



INTEGRATED TRANSPORT PLAN

2019 – 2024

MERAFONG CITY LOCAL MUNICIPALITY

SUMMARY SHEET

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TABLE OF CONTENTS

1. INTRODUCTION	4
1.1. Background.....	4
1.2. Legislation requirements.....	4
1.3. Format of the LITP	5
2. TRANSPORT STATUS QUO	6
2.1. COMMUTER RAIL FACILITIES.....	6
2.2. ROAD NETWORK	6
2.2.1. Road Conditions.....	7
2.3. PUBLIC TRANSPORT FACILITIES.....	9
3. TRANSPORT NEEDS ASSESSMENT	14
3.1. INTRODUCTION	14
3.2. NEEDS ASSESSMENT FROM THE HOUSEHOLD TRAVEL SURVEY.....	14
3.2.1. Household Travel Survey Data.....	14
3.2.2. Reasons for not using Public Transport Service.....	16
3.2.3. Levels of Satisfaction with the Public Transport Service	18
3.2.4. Importance of Service Related Items.....	22
3.3. NEEDS IDENTIFIED FROM AN ASSESSMENT OF THE TRANSPORT STATUS QUO	24
3.3.1. Review of previous LITP	24
3.3.2. Needs Identified From Current Transport Status Quo Analysis	24
3.4. NEEDS AND PROBLEMS IDENTIFIED IN WRDM TRANSPORT RELATED PLANNING DOCUMENTATION.....	25
3.5. NEEDS IDENTIFIED DURING TALKS WITH GOVERNMENT OFFICIALS AND OTHER STAKEHOLDERS	27
4. TRANSPORT IMPROVEMENT PROPOSALS	27
5. IMPLEMENTATION AND BUDGET PROPOSALS.....	32
5.1. Current Budget.....	32
5.2. Project Budget and Implementation Plan.....	33

LIST OF FIGURES

<i>Figure 2–1: Rail Network and Station Location in Merafong City LM.</i>	6
<i>Figure 2–2: Road Network in Merafong City LM.</i>	7
<i>Figure 2–3: VCI Distribution of Paved road Network in Merafong City LM.</i>	8
<i>Figure 2–4: Paved Road Condition lengths per ward in Merafong City LM.</i>	8
<i>Figure 2–5: Gravel Road Condition lengths per ward in Merafong City LM.</i>	9
<i>Figure 2–6: Mini-bus Taxi Facility Locations in Merafong City LM.</i>	10
<i>Figure 3–1: WRDM Modal Split</i>	15

LIST OF TABLES

<i>Table 2–1: RISFSA road lengths classifications in Merafong City LM</i>	7
<i>Table 2–2: Taxi Rank Facilities in Merafong City LM – Verified by Taxi Industry and Local Municipality</i>	11
<i>Table 2–3: Taxi Rank Facilities in Merafong City LM – Verified by Local Municipality only</i>	12
<i>Table 2–4: Taxi Rank Facilities Condition Survey Results in Merafong City LM</i>	13
<i>Table 3–1: Household Travel Survey Samples</i>	14
<i>Table 3–2: Reasons for not using a bus service</i>	16
<i>Table 3–3: Reasons for not using a taxi</i>	17
<i>Table 3–4: Reasons for not using a train</i>	18
<i>Table 3–5: Satisfaction with Bus service</i>	19
<i>Table 3–6: Satisfaction with Minibus-taxi service</i>	20
<i>Table 3–7: Satisfaction with Commuter Rail service</i>	21
<i>Table 3–8: Importance of Bus Service Characteristics</i>	22
<i>Table 3–9: Importance of specific Mini-bus Taxi Service Characteristics</i>	23
<i>Table 3–10: Importance of specific Rail Service Characteristics</i>	24
<i>Table 3–11: Taxi Facility Needs</i>	25
<i>Table 3–12: Transport needs and projects identified from other documents</i>	26
<i>Table 4–1: Valuation of Sub-Criterion based on Potential Transport Projects</i>	28
<i>Table 4–2: Transport Improvement Proposals and Prioritisation</i>	29
<i>Table 5–1: Implementation and Budget programme</i>	32
<i>Table 5–2: Project Budget and Implementation Plan</i>	33

1. INTRODUCTION

1.1. Background

West Rand District Municipality (WRDM) compiled a District Integrated Transport Plan (DITP) and three Local Integrated Transport Plans (LITPs) for 2019 to 2024.

The Merafong City Local Municipality is one of the three local municipalities within the West Rand District Municipality situated to the south of Rand West City Local Municipality. It covers approximately 1 631 km² in extent.

1.2. Legislation requirements

This Local Integrated Transport Plan has been prepared for Merafong City Local Municipality in terms of Section 36(1) of the National Land Transport Act 2009, (Act No. 5 of 2009) (NLTA)

The Act provides in section 27(2) that the ITP must formulate the planning authority's official vision, policy and objectives, consistent with the national and provincial policies, due regard being given to any relevant integrated development planning or land development objectives, and must at least:

In terms of the NLTA: "All planning authorities must prepare and submit to the MEC, by the date determined by the Minister, Integrated Transport Plans for their respective areas for the five year period commencing on the first day of the financial year determined by the MEC, and must update them in the prescribed manner and as frequently as prescribed".

The NLTA Section 32(2) furthermore requires that: "Integrated Transport Plans must be in accordance with requirements and in the manner and form as the Minister may prescribe in consultation with the MEC's, but the MEC may prescribe the content of integrated transport plans in addition to such requirements, and the aforementioned regulations may prescribe different matters for different types or categories of municipalities".

In 2016 the Minister published minimum requirements for the preparation of Integrated Transport Plans. For the purposes of land transport planning, three types of Planning Authorities have been distinguished in the regulations. The type of Integrated Transport Plan to be prepared by these Planning Authorities includes:

- **Type 1:** Planning authorities required to prepare Comprehensive Integrated Transport Plans (CITP) are cities identified by the Department of Transport as part of its integrated public transport network initiative and who are required to prepare Integrated Public Transport System plans.
- **Type 2:** All District Municipalities are to prepare a District Integrated Transport Plan (DITP).
- **Type 3:** All other local municipalities are to prepare a Local Integrated Transport Plan (LITP). In terms of the above, LLM is therefore required to prepare a Type 3 Local Integrated Transport Plan (LITP).

In terms of the above, Merafong City Local Municipality is therefore required to prepare a Type 3 Local Integrated Transport Plan (LITP).

The LITP prepared by Planning Authorities (Municipalities) must comply, as a minimum, with the requirements published by the Minister of Transport in this regard.

This LITP has been prepared to satisfy the requirements of the NLTA, minimum requirements and followed the guidelines.

