussed further in Section 2.6. For information relating to the local municipalities, see the relevant local municipality annexure.

FIGURE 2.2: MODE TO SCHOOL OR WORK IN UMGUNGUNDLOVU DISTRICT



Source: Statistics South Africa, Census 2001

2.2.5 Income

The 2001 Census information on income was the latest to hand at the time of preparation of this report. Tables 2.4 and 2.5 show household and individual income by local municipality respectively.

TABLE 2.4: ANNUAL HOUSEHOLD INCOME: 2001

Income bracket	uMshwathi	uMngeni	Mpofana	Impendle	Msunduzi	Mkhambathini	Richmond
No income	8 164	3 595	2 713	3 018	28 564	1 374	3 608
R1 - R4 800	3 286	1 915	1 088	617	10 051	3 871	2 109
R4 801 – R9 600	6 547	4 640	2 321	2 162	22 537	4 982	4 812
R9 601 – R19 200	4 589	3 989	1 955	850	20 361	3 018	2 829
R19 201 - R38 400	2 685	2 893	1 151	423	19 686	1 127	1 357
R38 401 - R76 800	1 108	2 128	595	183	14 994	523	614
R76 801 - R153 600	497	1 747	402	142	10 951	280	392
R153 601 - R307 200	192	1167	198	36	5 645	128	208
R307 201 - R614 400	56	319	36	11	1 419	54	34
R614 401 - R1 228 800	21	121	10	6	437	16	6
R1 228 801 - R2 457 600	37	96	21	9	381	30	24
R2 457 601 and more	12	49	15	3	170	6	12

Source: Statistics South Africa, Census 2001

TABLE 2.5: INDIVIDUAL MONTHLY INCOME: 2001

Income bracket	uMshwathi	uMngeni	Mpofana	Impendle	Msunduzi	Mkhambathini	Richmond
No income	80 317	44 888	25 393	27 447	376 283	40 321	46 017
R1 – R400	8 490	4 820	3 021	1 491	28 721	7 606	4 896
R401 – R800	12 260	9 538	4 297	3 649	50 860	7 553	8 415
R801 – R1 600	3 503	4 734	1 728	382	30 201	1 692	1 643
R1 601 - R3 200	1 898	3 610	1 096	253	29 502	919	1 033
R3 201 - R6 400	880	2 976	690	208	22 086	519	651
R6 401 - R12 800	442	2 017	357	96	10 296	255	366
R12 801 - R25 600	106	807	116	21	3 213	106	92
R25 601 - R51 200	51	217	52	7	929	35	32
R51 201 - R102 400	37	171	30	9	657	23	18
R102 401 - R204 800	42	84	24	6	368	39	45
R204 801 or more	3	35	16	3	102	3	12

Source: Statistics South Africa, Census 2001

Based on the national strategic objective of not more than 10% of income to be spent on transport, a guideline on transport expenditure to comply with the national objective can be obtained from Tables 2.4 and 2.5. For instance, in uMshwathi the figure would be R40.00 per month per individual for 12 260 people (in the R 401 – R 800 income bracket) and between R480.00 and R960.00 per 6 547 households (in the R 4 801 – R 9 600 income bracket). This is equivalent to R0.11/day per person and between R1.31 and R2.63 per day per household.

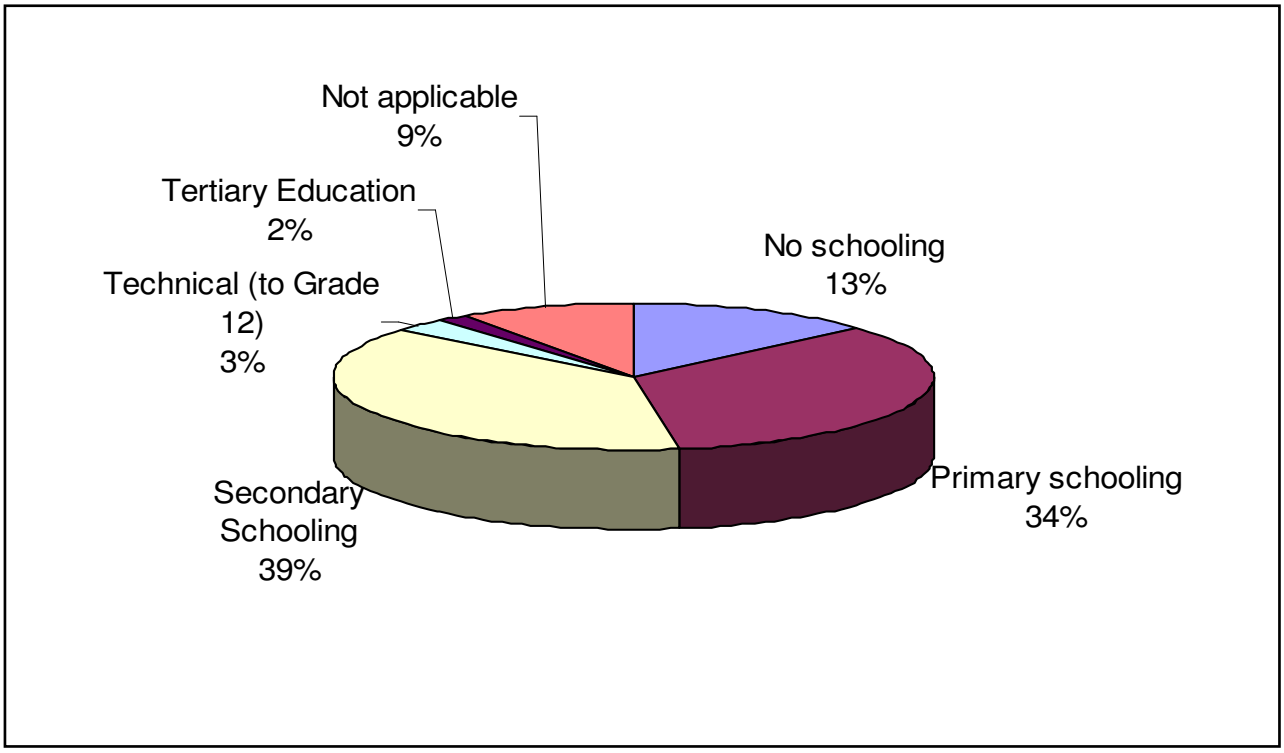
These levels are very low, and with fares significantly higher than these levels, the burden on households and the impact on living standards are immediately apparent.

Data relating to individual and household income by ward are available from other sources and could be used in more detailed assessments at a local municipal level if required.

2.2.6. Educational Levels

Figure 2.3 shows educational levels within the uMgungundlovu District (for information relating to local municipalities, see the relevant local municipality annexure). The overwhelming majority of people (i.e. 78%) within the district have some form of education.

FIGURE 2.3 EDUCATIONAL LEVELS WITHIN THE UMGUNGUNDLOVU DISTRICT



Source: Statistics South Africa, Census 2001

2.2.7 Persons with Disabilities

Table 2.6 shows the numbers of people with disabilities within the District, along with the applicable percentages of the total population which these represent. Nearly 4% of the population of the uMgungundlovu District are disabled - with sight impairment being the most predominant.

TABLE 2.6: NUMBER OF DISABLED PERSONS: 2001

DISABILITY	NUMBERS	PERCENTAGE OF DISTRICT POPULATION
Sight	11 050	1.19%
Hearing	4 567	0.49%
Physical	8 238	0.89%
Other	7 402	0.79%
Multiple	4 738	0.52%
TOTAL	**35 995**	**3.88%**

Source: Statistics South Africa, Census 2001

2.3 PUBLIC TRANSPORT FACILITIES AND SERVICES : STATUS QUO

2.3.1 Introduction

The aim of preparing a PTP is to provide an appraisal of the public transport system that will ultimately assist decision makers in their efforts to improve the public transport system. The scope of the PTP is to assess a number of areas or components that govern the functioning and efficiency of a public transport system. This involves assessing general factors that affect travel demand patterns, supply of travel facilities, in terms of public transport interchanges and corridors, fares and costs, passenger characteristics and finally an appraisal of the supply and demand patterns.

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

It should be noted that, due to financial restrictions, the CPTR does not contain all the information necessary to carry out all the functions contained in the PTP brief. There was no Origin/Destination information contained in the CPTR and consequently a limited number of sample surveys were carried out at strategic ranks and terminals in the Pietermaritzburg Central Area to provide an appreciation of existing patterns and demands. Special attention was given to Freedom Square ranks where a significant number of transfers (mainly scholars) take place. In addition Origin/Destination sample surveys were undertaken at the major ranks in each local municipal area within the uMgungundlovu District. Limited passenger waiting time and queue length surveys had already been completed at strategic locations within the Msunduzi area as part of the CPTR exercise. These were extended with additional time and queue length surveys in each local municipal area within the uMgungundlovu District.

Therefore it should be noted that the CPTR is a document that comprehensively covers Public Transport routes, amenities and facilities, operations, fares, distances, patronage and utilisation. However the CPTR does not supply the information necessary to accurately quantify supply and demand patterns. In order to attain this information, it would be necessary to undertake individual trip surveys and subsequent analysis as detailed in the CPTR guidelines for each route.

The data available in the CPTR was assessed in a systematic manner to yield only results that are relevant. To over analyse data could be time consuming as well as providing masses of information that would impair the decision making process. Only information that is essential was extracted.

Surveys were carried out throughout the Municipality without hindrance.

Analysis is generally summarised separately for each of the seven local municipalities within uMgungundlovu District Municipality and is presented in the relevant local municipality annexures at the end of this report.

A summation of this analysis and general summations are shown in Section 2.3.2 below.

The Local Municipal areas of uMgungundlovu District Muncipality are shown on the Base Plan contained in the sleeve at the back of this document (Annexure L). This Base Plan also shows all public transport routes in the area as well as the location of all major ranks and stops. Should further detail in respect of the road network be required, a GIS map can be accessed via the KZN DOT website at http://www.kzntransport.gov.za/home.htm

The Public Transport Network of road-based public transport is presented on the Base Map noted above. In addition, a map delineating routes and interchanges on the actual road network as well as distances between interchanges is presented as Annexure A. (Umgungundlovu District Municipality – Distances (km) Between Major Centres)

The above sections address the following criteria:

- **Supply of travel facilities: public transport interchanges**

There are no specific local authority policies on criteria for the provision of public transport interchanges.

Since there are no specific local authority policies for the provision of public transport interchanges, the table for each local municipality, entitled 'Public Travel Facilities: Public Transport Interchanges' in the annexures, lists the existence or not of the identified elements (viz. paved surface, shelter, office, lavatories, electricity and telephone).

In addition the table shown in Section 2.3.2 entitled 'Supply of Travel Facilities : Public Transport Interchanges – SUMMARY' details the information for the whole study area by element.

- **Taxi Passenger Fare Levels**

'Taxi Passenger Fare Levels' are shown in tabular format for each of the seven local authority areas within uMgungundlovu in the relevant annexures. These tables detail each route code, route name, figure number (as represented in CPTR), route length, fare charged and cents per route kilometre.

In addition the table in Section 2.3.2 entitled 'Taxi Passenger Fare Levels : Summary' details the taxi passenger fare levels for the whole of the study area by route length.

- **Passenger Travel Characteristics**

Passenger Travel Characteristics are shown on two pie-charts per surveyed facility, in the relevant annexures. 'Percentage Passenger Category' shows the proportions of scholar and adult passengers in the peak period.

'Trip Purpose' provides an indication of the reasons for people travelling and the activities that they are carrying out. The surveys were carried out during the peak period of the facility.

- **Passenger Delay and Level of Service**

The 'Estimation of Passenger Delay and Interchanges' table provides an indication of delays (waiting time) suffered by passengers at the various interchanges.

Additionally, a Level of Service (LOS) concept is applied to the delays. The following delay ranges were considered appropriate where LOS A is indicative of little or no delay and LOS E indicative of substantial delay, as follows:

A = 0 –2 mins.
B = 3 – 5 mins.
C = 6 – 10 mins.
D = 11 – 20 mins.
E = > 20mins.

This table is presented in Section 2.3.2.

- **Relative and Cumulative Frequency Distribution of Trip Lengths**

Frequency distribution of trip lengths using road distances is compiled for each route and aggregated for each Local Municipality. This information is presented in tabular and graphical form. (See the relevant annexures.)

In addition the table shown in Section 2.3.2 entitled 'Relative and Cumulative Frequency Distribution of Trip Lengths – uMgungundlovu – SUMMARY' aggregates the information over the entire District Municipal area. Based on this information, the table entitled 'Proportion of Trips Falling within Distance Ranges' has been compiled and is also included in Section 2.3.2.

- **Origin – Destination Survey Information**

Origin-Destination survey information has been collected and analysed. Shown in the annexures are summarisations of collected data in both a tabular format and on an individual map for all major facilities.

The tables show results of surveys taken at major PT facilities in matrix format of trips from their place of origin to the passengers' ultimate destination.

The corresponding individual maps, for each major PT facility, show the major passenger movements in percentage terms.

The table headed 'DEMAND FOR DIRECT SERVICE' in Section 2.3.2 indicates potential routes with significant commuter demand in the peak hour but with no direct linkage at present (therefore necessitating a two trip journey). Also shown is the approximate number of potential passengers during the peak hour and indication of potential savings in person kilometres travelled.

2.3.2 Status Quo Summary

TABLE 2.7 : SUPPLY OF TRAVEL FACILITIES: PUBLIC TRANSPORT INTERCHANGES SUMMARY

Element	Percent of Interchange "Yes"
Paved Surface	64
Shelter	36
Office	3
Lavatories	21
Electricity	68
Telephone	17

TABLE 2.8 : TAXI PASSENGER FARE LEVELS : SUMMARY

Route Length	Average fare (R-c)	Cents per route kilometre		
		Mean	Minimum	Maximum
0-5 km	2.01	46	Free	80
6-10 km	2.63	32	25	43
11-15 km	3.44	27	18	50
16-20 km	4.21	23	16	35
21-30 km	5.35	21	15	40
31-40 km	6.61	19	12	36
41-50 km	8.06	18	11	31
51-60 km	14.83	28	19	39
>60 km	14.50	19	5	30

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

uMGUNGUNDLOVU - Summary

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	0+0+3+46+0+4+0=	53	2	2
6-15	0+0+0+477+0+22+38=	537	15	17
16-30	0+86+38+163+78+272+94=	731	20	37
31+	310+519+153+436+74+409+379=	2280	63	100
TOTAL		3601	100	

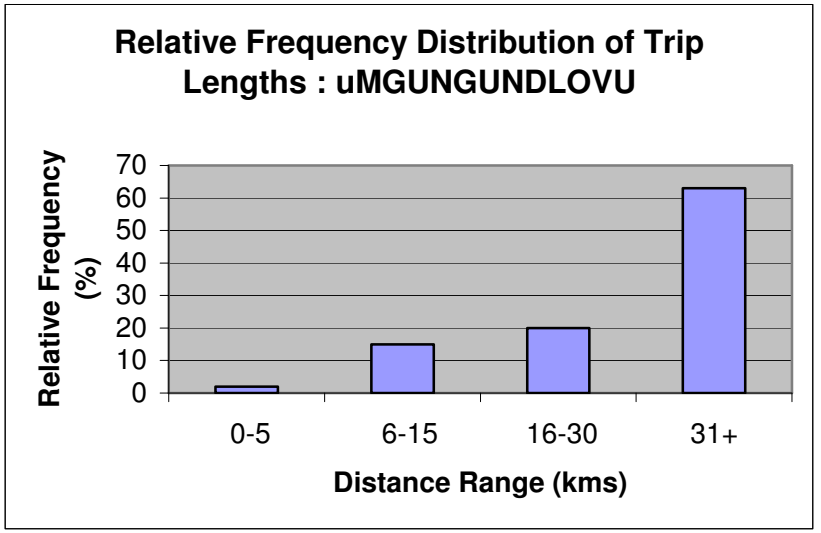


TABLE 2.9 : ESTIMATION OF PASSENGER DELAY AT INTERCHANGES

No.	Facility Code	Origin Facility Name	Passenger Numbers (Peak Hour)	Average Delay*	Level of Service (LOS)#
1	KPC0001	Freedom Square Terminal No. 2 - Off Church	975	7	C
2	KPC0003	City Terminal - Bus/Taxi Service	556	7	C
3	KPC0007	Freedom Square Terminal No.1 - Off Longmarket	2061	9	C
4	KPC0013	Boom/Retief Taxi Terminal	124	9	C
5	KPC0022	Retief Street Terminal	1427	7	C
6	KPC0023	Slatter Street Taxi Terminal	2134	5	B
7	KPC0025	West Street Bus/Taxi Station	600	5	B
8	KPC0035	East Street Bus Rank No. 2 - Berg to Pietermaritz	214	5	B
9	KPC0036	East Street Bus Rank No. 3 - Boom to Berg	490	16	D
10	KPC0038	Retief Street Rank No. 3 - Church to Pietermaritz	45	9	C
11	KPC0042	East Street Bus Terminal No. 4 - Off Boom/East	441	5	B
12	KPC0045	Church Street Rank No. 3 - Adjacent Freedom Square	41	21	E
13	KPC0084	East Street Clinic Rank - East off Boom	186	14	D
14	KPC0093	Symons Centre Basement	2840	4	B
15	KPH0001	Morling Street Terminal	258	7	C
16	KPH0002	Somme Street Taxi Terminal - Morling to Havard	324	4	B
17	KPH0003	Somme Street Rank - Bell to Havard	68	9	C
18	KPH0080	Merrivale - R103 adjacent Service Station	16	10	C
19	KPE0011	Azalea Unit S - S1/S14	25	2	A
20	KPE0022	Esigodeni Terminus - Esigodeni/Nyoni 3	158	4	B
21	KPE0028	Edendale Road - Opposite Edendale Hospital	92	5	B
22	KPE0061	Willowfontein Taxi Rank - Willowfontein/Z373	78	4	B
23	KPE0065	Willowfontein Road : Phupha Culvert - Willowfontein/Z211/Z341	50	2	A
24	KPR0131	Haniville - off Copesville	79	3	B
25	KPR0178	Tamboville GL ll - 19	41	4	B
26	KPR0195	Sobantu Terminus - Sikhosana/Mendi	252	2	A
27	KPV0004	Phayiphini - Paphelo Butchery Stop D1135	27	1	A
28	KPV0028	Zwartkop - Mbane : Bus Rank P399	101	5	B
29	KPV0070	Mcakweni - MR7	38	2	A
30	KPV0071	Mduli - D1130	52	6	C
31	KPX0022	Eston Rank - P21 Off P489	95	2	A
32	KPX0024	Richmond Rank No. 1 - off Shepstone	23	7	C
33	KPX0039	Impendle Rank - P130	37	0	A
34	KPX0047	Tweedie - P548	92	1	A
35	KPX0053	Wartburg Rank No. 2 - Off road to MR25	156	1	A
36	KPX0054	Wartburg Rank No. 1 - MR25	9	4	B
37	KPX0055	Trust Feed - D75/L362	202	0	A
38	KPX0062	Mooi River - Lawrence Road Rank	172	2	B
39	KPX0063	Mooi River - Nottingham Road Rank at Caltex Garage	27	15	D

*** Rounded to the nearest minute.**

 # LOS A = 0-2 mins.
B = 3-5 mins.
C = 6-10 mins.
D = 11-20 mins.
E = >20 mins.

DEMAND FOR DIRECT SERVICE

The routes shown below have been identified from the O.D. surveys as those with significant commuter demand in the peak hour but with no direct linkage, therefore necessitating a two-trip journey. Also shown is the approximate number of potential passengers during the peak hour and kilometre difference in travel lengths between potential and actual trips.

TABLE 2.10 : DEMAND FOR DIRECT SERVICES

Potential Route	Potential Route Length (km)	Pass. Demand in Peak Hour	Present Transfer Location	Present Route Length (km)	Difference in Route Length (km)	Saving Potential of Service Peak Hour pers.km
Phindangene - Pmb	72	5	Impendle	76	4	20
Cato Ridge - Eston	29	2	Camperdown	31	2	4
Umbumbulu - Pmb	75	19	Eston	75	0	0
Nottingham Road - Estcourt	50	1	Mooi River - Estcourt	50	0	0
Bruntville - Estcourt	32	8	Mooi River - Estcourt	32	0	0
Hidcote - Estcourt	26	1	Mooi River - Estcourt	33	7	7
Estcourt - Howick	56	2	Mooi River - Caltex	58	2	4
Bruntville - Howick	30	2	Mooi River - Caltex	34	4	8
Hidcote - Nottingham Road	27	3	Mooi River - Caltex	27	0	0
West. Subs. - North. Subs.	11	66	City Term. - Bus/Taxi	11	0	0
West. Subs. - South. Subs.	9	59	City Term. - Bus/Taxi	11	2	118
East. Subs. - North. Subs.	6	59	City Term. - Bus/Taxi	7	1	59
East. Subs. - South. Subs.	5	142	City Term. - Bus/Taxi	6	1	142
East. Subs. - Elandskop	39	80	East Street Rank No.3	39	0	0
East. Subs. - Sweetwaters	16	83	East Street Rank No.4	16	0	0
South. Subs. - Sweetwaters	18	35	East Street Rank No.4	18	0	0
East. Subs. - South. Subs.	5	264	Freedom Square No.1	6	1	264
West. Subs. - East. Subs.	11	126	Freedom Square No.1	11	0	0
West. Subs. - North. Subs.	11	208	Freedom Square No.2	11	0	0
West. Subs. - Mkondeni	8	314	Freedom Square No.2	14	6	1884
West. Subs. - South. Subs.	9	198	Freedom Square No.2	11	2	396
East. Subs. - Mkondeni	9	111	Freedom Square No.2	10	1	111
East. Subs. - North. Subs.	6	111	Freedom Square No.2	7	1	111
East. Subs. - South. Subs.	5	106	Freedom Square No.2	6	1	106
South. Subs. - Imbali	10	144	Slatter Street	11	1	144
East. Subs. - Imbali	11	149	Slatter Street	11	0	0
East. Subs. - Caluza	12	152	Symons Centre	12	0	0
East. Subs. - Edendale	13	173	Symons Centre	13	0	0
West. Subs. - Richmond	37	121	Symons Centre	46	9	1089
Indaleni - Durban	56	21	Richmond Long Dist.	56	0	0
Indaleni - Pmb	41	5	Richmond Long Dist.	41	0	0
Pmb - Mpophomeni	29	20	Howick - Somme St.	34	5	100
Pmb - Nottingham Road	49	13	Howick - Somme St.	52	3	39
Pmb - Dargle	47	2	Howick - Dargle Rank	50	3	6
Mpophomeni - Dargle	35	3	Howick - Dargle Rank	37	2	6
New hanover - Swayimani	29	31	Wartburg Main Road	29	0	0
Trust Feed - Swayimani	25	18	Wartburg Main Road	25	0	0

2.4 SUBSIDISED BUS SERVICES

2.4.1 Existing Subsidy Contracts

Subsidised bus services in and around the Pietermaritzburg region were historically provided by KwaZulu Transport (Pty) Ltd, a parastatal bus company previously owned by the Ministry of Economic Affairs and Tourism, with subsidy coming from the NDOT. This arrangement applied up until 2001 when, as part of a takeover bid linked to the privatisation of KwaZulu Transport, the subsidised services previously contracted to this operator were awarded to a consortium of private operators.

The successful consortium, in keeping with the empowerment objectives of the KZN DOT was made up of small and medium scale operators from previously disadvantaged backgrounds. These operators are currently responsible for the operation of four bus subsidy contracts which attract subsidies totalling approximately R 36 million per annum, with subsidy still coming from the NDOT.

For details of the bus subsidy contracts operating within the uMgungundlovu District refer to Table 2.11).

TABLE 2.11 : SUBSIDY CONTRACTS OPERATING IN THE UMGUNGUNDLOVU DISTRICT

Bus Company	Contract No.	Area	No. of Buses			Average Subsidy p.m.	Average Subsidy per bus
			Peak	Spare	Total		
Duzi Bus Service	ZNT 1138	Pmb	5	3	**8**	R 142 934	R 17 867
Impendhle Services	ZNT 1181	Howick	23	2	**25**	R 578 655	R 23 146
Sizanani Mazulu Transport	ZNT 1137	Pmb	70	5	**75**	R 2 126 933	R 28 359
Thembekile Transport CC	ZNT 1139	Pmb	5	2	**7**	R 195 402	R 27 915
TOTAL			**103**	**12**	**115**	**R 3 043 924**	**R 26 469**

Source: KZN DOT, as at October 2004

Note: The subsidies paid to these operators continue to be funded by the NDOT, although from a policy perspective the intention is that provinces should eventually cater for their own funding requirements. The administration of subsidy contracts, however, has already been devolved and is the responsibility of the KZN DOT.

Table 2.12 provides an indication of the total operational profile of the various operators who run subsidised services, in terms of the types of services rendered, size of fleet, trips generated, patronage, level of subsidy as well as a whole range of performance indicators derived from available statistics. It should be noted that subsidies are provided only for commuter operations, and exclude dedicated scholar and special hire operations.

TABLE 2.12 : SUBSIDISED BUS OPERATOR PROFILE

Operator		Duzi Bus Service	Impendhle Services	Sizanani Mazulu Transport	Thembekile Transport CC
Contract Number		**ZNT 1138**	**ZNT 1181**	**ZNT 1137**	**ZNT 1139**
Type of Service	Commuter	Yes	Yes	Yes	Yes
	Dedicated Scholar	Yes	Yes	No	No
	Special Hire	Yes	Yes	Yes	Yes
Fleet Composition	Peak Buses	5	18	70	5
	Spare Fleet	3	6	5	2
	Dedicated Buses (Scholars/Pensioners)	1	9	0	0
	Total Fleet	**9**	**33**	**75**	**7**
Patronage (Annual)	Commuters	297,624	1,354,584	4,762,896	369,540
	Scholars	60,480	112,320	0	0
	Total Patronage	**358,104**	**1,466,904**	**4,762,896**	**369,540**
Bus Trips (Annual)	Commuter Service	3,972	17,520	55,416	5,592
	Scholar Service (Dedicated)	1,008	1,872	0	0
	Total Trips	**4,980**	**19,392**	**55,416**	**5,592**
Subsidy (Annual)	Commuters	R 1,715,202	R 6,943,863	R 25,523,196	R 2,344,829
	Scholars	0	0	0	0
	Total Subsidy	**R 1,715,202**	**R 6,943,863**	**R 25,523,196**	**R 2,344,829**
Performance Indicators:					
Average Annual Passengers Per Bus (Based on Peak Buses)		71,621	81,495	68,041	73,908
Average Annual Passengers Per Bus (Based on Total Fleet)		39,789	44,452	63,505	52,791
Average Passengers Per Trip		72	76	86	66
Average Monthly Subsidy Per Bus (Based on Peak Buses)		R 28,587	R 32,148	R 30,385	R 39,080
Average Monthly Subsidy Per Bus (Based on Total Fleet)		R 15,882	R 17,535	R 28,359	R 27,915
Subsidy Per Passenger Trip		R 4.79	R 4.73	R 5.36	R 6.35
Subsidy Per Bus Trip		R 344.42	R 358.08	R 460.57	R 419.32

Source: KZN DOT/Operators as at October 2004

From Table 2.12 above it would appear that the subsidy contract rates cover a very wide range even in the case of services of similar if not almost identical operational profile. As a way of ensuring value for money from a subsidisation perspective, the underlying reasons for these wide ranging performance measures should be interrogated.

For more detailed information relating to the routes and operations provided under the subsidy contracts, refer to Annexure B.

2.4.2 Subsidy System Rationale and Criteria

The rationale underpinning the provision of subsidised public transport instead of being driven by sheer economic considerations and the needs of users has over the years been shaped to support the ideologies of the previous apartheid system of government. Subsidisation was seen as warranted compensation intended to off-set the transport cost penalty arising out of the unjustified displacement of disenfranchised communities. In other words, the subsidisation of commuter travel was used in an attempt to justify the policy of

social segregation through which such communities were forced to reside in areas remote from employment, social and recreational facilities.

To aggravate matters, the system of subsidisation has not only been characterised by a lack of clearly defined criteria to guide important decisions as to which communities should be subsidised, but has also been biased in favour of the bus industry. Historically, decisions as to *"where"* and to *"what extent"* to subsidise have been overly influenced by the manoeuvrings of large bus operators, whereas the needs of users should predominate.

Subsidisation is meant to bring about affordability for communities dependant on public transport, yet the system is not geared towards prioritisation in accordance with affordability criteria of affected communities. The result is that income levels and subsidies are not adequately synchronised and misalignment occurs.

As an illustration of the misalignment between subsidisation and user affordability refer to Annexure C (Subsidised Service Coverage in relation to Average Income Levels). This map depicts the subsidised service coverage in relation to the average income levels of the various local municipalities within the uMgungundlovu District. From Annexure C it is evident that the benefits of subsidy funding are not necessarily targeting the most deserving communities within the uMgungundlovu District.

It should be noted that the subsidy policy is currently under review by the NDOT and that a moratorium on going out to tender for subsidy contracts has been in place for sometime. It is understood that the ongoing review is also meant to explore innovative ways of reducing the overall cost of subsidisation, this in fact being one of the main reasons for the imposition of the moratorium.

2.5 RAIL SYSTEM

No significant changes have taken place in recent times. The railway system provides services mainly for the transportation of goods between Durban and the Witwatersrand, and to a lesser extent for main line inter-city passenger travel.

No service details are provided in respect of commuter train travel within the uMgungundlovu District, as this form of passenger travel is virtually non-existent. This situation is unlikely to change in the foreseeable future. An extensive feasibility study conducted into the provision of a light commuter rail system into the Edendale and Vulindlela areas revealed that it was not economically viable in the short to medium term.

2.6 LEARNER TRANSPORT

2.6.1 Existing Services

One of the major impediments preventing effective planning of learner transport is that there is no reliable source of information on existing service levels. Although some data

was made available through the CPTR, it should be noted that this was in respect of only those learners using bus and taxi services which were surveyed under the CPTR exercise, and would therefore exclude all learners using dedicated scholar services and, more importantly, those learners using unconventional modes such as bakkies and LDVs. In addition, the Public Transport Licencing Board's system is limited in its ability to provide information specific to learner transport.

Based on a desk top exercise undertaken by the KZN DOT backed up by field observations largely undertaken as part of enforcement campaigns it is, however, clear that a very significant level of service is being provided by unconventional modes such as LDVs and bakkies. This type of operation, which is problematic from a safety perspective, is certainly predominant in those areas of unfavourable terrain where adverse road conditions discourage operation with buses and minibus taxis. Of concern also is that there is evidence of escalation in this type of operation on routes which lend themselves to operation by the formal modes.

Judging by enquiries made of late by the KZN DOT with a number of district municipalities it would appear that bakkie operators could be providing as much as 80% of the transport services utilised by learners, particularly in the more remote rural areas of the district municipalities included in the sample survey. The unavoidable reality points to the fact that in the uMgungundlovu District Municipality LDVs and bakkies likewise feature as the predominant modes of transport for learners.

With a view to boosting planning capability and assisting future decision making on the provision of learner transport, the KZN DOT is looking to develop a learner transport database. Due to the priority attached to the replacement of LDV/bakkie operations with more appropriate modes of transport, the KZN DOT has declared its intention to treat the development of such a database as a matter of urgency.

2.6.2 Attitude of Service Providers towards Learner Transport

Bus Industry

The conveyance of learners has over the years continued to be a major dilemma faced by the bus industry in that this segment of patronage has, as a matter of policy, been excluded by government as beneficiaries of subsidisation. Due to this policy learners have to be transported at sub-economic fares, without any form of financial assistance from government.

Notwithstanding the negative impact that this has on overall financial performance, bus companies, due largely to pressure exerted by the communities that they serve, still tend to provide some dedicated learner transport services at reduced fares as part of their social programmes.

The rate of discount offered to learners by bus operators varies from operator to operator. In some instances the fare applied is equivalent to the minimum adult fare, irrespective of distance travelled, while in most cases half of the normal adult fare is charged.

Taxi Industry

Contrary to the general perception that the taxi industry is not predisposed to the conveyance of learners at discounted fares the Msunduzi 1 Regional Taxi Council, as a matter of policy, encourages its associations to offer cheaper fares to learners within limits of affordability. From enquiries made it would appear that the vast majority of the taxi associations in Msunduzi Region 1 adhere to the stated policy of their Regional Taxi Council.

Although the attitude of operators towards discounted fares may differ from association to association, it is understood that it is common practise to charge half of the normal fare to learners travelling in uniform. Such discounts are even made to apply during peak hours when operators are hard pressed to convey learners at sub-economic fares in place of full-fare paying passengers.

The situation is somewhat different in the Msunduzi 2 Regional Taxi Council area. Most of the operators affiliated to associations in this region tend to operate long distance services, and consequently the demand for scholar travel is virtually non-existent.

2.6.3 Provincial Initiatives

The KZN DOT has of late embarked on a joint initiative with various other government entities aimed at the development of a holistic strategy for learner transport. As a result of this initiative a Learner Transport Forum has been formed with representation from the following in addition to the KZN DOT:

- KwaZulu-Natal Department of Education
- KwaZulu-Natal Department of Finance
- KwaZulu-Natal Department of Works
- Msunduzi Municipality
- eThekwini Municipality

The forum meets on a monthly basis to deal with issues concerning learner transport.

One of the areas of focus of the Learner Transport Forum will be the development of criteria relating to "responsibility for" and "extent of" subsidisation. Unlike some provinces which have moved towards the provision of dedicated subsidised learner transport in rural settings, the subsidy system in KwaZulu-Natal, at present, precludes learner transport from being provided as part of normal subsidy contracts. This policy stand point has its roots in the historical emphasis which has always been placed on commuter transport whenever the planning and design of subsidised services has been deemed necessary.

The forum has also highlighted the importance of addressing issues and exploring opportunities related to aspects such as:

- the need for registration of learners at schools closer to their places of residence
- the use of non-motorised forms of transport
- unavailability of subsidy funding required to sustain cheaper fares for learners
- lack of safety associated with the use of LDVs and bakkies

2.6.4 Use of Informal Modes

In addition to learner transport provided by way of formal modes of transport the NDOT in conjunction with the South African National Roads Agency and in collaboration with Provincial Departments of Transport has in recent years embarked on the Shova Kalula Bicycle Demonstration Project.

This more informal basis of transportation offers exciting prospects, particularly in the more remote areas, in addressing mobility and affordability problems. The project also offers excellent prospects for stimulation of economic development in areas removed from the economic main stream. Although originally geared towards the provision of transport for learners, the Shova Kalula project in KwaZulu-Natal has drawn wider significance in more recent times in that it is now stretches beyond the learner population.

The selection of implementation areas has been influenced by the findings of the KwaZulu-Natal Rural Mobility Study. Criteria influencing the selection process took into account issues related to road safety, areas with severe mobility problems and the learner population of candidate areas.

The project is a joint initiative between the KZN DOT and those municipalities in whose areas bicycle shops have been established. Funding for the project is sourced from the NDOT and supplemented by additional allocations from the KZN DOT.

The monitoring of the activities of bicycle shops is a joint responsibility shared between a project manager appointed by the participating municipality and an implementing agent appointed by the KZN DOT. To date 10 bicycle shops have been established in the following areas within KwaZulu-Natal, one of which, Bamshella, falls within the uMgungundlovu District:

- Bamshella
- Macambini
- Maphumulo
- Nkobongo
- Zingolweni
- Bulwer
- Centocow

- Muden
- Hlabisa
- Msinga

Bicycle shops are managed and operated by Shop Managers who are supplied with the initial consignment of bicycles free of charge. These bicycles are then sold to members of local communities at a substantially reduced price. Bicycle shops serve as back up service and repair facilities, thus contributing to economic development and the creation of business opportunities in the local area.

In its business plan for 2004/2005, the KZN DOT committed itself to an allocation of R500 000 to supplement a sum of R600 000 allocated by the NDOT. The KZN DOT has stated its intention of providing over R500 000 per year in future years, under the MTEF, for the ongoing funding of this programme.

2.7 PUBLIC TRANSPORT FOR PERSONS WITH DISABILITIES

2.7.1 Provision of Dedicated Services

Attempts at sourcing information on the provision of dedicated and customised services for persons with disabilities merely served to highlight that there are no reliable sources of information which can be used to determine to what extent their specific transport needs are being met.

Judging by the responses given by operators it is clear that little or no attention is given to the needs of this user group.

2.7.2 *National Initiatives*

The NDOT, in consultation with the Office of the Status of Disabled Persons in the Office of the President, has in recent years done considerable work towards developing a strategy for the transport of persons with disabilities.

Furthermore, the National Land Transport Strategic Framework (2002-2007) (NDOT, 2002) puts forward the following strategic outputs with regard to transport for persons with disabilities:

"3.9 Recent legislation requires government to take "reasonable steps" to accommodate the needs of persons with disabilities in terms of transport, this should be achieved firstly by improving the user-friendliness of public transport for all users, and secondly by incrementally implementing accessibility features specifically required to serve people with disabilities"

The following specific actions are proposed in order to achieve these strategic outputs:

"*3.9.1 Ongoing consultation will take place with the disability sector"*

NDOT will continue to work closely with the Office of the Status of Disabled Persons and encourage local authorities to consult with user groups as a part of the transport planning process.

"3.9.2 Implementing authorities will be empowered to improve accessibility across all modes through the Integrated Transport Planning Process"

TPG13 (Draft Guidelines for the Transport of the Disabled) will be updated to provide more technical guidance on implementation, and the SABS will finalise uniform standards for accessibility.

"3.9.3 Reasonable accommodation of persons with disabilities will be initiated by prioritising high-impact, lower cost actions"

Metropolitan municipalities should look to improve accessibility through their planning process. Mode specific actions are put forward as follows:

- Bus: all new buses in subsidised contracts should comply with the recommended standards for general accessibility;

- Taxi: all new taxis will have basic accessibility features as a part of the taxi recapitalisation programme. NDOT will strive to have wheelchair accessibility included as part of the recapitalisation programme;

- Rail: the SARCC/Intersite will continue to upgrade the accessibility of rail stations and rail carriages through their upgrading programme.

"3.9.4 Pilot projects will be launched in rural areas to test and develop a rural accessibility strategy"

Of significance is that the various nationally driven initiatives have culminated in the shaping of a Draft Short-Term Strategic Framework on Accessible Transport (January 2004) which is aimed at promoting and integrating the needs of disabled passengers into the public transport system. This strategic framework recognizes the importance of incorporating access requirements of passengers with mobility needs into planning, provision and management of the public transport system, with the intention of making the system universally accessible to all passengers over the long-term.

The strategy is being supported by a short-term action plan made up of six strategic thrusts namely:

- Transforming the operational context
- Improving vehicle design

- Improving infrastructure design
- Improving the provision of passenger information
- Building of capacity
- Communication and marketing plan

The short-term accessible transport strategy covers a period of three years from 2003-2005. The third year is seen as the year of evaluation when best practices learnt during the implementation phase will set the trend and shape the development of a long-term accessibility strategy.

2.7.3 *Provincial Initiatives*

From a provincial perspective enquiries made revealed that the Province is some way from developing what may be regarded as an Integrated Provincial Disability Strategy, even though such a strategy is vital to guide future initiatives directed at the enhancement of service delivery for persons with disabilities.

2.7.4 *District Municipality Initiatives*

There are no policy directives within the District relating to transport for the disabled. It is envisaged that the District will take direction from the National policy framework.

2.8 INTER-PROVINCIAL PUBLIC TRANSPORT

Although the provision and management of public transport facilities is a municipal competence, the regulatory aspects of inter-provincial public transport services is a national competence and needs to be addressed through the relevant national and provincial structures, in accordance with a national framework to be agreed through a joint consultative process involving all provinces.

Inter-provincial transport statistics were sourced from CPTR data and are included in the various tables in Section 2.3.

3. NATIONAL AND PROVINCIAL POLICY FRAMEWORK

3.1 POLICY CONTEXT FOR THE PUBLIC TRANSPORT PLAN

The PTP needs to be prepared within the framework of national and provincial policies, as well as in line with the vision and developmental strategies contained in the various IDPs of affected municipalities.

An interpretation was made from various policy documents focusing on issues and opportunities relevant to the public transport system in the uMgungundlovu District Municipality area drawing mainly on the following:

- White Paper on National Transport Policy
- Moving South Africa Strategy
- Moving South Africa Action Agenda
- National Land Transport Strategic Framework
- Rural Transport and Development Strategy for South Africa
- National Land Transport Transition Act
- Provincial Public Transport Framework (October 2001)
- Provincial Transport Framework (March 2003)
- IDPs and Spatial Development Frameworks of the affected municipalities

3.2 NATIONAL TRANSPORT POLICY CONTEXT

3.2.1 White Paper on National Transport Policy

The White Paper on National Transport Policy (NDOT, 1996) sets out the mission of the NDOT for passenger transport as:

"The promotion of a safe, reliable, efficient, co-ordinated, integrated and environmentally friendly land passenger transport system in South African urban and rural areas, and the southern African region, managed in an accountable manner to ensure that people experience improving levels of mobility and accessibility."

A number of themes emerge which provide the policy framework to guide and shape the public transport system relevant to the area.

- **Land Use and Spatial Development in support of Land Passenger Transport** - Land use development must take place within an agreed land use/transport policy framework. Emphasis should be placed on densification and infilling directed at nodes and transport corridors supported by public transport.

- **Priority to Public Transport** - Public transport should receive priority over private transport.

- **More Competitive Environment** - A more competitive environment is to be engendered. Subsidised services are to be provided by a process of open competitive tender.

- **Regulated Environment** – Public transport services are to be regulated, and provision is to be needs driven, based on carefully prepared public transport plans.

- **Enforcement** – The provision of public transport services in a strictly regulated environment should be backed by effective enforcement.

- **Greater Efficiency** – Services will be made more efficient through rationalisation, and co-ordination and integration.

- **Minimise Subsidy Costs** – Subsidy costs are to be reduced commensurate with the provision of meeting adequate transport needs.

- **Spread the Beneficiary Base** – Public transport services should be expanded from peak period commuter services to a full fledged public transport system catering for a wide range of passengers.

- **Special Needs Users** – The needs of special categories of passengers should be identified and catered for in public transport plans.

- **Involvement of the Minibus Taxi Industry** – The minibus taxi industry will be formalised in order to position it to compete for tendered contracts.

- **New Entrants and SMMEs** – New entrants especially SMME in the market, will be encouraged and given priority.

- **Institutional Structuring** – Transport functions will be devolved to the lowest appropriate sphere of government, and appropriate structures in the form of transport authorities in metropolitan areas should be considered.

