

MANTSOPA

LOCAL MUNICIPALITY

INTEGRATED

PUBLIC TRANSPORT

PLAN

2007/2008

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MANTSOPA LOCAL MUNICIPALITY

INTEGRATED TRANSPORT PLAN

(DRAFT)

INTRODUCTION

The National Land Transport Transition Act (Act 22 of 2000) requires that local municipalities compile a package of plans to give effect to the provision of the NLTTA.

There has been a significant change in transport planning in recent years with a shift from solely providing road infrastructure and public transport services to address public transport in the wider context. The public transport system has also changed over the years from supply- driven public transport system.

The principles for preparing the PTP are contained in the NLTTA and are inter alia;

- a) That plans must pay due attention to the development of the rural areas
- b) That transport for special categories of passengers must receive specific attention
- c) That the development of PTP must take cognisance of the fact that rail is currently as a national competency until devolved in terms of section 28 of the Act, and that subsidised bus services are a Provincial competency until Transport Authorities are formed
- d) That the P.T.P must be synchronised with other planning initiatives and it must indicate how it is integrated into Municipal IDP's, LDO's SDF's and municipal budgeting processes

Apart from the above principles, provision for non-motorised transport is regarded as a particular focus area in the Free State and due consideration must be given to this mode of transport in the P.T.P.

TRANSPORT VISION

In order to work towards the same goal a clearly defined vision is needed in the preparation of the P.T.P. and quoted as:

TO PROMOTE THE PROVISION OF SAFE, RELIABLE, AFFORDABLE AND ACCESSIBLE MODES OF TRANSPORT WITHIN MANTSOPA LOCAL MUNICIPALITY'S AREA OF JURISDICTION

TRANSPORT MISSION

During the PTP stakeholders processes in 2005, the following mission was adopted for public transport

“TO PROVIDE INTEGRATED AFFORDABLE AND ACCESSIBLE PUBLIC TRANSPORT SERVICES TO THE COMMUNITY”

TRANSPORT GOALS & OBJECTIVES

To enable the Municipality to attain its vision and mission the following objectives and goals were developed taking into account the levels of services to be provided, the integration with land use development, addressing travel demands management and the model integration of services where applicable, hence the following:

1. Facilitate the development of guidelines for public transport based on passenger demand taking into account the available infrastructure and considering both Provincial and National Guidelines for providing public transport facilities
2. Assist in the planning and implementation of public transport infrastructure based on the above guidelines. The provision of public transport infrastructure will be based on the passenger demand at the different public transport facilities
3. Identify and agree to the roles and responsibilities of all stakeholders regarding infrastructure provision, funding operations and maintenance
4. Assist with the implementation of the PTP and ensure the integration with land use planning and future development
5. Facilitate the implementation of OLS and RATPLAN developed by DPWRT
6. Assist in the regular review of OLS and RATPlan and the reprioritisation of identified projects and programmes
7. Ensure continuous upgrading and maintenance of infrastructure to increase accessibility to public transport service for all users in Mantsopa
8. Promote proactive law enforcement at local level to reduce illegal operations and improve road safety to all road users
9. Encourage the upgrading and maintenance of public transport vehicles

TRANSPORT REGISTER

a) **CPTR**: Current Public Transport Records:

The CPTR of Mantsopa is summarised in the following and contain, inter alia

- i) Public Transport Facilities status quo
- ii) Public Transport Operation and Services status Quo
- iii) Road Infrastructure and Network staus Quo
- iv) Institutional Structures status Quo

MINI-BUS TAXI RANKS

There are seven (7) mini-bus taxi ranks within Mantsopa

The status of public transport facilities has been classified as formal and informal. All the seven (7) ranks are informal as they have not been declared through legislation (Province) as taxi ranks. The long distance rank in Mantsopa is located at Maseru Border Post

BUS TERMINI

The CPTR indicate that there are two (2) bus operators who provide commuter bus service within Mantsopa.

These are : (1) Interstate Bus Lines
(2) Big Sky Coaches

At Ladybrand, they load and off-load at Manyatseng informal taxi ranks and also at Maseru Border Post. At other towns e.g. Tweespruit the off-load along the N8 route.

OPERATIONS AND SERVICES

The study and survey conducted indicate the following regarding passengers and trips per rank.