1.3. Format of the LITP

The overall format of the DITP follows the DoT requirements as given in the minimum requirements and therefore contains the following chapters:

- Chapter1: Introduction;
- Chapter 2: Transport Status Quo;
- Chapter 3: Transport Needs Assessment
- Chapter 4: Transport Improvement Proposals;
- Chapter 5: Implementation budget and programme;

2. TRANSPORT STATUS QUO

This chapter indicates the transport status quo of Merafong City Local Municipality. Included in the chapter is an inventory of roads and public transport facilities which are the responsibility of Merafong City Local Municipality

2.1. COMMUTER RAIL FACILITIES

Oberholzer station is the only commuter rail station located in the Merafong City Local Municipality as shown in Figure 2.1–1 below.

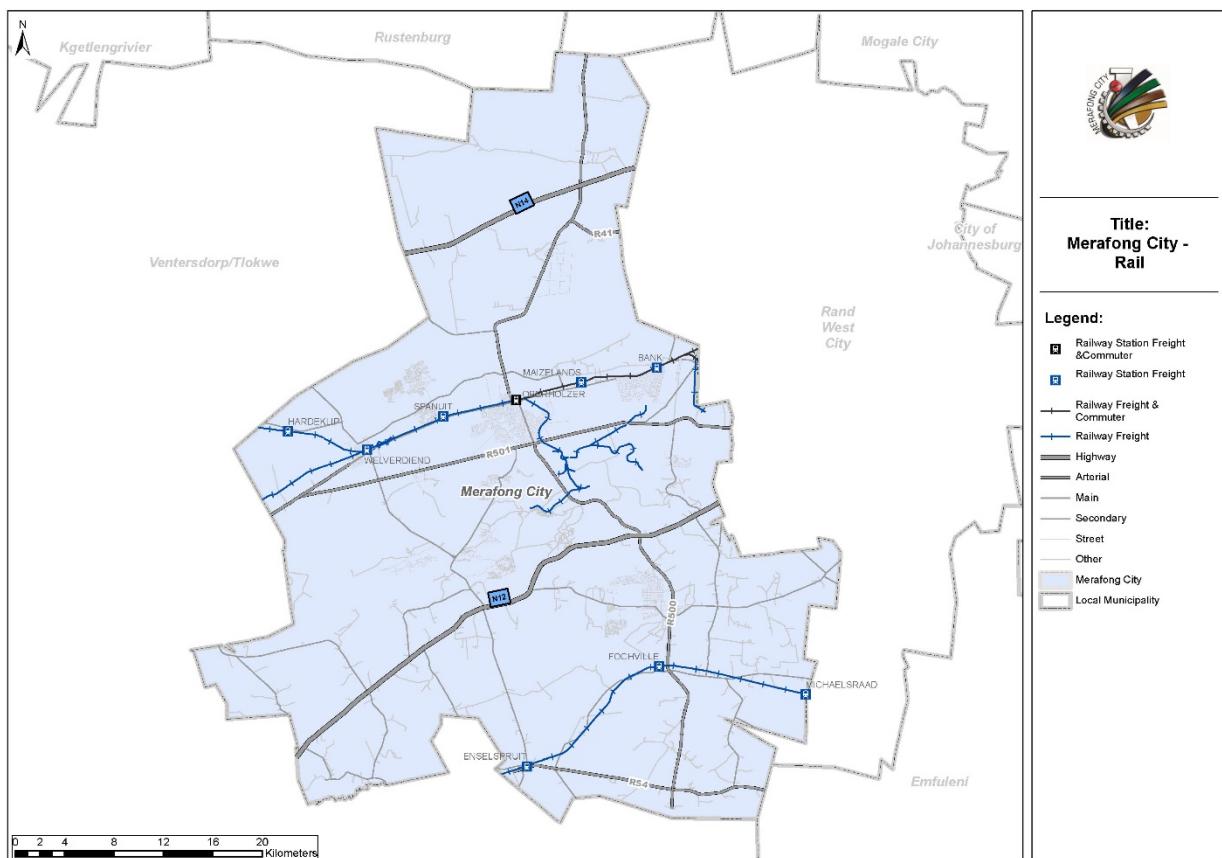


Figure 2–1: Rail Network and Station Location in Merafong City LM.

2.2. ROAD NETWORK

The Merafong City LM has a total road network of 8 328 km, excluding national and provincial roads. Of this, 5 400 km are paved while 2 928 km are gravel. Figure 2.1–1 below shows the road network in Merafong City LM with Table 1 indicating the road link lengths per RISFSA road classification.

It is important to note that a very large portion (92%) of paved roads in the local municipality are classified as Class 4 and 5 when classified in accordance to the South African Road Classification System. While as 96% of gravel roads are classified as Class 5.

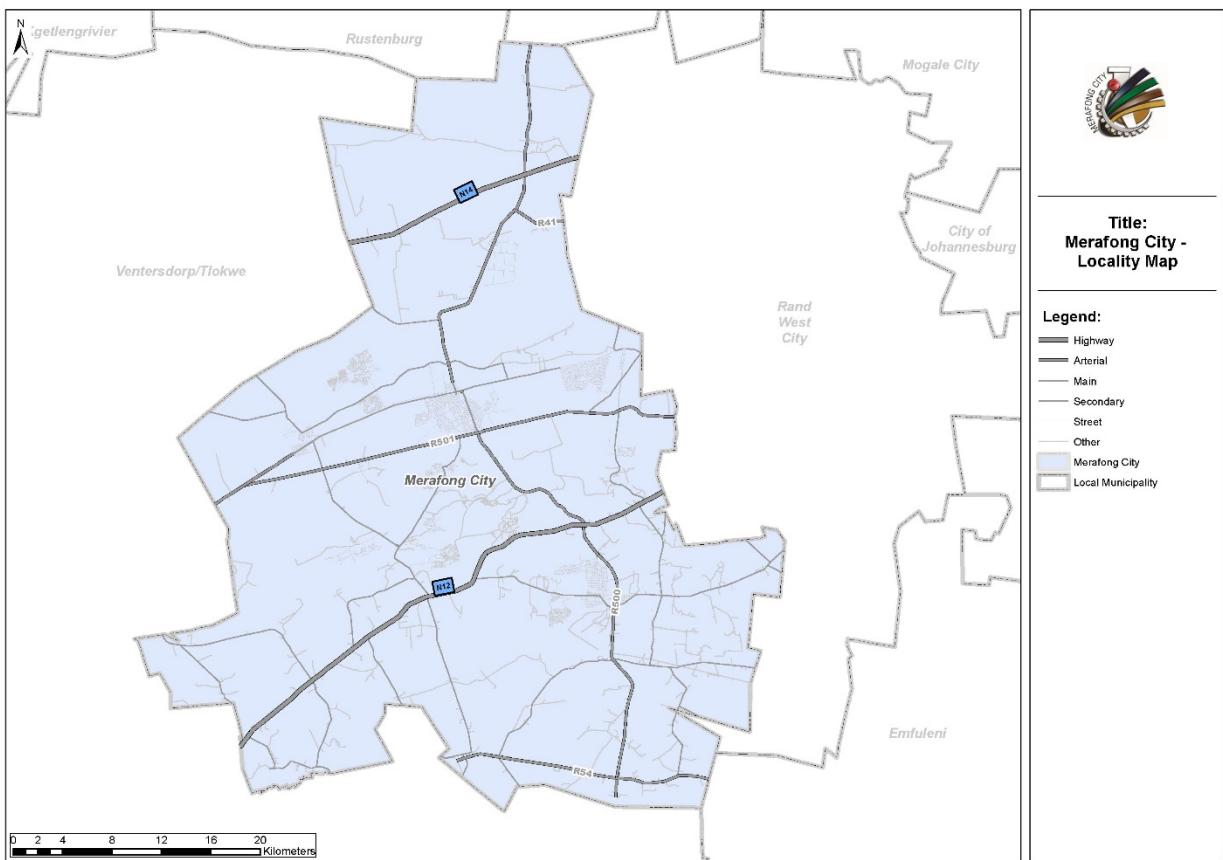


Figure 2–2: Road Network in Merafong City LM.