The *White Paper* also puts forward a number of strategic objectives, among which the following are of particular relevance to the uMgungundlovu District area:

- To promote rural development that will improve access to opportunities
- To ensure that passenger transport services address user needs
- To improve accessibility and mobility
- To provide an appropriate and affordable standard of accessibility to work, commercial and social services in rural areas

3.2.2 Moving South Africa Strategy

The Moving South Africa Strategy (NDOT, 1998) set out a long term strategy for restructuring the transport system in the country. It largely endorses the policies in the White Paper, and emphasised certain key strategies. The vision of the MSA is to:

- *"Provide low systems cost transport*
- *Improve the level of access to ensure basic mobility*
- *Increase service levels and reliability*
- *Allow the system to provide customer choice and tailored service and systems to differentiated customers*
- *Create a self sustaining industry that can upgrade and meet future capacity requirements for all customer groups"*

A clear theme in the Moving South Africa Strategy was the imperative to meet customer needs and to recognise the differentiated nature of the travel markets by developing strategies based on hard facts.

As part of its **urban strategy**, the *MSA* identified three strategic actions:

- **Densification of Transport Corridors** – This action is the linchpin of the urban strategy aimed at achieving economies through provision of public transport investment in support of corridor densification.

- **Optimise Modal Economics and Service Mix to Meet Customers Needs** – This is aimed at re-orienting planning and operation of public transport services to promote the mode that offers the best cost/service trade-off for a given corridor, and to encourage differentiated public transport services to meet higher level customer needs without subsidies.

- **Improve Firm Level Performance and Productivity** – This action is aimed at encouraging competition through public tendering, ensuring customer needs are met through regulation and ensuring reduced costs and sustainability through funding and improvements to infrastructure.

In the **rural context**, the analysis focused on road infrastructure, rather than operations. This emphasis was based on the *White Paper* commitment to expanding access, and the operating cost improvement that better roads will provide for rural operators.

In the rural context, the *Action Agenda* cited the lack of data on rural roads, transport services and customer needs as preventing the development of a detailed rural strategy.

3.2.3 National Land Transport Strategic Framework

The National Land Transport Strategic Framework (NDOT 2002) (NLTSF), is required in terms of clause 21 of the NLTTA, and embodies the overarching, national five year (2002-2007) land transport strategy, giving guidance on transport planning and land transport delivery by national government. Policies relating to land transport, as well as land use and the provision of roads are set out.

The NLTSF identifies ten strategic outputs in the public transport sphere, and these are grouped into general outputs and mode-specific outputs. The general outputs are:

- Public transport will be promoted over private transport
- Transport plans will be developed in all three spheres of government
- Transport authorities will be promoted in selected municipalities
- The nine provincial public transport licensing boards will provide efficient and effective regulatory services
- Public transport services will become safe for passengers
- Selected public transport infrastructure will be upgraded
- Appropriate information systems will be introduced

The mode specific outputs are:

- **Taxi**: the industry will be formalised and regulated, and the minibus taxi fleet will be recapitalised

- **Bus/Taxi**: all subsidised road-based passenger transport services will be provided in terms of negotiated contracts

- **Rail**: effective performance regulation will be introduced, and ownership and competition issues as they affect the three spheres of government will be clarified

3.2.4 National Land Transport Transition Act

The NLTTA sets out in Section 4 under Principles for National Land Transport Policy, a number of important principles. Those directly relevant to the uMgungundlovu District Municipality are set out below:

- public transport to be given higher priority over private transport

- public transport services aimed at affordability to the public

- public transport designed to achieve
  - integration of modes
  - cost efficiency and service quality
  - optimal allocation of resources

- value to the customer
- least harm to the environment

- selection of appropriate modes to reduce total system costs commensurate with meeting needs

- subsidy to be targeted to marginalised areas and those with poor access to social and economic activity

- integration of modes

- the needs of special categories of passenger to be taken into account and, as far as possible, by the mainstream public transport services

- effective co-ordinated law enforcement

- user charging and cost recovery as far as possible

- co-ordination of institutional functions, and efficiency in the management of land transport

- participation of stakeholders in planning, and development of skills and capacity

These are important principles and set a clear direction for planning the public transport system in the area.

3.3 PROVINCIAL TRANSPORT POLICY CONTEXT

The draft public transport vision for the KwaZulu-Natal Province which is captured in the corporate theme of "Prosperity Through Mobility" adopted by the KZN DOT, is as follows:

> ***"To improve the quality of life of public transport users and to enhance the viability of all sectors reliant on public transport within KwaZulu-Natal, through the development of a safe, efficient, effective, economically and environmentally sustainable public transport system which drives the economic and social upliftment of the Province."***

Source: Provincial Public Transport Framework October 2001

3.3.1 Provincial Strategic Framework (PSF)

The Province's strategic objectives in attaining the vision for public transport are illustrated in Figure 3.1. These are contained in the Provincial Public Transport Framework of October 2001.

Figure 3.1 : Strategic Objectives

These strategic objectives supported by policy statements are set out below at a broad policy level.

Strategic Objective 1: To establish a sound and effective institutional framework for the overall management of the public transport system in the Province

Devolution of Functions

The Department will devolve public transport functions to the municipal sphere of government where appropriate. The criteria used in devolving functions will include consideration of the sphere at which the function is best handled, the need to avoid fragmentation in transport decision-making, efficiency in undertaking the function and the capacity to handle the function.

The Department sees its prime role in the longer term as:

- developing policy and legislation
- promoting provincial policy
- setting norms and standards
- co-ordinating plans and programmes of the municipal councils in line with provincial policy
- assisting municipalities that lack capacity
- monitoring the attainment of provincial policy

Municipalities will over the longer term assume full responsibility for the execution and implementation of the appropriate transport functions. In the interim, the Department will continue to exercise these functions until they are devolved.

The devolution of transport functions will be done through negotiations between the Department and the relevant municipalities taking into account applicable local government legislation. Devolution will be phased in and the timing may vary depending on the capacity of District Councils.

In devolving functions, the Department will take into account the financial and capacity implications of undertaking the functions and will consider funding arrangements to assist the local government sphere in undertaking the function.

Transport Authorities

The establishment of transport authorities in the more urbanised, diverse and more complex areas of the Province will be supported. These transport authorities will be encouraged to undertake the full range of transport functions.

One such transport authority has already been established in the eThekwini Municipality.

Regulatory Bodies and Needs Assessment

The Department will establish necessary bodies for the regulation of public transport, and will redefine the roles of regulatory bodies to ensure that the need for transport services is assessed by a planning entity as part of the transport planning function. To this end the recently certified KwaZulu-Natal Public Transport Bill introduces specific provisions which assign to planning authorities the responsibility for needs identification and service provision, thus diminishing the role previously played by service providers in this regard.

Decentralisation of Functions

The Department will develop capacity in its regional offices with the aim of decentralising functions that can be handled more appropriately at a regional level, thereby streamlining access to the Department's services through a frontline regional presence.

Consultative Structures

Consultative structures will be established involving the municipal councils at both the political and technical levels in the form of elected representatives and municipal officials. The purpose of these structures will be to consult on provincial policy matters and on the implementation and monitoring of transport policy and programmes.

The Department will also set up a consultative forum of key stakeholders in the Province including commuter representative bodies.

Municipalities at both district and local level will be expected to set up appropriate consultation structures, including representation from commuter bodies, as part of their transport planning process.

In pursuit of this objective, the recently certified KwaZulu-Natal Public Transport Bill compels planning authorities to establish appropriate forums where commuter representative bodies and representatives of the various modes of transport can voice their views and needs.

Strategic Objective 2: To develop and promote an effective and efficient public transport system

Priority to Public Transport

Priority will be given to public transport over private transport. Plans and programmes developed by planning authorities giving priority to public transport will be strongly supported and given funding priority.

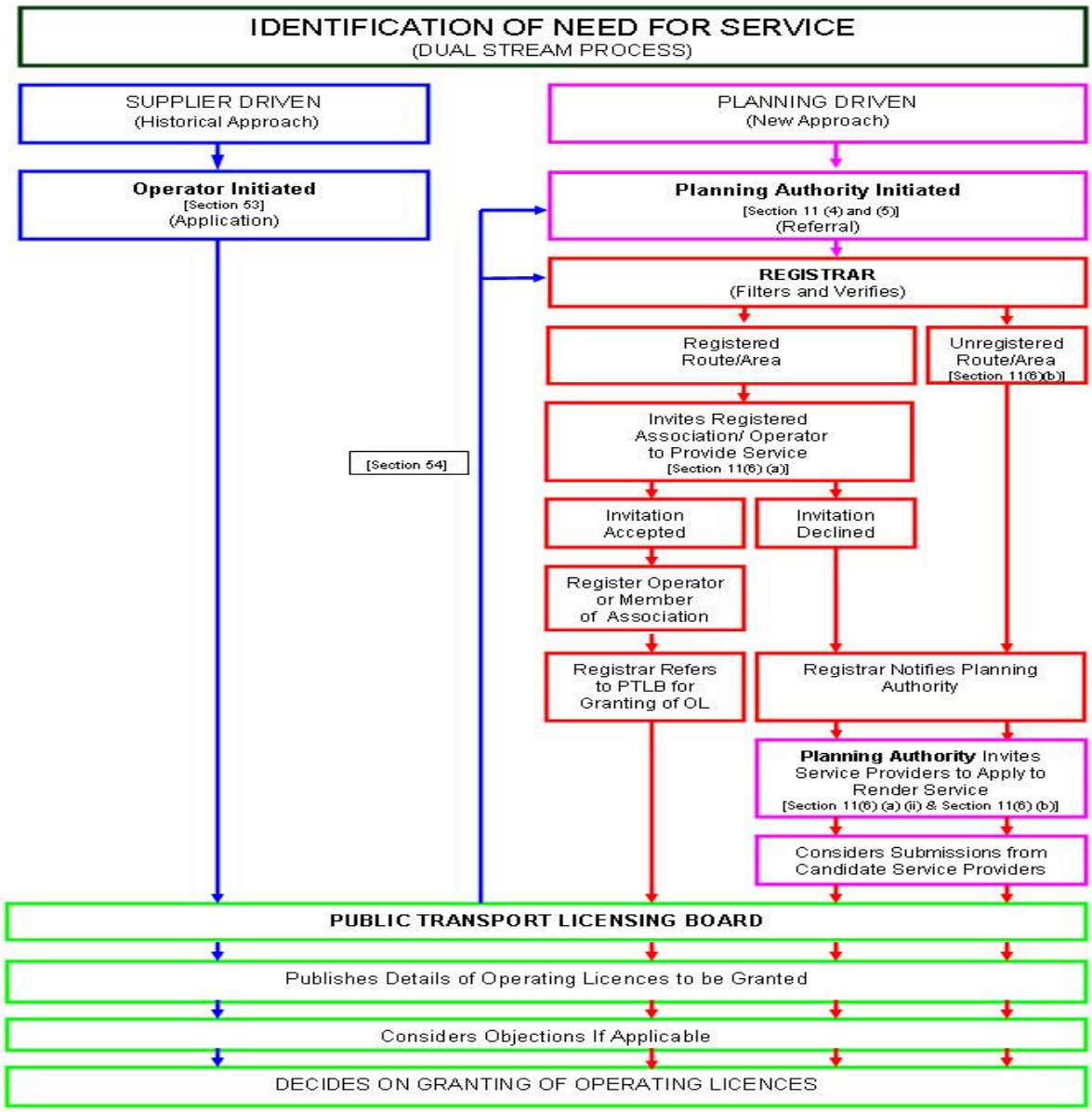
Planning of Transport

The need to bring about an efficient and effective public transport system will be addressed through the preparation of detailed transport plans to be prepared in accordance with national and provincial guidelines and requirements.

Planning authorities at the local government sphere will be responsible for preparing these detailed plans and must ensure the participation of key stakeholders and users in their preparation. The development of transport plans will be based on a proper needs assessment in keeping with the policy shift away from a "supplier driven" system to a "demand driven" system.

This new approach to needs identification through formalised planning driven by planning authorities is encapsulated in the recently certified KwaZulu-Natal Public Transport Bill. The process through which need for service will be identified and catered for is depicted in Figure 3.2 below:

FIGURE 3.2 : OUTLINE OF PROCESS USED IN NEEDS IDENTIFICATION



The Department will assist planning authorities where necessary by providing technical support and will consider interim funding for the preparation of the required plans to assist with developing systems and technical capabilities.

Promotion of the Most Economic Mode

The mode of transport, which offers the best cost/service trade-off will be promoted based on the assessment of modal economics, as well as the need to satisfy user needs. The implementation of this policy needs to recognise the constraints posed by the established rights of enfranchised operators, where these exist.

For those services providing basic mobility and essential services, destructive competition will be avoided. Parallel services satisfying the same origins and destinations of passengers will be discouraged, but the quality and level of service of the prime mode or "best suited" mode will first need to be guaranteed before this policy is implemented. Subsidisation of operators providing parallel services in competition with the optimum mode will be avoided.

For those services of a more commercial nature, market entry will be regulated only through quality and safety criteria and direct competition will be permitted.

Where rail is shown to be the most economic mode, typically in high volume corridors and over longer distances, it will be strongly supported, provided that the quality and level of service is first brought to an acceptable standard.

Integration of Modes

Integration and co-ordination of modes will be strongly supported. Modal integration should be facilitated by measures such as integrated ticketing systems, co-ordination of timetables, and provision of well-located and well-designed modal transfer facilities.

Quality Charter

A "Quality Charter" for public transport will be developed for the Province. The purpose of the Charter will be to establish minimum standards which the Province will seek to attain.

Planning authorities will be required to conform to this Charter in the planning of services, although they will be entitled, within the parameters of the provincial charter, to develop their own charter tailored to their particular circumstances.

Safety and Security

High priority should be given to the implementation of strategies and measures required to ensure the safety and security of passengers.

The Department will ensure that strategies and measures to ensure the safety and security of public transport passengers are included in public transport plans.

Strategic Objective 3: To establish an effective and enforceable regulatory system

Regulation of Transport

Essential public transport services catering for basic mobility needs of commuters will be regulated for market entry through the use of operating licences. For such services competition on the route will be regulated to avoid direct competition.

On services geared to more discretionary and casual travel, which can be sustained through a more commercial orientation to service provision, direct competition for and on the route will be permitted and regulation will be limited to the quality control aspects.

Planning authorities through the preparation of transport plans will determine the demand for additional services and operating licences.

The licensing of operators providing services within the area of a transport authority will be the responsibility of the transport authority, and will be undertaken in accordance with the transport plans developed by that transport authority.

The regulation of services traversing transport authority and District Council boundaries will be the responsibility of the Department.

Law Enforcement

Public transport will be strictly enforced for compliance with operating licences.

The responsibility for enforcement will be a shared function between the Road Traffic Inspectorate and the traffic departments of municipalities.

Monitoring Capability

The Department will introduce streamlined and more cost-effective systems of monitoring for compliance with contract specifications, where services are rendered in terms of subsidised contracts, by utilising advanced information technology based systems.

Strategic Objective 4: To ensure a financially and environmentally sustainable public transport system

Land Use / Transport Integration

There will be integration of transport planning and land use planning to bring about more efficient and sustainable forms of urban development focussing on densification and in-filling, development of corridors which are both supportive of and supported by transportation systems. Subsidies will be focused on services supportive of the development of transport corridors.

Competitive Provision of Services

Competitive tendering processes will be used in the procurement of subsidised public transport services, save that negotiated contracts may be entered into to achieve specific objectives such as the restructuring of parastatals, to underpin empowerment initiatives and to achieve modal integration.

The Department will review the current procedure for tendered contracts with a view to lowering the costs of subsidised service provision, creating greater opportunities for SMMEs and ensuring a more operationally efficient and cost effective method of contract monitoring.

Road Based Public Transport Services

The policy of the Department is that road based public transport services be operated by the private sector.

In terms of this policy, parastatal operators must be restructured to remove them from the direct responsibility of the operation of road based public transport.

This policy shift does not necessarily preclude public entities from retaining ownership of strategic assets, both fixed and movable such as workshops, depots and vehicles, provided wider strategic objectives can be attained such as:

- greater control over strategic elements of the transport system
- improved overall efficiency of the transport system
- encouragement of service rationalisation and the development of an integrated system
- stimulation of economic empowerment and the removal of entry barriers confronted by disadvantaged groups
- optimisation of the investment inherent in existing government infrastructure
- improved quality and levels of service at a reduced cost to funding entities
- facilitation of an integrated system identity and the safeguarding of quality standards across all segments of the transport system

Formalisation and Recapitalisation

The Department will facilitate and support projects aimed at formalising and re-structuring the taxi industry with a view to placing it on a more financially sustainable basis.

The need for recapitalisation of the taxi industry is endorsed as part of enhancing the operational effectiveness and viability of the industry.

Strategic Objective 5: To satisfy the requirements of passengers with special needs within affordable limits

Special Needs Passengers

The transport plans prepared by planning authorities must include strategies and specific projects to meet the needs of persons with disabilities. The Department will support and consider funding projects put forward by planning authorities which cater for the needs of persons with disabilities.

Planning authorities will be required to assess the demand for learner transport and assess the financial implications thereof. Due to the sub-economic fares normally applicable to this segment of the passenger transport market, the Department will investigate ways to cater for the transport needs of learners through optimisation of existing public transport services.

Strategic Objective 6: To promote projects which contribute directly to economic development, job creation, capacity building and skills transfer

Involvement of SMMEs

Projects which bring about the direct involvement and empowerment of SMME's in the public transport system will be supported.

Opportunities will be created for SMMEs to enter the arena of subsidised service provision. To this end, smaller operators will be provided with the necessary skills and expertise to become serious contenders under the competitive bidding process. This is particularly relevant in the case of taxi operators and smaller bus operators who will be encouraged to participate in the operation of contracted services either on an individual basis or in partnership with larger operators.

Diversification of Taxi Industry

The involvement of the taxi industry in the provision of public transport in the more formal transport sector will be facilitated. In particular, the Department will facilitate diversification of the activities of taxi co-operatives with a view to improving the overall operational effectiveness and viability of the taxi industry**.**

In pursuit of this policy objective the Department will promote the involvement of the taxi industry in the operation of contracted services.

Strategic Objective 7: To ensure sustainable funding for the development and provision of public transport

Sources of Funding

The Department together with other spheres of government will seek to secure sustainable funding sources for the development and provision of transport. As far as possible, the funding sources and the power to raise funds will be placed at the level of the authority responsible for executing the function. The criteria for allocation of funding will recognize the need to direct funds to those areas of greatest need.

As far as possible the user pay principle will be adopted in the use of transport services and facilities.

Strategic Objective 8: To develop a public transport system that promotes enhancement of rural development

Rural Transport

Priority will be given to enhanced mobility and access to transport in the undeveloped rural areas so as to provide greater opportunity for access to jobs, education, health and recreational facilities.

The Department will place emphasis on public transport projects supportive of and supported by the creation of social development centers in rural areas.

Strategic Objective 9: To develop a public transport system that ensures the safety of operators and passengers

The Department will ensure that public transport operators comply with provincial road safety objectives, as well as with the code of conduct for operators and drivers of public transport services.

3.3.2 Provincial Legislative Framework

The Province is in advanced stages of passing the KwaZulu-Natal Public Transport Bill into law. The Bill, which has recently been certified by the Provincial State Law Advisor, provides the basis for the attainment of the strategic objectives set out in paragraph 3.3.1 above and contains ground breaking provisions dealing with aspects such as:

- the assignment to planning authorities of responsibility for needs determination in line with the strategic objective which calls for a shift in service provision from a "supplier driven" system to a "demand driven" system
- the establishment of public transport forums to facilitate consultation with stakeholders including the various modes and commuter representative bodies
- the protection of passengers through the introduction of strict measures to monitor and regulate the conduct of operators who do not provide the services for which they hold operating licences
- the need for enhanced safety in public transport operation and the protection of the interests of users through the imposition of requirements related to passenger liability insurance
- emergency measures to deal with crisis situations in the public transport sphere, under circumstances where the MEC considers it necessary to normalize transport services affected by violence, unrest, conflict or instability
- measures for the introduction of registration in respect of the bus and metered taxi industries
- measures to facilitate the introduction of an accreditation system for operators of public transport services and drivers of public transport vehicles
- empowerment of the Registrar enabling him or her to intervene whenever the ability of a taxi association to govern its affairs is under question
- measures to deal with officials who engage in specified unauthorised public transport related activities
- measures to streamline the implementation of the conversion of permits to operating licences and the finalisation of the legitimisation process through which bona fide unlicensed operators will be able to obtain the necessary operating licences
- strict measures dealing with non-compliance with the various legislated requirements for public transport operation

In addition the KZN DOT is presently making arrangements for the drafting of the necessary regulations that will accompany the Bill.

4. SPATIAL DEVELOPMENT FRAMEWORK

4.1 BACKGROUND

National policy, as expressed in the White Paper on National Transport Policy (N DOT, 1996), recognises that fragmentation of responsibility for planning and the legacy of apartheid policies has led to low density development, spatially dislocated settlements and urban sprawl - resulting in inordinately long commuting distances and times, low occupancy levels, high transport costs and low cost recovery. In response, policy (as expressed in the abovementioned White Paper) is to support land use and spatial development in support of land passenger transport:

"land use development proposals must be subject to a land use/transport policy framework within an agreed development planning process" (p. 26).

A number of policy actions (seven) are put forward, which provide for densification and efficient land use/transport interaction.

The NLTTA enshrines this policy in legislation, and states that transport plans must be developed within the context of the integrated planning process and so as to:

"*18(3) (a) enhance the effective functioning of cities, towns and rural areas through integrated planning of transport infrastructure and facilities, transport operations including freight movement, bulk services and public transport services within the context of those integrated development plans…".*

Section 18 of the Act also goes on to state that transport plans must:

- Direct employment opportunities and activities, mixed land uses and high density residential development into high utilisation public transport corridors interconnected through development nodes within the nodes.
- Discourage urban sprawl where public transport is inadequate.
- Give priority to infilling and densification along public transport corridors (p.22).

In accordance with the direction given by national policy and legislation, this chapter of the report provides an overview of the current spatial development and land use initiatives within, or affecting, the uMgungundlovu District Municipality – in order to ensure that public transport planning is directed to support these initiatives.

In the review of the spatial development and land use initiatives within, or affecting, the uMgungundlovu District Municipality, the following key documentation/information has been considered:

- the Integrated Development Plan and associated Spatial Development Framework for the uMgungundlovu District Municipality;

- the Integrated Development Plans and associated Spatial Development Frameworks for the seven Local Municipalities within the uMgungundlovu District (i.e. the uMshwathi, uMngeni, Mpofana, Impendle, Msunduzi, Mkhambathini and Richmond Local Municipalities);

- the uMgungundlovu District Municipality KZDMA22 Needs Assessment Study report for KZDMA22;

- the Guidelines for the Land Use Management Framework for the uMgungundlovu District Municipality report; and

- information relating to one of the KwaZulu-Natal Spatial Development Initiatives (SDIs) which impacts on the uMgungundlovu District Municipality.

Projects identified in the IDPs which have specific relevance to public transport are underlined.

4.2 DISTRICT AND LOCAL INTEGRATED DEVELOPMENT PLANS (IDPs) AND ASSOCIATED SPATIAL DEVELOPMENT FRAMEWORKS (SDFs):

In terms of Chapter 5 of the Local Government: Municipal Systems Act, No. 32 of 2000, all municipalities in South Africa are required to prepare and adopt Integrated Development Plans (IDPs). An IDP is the principal strategic planning document which guides all planning, budgeting, management and decision-making in a municipality. It is the product of an Integrated Development Planning process, which entails extensive public participation. An IDP is prepared for a five-year period, but is reviewed on an annual basis. An IDP comprises four components, namely an analysis of the existing situation in a municipality, a strategic framework (comprising a vision, objectives and strategies), project proposals and a set of integrated programmes and plans (including a SDF).

In particular, this section of the report has been informed by the SDFs contained in the IDPs of the District Municipality and the various Local Municipalities. The SDFs provide a broad indication of where different types of development should take place within the various municipalities, i.e. they provide spatial guidance for development. The development nodes and corridors identified in the various SDFs have been key informants with respect to this study.

Attention is drawn to the fact that all municipalities in KwaZulu-Natal are currently undertaking a review of their IDPs (namely the 2005/06 Review). In many cases the current reviews also entail reviews of the SDFs. However, at the time that data was collected for the purposes of compiling this section of the report, the 2005/06 Reviews were still in progress.

Only data from approved IDP documents has therefore been included in this chapter of the report.

4.2.1 uMgungundlovu District Municipality's IDP and associated SDF

The uMgungundlovu IDP was adopted in April 2002. The IDP Review 2003/4 was adopted in October 2003. As stated above, the 2005/6 Review is currently being finalised. In regard to the IDP's revised strategic framework, one of the "Strategic Issues" that was identified in relation to the Strategic Focus Area "Access to Infrastructure for All" was issue "2.4 Access to Roads and Transport". The formulation of this Public Transportation Plan seeks to address this issue.

The following transportation projects were identified in the 2003/4 IDP Review document:

Strategic Issue 2.4: Transportation:
Project: Preparation of Transportation Sector Plan.
Establish greater levels of alignment between District and Local IDPs and the activities of the Department of Transport.

With reference to the district SDF (see map in Annexure D), the following hierachy of development nodes was identified: Pietermaritzburg as the District Centre; New Hanover, Howick, Mooi River, Impendle, Camperdown and Richmond as the primary nodes; and Middelrus, Rosetta, Boston, Mpophomeni, Taylors Halt, Hilton, Wartburg, Etsheni, Maqongqo, Thornville, Eston, Mid Illovu and Inhlazuka as the secondary nodes. The SDF also identified a number of development corridors. The primary corridors were identified as the following – the R33 (linking Pietermaritzburg and Greytown), the R622 (linking Mooi River and Greytown), the R103 (parallel to the N3), the link road from Pietermaritzburg through Vulindlela to Bulwer and the link road from Pietermaritzburg to Richmond. Numerous secondary corridors were also identified, namely the link roads from Pietermaritzburg to Table Mountain; from Pietermaritzburg to Thornville; the R617 from Maswazini via Mpophomeni to Howick; the road linking Howick via Curry's Post to Mooi River; the road from Nottingham Road to Bulwer; the road from Nottingham Road to Underberg; and a new access road through Impendle.

4.2.2 uMshwathi Local Municipality's IDP and associated SDF

The uMshwathi IDP was adopted in 2002 and the 2002/03 Review was adopted in April 2004. One of the Strategic Issues identified in the IDP was "Integrated and Co-ordinated Housing and Service Delivery". The following roads/transportation programmes were identified in relation to this issue: "2.5 Access Roads" and "2.6 Road Upgrades". The IDP listed 21 "approved" roads projects (i.e. projects for which funding had been allocated), as well as the New Hanover Taxi Rank project.

The following additional projects were identified in the uMshwathi IDP 2002/2003 Review document:

2002 IDP PROJECT REF.:

3.11.1 Construction of all weather roads to clinics, schools and service centres.

3.11.2 Construct passing lanes and arrester beds at strategic points along the R33 (primary corridor).

3.11.3 Upgrade an improve access roads to and through service centres (Place Names: P9, New Hanover to Wartburg, P153, D15, Ekhamamanzi to Fawn Leas, New Efaye to Appelsbosch, Appelsbosch Hospital, D86 to Ekhamanzi, P381 to Embulwane Tribal Court and Ekhamanzi Mission, Makhunbu, Mjele, Mthulini, Madladla, Inqolayolwazi, Hlathini, Phewa, Khanyile, Mfeka/Doboti, Enkomeni, Malenji, D82 to Skhotho, Echameni, Ezinkalweni, R614 to Nene's Farm, black topping of R614, D82 and D381, D156, P157, P278 Holley Road, Khanyile/Gobizembe, Broadmoor, Bhuqwini, Maphumulo, Makwana, Hlatikhulu to Mzwakhe, brige for Zondi Road, Jeslinah, Jinaton, Mahangula, Ngobese, Ngobhiyeni, Naselekwini, Sududla, Jonono, Diphini, Dlothovu and Bhengu).

3.11.4 Provide safe passage for pedestrians in congested areas.

3.11.5 Provide road signage and information billboards along key routes.

3.11.6 Develop taxi ranks and stop over points in key locations linked to periodic markets.

3.11.7 Support proposed N3 by-pass initiative.

The uMshwathi IDP's SDF identified the R33 as a primary corridor, the N3 as a secondary corridor and the Seven Oaks-Inadi-Mount Elias, Cramond-Mpolweni-Wartburg and the Windy Hill-Wartburg roads as lower order/tertiary corridors. The primary node in the municipality was identified as New Hanover, with Wartburg, Etsheni and Swayimane being identified as secondary nodes. Numerous tertiary nodes were also identified in the SDF, namely Cramond, Efaye, Ntanzi, Appelsbosch, Harburg, Mpolweni, Mayizekanye and Cuphulaka.

4.2.3 uMngeni Local Municipality's IDP and associated SDF

The uMngeni IDP was adopted in June 2002 and was reviewed in August 2003. The IDP identified the following needs in relation to roads/transport – Main Road 1 was narrow, had a poor drainage system and was in a poor condition; local roads (which were mostly gravel) were in poor condition; and all taxi ranks in the area required improvement and/or expansion. An "Engineering Services Report" noted that, in general, here was a great demand for access roads (especially in the rural areas). Road access to social facilities such as schools and clinics was also needed. The report went on to provide an overview of the existing situation with respect to roads in the Howick, Hilton, World's View, Nottingham Road, Lidgetton West, Lions River, Balgowan, Fort Nottingham and Curry's Post areas. The report concluded that, in summary, the towns and villages were reasonably well serviced and that the focus should be on the provision of roads in the surrounding rural areas. The

role played by the N3 and R103 roads with respect to the successful Midlands Meander tourism route was highlighted in the IDP.

The IDP's Strategic Framework identified one of Objectives in relation to "Infrastructure and Services" as "Improve accessibility in rural areas and improve road linkages between rural and urban components" (June 2002, p.4). Several Strategies were outlined in this regard, including "Prepare and implement a plan for the provision of commuter facilities in appropriate locations"; "Investigate the feasibility of a Public Transport System especially to serve schools"; and "Upgrade rural road network based on community needs along the Midlands Meander as identified in the spatial framework and roads upgrading and maintenance plan" (June 2002, p.4). Section 2.2 in Section 3: Integrated Programmes and Plans of the 2002 IDP document provided an "Integrated Transportation Plan". The plan provided a summary of the abovementioned issues, objectives and strategies and a list of 22 projects.

The following projects were identified in the uMngeni IDP (2003/4 Review, August 2003):

A1 In consultation with DOT and DC prepare Roads and Stormwater Plan.
A2 Set up and implement Community-based road maintenance programme in consultation with DOT and DC.
A3 Formulate and implement strategy to reduce use of main roads by heavy vehicles and to provide designated stopping areas for heavy vehicles.
A4 Reach agreement with DOT on an upgrade and maintenance programme for district road network servicing Midland Meander.
A5 Traffic calming measures on R103 where it passes through settlements (Lions River, Lidgetton).
A6 Road maintenance for Dulela Community (District Road).
A7 Widening of R103 from Rotunda to KZNPA Camp for Cedara Community.
A8 Upgrade stormwater works and all roads that need tarring at Mpophomeni.
A9 Re-open and upgrade existing roads at the Triandra Community area.
A10 Tar the road from Fort Nottingham to Dargle and from Dargle to Impendle.
A11 Tarring of specified roads for Hawkstone Community.
A12 Upgrade Zeederberg Road.
A13 Traffic calming measures on Valley View Road; traffic lights at Ware and Amber Avenue.
A14 Maintenance of existing roads in the entire municipal area.
A15 Upgrade and repair main road as part of maintenance of tourist infrastructure.
A16 Tar the road from Curry's Post to Mount West.
A17 Tar Birnham Wood Road.
A18 Improved stormwater management and seepage control (at Injoloba High School).
A19 Roads rehabilitation for the entire municipal area.
A20 Upgrade existing bridge (over uMngeni River) in Howick.
A21 Provide pedestrian bridge over uMngeni River linking Howick West and KwaMevana.

A22 Installation of traffic signals at Amber Avenue and Main Street, at Karkloof and Main Street, as well as in Mpophomeni.

A23 Prepare and implement a plan for the provision of commuter facilities in appropriate locations.

A24 Undertake a feasibility study of a Public Transport System especially to serve schools in rural areas.

The uMngeni IDP's SDF identified the N3 as the primary corridor, the R103 as a secondary corridor and the Hilton College Road as a lower order corridor. The primary nodes in the municipality were identified as Howick and Hilton, with KwaMevana, Cedara, Mpophomeni and World's View being identified as secondary nodes. Two tertiary nodes were also identified in the SDF, namely Lidgetton and Nottingham Road. The need to develop the Mpophomeni-Howick corridor was identified as being important in the integration of these two areas. In particular, the Midlands Meander was highlighted as an important tourism area. Attention was also drawn to the need for improved links with Impendle, through the upgrading of the existing road linking the two municipalities.

4.2.4 Mpofana Local Municipality's IDP and associated SDF

The Mpofana IDP was adopted in June 2002 and the first review was adopted in October 2003. The IDP noted that Mpofana occupied a strategic location – having the N3 running thorough the municipal area and having a road network linking the municipal area to the outlying Drakensberg areas (which gave it a competitive advantage in terms of tourism). The October 2003 IDP Review noted that, in terms of the 2001 Census data, the "mode of transport" for 38% of the residents of Mpofana area was "by foot". Two of the Strategic Issues identified in the 2002 IDP's Strategic Framework which are relevant to this report were Strategic Issue 1: Economic Regeneration and Strategic Issue 4: Providing Basic Infrastructure.

The following roads/transportation projects were identified in the July 2002 Mpofana IDP (and confirmed during the 2003 IDP Review):

Strategic Issue 1: Economic Regeneration:

1.1 Establish environment conducive to economic development: Projects:

- Upgrading of alternative routes.

Strategic Issue 4: Providing Basis Infrastructure:

4.5 Access to Transport Infrastructure: Projects:

- Upgrading of major transport routes (i.e. N3 and R103).
- Upgrading of road infrastructure – Ward 1 (Harry Qwala Park; Helen Brown; CBD area).
- Upgrading of road infrastructure – Wards 2 (Pumlaas, Tendele road) and 4 (D56 and D51).
- Street names (especially Bruntville).
- Upgrading of public walkways (including subway).
- Development and implementation of a rural roads Operation and Maintenance Plan.
- Investigate feasibility of providing appropriate public transport facilities (provision of taxi shelters; upgrading/consolidation of Mooi River taxi ranks; construction of office for local taxi industry).

The Mpofana IDP's SDF identified the N3, the R103 and the R74 as primary corridors. The identified secondary corridors were the R622, P164, P165, the Mooi River-Giants Castle road and P174. The primary node was identified as Mooi River and the secondary nodes as Rietvlei, Middelrus, Tendele and Rosetta.

4.2.5 Impendle Local Municipality's IDP and associated SDF

The Impendle IDP was adopted in 2002 and the Impendle IDP: First Review was adopted in December 2003. The IDP noted that the municipal area was isolated and located away from major tourist and trade routes and that there was therefore a need to integrate the area into the spatial economy of the district and sub-district. While the municipality was far removed from the main movement system in the district, the IDP's Strategic Framework identified two important tourist routes that ran at the edges of the municipality (namely the road linking Pietermaritzburg and Underberg which ran along southern boundary and the link road between Mooi River and Underberg which ran through Loteni along the north-western boundary. It was noted in the IDP that the municipality's key economic opportunities lay in the tourism and agricultural sectors. In regard to the local movement system, the most important transport routes were identified as the main road through Impendle to Nottingham Road, the main road from Nottingham Road to Underberg and the district roads from Impendle town to Himeville, Loteni and Underberg.

Two strategies were identified in the IDP's "Technical Programme" in relation to transportation. They were as follows: "6) Facilitate provision and maintenance of access roads. Activities: Facilitate upgrading and tarring of all major roads by 2007. Facilitate representation of Impendle Municipality in the Transportation Forum" (p.49).

The following projects were identified in the December 2003 Impendle IDP First Review document:

Basic Infrastructural Services: C. Roads: Projects:

- Ward 1: Nhlathimbe, Nkangala-Glen, Loteni, Nzinga and Stoffelton/Makhuzeni roads.
- Ward 2: Swampo, Brington, Ngunga, Ntshiyabantu, Emadiphini roads.
- Ward 3: Smilobar, Lindokuhle, Ntokozweni, Kwakhetha, Novuka roads.
- Ward 4: Nhlabamkhosi, Gomane roads.
- Town: Impendle Town roads; local airport.

The Impendle IDP's SDF identified the following as primary corridors in the municipal area: P28-2, P27-2, P129, P127-1, P130 and P7-2. The secondary corridors were identified as D1357, P132 and P135. The two tertiary corridors were P277 and D6. The primary node was identified as Impendle, the secondary node as Boston and the tertiary nodes as Enguga/Ntshiyabantu, Lotheni and Stoffelton (and Nzinga). In regard to tourism development, the P132 road was highlighted as being an important linkage to the Midlands Meander.

4.2.6 Msunduzi Local Municipality's IDP and associated SDF

The Msunduzi IDP was adopted in May 2002. The IDP's analysis section provided an overview of the situation pertaining to a) roads and drainage management and b) transportation. In regard to roads, the some of the needs/priorities that were identified were the following: access to private land in Edendale, and bus/taxi route corridors in Edendale to be reviewed and approved; and capital budget requirements to maintain (or better, slightly increase) service condition of whole road network. In regard to transportation, it was noted that the municipality was designated the Core City of the Pietermaritzburg Metropolitan Transport Area and had been assigned functions in terms of the NLTTA. Attention was drawn to the fact that there had been no Metropolitan Subsidy (national funding) to implement projects of a metropolitan scale, that funding generally was tending to diminish and that there was an increasing backlog of capital projects. It was stressed that transportation routes were key elements in the success of a "corridors and nodes" development strategy and that efficiency and equity in the linkages between places of residence, work and recreation needed to be addressed (for the benefit of those who were least advantaged in the city's structure). It was concluded that, in order to have a significant impact, the arrangement of the movement routes and their major intersections would have to be reviewed and possibly revised to address the city's radial movement structure.

In regard to the IDP's "Strategic Programme", the Mission of the municipality is to facilitate, plan, provide, manage, maintain and support, *inter alia*, infrastructure and appropriate services. One of the strategic goals set out in the IDP is "Access to Sustainable Services and Facilities" (including roads, drainage, transportation facilities and nodal service centres). In relation to service provision, some of the objectives that were set were the following:

- complete limited extensions to present highway network and ensure system maintenance is sufficient;
- adequate affordable road construction to new nodes, industrial and housing areas; and
- implement new and improved public transport interchange facilities for safety and efficiency.

The Strategy that was identified in this regard was "Roads and Transportation Services Provision". The Programme/Projects that were identified in the May 2002 Umsunduzi IDP in relation to the roads/transportation strategy were the following:

- MTAB Overall Transportation Plan;
- Water Course Crossings (priority planning; priority construction);
- Drainage and Catchment Management System (plan; implementation);
- Outsourcing Minor Works (preparation; implementation);
- Roads Backlog Reduction (preparation; implementation);
- Taxi Facilities – General;
- Taxi Facilities - Central Area (Symons Centre Basement; Freedom Square; Asmals Car Park; Berg Street Beerhall; Retief; and Other);
- Rehabilitation of Gravel Roads in Edendale;
- New Road Linkages;
- Side- and Foot walk Construction;
- Land Transport Planning and Management; and
- Liaison with District and DOT.

The Msunduzi IDP's SDF identified the N3 as the primary corridor in the municipal area. The R56 and R33 were identified as the secondary corridors. Numerous primary nodes were identified in the SDF, namely Zinqamu, Emafakatini, Taylors Halt, Mtoqotho, Sweetwaters, Azalea, Georgetown, Imbali, Mason's Mill, Hayfields, Durban Road, Corobrick, Eastwood, Northway, Manchester Road and Greytown Road. The secondary nodes were identified as Elandskop, Santi, Willowfontain, Caluza, Edendale, Qokololo, Southgate, Polly Shorts, Alexandra Road, New England Road, Mayors Walk, Cascades and Bishopstowe. The tertiary nodes were identified as KwaMpande, Gezubuso, Ngubeni, Sinathing, Caluza Harewood, Machibisa Mabulala, Dambuza-Eringini, Quarry, Imbali Office, Slangspruit, Foxhill, Ashburton, Jesmondene and Copesville.

4.2.7 Mkhambathini Local Municipality's IDP and associated SDF

The Mkhambathini IDP was adopted in 2002 and was reviewed in October 2003. The 2005/6 review is currently being finalised. The IDP noted that all major economic developments in the municipal area were located along the roads/corridors and that the roads in the Traditional Authority needed substantial upgrading. The IDP highlighted the fact that the current spatial structure of the municipality was very inefficient and that Camperdown (the main economic centre) was inaccessible to the majority of the municipality's population – who were located in remote areas in the northern and southern portions of the municipal area. Attention was also drawn to the proposed direct link between road R103 and D417, in order to provide good access to the proposed "Big Five"/Mkhambathini Game Reserve in the north-western portion of the municipal area.

Given the above, one of the strategies identified in the IDP was to develop, upgrade and maintain roads (p.57). The following projects were then identified in the 2003/4 IDP Review (the most recently adopted review) as part of the Infrastructure Development Programme:

TAXI RANKS:

- Eston;
- Mid Illovo;
- Ogagwini;
- Maqonggo; and
- Ngilanyoni.

ROADS:

- Link between R 103 and D417 (Big Five Game Reserve);
- Umsunduzi Road;
- Culvert of A923;
- Sonzica Road (A3620) – 1,8km;
- Ezibhananeni Road (A3585) - 0,9km; A938 – D977 ext. – 1,6km;
- Meyiwa Road – 2km;
- Tilongo Road - 2km; A2481 – 2km;
- Rehabilitation of P5 – 4km;
- Reseal of P7 – 4km;
- Rehabilitation of P603;
- Rehabilitation of P5;
- Reseal of P25;
- Reseal of P127;
- Reseal P423;
- Mampongo;
- Khayelihle;
- Malizayo;

- Isongeni;
- Makhalanjalo;
- Monkemba Gumede;
- Kwathomi;
- Mgwenya;
- Sonzica;
- Soqungqu Mthembu;
- Esigodini;
- P 26;
- P556;
- D1009;
- P 118 (Ismont); and
- Ngilanyoni.