Facility Name	No.of Trips	No. of Passengers	No.of Peak Passengers
Excelsior Commissie Str	23	96	26
Excelsior (Mahlatswetsa)	15	149	27
Ladybrand Town	138	1628	345
Maseru Border	691	8080	1331
Maseru Long Distance	16	237	91
Tweespruit	14	173	42

ROAD INFRASTRUCTURE AND NETWORK STATUS QUO:

According to the Integrated Traffic Management System, the highest traffic volumes are being carried on N8 national roads around Mantsopa towns especially through Ladybrand and Tweespruit. Hobhouse is being served by R26 from N8. Excelsior is also served by R709 provincial road. The N8 road also serve as corridor from Bloemfontein via Thaba-Nchu, Tweespruit and Ladybrand into Maseru. The S110 access gravel road connects Excelsior with Thaba-Nchu.

INSTITUTIONAL STRUCTURES STATUS QUO:

The NLTTA (Section 20(1)) defines a Planning Authority as the body that is required to prepare transport plans defined in the Act for its area. The are three categories of “**planning authorities**” in urban areas, namely:

- a) Transport Authority, in respect of their transport areas
- b) Core Cities, in respect of their Metro Transport Areas
- c) Other Municipalities, where their jurisdictional areas have not been included wholly or partly in the above.

A Transport Authority is a different category of planning authority and is defined in the Act as being responsible for a defined Transport Area in terms of a written funding agreement between the MEC and a single municipality or the MEC and municipalities whose area of jurisdiction fall wholly or partly within the transport area.

Transport Authority is responsible for performing the following functions i.t.o the Act and relevant provincial legislation:

- a) To prepare transport plans for the transport area, implement them and monitor its performance in achieving its goals and objectives
- b) Develop land transport policies
- c) Perform financial planning with regard to land transport within or affecting the transport area
- d) Manage movements of persons and goods on land by Co-ordinating such movements
- e) Encourage, promote and facilitate public participation or involvement through hearings, seminars and workshops

ROLES AND RESPONSIBILITIES OF DIFFERENT SPHERES OF GOVERNMENT:

Authority	Description	Needs Assessment & Planning	Finance & Implement	Maintenance
Private Organisation	Facilities Roads/Infrastructure Law enforcement Policy	Yes To an extent No Yes	Yes Yes Yes No	Yes Contract Yes Contract N/A N/A
Local Municipality	Facilities Roads/Infrastructure Law enforcement Policies	Yes Yes Yes Yes	Yes Yes Yes Yes	Yes Yes N/A N/A
District Municipality	Facilities Roads/Infrastructure Law enforcement Policy	Yes Yes No Yes	Contribution Standards Yes Yes	No No N/A N/A
Provincial Government	Facilities Roads/Infrastructure Law enforcement Policy	Contribution Yes Yes Yes	Contribution Yes Yes Yes	No Yes N/A N/A
National Government	Facilities Roads/Infrastructure Law enforcement Policy	Contribution Yes No Yes	Contribution Yes Yes No	No Yes N/A N/A

LAND-USE AND PUBLIC TRANSPORT INTEGRATION: DEMOGRAPHIC PROFILE OF MANTSOPA LOCAL MUNICIPALITY:

POPULATION	
URBAN	RURAL
47 079	21 782

Unemployment is estimated at 40,6%

ROADS IN AND AROUND MANTSOPA:

The town Ladybrand is located along R 26 between Ficksburg and Hobhouse. The N8 also forms a prominent route through the area to connect Bloemfontein and Maseru.

The town Excelsior is located along the R 703 between Clocolan and Brandfort. The town is also linked with Thaba-Nchu and Winburg via the R709.

The town Tweespruit is located along the N8 between Bloemfontein and Ladybrand. A direct linkage exist between Tweespruit and Excelsior via R 709.

The town Hobhouse is located along the R26 between Ladybrand and Wepener. The town is also accessible from Tweespruit by means of a tarred road R709.

The town Thaba Patchoa is located approximately 18 km from Tweespruit. It is accessible through R 709 from major access route in the region.

PHYSICAL ATTRIBUTES:

The Mantopa Local Municipality has a wealth natural assets , which makes the area attractive for tourism as well as for agricultural development although the full potential has not been performed in an area that ranges from a flat to mountainous area.

TOPOGRAPHY

The topographic features of Mantsopa Local Municipality are complex. It is a mixture of flat areas in and around Tweespruit and Excelsior while Ladybrand, Hobhouse and Thaba Patchoa are more hilly and mountains. The effect of the topography on the operation of public transport can be seen as minimal, because most of the area is either flat or rolling.

SPATIAL DEVELOPMENT FRAMEWORK

The Mantsopa Local Municipality's SDF makes provision for key issues which may have a bearing on public transport and related issues.

SPATIAL CHARECTERISTICS

The area comprises mostly rural areas. These areas around towns are mainly of commercial and communal mixed farming practises.