Table 2–1: RISFSA road lengths classifications in Merafong City LM

RISFSA Class	Paved	Unpaved
RISFSA Class 1	39	0
RISFSA Class 2	161	0
RISFSA Class 3	241	0
RISFSA Class 4	1256	114
RISFSA Class 5	3703	2814
	5400	2928

2.2.1. Road Conditions

The majority of the paved roads are in a fair to very good condition while gravel roads range from fair to very poor condition.

The RRAMS has indicated that the weighted VCI was calculated to be 83% indicating that all roads were in a good to very good condition.

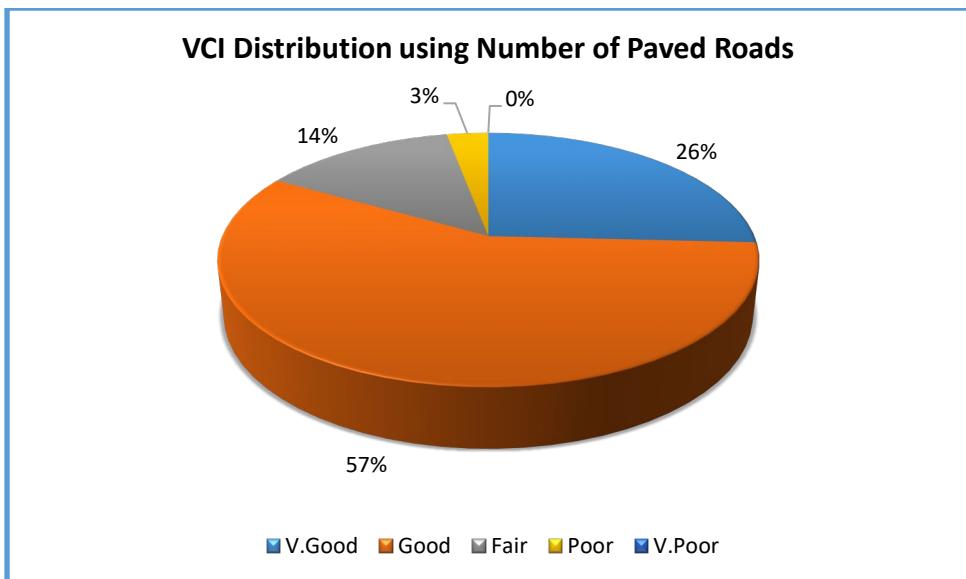


Figure 2–3: VCI Distribution of Paved road Network in Merafong City LM.

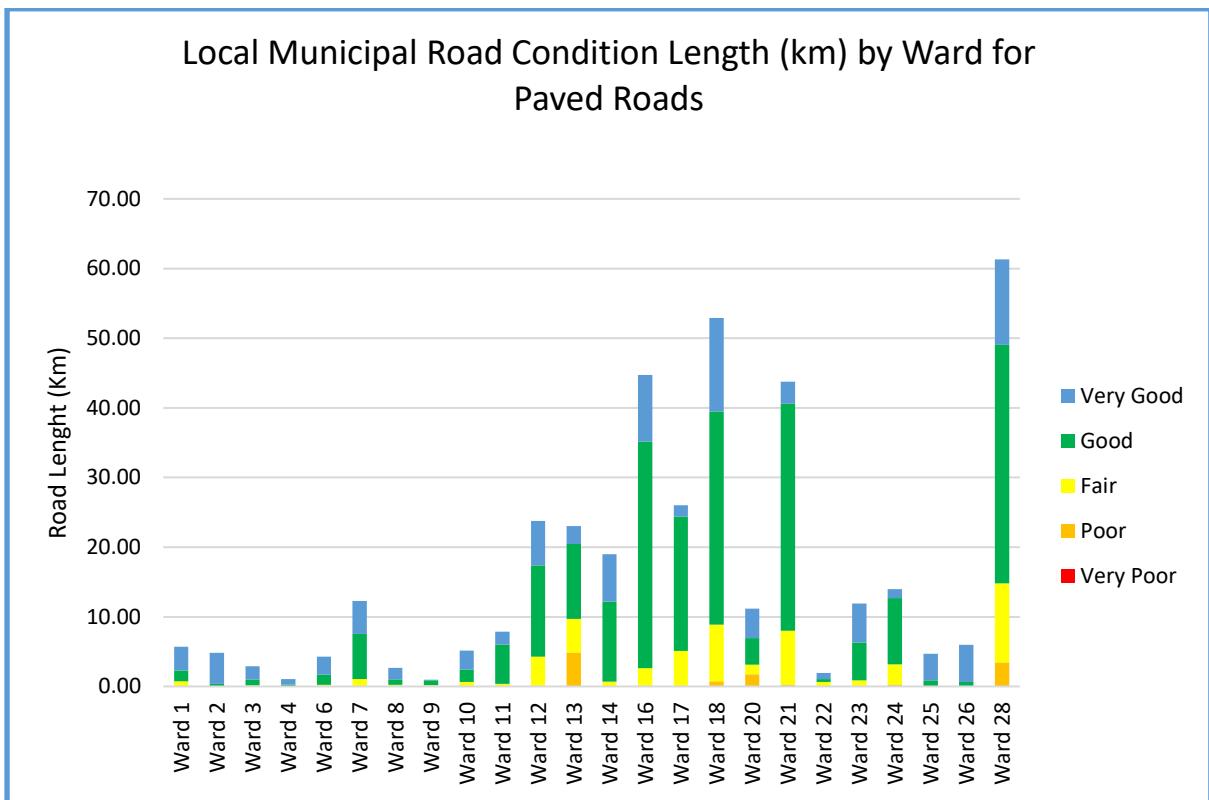


Figure 2–4: Paved Road Condition lengths per ward in Merafong City LM.