The Mkhambathini IDP's SDF identified the N3 as the primary corridor in the municipal area. The secondary corridors were identified as the R603 and R624. Several tertiary corridors were also identified. The primary node was identified as Camperdown/Umlaas Road, the secondary node as Eston and the tertiary nodes as Mid Illovu, Naqongqo, Ezimwini and Ophokoweni.

4.2.8 Richmond Local Municipality's IDP and associated SDF

The Richmond IDP was adopted in 2002 and the first review was adopted in August 2003. One of the Objectives set out in the IDP's Strategic Framework (in relation to Strategic Issue 4 – Housing and Basic Service Provision) was "to ensure that all residents in the municipality have an acceptable level of access to primary road infrastructure and various facilities and services within the Richmond Municipality" (p.22).

The following roads/transportation projects were identified during the 2003 IDP Review process:

Strategic Issue 3 (Diversification of the Economy); 4. Key projects for 2003/4:

- Single taxi rank in Richmond Village.

Strategic Issue 4 (Housing and Basic Service Provision); 4.4 Road Infrastructure:
4.4.4 Key Projects for 2003/4:

- Closer links with RRTF and influence planning of DoT.
- Upgrading/maintenance of R56 (continue).
- Undertaking feasibility study for the upgrading of the Inhlazuka access road.
- Ongoing rural road upgrading/maintenance projects by KZN DOT (D733: 0-2km; D1036: 0-1km; D1034: 0-3km; A2482: 0-2km; A1056/A1061; P115: 0-21km).

The Richmond IDP's SDF identified the P5 road as the primary corridor, the P115 road as the secondary corridor and the P8, D5-8, P334 and P116 roads (as well as the road off P115 to Inhlazuka) as tertiary/lower order corridors.

The primary node was identified as Richmond, while the secondary nodes were identified as Thornville and Inhlazuka. The identified secondary service centres were identified as Enukumane Mission, Thornville and Byrne, while Mgxobeleni, Ndaleni, Simozomeni, KwaMagoda, Lincoln Haven and Hopewell were identified as tertiary nodes. A tourism corridor, linking Richmond with cultural heritage areas and scenic landscapes, was also identified in the SDF. Further, the P56 road was identified as an important linkage to areas outside of the municipal area.

4.3 KZDMA22 NEEDS ASSESSMENT STUDY

In addition to the abovementioned seven Local Municipalities, there is one District Management Area located within the uMgungundlovu District – namely KZDMA22.

KZDMA22 comprises the Kamberg Nature Reserve, which is located within the Ukhahlamba Drakensberg Park. While the Kamberg Nature Reserve is an Ezemvelo KZN Wildlife nature reserve, KZDMA22 falls under the jurisdiction of the district municipality with regard to spatial development and land use management matters.

The uMgungundlovu District Municipality commissioned a "Needs Assessment Study" of KZDMA22 during 2003. Completed in January 2004, the study found that as the area formed part of the Ukhahlamba-Drakensberg World Heritage Site, it accordingly provided good opportunities for appropriate tourism activities. The assessment also revealed that while there is one formal track providing access to various tourist attractions within the area, there were no other formal roads in this particular area.

In terms of roads/transportation projects identified in the "Needs Assessment Report", the following were identified:

- the tarring of main roads P178 and P168;
- the improvement of existing roads; and
- a pedestrian crossing over Mpofana River at Tendele 2.

While a SDF has still to be prepared for this area, the "Needs Assessment Study" made a number of recommendations (made in line with the vision and principles of the Drakensberg Special Case Area Plan [SCAP]) in this regard. They included the following:

- the need to maintain the current draft zoning within the protected area;
- the need for a graduation of development intensity away from the borders of the study area (particularly the eastern border) – which implies the need for a "buffer" zone along the western boundary; and

- adjoining the" buffer" zone, the need for a flexible transition zone within which low intensity uses will be allowed.

4.4 Guidelines for the Land Use Management Framework for the uMgungundlovu District Municipality

In addition to the abovementioned IDPs, a recent project commissioned by the District Municipality has also proved to be a valuable source of information for the purpose of compiling this chapter of the report. The project report entitled Guidelines for the Land Use Management Framework for the uMgungundlovu District Municipality (June 2004) contains an overview of the SDFs of the municipalities in the district. It was compiled for the purpose of informing the establishment of Land Use Management Systems by the Local Municipalities within the district (a Land Use Management System comprising wall-to-wall Planning Schemes covering an entire municipal area). It is noted that the Land Use Management Systems are currently being formulated by local municipalities in KwaZulu-Natal with grant funding provided by the Department of Traditional and Local Government Affairs.

4.5 SPATIAL DEVELOPMENT INITIATIVES (SDIs) IN KWAZULU-NATAL IMPACTING ON THE uMGUNGUNDLOVU DISTRICT MUNICIPALITY

The national Department of Trade and Industry has initiated seventeen SDIs in Southern Africa, as part of its enterprise industry promotion programme. They entail the focusing of high level support on areas where socio-economic conditions require concentrated government assistance and where there is inherent, unutilised economic potential. In particular, SDIs are playing a key role in leveraging economic development around industrial/transport nodes and along specific development corridors. Within KwaZulu-Natal, the only SDI which impacts upon the uMgungundlovu District is the KwaZulu-Natal Industrial SDI – which is focused on the Pietermaritzburg/Durban/Richards Bay axis.

5. NEEDS ANALYSIS

5.1 INTRODUCTION

Closer evaluation of the policy and legislative environment as detailed in Chapter 3 reveals one major policy thread; to ensure that public transport planning is needs driven. The Moving South Africa document is very explicit in its objective of ensuring that public transport planning is needs driven. It asserts that the trend of urban passenger transport has to be reversed from commuter based modal transport to customer-based public transport.

The uMgungundlovu District Municipality was equally of the view that the PTP formulation exercise had to be participatory in character by taking the views of primary stakeholders on board viz:

- Commuters
- Elected representatives (councillors)
- Operators (bus and minibus taxi operators)
- Officials responsible for transport planning matters

The interaction with the stakeholders was intended to achieve the following objectives:

- Provide greater insight
- Allow co-ownership of the process

5.2 PROCESS

It was agreed that the process of identifying public transports needs and issues be undertaken at the local level, with public participation workshops being held in each local municipality. The intention was to gain as wide a representation as possible at these workshops, with input from all stakeholders in public transport. For this reason the following categories of stakeholder, where applicable, were targeted for attendance at these workshops:

- Ward Councillors and Ward Committee Members
- Members of Transport Forums
- Minibus-Taxi Operators and Associations
- Bus Operators and Organisations
- Local Authority Officials Responsible for Transport Matters
- Traffic Authorities – Local and Provincial
- Provincial Authorities Responsible for Transport Matters

5.3 WORKSHOPS HELD

Workshops were held as follows:

MUNICIPALITY	DATE	ATTENDANCE
Richmond	23 August 2004	14
Mooi/Mpofana	14 September 2004	26
Umngeni	16 September 2004	25
Mkhambathini	16 September 2004	45
UMshwathi	21 September 2004	25
Msunduzi	19 September 2004	25
Richmond	25 September 2004	18

Due to severe resource constraints within the Impendle Municipality it was not possible to secure a workshop. However, input was obtained from an Impendle official at a Planners and Officials Workshop held on 23 November 2004.

The reason that two workshops were held in Richmond is that the first one was called at short notice, and the participants requested that they be given more time to gather feedback from their constituents as well as an opportunity to widen the representation.

5.4 ARTICULATED NEEDS

The various needs and issues expressed by representatives at the workshops are summarised below according to category.

5.4.1 Infrastructure

In all local municipalities there is a severe need for additional infrastructure investment in order to improve public transport services. This involves all aspects of public transport infrastructure, from roads to facilities. Specific items raised at the workshops included the following:

- The need for rank facilities (water, electricity, toilets, telephones and in some cases office space) at all ranks throughout the uMgungundlovu District.
- In many areas there is a need for off-street ranks, as well as lay-byes at stopping points.
- In some areas there is an urgent need for existing toilet facilities to be upgraded and properly maintained.
- Poor road conditions in many areas preclude the provision of readily accessible public transport. In many instances the service provision gap is filled by LDVs and bakkies.
- Ranks operating on private land can be problematic, without adequate controls in place.

- Funding for urban road infrastructure remains low, leaving vehicles at the mercy of poor road conditions.

5.4.2 Operations

- There is a need for commuters to enjoy more choice, particularly in respect of mode, for public transport. It appears that in some communities the taxi operators are holding the commuters to ransom, leaving little choice in terms of mode, schedule or fares.
- Services after 7pm are largely non-existent, leaving many people without transport for vital aspects of their lives such as visiting hospitals.
- In addition, services are also largely non-existent between normal peak periods, leaving people stranded should they wish to travel in this time.
- The uMgungundlovu District has insufficient subsidised bus contracts, with many communities in severe need of affordable transport. In addition, some areas have more access to public transport than others, highlighting the need for greater balance in the provision of accessible and affordable public transport.
- Customer service and service standards need more focus in the public transport industry.
- A suggestion was made to subsidise routes as opposed to modes, so that whatever mode is providing transport on a route would receive the relevant subsidy.
- It would appear that in some areas taxis are not operating over the full length of their routes, particularly on Mondays, with the outer limits of their routes being ignored as vehicles can be filled closer in to the central areas. This leaves commuters in these outlying areas stranded.
- Taxi fares are increased without any consultation between operators, the KZN DOT and the public.
- Petrol filling stations in some areas close after 6pm, leaving public transport operators without the resources to deliver their service.
- Subsidised bus contracts need to be more closely monitored to ensure the bus companies are meeting their contractual obligations.
- Pensioners using public transport (in many cases bakkies) are being charged far too much to be transported to their pension pay-out points. These fares are often far more than the normal fares.
- Transport between areas is often highly inefficient for the public, with no direct services between key areas eg. services from Mpushini to Camperdown operate via Pietermaritzburg.
- In some rural areas farm workers waiting for transport are overlooked because taxis are full by the time they leave the urban ranks, leaving no space for people waiting along the way.
- In some areas it was noted that LDVs and bakkies should be retained as a form of transport as they are less expensive than other modes and assist in the provision of employment opportunities.

5.4.3 Institutional

- Transportation Forums should be established at local municipality level, allowing all role-players to engage with one another in order to resolve public transport issues. These forums should include all relevant stakeholders (eg. Operators of all modes, representatives of the public, enforcers, and local and provincial authorities).
- Training is urgently required for all public transport providers (owners and drivers). This training should include aspects such as business skills, customer care, commuter rights, advanced driving skills and the like. It was also suggested that the renewal of a public drivers permit be made dependent on refresher training for operators and drivers.
- Drivers of public transport vehicles should also be registered in some way, in order to improve levels of accountability and loyalty to the industry.
- Many taxi operators are experiencing administrative problems with the Public Transport Licensing Board (PTLB). Areas of concern include: documentation being lost, applications having a long turn-around time, and insufficient manpower at the Board's offices.

5.4.4 Safety & Enforcement

- Enforcement of public transport should be strengthened and enhanced, and should also be applied equally across all modes of transport.
- Law enforcement officers need to be clear and consistent in terms of which laws they are enforcing when dealing with public transport operators. In some cases people are charged and are not told under what laws they are being arrested.
- It would appear that many taxi drivers are operating without drivers licences.
- Where enforcement efforts are planned for an area, either alternative arrangements should be made for commuters who are affected by such enforcement, or enforcement should be confined to ranks outside of peak hours.
- Bylaws in respect of the public transport industry should be put in place at the local level, and these should be compiled in conjunction with industry stakeholders.
- Issues surrounding the legalities of using bakkies and LDVs need to be urgently resolved.
- Safety of scholars at schools remains a problem which needs to be addressed. Speed humps and signs should be installed at hazardous locations, as well as clearly demarcated drop-off and collection zones for scholars.
- Cases of bus drivers being under the influence of alcohol while driving have been reported and need to be addressed.
- There is a tendency amongst taxi drivers to overload, causing safety problems. This issue needs to be rigorously enforced.

5.4.5 Other

- Due regard is not being given to scholars, the elderly or the disabled by the public transport industry.

- With regard to scholar transport the recent efforts to remove LDVs and bakkies from the public transport sector have left many scholars stranded. The issues surrounding the use of LDVs and bakkies should be resolved urgently.
- The issue of the lack of subsidisation of scholar transport in KwaZulu-Natal needs urgent attention. Some operators are providing scholar services at a loss to themselves and this cannot be sustained.
- In planning for public transport, authorities need to include consideration of informal settlement areas.
- Market entry requirements to the public transport industry are insufficiently known, with people buying minibus taxis before discovering that permits and the like are required. These market entry criteria should be publicised more widely.
- Litter around public transport facilities is a problem and needs to be addressed by the industry and other relevant stakeholders.

6. PUBLIC TRANSPORT VISION, STRATEGIES AND PROJECTS

6.1 DEVELOPING THE PUBLIC TRANSPORT VISION

The public transport vision and objectives must be formalised within the framework of national and provincial policies, and reflect the municipality's overall vision and strategies.

The process entailed presentation and interpretation of relevant national and provincial policies as set out in Chapter 3, followed by facilitated workshopping of components of the vision to arrive at a Vision Statement. Objectives were then developed and debated with the Steering Committee.

The public transport vision and objectives must be aligned and in support of the municipality's vision and strategies.

The ***overriding vision statements*** of the district and local municipalities, as articulated in their respective IDPs, are captured below:

Umgungundlovu District Municipality

uMgungundlovu District Municipality will evolve into a viable and dynamic metropolitan area incorporating the capital of KwaZulu-Natal with a vibrant economy, integrated service delivery and improved quality of life for all its people.

Impendle Local Municipality

Impendle Municipality area becomes fully integrated and plays a major role in its district and provincial economy, while the development needs of its people are met in a sustainable manner.

Mkhambathini Local Municipality

By the year 2020 Mkhambathini will be a sustainable developmental municipality with improved quality of life for its entire people in areas of basic services, social, economic and environmental development.

Mpofana Local Municipality

By the year 2020, Mpofana will be a sustainable, socially, and economically developed municipality, that encourages community participation and whose residents live in a safe and healthy environment. Mpofana will, in addition have substantially increased its districts gross geographic product whilst also having realized substantially decreased its share of poverty related indices.

Msunduzi Local Municipality

The City of Choice: Msunduzi (Pietermaritzburg), the dynamic, attractive, competitive, caring and sustainable metropolitan, African Capital City - vibrant heart and nerve.

Richmond Local Municipality

THE RICHMOND VISION – 2015: Through innovation and dedication, the Richmond Municipality will provide its citizens with access to physical, social and economic development opportunities in a safe and secure environment.

Umshwathi Local Municipality

Umshwathi will be an independent, self-sustaining and productive municipality characterized by an economically vibrant, safe, prosperous, healthy environment that is able to provide basic services, education, training and jobs for all its people.

Umngeni Local Municipality

"uMngeni is to develop as a people focused, efficient and cost effective municipality providing quality services and addressing unemployment and poverty through the promotion of agricultural, commercial and industrial productivity, education, tourism and conservation."

The ***vision for public transport*** that has evolved through the planning process is:

"Effective, sustainable pubic transport – responsive to customer needs providing high level of mobility and high standards of infrastructure for public transport users."

The attainment of the vision is to be achieved by pursuing the agreed strategies and projects set out hereunder.

6.2 DEVELOPING THE STRATEGIES

The public transport needs in the uMgungundlovu District Municipality are extensive and wide ranging. This was evident from the interaction with stakeholders, the focus groups, the Steering Committee, and discussions with officials from the District and the local municipalities.

In developing the public transport strategies, it was important to acknowledge and take into account a number of critical realities:

- ***Restricted Funding***

  The availability of funding for public transport for both capital projects and operational aspects is likely to continue to be extremely restricted. Discussion with municipalities and perusal of budgets and the IDPs indicated virtually no funding earmarked for public transport projects. It is recognised that transport is competing for funding with a range of other urgent priorities especially given the state of underdevelopment in many of the rural locations. These other priorities are often seen as the most basic needs to sustain health and existence, ie water, housing, health, social services, etc.

- ***Affordability***

  The affordability levels of the population are generally low, and the ability to meet the costs of enhanced services and improved facilities from the fare box is extremely restricted.

- ***Status of Operational Data***

  The CPTR published in 2003 made use of data collected in 2001 and 2002 and can therefore be regarded as somewhat outdated. Gaps remained in the required data for the CPTR as a result of resource limitations, and some of this outstanding data has subsequently been collected (origin/destination information on selective corridors was collected in 2004). However, the overall state of the operational data is not comprehensive enough to allow for the development of a fully-fledged OLS. Outstanding gaps and data updates will need to addressed as part of future CPTR/PTP reviews, and are indeed crucial if the PTP process is to remain credible.

- ***Regulatory Framework***

  The regulatory framework in the Province which provides the essential information for any interventions and ongoing management of the transport system is in need of substantial development. For example, the Operating Licence Administration System being developed by the NDOT, as part of the National Land Transport Information System, is yet to be implemented. To aggravate matters some of the

data held on the Land Transport Permit System (LTPS) of the PTLB has been expunged and the KZN DOT has had to embark on a project aimed at the restoration of this vital data. This data restoration intervention is underway.

The referral process of the Interim Minibus Taxi Act which is designed to facilitate the legitimisation of "bona fide" unlicensed operators is not yet finalised. This to a large extent accounts for the strong criticism voiced by taxi industry representatives regarding the delays being experienced with the roll out of the administrative processes through which their members are meant to acquire operating licences.

From a service planning perspective there is also a pressing need to finalise the radius conversion process for taxi operations. An accurate assessment of imbalances between supply and demand along the main transport corridors or by individual route will not be possible until such time as this process has run its course.

All of these limitations have an immediate negative impact on the ability to develop a fully-fledged OLS.

- ***Capacity Limitations***

  Save for the Msunduzi Municipality where through their role as Core City for the Pietermaritzburg Metropolitan Area there is a demonstrated capacity to initiate and manage the implementation of public transport programmes and projects, all of the other local municipalities and the uMgungundlovu District Municipality lack the organisational structure, capacity and resources to adequately address public transport problems.

Notwithstanding these constraining realities, it is vitally important that public transport receives the attention it deserves, and that the strategies developed can proceed to implementation.

In developing the strategies and projects, a specific approach was adopted centering around the following principles:

1) The PTP attempts to take a pragmatic approach taking into account the constraints which exist. The intention behind the PTP and its strategies is to produce a plan which is essentially implementable and "do-able". It therefore takes a conservative approach and sets out strategies which are practical, feasible and considered attainable in the short term.

   The intention is to guard against an overly ambitious plan which would clearly be beyond the financial resources of the municipalities and the Province. The tendency is for those types of plans "to sit on shelves and gather dust".

In support of this approach, one must also recognise that this is the first PTP and that it needs to be revised and updated on a regular basis in line with the laid down requirements of the NLTTA.

2) The PTP is directed at attaining the specific objectives set out in Chapter 6. The objectives were phrased in fairly specific and measurable terms so that the District can measure the extent to which it is achieving its public transport objective over a period of time. This also relates to the point mentioned above about a "do-able" plan containing attainable strategies and goals.

3) The PTP must recognise the urgent need for delivery in the short term and not merely be a recipe for more planning. Where possible the plan attempts to identify strategies and projects which can be implemented in the short term. However, one has to recognise the limitations of the data currently available from the CPTR and other sources, and therefore in many cases additional research will be necessary before concrete proposals can be put forward. However, the approach is to direct this to focused investigations geared towards implementation of specific projects, rather than wide-ranging data collection and research.

4) Whilst the PTP has a tendency to focus on the short term and practical deliverables, the intention is also to heighten the profile of public transport in the uMgungundlovu District Municipality's wider development agenda.

Public transport plays a vital role in socio-economic development and should really be seen as equally important to the often quoted basic needs of health, housing, social services and education. Providing mobility and access, opens up opportunities for access to employment, education, social, recreational activities, which in turn lead to socio-economic development. Without affordable transport communities will remain marginalised.

Unsafe transport leads not only to major economic costs to be shouldered by society but also to personal trauma suffered by victims of accidents.

5) The PTP has to be developed in harmony with certain nationally driven initiatives which are themselves not sufficiently advanced and thus unable as yet to provide the guidance needed for local development, for example:

- the recapitalisation of the taxi industry which is relevant to system transformation through the balancing of supply and demand, optimal positioning of modes and enhanced viability of the overall transport system. To date, the national government's policy direction for recapitalisation has been somewhat ambivalent. Recently the NDOT has undergone "quite a mindset change", to quote the Department's Director-General (16 February 2005, National Parliament Transport Portfolio Committee presentation). This

has resulted in a revised set of policy directives which can briefly be summarised as follows:

- Development of a scrapping system and agency, to be completed by August 2005.
- Phased roll-out of the plan, from April 2005 to 2014. Specifications for all vehicles would be published by April 2005.
- Budget of R7.7 billion, of which R2.2 billion would be spent on law enforcement.
- Proposed scrapping allowance of R50 000 per vehicle.
- More flexible approach in terms of vehicle capacities, depending on high or low density routes. Nine-seater taxis were now being considered for some routes with fewer commuters.

Source: National Parliament Transport Portfolio Committee presentation, 16 February 2005.

- the development of the framework to guide the registration, legalisation, certification and regulation of inter-provincial operations, this being a national competence due to the need for a standardised approach by all provinces.

Section 6.3 examines current and ongoing projects, while Section 6.4 lists the strategies and their associated proposed projects. For a detailed proposed implementation programme, along with very approximate budget estimates for these projects, please refer to Table 7.3. This table also provides an initial prioritisation of these projects, based on discussions with various municipal stakeholders, along with reference to the relevant Spatial Development Frameworks of the various municipalities. This prioritisation is reflected in the timing of projects, with more important projects being targeted for earliest implementation. Furthermore, prioritisation was done within each local municipality rather than across the entire District, to prevent the more rural districts from being overlooked in the provision of facilities and infrastructure.

6.3 COMMITTED AND ONGOING PROJECTS

The following are committed and ongoing transportation projects that will have a significant bearing on the uMgungundlovu Public Transport Plan and must be fully taken into account in the planning process.

- ***Pietermaritzburg Metropolitan Transport Planning***

Pietermaritzburg is the Core City of the Pietermaritzburg Metropolitan Transport Area (PMBMET Area) and as such has an area wide responsibility for urban transport planning and implementation in terms of the Urban Transport Act. There is a current move to extend the PMBMET area to include the whole of the uMgungundlovu District Council Area.

Furthermore there is significant cooperation between the PMBMET study and uMgungundlovu Public Transport Planning project to avoid duplication of effort.

- ***Edendale – Northdale Transportation Corridor Project***

There is a new corridor project which is about to commence called the Edendale – Northdale Transportation Corridor Project. This initiative, funded by a grant from National Government, is looking in depth at the main east-west transportation corridor through the Msunduzi area to bring about innovative and meaningful advances in the whole transportation operations and movements within this vital corridor.

- ***Freedom Square Project***

Freedom Square is situated in the heart of the Pietermaritzburg CBD and part of the square is dedicated to transportation terminals. The Freedom Square project is looking at the fully integrated development of the square for civic use and the accommodation of the transport function in the vicinity of the square is under investigation.

6.4 STRATEGIES

6.4.1 IMPROVE PUBLIC TRANSPORT FACILITIES

The provision and standard of public transport facilities at bus and taxi ranks and stops varies widely. In some areas good standard facilities are provided, although often poorly maintained and managed; in other areas facilities are poor and overcrowded. At certain significant boarding points facilities are virtually non-existent and offer the passenger no shelter or toilet facilities.

The need for appropriate and adequate facilities for passengers and operators was identified from a number of sources:

- focus groups
- consultative process
- meetings with officials
- the CPTR information
- site visits and observations

The provision and investment of suitable facilities for public transport users is an important component in the promotion of public transport, offering commuters an enhanced quality of service.

The proposed strategy is thus the phased upgrading and development of public transport ranks and terminals and provision of appropriate passenger amenities such as shelters, toilets, lighting etc.

The strategy has two components:

1) the provision or upgrading of bus and taxi facilities at the major town and urban centres.

2) the provision of appropriate passenger facilities at minor ranks and popular en-route stops.

With specific reference to the provision of toilets, due to vandalism and other factors there are severe limitations on the effective provision and maintenance of these facilities. Furthermore, excessive use of water for purposes other than those for which it is provided (eg. the washing of vehicles) can pose a threat to the ability of a municipality to continue providing these facilities. These factors should be carefully considered prior to the implementation of these projects.

From the analysis undertaken, a number of specific projects can be identified and prioritised. (These projects are located geographically on local municipality maps following Table 7.4 at the end of this report.)

Impendle

Project No. 1: Taxi rank upgrade in Impendle Town
Project No. 2: Shelters on P127/D1357 (road to Sani Pass/Underberg)

Mkhambathini

Project No. 3: Rank and/or shelters and amenities at Eston
Project No. 4: Rank and/or shelters and amenities at Mid Illovo
Project No. 5: Rank and/or shelters and amenities at Camperdown - upgrade
Project No. 6: Rank and/or shelters and amenities at Ngilanyoni
Project No. 7: Rank and/or shelters and amenities at Maqongqo - upgrade

uMngeni

Project No. 8: Taxi rank for Howick
Project No. 9: Rank & Shelters in Mpophomeni
Project No. 10: Taxi rank for Lidgetton
Project No. 11: Taxi rank for Nottingham Road
Project No. 12: Taxi/Bus rank at Merrivale
Project No. 13: Lay-byes, shelters, traffic calming at schools

Mpofana

Project No. 14: Ranks and amenities in Mooi River (obtain private land adjacent to rail station)
Project No. 15: Rank and amenities at Bruntville
Project No. 16: Rank and amenities at Rietvlei
Project No. 17: Rank and amenities at Middelrus
Project No. 18: Rank and amenities at Rosetta

Project No. 19: Rank and amenities at Tendele (subject to review by uMDM iro location)

uMshwathi

Project No. 20: Rank and/or shelters and amenities in the Odlameni area.
Project No. 21: Rank and amenities in Dalton
Project No. 22: Possible faciities at Appelsbosch & Fawnleas (to investigate further)

Msunduzi

Central Area

Project No. 23: Taxi Terminal on Model School Site (Priority Project but specific allocation of funding required)
Project No. 24: Berg Street Taxi Terminal No. 1 Roofing
Project No. 25: Freedom Square Taxi Facilities (Priority Project but specific allocation of funding required)
Project No. 26: Baverstock Street Taxi Terminal
Project No. 27: Roofing of Queen Street Taxi Terminal
Project No. 28: East Street Passenger Shelters
Project No. 29: Long-distance/intercity Facility
Project No. 30: Taxi Terminal on Retief Street Beerhall Site
Project No. 31: Taxi Terminal on East Street Hostel Site

Vulindlela

Project No. 32: Surveys, Shelters & Laybys
Project No. 33: Mvubukazi Terminus - D1135 (KPV0090): (Surfacing)
Project No. 34: Sweetwaters Terminus - MR139/ZM109 (KPV0031) : (Surfacing)
Project No. 35: Gibsons Gate/Mafunze Taxi Terminus – D1123/D1124
Project No. 36: Haza Taxi Terminus – P390/D1129
Project No. 37: Madwaleni Taxi Terminus - P399/D1132 (KPV 0029) – Zwartkop
Project No. 38: Mafakathini Taxi Terminus D1122/D1133

Edendale

Project No. 39: Imbali Taxi Rank - off Willowfountain/Thwala Road intersection
Project No. 40: Rank in Unit J
Project No. 41: Surveys, Shelters & Laybys

Richmond

Project No. 42: Amenities at long-distance rank in Richmond
Project No. 43: Amenities at Jikeleli Tavern, Hopewell (iNdaleni t-junction)
Project No. 44: Rank and amenities at iNhlazuka
Project No. 45: Rank and amenities at Gengeshe
Project No. 46: Shelters at junction of P338/P117

6.4.2 IMPROVE ROADS OF PUBLIC TRANSPORT SIGNIFICANCE

Many of the problems highlighted by the various stakeholders who participated in workshops are associated with poor road conditions which have a negative impact on many aspects of the transport system. This issue was emphasised by most stakeholders consulted, including operators, commuters, local authorities and enforcement agents.

An urgent upgrade of roads needs to take place with a view to improving operating conditions for public transport and enhancing accessibility to public transport for rural communities. With this in mind a programme of prioritised road upgrades should be put in place, based on socio-economic factors including an assessment of needs and available resources.

The following stretches of road were identified as candidates for a prioritised programme of upgrading. All of these roads enjoy public transport significance (These projects are located geographically on local municipality maps following Table 7.3 at the end of this report.):

Impendle

Project No. 47: Surfacing of 11km existing gravel road P130 (Impendle-Howick) (* cf uMngeni)

Project No. 48: Surfacing of 44kms of existing gravel roads P127, P129 and D1357

Mkhambathini

Project No. 49: Surfacing of 5km existing gravel road to Ngomankulu (P502)

Project No. 50: Surfacing of 6km existing gravel road to Nhlazuka (# cf Richmond) P115, D733, D1036, D1035, A1057, D158, P728

uMngeni

Project No. 51: Surfacing of 10km existing gravel road P130 (Impendle-Howick) (* cf Impendle)

Project No. 52: Surfacing of 12km existing gravel road P134 Dargle Valley to Fort Nottingham

Project No. 53: Surfacing of 10km existing gravel road P165 Curry's Post to N3

Mpofana

Project No. 54: Surfacing of ±27km existing gravel road to Middelrus P174

uMshwathi

Project No. 55: Surfacing of 5km existing gravel road D1017 Odlameni

Project No. 56: Surfacing of 6km existing gravel road D457 Odlameni

Project No. 57: Surfacing of 7km of existing gravel District Road 75 (Trust Feed Road)

Msunduzi

Vulindlela - Road Surfacing

Project No. 58: P399 - Unsurfaced Section
Project No. 59: P412 - MR7 to P399
Project No. 60: D1125 - Upper Noshezi
Project No. 61: D1130 - Nxamalala
Project No. 62: P390 - P399 - MR135
Project No. 63: D1124 - Gibsons Gate
Project No. 64: P411 - P390 to P399
Project No. 65: D1129 - Dulela
Project No. 66: P402 - MR7 to P390
Project No. 67: D1122 - Zondis Store
Project No. 68: D1126 - Dindi
Project No. 69: D1138 - Ndawondes Kraal
Project No. 70: D1123 - Mafunze
Project No. 71: D1127 - Qanda
Project No. 72: D1131 - Laduma
Project No. 73: D1140 - Khobongo
Project No. 74: D1133 - Mafakathini
Project No. 75: D1128 - Tafuleni
Project No. 76: D1132 - Zayeka
Project No. 77: D1134 - Inadi
Project No. 78: D1139 - Maswazini
Project No. 79: D1141 - Songomzima
Project No. 80: D2069 (A3683) - Mbutshana

Edendale/Old TLC Area

Project No. 81: D1135 - KZ225 section
Project No. 82: Removal/Conversion of non-standard speed humps in the Greater Edendale Area
Project No. 83: C19 - Harewood
Project No. 84: Mbanjwa Road extension

Richmond

Project No. 85: Surfacing of 34km existing gravel road to Nhlazuka (# cf Mkhambathini) P115, D733, D1036, D1035, A1057, D158, P728

6.4.3 REDEFINE METHOD AND CRITERIA FOR PRIORITISATION OF INFRASTRUCTURE DEVELOPMENT

There are a large number, and a wide range, of projects which have been identified through the PTP formulation process. A substantial number of these proposed projects will require grant funding/loans if they are to be undertaken. Further, due to resource constraints, they cannot all be funded at once. It is therefore vitally important to be able

to determine in a fair and informed manner which are the priority projects within the District as a whole.

Some of the challenges that are faced in this regard are the following: how to determine the highest priority projects; how to differentiate between planning and infrastructure projects when determining overall priorities; how to include transportation "thinking" in terms of strategies and policies; and how to manage priorities in terms of budgets.

Given the above, a method of prioritising the projects needs to be developed (e.g. a prioritisation model), where projects are assessed in terms of a clear set of criteria. Agreement in this regard will need to be reached between the District and all the local municipalities.

Furthermore, to the extent that there is a shared responsibility for some of the recommended projects, often attracting funding assistance from other spheres of government such as the NDOT and the KZN DOT, the views of those entities will also have to be sought. The method of prioritising projects will need to be practical, acceptable to all users, transparent and have integrity.

Project No. 86: Development of a Prioritisation Model to Guide Future Decisions on the Building and Upgrading of Public Transport Significant Roads

A prioritisation programme is needed to guide the logical and systematic building and upgrading of roads with public transport significance. This programme should also seek to accord a higher priority rating to road development of public transport significance, bearing in mind the nationally and provincially endorsed policy of ***"priority to public transport over private transport"***.

Project No. 87: Development of a Prioritisation Model to Guide Future Decisions on the Building and Upgrading of Public Transport Facilities

A prioritisation programme is likewise needed to guide the development and upgrading of public transport facilities. Amongst other considerations, the prioritisation criteria for this programme should take cognisance of the impact that the recapitalisation programme for the taxi industry may have on infrastructure development.

6.4.4 IMPROVE THE REGULATORY SYSTEM

This strategy is aimed at bringing about a sustainable transport system through a well directed regulatory regime.

The biggest challenge in pursuit of this key strategic objective is the fact that crucial processes prescribed by the Interim Minibus Taxi Act have not been fully implemented in respect of minibus taxi services operating or originating within the uMgungundlovu District Municipality. These vital processes refer to the legitimisation of bonafide unlicensed operators and the conversion of radius permits to route based permits, without which

planning around this particular mode of transport is made extremely difficult if not virtually impossible.

Of concern also is that recent problems encountered with the data bases of the LTPS and the Public Transport Registration Administration Management System (PTRAMS) in the Registrar's Office have made the roll out of finalisation of these crucial taxi processes even more difficult.

Since these processes remain open any government initiatives whether directed at planning, regulation or enforcement of taxi operations are unlikely to achieve the desired impact. In the context of planning there is even an element of risk in that planning around illegal operations could be taking place and could translate to an inadvertent entrenchment of rights in favour of illegitimate operators.

In terms of identifying areas of imbalance between supply and demand, the incomplete radius conversion process makes it impossible to compare operations on the ground with the routes claimed under the registration process of the Interim Minibus Taxi Act to have been historically operated.

Project No. 88: Finalisation of the Implementation of Taxi Processes Prescribed Under the Interim Minibus Taxi Act

There can be no doubt that the building blocks for the formalisation, planning, regulation and ultimate enforcement of operations conducted by the taxi industry will only be in place when the legitimisation and radius conversion processes of the Interim Minibus Taxi Act have been fully implemented by the Registrar and the PTLB. The importance of these processes is underscored by the recently certified KwaZulu-Natal Public Transport Bill which contains provisions for the preservation of these processes pending their finalisation.

With this in mind it is recommended that a two phase project be embarked on as a matter of priority:

Phase 1 : Conduct a Detailed Gap Analysis on the Status of Implementation of all the legislated processes prescribed by the Interim Minibus Taxi Act

Phase 2 : Develop an Implementation Strategy and Programme to Fast Track the Roll Out of Incomplete Processes

Project No. 89: Development of a District Wide Operating Licence Strategy

The Minimum Requirements for a PTP, published by the NDOT, state that if a separate OLS has not been prepared, the PTP must at least include, as a minimum, the requirements prescribed for those plans. However, this cannot be achieved since there are major information gaps which preclude the preparation of a fully-fledged OLS at this stage, namely:

- The incomplete processes of the Interim Minibus Taxi Act make it impossible to obtain an accurate indication of the number of operating licences per route as previously claimed to be operated by registered taxi operators
- The introduction of the "clean up campaign" for minibus taxi services in November 2002 rendered the bulk of the planning information collected as part of the CPTR outdated and somewhat inadequate for purposes of the development of an OLS
- Absence of number plate surveys for all modes on all routes

The combined impact of these information constraints brings about a real danger of underestimating demand. Any short-term measures to address these problems would not only prove to be costly, but would also have the effect of dragging out finalisation of the PTP for the uMgungundlovu District.

Given the current state of affairs, it is recommended that the preparation of a fully-fledged OLS be tackled in a phased manner. To assist in moving this process forward and although it is not possible at this stage to compile a definitive OLS, the following methodology is proposed as a way of guiding the phased development of a District wide OLS:

Recommended Methodology Towards the Development of an Operating Licence Strategy

The OLS should deal with two critical considerations both of which are directed at enhancement of the prospects for overall system viability and sustainability:

- as per nationally stated objectives, encourage the optimal positioning of modes within an appropriate modal hierarchy that recognises the unique characteristics of each mode

- for the chosen mode aim as far as possible to maximise the number of trips per legal vehicle in meeting passenger demand, thus minimising the required number of vehicles

In terms of the choice of appropriate mode the decision thereon depends on factors such as:

- passenger volumes

- profile of passenger demand (ie. whether passenger demand is concentrated in narrow bands or spread over the course of the day)

- the vehicle passenger capacity

- the need to move passengers with minimum delay and in the most cost effective manner

- the need to take full advantage of economies of scale and thereby keep passenger fares and subsidisation to a minimum

Figure 6.1 below provides a broad guideline for modal choice taking into account these various patronage and operational characteristics, and accordingly needs to be confirmed by the use of appropriate "best-mode cost-modelling" techniques.

FIGURE 6.1 : CANDIDATE MODE MATRIX FOR ROAD BASED MODES

CANDIDATE MODE MATRIX FOR ROAD BASED MODES						
OPERATIONAL CHARACTERISTICS	**DEMAND CHARACTERISTICS**		**CANDIDATE MODE**			
	Peak Period	**Off-Peak Period***	**Bus**	**Midibus**	**Minibus**	**Metered Taxi**
ROUTE SPECIFIC OR ROUTE BASED	**CONCENTRATED DEMAND** (< 30 mins)	**HIGH**	■			
		MEDIUM	■			
		LOW	■	■		
	CONVENTIONAL DEMAND (30 - 90 mins)	**HIGH**	■			
		MEDIUM	■	■		
		LOW	■	■		
	SPREAD DEMAND (> 90 mins)	**HIGH**	■	■		
		MEDIUM		■	■	
		LOW			■	
AREA BASED	**CUSTOMISED NEEDS**	**CUSTOMISED NEEDS**			■	■

■ **DENOTES CANDIDATE MODE**

* High, medium and low off-peak reference is in relation to the peak demand characteristics (ie. proportionality criteria is applied.)

It is desirable, however, that choice of mode in accordance with the aforementioned broad guideline be validated through an appropriate costing model capable of providing a more objective means of refining optimal mode choices.

Once the candidate mode has been chosen, the number of operating licences on any given route can be ascertained by applying the undermentioned formula:

Number of OLs =

$$\text{Minimum of} \begin{cases} \dfrac{1{,}1 \times \text{passenger trips/peak hr} \times \text{length of peak (hrs)}}{0{,}9 \times \text{vehicle capacity}} \times \dfrac{\text{round trip time (min)}}{\text{length of peak (min)}} \\ \\ \dfrac{1{,}1 \times \text{passenger trips/peak hr} \times \text{length of peak (hrs)}}{0{,}9 \times \text{vehicle capacity}} \end{cases}$$

where Round Trip Time means the time from start of trip to start of subsequent trip by the same vehicle

The following assumptions are made:

- To take into account that the number of OLs assigned to any route must allow for an element of boarding along the route, a factor of 0,9 in relation to vehicle capacity is used. This factor is an accepted industry norm and used by convention.

- Likewise, a factor of 1,1 is applied to the passenger demand to take into account demand variations. The suggested adjustment to the passenger demand ensures that the number of OLs is not unduly restricted given the variability of passenger volumes. Once again, this factor is an accepted industry norm.

The OLS should compare the required number of operating licences for the chosen mode with the number of legal and illegal vehicles on the route to determine whether the route is overtraded or whether there is a balance between supply and demand.

Where all indications are that the route is highly lucrative and passenger needs, both in terms of level of service and fare affordability, can be met without any form of subsidisation, the strategy should allow for the possibility of commercial service contracts.

As a broad guideline the following operational strategies could be considered appropriate in the case of the scenarios outlined below:

	Scenario	**Strategy**
Operating Licences Required (R)	Existing legal vehicles ± equal to R	Consider new OLs if demand increases
	Existing legal vehicles greater than R	No new OLs Enforce illegals
	Existing legal vehicles less than R	Legalise illegals Grant new OLs

Although it is proposed that an integrated District wide OLS utilising this methodology be developed, the application of the operational strategies should be undertaken in a phased manner, concentrating on one area at a time with priority possibly being given to corridors characterised by high levels of service. The first area can take the form of a pilot project whereby the methodology can be refined and the lessons learnt transferred to subsequent areas. This approach is preferable to a blanket approach across the whole District where the required focus and attention to detail can be overlooked.

The regulatory regime outlined above requires good information and a pragmatic and careful consideration of the various options, without which any decision by the PTLB will be open to question.

A detailed and carefully researched approach, as suggested above, will also provide the required information to inform decisions on the need to promote the optimum mode and strategies to avoid destructive competition between modes especially where subsidised services are involved.

6.4.5 IMPROVE PUBLIC TRANSPORT SERVICE DELIVERY

From a public transport planning perspective there has been a tendency, in the past, to focus on the infrastructural aspects of the system. Feedback received in the stakeholder workshops is clearly indicative that, in future, greater emphasis will be required to be placed on improved service delivery for communities who depend on public transport for mobility.

Another identified shortcoming is that the planning for service provision has been undertaken in a way which allows for the design of subsidised service contracts to be shaped without due consideration for the need to grasp opportunities for overall system consolidation and modal integration. Although it is understandable that government should continue to attach a high priority to the planning of the subsidised component of the system, the perpetuation of this practise of fragmented planning needs to be guarded against if service delivery is to be improved at "least cost" to government agencies.

A move towards integrated service planning is therefore warranted and will be promoted through the implementation of some of the projects underpinning this strategic objective.

It is important to note that in terms of the rationalisation of subsidised services as envisaged in the NLTTA, there is very limited scope for immediate system re-engineering of large scale impact since:

- The rights of operators providing subsidised services under existing contracts have to a large extent been entrenched until March 2010, when three of the four subsidy contracts are due to expire. One of the contracts which expired in February 2004 is operating on a month for month renewal basis due to a moratorium on new contracts imposed by the NDOT.
- The subsidised route network tends to radiate over a widely dispersed area with Pietermaritzburg as the epicentre and therefore presents little or no opportunity for significant streamlining of routes within any given corridor.
- The KZN DOT is more inclined towards exploring changes directed at basic service improvements rather than pursuing fully-fledged rationalisation initiatives with potential for the repositioning or displacement of operators.