SPATIAL ISSUES AND LOCAL PRINCIPLES

The following have been identified as principles for spatial development in the Mantsopa SDF:

- a) Urban areas to be integrated to eliminate previous segregation;
- b) Development of urban and rural areas in support of each other;
- c) Employment opportunities to be developed;

- d) Maximisation and sustainable use of resources;
- e) Diversification of land uses;
- f) Public participation.

INTEGRATION STRATEGIES AND CONCEPTS

- a) Agglomerate economic activity to create centralised destinations for shopping and doing business- Regenerate Ladybrand CBD;
- b) Development of movement corridors that facilitates unrestricted movement by vehicles for efficient mobility in all directions through the town (proposed new entrance to Dipelaneng etc.);
- c) Development of activity streets geared mainly towards pedestrian movement (access road to Old Platberg);
- d) Focus economic activities to create centralised destinations along major corridors/Tourist attraction).

SOME PROPOSALS/PROGRAMMES AS PART OF THE FRAMEWORK

The following programmes/proposals have been identified for each of the urban centres within Mantsopa regarding land use and transport.

LADYBRAND

- (i) Flamingo/Lusaka ring road to be upgraded;
- (ii) Access to Masakeng and Thusanong to be upgraded;
- (iii) Old Platberg access road to be constructed.

HOBHOUSE

- (i) New entrance from R26 to Dipelaneng; formalise alternative access road;
- (ii) Upgrade entrance to Dipelaneng from Hobhouse;
- (iii) Gravel road to new area Dipelaneng.

THABA PATCHOA

- (i) Awimaweh road to be tarred;
- (ii) Tarring of road to Tweespruit;

TWEESPRUIT

- (i) Tweespruit resealing of streets in town
- (ii) Access road from R709 to Unit 1 to be constructed
- (iii) Extent culvert- Bridge in Boroa to new sites

EXCELSIOR

- (i) Tarring of Madiba, Rantjies roads
- (ii) Upgrading of dirt road to Thaba-Nchu

TRANSPORT NEEDS ASSESSMENT

a) Public Transport Operational plan

The information as contained in CPTR of Motheo indicate the following

- (i) There are 31 minibus taxi ranks in the Motheo region
- (ii) A total of 25 ranks provide commuter services only
- (iii) The remaining 6 ranks provide both commuter and long-distance services
- (iv) Only 10 of the 31 ranks are formal ranks with 22 being located off-street of which 9 ranks have any type of paving

The number of vehicle trips per route range from 1 to 970 trips. The average vehicle capacity is mostly 16 while 11-seater and 4+1 sedans are also evident.

The peak hour passengers utilisation ranges from 60% to 104%.

The average travel time ranges from 10 minutes to 6 hours, depending on the distance and the number of passengers per route.

OPERATING LICENCE SYSTEM

POLICY FRAMEWORK

The Free State Transport Operating License Board was established i.t.o. section 2 of the Free State Interim Passenger Transport Act (Act 16 of 1998). This Board is responsible for the issuing and disposal of all operating licences according to the guidelines and the Act.

RESTRUCTURING AND INTERVENTIONS

PURPOSE OF THE OLS:

- (i) To introduce possible restructuring of the public transport service to accommodate the needs of the passengers
- (ii) To make provision of the public transport service economically viable for the operators.

To ensure that restructuring is achieved maximally cost assessment for operation of public transport vehicles ought to be carried out. In this way the introduction of **Recapitalisation vehicles** (Larger or smaller) will be weighed.

POSSIBLE SCENARIO WHEN INTRODUCING/IMPLEMENTING RESTRUCTURING:

- a) Cost assessment based on average utilisation and a detailed assessment is required based on exact passenger number
- b) Longer distance routes may favour larger vehicles while shorter commuter based routes may favour smaller vehicles

- c) The introduction of larger vehicles on certain routes may improve profitability of the operator but may result in longer waiting times especially on long distance routes with few passengers
- d) High passenger volume routes may be viable for any type of vehicle
- e) The introduction of larger vehicles such as **Recap** vehicle may reduce the number of vehicle on the road and thus increase the capacity of already congested routes.

RATIONALISATION PLAN

The study and rationalisation plan will be finalised once analysis of the CPTR completed and all discrepancies in the data are addressed.

NON-MOTORISED TRANSPORT (NMT)

NMT is any form of transport or mobility which is not by propelled by motor that moves people and goods from point A to point B.

TYPES OF NMT

- a) Walking
- b) Wheelchairs
- c) Cycling
- d) Handcarts
- e) Wheel-barrows
- f) Animal-drawn vehicles e.g. horse-casts e.t.c.

NMT is usually employed for movement over short distance in towns and cities but can involve long distance in rural areas.