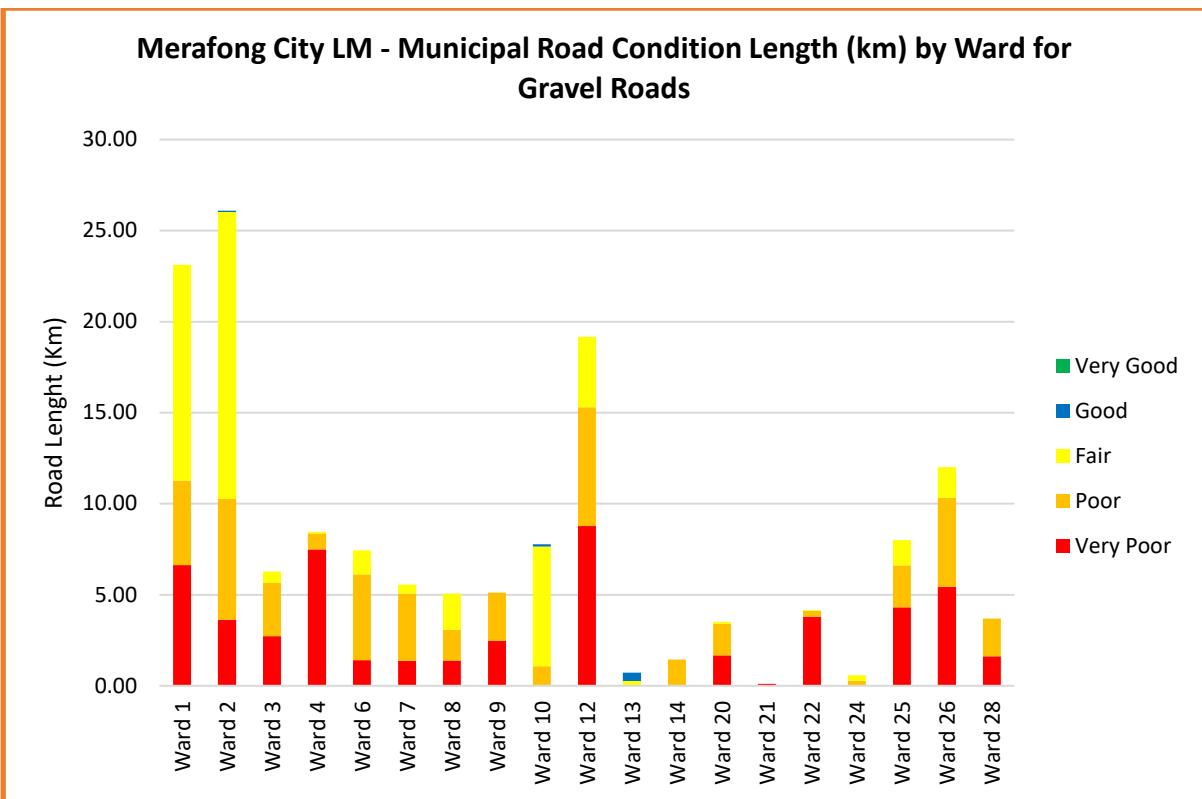


Figure 2–5: Gravel Road Condition lengths per ward in Merafong City LM.

Gravel road conditions are considered to be in a fair to a very poor condition as illustrated in Figure 2–5 above with 31% in the fair category and 68% in the poor to very poor categories.

2.3. PUBLIC TRANSPORT FACILITIES

“Taxis dominate the public transport operations in the District. Bus transport in the district is very limited with no subsidised commuter services, apart from contracted learner transport services that are provided in the predominantly rural area.”

Mini-bus Taxi Facilities

Table 2 below shows the inventory of the taxi rank facilities in the Merafong City LM which are the responsibility of the local municipality. The local municipality has a total of up to 17 taxi facilities, verified by the regional SANTACO Taxi industry and 6 taxi facilities verified by the local municipality.

The Infrastructure surveys conducted in 2018 at these facilities have shown that a lot of these facilities are informal, with a few being formal. As can be noted from Table 2–2 below, the majority of the facilities (78%) are informal, while formal facilities are only 22%.

Focusing on the results of the infrastructure surveys conducted at the formal taxi facilities it is clear that the following amenities need urgent attention from the local municipality:

- Repairing of loading aisle shelters;
- Ablution facility upgrades; and

- Office building for facility Management.

It is to be noted that the Krugersdorp taxi rank in Pretoria Street were under construction at the time of the infrastructure survey.

Figure 2–6 below shows the mini-bus taxi facility locations.

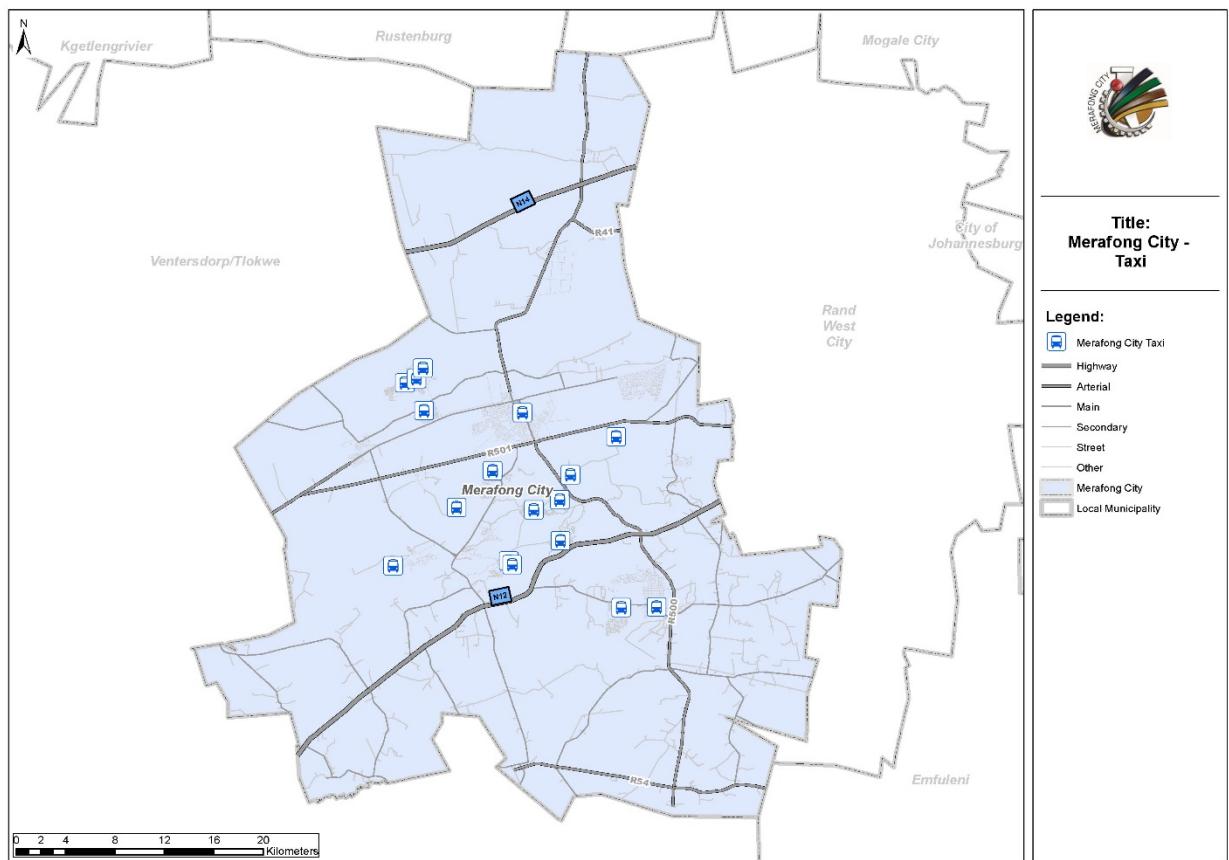


Figure 2–6: Mini-bus Taxi Facility Locations in Merafong City LM.