To a large extent the KZN DOT through its ongoing contract management and monitoring efforts has succeeded in bringing about a measure of low level service rationalisation, as well as improvements in service quality and reliability.

When it comes to opportunities for full scale rationalisation across all facets of the system, including the unsubsidised component, such initiative would have to take into account the following considerations amongst others:

- The exploring of options featuring the subsidisation of modes other than bus, especially on routes characterised by a spread daily passenger demand and within areas of low population density where modes such as the minibus taxi may prove to be a more cost effective alternative.
- The exploring of opportunities for the integration of learner transport services as part of subsidised commuter contracts since this can make a significant contribution to overall system effectiveness.
- Impact of the recapitalisation programme for the taxi industry.
- The roll out of the legitimisation and radius conversion processes of the Interim Minibus Taxi Act.
- Financial considerations associated with potential operator displacement.

Due to the significance of the legitimisation, radius conversion and recapitalisation processes which have a marked impact on the taxi industry, any attempt at system reshaping without first obtaining a clear indication of how these programmes are shaping up is made extremely difficult and risky.

Project No. 90: Development of a Long-Term Rationalisation Strategy for the Subsidised Component of the System

Due largely to entrenched contractual rights and the financial ramifications of disturbing the same, the prospects for bringing about significant system re-engineering entailing operator repositioning or displacement are vastly diminished in the short-term.

This project is accordingly meant to guide the development of a Long-Term Rationalisation Strategy for the subsidised component of the system.

Project No. 91: Identification of Opportunities for Modal Integration and Overall Service Rationalisation

In the absence of robust "demand versus supply" information it is not possible to firm up on recommendations required to bring about modal integration, positioning of optimal modes and through it the optimisation of opportunities for overall service rationalisation as called for in the White Paper on National Transport Policy and the NLTTA.

This project, in line with the Edendale/Northdale Transport Corridor Project, is designed to promote integrated land use/transportation planning, modal integration and ultimately

service rationalisation across all elements of the system with all its attendant benefits from a government and user perspective.

The results of the recent origin/destination surveys do tend to indicate that in some instances more direct services are warranted if improvements in service delivery are to be secured.

Project No. 92: Demonstration Project for a Collector/Distributor System Linking Remote Communities to Multi-Purpose Community Centres

In line with the policy of the KZN DOT which calls for ***"priority to be given to public transport projects which are supportive of and supported by the creation of social development centres in rural areas"***, this project is intended to facilitate access to jobs, education, health and recreational facilities for marginalised communities in under developed rural areas.

What is envisaged is a pilot project aimed at the introduction of an affordable subsidised collector/distributor service linking remote communities to Multi-Purpose Community Centres. However, at this stage the project will be limited to the planning aspects.

Project No. 93: Exploring of Opportunities for Integration of Learner Services as Part of Commuter Subsidy Contracts

The subsidy system has historically focussed on the specific needs of commuters with little or no regard for special needs users.

However, where the vehicle and manpower resources used on such contracted services can be put to efficient use in satisfying the transport needs of other users, such as learners, the opportunity to do so should be explored in the interests of enhanced overall system cost-effectiveness.

With this in mind the uMgungundlovu District Municipality will engage with the KZN DOT and other relevant departments as a way of determining what prospects exist for the opening up of subsidised services for use by learners and other special needs users, particularly in the off-peak when vehicle and manpower resources are underutilised.

6.4.6 DEVELOP PUBLIC TRANSPORT LAW ENFORCEMENT CAPABILITY

The provision of public transport services in a strictly regulated environment demands that the system be monitored on an ongoing basis. The problem is that the resources needed for effective enforcement are in short supply. At this point in time the enforcement effort is limited to ad hoc activities conducted mainly in trouble spots by the Public Transport Enforcement Unit (PTEU) established under the auspices of the Provincial Road Traffic Inspectorate.

In terms of policy, attention is drawn to the draft Provincial Public Transport Framework (October 2001), wherein is stated the following:

> The ultimate responsibility for resourcing and funding the enforcement effort around localised services contained to transport authority and district council areas rests with the municipal sphere of government. The Province, through the Department's Road Traffic Inspectorate, will assume the role of coordinator, more so in relation to services that traverse transport authority and district council areas. Table 7.2 sets out the function and the Agency responsible for enforcement for the various types of municipality.

Area	Function		
	Localised Enforcement	**Back up enforcement**	**Crisis Support**
Metro	Municipal	RTI	RTI
Municipality with capacity	Municipal	RTI	RTI
Municipality without capacity	RTI	RTI	RTI

RTI – Road Traffic Inspectorate Special Operations Group

> Shared responsibility for enforcement is in any event necessary if enforcement costs are to be contained as far as possible and the albeit limited existing resources are to be optimised. To achieve this all enforcement agencies in KwaZulu-Natal will be called upon to assume responsibility for undertaking localised enforcement within their areas of jurisdiction as an extension of their normal enforcement functions.
>
> Due to the fact that some of the smaller municipalities are not geared for enforcement, it is also proposed to establish a Special Operations Group under the control of the Road Traffic Inspectorate to assist smaller municipalities with enforcement in their areas.
>
> The Special Operations Group can also assist in emergency situations as backup to enforcement agents conducting localised enforcement, by facilitating a stronger enforcement presence as circumstances dictate.

The findings in terms of this PTP suggest that enforcement agencies at the local level are a long way from being adequately equipped in terms of manpower, training and budgets to handle public transport law enforcement.

Although the KZN DOT, through the PTEU has taken on the role of public transport enforcer, and notwithstanding the policy articulated in the Provincial Public Transport Framework as articulated above, the level and manner of support that municipalities can count on from this specialist unit needs to be clarified.

The projects outlined hereunder are recommended with a view to precipitating the development of an enforcement model that fosters the principle of ***"shared responsibility for enforcement"*** espoused by the KZN DOT, and that clearly delineates the roles and responsibilities for enforcement.

Project No. 94: Investigation and Development of an Enforcement Model Consistent With Provincial and Local Requirements and Capabilities

This project, aimed at providing public transport law enforcement capacity at the local level, should be undertaken in three stages:

- Stage 1: Identify and quantify the need for additional manpower for enforcement purposes within each local municipality in the uMgungundlovu District
- Stage 2: Recruit and train new staff as identified in Stage 1
- Stage 3: Establish a forum at district level to facilitate coordination between local municipality enforcement staff. This will allow some degree of uniformity in approach in dealing with the public transport industry.

Project No. 95: Development of an Interim Enforcement Action Plan Co-ordinated at District Level

Pending the roll out of the project referred to above, it will be necessary to enter into some interim arrangement with the PTEU for the provision of public transport enforcement coverage across the uMgungundlovu District, particularly in situations where conflict between operators is evident.

This Interim Enforcement Action Plan will need to be discussed with all municipalities and Senior Management of the Road Traffic Inspectorate, in order that adequate and timely provision can be made for the required resources.

6.4.7 DEVELOP INSTITUTIONAL CAPACITY IN THE PUBLIC TRANSPORT SECTOR

Interaction with role-players throughout the District made it clear that there is a notable lack of capacity within the uMgungundlovu District for public transport planning and implementation. Furthermore, it is imperative that public transport be elevated on the list of District priorities.

Feedback received at the stakeholder workshops highlighted the need for a forum where users of the transport system can voice their needs and interact with the various government entities responsible for transportation planning and service delivery.

Project No. 96: Establishment of a Public Transport Management Unit at District Level

There is a severe lack of capacity within the local municipalities for dealing with public transport issues, and it would be neither economic nor feasible to provide this capacity within each local area. Rather, these skills should be concentrated at the District level, to provide direction and support to the local municipalities in terms of projects for public transport infrastructure and operations. To this end a Public Transport Unit should be established at District level to take responsibility for public transport projects, in terms of both planning and implementation.

This project would include the identification of a suitable organisational structure, staffing levels, roles and responsibilities, and reporting structures. Staff appointed to this section would need to be skilled in public transport planning and development.

Project No. 97: Establishment of Public Transport Stakeholder Forums within each Local Municipality

The recently certified KwaZulu-Natal Public Transport Bill demands that planning authorities establish consultative forums comprising representation from key stakeholders to facilitate interaction on the reshaping of the transport system and the identification of need for services.

Whilst the composition of the forum as well as the procedures governing its functioning will be prescribed in regulations still to be drafted by the KZN DOT, steps will need to be taken with a view to establishing the forum.

Project No. 98: Investigation of the Case for the Establishment of a Transport Authority of District Wide Significance

The White Paper on National Transport Policy identified the fragmentation of transport functions and responsibilities between the different spheres of government as one of the obstacles hindering the effective management, coordination and development of transport. It put forward the notion of transport authorities at the municipal sphere of government to take over a wide spectrum of transport functions as appropriate institutional structures for the overall management of transport within the area. In the context of the uMgungundlovu District area, transport functions are split between the Province, which is responsible for bus subsidies and certain road infrastructure, the District Municipality which is responsible for transport planning, and the local municipalities which are responsible for municipal roads, public transport infrastructure and transport law enforcement. To complicate the matter, the Msunduzi Municipality is appointed as the Core City in terms of the Urban Transport Act (Act 78 of 1977) which charges it, through the Metropolitan Transport Advisory Board (MTAB), with the function of coordination of transport planning, preparation of transport plans, management of grant funding from the national and provincial spheres (when funding is provided). MTAB however is restricted in terms of implementation of projects to the gazetted metropolitan transport area, although it can undertake planning for a wider area in agreement with municipalities. However, within the uMgungundlovu District, it is the intention that the District Municipality will be the sole body responsible for transport planning unless or until a Transport Authority is established.

The NLTTA provided for the establishment of transport authorities at the municipal sphere of government if their effect was to improve transport service delivery by grouping transport functions into a single well-managed and focussed institutional structure. The Act is essentially enabling legislation and provides for a number of options for establishing transport authorities through agreements between the participating municipalities and the MEC.

The Provincial Public Transport Framework supported the concept of transport authorities in the Province where appropriate, and identified the Durban area, the Pietermaritzburg area, and the Richards Bay area as strong candidates for transport authorities. Detailed investigations are necessary, however, before establishing a transport authority since there are far reaching implications in terms of funding, resources, institutional organisation, representation, the transport area, etc. Furthermore, it can only be concluded through negotiations between the municipalities and the Province which is then formalised through a founding agreement. Durban, now the eThekwini Municipality, has established a transport authority – the eThekwini Transport Authority- being the first in the country to be established.

Current Status and Work Conducted To Date

An initial investigation was undertaken under the auspices of MTAB as part of the PMBMET Planning programme to investigate the implications of establishing a transport authority in the area. The study investigated options for the transport area and participating municipalities, the appropriate functions, financial implications and the possible advantages and disadvantages. At that time there was considerable discussion on the possible declaration of a metropolitan municipality in the Pietermaritzburg area, which led to the City being referred to as an "aspirant" Metropolitan Municipality although no conclusion had been reached on the exact boundary of the Metropolitan Municipality.

A number of changes have occurred since that investigation, which require the inquiry of the option of a transport authority to be re-opened and expanded:

1. There have been changes in legislation particularly dealing with local government namely, the Municipal Systems Act, the Municipal Systems Amendment Act, the Municipal Finance Management Act. These all affect the establishment and control of structures established at the municipal sphere.
2. The implementation of Part 7 of the NLTTA, the transport planning component, has placed the responsibility for preparing transport plans in the hands of the District Municipality. The planning function is one of the significant functions of a transport authority, and consideration of the area of a transport authority needs to be re-examined.
3. Consideration of a possible Metropolitan Authority needs to be factored into the option of a transport authority
4. Following from point 3) as well recognising that jurisdictional matters have important political ramifications, it is essential that the political representatives become involved in the investigation at the outset. Bearing in mind that the establishment of a transport authority deals with issues of areas of jurisdictions, functional assignment between municipalities, organisational restructuring, funding mandates, etc., it is clear that the process is as much a political as a technical one. Political involvement did not take place in the initial study.

Project for the Investigation and Establishment of a Transport Authority

This project is aimed at the investigation of the merits and the business case for a transport authority within the uMgungundlovu District Municipality. The NLTTA provides for one or more municipalities or even parts of a municipality to participate to form a transport authority which also requires the agreement of the MEC. The project will need to investigate the following components:

- the appropriate transport area and the municipalities which should participate in the transport authority
- the legislative provisions including the recent local government legislation
- the functions
- the organisational design and human resource requirements
- the governance and representation on the governing body of the transport authority
- financial implications
- development of a Founding Agreement
- implementation steps
- if agreement is reached, the project will then lead on the implementation of the Transport Authority and completion of the statutory procedures.

It is proposed that the project be undertaken in a phased manner. The first phase would entail initial discussions between the municipalities on the concept of the transport authority with a view to obtaining their participation in the project and to set up a Steering Committee.

This phase would entail establishing a representative Steering Committee comprising both political and technical representatives from the uMgungundlovu District Municipality and the local municipalities, as well as other relevant stakeholders, to arrive at a decision in principle for the support of a transport authority, pending the findings of the full investigation on the business case and the implications of the transport authority. If the concept is supported, the detailed investigation would then need to be undertaken as the next phase of the project. A Working Group with representatives from each of the municipalities would also need to be set up to address the technical components of the project. It is considered essential to the success of the project that the Steering Committee with political representation remains closely involved throughout the course of the project.

Project No. 99: Development and Implementation of a Programme for the Management of Public Transport Facilities

From field observations it appears that there is significant room for improvement in the maintenance and management of public transport facilities at the local level.

A programme for the management of such facilities needs to be put in place to ensure efficient use of those facilities, and to enhance the effectiveness of the public transport system as a whole. With this in mind it is proposed to develop and implement a programme

focusing on the managerial facets of such facilities, particularly those of multi-modal significance.

The primary purpose of this programme will be to ensure that there are responsible agencies at the local level for each facility, with the necessary authority and resources to manage and maintain them. The outcome of such a project would be facilities which are user-friendly, allowing the commuter a pleasant travelling experience.

Project No. 100: Provision of Training for Taxi Operators

Steps will be taken to devise and implement a short training programme at district level for operator personnel on basic professional conduct, including aspects such as passenger safety, accommodation of special needs users, general courtesy and customer care.

This will be done in consultation with the KZN DOT and bodies representing the public transport industry, particularly the taxi industry where the need for capacity development, skills transfer and training is accentuated. Funding contributions from the KZN DOT and the private sector to assist with the roll-out of this project will be sought.

6.4.8 STRIVE FOR IMPROVEMENTS IN SPECIAL NEEDS TRANSPORT

This strategy is intended to secure much needed provision of socially minded services for learners, the elderly and persons with disabilities and is in line with the nationally and provincially endorsed policy calling for the ***"spreading of the subsidy beneficiary base"***.

The PSF makes specific reference to the importance of satisfying the requirements of passengers with special needs to the extent that the KZN DOT commits itself to lending support and facilitating funding in favour of projects which cater for the needs of persons with disabilities.

The transport of farm workers must also be included as a distinct category in the strategy dealing with special needs users particularly from a safety perspective. It should be noted however that the conveyance of farm workers by farmers is outside formal transport legislation and therefore does not require an operating licence or permit.

In general government policy envisages that public transport services should be expanded from peak period commuter services to a fully-fledged public transport system catering for a wide range of passengers encompassing special needs users such as learners, pensioners and persons with disabilities. The need for such services was repeatedly raised in the stakeholder workshops and is a specific aspect required to be addressed in the development of public transport plans.

Part of the strategy will be directed at ensuring that all public transport facilities and amenities are fully accessible to persons in wheelchairs.

To achieve the desired improvements in levels and quality of service for special needs users detailed planning and in depth investigations will have to be undertaken.

In tackling the question of special needs transport the issues confronted cover the following key aspects:

Liaison and Consultation

Historically there has been a lack of formal consultative structures or forums for discussion with representatives of special needs passengers.

Funding

There does not appear to be a secure and earmarked allocation of funding anywhere to promote and support projects aimed at improving mobility of special needs passengers such as learners, pensioners and persons with disabilities. In the case of learner transport the lack of funding required to support affordable fares has led to the formal modes not catering sufficiently for the needs of learners which in turn has resulted in the emergence of bakkie and LDV operators.

It may be necessary for the KZN DOT or municipalities or both to consider setting aside dedicated funds for specific projects aimed at improvements in special needs transport. Since funding will always be constrained alternative sources of funding also need to be investigated. This may include the NDOT and possibly overseas aid funding for purposes of rural demonstration projects.

Affordability

The findings have shown that income levels for persons classified as special needs users, particularly the elderly and those persons with disabilities are substantially lower than those of the general population. Yet expenditure on transport is broadly similar, which suggests that they would have less disposable income for other basic necessities.

Whilst it was established that certain operators assist in alleviating the cost burden by offering free or discounted travel, it is not known at this stage how widespread this practice is or how many transport users benefit from these concessionary fares.

The generally held view is that discounted fares should be promoted where these can be offered without a negative impact on the financial performance of the operator. However, more often than not this will require some form of subsidy. In this regard, it is abundantly clear that no specific programmes exist at present for government funded concessionary fares to address affordability concerns.

The issue of concessionary fares, which can be implemented in an accountable manner, warrants further consideration, but being mindful of affordability from a government

perspective. The KZN DOT could consider playing a facilitative role in negotiating concessions from operators, possibly for off peak services and for special services.

It has to be recognised, however, that the responsibility for ensuring affordable transport cannot be shifted to operators and equal opportunity needs to apply to all modes rendering special needs transport.

Provision of Services

In the case of persons with disabilities, the low population densities, the dispersed settlements, and the relatively low numbers, make it difficult to justify the introduction of dedicated purposely adapted vehicles in many areas on the grounds of cost and viability. However, in the more densely populated and concentrated areas, such as the Msunduzi Municipality this may prove feasible.

One way of enhancing viability in the operation of transport for special needs users is to develop operational solutions which make it possible for the elderly, pensioners, persons with disabilities and possibly learners to share the resources used in the provision of special needs transport. In this way the thresholds required for financial viability and sustainability will be more easily attainable.

Project No. 101: Establishment of Database of Learner Transport Operations including Bakkies and LDVs

The problems associated with conveyance of learners in Bakkies and LDVs were the subject of much attention and discussion in the stakeholder workshops. The focus being placed on this type of operation has to a large extent been precipitated by recent enforcement campaigns conducted by specialist units of the Provincial Road Traffic Inspectorate mainly directed at lack of safety compliance by such operators.

It is alleged that as a result of such enforcement campaigns children have been left stranded and in many instances unable to attend school. At the same time operators of Bakkies and LDVs claim that they are being unfairly targeted by enforcement agencies even though they are providing a much needed service at reasonable cost, in some cases under arrangements that merely enable them to recover their operational costs.

The KZN DOT in an attempt to explore workable solutions to what is fast becoming a very serious problem has committed itself to the establishment of a database of information on Learner Transport Operations including Bakkies and LDVs. This database once available will provide useful information as to the magnitude of the problem and will facilitate the development of solutions required to resolve this sensitive issue, whether it be from a safety, planning or regulatory perspective.

Due to the urgency placed by the uMgungundlovu District Municipality on resolving this matter, it is proposed to embark on a project aimed at the fast tracking of the development

of the database envisaged by the KZN DOT. The intention is to pursue this project in collaboration with the KZN DOT and other interested parties such as relevant transport statutory bodies, educational authorities and operators.

Project No. 102: Promotion of Concessionary Transport for Special Needs Users

The uMgungundlovu District Municipality will engage with transport operators with a view to securing the provision of services at discounted rates, especially if the opportunity for off peak travel presents itself. In cases where affordable fares will entail subsidisation the uMgungundlovu District Municipality will strive to secure funding assistance from relevant Provincial Departments.

It is proposed that two initiatives be pursued:

- Firstly, an approach should be made to the KZN DOT with a view to making it a requirement of subsidy contracts that free transport is provided for the severely impaired, such as physically disabled or blind passengers.

- Secondly, negotiations should take place with service provider associations with a view to encouraging their members, as part of social programmes, to provide transport at discounted rates for all categories of special needs users (eg. the elderly, persons with disabilities and learners).

Such concessionary travel could be financed by the Local or District Municipality with contribution from the KZN DOT.

An interesting project exists in the Western Cape where regular visitors to a local hospital are equipped with coupons which allow free transport on the taxi service. The taxi operators then redeem the value of the coupon at the hospital. The project was initiated through a joint effort between the hospital and the local taxi association.

It is proposed that the feasibility of similar projects be investigated in the uMgungundlovu District.

Project No. 103: Introduction of Dedicated Learner Transport Contracts

The introduction of dedicated learner transport contracts should be explored as a way of facilitating the provision of reliable and affordable transport for this category of user. The project should be used as a means of attaining broader strategic objectives such as:

- Economic empowerment of previously disadvantaged operators
- Addressing the problems associated with bakkie and LDV operations
- Repositioning of taxi operators from areas or routes known to be over traded

Project No. 104: Identification of Funding Sources and Development of Financing Model for Special Needs Transport

The option of establishing a fund to support projects and programmes directed at the provision of affordable transport for special needs users will be investigated. Possible funding sources for investigation will include:

- Internal funding by the uMgungundlovu District Municipality through an annual budgetary allocation
- Funding assistance from other interested Provincial Departments
- Funding from the NDOT to support demonstration projects
- Funding from donor agencies, particularly in relation to initiatives directed at the upliftment of rural communities

Project No. 105: Introduction of Specially Designed Fully Accessible Buses for Persons with Disabilities

It is understood that the NDOT is inclined to pursue a policy of setting down specific requirements in terms of a percentage of the fleet on bus subsidy contacts that must take the form of fully accessible buses. The required percentage is being left to provinces to determine based on the particular circumstances and operational characteristics of the relevant contract.

It is proposed that the District Municipality in liaison with the KZN DOT investigate the feasibility of introducing a limited number of fully accessible buses as part of bus contracts operating on routes where a reasonable level of usage by persons with disabilities can be identified and maintained. This could be undertaken as a demonstration project.

The investigation will concentrate on the identification of the most appropriate routes and the number of special vehicles required.

Project No. 106: Facilitation of Universal Access to Public Transport Facilities

It is proposed that all existing and new public transport ranks and terminals be designed for universal access by persons in wheelchairs. This will include access to the facility itself as well as all the amenities such as shelters, offices, telephones, toilets, etc. All toilet facilities should make provision for persons with wheelchairs. The strategy will need to be preceded by an inventory of all facilities and a prioritised and costed programme.

This will be followed by a phased implementation programme.

6.4.9 PROMOTE THE USE OF UNCONVENTIONAL MODES

Some of the accessibility problems in the uMgungundlovu District Municipality will require innovative solutions and to this end unconventional forms of transport need to be considered as possible solutions, more so in areas of favourable terrain, given the cost efficiency advantages offered by such modes of transport in comparison with the traditional modes of transport.

Less common modes of transport such as "low powered tricycles" of the type often used in many places in Asia should be considered as possible candidates for innovative alternatives.

Project No. 107: "Low-Powered Tricycle" Demonstration Project

A demonstration project should be adopted to test the feasibility of adapting "low-powered tricycles" in the provision of collector/distributor services within some of the more expansive towns of the uMgungundlovu District Municipality.

The obvious candidates for such a test would be those towns where workers having travelled into town on public transport may still be forced to walk long distances to reach their places of employment. Towns where there is a strong demand for internal short distance travel outside of peak hours, say for social, recreational or shopping purposes also offer good prospects for a "Low-Powered Tricycle" solution.

Due to the fact that special needs users are likely to be dispersed over a wide area, it is suggested that the possibility of using specially designed "low-powered tricycles" in the provision of dedicated services for persons with disabilities should also form part of this demonstration project. The characteristics of this mode offer good prospects both in terms of viability and operational considerations.

6.4.10 REASSESS SUBSIDISATION RATIONALE AND ALLOCATION CRITERIA

Subsidised bus services currently operating within the uMgungundlovu District tend to be concentrated in the Msunduzi and uMngeni local municipalities.

A detailed comparison of subsidy levels and income levels across the entire District has been undertaken and would seem to suggest that subsidised transport is being provided, in some cases, in areas which are not necessarily the neediest when looking at average income levels of the local population.

Given that the NLTTA under its policy principles refers to the targeting of subsidies in favour of marginalised areas and those with poor access to social and economic activity, it is recommended as a first step towards the attainment of this objective that the rationale underpinning the subsidy system and the criteria for the allocation of subsidies be reassessed in conjunction with the KZN DOT and other authorities currently entrusted with the function, such as education authorities in respect of learner transport.

It is of relevance that the NDOT has already commissioned a study on subsidisation policy and practice, which is aimed at establishing a new policy on the targeting of subsidies. Enquiries made as part of the development of this PTP indicate that these findings are not yet to hand and may be some way from being finally disclosed.

Project No. 108: Development of Revised Criteria to Guide the Allocation of Subsidies

Given the apparent misalignment between subsidisation and income levels of certain passengers who currently enjoy the benefits of subsidised travel, it is recommended that an approach be made to the KZN DOT with a view to conducting an in-depth investigation into the appropriateness of the current criteria used to guide the decision making process on the allocation of subsidy funding.

In this regard, it is strongly urged that mobility and fare affordability needs of public transport dependent communities be given precedence over operator aspirations in developing any new set of subsidy allocation criteria.

Other important aspects that warrant careful consideration refer to:

- Whether or not subsidised public transport routes are serving the neediest communities
- The importance of enhanced mobility and accessibility for rural communities
- Use of appropriate mode required for improved system efficiency and cost effectiveness
- The requirements of special needs users such as learners, pensioners and the disabled
- Facilitation of empowerment of SMMEs

Project No. 109: Evaluation of the Performance of Current Subsidy Contracts

The analysis undertaken as part of the development of this PTP has highlighted material differences in certain performance indicators of existing subsidy contracts operating within the uMgungundlovu District. For example the subsidy contract rates span a very wide range and there are significant differences in contracted rates between services of similar if not almost identical operational profile.

As a way of ensuring value for money from a subsidisation perspective, the underlying reasons for these wide ranging performance measures should be interrogated with a view to taking corrective action, should this prove feasible.

6.4.11 CREATE OPPORTUNITIES FOR EMPOWERMENT

One of the common threads of empowerment policy across all spheres of government envisages that the taxi industry and small scale operators will be afforded opportunities to participate in the delivery of subsidised public transport. However, to date there has been

little or no progress to speak of when it comes to exposing the taxi industry to subsidised operation. In the final analysis, this shortcoming merely serves to:

- deprive users of this mode of the benefit of more affordable transport that flows from passenger fare subsidisation.
- limit the prospects for enhanced quality of service and viability of operation.

In the area of subsidised bus operation it would seem that the intended beneficiaries of empowerment remain disenchanted with the lack of what they often refer to as "meaningful empowerment". What seems to have given rise to this view point is that to a large extent empowerment has been pursued via sub-contracting arrangements which make the small scale empowerment operator too dependent on the principal operator. Another problem with the sub-contracting approach is that the main benefits of the subsidy contract tend to flow to the principal operator and not the empowerment component.

In view of the problems and difficulties mentioned above, the need for accelerated empowerment of previously disadvantaged groups in the transportation sector cannot be over emphasized.

To address these problems it is recommended that suitable empowerment opportunities be pursued which lend themselves to demonstration projects designed to ensure the following:

- that small scale bus operators can assume a more prominent role from the onset of subsidy contracts, without being too dependent on established operators,
- that the taxi industry be exposed to provision of services under subsidised contracts, as dictated by national and provincial policy.

Project No. 110: Identification of Opportunities for Empowerment Demonstration Projects Involving the Taxi Industry and Small Scale Operators

As a way of facilitating empowerment and opening up the operation of subsidised services to previously disadvantaged operators, the uMgungundlovu District Municipality will recommend the adoption of demonstration projects in terms of which subsidised transport will be provided by taxi operators and small-scale bus operators under contracted conditions. Such contracts should be shaped in creative ways to overcome impediments to meaningful empowerment currently being experienced.

The first phase of this project will involve a detailed study aimed at the identification of opportunities for adoption of empowerment demonstration projects.

This project should also be used to explore innovative solutions to the problems associated with lack of reliable and affordable transport for special needs users. In the case of learner transport the development of a data base of information on operators rendering this type of service within the uMgungundlovu District should feature as an essential element.

7. PROJECT PROGRAMME AND FINANCE PLAN

7.1 DISTRICT AND LOCAL MUNICIPAL BUDGETS

Of obvious concern to all involved in local government is the severe shortage of funds available for both capital and operating budgets. This was made abundantly clear through the consultation process and in the course of discussions with local government officials. It was evident that all local municipalities are labouring to meet their existing commitments, with staffing levels well below their required targets and maintenance budgets under heavy strain.

Nevertheless, this fact should not prevent the UMgungundlovu District Municipality from endeavouring to meet the needs of public transport within its boundaries. If the District is aiming to improve its provision of public transport, in line with the vision and objectives stated in Chapter 6, the strategies and projects identified in the previous chapter need to be built into the programme for the District, forming part of the Integrated Development Plan. Appropriate priority needs to be placed on these projects so that they are addressed within a reasonable timeframe.

It is clear that more urgent needs, relating to health, welfare, housing and education, remain at the top of the priority list. However, community access to such services and facilities is equally critical. New clinics, for example, are essential, but will remain under-utilised if patients cannot easily visit them due to poor roads and a lack of public transport.

7.2 OTHER SOURCES OF FUNDING

7.2.1 National and Provincial Programmes

Beyond the intergovernmental fiscal allocations, the National and Provincial governments have given support to programmes funded from their budget votes targeted at areas in various local municipalities. The nature of some of the programmes is that they have a province-wide impact, especially the planning projects. A significant proportion of the funding available from provincial and national departments is subject to, amongst others, the submission of a business plan. There are two primary sources of this type of funding that the uMgungundlovu District Municipality can try to tap into, namely: the KZN DOT and the NDOT.

KZN DOT

The KZN DOT is responsible for transport planning as well as the development and maintenance of provincial roads. Whilst information relating to capital expenditure was not

available, finance for transport planning has been designated as follows (Table 7.1). These funds have been and will be used for CPTRs and PTPs.

TABLE 7.1 KZN DOT TRANSPORT PLANNING BUDGET (R)

PROGRAMME	2002/2003	2003/ 2004	2004/ 2005
1. Ugu District Municipality	130 000	0	300 000
2. uMgungundlovu District Municipality	0	500 000	0
3. uThukela District Municipality	130 000	0	150 000
4. uMzinyathi District Municipality	430 000	0	350 000
5. Amajuba District Municipality	430 000	375 000	0
6. Zululand District Municipality	130 000	0	300 000
7. uMkhanyakude District Municipality	130 000	0	350 000
8. uThungulu District Municipality	NDOT Funding		
9. iLembe District Municipality	430 000	375 000	0
10. Sisonke District Municipality	430 000	350 000	0
TOTAL	**2 240 000**	**1 600 000**	**1 450 000**

Source: KZN DOT as at February 2005

Unfortunately no information was available from the KZN DOT regarding anticipated future spending for transport.

NDOT

The Urban Transport Fund (UTF) of the NDOT (to be incorporated into the Municipal Infrastructure Grant (MIG)), used to provide specific project funding to local authorities.

In terms of UTF the NDOT did not provide direct funding to district municipalities. The Department funded specific projects of national significance within district municipalities. The district municipalities were chosen for their appropriateness with regards to specific projects.

District municipalities could also submit business plans for specific projects for consideration. However, the submission of such business plans did not guarantee funding. Furthermore, there was no guarantee that a local authority that received funding during a specific financial year would continue to receive funding beyond the amount agreed between the NDOT and the local authority.

7.3 THE NEW FUNDING DISPENSATION

The enormity of the scale of pressure placed on infrastructure funding in the country is somewhat intractable. To respond adequately to the challenges of infrastructure backlogs there was a comprehensive overhaul of the funding regime in the country, culminating in the establishment of a fund called the Municipal Infrastructure Grant (MIG). MIG is in essence a

consolidated grant mechanism; it is a merger of the following infrastructure grant programmes:

- Consolidated Municipal Infrastructure Programme (managed by Department of Provincial and Local Government (DPLG))
- Local Economic Development Fund (managed by DPLG)
- Water Service Capital Grant (managed by DWAF)
- Community Based Public Works Programme (managed by Public Works)
- Building for Sports & Recreation Programme (Sport and Recreation SA-to be phased in later)
- Urban Transport Grant (managed by NDoT)
- National Electrification Programme (managed by Minerals and Energy- to be phased in later)
- National Electrification Programme (managed by ESKOM-to be phased in later)

MIG is aimed at providing all South Africans with at least a basic level of service by the year 2013; it will have an overall target of removing the backlog with regard to access to basic municipal services over a 10 year period.

MIG allocations to municipalities will not necessarily be automatic, for their part, municipalities are expected to establish Project Management Units (PMU) to be funded from MIG Capital Grant allocations made to municipalities. Municipalities are expected to submit business plans to their Province for approval and ratification by DPLG. It is the requirement of MIG that municipalities should meet a number of founding conditions, including:

- Conformity with IDPs
- Limitations on operational spending
- Adequate attention to rehabilitation
- No pledging of funds to secure loan finance
- Achievement of specified basic service coverage targets and
- Poverty alleviation

To date no funding under the MIGs has been designated specifically for transport matters. This will change from the 2006/07 financial year, and the following amounts have been earmarked for transport (primarily road development) for the uMgungundlovu District (Table 7.2)

TABLE 7.2 : UMGUNGUNDLOVU DISTRICT MIG ALLOCATIONS

LOCAL MUNICIPALITY	MIG ALLOCATION 2006/07 Committed (R)	MIG ALLOCATION 2007/08 Anticipated (R)
1. Mshwathi	1 840 000	2 000 000
2. Mngeni	800 000	1 000 000
3. Mpofana	800 000	500 000
4. Impendle	1 000 000	500 000
5. Mkhambathini	800 000	2 000 000
6. Richmond	1 000 000	2 000 000
7. Msunduzi	#	#
TOTAL	**6 240 000**	**8 000 000**

Source: uMgungundlovu District Municipality as at February 2005

Msunduzi Local Municipality receives its own MIG allocation, and no figures were available for the 2006/07 and 2007/08 financial years. However, amounts in respect of current allocations (CMIP) were available for the 2005/06 year, and these total approximately R19.3 million for various roads-related projects. In addition, some R4 million has been set aside for road rehabilitation in the Msunduzi Vulindlela area over 3 years ending 2006/07. Finally, approximately R3.3 million has been proposed for the Freedom Square Taxi Facility out of CMIP and restructuring grants. (Source: Msunduzi Local Municipality as at April 2005.)

7.4 PROPOSED PROGRAMME AND ESTIMATED BUDGET AMOUNTS

Set out in Table 7.3 below is a proposed Project Schedule for the next 5 years, giving estimated budget amounts in each year for each of the projects identified in Chapter 7.

It should be noted that in many cases the projects involve substantial capital investments which cannot be accurately estimated at this stage. A detailed planning phase is required for each of these projects, at which point accurate budget amounts can be attached to them. For now, the figures given are indicative only.

In addition to project timing and budgets the Project Schedule provides a clear indication of the following:

- the degree to which individual projects are supportive of the various policy objectives espoused by government

- the source from which the need for the project was identified. Three main sources have been codified viz. Technical/Legal considerations, IDP/SDF initiatives and the Stakeholder Consultation Process

A cursory prioritisation of the identified projects has been undertaken and is reflected in the suggested spread of budgetary allocations over the 5 year planning period. Consequently, in moving towards implementation of the recommendations contained in the PTP, the first crucial step would entail undertaking a more critical internal assessment of project priorities. Due to the significant impact that infrastructure projects tend to have on budgetary allocations, it is recommended that a realistic allocation for what can be termed "non-infrastructure planning" projects be set aside before firming up on the final allocation of available budgets.

Table 7.4 provides a summary of projects in terms of an Action or Activity Plan, showing anticipated start dates for each project along with their proposed durations.

The locations of all public transport facility and road infrastructure projects are shown on the maps of each Local Municipality following Table 7.4.

TABLE 7.3 : PROJECT SCHEDULE (5 YEAR PROGRAMME)

REF.	Project No.	STRATEGIES/PROJECTS	Resp.	PROJECT TIMING & BUDGETS					TOTAL BUDGET	DEGREE OF POLICY SUPPORTIVENESS								SOURCE
										National Policy Context				Provincial/Municipal Policy Context				
				YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5		NWP	MSA	NLTSF	NLTTA	PTFs	PTB	IMTA	IDP/ SDF	
6.4.1		? STRATEGY: IMPROVE PUBLIC TRANSPORT FACILITIES																
		Impendle																
	1	Taxi rank upgrade in Impendle Town	DM & LM	20,000	200,000				220,000	✓	✓	✓	✓				✓	C
	2	Shelters on P127/D1357 (road to Sani Pass/Underberg)	P & DM & LM	30,000	100,000	100,000	100,000	100,000	430,000	✓	✓	✓	✓				✓	C
		SUBTOTAL		50,000	300,000	100,000	100,000	100,000	650,000									
		Mkhambathini																
	3	Rank and/or shelters and amenities at Eston	DM & LM	500,000					500,000	✓	✓	✓	✓				✓	C/IS
	4	Rank and/or shelters and amenities at Mid Illovo	DM & LM		100,000				100,000	✓	✓	✓	✓				✓	C/IS
	5	Rank and/or shelters and amenities at Camperdown - upgrade	DM & LM			100,000			100,000	✓	✓	✓	✓				✓	C
	6	Rank and/or shelters and amenities at Ngilanyoni	DM & LM				100,000		100,000	✓	✓	✓	✓				✓	C/IS
	7	Rank and/or shelters and amenities at Maqongqo - upgrade	DM & LM					100,000	100,000	✓	✓	✓	✓				✓	C/IS
		SUBTOTAL		500,000	100,000	100,000	100,000	100,000	900,000									
		uMngeni																
	8	Taxi rank for Howick	DM & LM	500,000	2,500,000	2,500,000			5,500,000	✓	✓	✓	✓				✓	C
	9	Rank & Shelters in Mpophomeni	DM & LM		0	120,000	1,200,000		1,320,000	✓	✓	✓	✓				✓	C
	10	Taxi rank for Lidgetton	DM & LM			80,000	800,000		880,000	✓	✓	✓	✓				✓	C
	11	Taxi rank for Nottingham Road	DM & LM				60,000	600,000	660,000	✓	✓	✓	✓					C
	12	Taxi/Bus rank at Merrivale	DM & LM					350,000	350,000	✓	✓	✓	✓					C
	13	Lay-byes, shelters, traffic calming at schools	DM & LM	110,000	110,000	110,000	110,000	110,000	550,000	✓	✓	✓	✓				✓	C
		SUBTOTAL		610,000	2,610,000	2,810,000	2,170,000	1,060,000	9,260,000									
		Mpofana																
	14	Ranks and amenities in Mooi River (obtain private land adjacent to rail station)	DM & LM	2,200,000					2,200,000	✓	✓	✓	✓				✓	C/IS
	15	Rank and amenities at Bruntville	DM & LM	20,000	200,000				220,000	✓	✓	✓	✓				✓	C
	16	Rank and amenities at Rietvlei	DM & LM		10,000	100,000			110,000	✓	✓	✓	✓				✓	C
	17	Rank and amenities at Middelrus	DM & LM			10,000	100,000		110,000	✓	✓	✓	✓				✓	C
	18	Rank and amenities at Rosetta	DM & LM				15,000	150,000	165,000	✓	✓	✓	✓				✓	C
	19	Rank and amenities at Tendele (subject to review by uMDM iro location)	DM & LM				10,000	100,000	110,000	✓	✓	✓	✓				✓	C
		SUBTOTAL		2,220,000	210,000	110,000	125,000	250,000	2,915,000									
		uMshwathi																
	20	Rank and/or shelters and amenities in the Odlameni area.	DM & LM	200,000					200,000	✓	✓	✓	✓					C
	21	Rank and amenities in Dalton	DM & LM		20,000	200,000			220,000	✓	✓	✓	✓					C
	22	Possible faciities at Appelsbosch & Fawnleas (to investigate further)	DM & LM			5,000	50,000		55,000	✓	✓	✓	✓				✓	C
		SUBTOTAL		200,000	20,000	205,000	50,000	0	475,000									
		Msunduzi																
		Central Area																
	23	Taxi Terminal on Model School Site (Priority Project but specific allocation of funding required)	DM & LM	3,000,000	1,500,000				4,500,000	✓	✓	✓	✓					C/IS
	24	Berg Street Taxi Terminal No. 1 Roofing	DM & LM	500,000					500,000	✓	✓	✓	✓					C/IS
	25	Freedom Square Taxi Facilities (Priority Project but specific allocation of funding required)	DM & LM		2,000,000	5,000,000			7,000,000	✓	✓	✓	✓					C/IS
	26	Baverstock Street Taxi Terminal	DM & LM				3,000,000		3,000,000	✓	✓	✓	✓					C/IS
	27	Roofing of Queen Street Taxi Terminal	DM & LM				740,000		740,000	✓	✓	✓	✓					C/IS
	28	East Street Passenger Shelters	DM & LM				60,000		60,000	✓	✓	✓	✓					C/IS
	29	Long-distance/intercity Facility	DM & LM				300,000	3,000,000	3,300,000	✓	✓	✓	✓					C
	30	Taxi Terminal on Retief Street Beerhall Site	DM & LM				200,000	2,000,000	2,200,000	✓	✓	✓	✓					C/IS
	31	Taxi Terminal on East Street Hostel Site	DM & LM					200,000	200,000	✓	✓	✓	✓					C/IS
		SUBTOTAL		3,500,000	3,500,000	5,000,000	4,300,000	5,200,000	21,500,000									

