

DEPARTMENT OF TRANSPORT

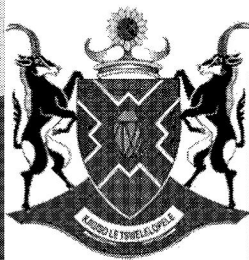
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**DR KENNETH KAUNDA  
DISTRICT MUNICIPALITY  
DISTRICT INTEGRATED  
TRANSPORT PLAN  
(2020 – 2025)**

**NORTH WEST PROVINCIAL GOVERNMENT  
DEPARTMENT COMMUNITY SAFETY AND  
TRANSPORT MANAGEMENT**



## QUALITY ASSESSMENT

<b>PROJECT NAME:</b> Dr Kenneth Kaunda District Municipality: Development of Implementation Strategies and Operational Plans of the Integrated Transport Plan		
<b>PROJECT NO:</b> MD1634 (T01.PTA.000623)	<b>DATE:</b> 6 August 2020	<b>REPORT STATUS:</b> Final
<b>CARRIED OUT BY:</b> Royal HaskoningDHV		<b>COMMISSIONED BY:</b> Department Community Safety and Transport Management (DCSTM) North West Provincial Government
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<b>SYNOPSIS:</b> This report provides the District Integrated Transport Plan (DITP) for the Dr Kenneth Kaunda District Municipality for 2020/2025. It is based on the DoT Minimum Requirements for the Preparation of Integrated Transport Plans as gazetted on 29 July 2016 and includes: Transport Vision and Objectives, Transport Register, Summary of the Spatial Development Framework, Overview of Transport Needs Assessment, Public Transport Plan, Transport Infrastructure Strategy, Travel Demand Management (TDM) Strategy, Non-motorised Transport Plan, Freight Transport Strategy, Other Transport-Related Strategies, Funding Strategy, Summary of Project Proposals, Budgets and Programmes and Stakeholder Consultation.		
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<b>QUALITY VERIFICATION</b> This report has been prepared under the controls established by a quality management system that meets the requirements of ISO 9001: 2000.		

## EXECUTIVE SUMMARY

### Background

The Department of Community Safety and Transport Management (DCSTM) in the North West Province has appointed Royal Haskoning DHV(RHDHV) in May 2016 to complete the third generation District Integrated Transport Plan (DITP) for the Dr Kenneth Kaunda District Municipality (DrKKDM) for the period 2020 to 2025.

Dr Kenneth Kaunda District Municipality is a Category C municipality situated within the North West Province. The three local municipalities contained within the District are:

- JB Marks LM (NW405);
- Matlosana LM (NW403); and
- Maquassi Hills LM (NW404).

The N12 Treasure Corridor serves as the main access route and development axis within the District. The N12 Corridor potentially creates future industrial, commercial and tourism developments. Gold mining and agriculture are the dominant economic activities in the district, with Potchefstroom and Klerksdorp serving as the main economic nodes.

This DITP has been prepared for Dr Kenneth Kaunda District Municipality in terms of Section 36(1) of the National Land Transport Act 2009, (Act No. 5 of 2009) (NLTA). The DITP is based on the minimum requirements as set out in the Technical Transport Planning Guidelines for a District Integrated Transport Plan (DITP), to be prepared by Schedule 1 municipalities, as well as Minimum Requirements for the Preparation of Integrated Transport Plans (Government Gazette 40174, 29 July 2016, Notice 881).

The development of the DITP was integrated with the development of the PLTF for the North West Province, as well as the CIP of J.B. Marks LM, and the LITP's of the City of Matlosana LM and Maquassi Hills LM. An IDP was developed for the DrKKDM in 2017, which guided the DITP. The DITP serves as the transport component of the IDP.

The DITP addresses the following components:

- Chapter 1: Introduction
- Chapter 2: Transport Vision and Objectives
- Chapter 3: Transport Register
- Chapter 4: Spatial Development Framework
- Chapter 5: Transport Needs Assessment
- Chapter 6: Public Transport Plan
- Chapter 7: Transport Infrastructure Strategy
- Chapter 8: Travel Demand Management
- Chapter 9: Freight Transport Strategy
- Chapter 10: Non-Motorised Transport Strategy
- Chapter 11: Learner Transport Strategy
- Chapter 12: Institutional Capacity
- Chapter 13: Rural Transport
- Chapter 14: Implementation Budget and Programme



Key findings and strategies of the DITP are provided below:

### **Transport Needs**

Various transport needs have been summarised from the Local Municipalities' Integrated Transport Plans. In view of the co-ordinating and strategic role of the DM, it is proposed that masterplans for Roads, Freight Transport, Non-Motorised Transport, Learner Transport and Rural Transport are conducted by the DM.

### **Public Transport Plan**

The DM is well served with mini-bus taxi routes and services. There are more than 2 039 legally registered mini-bus taxi vehicles, 1 283 operational members, 2 011 operating licences issued of which 1 976 have been issued for commuter services, and 1 004 for long-distance services. There is a total of 112 learner transport operators serving 78 schools with 164 vehicles.