Table 2-2: Taxi Rank Facilities in Merafong City LM – Verified by Taxi Industry and Local Municipality

No.	Facility Name	Code	Physical Location (Description)	Mode	Type of Service	Holding/ Loading/ Combined	Formal or informal (F/I)	On-street / Off-street	No. of bays (formal only)	Latitude	Longitude	Owner	Source of Information	Confirmed with Industry
1	Blyvoor Mine Taxi Rank	WR0047	Elandsrand Rd	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.394910	27.375590	MCLM	Merafong City LM & Industry	Yes
2	Carltonville Taxi Rank	WR0040	Cnr Onyx Dr & Annah Rd	Minibus-taxi	Commuter, long-distance, interprovincial and cross-border services	Combined	Formal	Off-Street	50	-26.352720	27.397300	MCLM	Merafong City LM & Industry	Yes
3	Deelkraal Mine	WR0045	Deelkraal Hostel	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.464180	27.303070	MCLM	Merafong City LM & Industry	Yes
4	Ext.1 Taxi Rank Tswana Section	WR0043	Sompane Rd	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.320250	27.324930	MCLM	Merafong City LM & Industry	Yes
5	Fochville Taxi Rank	WR0035	Cnr Losberg St & Skool St	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.494620	27.469450	MCLM	Merafong City LM & Industry	Yes
6	GFTS Taxi Rank	WR0034	Fochville	Minibus-taxi	Commuter	Combined	Formal	Off-Street	5	-26.494060	27.495100	MCLM	Merafong City LM & Industry	Yes
7	Khutsong Ext.3 Taxi Rank	WR0041	Khutsong Ext.3	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.330870	27.311700	MCLM	Merafong City LM & Industry	Yes
8	Khutsong Ext.4 Taxi Rank	WR0042	Khutsong Ext. 4 Main Rd	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.327840	27.320230	MCLM	Merafong City LM & Industry	Yes
9	Khutsong Tank Taxi Rank	WR0046	Nxumalo Rd	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.421730	27.349270	MCLM	Merafong City LM & Industry	Yes
10	Maxhoseng Taxi Rank	WR0044	Cor. Nzwanzwa St	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.351100	27.325600	MCLM	Merafong City LM & Industry	Yes
11	Mponeng Taxi Rank	WR0038	Western deep levels South	Minibus-taxi	Commuter	Combined	Formal	Off-Street	4	-26.445840	27.425160	MCLM	Merafong City LM & Industry	Yes
12	SKOPAS Taxi Rank	WR0037	Fourth Ave	Minibus-taxi	Commuter & long-distance	Combined	Formal	Off-Street	4	-26.463360	27.389900	MCLM	Merafong City LM & Industry	Yes
13	Wedela Taxi Rank - WR103	WR103	First Ave, Wedela Community Hall	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.460700	27.387280	MCLM	Merafong City LM & Industry	Yes

No.	Facility Name	Code	Physical Location (Description)	Mode	Type of Service	Holding/ Loading/ Combined	Formal or informal (F/I)	On-street / Off-street	No. of bays (formal only)	Latitude	Longitude	Owner	Source of Information	Confirmed with Industry
14	West Drie No 2 & 5 Taxi Rank	WR0051	No 2 & Main Routes	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.398020	27.432270	MCLM	Merafong City LM & Industry	Yes
15	West Drie No 4 Taxi Rank	WR0053	No 4 Main Hostel	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.370260	27.465490	MCLM	Merafong City LM & Industry	Yes
16	Western Deep Levels Mine - Tau Tona Mine Taxi Rank	WR0049	West Deep Level 3	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.416200	27.424500	MCLM	Merafong City LM & Industry	Yes
17	Western Deep Levels Savuka Mine Taxi Rank	WR0048	Western deep levels South	Minibus-taxi	Commuter	Loading	Informal	On-street		-26.423460	27.405500	MCLM	Merafong City LM & Industry	Yes

Table 2-3: Taxi Rank Facilities in Merafong City LM – Verified by Local Municipality only

No .	Facility Name	Code	Physical Location (Description)	Mode	Type of Service	Holding/ Loading/ Combined	Formal or informal (F/I)	On-street / Off-street	No. of bays (formal only)	Latitude	Longitude	Owner	Source of Information	Confirmed with Industry
1	Elandsrand Drive Taxi Rank (Kusasalethu Mine)	WR0036	Elisrand Drive	Minibus-taxi	Commuter	Loading	Informal	On-Street		-26.453360	27.363330	Mine	Merafong City LM	No
2	Oberholzer (Station Street / Ada Street)	WR0055	Station Street / Ada Street	Minibus-taxi	Commuter	Combined	Formal	Off-street		-26.344620	27.391550	MCLM	Merafong City LM	No
3	Oos Driefontein	WR0059	Oosdriefontein	Minibus-taxi	Commuter	Loading	Informal	On-Street		-26.386010	27.498990	Mine	Merafong City LM	No
4	Welverdiend Taxi Rank	WR067	10th Avenue, near Welverdien Station	Minibus-taxi	Commuter	Combined	Formal	Off-street		-26.377180	27.285240	MCLM	Merafong City LM	No
5	West Deep Level 9	WR0050	West Deep Level 9	Minibus-taxi	Commuter	Loading	Informal	On-Street		-26.413470	27.418030	Mine	Merafong City LM	No
6	West Driefontein 2	WR0052	West Driefontein 2	Minibus-taxi	Commuter	Loading	Informal	On-Street		-26.385850	27.426180	Mine	Merafong City LM	No

Table 2-4: Taxi Rank Facilities Condition Survey Results in Merafong City LM

Ref #	Suburb	Facility_Name	Facility_Location (Nearest Street/s)	Infrastructure												General Comments							
				No of Loading Aisles	No of Loading Bays	No of Holding Bays	Loading Aisle Shelter				Paving		Offices	Public Phones	Water	Toilets		Toilet Condition					
							None	Poor	Fair	Good	Excellent	Brick	Tarred			Free	Pay	None	Poor	Fair	Good	Excellent	
1	Calletonville	Calletonville Taxi Rank	Annan Rd/Onyx Dr	20	40	NONE		X				X		NO	NO	YES	X		X				Toilets are in a poor state, needs renovating. lights not working at times.
2	Wedela	Skopas Taxi Rank	4th Ave	4	4	NONE			X			X		NO	NO	NO	X			X			Toilets are not working, office is vandalized.
3	Wedela	Mponeng Taxi Rank	Mponeng / Wedela Road	4	4	NONE			X				X	NO	NO	YES	X			X			Aisles needs repainting.
4	Fochville	GFTS	Loopspruit Laan	5	5	1				X			X	YES	NO	YES		X			X		Toilet taps and seats need to be replaced, pavement needs re-surfacing on a few places.