		Msunduzi																
		Vulindlela - Road Surfacing																
	58	P399 - Unsurfaced Section	P	9,000,000					9,000,000	✓	✓	✓	✓					C
	59	P412 - P7 to P399	P	9,000,000					9,000,000	✓	✓	✓	✓					C
	60	D1125 - Upper Noshezi	P	2,000,000					2,000,000	✓	✓	✓	✓					C
	61	D1130 - Nxamalala	P & DM	9,000,000					9,000,000	✓	✓	✓	✓					C
	62	P390 - P399 - P135	P		16,500,000				16,500,000	✓	✓	✓	✓					C
	63	D1124 - Gibsons Gate	P		5,000,000				5,000,000	✓	✓	✓	✓					C
	64	P411 - P390 to P399	P		7,500,000				7,500,000	✓	✓	✓	✓					C
	65	D1129 - Dulela	P		2,000,000				2,000,000	✓	✓	✓	✓					C
	66	P402 - P7 to P390	P			15,000,000	13,500,000		28,500,000	✓	✓	✓	✓					C
	67	D1122 - Zondis Store	P			8,000,000			8,000,000	✓	✓	✓	✓					C
	68	D1126 - Dindi	P			5,000,000			5,000,000	✓	✓	✓	✓					C
	69	D1138 - Ndawondes Kraal	P				2,000,000		2,000,000	✓	✓	✓	✓					C
	70	D1123 - Mafunze	P				3,000,000		3,000,000	✓	✓	✓	✓					C
	71	D1127 - Qanda	P				5,000,000		5,000,000	✓	✓	✓	✓					C
	72	D1131 - Laduma	P				2,000,000		2,000,000	✓	✓	✓	✓					C
	73	D1140 - Khobongo	P				2,000,000		2,000,000	✓	✓	✓	✓					C
	74	D1133 - Mafakathini	P					3,000,000	3,000,000	✓	✓	✓	✓					C
	75	D1128 - Tafuleni	P					6,000,000	6,000,000	✓	✓	✓	✓					C
	76	D1132 - Zayeka	P					3,000,000	3,000,000	✓	✓	✓	✓					C
	77	D1134 - Inadi	P					4,000,000	4,000,000	✓	✓	✓	✓					C
	78	D1139 - Maswazini	P					2,000,000	2,000,000	✓	✓	✓	✓					C
	79	D1141 - Songomzima	P					3,000,000	3,000,000	✓	✓	✓	✓					C
	80	D2069 (A3683) - Mbutshana	P					1,500,000	1,500,000	✓	✓	✓	✓					C
		SUBTOTAL		29,000,000	31,000,000	28,000,000	27,500,000	22,500,000	138,000,000									
		Edendale/Old TLC Area																
	81	D1135 - KZ225 section	P	800,000					800,000	✓	✓	✓	✓					C
	82	Removal/Conversion of non-standard speed humps in the Greater Edendale Area	LM	200,000					200,000	✓	✓	✓	✓					C/IS
	83	C19 - Harewood	DM & LM		1,000,000	1,000,000			2,000,000	✓	✓	✓	✓					C/IS
	84	Mbanjwa Road extension	DM & LM				3,000,000	3,000,000	6,000,000	✓	✓	✓	✓					C/IS
		SUBTOTAL		1,000,000	1,000,000	1,000,000	3,000,000	3,000,000	9,000,000									
		MSUNDUZI TOTAL [ROADS]		30,000,000	32,000,000	29,000,000	30,500,000	25,500,000	147,000,000									
		Richmond																
	85	Surfacing of 34km existing gravel road to Nhlazuka (# cf Mkhambathini) P115, D733, D1036, D1035, A1057, D158, P728			8,500,000	8,500,000	8,500,000	8,500,000	34,000,000	✓	✓	✓	✓				✓	C/IS
		SUBTOTAL : ROAD INFRASTRUCTURE		**63,700,000**	**86,200,000**	**89,700,000**	**86,200,000**	**62,200,000**	**388,000,000**									
6.4.3		**? STRATEGY: REDEFINE METHOD AND CRITERIA FOR INFRASTRUCTURE DEVELOPMENT**																
	86	Development of a Prioritisation Model to Guide Future Decisions on the Building and Upgrading of Public Transport Significant Roads	P & DM & LM	75,000	12,000	12,000	12,000	12,000	123,000	✓		✓	✓	✓				TL
	87	of Public Transport Facilities	P & DM & LM	75,000	12,000	12,000	12,000	12,000	123,000	✓		✓	✓	✓				TL
6.4.4		**? STRATEGY: IMPROVE THE REGULATORY SYSTEM**																
	88	Finalisation of the Implementation of Taxi Processes Prescribed Under the Interim Minibus Taxi Act	KZN DOT	850,000	0	0	0	0	850,000	✓		✓	✓	✓	✓	✓		TL/C
	89	Development of a District Wide Operating Licence Strategy	UMDM	1,500,000	3,000,000	3,000,000	0	0	7,500,000	✓	✓	✓	✓	✓	✓			TL

6.4.5		**? STRATEGY: IMPROVE PUBLIC TRANSPORT SERVICE DELIVERY**																	
	90	Development of a Long-Term Rationalisation Strategy for the Subsidised Component of the System	KZN DOT	0	0	0	200,000	200,000	400,000	✓	✓	✓	✓	✓	✓			TL
	91	Identification of Opportunities for Modal Integration and Overall Service Rationalisation	P & DM & LM	0	0	0	100,000	300,000	400,000	✓	✓	✓	✓	✓	✓			TL
	92	Demonstration Project for a Collector/Distributor System Linking Remote Communities to Multi-Purpose Community Centres	UMDM	150,000	150,000	0	0	0	300,000	✓	✓	✓	✓	✓				TL
	93	Exploring of Opportunities for Integration of Learner Services as Part of Commuter Subsidy Contracts	KZN DOT	0	0	0	0	0	0	✓	✓		✓	✓				C
6.4.6		**? STRATEGY: DEVELOP PUBLIC TRANSPORT LAW ENFORCEMENT CAPABILITY**																	
	94	Investigation and Development of an Enforcement Model Consistent with Provincial and Local Requirements and Capabilities	P & DM & LM	40,000	0	0	0	0	40,000	✓		✓	✓	✓	✓	✓		TL/C
	95	Development of an Interim Enforcement Action Plan Co-ordinated at District Level	P & DM & LM	40,000	0	0	0	0	40,000	✓		✓	✓	✓	✓	✓		TL/C
6.4.7		**? STRATEGY: DEVELOP INSTITUTIONAL CAPACITY IN THE PUBLIC TRANSPORT SECTOR**																	
	96	Establishment of a Public Transport Management Unit at District Level	UMDM	300,000	0	0	0	0	300,000	✓			✓	✓				TL
	97	Establishment of Public Transport Stakeholder Forums Within Each Local Municipality	LM	120,000	0	0	0	0	120,000				✓	✓	✓			TL
	98	Investigation of the Case for the Establishment of a Transport Authority of District Wide Significance	KZN DOT	600,000	400,000	0	0	0	1,000,000	✓		✓	✓	✓				TL
	99	Development and Implementation of a Programme for the Management of Public Transport Facilities	UMDM	50,000	350,000	0	0	0	400,000		✓			✓				C
	100	Provision of Training for Taxi Operators	P & DM & LM	100,000	100,000	100,000	100,000	100,000	500,000				✓	✓				C
6.4.8		**? STRATEGY: STRIVE FOR IMPROVEMENTS IN SPECIAL NEEDS TRANSPORT**																	
	101	Establishment of Database of Learner Transport Operations including Bakkies and LDVs	UMDM	220,000	0	0	0	0	220,000	✓			✓	✓				C
	102	Promotion of Concessionary Transport for Special Needs Users	UMDM	50,000	0	0	0	0	50,000	✓			✓	✓				C
	103	Introduction of Dedicated Learner Transport Contracts	UMDM	0	80,000	0	0	0	80,000	✓			✓	✓				TL/C
	104	Identification of Funding Sources and Development of Financing Model for Special Needs Transport	P & DM & LM	0	20,000	80,000	0	0	100,000	✓			✓	✓				TL
	105	Introduction of Specially Designed Fully Accessible Buses for Persons with Disabilities	P & DM & LM	0	0	250,000	0	0	250,000	✓			✓	✓				TL
	106	Facilitation of Universal Access to Public Transport Facilities	UMDM	50,000	50,000	50,000	50,000	50,000	250,000	✓			✓	✓				TL
6.4.9		**? STRATEGY: PROMOTE THE USE OF UNCONVENTIONAL MODES**																	
	107	"Low-Powered Tricycle" Demonstration Project	P & DM & LM	0	0	100,000	200,000	0	300,000	✓	✓		✓	✓				TL
6.4.10		**? STRATEGY: REASSESS SUBSIDISATION RATIONALE AND ALLOCATION CRITERIA**																	
	108	Development of Revised Criteria to Guide the Allocation of Subsidies	P & DM & LM	0	0	0	0	0	0				✓					TL
	109	Evaluation of the Performance of Current Subsidy Contracts	KZN DOT	300,000	0	0	0	0	300,000	✓	✓	✓	✓	✓				TL
6.4.11		**? STRATEGY: CREATE OPPORTUNITIES FOR EMPOWERMENT**																	
	110	Identification of Opportunities for Empowerment Demonstration Projects Involving the Taxi Industry and Small Scale Operators	P & DM & LM	0	100,000	200,000	0	0	300,000	✓	✓			✓				TL
		SUBTOTAL : PLANNING PROJECTS		**4,520,000**	**4,274,000**	**3,804,000**	**674,000**	**674,000**	**13,946,000**									
		TOTALS		**76,650,000**	**98,084,000**	**102,349,000**	**94,239,000**	**69,954,000**	**441,276,000**									

Key

NWP	**National White Paper on Transport Policy**	**PTFs**	**Provincial Transport Frameworks**	**C**	**Consultative Process - workshops**
MSA	**Moving South Africa**	**PTB**	**Public Transport Bill**	**IS**	**Project already in IDP/SDF**
NLTSF	**National Land Transport Strategic Framework**	**IMTA**	**Interim Minibus Taxi Act**	**TL**	**Technical and/or Legal basis**
NLTTA	**National Land Transport Transition Act**	**IDP/SDF**	**Integrated Development Plan/Spatial Development Framework**		

TABLE 7.4 ACTION/ACTIVITY PLAN FOR PTP PROJECTS				
REF.	**Project No.**	**ACTION/ACTIVITY DESCRIPTION**	**SCHEDULED START**	**DURATION**
6.4.1		**? STRATEGY: IMPROVE PUBLIC TRANSPORT FACILITIES**		
		Impendle		
	1	Taxi rank upgrade in Impendle Town	2005/06	2 years
	2	Shelters on P127/D1357 (road to Sani Pass/Underberg)	2005/06	5 years
		Mkhambathini		
	3	Rank and/or shelters and amenities at Eston	2005/06	1 year
	4	Rank and/or shelters and amenities at Mid Illovo	2006/07	1 year
	5	Rank and/or shelters and amenities at Camperdown - upgrade	2007/08	1 year
	6	Rank and/or shelters and amenities at Ngilanyoni	2008/09	1 year
	7	Rank and/or shelters and amenities at Maqongqo - upgrade	2009/10	1 year
		uMngeni		
	8	Taxi rank for Howick	2005/06	3 years
	9	Rank & Shelters in Mpophomeni	2006/07	2 years
	10	Taxi rank for Lidgetton	2007/08	2 years
	11	Taxi rank for Nottingham Road	2008/09	2 years
	12	Taxi/Bus Rank at Merrivale	2009/10	1 year
	13	Lay-byes, shelters, traffic calming at schools	2005/06	5 years
		Mpofana		
	14	Ranks and amenities in Mooi River (obtain private land adjacent to rail station)	2005/06	1 year
	15	Rank and amenities at Bruntville	2005/06	2 years
	16	Rank and amenities at Rietvlei	2006/07	2 years
	17	Rank and amenities at Middelrus	2007/08	2 years
	18	Rank and amenities at Rosetta	2008/09	2 years
	19	Rank and amenities at Tendele (subject to review by uMDM iro location)	2008/09	2 years
		uMshwathi		
	20	Rank and/or shelters and amenities in the Odlameni area.	2005/06	1 year
	21	Rank and amenities in Dalton	2006/07	2 years
	22	Possible faciities at Appelsbosch & Fawnleas (to investigate further)	2007/08	2 years
		Msunduzi		
		Central Area		
	23	Taxi Terminal on Model School Site (Priority Project but specific allocation of funding required)	2005/06	2 years
	24	Berg Street Taxi Terminal No. 1 Roofing	2005/06	1 year
	25	Freedom Square Taxi Facilities (Priority Project but specific allocation of funding required)	2006/07	2 years
	26	Baverstock Street Taxi Terminal	2008/09	1 year
	27	Roofing of Queen Street Taxi Terminal	2008/09	1 year
	28	East Street Passenger Shelters	2008/09	1 year
	29	Long-distance/intercity Facility	2008/09	2 years
	30	Taxi Terminal on Retief Street Beerhall Site	2008/09	2 years
	31	Taxi Terminal on East Street Hostel Site	2009/10	1 year
		Vulindlela		
	32	Surveys, Shelters & Laybys	2005/06	5 years
	33	Mvubukazi Terminus - D1135 (KPV0090): (Surfacing)	2005/06	1 year
	34	Sweetwaters Terminus - P139/ZM109 (KPV0031) : (Surfacing)	2005/06	1 year
	35	Gibsons Gate/Mafunze Taxi Terminus – D1123/D1124	2006/07	1 year
	36	Haza Taxi Terminus – P390/D1129	2007/08	1 year
	37	Madwaleni Taxi Terminus - P399/D1132 (KPV 0029) – Zwartkop	2008/09	1 year
	38	Mafakathini Taxi Terminus D1122/D1133	2009/10	1 year
		Edendale		
	39	Imbali Taxi Rank - off Willowfountain/Thwala Road intersection	2005/06	1 year
	40	Rank in Unit J	2006/07	1 year
	41	Surveys, Shelters & Laybys	2006/07	4 years
		MSUNDUZI TOTAL [PT FACILITIES]		
		Richmond		
	42	Amenities at long-distance rank in Richmond	2005/06	1 year
	43	Amenities at Jikeleli Tavern, Hopewell (iNdaleni t-junction)	2006/07	1 year
	44	Rank and amenities at iNhlazuka	2007/08	1 year
	45	Rank and amenities at Gengeshe	2008/09	1 year
	46	Shelters at junction of P338/P117	2009/10	1 year

6.4.2		**? STRATEGY: IMPROVE ROADS OF PUBLIC TRANSPORT SIGNIFICANCE**		
		Impendle		
	47	Surfacing of 11km existing gravel road P130 (Impendle-Howick) (* cf uMngeni)	2005/06	3 years
	48	Surfacing of 44kms of existing gravel roads P127, P129 and D1357	2005/06	5 years
		Mkhambathini		
	49	Surfacing of 5km existing gravel road to Ngomankulu (P502)	2005/06	1 year
	50	Surfacing of 6km existing gravel road to Nhlazuka (# cf Richmond) P115, D733, D1036, D1035, A1057, D158, P728	2006/07	4 years
		uMngeni		
	51	Surfacing of 10km existing gravel road P130 (Impendle-Howick) (* cf Impendle)	2005/06	3 years
	52	Surfacing of 12km existing gravel road P134 Dargle Valley to Fort Nottingham	2007/08	3 years
	53	Surfacing of 10km existing gravel road P165 Curry's Post to N3	2008/09	2 years
		Mpofana		
	54	Surfacing of ±27km existing gravel road to Middelrus P174	2006/07	3 years
		uMshwathi		
	55	Surfacing of 5km existing gravel road D1017 Odlameni	2005/06	2 years
	56	Surfacing of 6km existing gravel road D457 Odlameni	2006/07	2 years
	57	Surfacing of 7km of existing gravel District Road 75 (Trust Feed Road)	2007/08	2 years
		Msunduzi		
		Vulindlela - Road Surfacing		
	58	P399 - Unsurfaced Section	2005/06	1 year
	59	P412 - P7 to P399	2005/06	1 year
	60	D1125 - Upper Noshezi	2005/06	1 year
	61	D1130 - Nxamalala	2005/06	1 year
	62	P390 - P399 - P135	2006/07	1 year
	63	D1124 - Gibsons Gate	2006/07	1 year
	64	P411 - P390 to P399	2006/07	1 year
	65	D1129 - Dulela	2006/07	1 year
	66	P402 - P7 to P390	2007/08	2 years
	67	D1122 - Zondis Store	2007/08	1 year
	68	D1126 - Dindi	2007/08	1 year
	69	D1138 - Ndawondes Kraal	2008/09	1 year
	70	D1123 - Mafunze	2008/09	1 year
	71	D1127 - Qanda	2008/09	1 year
	72	D1131 - Laduma	2008/09	1 year
	73	D1140 - Khobongo	2008/09	1 year
	74	D1133 - Mafakathini	2009/10	1 year
	75	D1128 - Tafuleni	2009/10	1 year
	76	D1132 - Zayeka	2009/10	1 year
	77	D1134 - Inadi	2009/10	1 year
	78	D1139 - Maswazini	2009/10	1 year
	79	D1141 - Songomzima	2009/10	1 year
	80	D2069 (A3683) - Mbutshana	2009/10	1 year
		Edendale/Old TLC Area		
	81	D1135 - KZ225 section	2005/06	1 year
	82	Removal/Conversion of non-standard speed humps in the Greater Edendale Area	2005/06	1 year
	83	C19 - Harewood	2006/07	2 years
	84	Mbanjwa Road extension	2008/09	2 years
		Richmond		
	85	Surfacing of 34km existing gravel road to Nhlazuka (# cf Mkhambathini) P115, D733, D1036, D1035, A1057, D158, P728	2006/07	4 years
6.4.3		**? STRATEGY: REDEFINE METHOD AND CRITERIA FOR INFRASTRUCTURE DEVELOPMENT**		
	86	Development of a Prioritisation Model to Guide Future Decisions on the Building and Upgrading of Public Transport Significant Roads	2005/06	5 years
	87	Facilities	2005/06	5 years
6.4.4		**? STRATEGY: IMPROVE THE REGULATORY SYSTEM**		
	88	Finalisation of the Implementation of Taxi Processes Prescribed Under the Interim Minibus Taxi Act	2005/06	1 year
	89	Development of a District Wide Operating Licence Strategy	2005/06	3 years
6.4.5		**? STRATEGY: IMPROVE PUBLIC TRANSPORT SERVICE DELIVERY**		
	90	Development of a Long-Term Rationalisation Strategy for the Subsidised Component of the System	2008/09	2 years
	91	Identification of Opportunities for Modal Integration and Overall Service Rationalisation	2008/09	2 years
	92	Demonstration Project for a Collector/Distributor System Linking Remote Communities to Multi-Purpose Community Centres	2005/06	2 years
	93	Exploring of Opportunities for Integration of Learner Services as Part of Commuter Subsidy Contracts	2005/06	5 years

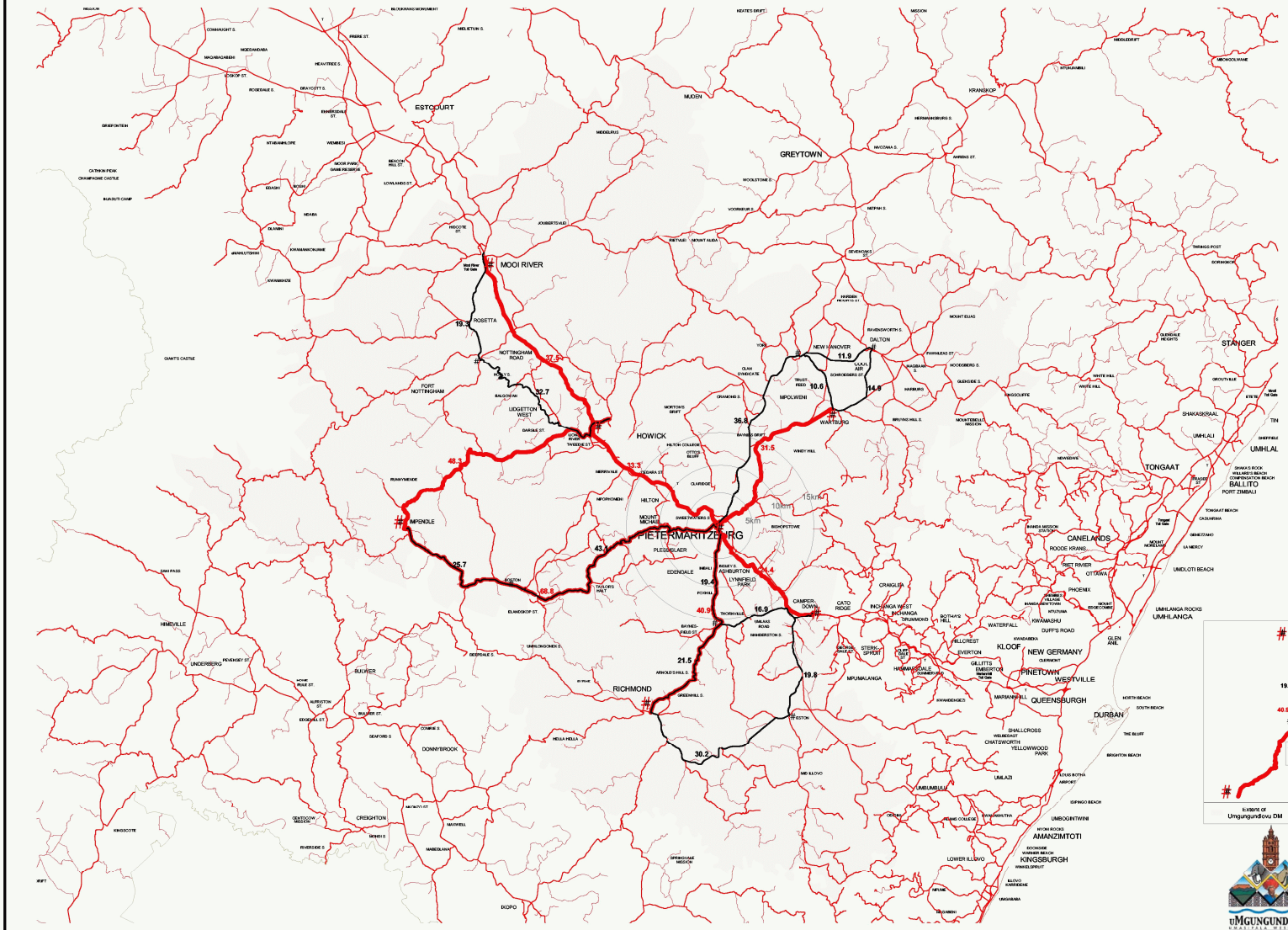
6.4.6		**? STRATEGY: DEVELOP PUBLIC TRANSPORT LAW ENFORCEMENT CAPABILITY**		
	94	Investigation and Development of an Enforcement Model Consistent with Provincial and Local Requirements and Capabilities	2005/06	1 year
	95	Development of an Interim Enforcement Action Plan Co-ordinated at District Level	2005/06	1 year
6.4.7		**? STRATEGY: DEVELOP INSTITUTIONAL CAPACITY IN THE PUBLIC TRANSPORT SECTOR**		
	96	Establishment of a Public Transport Management Unit at District Level	2005/06	1 year
	97	Establishment of Public Transport Stakeholder Forums Within Each Local Municipality	2005/06	1 year
	98	Investigation of the Case for the Establishment of a Transport Authority of District Wide Significance	2005/06	2 years
	99	Development and Implementation of a Programme for the Management of Public Transport Facilities	2005/06	2 years
	100	Provision of Training for Taxi Operators	2005/06	5 years
6.4.8		**? STRATEGY: STRIVE FOR IMPROVEMENTS IN SPECIAL NEEDS TRANSPORT**		
	101	Establishment of Database of Learner Transport Operations including Bakkies and LDVs	2005/06	1 year
	102	Promotion of Concessionary Transport for Special Needs Users	2005/06	1 year
	103	Introduction of Dedicated Learner Transport Contracts	2006/07	1 year
	104	Identification of Funding Sources and Development of Financing Model for Special Needs Transport	2006/07	2 years
	105	Introduction of Specially Designed Fully Accessible Buses for Persons With Disabilities	2007/08	1 year
	106	Facilitation of Universal Access to Public Transport Facilities	2005/06	5 years
6.4.9		**? STRATEGY: PROMOTE THE USE OF UNCONVENTIONAL MODES**		
	107	"Low-Powered Tricycle" Demonstration Project	2007/08	2 years
6.4.10		**? STRATEGY: REASSESS SUBSIDISATION RATIONALE AND ALLOCATION CRITERIA**		
	108	Development of Revised Criteria to Guide the Allocation of Subsidies	2005/06	2 years
	109	Evaluation of the Performance of Current Subsidy Contracts	2005/06	1 year
6.4.11		**? STRATEGY: CREATE OPPORTUNITIES FOR EMPOWERMENT**		
	110	Identification of Opportunities for Empowerment Demonstration Projects Involving the Taxi Industry and Small Scale Operators	2006/07	2 years

ANNEXURE A

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
DISTANCE BETWEEN MAJOR CENTRES

Umgungundlovu District Municipality

Distances (km) Between Major Centres



ANNEXURE B

SERVICES OPERATED UNDER SUBSIDISED BUS CONTRACTS

SERVICES OPERATED BY IMPENDLE SERVICES

IMPENDLE SERVICES : CONTRACT NO: ZNT 1181/98T

PIETERMARITZBURG TO IMPENDLE AND DISTRICT - DAILY SERVICES BY SCHEDULE TYPE

				TRIPS PER DAY			KILOMETERS PER DAY		
ROUTE NO	FROM	TO	KM'S	M-F	SAT	SUN-PH	M-F	SAT	SUN-PH
101	MAFAKATHINI	HOWICK	25.0	2	0	0	50.0	0.0	0.0
101	HOWICK	MAFAKATHINI	25.0	3	1	0	75.0	25.0	0.0
101A	NCEDE	HOWICK	30.0	1	0	0	30.0	0.0	0.0
101A	HOWICK	NCEDE	30.0	1	0	0	30.0	0.0	0.0
101B	HOWICK	MAFAKATHINI	36.0	1	1	0	36.0	36.0	0.0
101C	MAFAKATHINI	HOWICK	35.0	1	0	0	35.0	0.0	0.0
101C	HOWICK	MAFAKATHINI	35.0	4	2	0	140.0	70.0	0.0
101D	IKHETI	HOWICK	31.0	1	0	0	31.0	0.0	0.0
101D	HOWICK	IKHETI	31.0	1	0	0	31.0	0.0	0.0
101E	EMALANGENI	HOWICK	30.0	3	2	0	90.0	60.0	0.0
101F	MIDLANDS HOSP	NCEDE	26.0	1	0	0	26.0	0.0	0.0
102	MSUNDUZI/NQABENI	HOWICK	29.0	2	1	0	58.0	29.0	0.0
102	HOWICK	MSUNDUZI/NQABENI	29.0	1	1	0	29.0	29.0	0.0
102A	DULELA	HOWICK	24.0	1	2	0	24.0	48.0	0.0
102A	HOWICK	DULELA	24.0	0	1	0	0.0	24.0	0.0
102B	MGWAGWA	HOWICK WEST	24.0	1	0	0	24.0	0.0	0.0
102C	MGWAGWA	HOWICK	26.0	1	1	0	26.0	26.0	0.0
102D	HOWICK	MSUNDUZI/NQABENI	28.0	1	0	0	28.0	0.0	0.0
103	MAFAKATHINI	HOWICK	28.0	1	0	0	28.0	0.0	0.0
103	HOWICK	MAFAKATHINI	28.0	1	0	0	28.0	0.0	0.0
104	MHLANGENI	HOWICK	18.0	2	6	0	36.0	108.0	0.0
104	HOWICK	MHLANGENI	18.0	2	6	0	36.0	108.0	0.0
104A	MPOPHONENI	HOWICK	16.0	2	0	0	32.0	0.0	0.0
104B	MAGWABEBENI	HOWICK	17.0	1	0	0	17.0	0.0	0.0
104B	HOWICK	MAGWABEBENI	17.0	2	0	0	34.0	0.0	0.0
105	MAHLANGENI	N P B	18.0	1	1	0	18.0	18.0	0.0
105	N P B	MAHLANGENI	18.0	1	1	0	18.0	18.0	0.0
106	MAHLANGENI	HOWICK WEST	19.0	1	0	0	19.0	0.0	0.0
106	HOWICK WEST	MAHLANGENI	19.0	3	0	0	57.0	0.0	0.0
111	MAFAKATHINI	PIETERMARITZBURG	37.0	1	1	0	37.0	37.0	0.0
111A	PIETERMARITZBURG	MAFAKATHINI	39.0	1	1	0	39.0	39.0	0.0
112	MGWAGWA	PIETERMARITZBURG	37.0	1	0	0	37.0	0.0	0.0
112A	PIETERMARITZBURG	MGWAGWA	39.0	1	0	0	39.0	0.0	0.0
113	MHLANGENI	PIETERMARITZBURG	32.0	2	0	0	64.0	0.0	0.0
113	PIETERMARITZBURG	MHLANGENI	32.0	4	0	0	128.0	0.0	0.0
113A	MAHLANGENI	PIETERMARITZBURG	34.0	2	0	0	68.0	0.0	0.0
113A	PIETERMARITZBURG	MHLANGENI	34.0	3	0	0	102.0	0.0	0.0
114A	MHLANGENI	HILTON	28.0	1	0	0	28.0	0.0	0.0
114A	HILTON	MHLANGENI	28.0	1	0	0	28.0	0.0	0.0
115	SWEETWATERS	HOWICK	19.0	2	0	0	38.0	0.0	0.0
115	HOWICK	SWEETWATERS	19.0	1	0	0	19.0	0.0	0.0
115A	SWEETWATERS	HOWICK	21.0	1	0	0	21.0	0.0	0.0
115A	HOWICK	SWEETWATERS	21.0	4	0	0	84.0	0.0	0.0
115B	MHLANGENI	SWEETWATERS	28.0	1	0	0	28.0	0.0	0.0
			TOTALS	69	28	0	1846.0	675.0	0.0

Source: KZN DOT

SERVICES OPERATED BY SIZANANI MAZULU TRANSPORT

SIZANANI MAZULU TRANSPORT : CONTRACT NO: ZNT 1137/98T

PIETERMARITZBURG AND SURROUNDING AREAS - DAILY SERVICES BY SCHEDULE TYPE

					TRIPS PER DAY				KILOMETERS PER DAY			
ROUTE NO.	FROM	VIA	TO	KM'S	M-TH	FRI	SAT	SUN-PH	M-TH	FRI	SAT	SUN-PH
1	ESINADENI		RETIEF STR	20.0	5	5	3	0	100.0	100.0	60.0	0.0
1	RETIEF STR		ESINADENI	19.1	6	7	5	0	114.6	133.7	95.5	0.0
1A	LOWER NOSHEZI		RETIEF STR	19.8	4	4	2	0	79.2	79.2	39.6	0.0
1A	RETIEF STR		LOWER NOSHEZI	18.9	5	5	2	0	94.5	94.5	37.8	0.0
1B	WILLOWFOUNTAIN		RETIEF STR	18.6	4	4	0	0	74.4	74.4	0.0	0.0
1B	RETIEF STR		WILLOWFOUNTAIN	17.7	3	3	1	0	53.1	53.1	17.7	0.0
1C	RETIEF STR	BULWER	WILLOWFOUNTAIN	17.7	2	2	0	0	35.4	35.4	0.0	0.0
1D	WILLOWFOUNTAIN	BULWER	RETIEF STR	18.6	1	1	2	0	18.6	18.6	37.2	0.0
1D	RETIEF STR	BULWER	WILLOWFOUNTAIN	17.7	1	1	2	0	17.7	17.7	35.4	0.0
1E	IMBALI		RETIEF STR	17.0	2	2	0	0	34.0	34.0	0.0	0.0
1E	RETIEF STR		IMBALI	15.7	1	1	0	0	15.7	15.7	0.0	0.0
2A	ESINADENI		SHORTS RETREAT	26.6	1	1	0	0	26.6	26.6	0.0	0.0
2A	SHORTS RETREAT		ESINADENI	26.9	1	0	0	0	26.9	0.0	0.0	0.0
2B	WILLOWFOUNTAIN		SHORTS RETREAT	30.6	1	1	0	0	30.6	30.6	0.0	0.0
2B	SHORTS RETREAT		WILLOWFOUNTAIN	27.1	1	0	0	0	27.1	0.0	0.0	0.0
2C	ESIGODENI		SHORTS RETREAT	27.7	1	1	0	0	27.7	27.7	0.0	0.0
2C	SHORTS RETREAT		ESIGODENI	27.7	1	0	0	0	27.7	0.0	0.0	0.0
2D	LOWER NOSHEZI		SHORTS RETREAT	26.9	1	1	0	0	26.9	26.9	0.0	0.0
3B	WILLOWFOUNTAIN		WILLOWTON	21.7	1	1	0	0	21.7	21.7	0.0	0.0
3B	WILLOWTON		WILLOWFOUNTAIN	21.7	1	0	0	0	21.7	0.0	0.0	0.0
3C	AZALEA		WILLOWTON	28.2	1	1	0	0	28.2	28.2	0.0	0.0
3C	WILLOWTON		AZALEA	28.2	1	0	0	0	28.2	0.0	0.0	0.0
3D	ROTOFLEX		EDENDALE	54.8	1	1	0	0	54.8	54.8	0.0	0.0
4	DINDI		EAST STR TERM	38.1	5	5	3	0	190.5	190.5	114.3	0.0
4	EAST STR TERM		DINDI	38.1	8	8	3	0	304.8	304.8	114.3	0.0
5	QANDA		EAST STR TERM	34.8	3	3	2	0	104.4	104.4	69.6	0.0
5	EAST STR TERM		QANDA	34.8	4	4	0	0	139.2	139.2	0.0	0.0
6	INADI	UPPER NOSHEZI	EAST STR TERM	48.4	1	1	0	0	48.4	48.4	0.0	0.0
6	EAST STR TERM	UPPER NOSHEZI	INADI	48.4	2	2	5	0	96.8	96.8	242.0	0.0
6A	INADI	TAFULENI	EAST STR TERM	41.1	1	1	0	0	41.1	41.1	0.0	0.0
6B	TAFULENI		EAST STR TERM	35.3	3	3	0	0	105.9	105.9	0.0	0.0
6B	EAST STR TERM		TAFULENI	35.3	4	4	0	0	141.2	141.2	0.0	0.0
6C	UPPER NOSHEZI		EAST STR TERM	36.2	3	3	0	0	108.6	108.6	0.0	0.0
6C	EAST STR TERM		UPPER NOSHEZI	36.2	3	3	1	0	108.6	108.6	36.2	0.0
6D	EAST STR TERM		INADI	40.0	1	1	0	0	40.0	40.0	0.0	0.0
6E	EAST STR TERM		UPPER NOSHEZI	43.0	1	1	1	0	43.0	43.0	43.0	0.0
6F	EAST STR TERM		TAFULENI	49.5	0	0	2	0	0.0	0.0	99.0	0.0
7	KWA SHANGE		EAST STR TERM	32.1	5	5	2	0	160.5	160.5	64.2	0.0
7	EAST STR TERM		KWA SHANGE	32.1	6	6	1	0	192.6	192.6	32.1	0.0
9	MASWAZINI		EAST STR TERM	56.4	3	3	0	0	169.2	169.2	0.0	0.0
9	EAST STR TERM		MASWAZINI	56.4	1	1	0	0	56.4	56.4	0.0	0.0
9A	MASWAZINI		EAST STR TERM	59.6	2	2	0	0	119.2	119.2	0.0	0.0
9A	EAST STR TERM		MASWAZINI	59.6	3	3	4	0	178.8	178.8	238.4	0.0
9B	ELANDSKOP CLINIC		EAST STR TERM	43.6	0	0	1	0	0.0	0.0	43.6	0.0
9B	EAST STR TERM		ELANDSKOP CLINIC	43.6	1	1	1	0	43.6	43.6	43.6	0.0
9C	ELANDSKOP		EAST STR TERM	42.0	3	3	0	0	126.0	126.0	0.0	0.0

9C	EAST STR TERM		ELANDSKOP	42.0	5	5	0	0	210.0	210.0	0.0	0.0
9D	ROTOFLEX	EAST STR	VARIOUS	66.9	1	1	0	0	66.9	66.9	0.0	0.0
10	ZONDI STORE	KHOBONGO	EAST STR TERM	56.5	1	1	0	0	56.5	56.5	0.0	0.0
10	EAST STR TERM	KHOBONGO	ZONDI STORE	56.5	3	3	0	0	169.5	169.5	0.0	0.0
10A	ZONDI STORE		EAST STR TERM	52.8	3	3	0	0	158.4	158.4	0.0	0.0
10A	EAST STR TERM		ZONDI STORE	52.8	1	1	0	0	52.8	52.8	0.0	0.0
10B	KHOBONGO		EAST STR TERM	51.9	1	1	0	0	51.9	51.9	0.0	0.0
10B	EAST STR TERM		KHOBONGO	51.9	3	3	0	0	155.7	155.7	0.0	0.0
10C	MASWAZINI		EAST STR TERM	57.6	0	0	3	0	0.0	0.0	172.8	0.0
10C	EAST STR TERM	KHOBONGO	MASWAZINI	57.6	1	1	3	0	57.6	57.6	172.8	0.0
11	DULELA		EAST STR TERM	46.9	3	3	2	0	140.7	140.7	93.8	0.0
11	EAST STR TERM		DULELA	46.9	5	5	0	0	234.5	234.5	0.0	0.0
11B	MASHINGENI		EAST STR TERM	54.3	1	1	1	0	54.3	54.3	54.3	0.0
11B	EAST STR TERM		MASHINGENI	54.3	1	1	1	0	54.3	54.3	54.3	0.0
12	GIBSONS GATE		EAST STR TERM	53.7	2	2	1	0	107.4	107.4	53.7	0.0
12	EAST STR TERM		GIBSONS GATE	53.7	3	3	2	0	161.1	161.1	107.4	0.0
12A	KWANKABINI		EAST STR TERM	43.4	1	1	0	0	43.4	43.4	0.0	0.0
12A	EAST STR TERM		KWANKABINI	43.4	1	1	0	0	43.4	43.4	0.0	0.0
12B	EAST STR TERM		GIBSONS GATE	46.1	1	1	0	0	46.1	46.1	0.0	0.0
12C	MAFUNZE		EAST STR TERM	46.4	2	2	0	0	92.8	92.8	0.0	0.0
12C	EAST STR TERM		MAFUNZE	46.4	3	3	0	0	139.2	139.2	0.0	0.0
12E	MONO/HOLOZA		EAST STR TERM	51.3	2	2	0	0	102.6	102.6	0.0	0.0
12E	EAST STR TERM		MONO/HOLOZA	51.3	1	1	0	0	51.3	51.3	0.0	0.0
13	SONGONZIMA		EAST STR TERM	43.4	1	1	0	0	43.4	43.4	0.0	0.0
13	EAST STR TERM		SONGONZIMA	43.4	1	1	0	0	43.4	43.4	0.0	0.0
14	KWAGUBESHE		EAST STR TERM	30.0	6	6	5	1	180.0	180.0	150.0	30.0
14	EAST STR TERM		KWAGUBESHE	30.0	5	5	2	0	150.0	150.0	60.0	0.0
14A	KWAGUBESHE		EAST STR TERM	34.4	1	1	0	0	34.4	34.4	0.0	0.0
14A	EAST STR TERM		KWAGUBESHE	34.4	5	6	6	2	172.0	206.4	206.4	68.8
14B	NDSWONDE'S KRAAL		EAST STR TERM	25.3	2	2	1	0	50.6	50.6	25.3	0.0
14B	EAST STR TERM		NDSWONDE'S KRAAL	25.3	1	1	0	0	25.3	25.3	0.0	0.0
14C	KWAGUBESHE		EAST STR TERM	36.1	0	0	1	0	0.0	0.0	36.1	0.0
14D	KWAGUBESHE		EAST STR TERM	33.7	0	0	0	2	0.0	0.0	0.0	67.4
15	DLADLA'S COURT		EAST STR TERM	26.5	3	3	4	0	79.5	79.5	106.0	0.0
15	EAST STR TERM		DLADLA'S COURT	26.5	4	5	6	0	106.0	132.5	159.0	0.0
15A	DOLOQINA STORE		EAST STR TERM	30.1	2	2	0	0	60.2	60.2	0.0	0.0
15A	EAST STR TERM		DOLOQINA STORE	30.1	1	1	2	0	30.1	30.1	60.2	0.0
15C	NDLULI		EAST STR TERM	20.2	2	2	0	0	40.4	40.4	0.0	0.0
15C	EAST STR TERM		NDLULI	20.2	4	4	1	0	80.8	80.8	20.2	0.0
15D	MALINGA STOP		EAST STR TERM	28.6	2	2	0	0	57.2	57.2	0.0	0.0
15E	BEKEZELE STORE		EAST STR TERM	23.4	1	1	0	0	23.4	23.4	0.0	0.0
15F	NQABENI		EAST STR TERM	27.5	1	1	0	0	27.5	27.5	0.0	0.0
15F	EAST STR TERM		NQABENI	27.5	2	2	0	0	55.0	55.0	0.0	0.0
15H	DOLOQINA STORE		EAST STR TERM	28.2	1	1	0	0	28.2	28.2	0.0	0.0
15H	EAST STR TERM		DOLOQINA STORE	28.2	2	2	0	0	56.4	56.4	0.0	0.0
16	EAST STR TERM		ZAYEKA EAST	15.8	2	2	0	0	31.6	31.6	0.0	0.0
16A	ZAYEKA WEST		EAST STR TERM	15.8	1	1	0	0	15.8	15.8	0.0	0.0
16A	EAST STR TERM		ZAYEKA WEST	15.8	1	1	0	0	15.8	15.8	0.0	0.0
17	KWAGUBESHE		WILLOWTON	45.3	1	1	0	0	45.3	45.3	0.0	0.0
17A	WILLOWTON		KWAGUBESHE	42.9	1	0	0	0	42.9	0.0	0.0	0.0
17B	ROTOFLEX		VARIOUS	71.8	1	1	0	0	71.8	71.8	0.0	0.0
18	LADUMA		EAST STR TERM	16.2	1	1	0	0	16.2	16.2	0.0	0.0
18	EAST STR TERM		LADUMA	16.2	1	1	0	0	16.2	16.2	0.0	0.0
				TOTAL	210	207	84	5	7353.9	7259.4	2995.8	166.2