There is no scheduled formal public bus service operating in the District, except for private scholar buses contracted by the Department of Education, the Department of Transport and private services arranged by individual schools. There are also many private operators providing local and long-distance services on a private hire basis. Long distance bus services operate along the N12.

There is one inter-provincial rail line going through the District running between Johannesburg and Cape Town. Long distance passenger services, as well as freight services are operated on this line. Passenger rail services utilise stations at Potchefstroom and Klerksdorp. The freight railway line linking Potchefstroom to the West Rand (Carletonville), passes within close proximity to the Potchefstroom Airport.

The supply of public transport vehicles and operating licences has been matched with the passenger demand by following a corridor approach. It is proposed that:

- a. New applications to be based on snap surveys of relevant routes.
- b. A moratorium be implemented for the issuing of new OLs, pending the proper balancing of supply & demand.
- c. Operators are encouraged through negotiations to move from over-traded areas to new areas or less supplied routes.
- d. Law enforcement is addressed as critical for the policing of public transport operating licences.
- e. On over-traded routes/areas the stipulation of the NLTA whereby operating licences can be invoked, if not being operated for 180 days, should be implemented and strictly applied.

Most routes are already over-traded, and no more additional operating licences should be granted on such routes. There are, however, a few of the individual routes where applications for additional operating licences could, under certain circumstances, still be granted.

Passengers are generally very concerned about the safety and security of the public transport system, and this aspect needs to be addressed as part of the overall road safety and security programme. Although the minibus taxi industry has carried out a major reform to become legal by converting permits to operating licences and to re-capitalize, it seems that illegal operations still occur and impact on the quality of service.





### **Non-motorised Transport (NMT)**

The North West Province (PLTF), emphasises NMT as a key mode of transport to be addressed. Key strategies are:

- Develop and provide NMT and road safety education, as well as awareness campaigns at schools and major employers;
- Provide walk and cycle routes with lighting within 5 km of social facilities such as schools, universities, municipal pay points, office blocks and industries;
- Provide walkways to main PT facilities within a 3 km radius of the facility;
- Provide proper sidewalks that are universally accessible along all CBD streets; and
- Provide cycle paths and walkways between the previously disadvantaged residential areas and high-density employment areas, schools, and social facilities.

### **Transport Infrastructure**

Transport Infrastructure is one of the main structuring elements of the spatial development of the Dr Kenneth Kaunda DM. The DM's SDF was used as the guiding framework for the infrastructure strategy and projects.

The DrKKDM has a well-developed transport infrastructure, consisting of a paved and unpaved road network, rail lines and stations, mini-bus taxi facilities, NMT facilities and airports. However, maintenance and rehabilitation are lagging behind, and this needs to be the first priority. New infrastructure should not be built unless there are funds for maintenance and operations. There are also various inefficiencies; the road network is over-utilised whilst the rail infrastructure is under-utilised. Furthermore, the N12 weighbridge is not in an operational condition.

There are two main infrastructure strategies:

- Maintenance and rehabilitation of existing infrastructure; and
- Development of new infrastructure to support and facilitate the SDF and Strategic objectives of the DrKKDM IDP.

Responsibility for the maintenance and upgrading of the road network is divided amongst various authorities, which provides a major challenge to co-ordinate priorities. SANRAL is responsible for 7.9% of the road length, the North West Province for 32.4%, the local municipalities for the majority of roads (59.6%), whilst the DM is only responsible for 0.1% of the roads.

The following key infrastructure strategies will have a major impact on the spatial structure of the municipality.

#### Public Transport:

Develop the IPTN with route network and upgrade roads serving public transport routes, including lay-by's and inter-modal facilities. The North West Province recently initiated the development for an Integrated Public Transport Network Plan (IPTN) for the D KKDM. This will be a key plan to establish a high quality public transport system for all the municipalities in the District.



Roads:

- Roads master plan for the whole Municipal area and its phased implementation.
- Development of proposed by-passes around urban areas in a way that will not impact negatively on the viability of the CBDs.

NMT:

- Provision of NMT facilities serving economic nodes and social facilities.
- Development of a Cycle Master Plan for whole Municipality.

Freight:

Determine routes for large heavy vehicles by-passing the CBDs on the existing road network, with limited upgrading.

Traffic:

- Identify congested / unsafe intersections and improve capacity and safety.
- Parking supply and demand study and policy in CBDs.
- Improve transport efficiency and safety to access major developments

**Freight Transport**

The following freight projects have been formulated:

- Define road freight routes for abnormal loads (Local Municipalities/NW Province);
- Define road freight routes for hazardous material (Local Municipalities /NW Province);
- Revise and refine the Alternative Freight Route Map (Local Municipalities /NW Province);
- Update by-laws relating to heavy vehicle traffic (Local Municipalities);
- Feasibility study of the proposed site for an overnight facility for heavy vehicles (at the intersection of Seraphina Street and N12 or along the N12 at the intersection with the future N12 bypass) (Sanral);
- Formulate an overload control plan (NW Province);
- Conduct a feasibility study for an inter-modal freight hub (NW Province/Sanral)
- Operationalise the N12 Weigh-Bridge (NW Province); and
- Upgrade freight routes for heavy vehicle traffic (NW Province on provincial routes, Sanral on national routes, Local Municipalities on municipal roads).