3. TRANSPORT NEEDS ASSESSMENT

3.1. INTRODUCTION

This chapter describes the transport related needs of the municipality and its residents which were identified from:

- An assessment of the transport status quo as described in the transport information register,
- Reviews of various planning documents of the WRDM including the recent Integrated Development Plan (IDP) dated 2016/17 to 2020/21, as well as the results of the 2014 Household Travel Survey which provides a valuable picture of the current travel needs of the WRDM community, and
- A summary of the needs expressed by various stakeholders during meetings and workshops.

3.2. NEEDS ASSESSMENT FROM THE HOUSEHOLD TRAVEL SURVEY

3.2.1. Household Travel Survey Data

It is noted that the data used in this section was obtained from the Gauteng Household Travel Survey (GHTS2014) which is a combination of all the surveys conducted in the Districts during 2014. This is the latest and most recent source of data currently available. An update to the Household Travel Survey is currently being planned and surveys will start in 2019. It is recommended that the updated survey data should be used in the next update of the DITP. The table below shows the sample size for the district.

Table 3–1: Household Travel Survey Samples

Municipality	Household samples	%	Weighted number of households	%
Ekurhuleni	10 467	35.1%	1 017 965	26.0%
Johannesburg	6 390	21.5%	1 434 856	36.7%
Sedibeng	2 128	7.1%	302 712	7.7%
Tshwane	8 891	29.9%	900 736	23.0%
West Rand	1 903	6.4%	254 485	6.5%
Total GHTS2014	29 779	100.0%	3 910 754	100.0%

It is interesting to note that the number of households in 2000 was 2 182 285 compared to the 2014 number of 3 910 754. This signifies a doubling in households over this 14 year period. The Local Municipalities and Traffic Zones (TZ) are shown in all further data analysis is done per Local Municipality and Traffic Zone where necessary for clarity.

The following information highlighted in the GHTS2014 provides a current and representative picture of transport needs for the Gauteng community, including that of WRDM.

- 1.88% of people in Gauteng have difficulty in accessing public transport, with majority of them using crutches. There is a need to improve universal access for all modes of public transport to increase the use of public transport by people with disabilities.
- Buses have the shortest walking time to access as first mode of travel and reach final destination. There is a need to investigate the possibility of promoting the use of buses in WRDM as a subsidised transport to increase the number of public transport users.
- Low income households in Gauteng have longer access times for education related trips on public transport. Investigate a need to construct public transport ranks / holding areas and loading / offloading bays closer to low income residential areas

Modal Split of all trips in West Rand District municipality is shown in figure below. Walking is the most preferred mode of travel with 39%, followed by using own car at 34%, then commuter taxi / minibus taxi at 16% while only 11% of the trips are by bus.

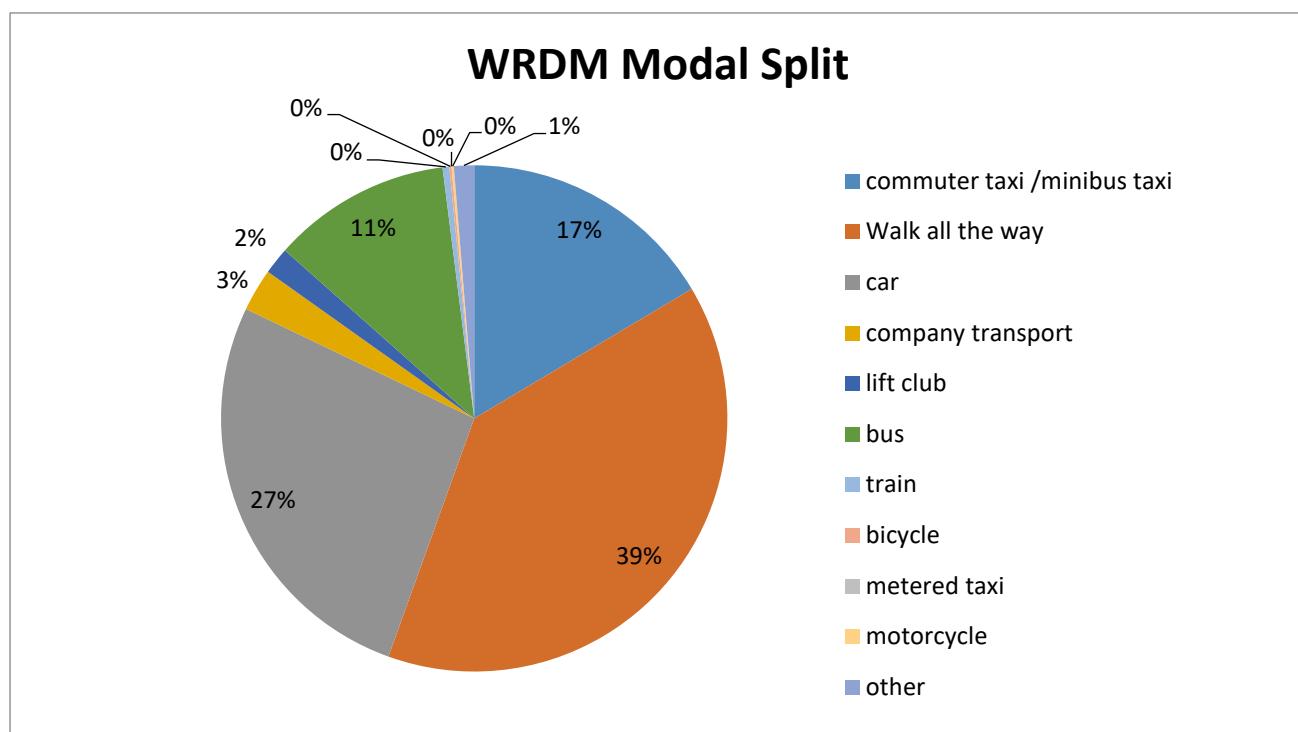


Figure 3-1: WRDM Modal Split

3.2.2. Reasons for not using Public Transport Service

One of the objective of the Household Travel survey was to attempt to determine the reason why commuters were not using the existing public transport services. The reasons per mode are further explored below.