Source: KZN DOT

SERVICES OPERATED BY THEMBEKILE TRANSPORT CC

THEMBEKILE TRANSPORT CC : CONTRACT NO: ZNT 1139/98T

PIETERMARITZBURG TO TABLE MOUNTAIN & MPOLWENI - DAILY SERVICES BY SCHEDULE TYPE

				TRIPS PER DAY				KILOMETERS PER DAY			
ROUTE NO.	FROM	TO	KM'S	M-TH	FRI	SAT	SUN-PH	M-TH	FRI	SAT	SUN-PH
20	NONZILA	EAST STR TERM	31.3	2	2	0	0	62.6	62.6	0.0	0.0
20	EAST STR TERM	NONZILA	31.3	2	2	0	0	62.6	62.6	0.0	0.0
20A	NONZILA	EAST STR TERM	33.3	1	1	0	0	33.3	33.3	0.0	0.0
20A	EAST STR TERM	NONZILA	33.3	1	1	1	0	33.3	33.3	33.3	0.0
20B	ECHIBINI	EAST STR TERM	33.3	1	1	0	0	33.3	33.3	0.0	0.0
20B	EAST STR TERM	ECHIBINI	28.2	1	1	0	0	28.2	28.2	0.0	0.0
20C	ECHIBINI	EAST STR TERM	28.2	4	4	0	0	112.8	112.8	0.0	0.0
20C	EAST STR TERM	ECHIBINI	28.2	2	2	1	0	56.4	56.4	28.2	0.0
20D	MPISEMHLOPE	EAST STR TERM	33.3	2	2	0	0	66.6	66.6	0.0	0.0
20D	EAST STR TERM	MPISEMHLOPE	33.3	1	0	0	0	33.3	0.0	0.0	0.0
20E	EAST STR TERM	MPISEMHLOPE	28.2	3	4	0	0	84.6	112.8	0.0	0.0
20G	EAST STR TERM	NONZILA	38.8	0	0	2	0	0.0	0.0	77.6	0.0
20G	NONZILA	EAST STR TERM	38.8	0	0	3	0	0.0	0.0	116.4	0.0
21	EMVUNDLWENI	EAST STR TERM	35.8	1	1	0	0	35.8	35.8	0.0	0.0
21A	EMVUNDLWENI	EAST STR TERM	37.8	0	0	1	0	0.0	0.0	37.8	0.0
21B	EAST STR TERM	EMATSHALINI	37.8	0	0	1	0	0.0	0.0	37.8	0.0
			TOTALS	21	21	9	0	642.8	637.7	331.1	0.0

Source: KZN DOT

SERVICES OPERATED BY DUZI BUS SERVICE

DUZI BUS SERVICE : CONTRACT NO: ZNT 1138/98T

PIETERMARITZBURG TO ENTEMBENI & HOPEWELL - DAILY SERVICES BY SCHEDULE TYPE

				TRIPS PER DAY			KILOMETERS PER DAY		
ROUTE NO.	FROM	TO	KM'S	M-F	SAT	SUN-PH	M-F	SAT	SUN-PH
19	ENTEMBENI	EAST STR TERM	40.7	4	3	2	162.8	122.1	81.4
19	EAST STR TERM	ENTEMBENI	40.7	4	3	1	162.8	122.1	40.7
19A	HOPEWELL	EAST STR TERM	32.8	3	1	0	98.4	32.8	0.0
19A	EAST STR TERM	HOPEWELL	32.8	4	1	0	131.2	32.8	0.0
			TOTALS	15	8	3	555.2	309.8	122.1

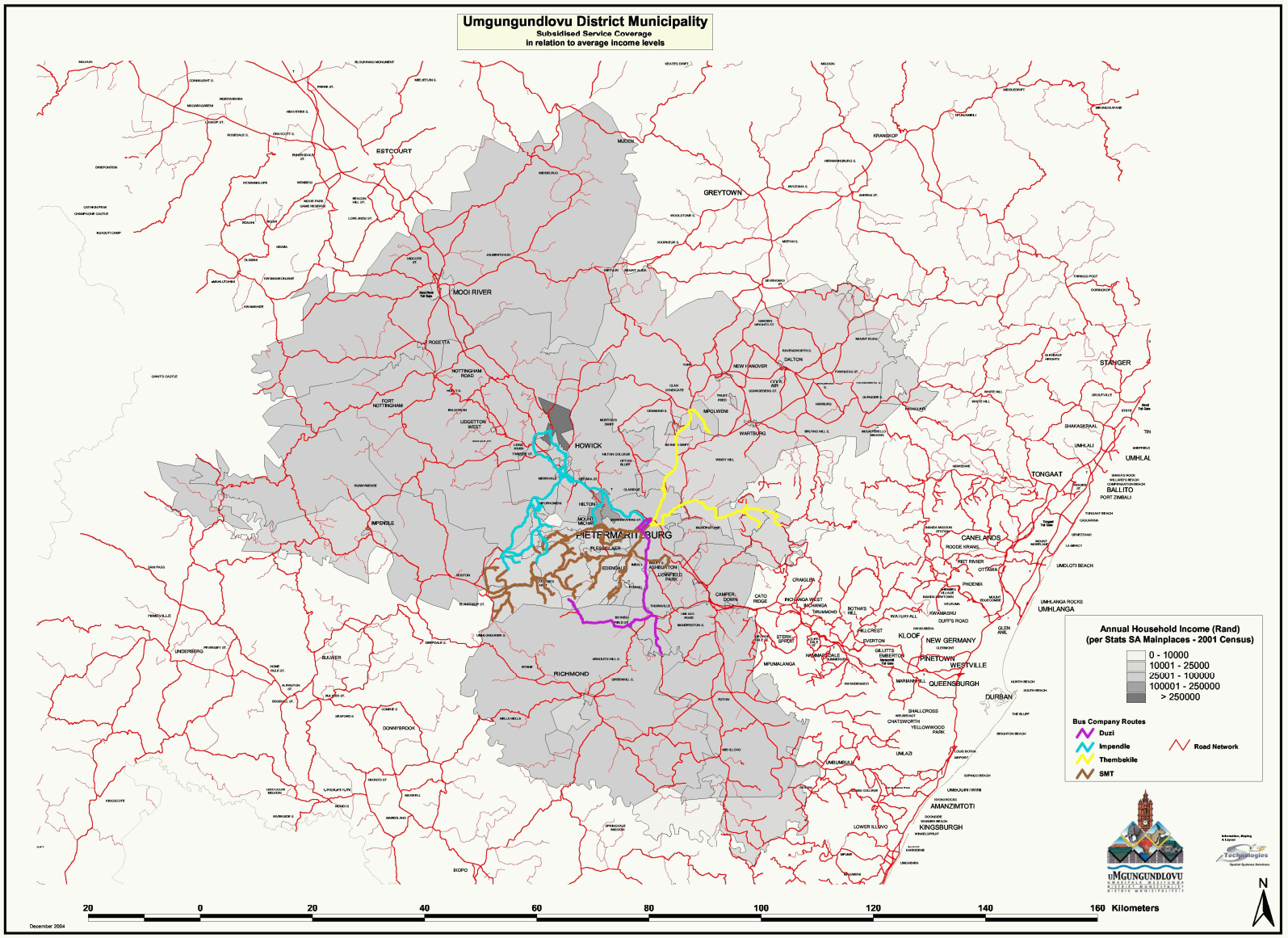
Source: KZN DOT

ANNEXURE C

SUBSIDISED SERVICE COVERAGE IN RELATION TO AVERAGE INCOME LEVELS

Umgungundlovu District Municipality

Subsidised Service Coverage
in relation to average income levels



ANNEXURE D

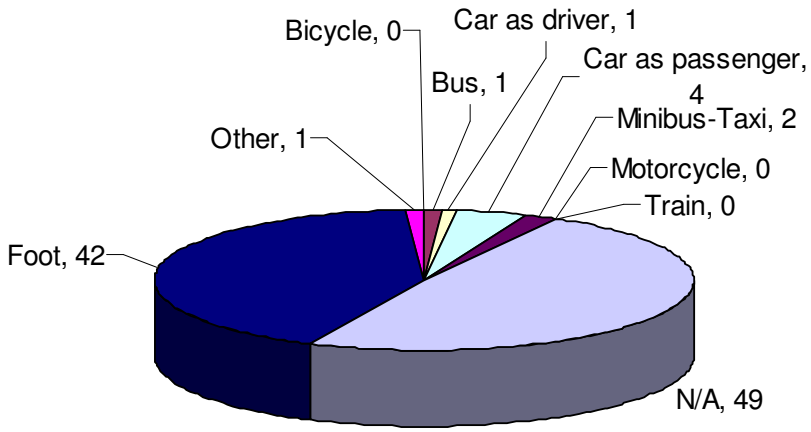
UMGUNGUNDLOVU DISTRICT MUNICIPALITY
SPATIAL DEVELOPMENT FRAMEWORK

ANNEXURE E

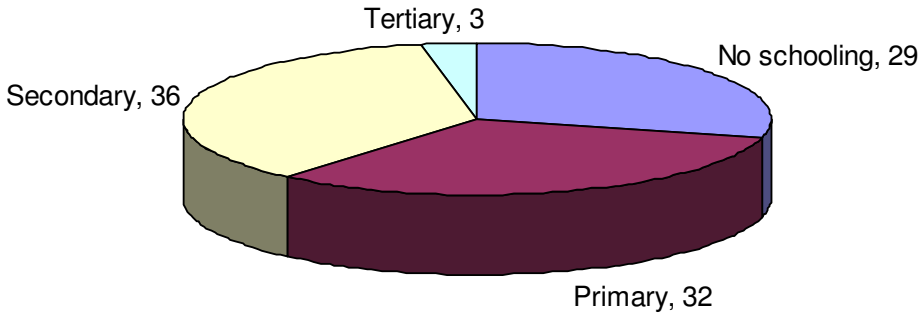
LOCAL MUNICIPALITY ANNEXURE

uMSHWATHI

uMshwathi: Mode to School or Work



uMshwathi: Education Levels



uMshwathi Local Municipality

SUPPLY OF TRAVEL FACILITIES : PUBLIC TRANSPORT INTERCHANGES

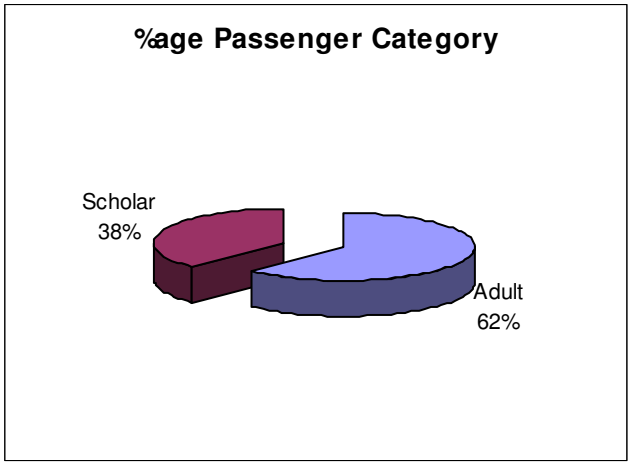
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPX0049	Clan Syndicate - P526	*	-	-	-	-	-
KPX0050	New Hanover Rank - MR6	*	-	-	-	*	*
KPX0051	Dalton Rank No. 1	*	*	-	*	*	*
KPX0052	Dalton Rank No. 2	-	-	-	*	*	-
KPX0053	Wartburg Rank No. 2 - Off road to MR25	*	*	-	*	*	*
KPX0054	Wartburg Rank No. 1 - MR25	*	-	-	-	*	-
KPX0055	Trust Feed - D75/L362	-	-	-	-	-	-
KPX0059	Cramond – KwaLanga	-	-	-	-	-	-
PERCENT WITH		**62**	**25**	**0**	**38**	**62**	**38**

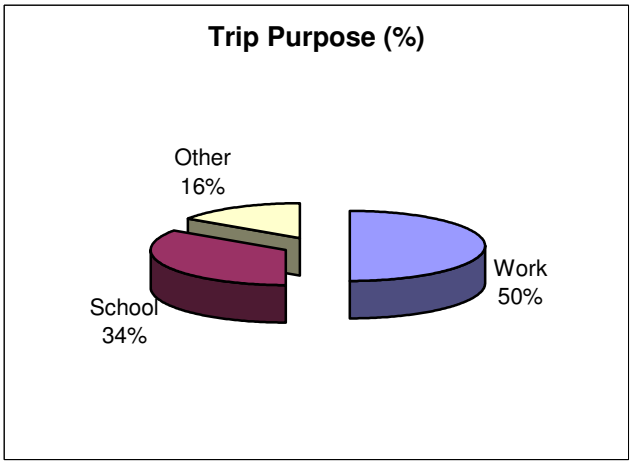
TAXI PASSENGER FARE LEVELS: DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp7311tidnr	Wartburg-New Hanover	7311	12	6.00	50
2	kp7322tidar	New Hanover-Dalton	7322	12	6.00	50
3	kp7310tidwr	Wartburg-Dalton	7310	14	6.00	43
4	kp8870tiswr	Swayimane-Wartburg	8870	18	5.50	31
5	kp7340tidbr	Njengabantu-Dalton	7340	20	7.00	35
6	kp7101tiunr	Mpolweni-New Hanover	7101	26	5.00	19
7	kp7110tiucr	Clan Syndicate-Pietermaritzburg	7110	30	5.00	17
8	kp7120tiuor	Ottos Bluff	7120	33	5.00	15
9	kp8020tibdr	Bhamshela-Dalton	8020	33	8.00	24
10	kp7320tidhr	New Hanover-Pietermaritzburg	7320	35	12.00	34
11	kp7100tiupr	Mpolweni-Pietermaritzburg	7100	38	5.00	13
12	kp8010tibwr	Bhamshela-Wartburg	8010	41	9.00	22
13	kp7300tidpr	Dalton-Pietermaritzburg	7300	45	14.00	31
14	kp8850tispr	Swayimane-Pietermaritzburg	8850	50	10.00	20
15	kp8000tibpr	Bhamshela-Pietermaritzburg (via Wartburg)	8000	73	14.00	19
16	kp8001tibir	Bhamshela-Pietermaritzburg (via New Hanover)		81	14.00	17

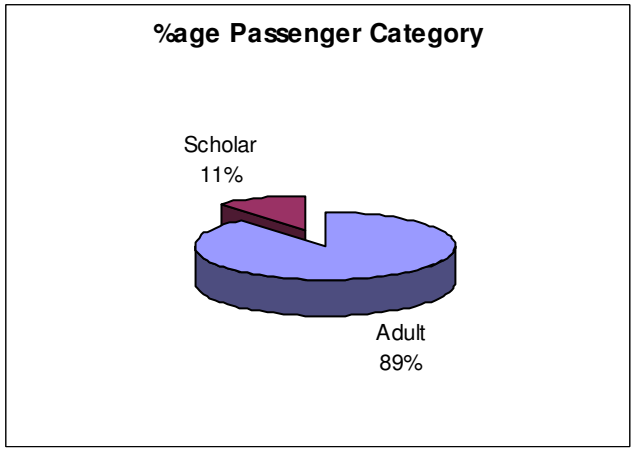
PASSENGER TRAVEL CHARACTERISTICS

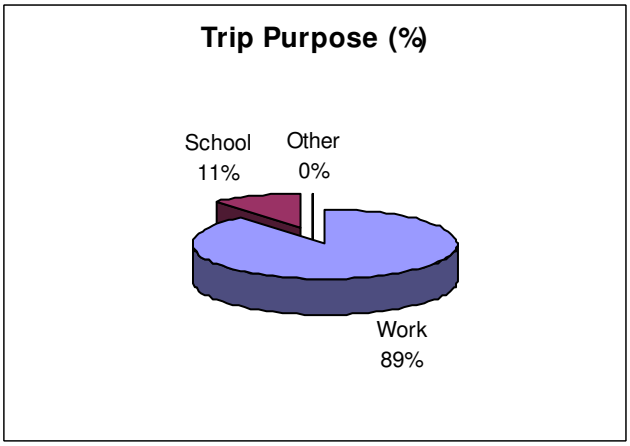
Trustfeed



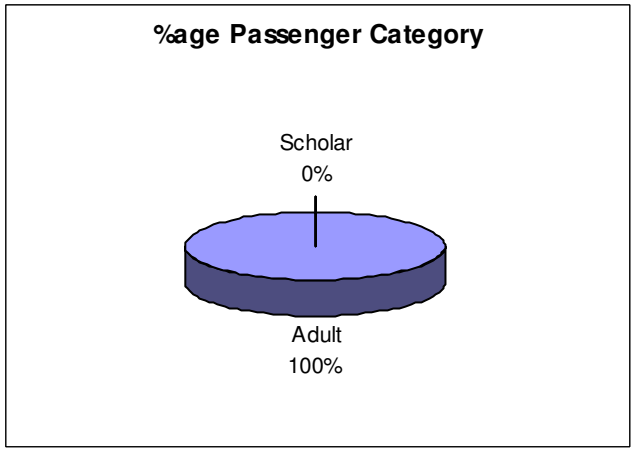


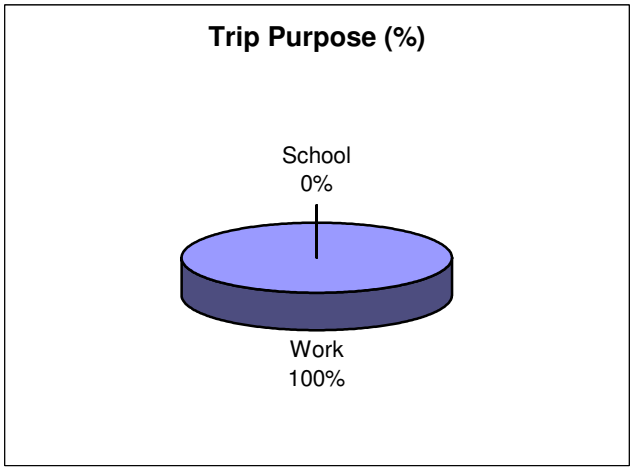
Wartburg Main Road





Wartburg Rank



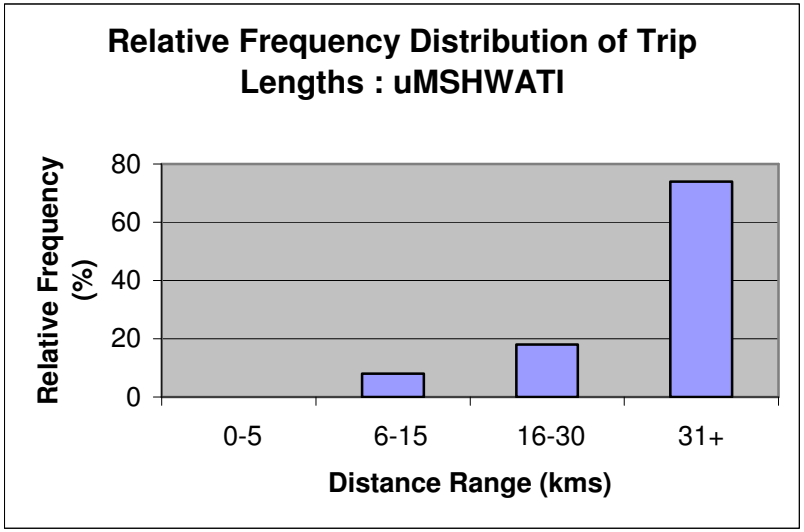


UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

uMSHWATI

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	0	0	0	0
6-15	12+12+14=	38	8	8
16-30	18+20+26+30=	94	18	26
31+	33+33+35+38+41+45+50+73+81=	379	74	100
TOTAL		511	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Dalton Rank No.2

O - D Analysis

0600-0800

		DESTINATIONS			
		Bamshella	Dalton	Greytown	TOTAL
ORIGINS	Bamshella		12(57)		**12**
	Dalton	8(38)		1(5)	**9**
	Greytown				**0**
	TOTAL	**8**	**12**	**1**	**21**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY

Public Transport Plan

Trustfeed

O - D Analysis

		DESTINATIONS						
		Cool Air	Dalton	New Hanover	Pietermaritzburg	Trustfeed	Wartburg	TOTAL
ORIGINS	Cool Air							**0**
	Dalton							**0**
	New Hanover							**0**
	Pietermaritzburg							**0**
	Trustfeed	1(3)	2(6)	6(19)	2(6)		21(66)	**32**
	Wartburg							**0**
	TOTAL	**1**	**2**	**6**	**2**	**0**	**21**	**32**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Wartburg Taxi Rank

O - D Analysis

0600-0800

		DESTINATIONS			
		Hellaman Drift	Swamani	Wartburg	TOTAL
ORIGINS	Hellaman Drift			1(6)	**1**
	Swamani			17(94)	**17**
	Wartburg				**0**
	TOTAL	**0**	**0**	**18**	**18**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY

Public Transport Plan

Wartburg Main Road

O - D Analysis

		DESTINATIONS								
		Allerman	Funtain Hill	Inkuneko	Stezi	Swamini	Table Mountain	Trustfeed	Tshepang	TOTAL
	Dalton				1(6)					**1**
	New Hanover					5(28)		1(6)		**6**
	Pietermaritzburg						1(6)			**1**
	Swamini		1(6)							**1**
	Trustfeed					3(17)			1(6)	**4**
	Umgeni	1(6)								**1**
	Wartburg			1(6)	1(6)	2(11)				**4**
	TOTAL	**1**	**1**	**1**	**2**	**10**	**1**	**1**	**1**	**18**

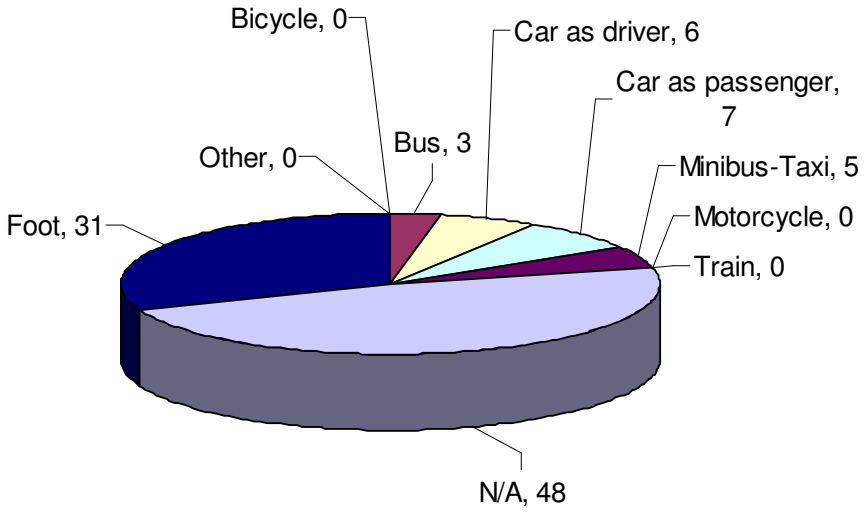
Numbers in brackets are %age of total number of trips

ANNEXURE F

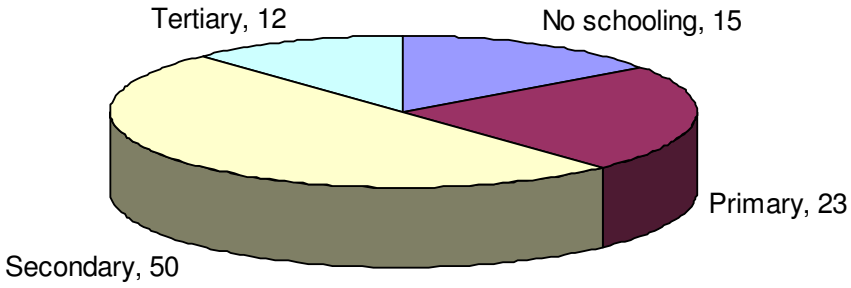
LOCAL MUNICIPALITY ANNEXURE

uMNGENI

uMngeni: Mode to School or Work



uMngeni: Education Levels



uMngeni Local Municipality

SUPPLY OF TRAVEL FACILITIES : PUBLIC TRANSPORT INTERCHANGES

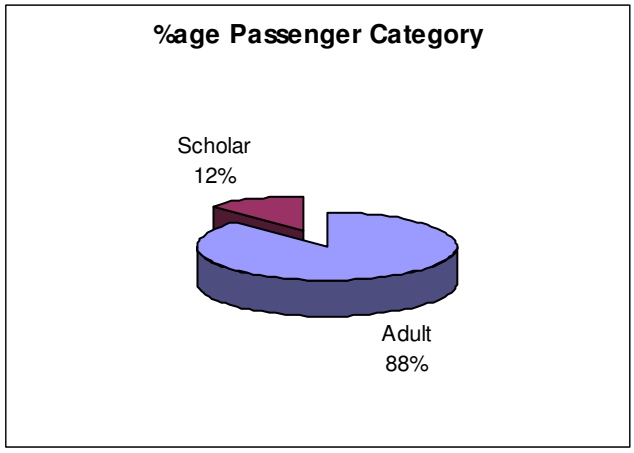
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPH0001	Morling Street Terminal	*	*	-	*	*	-
KPH0002	Somme Street Taxi Terminal – Morling to Havard	*	*	-	-	*	-
KPH0003	Somme Street Rank – Bell to Havard	*	-	-	-	*	*
KPH0004	Bell Street Taxi Terminal - Main/Bell	-	-	-	-	*	*
KPH0052	Hilton - Quarry Shopping Centre	*	*	-	-	*	-
KPH0102	Mpophomeni Taxi Terminal – Vicinity Minkathi	*	*	-	*	-	-
KPH0104	Mpophomeni - Emhlangeni Bus Terminus	*	*	-	-	-	-
KPX0040	Dargle - P130/P134	*	-	-	-	-	-
KPX0041	Nottingham Road - MR1-6	-	-	-	-	*	*
PERCENT WITH		**78**	**56**	**0**	**22**	**67**	**33**

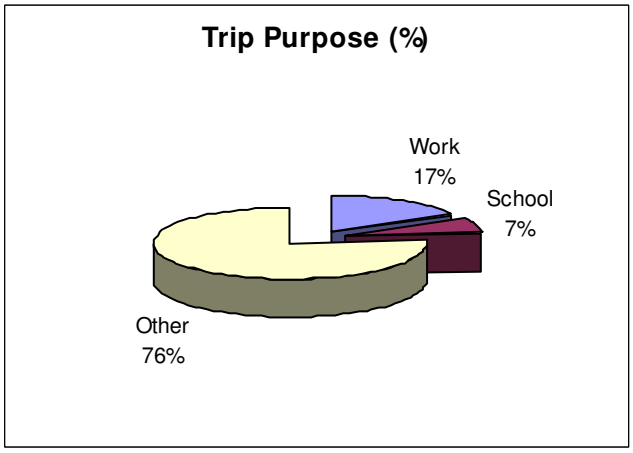
TAXI PASSENGER FARE LEVELS : DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp8933tiznr	Mpophomeni-New Town	8933	1	Nil	Free
2	kp8934tiszr	Mpophomeni-St Annes Church	8934	1	Nil	Free
3	kp8935tiztr	Mpophomeni-Courier Township	8935	2	Nil	Free
4	kp8940tizir	Howick West-Howick	8940	7	2.50	36
5	kp7410timkr	KwaGobolo-Howick	7410	15	4.00	27
6	kp7160tizhr	Hilton College-Pietermaritzburg	7160	17	4.00	24
7	kp8931tizwr	Howick-Mpophomeni	8931	19	3.00	16
8	kp8945tizlr	Hilton-Pietermaritzburg	8945	21	4.00	19
9	kp8985tizvr	Invermooi-Nottingham Road	8985	23	5.50	24
10	kp7430timhr	Magwagwa-Howick	7430	25	5.00	20
11	kp8920tizhr	Howick-Pietermaritzburg	8920	25	4.50	18
12	kp8965tizer	Curry's Post-Howick	8965	26	4.00	15
13	kp8932tizcr	Mpophomeni-Hilton College (via Cedara & Hilton)	8932	28	5.00	18
14	kp7420timmr	Mafakathini-Howick	7420	29	5.00	17
15	kp8950tizkr	Hilton College-Howick (via Hilton & Cedara)	8950	29	4.00	14
16	kp8930tizmr	Mpophomeni-Pietermaritzburg	8930	30	5.00	17

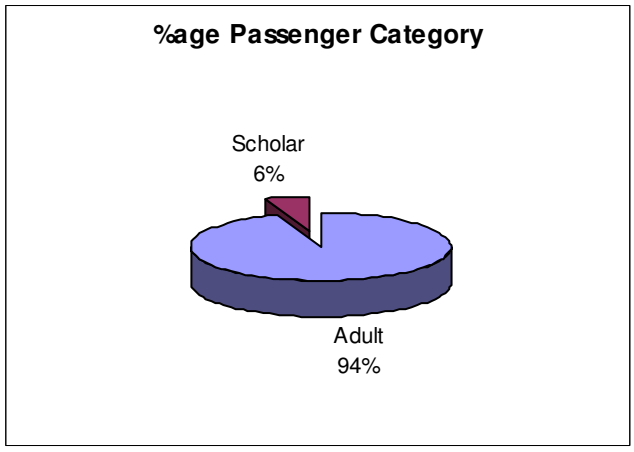
Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
17	kp7411timwr	KwaGobolo-Pietermaritzburg	7411	33	6.50	20
18	kp7440timzr	Maswazini-Howick	7440	34	6.00	18
19	kp8980tizar	Dargle-Howick	8980	34	4.00	12
20	kp7431timpr	Magwagwa-Pietermaritzburg	7431	42	6.50	15
21	kp7421timar	Mafakathini-Pietermaritzburg	7421	46	6.50	14
22	kp8960tizar	Nottingham Road-Howick (via Balgowan & Lions River)	8960	46	5.00	11
23	kp8970tizfr	Mooi River-Howick	8970	49	15.00	31
24	kp8981tizrr	Dargle-Nottingham Road	8981	125	6.50	5

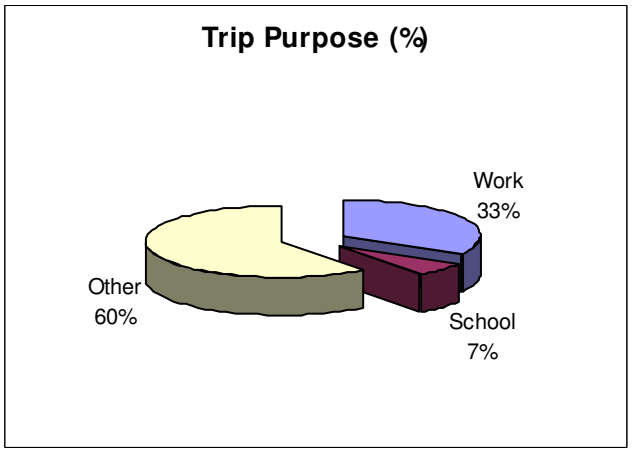
Howick Morling Street



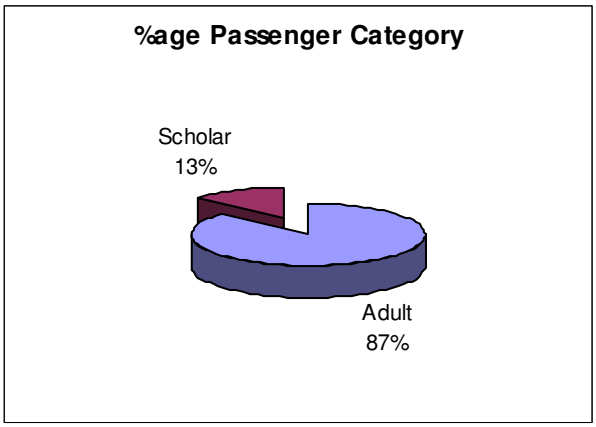


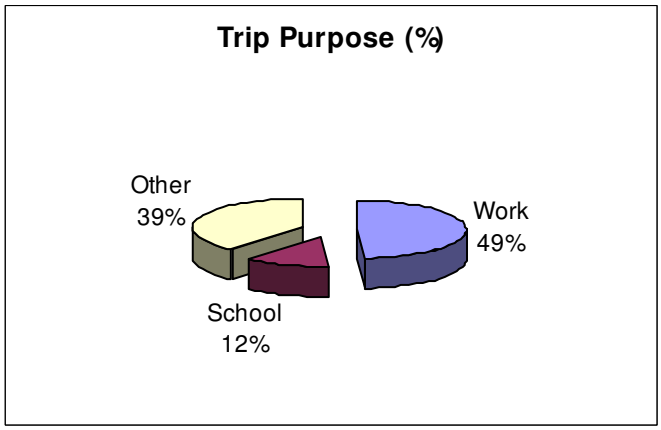
Howick Somme (Dargle Rank)



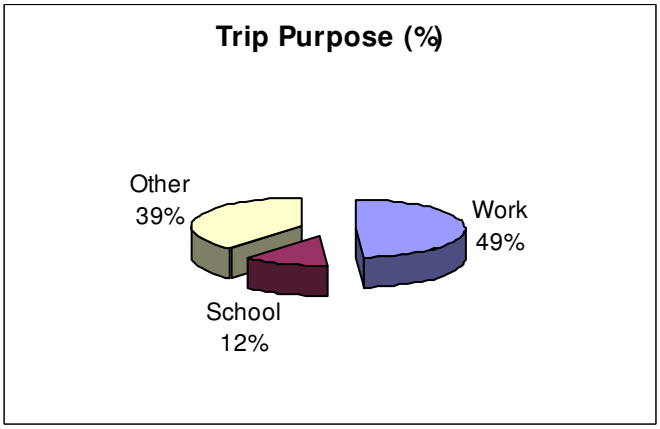


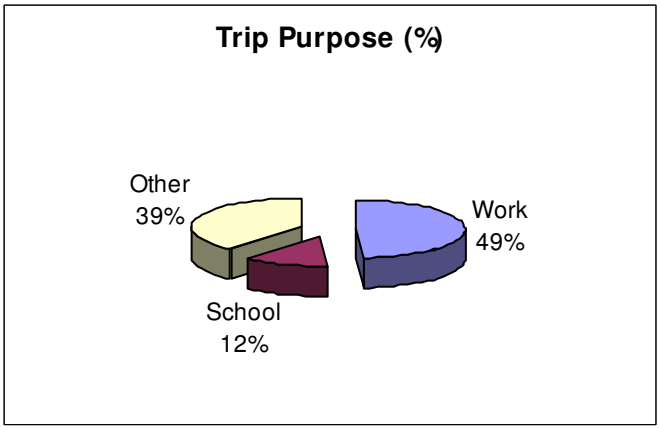
Howick Somme Street



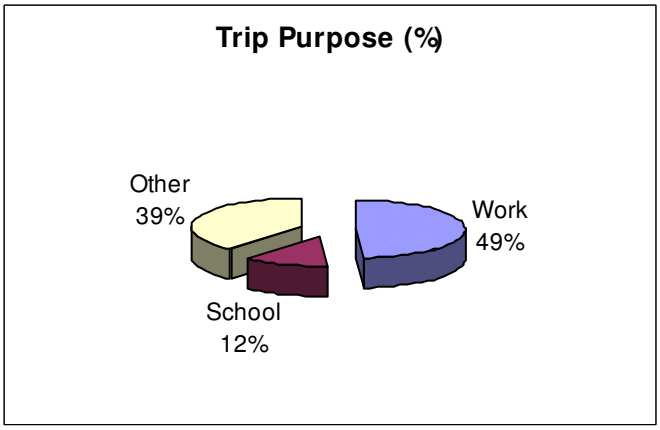


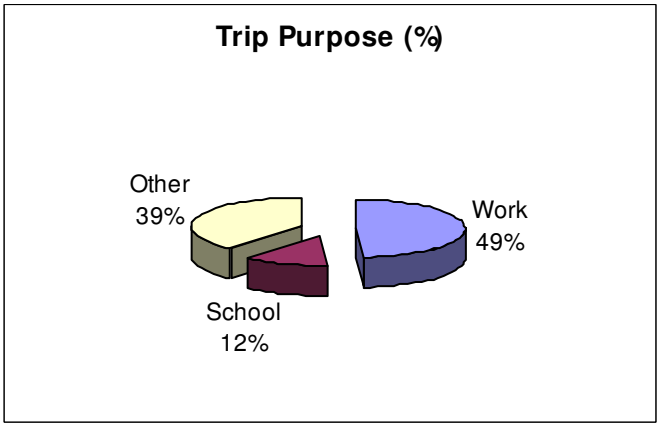
Merrivale P165 Zeederburg





Tweedie



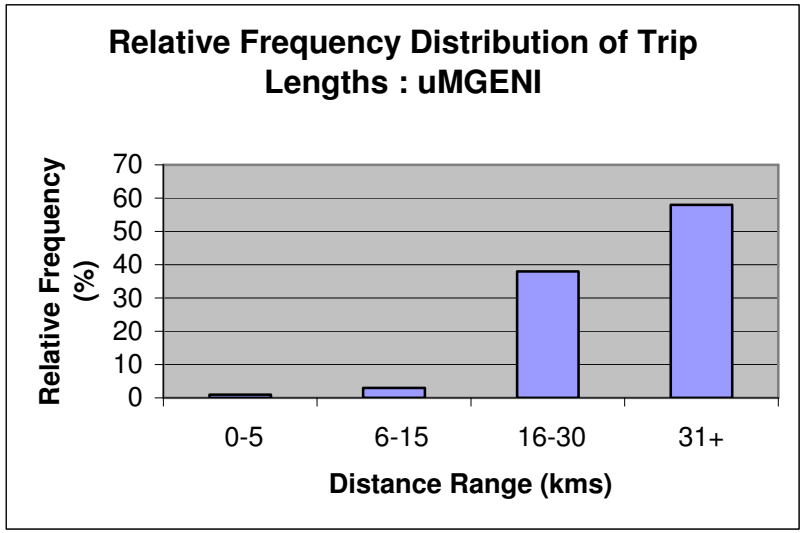


UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

uMGENI

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	1+1+2=	4	1	1
6-15	7+15=	22	3	4
16-30	17+19+21+23+25+25+26+28+29+29+30=	272	38	42
31+	33+34+34+42+46+46+49+125=	409	58	100
TOTAL		707	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan
Howick :Morling Street
O - D Analysis

0600-1800

	DESTINATIONS													
		Boston	Haza	Hilton	Howick	Impendle	Loteni	Mafakathini	Mgwagwa	Mpophomeni	P'maritzburg	Qabeni	Sweetwaters	Underburg	**TOTAL**
	Currys Post				1										**1**
	Dargle												1		**1**
	Elandskop	1													**1**
	Ezidota				1										**1**
	Haza				11										**11**
	Hilton				2			1		4					**7**
	Howick	9	8	6		35(9)	6	36(9)	4	4	36(9)	37(10)	68(18)	10	**223**
	Impendle				30(8)										**30**
	Kwadulela				12										**12**
	Lidgeton			1	2										**3**
	Mafakathini				20(5)								1		**21**
	Masingeni				1										**1**
	Mgwagwa				8										**8**
	Mpophomeni			3	21(5)										**24**
	Mzindusi				1										**1**
	P'maritzburg				1			1		1					**3**
	Qabeni				14										**14**
	Sweetwaters				13										**13**
	Underburg				8										**8**
	TOTAL	**10**	**8**	**10**	**146**	**35**	**6**	**38**	**4**	**9**	**36**	**37**	**70**	**10**	**383**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY

Public Transport Plan

Howick :Somme Street

O - D Analysis

0600-1800

		Edendale	Howick	Lidgeton	Merrivale	Mpophomeni	Nott'ham Rd	P'maritzburg	Rosetta	Vulindlela	TOTAL
ORIGINS	Boston							1			**1**
	Bulwer			2			2	2			**6**
	Cedara					1	1				**2**
	Dargle					3					**3**
	Edendale		1	6		4	12	1			**24**
	Howick	4	23(4)	41(8)	1	157(30)	68(13)	71(13)	3	1	**369**
	Impendle			3			2				**5**
	Lidgeton					2		1			**3**
	Merrivale					4	1				**5**
	Momoer		2								**2**
	Mooi River							2			**2**
	Mpophomeni		1	2			3	16(3)		1	**23**
	Nott'ham Rd	2	1			1		8			**12**
	P'maritzburg		3	10		17(3)	21(4)				**51**
	Rosetta					2		2			**4**
	Tweedie			1		1					**2**
	Vulindlela			4		4	5	1			**14**
	TOTAL	**6**	**31**	**69**	**1**	**196**	**115**	**105**	**3**	**2**	**528**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Howick :Somme (Dargle Rank)

O - D Analysis
0600-1800

DESTINATIONS

ORIGINS		Balgowan	Dargle	Elangs River	Harrys Post	Haza	Impendle	Karkloof	Lidgeton	Lions River	Mfakathini	Mooi River	Sunfield	Tweedie	TOTAL
	Balgowan		1			1					1			1	**4**
	Dargle					2					2				**4**
	Elangs River		1												**1**
	Haza		5(3)											1	**6**
	Hilton		3			3									**6**
	Howick	2	48(25)	4	1	30(15)	19(10)		1	5(3)	18(9)		2	5(3)	**135**
	Impendle		1	1		1									**3**
	Karkloof		1			1						1			**3**
	Lidgeton		1												**1**
	Lions River		1												**1**
	Merrivale		1											1	**2**
	Mfakathini		5					1							**6**
	Mooi River		1								1				**2**
	Mpophomeni	1	8(4)								1				**10**
	P'maritzburg		6(3)	2										2	**10**
	Sweetwaters		1												**1**
	TOTAL	**3**	**84**	**7**	**1**	**38**	**19**	**1**	**1**	**5**	**23**	**1**	**2**	**10**	**195**

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Merrivale :P165/Zeederburg

O - D Analysis
0600-0800

DESTINATIONS

		Durban	Hilton	Howick	Mafakatini	Merrivale	Mpophomeni	Pietermaritzburg	Underburg	TOTAL
ORIGINS	Durban			1(2)						**1**
	Hilton			0	1(2)					**1**
	Howick						4(7)			**4**
	Mafakatini			2(3)		10(17)				**12**
	Merrivale			10(17)	6(10)		11(18)			**27**
	Mpophomeni		1(2)			13(22)				**14**
	Pietermaritzburg									**0**
	Underburg							1(2)		**1**
	TOTAL	**0**	**1**	**13**	**7**	**23**	**15**	**1**	**0**	**60**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Tweedie

O - D Analysis

0600-0800

		DESTINATIONS				
		Howick	Merrivale	Pietermaritzburg	Tweedie	TOTAL
ORIGINS	Howick					**0**
	Merrivale					**0**
	Pietermaritzburg					**0**
	Tweedie	2(40)	1(20)	2(40)		**5**
	TOTAL	**2**	**1**	**2**	**0**	**5**