**Learner Transport**

At the local municipality level, the learner transport strategy focuses on local road access, traffic management, road safety, NMT facilities, stops and lay-bys.

The following strategies have been proposed for the local municipalities:

- Provide walk and cycle routes with lighting within 1 km of schools along main access roads;
- Provide cycle paths and walkways between the previously disadvantaged residential areas and schools, amongst other social facilities; and
- Provide lay-bys, shelters, and pedestrian crossing facilities at schools.
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At the District Municipality level, the focus should be on:



*Planning and co-ordinating:*

- As part of the DrKKDM's IPTN development, conduct surveys of the Learner Transport demand and design public transport routes and services to meet the demand;
- Consider modal integration in all planning aspects; and
- Ensure learner safety in all designs.

*Administration and monitoring of the system:*

- Spot checks to ensure that learner safety remains a top concern;
- Proper management of contracts and remuneration; and
- Deal with applications speedily and efficiently.

**Institutional Reform**

The Municipality does not have adequate capacity, or the structure to deal with all the transport and public transport functions required by the NLTA. In terms of Structure, the functions of technical departments in the municipalities involving transport planning, public transport, traffic, construction and asset management, should ideally be established under one department, such as under the Roads and Storm-water department. This department then needs to be renamed. In view of limited funding, it is proposed that a feasibility study first be conducted to determine the benefits of establishing a transport authority, the risks and challenges, as well as required funding. Furthermore, the study should propose the best structure, number of posts and functions, as well as the process of establishing a transport authority.

**Rural Transport Strategy**

The majority of the North West Province is considered to be rural, where agriculture is the main source of employment. This is also true for the District Municipality. This results in poor access to basic services and poor access to the economy. High levels of poverty are evident within the population, who relies on natural resources and a travelling labour system as main forms of survival. The objective of the Rural Transport Strategy is to provide mobility to the rural population, to enable them to access economic opportunities, education and health institutions, as well as other services and amenities.

Various strategies and projects benefitting rural communities are as follows:

- Feasibility study for the formalization of villages with proper roads;
- Provision of new roads or upgrading of existing access roads to villages, as well as internal roads;
- Grading of gravel roads;
- Provision of street lights and high mast lights;
- Provision of transport for scholars;
- Determination of demand for transport from rural area, as well as a develop a plan to provide transport services;
- Provision of directional signs; and
- Fencing and gates to prevent animals crossing the roads.

Instead of each Municipality conducting its own feasibility study, demanding estimation and providing transport infrastructure and services on an ad-hoc basis, it is proposed that the DM develops a rural transport master plan for the entire District, including determination of projects, costs and a budget programme.



The DM should further:

- Establish a rural transport forum at district level to determine the needs of rural communities, and to involve them in the planning and implementation of transport infrastructure and services;
- Measure and report on the performance of rural public transport services; and
- Support the NW Province in its initiatives to improve rural transport.

**Implementation Programme**

The primary sources of infrastructure finance available to municipalities, are internally generated funds and transfers from National Government. However, these sources are insufficient to meet the demand for new infrastructure, in addition to the operation and maintenance of existing infrastructure. As a result, it is necessary for municipalities to explore ways to leverage private funding sources to promote the sustainable development of infrastructure.

Currently, there is no budget provision for transport related activities except for the Rural Roads Asset Management Systems' conditional grant, funded by the national DoT since the 2014/15 financial year, due to the financial challenges of the district municipality. It is proposed that the Five-Year Budget Programme be determined when funding does become available in the future, based on the projects identified for the DITP as indicated below.

The available MTREF and DORA budgets are R 3.77 million and R 177 million respectively for 2017/18, yielding a total budget of R181,2 million. The planned transport project budget according to the 2017IDP for Dr Kenneth Kaunda DM is R 252 million and exceeds that of the available budgets listed in DORA and MTREF.

In view of the budget constraints, only a limited number of new projects are proposed - mostly master plans to integrate transport plans across the District. The development of a District Integrated Public Transport Network Plan (IPTN) has been initiated recently, and the implementation of the IPTN will be a priority once funding can be sourced. The proposed additional District projects amounts to R15 million and are listed below:

- Roads Master Plan
- NMT Master Plan
- Freight Transport Master Plan
- Learner Transport Master Plan
- Rural Transport Master Plan
- Implementation of IPTN Plan

ADOPTION BY THE DR KENNETH KAUNDA DISTRICT MUNICIPALITY

  
 DISTRICT MUNICIPALITY MAYOR

 25/07/2019  
 DATE

APPROVAL BY THE NORTH WEST DEPARTMENT OF COMMUNITY &amp; TRANSPORT MANAGEMENT

  
 MEMBER OF EXECUTIVE COUNCIL

 22/11/2019  
 DATE