3.2.2.1. Reasons for not using a Bus

The table below shows the reasons that respondents disclosed for not using bus services in the West Rand District Municipality. The reasons that they mentioned more often were the following:

- Bus is not available at all
- Prefer private transport
- Bus stop too far from home
- Bus is not available often enough

Table 3–2: Reasons for not using a bus service

Reason for not using Buses	Merafong LM	West Rand District
	Urban/Rural	
No bus available at all	79.6%	78.1%
Prefer private transport	4.3%	4.5%
Bus stop too far from home	1.8%	3.5%
Bus not available often enough	1.6%	2.7%
Buses don't go where needed	1.3%	1.3%
Travel time to long/Too slow	0.9%	1.3%
Bus not available at the right times	0.9%	1.0%
Buses too crowded	1.6%	0.9%
Buses always late	0.9%	0.7%
Too much crime (Too dangerous)	0.4%	0.6%
Bus too expensive	1.1%	0.5%
Prefer taxi	0.7%	0.5%
Can walk	0.0%	0.5%
Too many accidents	0.7%	0.3%
Bus stop too far from destination	0.0%	0.2%
No knowledge of timetable and routes	0.0%	0.1%

(Source: GHTS2014)

There is a clear lack of bus services in the Local Municipality with 79.6% of people interviewed indicating that there are no buses available.

3.2.2.2. Reasons for not using a Taxi

The table below shows the reasons that respondents disclosed for not using minibus taxis. Two reasons seemed to stand out:

- Prefer private transport
- No taxis available at all
- Taxis too expensive
- Taxis not available often enough

Table 3–3: Reasons for not using a taxi

Reason for not using Taxis	Merafong LM	West Rand District
	Urban/Rural	
Prefer private transport	11.0%	11.0%
No taxis available at all	6.5%	7.8%
Taxis too expensive	2.2%	2.8%
Taxis not available often enough	1.8%	2.0%
Taxis too far from home	0.4%	1.9%
Drivers are rude	1.1%	1.7%
Too much crime (Too dangerous)	0.0%	1.2%
Taxis not available at the right times	1.6%	1.1%
Have to wait too long for/in taxis	0.9%	1.0%
Have to pay cash	1.1%	0.9%
Drivers drive recklessly	0.2%	0.8%
Taxis don't go where needed	0.4%	0.8%
Taxis too crowded	0.7%	0.8%
Too much violence/ wars	0.2%	0.5%
Too many accidents	0.2%	0.5%
Travel time too long	0.2%	0.4%
Taxis not roadworthy	0.2%	0.3%
Prefer bus	0.4%	0.2%
Prefer train	0.0%	0.2%

(Source: GHTS2014)

Most people use taxis, but in certain areas there might exist an under supply, but this is rather the exception and only is the reason of 6.5% of the commuters interviewed.

3.2.2.3. Reasons for not using Commuter Rail

The table below show the reasons disclosed by respondents why they did not use trains. The following reason was found to be most important:

- No train available at all
- Station too far from home

Table 3–4: Reasons for not using a train

Reason for not using Trains	Merafong LM	West Rand District
	Urban/Rural	
No train available at all	64.0%	54.4%
Station too far from home	6.3%	7.5%
Trains don't go where needed	5.2%	5.5%
Too much crime (Too dangerous)	2.7%	4.8%
Train not available often enough	3.4%	4.5%
Travel time to long/Too slow	1.3%	3.4%
Trains too crowded	2.2%	3.1%
Prefer private transport	1.1%	2.6%
No reason given	2.7%	2.1%
Train not available at the right times	3.6%	2.1%
Station too far from destination	0.9%	1.5%
Trains always late	0.4%	1.5%
No knowledge of timetable and routes	1.1%	1.2%
Prefer taxi	0.7%	0.9%
Train too expensive	1.1%	0.3%
Can walk	0.0%	0.1%
Have to change transport (transfer)	0.0%	0.1%

(Source: GHTS2014)

For the answers given it is clear that there is a gap that exists in terms of the availability of train services. The stations are also in some cases too far from home or the destination station is not close enough to the commuters end destination.

3.2.3. Levels of Satisfaction with the Public Transport Service

The tables below represent the opinion of the people surveyed and conveys the level of satisfaction with the public transportation services that are provided in the District overall.

3.2.3.1. Usage of Buses

Bus users were generally more satisfied (satisfied/very satisfied) (63%) than dissatisfied (dissatisfied/very dissatisfied) (22%) with the available bus services. However most people did not use busses as they are not available in the West Rand District Municipality.

The main areas of concern for people interviewed were:

- Security on the bus
- Travel time on the bus
- Level of crowding in the bus
- Safety from accidents when traveling by bus

Dissatisfaction with the Peak and off-peak frequency of the bus services related well with the fact that the bus service is severely lacking in the District.

Table 3–5: Satisfaction with Bus service

Merafong LM - Satisfaction - Bus	Total Not Satisfied	Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very Satisfied
Security on the bus	62.6%	6.3%	12.5%	43.8%	31.3%	6.3%
Travel time in the bus	62.5%	0.0%	37.5%	25.0%	18.8%	18.8%
Level of crowding in the bus	56.3%	6.3%	25.0%	25.0%	25.0%	18.8%
Safety from accidents when traveling by bus	50.1%	6.3%	6.3%	37.5%	12.5%	37.5%
Peak-period frequency of buses	50.1%	6.3%	18.8%	25.0%	37.5%	12.5%
Security on walk to bus	50.0%	0.0%	25.0%	25.0%	37.5%	12.5%
Punctuality of buses	43.8%	0.0%	18.8%	25.0%	31.3%	25.0%
Roadworthiness of buses	43.8%	0.0%	18.8%	25.0%	37.5%	18.8%
Security at the bus rank or bus stops	37.6%	0.0%	18.8%	18.8%	37.5%	25.0%
Bus service overall	37.6%	6.3%	0.0%	31.3%	50.0%	12.5%
Distance of bus stop from work	37.5%	0.0%	12.5%	25.0%	43.8%	18.8%
Distance of bus stop from home	31.3%	12.5%	12.5%	6.3%	62.5%	6.3%
Off-peak frequency of buses	31.3%	0.0%	12.5%	18.8%	50.0%	18.8%
Facilities at bus ranks or bus stops	25.1%	6.3%	18.8%	0.0%	25.0%	50.0%
Bus fares	18.8%	6.3%	0.0%	12.5%	62.5%	18.8%
Behaviour of bus drivers towards passengers	12.6%	6.3%	0.0%	6.3%	56.3%	31.3%

(Source: GHTS2014 – WRDM Data)

3.2.3.2. Usage of Minibus-Taxi

The Table below shows minibus taxi users' levels of satisfaction with taxis in the West Rand District as per the latest Household Travel Survey.