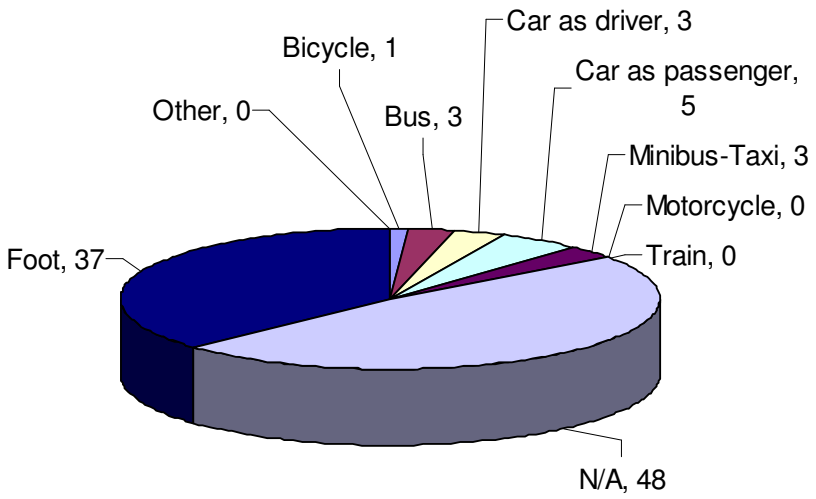
Numbers in brackets are %age of total number of trips

ANNEXURE G

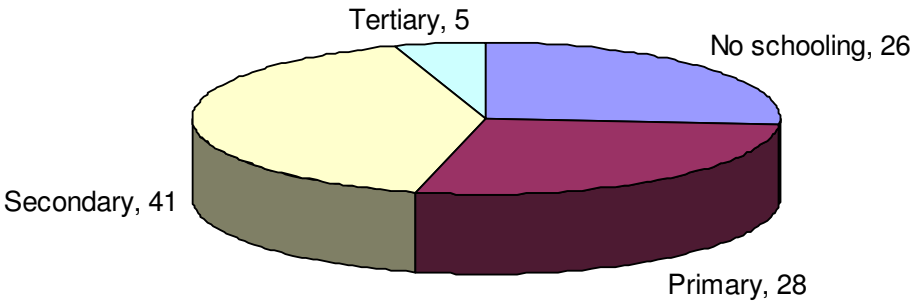
LOCAL MUNICIPALITY ANNEXURE

MPOFANA

Mpofana : Mode to School or Work



Mpofana: Education Levels



Mpofana Local Municipality

SUPPLY OF TRAVEL FACILITIES : PUBLIC TRANSPORT INTERCHANGES

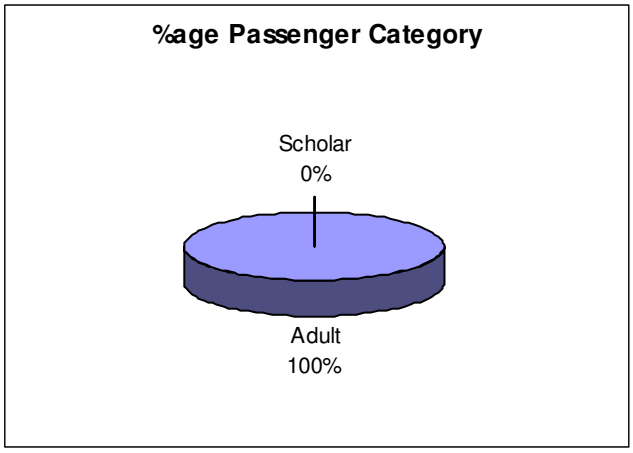
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPX0061	Mooi River - Station Road Rank	-	-	-	-	*	-
KPX0062	Mooi River - Lawrence Road Rank	-	*	-	-	*	-
KPX0063	Mooi River - Nottingham Road Rank at Caltex Garage	*	-	-	-	*	-
KPX0064	Mooi River - Estcourt Bus and Taxi Rank : Weston	-	-	-	-	*	-
PERCENT WITH		**25**	**25**	**0**	**0**	**100**	**0**

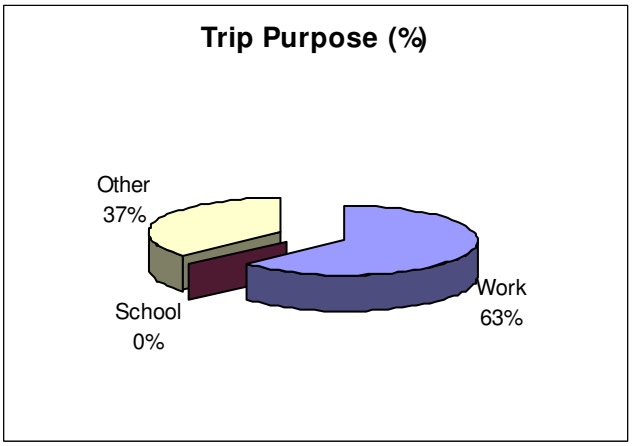
TAXI PASSENGER FARE LEVELS : DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp8933tiznr	Mpophomeni-New Town	8933	1	Nil	Free
2	kp8934tiszr	Mpophomeni-St Annes Church	8934	1	Nil	Free
3	kp8935tiztr	Mpophomeni-Courier Township	8935	2	Nil	Free
4	kp8940tizir	Howick West-Howick	8940	7	2.50	36
5	kp7410timkr	KwaGobolo-Howick	7410	15	4.00	27
6	kp7160tizhr	Hilton College-Pietermaritzburg	7160	17	4.00	24
7	kp8931tizwr	Howick-Mpophomeni	8931	19	3.00	16
8	kp8945tizlr	Hilton-Pietermaritzburg	8945	21	4.00	19
9	kp8985tizvr	Invermooi-Nottingham Road	8985	23	5.50	24
10	kp7430timhr	Magwagwa-Howick	7430	25	5.00	20
11	kp8920tizhr	Howick-Pietermaritzburg	8920	25	4.50	18
12	kp8965tizer	Mount West-Howick	8965	26	4.00	15
13	kp8932tizcr	Mpophomeni-Hilton College (via Cedara & Hilton)	8932	28	5.00	18
14	kp7420timmr	Mafakathini-Howick	7420	29	5.00	17
15	kp8950tizkr	Hilton College-Howick (via Hilton & Cedara)	8950	29	4.00	14
16	kp8930tizmr	Mpophomeni-Pietermaritzburg	8930	30	5.00	17
17	kp7411timwr	KwaGobolo-Pietermaritzburg	7411	33	6.50	20
18	kp7440timzr	Maswazini-Howick	7440	34	6.00	18
19	kp8980tizar	Dargle-Howick	8980	34	4.00	12
20	kp7431timpr	Magwagwa-Pietermaritzburg	7431	42	6.50	15
21	kp7421timar	Mafakathini-Pietermaritzburg	7421	46	6.50	14
22	kp8960tizar	Nottingham Road-Howick (via Balgowan & Lions River)	8960	46	5.00	11
23	kp8970tizfr	Mooi River-Howick	8970	49	15.00	31
24	kp8981tizrr	Dargle-Nottingham Road	8981	125	6.50	5

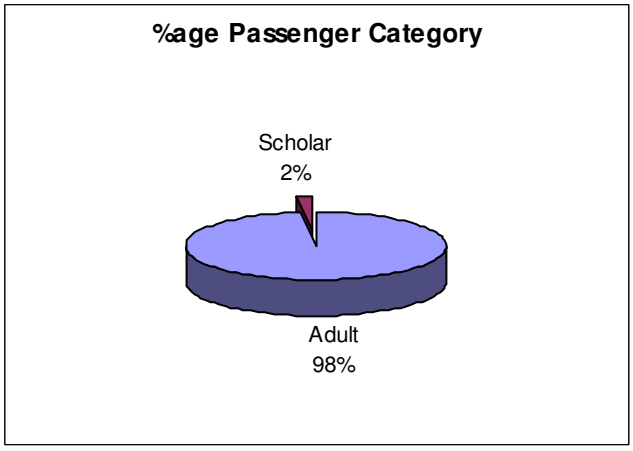
PASSENGER TRAVEL CHARACTERISTICS

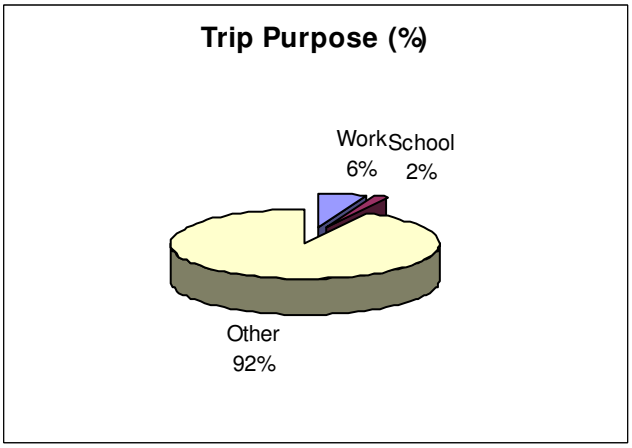
Mooi Caltex



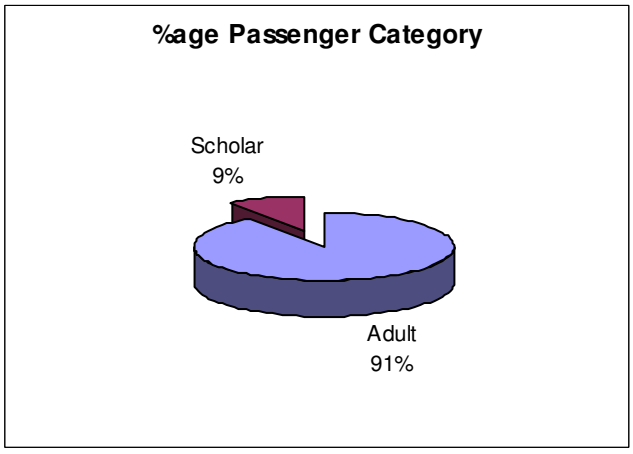


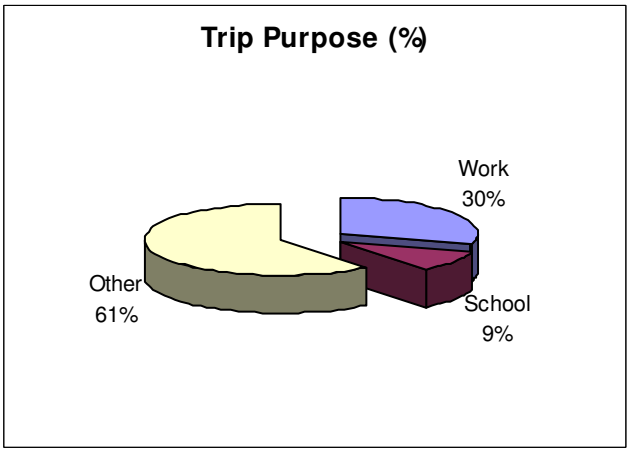
Mooi Estcourt





Mooi Lawrence



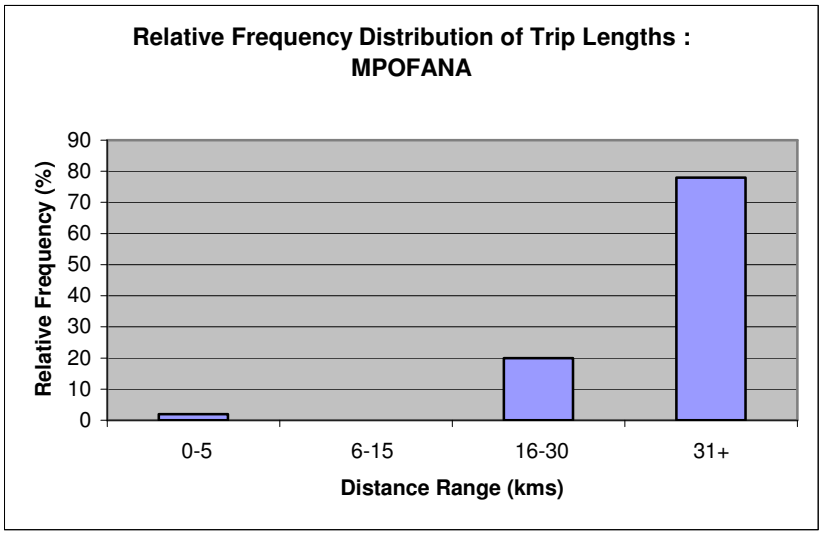


UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

MPOFANA

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	3=	3	2	2
6-15	0	0	0	0
16-30	19+19=	38	20	22
31+	34+52+67=	153	78	100
TOTAL		194	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY

Public Transport Plan

Mooi River - Estcourt Rank

O - D Analysis

0500-1500

DESTINATIONS

ORIGINS		Berea	Bruntville	Estcourt	Imzlophe	Johannesburg	Ladysmith	Loskop	Mimorsa	Mooi River	Rietvlei	Slakoolu	Tambashlope	Wembezi	TOTAL
	Brayhill Farm			3											**3**
	Bruntville			25									5	2	**32**
	Dry Court			1											**1**
	Estcourt		1									1			**2**
	Grove									1					**1**
	Hidcote			4											**4**
	Honeydew			1									2		**3**
	Midras			2											**2**
	Mooi River			12					1		11		1	2	**27**
	Nottingham Road			3				1		1					**5**
	Pietermaritzburg			1			1								**2**
	Rietvlei			1		1				3					**5**
	Rondebosch			1											**1**
	Slakoolu					1									**1**
	Summer Hill			1											**1**
	Tabamshlope			1						1					**2**
	Townview			5	2						1			2	**10**
	Twaleche	1													**1**
	TOTAL	**1**	**1**	**61**	**2**	**2**	**1**	**1**	**1**	**6**	**12**	**1**	**8**	**6**	**103**

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Mooi River - Caltex Garage

O - D Analysis

0700-1700

		DESTINATIONS						
		Estcourt	Howick	Impendle	Nootingham Road	Pietermaritzburg	Rosetta	**TOTAL**
ORIGINS	Bruntville		2(5)		1			**3**
	Estcourt		2(5)	1	1			**4**
	Ethopia	1						**1**
	Hidcote				3(7)			**3**
	Mooi River		2(5)		20(49)	1	6(15)	**29**
	Nootingham Road							
	Rievlei				1			**1**
	TOTAL	**1**	**6**	**1**	**26**	**1**	**6**	**41**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Mooi River - Lawrence Road

O - D Analysis

0600-1800

DESTINATIONS

		Bruntville	Kamberg	Lidgeton	Mooi River	Nottingham Road	Pietermaritzburg	Scottsville	Woodlands	TOTAL
ORIGINS	Bruntville				17(7)		4(2)			**21**
	Kamberg	5(2)			9(4)		1			**15**
	Lidgeton	4(2)								**4**
	Mooi River	170(75)					7(4)	1	2	**180**
	Nottingham Road	6(3)								**6**
	Pietermaritzburg	1								**1**
	Scottsville									
	Woodlands									
	TOTAL	**186**			**26**		**12**	**1**	**2**	**227**

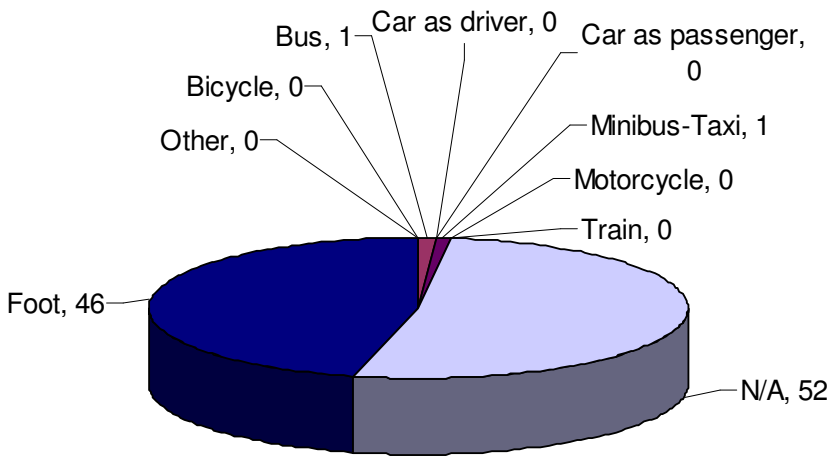
Numbers in brackets are %age of total number of trips

ANNEXURE H

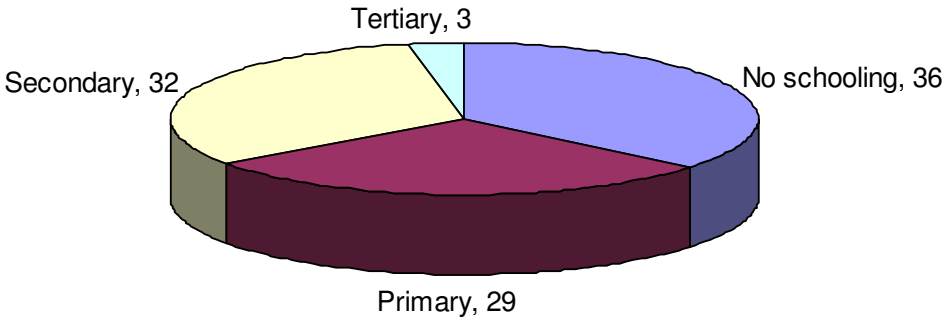
LOCAL MUNICIPALITY ANNEXURE

IMPENDLE

Impendle: Mode to School or Work



Impendle: Education Levels



Impendle Local Municipality

SUPPLY OF TRAVEL FACILITIES : PUBLIC TRANSPORT INTERCHANGES

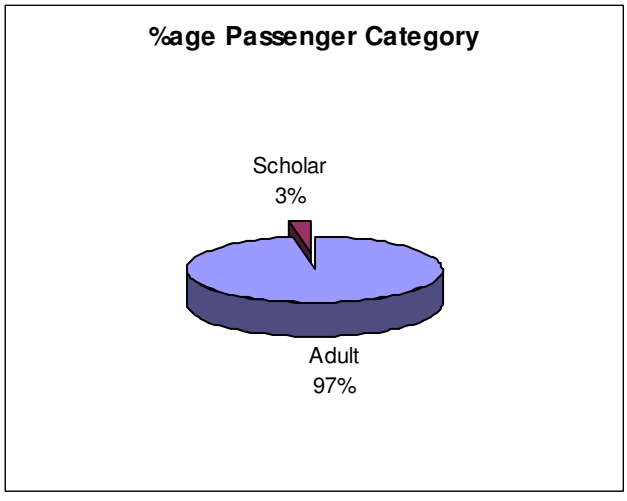
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPX0039	Impendhle Rank – P130	-	*	-	*	*	-
PERCENT WITH		0	100	0	100	100	0

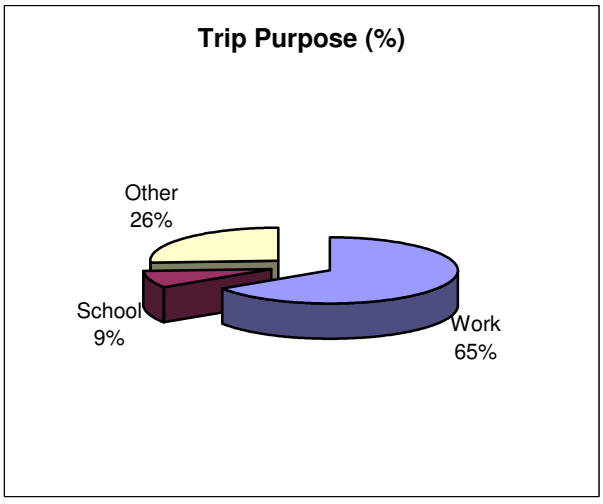
TAXI PASSENGER FARE LEVELS : DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp8431tiilr	57	14.50	25
2	kp8430tiihr	67	14.50	22
3	kp8400tiipr	71	15.50	22
4	kp8440tiimr	115	16.50	14

PASSENGER TRAVEL CHARACTERISTICS

Impendle Rank



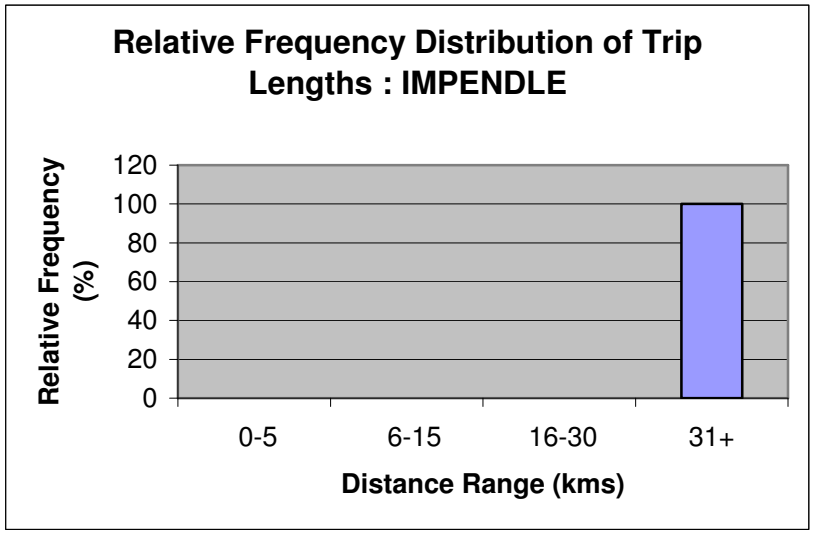


Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

IMPENDLE

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	0	0	0	0
6-15	0	0	0	0
16-30	0	0	0	0
31+	57+67+71+115=	310	100	100
TOTAL		310	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Impendle

O – D Analysis

		DESTINATIONS							
		Esmilobar	Gomani	Howick	Impendle	Inzinge	Phindangene	Pietermaritzburg	**TOTAL**
ORIGINS	Esmilobar								**0**
	Gomani				1(3)			2(6)	**3**
	Howick								**0**
	Impendle	3(9)	1(3)	3(9)		2(6)		15(47)	**24**
	Inzinge								**0**
	Phindangene							4(12)	**4**
	Pietermaritzburg	1(3)							**1**
	TOTAL	**4**	**1**	**3**	**1**	**2**	**0**	**21**	**32**

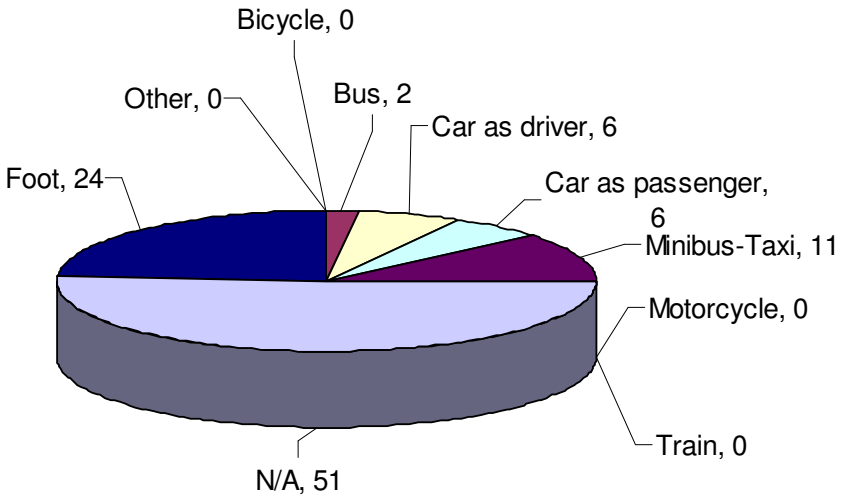
Numbers in brackets are %age of total number of trips

ANNEXURE I

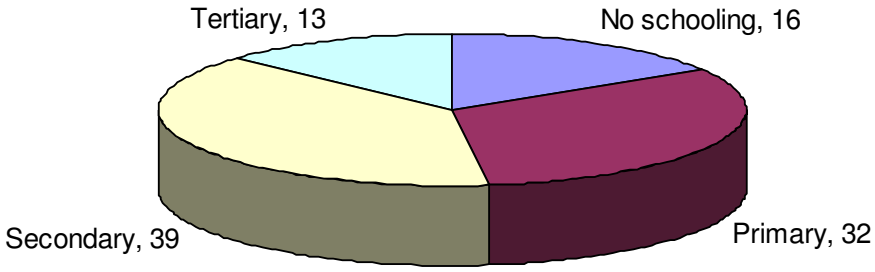
LOCAL MUNICIPALITY ANNEXURE

MSUNDUZI

Msunduzi : Mode to School or Work



Msunduzi: Education Levels



Msunduzi Local Municipality

SUPPLY OF TRAVEL FACILITIES : PUBLIC TRANSPORT INTERCHANGES

INTERCHANGE		ELEMENTS					
Code	**Facility Name**	**Paved Surface**	**Shelter**	**Office**	**Lavatories**	**Electricity**	**Telephone**
KPC0001	Freedom Square Terminal No. 2 - Off Church	*	-	-	-	*	-
KPC0003	City Terminal - Bus/Taxi Service	*	-	-	-	*	*
KPC0004	Longmarket Street Rank No. 2 - Metered Taxi Rank adj. City Terminal	*	-	-	*	*	*
KPC0007	Freedom Square Terminal No.1 - Off Longmarket	*	-	-	-	*	-
KPC0009	Old Market Street - Adjacent Library	*	-	-	-	*	-
KPC0013	Boom/Retief Taxi Terminal	*	-	*	*	*	-
KPC0018	Pietermaritz Street - Bourke to Slatter	*	-	-	*	*	-
KPC0020	Retief Street Bus Rank No.1 - Greyling to Victoria	*	*	-	-	*	-
KPC0022	Retief Street Terminal	*	*	-	*	*	-
KPC0023	Slatter Street Taxi Terminal	*	*	*	*	*	*
KPC0024	Slatter Street - Outside Slatter Street Taxi Terminal	*	-	-	-	*	-
KPC0025	West Street Bus/Taxi Station	*	*	*	*	*	*
KPC0026	Berg Street Rank No. 3 – Paton to James	*	-	-	-	*	-
KPC0027	Berg Street Rank No. 4 - James to East	*	-	-	-	*	-
KPC0028	Berg Street Rank No. 5 – Below East	*	-	-	*	*	-
KPC0030	Queen Street Taxi Terminal	*	-	-	*	*	-
KPC0031	Church Street Terminal No. 1 - Church/Pine	*	-	-	-	*	-
KPC0032	Church Street Rank No. 2 - Pine to West	*	-	-	*	*	-
KPC0033	Dorpspruit Taxi Terminal - Off Greytown	*	*	-	*	*	-
KPC0035	East Street Bus Rank No. 2 - Berg to Pietermaritz	*	*	-	-	*	-
KPC0036	East Street Bus Rank No. 3 - Boom to Berg	*	*	-	*	*	-
KPC0037	Baverstock Taxi Terminal - Off Pine/Havelock	-	-	-	-	*	-
KPC0038	Retief Street Rank No. 3 - Church to Pietermaritz	*	-	-	-	*	-
KPC0040	Berg Street Rank No. 2 – Below Retief	*	-	-	-	*	-
KPC0042	East Street Bus Terminal No. 4 - Off Boom/East	*	-	-	*	*	-
KPC0045	Church Street Rank No. 3 - Adjacent Freedom Square	*	-	-	-	*	*

INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPC0047	Pietermaritz Street Rank No. 2 - Paton to Ginman	*	-	-	-	*	-
KPC0048	Retief Street Bus Rank No.2 - Boom to Greyling	*	-	-	-	*	-
KPC0049	Retief Street Rank No. 4 - Church to Longmarket	*	-	-	-	*	-
KPC0051	Loop Street Rank No. 2 - Off Killarney Terrace	*	-	-	-	*	-
KPC0066	Pietermaritz Street Rank No. 3 - Ginman to Retief	*	*	-	*	*	*
KPC0093	Symons Centre Basement	*	*	*	*	*	-
KPE0010	Imbali Unit 18 - Politique/T1	-	*	-	-	*	-
KPE0018	Sinathingi Terminus – Mpungose	*	*	-	-	-	-
KPE0020	Enhlazatshe Taxi Terminal - Off MR7 and Georgetown 3/5	*	*	-	-	*	*
KPE0022	Esigodeni Terminus - Esigodeni/Nyoni 3	*	*	-	-	*	-
KPE0023	Georgetown Terminus – Library	*	*	-	*	*	*
KPE0027	Caluza Terminal - Beyond Siyamu School off C1	*	*	-	-	*	-
KPE0028	Edendale Road - Opposite Edendale Hospital	*	*	-	-	*	-
KPE0033	Imbali Unit J Terminus - Maqeleni J1	*	-	-	-	*	-
KPE0036	Imbali Unit 13 Terminus - Phezulu/Nozulu	-	*	-	-	*	-
KPE0041	France – Foxhill	*	-	-	-	*	-
KPE0043	Caluza Reservoir Terminus	-	-	-	-	*	-
KPE0044	France – Foxhill	-	-	-	-	-	-
KPE0061	Willowfontein Taxi Rank - Willowfontein/Z373	*	*	-	-	*	-
KPE0068	Ashdown Taxi Rank - off Mkhize Hill/Chonco	*	*	-	-	-	*
KPE0069	Ashdown Stadium Entrance	*	*	-	*	*	-
KPE0070	Ashdown Terminus – Dingane's/Dr. Dube	*	*	-	-	*	-
KPE0090	Unit BB Terminus - Izwilesizwe Primary School/N1	*	*	-	-	*	-
KPE0102	Esigodeni Rank - Esigodeni/Manvi 1	*	-	-	-	*	-
KPR0004	Bombay/Regina Terminus - In Bombay	*	-	-	-	*	-
KPR0016	Mars/Pluto	*	-	-	-	*	-
KPR0017	Regina/Reservoir - Northdale Primary School	*	-	-	-	*	-
KPR0024	Ghandi/Madurai - In Madurai	*	-	-	-	*	-
KPR0050	Town Bush Road - Vicinity Greys Hospital	*	*	-	-	*	-
KPR0120	Durban Road - Outside Nedbank Plaza	*	-	-	-	*	*

INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPR0122	Woodlands Terminus - Community Hall Road	*	-	-	-	*	*
KPR0171	Essenwood/Navan Boulevard Terminus	*	-	-	-	*	-
KPR0176	Glenwood - Bishopstowe/Les van Wyk	*	-	-	-	*	-
KPR0179	Tamboville Terminus - GL ll - 18	*	-	-	-	*	-
KPR0181	Glenwood Terminus - Les van Wyk/Shetland	*	-	-	-	*	-
KPR0195	Sobantu Terminus - Sikhosana/Mendi	*	*	-	-	*	-
KPV0002	Laduma Terminus - D1131	-	-	-	-	-	-
KPV0005	Mafakathini - Mkhize D1122/D1133	-	-	-	-	-	-
KPV0008	Mafakathini - Phenduka Terminus D1133/P402	-	*	-	-	-	-
KPV0010	Mafakathini - Khobongo D1140	*	-	-	-	-	-
KPV0014	Mgwagwa - Silinto P390/P402	-	-	-	-	-	-
KPV0016	Mgwagwa Terminus - P390	-	-	-	-	-	-
KPV0021	Dulela Terminus - D1129	-	-	-	-	-	-
KPV0023	Elandskop - Zondi Store Terminus off MR7/D1122	-	-	-	-	-	*
KPV0028	Zwartkop - Mbane : Bus Rank P399	*	-	-	-	*	-
KPV0031	Sweetwaters Terminus - MR139/ZM109	-	*	-	-	-	*
KPV0053	Shange Terminus - D1138	-	-	-	-	-	-
KPV0062	Tafuleni Terminus - D1128	-	-	-	-	-	-
KPV0065	Qanda Terminus - D1127	-	*	-	-	-	-
KPV0068	Dindi Terminus - D1126	-	*	-	-	-	-
KPV0071	Mduli – D1130	-	-	-	-	-	-
KPV0072	Bekezela Store - D1130	-	-	-	-	-	-
KPV0073	Nqabeni – P411	-	-	-	-	-	-
KPV0074	Doloqina Store - Off P411	-	-	-	-	-	-
KPV0075	Mashingeni Terminus - A3737	-	-	-	-	-	-
KPV0076	Mafakathini - Emalangeni Terminus P402	-	*	-	-	-	-
KPV0077	Kuhlekonke – Off D1139	-	-	-	-	-	-
KPV0078	Upper Noshezi Terminus - D1125	-	-	-	-	-	-
KPX0015	Entembeni Terminus - D683	-	-	-	-	-	-
PERCENT WITH		**69**	**34**	**5**	**19**	**71**	**15**

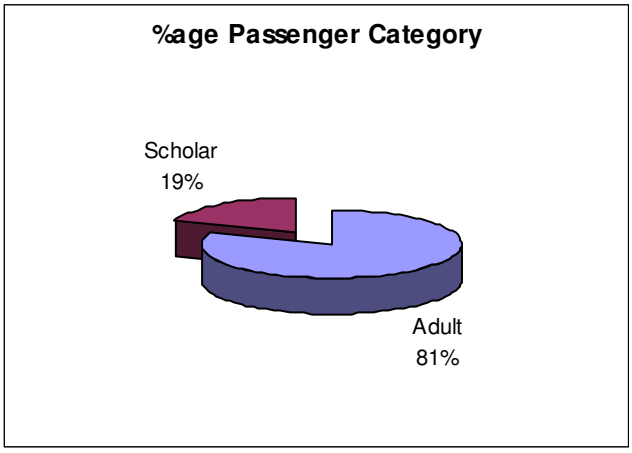
TAXI PASSENGER FARE LEVELS: DETAIL PER LOCAL AUTHORITY

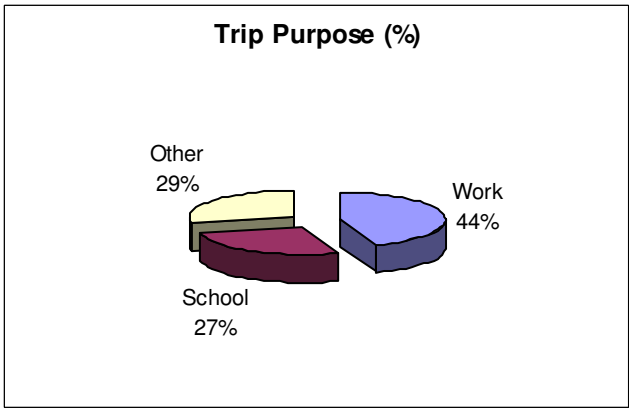
Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp7500ticcr	Clarendon	7500	4	2.50	63
2	kp7510ticwr	Wembley	7510	4	2.50	63
3	kp4130tissr	Sobantu-Freedom Square	4130	4	3.20	80
4	kp4120tiwnr	Woodlands (via Northdale Hospital)	4120	4	2.50	63
5	kp7520ticbr	Bisley	7520	5	2.50	50
6	kp7540ticpr	Pelham	7540	5	2.50	50
7	kp7730tignr	Napierville	7730	5	2.30	46
8	kp7750tigpr	Pelham	7750	5	2.60	52
9	kp4630timnr	Napierville	4630	5	2.30	46
10	kp4131tissr	Sobantu-Retief Street	4131	5	3.20	64
11	kp4111tiefr	Eastwood (via Manning Avenue)	4111	6	2.30	38
12	kp4112tieor	Eastwood (via Ohrtmann Avenue)	4112	6	2.30	38
13	kp7740tigrr	Richmond Crest	7740	6	2.60	43
14	kp4110tieer	Panarama Gardens	4110	7	2.30	33
15	kp4010tinbr	Northdale No.2-Bombay Road	4010	7	2.50	36
16	kp7530ticsr	Scottsville	7530	8	2.50	31
17	kp3000tieer	Esigodini	3000	8	3.30	41
18	kp4101tighr	Glenwood	4101	8	2.50	31
19	kp7010tigor	Oak Park	7010	8	2.50	31
20	kp7020tigcr	Montrose	7020	8	2.50	31
21	kp4020tinar	Northdale No.3-Balhambra Way	4020	8	2.50	31
22	kp4030tinor	Northdale No.4-Olympia Way	4030	8	2.50	31
23	kp4040tinnr	Northdale No.6-Newholme Way	4040	8	2.50	31
24	kp4050tinkr	Northdale No.8-Khan Road	4050	8	2.50	31
25	kp4121tiwwr	Woodlands (viaWillowton)	4121	8	2.50	31
26	kp7170tizmr	Mbutshana-Hilton	7120	8	2.50	31
27	kp4100tiggr	Tamboville	4100	9	2.50	28
28	kp3090tiitr	Imbali 1 & 2 (via Mbabazame Road)	3090	9	3.10	34
29	kp3070tijmr	Maqeleni	3070	9	3.10	34
30	kp4600timlr	Lincoln Mead	4600	9	3.00	33
31	kp3041tiabr	Ashdown-Freedom Square	3041	10	3.10	31
32	kp7700tigfr	France	7700	10	3.10	31
33	kp7710tiggr	Grange/Westgate	7710	10	2.60	26
34	kp7720tigsr	Slangspruit	7720	10	2.60	26
35	kp4000tindr	Northdale No.1-Dunveria	4000	10	2.50	25
36	kp3040tiaar	Ashdown-Retief Street Terminal	3040	11	3.10	28
37	Kp3071tijir	Imbali-Imbali CC	3071	11	3.10	28
38	kp3101tiiqr	Imbali Unit 15	3101	11	3.10	28
39	kp3060tippr	Pata 1 (Unit S through Pata)	3060	11	3.20	29
40	kp3061tipqr	Pata 2 (Unit S via Politique Road)	3061	11	3.20	29
41	kp3051ticmr	Mbanjwa	3051	12	3.20	27
42	kp3100tiipr	Imbali Unit 13	3100	12	3.10	26
43	kp3050ticcr	Caluza	3050	13	3.10	24
44	kp3052tichr	Harewood	3052	13	3.20	25

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
45	kp3020tiddr	Dambuza	3020	13	3.10	24
46	kp3091tiiur	Imbali 1 & 2 (via Sinkwazi Road)	3091	13	3.10	24
47	kp3080tiibr	Imbali Unit BB	3080	13	3.10	24
48	kp3082tiicr	Imbali Unit 18	3082	13	3.10	24
49	kp4060ticcr	Copesville (via Orient Heights)	4060	14	2.50	18
50	kp4061ticsr	Copesville (via Samanaville)	4061	14	2.50	18
51	kp4062ticdr	Copesville (via Dunveria)	4062	14	2.50	18
52	kp3120tiesr	Smero	3120	14	3.30	24
53	kp5050timmr	Laduma	5050	14	3.10	22
54	kp5051timpr	Mvubukazi/Payiphini	5050	14	3.10	22
55	kp3121tieer	Enhlazatshe	3121	15	3.20	21
56	kp3122tiegr	Edendale	3122	15	3.10	21
57	kp3110tiasr	Azalea	3110	16	3.40	21
58	kp3011tisjr	Sinathingi-Slatter Street Taxi Terminal	3011	16	3.20	20
59	kp7171tizur	Mbutshana-Pietermaritzburg	7171	16	3.40	21
60	kp3010tisir	Sinathingi-Retief Street Terminal	3010	17	3.20	19
61	kp3030tiwwr	Willowfontein	3030	17	3.00	18
62	kp4620timar	Ashburton/Lynfield Park	4620	18	3.50	19
63	kp7180tizer	Sweetwaters-Howick	7180	19	3.70	19
64	kp7185tizzr	Zayeka	7185	19	3.20	17
65	kp7140tizbr	Bhobhonoma	7140	20	4.00	20
66	kp7150tizer	Ezibonivini	7150	24	5.00	21
67	kp7190tizkr	KwaGubeshe	7190	31	5.00	16
68	kp8660timqr	Qanda	8660	33	5.00	15
69	kp8680timtr	Tafuleni	8680	33	5.50	17
70	kp8650timdr	Dindi	8650	36	5.00	14
71	kp8610timsr	Elandskop	8610	37	5.50	15
72	kp8670timmr	Magwagwa	8670	40	6.00	15
73	kp8580timmr	Mafunze	8580	42	6.00	14
74	kp8590timmr	Gibsons Gate	8590	42	6.00	14
75	kp8600timzr	Zondi Store	8600	45	6.00	13
76	kp8620timar	Maswazini	8620	46	6.00	13
77	kp7880tipmr	Mooi River-Pietermaritzburg	7880	51	20.00	39

PASSENGER TRAVEL CHARACTERISTICS

City Terminal City Taxi Service





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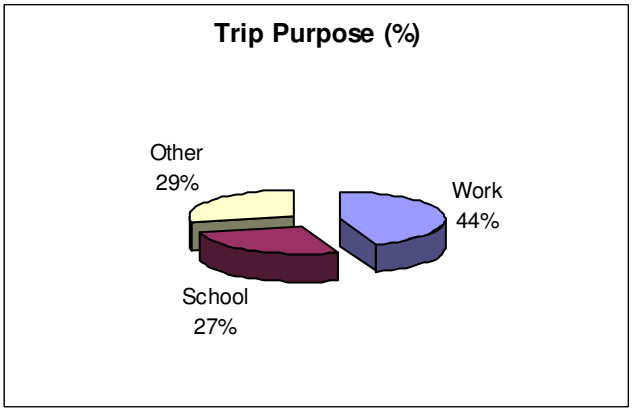
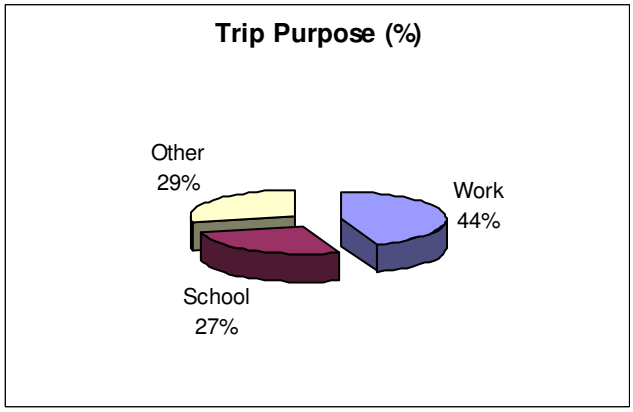
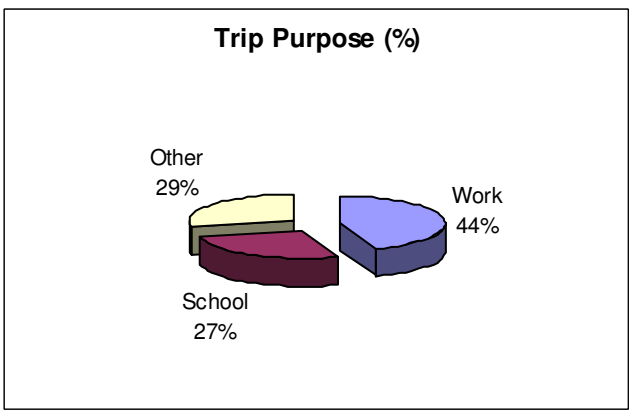
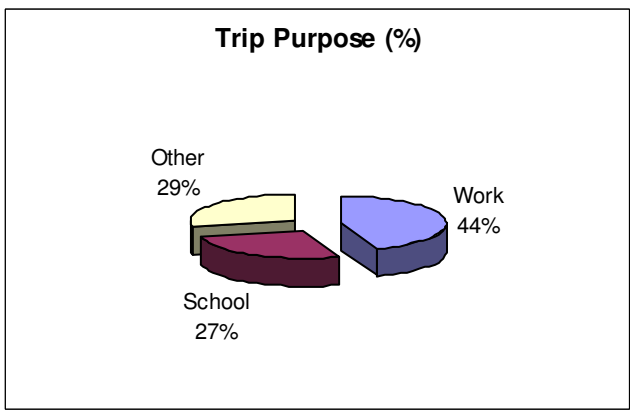


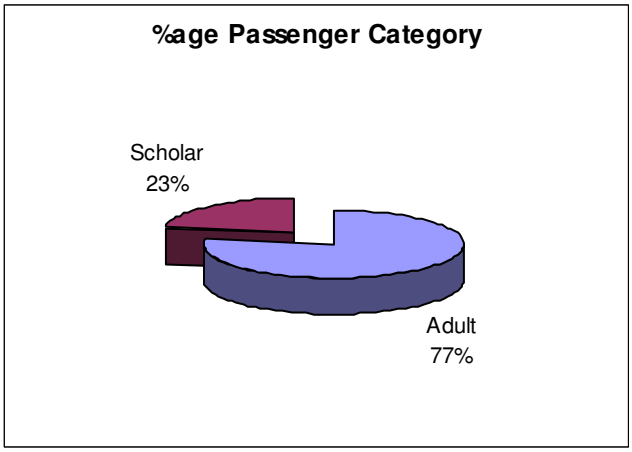


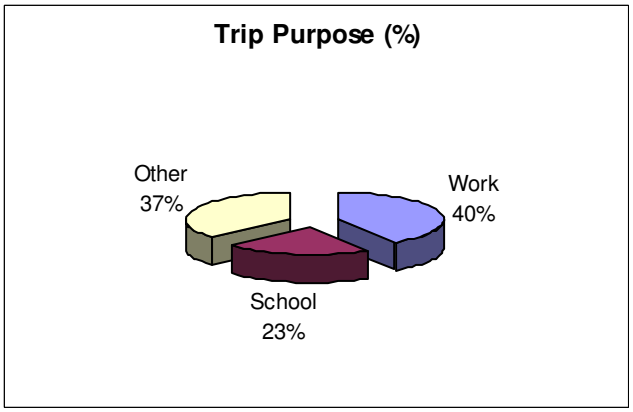
East Street No 3



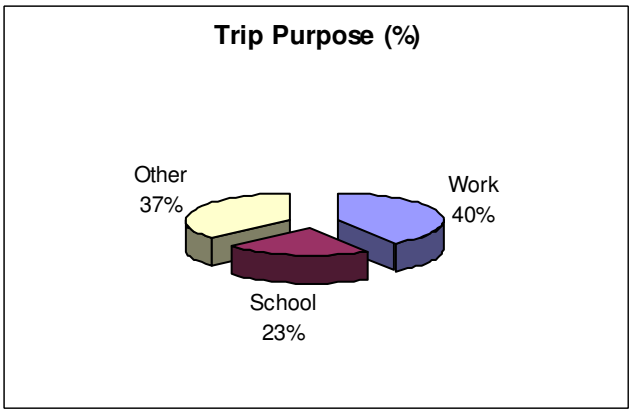


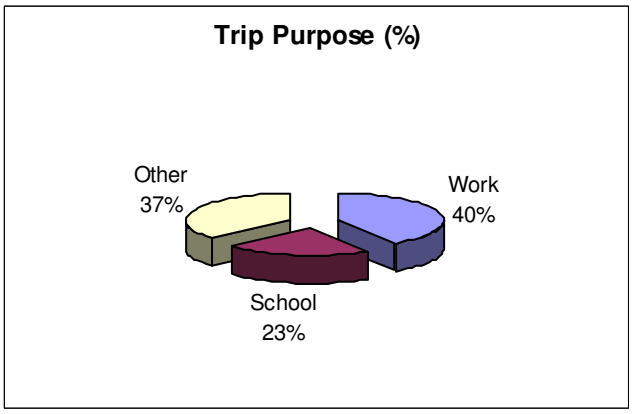
East Street No 4



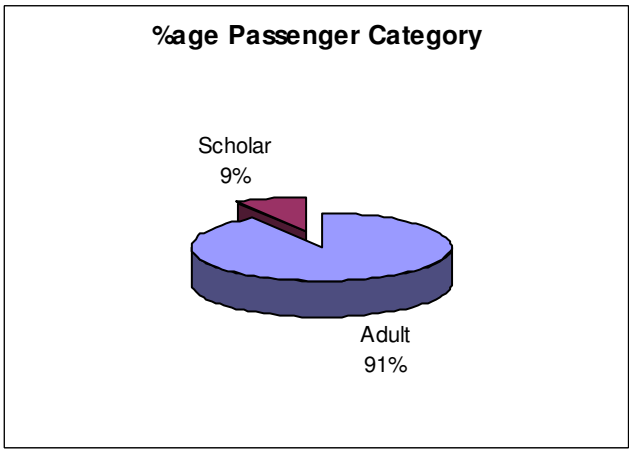


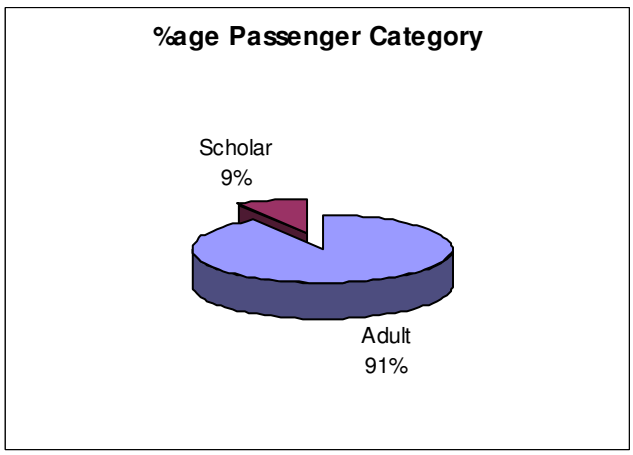
Freedom Square No 1



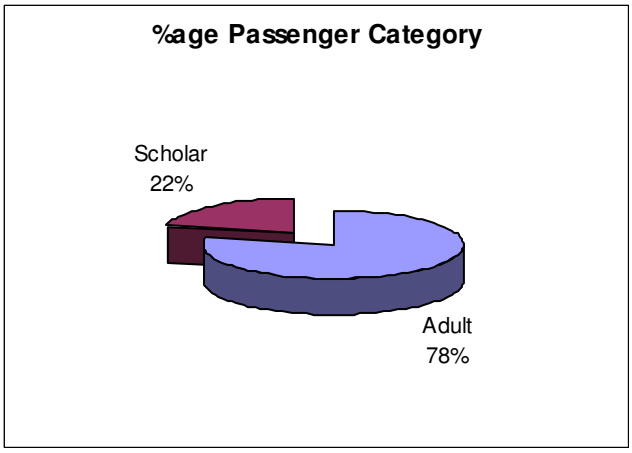


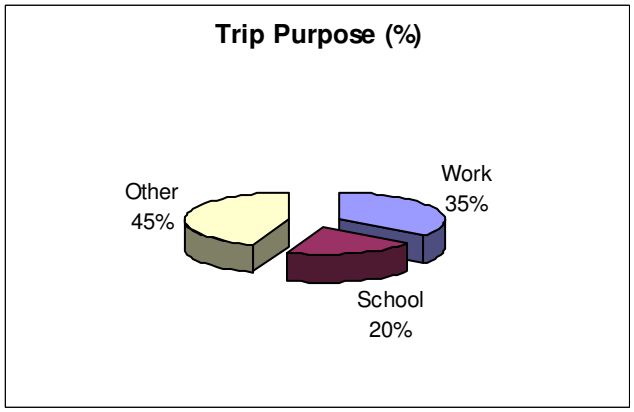
Freedom Square No 2



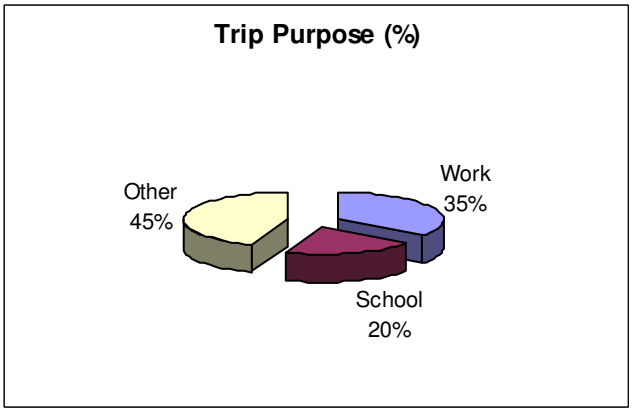


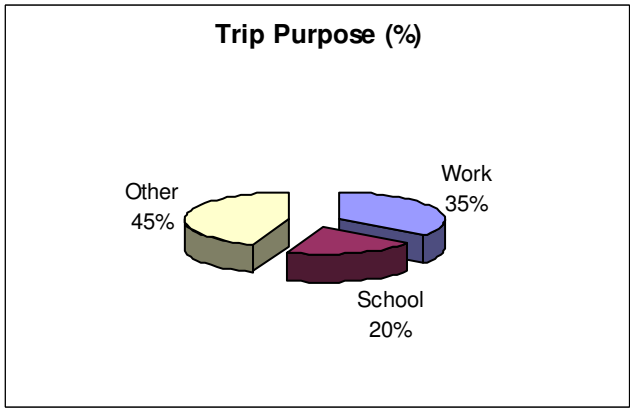
Slatter Street Terminal Off Street



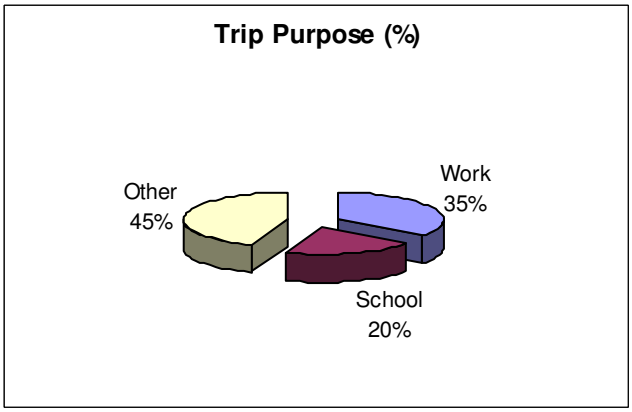


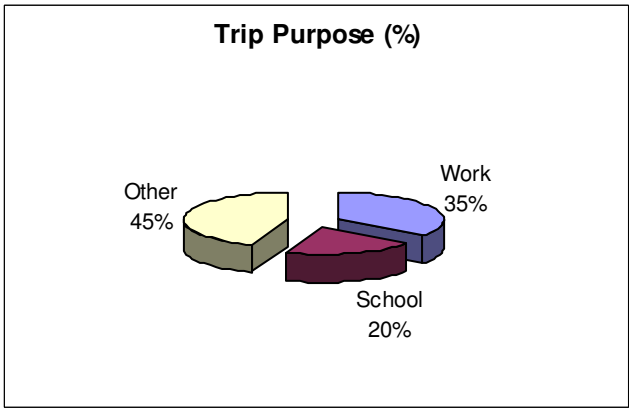
Symons Centre





West Street Bus/Taxi



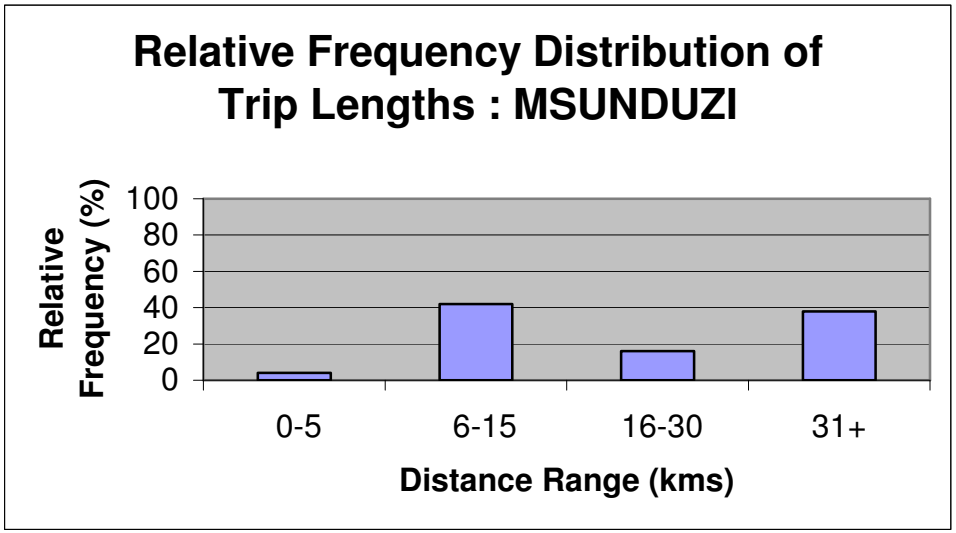


Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

MSUNDUZI

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	4+4+4+4+5+5+5+5+5+5=	46	4	4
6-15	3(6)+2(7)+11(8)+4(9)+5(10)+5(11)+2(12)+6(13)+6(14)+2(15)=	477	42	46
16-30	16+16+16+17+17+18+19+19+20+24=	182	16	62
31+	31+33+33+36+37+40+42+42+45+46+51=	436	38	100
TOTAL		1141	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

City Terminal :City Taxi Service

O - D Analysis
0500-1900

		DESTINATIONS							
		Hilton/Sweetwaters	Imbali/Edendale (West Subs)	Northdale (East Subs)	Montrose (North Subs)	Pietermaritzburg	Scottsville (South Subs)	Vulindlela	**TOTAL**
ORIGINS	Hilton/Sweetwaters	1			10	1	13		**25**
	Imbali/Edendale (West Subs)	11			60(8)		53(7)		**124**
	Northdale (East Subs)	8	3	1	53(7)		128(18)		**193**
	Montrose (North Subs)				5	2	15		**22**
	Pietermaritzburg	2	5		83(11)		199(27)		**289**
	Scottsville (South Subs)	2	2		21	1	33		**59**
	Vulindlela	1		1	8		6		**16**
	TOTAL	**25**	**10**	**2**	**240**	**4**	**447**		**728**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan
East Street No.2
O - D Analysis

0600-0900 & 1500-1800

ORIGINS	Echibini	Elandskop	Hammersdale	Hayfields	Hibberdene	Hopeville	Howick	Lincoln Mead	Nonzila	Pelham	P'maritzburg	Table Mountain	Wartburg	**TOTAL**
Cascades													3	**3**
Echibini											4			**4**
Edendale											7	4		**11**
Elandskop											4	1		**5**
Hammersdale				1				1			1			**3**
Haniville											5			**5**
Hopeville											5			**5**
Howick											14(7)			**14**
Imbali			3			4			1		15(7)		1	**24**
Lincoln Mead			1											**1**
Nonzila											4			**4**
Pelham													2	**2**
Pietermaritzburg	10(5)	3	13(6)		2	4	21		15(7)			13(6)	24(12)	**105**
Scottsville													2	**2**
Table Mountain		1									9			**10**
Wartburg										1	7			**8**
TOTAL	**10**	**4**	**17**	**1**	**2**	**8**	**21**	**1**	**16**	**1**	**75**	**18**	**32**	**206**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

East Street No.3

O - D Analysis
1500-1800

		DESTINATIONS					
		Elandskop	Hopewell	Mafunza	Sweetwaters	Taylors Halt	**TOTAL**
ORIGINS	Durban	1					**1**
	Howick	2				1	**3**
	Imbali/Edendale (West Subs)	4		1	1	3	**9**
	Northdale (East Subs)	19(9)	8		3	8	**38**
	Montrose (North Subs)		1				**1**
	Pietermaritzburg	81(39)	25(12)	5	13(6)	17(8)	**141**
	Pinetown		1				**1**
	Scottsville (South Subs)	11(5)	1		1	2	**15**
	TOTAL	**118**	**36**	**6**	**18**	**31**	**209**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

East Street No.4

O - D Analysis

		DESTINATIONS		
		KwaGubeshe	Sweetwaters	**TOTAL**
ORIGINS	East Subs	5	43(19)	**48**
	North Subs			
	Pietermaritzburg	35(15)	121(53)	**156**
	South Subs	1	18(8)	**19**
	West Subs	1	4	**5**
	TOTAL	**42**	**186**	**228**

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Freedom Square No.1

O - D Analysis
0500-1900

		DESTINATIONS							
		Hilton/Sweetwaters	Imbali/Edendale (West Subs)	Northdale (East Subs)	Montrose (North Subs)	Pietermaritzburg	Scottsville (South Subs)	Vulindlela	**TOTAL**
ORIGINS	Hilton/Sweetwaters			10					**10**
	Imbali/Edendale (West Subs)			100(8)					**100**
	Northdale (East Subs)	4	42	29	36	344(27)	61(5)	2	**518**
	Montrose (North Subs)			35					**35**
	Pietermaritzburg			462(36)	2	6	1		**471**
	Scottsville (South Subs)			148(11)					**148**
	Vulindlela			12					**12**
	TOTAL	**4**	**42**	**796**	**38**	**350**	**62**	**2**	**1294**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Freedom Square No.2

O - D Analysis

		DESTINATIONS						
ORIGINS		Imbali/Edendale (West Subs)	Mkondeni	Northdale (East Subs)	Montrose (North Subs)	Pietermaritzburg	Scottsville (South Subs)	**TOTAL**
	Hilton/Sweetwaters		24		10		12	**46**
	Imbali/Edendale (West Subs)	1	127(14)	1	84(9)	11	80(9)	**304**
	Northdale (East Subs)	1	45(5)	4	45(5)	11	43(5)	**149**
	Montrose (North Subs)	7	3	3	1	4	3	**21**
	Pietermaritzburg	81(9)	63(7)	37	43(5)	2	39	**265**
	Scottsville (South Subs)	20	6	13	15	9	11	**74**
	Vulindlela	3	19	1	7		6	**36**
	TOTAL	**113**	**287**	**59**	**205**	**37**	**194**	**895**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Slatter Street

O - D Analysis
0500-1900

DESTINATIONS

ORIGINS	Azalea	Imbali	Northdale (East Subs)	Montrose (North Subs)	Pietermaritzburg	Sinathing	Willowfontein	**TOTAL**
Hilton/Sweetwaters								
Imbali/Edendale (West Subs)		20	2		10			**32**
Northdale (East Subs)		62(6)			4	4	2	**72**
Montrose (North Subs)		2					2	**4**
Pietermaritzburg	86(8)	618(58)			4	56(5)	90(8)	**854**
Scottsville (South Subs)	6	60(6)				18	8	**92**
Vulindlela		10					2	**12**
TOTAL	**92**	**772**	**2**		**18**	**78**	**104**	**1066**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Symons Centre

O – D Analysis
0500-1900

		DESTINATIONS							
		Caluza	Dambuza	Edendale	Mpumuza	Pietermaritzburg	Richmond	Vulindlela	**TOTAL**
ORIGINS	Hilton/Sweetwaters	2	2	9	1		9		**23**
	Imbali/Edendale (West Subs)	8	4	10		1	28(4)		**51**
	Northdale (East Subs)	35(5)	13	40(6)	1		7	2	**98**
	Montrose (North Subs)	2	2	6			1		**11**
	Pietermaritzburg	100(15)	62(9)	185(28)	12		42(6)	12	**413**
	Scottsville (South Subs)	5	12	20	4		2		**43**
	Vulindlela		2	5			9		**16**
	TOTAL	**152**	**97**	**275**	**18**	**1**	**98**	**14**	**655**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

West Street

O - D Analysis
1300-1900

ORIGINS	DESTINATIONS								
		Dambuza	Edendale	Hopewell	Imbali	Sinithing	Vulindlela	Willowfontein	**TOTAL**
	Hilton/Sweetwaters		2	1	1				**4**
	Imbali/Edendale (West Subs)	1	6		2		4	1	**14**
	Northdale (East Subs)	3	5	1	1		3		**13**
	Montrose (North Subs)						2		**2**
	Pietermaritzburg	63(15)	69(16)	23(5)	131(30)	13	70(16)	21(5)	**390**
	Scottsville (South Subs)	2	1	1		1			**5**
	Vulindlela		1				1		**2**
	TOTAL	**69**	**84**	**26**	**135**	**14**	**80**	**22**	**430**

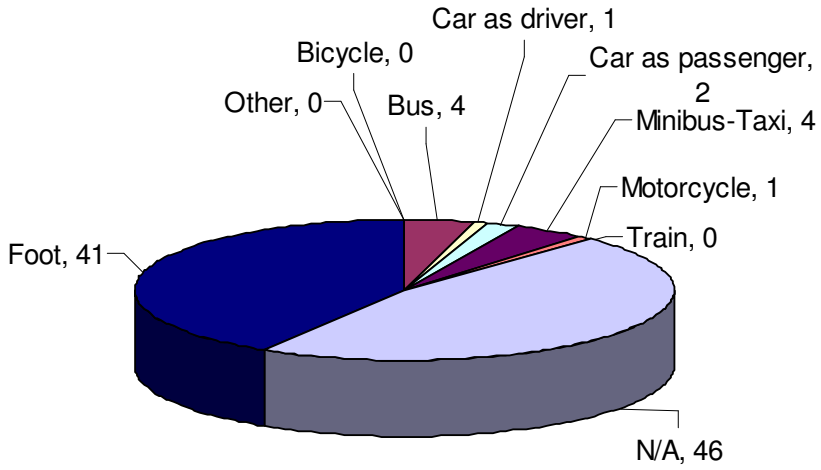
Numbers in brackets are %age of total number of trips

ANNEXURE J

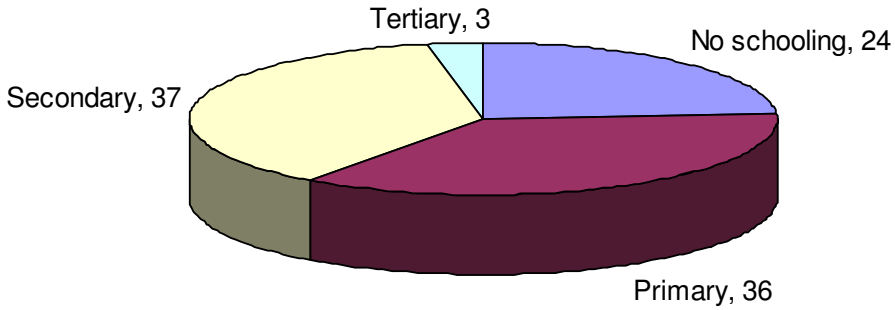
LOCAL MUNICIPALITY ANNEXURE

MKHAMBATHINI

Mkhambathini: Mode to School or Work



Mkhambathini: Education Levels



Mkhambathini Local Municipality

SUPPLY OF TRAVEL FACILITIES: PUBLIC TRANSPORT INTERCHANGES

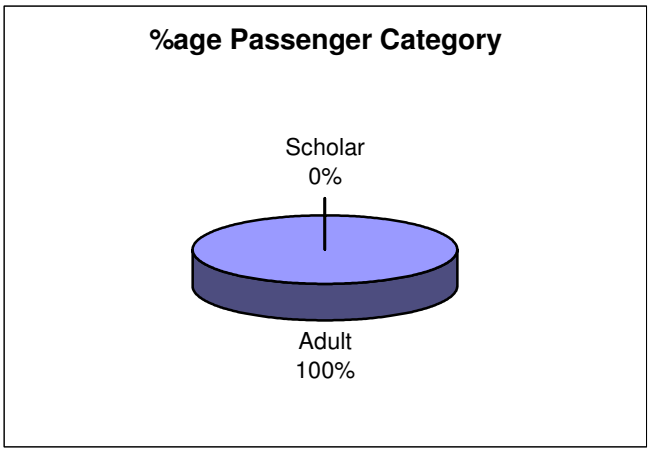
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPX0003	Maqongqo - Echibini/Ndlovu Terminus D1001	-	-	-	-	-	-
KPX0009	Maqongqo Terminal - P26/D1001	-	*	-	-	-	-
KPX0012	Nonzila Terminus - Vicinity Nagel Dam A3588	-	*	-	-	-	-
KPX0021	Camperdown Rank - Adjacent Camperdown Station	*	*	-	*	*	*
KPX0022	Eston Rank - P21 Off P489	-	-	-	-	*	-
PERCENT WITH		**20**	**60**	**0**	**20**	**40**	**20**

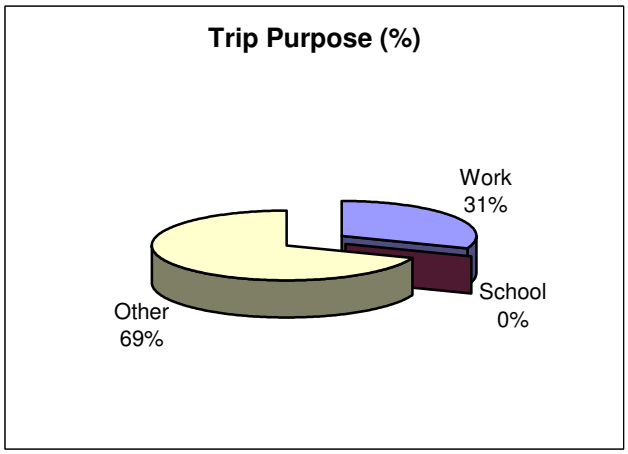
TAXI PASSENGER FARE LEVELS: DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp8120tilar	Buhlabuyeza-Camperdown	8120	17	6.00	35
2	kp8710tiecr	Eston-Camperdown	8710	19	5.00	26
3	kp8760tielr	Mid Illovo-Eston	8760	23	5.00	22
4	kp8500tikmr	Maqongo-Pietermaritzburg	8500	27	4.00	15
5	kp8510tiknr	Nonzila-Pietermaritzburg	8510	31	5.00	16
6	kp8720tierr	Eston-Richmond	8720	35	8.00	23
7	kp7210tiiir	Imboyi-Pietermaritzburg (via Durban Road)	7210	40	6.00	15
8	kp7211tiipr	Imboyi-Pietermaritzburg (via Church Street)	7211	40	6.00	15
9	kp7220tiinr	Ntweka-Pietermaritzburg (via Durban Road)	7220	40	6.00	15
10	kp7221tiitr	Ntweka-Pietermaritzburg (via Church Street)	7222	40	6.00	15
11	kp8110tilpr	Buhlabuyeza-Pietermaritzburg	8110	42	8.00	19
12	kp7200tiidr	Inkanyezi-Pietermaritzburg (via Durban Road)	7200	43	6.00	14
13	kp7201tiicr	Inkanyezi-Pietermaritzburg (via Church Street)	7201	43	6.00	14
14	kp8700tieer	Eston-Pietermaritzburg	8700	43	11.00	26
15	kp8130tilbr	Bhava-Pietermaritzburg	8130	49	8.00	16
16	kp8530tikmr	Maqongo-Dalton	8530	73	15.00	21

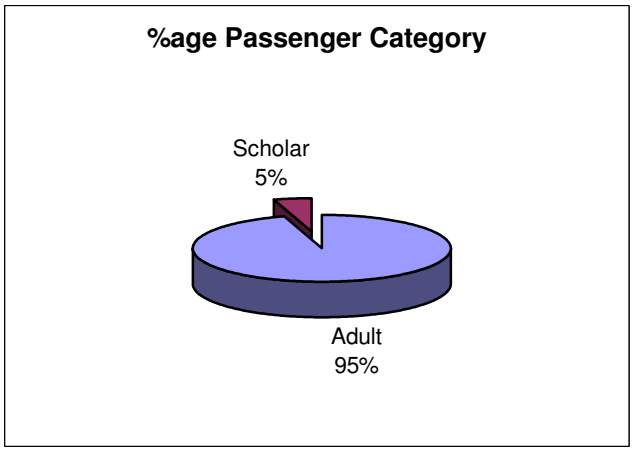
PASSENGER TRAVEL CHARACTERISTICS

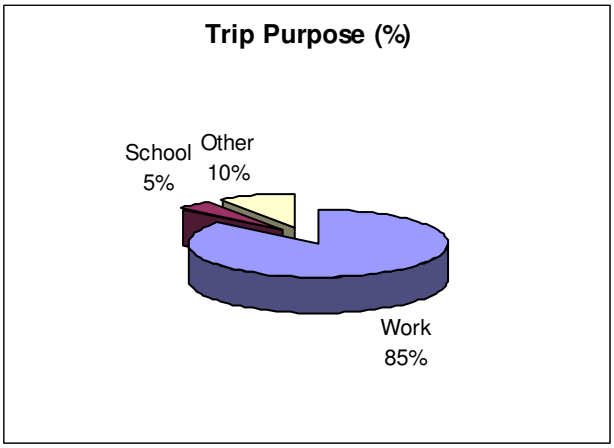
Camperdown





Eston



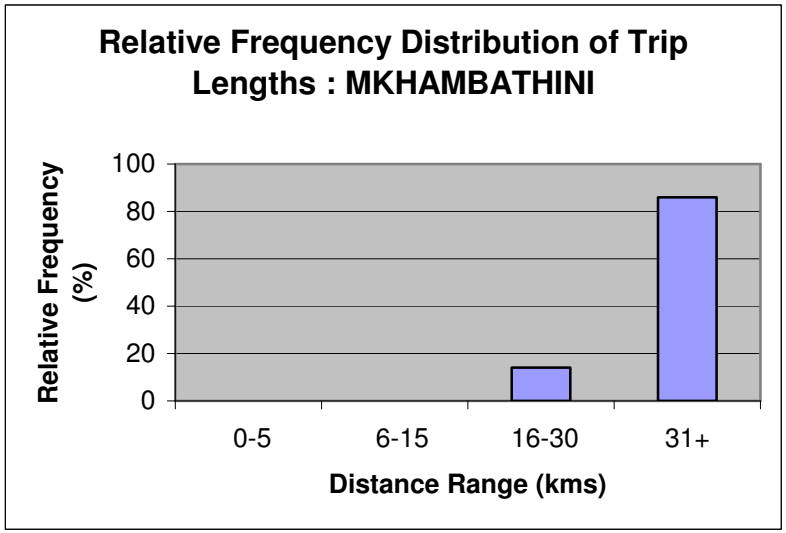


UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

MKHAMBATHINI

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	0	0	0	0
6-15	0	0	0	0
16-30	17+19+23+27=	86	14	14
31+	31+35+40+40+40+40+42+43+43+43+49+73=	519	86	100
TOTAL		605	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Camperdown

O – D Analysis
0700-0900

		DESTINATIONS						
		Camperdown	Cato Ridge	Eston	Hammersdale	Pietermaritzburg	Umlaas	**TOTAL**
ORIGINS	Camperdown			4(31)		5(38)		**9**
	Cato Ridge			1(8)				**1**
	Eston							**0**
	Hammersdale	2(15)						**2**
	Pietermaritzburg							**0**
	Umlaas	1(8)						**1**
	TOTAL	**3**	**0**	**5**	**0**	**5**	**0**	**13**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Eston

O - D Analysis
0600-0800

		DESTINATIONS							
		Camperdown	Eston	Hammersdale	Howick	Pietermaritzburg	Richmond	Umbumbulu	**TOTAL**
ORIGINS	Camperdown								**0**
	Eston	11(27)		1	1	8(20)	3(7)	4(10)	**28**
	Hammersdale						2		**2**
	Howick								**0**
	Pietermaritzburg								**0**
	Richmond								**0**
	Umbumbulu	2				8(20)	1		**11**
	TOTAL	**13**	**0**	**1**	**1**	**16**	**6**	**4**	**41**

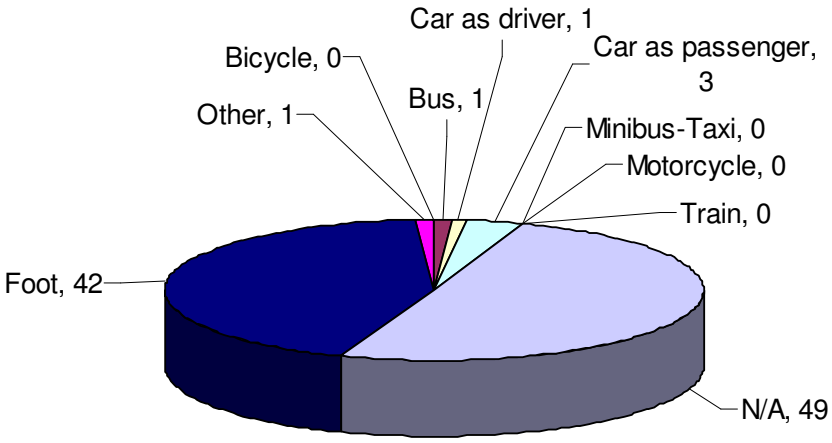
Numbers in brackets are %age of total number of trips

ANNEXURE K

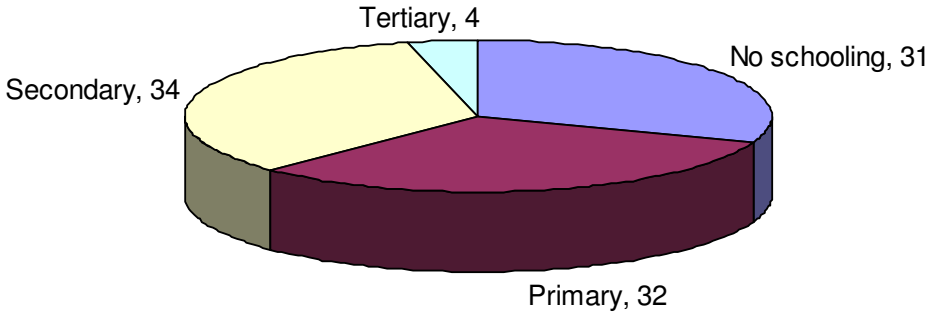
LOCAL MUNICIPALITY ANNEXURE

RICHMOND

Richmond: Mode to School or Work



Richmond: Education Levels



Richmond Local Municipality

SUPPLY OF TRAVEL FACILITIES: PUBLIC TRANSPORT INTERCHANGES

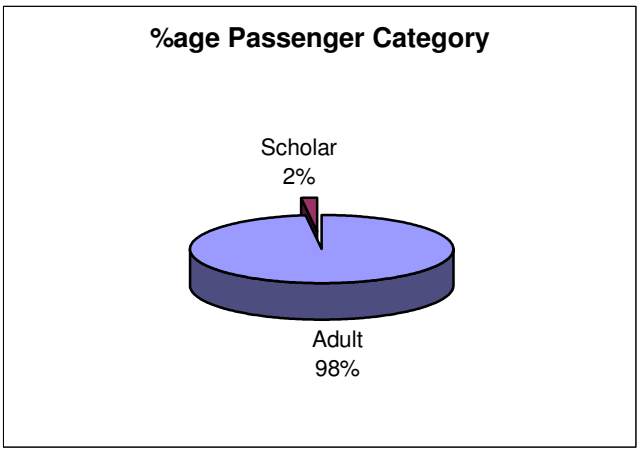
INTERCHANGE		ELEMENTS					
Code	Facility Name	Paved Surface	Shelter	Office	Lavatories	Electricity	Telephone
KPX0001	Hopewell Taxi Terminus - P117	-	-	-	-	-	-
KPX0002	Hopewell Bus Terminus - P117	-	-	-	-	-	-
KPX0023	Richmond Rank No. 2 - Nelson	*	-	-	-	*	-
KPX0024	Richmond Rank No. 1 - off Shepstone	*	*	-	*	*	-
KPX0025	Masangazana - P121/D388	-	-	-	-	-	-
PERCENT WITH		40	20	0	20	40	0

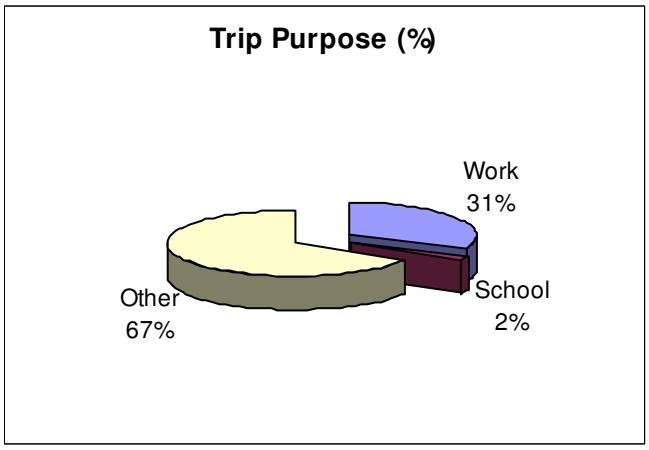
TAXI PASSENGER FARE LEVELS : DETAIL PER LOCAL AUTHORITY

Number	Route Code (refer CPTR)	Route Description (refer CPTR)	Figure No. (refer CPTR)	Route Length (kilometres)	Fare charged (R-c)	Cents per route kilometre
1	kp8820tirmr	Richmond-Masangazane	8820	25	10.00	40
2	kp8320tihpr	Hopewell-Pietermaritzburg	8320	26	5.00	19
3	kp8330tihrr	Hopewell-Richmond	8330	27	10.00	37
4	kp8830tirer	Richmond-Eston	8830	35	8.00	23
5	kp8800titpr	Richmond-Pietermaritzburg	8800	39	14.00	36

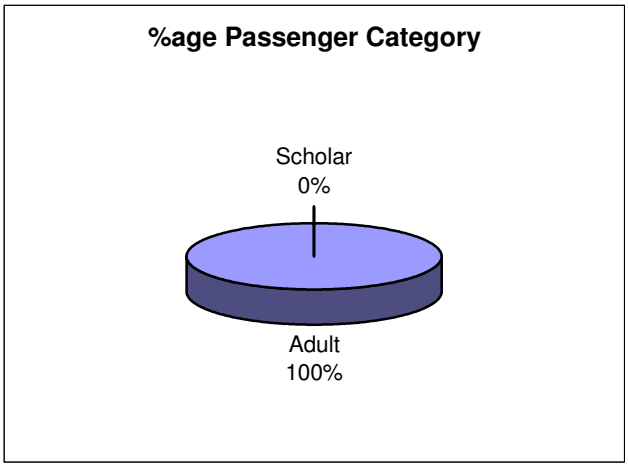
PASSENGER TRAVEL CHARACTERISTICS

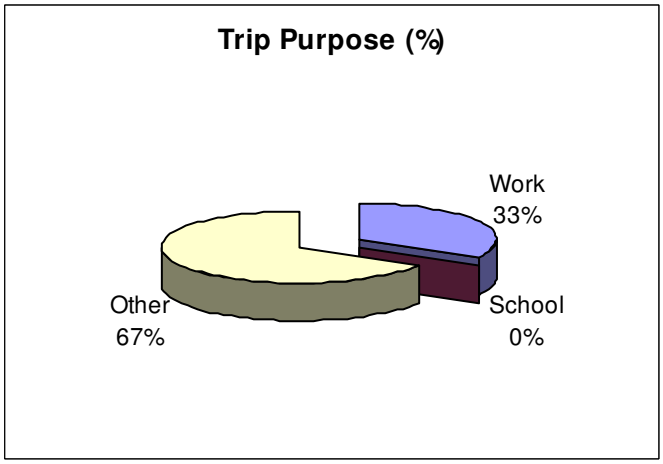
Richmond Long Distance





Richmond Local



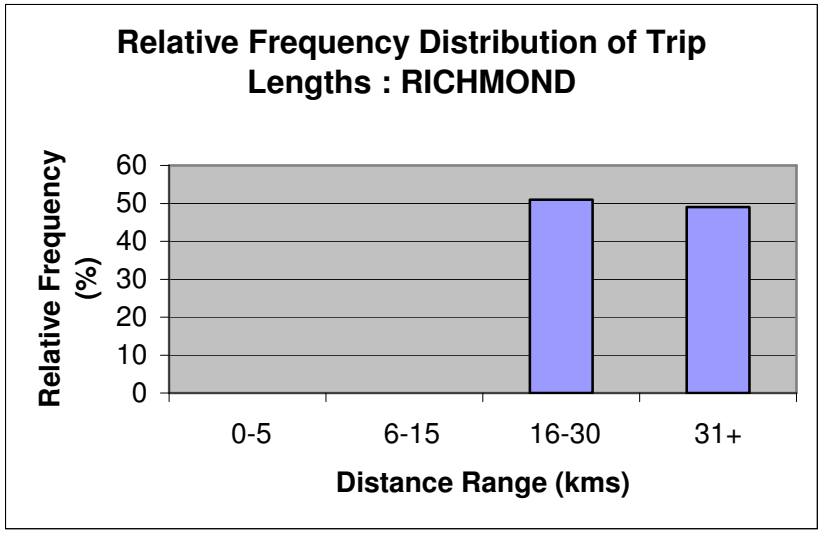


UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Relative and Cumulative Frequency Distribution of Trip Lengths

RICHMOND

Distance Range (km)	Route Lengths (kms)	Total Length (kms)	Relative Frequency (%)	Cumulative Frequency (%)
0-5	0	0	0	0
6-15	0	0	0	0
16-30	25+26+27=	78	51	51
31+	35+39=	74	49	100
TOTAL		152	100	



UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Richmond Local

O - D Analysis
0700-0900

		DESTINATIONS					
		Hopewell	Illovo	Indaleni	Maswazini	Richmond	**TOTAL**
ORIGINS	Hopewell			1(11)			**1**
	Illovo			1(11)			**1**
	Indaleni				1(11)	4(44)	**5**
	Maswazini						**0**
	Richmond			2(22)			**2**
	TOTAL	**0**	**0**	**4**	**1**	**4**	**9**

Numbers in brackets are %age of total number of trips

UMGUNGUNDLOVU DISTRICT MUNICIPALITY
Public Transport Plan

Richmond Long Distance

O - D Analysis
0600-0900

		DESTINATIONS					
		Benville	Durban	Indaleni	Pietermaritzburg	Richmond	**TOTAL**
ORIGINS	Benville				1		**1**
	Durban						**0**
	Indaleni		13(24)		3(5)		**16**
	Pietermaritzburg						**0**
	Richmond		11(20)		27(49)		**38**
	TOTAL	**0**	**24**	**0**	**31**	**0**	**55**

Numbers in brackets are %age of total number of trips

ANNEXURE L

uMGUNGUNDLOVU DISTRICT MUNICIPALITY

BASE PLAN