The main areas of concern for people interviewed were expressed as:

- Safety from accidents when traveling by taxi
- Security on walk to taxi
- Facilities at taxi ranks or taxi stops
- Behaviour of taxi drivers towards passengers
- Security at the taxi rank or taxi stops

Table 3–6: Satisfaction with Minibus-taxi service

Merafong LM - Satisfaction - Taxi	Total Not Satisfied	Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very Satisfied
Safety from accidents when traveling by taxi	67.6%	8.3%	24.2%	35.1%	30.1%	2.3%
Security on walk to taxi	62.9%	10.6%	39.7%	12.6%	32.1%	5.0%
Facilities at taxi ranks or taxi stops	62.6%	5.6%	41.1%	15.9%	31.8%	5.6%
Behaviour of taxi drivers towards passengers	62.2%	7.9%	25.8%	28.5%	34.4%	3.3%
Security at the taxi rank or taxi stops	61.9%	5.3%	42.7%	13.9%	34.4%	3.6%
Waiting time for taxis	60.0%	11.6%	40.1%	8.3%	36.1%	4.0%
Taxi fares	59.9%	17.2%	34.4%	8.3%	36.4%	3.6%
taxi service overall	58.6%	5.0%	35.4%	18.2%	36.8%	4.6%
Distance of taxi stop from work	58.0%	5.0%	32.8%	20.2%	36.4%	5.6%
Security on the taxi	57.3%	5.6%	38.1%	13.6%	39.1%	3.6%
Roadworthiness of taxis	55.5%	7.9%	29.1%	18.5%	40.1%	4.3%
Off-peak frequency of taxis	53.7%	10.3%	33.1%	10.3%	41.4%	5.0%
Peak-period frequency of taxis	48.7%	7.3%	28.8%	12.6%	47.0%	4.3%
Level of crowding in the taxi	45.7%	8.3%	23.8%	13.6%	50.3%	4.0%
Travel time in the taxi	45.3%	7.9%	28.5%	8.9%	49.3%	5.3%
Distance of taxi stop from home	44.6%	7.9%	30.1%	6.6%	45.7%	9.6%

(Source: GHTS2014)

The infrastructure at the major formal ranks were surveyed in order to validate the need for adequate facilities at taxi ranks and stops as identified above.

3.2.3.3. Usage of Commuter Rail

The Table below shows commuters' satisfaction with the commuter rail services.

The main areas of concern for people interviewed were expressed as:

- Distance of station from home
- The level of crowding in the train
- Distance of station from work
- Travel time by train
- Security walking to the station as well as security at the station and on the train

Table 3–7: Satisfaction with Commuter Rail service

Merafong LM - Satisfaction - Train	Total Not Satisfied	Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very Satisfied
Distance of station from home	66.7%	25.0%	41.7%	0.0%	25.0%	8.3%
The level of crowding in the train	66.6%	8.3%	50.0%	8.3%	33.3%	0.0%
Distance of station from work	58.4%	16.7%	25.0%	16.7%	25.0%	16.7%
Travel time by train	58.4%	16.7%	41.7%	0.0%	41.7%	0.0%
Security on the walk to/from the station	58.3%	8.3%	33.3%	16.7%	41.7%	0.0%
Security on the train	58.3%	0.0%	50.0%	8.3%	41.7%	0.0%
Security at the station	50.0%	8.3%	16.7%	25.0%	50.0%	0.0%
Punctuality of trains	50.0%	25.0%	16.7%	8.3%	41.7%	8.3%
The train service overall	41.7%	0.0%	25.0%	16.7%	41.7%	16.7%
Peak-period frequency of trains	41.6%	0.0%	33.3%	8.3%	58.3%	0.0%
Off-peak frequency of trains	33.3%	8.3%	16.7%	8.3%	66.7%	0.0%
Safety from accidents	25.0%	0.0%	16.7%	8.3%	58.3%	16.7%
Facilities at stations	16.6%	0.0%	8.3%	8.3%	83.3%	0.0%
Train fares	8.3%	0.0%	0.0%	8.3%	50.0%	41.7%

(Source: GHTS2014)

3.2.4. Importance of Service Related Items

The tables below represent the importance of the specific items that relate to the service provided.

3.2.4.1. Importance of Bus Service Characteristics

Exiting bus users that completed the household travel survey indicated that the following was important for bus services as shown in the following table.

Table 3–8: Importance of Bus Service Characteristics

Merafong LM - Importance Bus	Not Important	Important	Very Important
Security at the bus rank or bus stops	0.0%	31.3%	68.8%
Distance of bus stop from work	0.0%	37.5%	62.5%
Travel time in the bus	0.0%	37.5%	62.5%
Bus fares	6.3%	31.3%	62.5%
Security on walk to bus	0.0%	43.8%	56.3%
Security on the bus	0.0%	43.8%	56.3%
Level of crowding in the bus	0.0%	43.8%	56.3%
Off-peak frequency of buses	6.3%	37.5%	56.3%
Behaviour of bus drivers towards passengers	0.0%	43.8%	56.3%
Distance of bus stop from home	0.0%	56.3%	43.8%
Safety from accidents when traveling by bus	6.3%	50.0%	43.8%
Roadworthiness of buses	6.3%	50.0%	43.8%
Peak-period frequency of buses	6.3%	56.3%	37.5%
Overall quality of bus service	0.0%	62.5%	37.5%
Punctuality of buses	0.0%	68.8%	31.3%
Facilities at bus ranks or bus stops	6.3%	62.5%	31.3%

(Source: GHTS2014 – WRDM Data)

The majority of existing commuters indicated that the security at the bus terminals and ranks are very important as well as the travel times and fares.

3.2.4.2. Importance of Minibus-Taxi Service Characteristics

The Table below shows minibus taxi users' rating of the importance of the various service element relating to the mini-bus services.

The most important issues were identified as:

- Taxi fares
- Overall quality of taxi service
- Safety from accidents when traveling by taxi
- Behaviour of taxi drivers towards passengers
- Distance of taxi service from home
- Punctuality of taxis

Table 3–9: Importance of specific Mini-bus Taxi Service Characteristics

Merafong LM - Importance Taxi	Not Important	Important	Very Important
Taxi fares	4.0%	54.0%	42.1%
Overall quality of taxi service	1.0%	57.0%	42.1%
Safety from accidents when traveling by taxi	0.3%	59.3%	40.4%
Behaviour of taxi drivers towards passengers	1.3%	59.6%	39.1%
Distance of taxi service from home	2.0%	59.6%	38.4%
Punctuality of taxis	1.7%	60.3%	38.1%
Security on walk to taxi	2.6%	59.9%	37.4%
Roadworthiness of taxis	0.7%	61.9%	37.4%
Off-peak frequency of taxis	4.3%	58.9%	36.8%
Distance of taxi service from work	4.0%	59.9%	36.1%
Security at the taxi rank or taxi stops	2.3%	61.6%	36.1%
Level of crowding in the taxi	2.3%	61.9%	35.8%
Security in the taxi	2.0%	62.6%	35.4%
Peak-period frequency of taxis	4.3%	61.3%	34.4%
Facilities at taxi ranks or taxi stops	3.0%	63.9%	33.1%
Travel time in the taxi	3.3%	65.9%	30.8%

(Source: GHTS2014)

It is important to note that the fares and quality of the service ranked very high for all commuters travelling by mini-bus taxi.

3.2.4.3. Usage of Commuter Rail Services

The table below presents the importance of the rail service components as determined from the household travel survey for the District.

The following are the most important issues:

- Distance of station from work
- The level of crowding in the train
- Security on the train
- Peak-period frequency of trains
- Train fares
- Overall quality of the train service

Table 3–10: Importance of specific Rail Service Characteristics

Merafong LM - Importance Rail	Not Important	Important	Very Important
Distance of station from work	20.0%	20.0%	60.0%
The level of crowding in the train	20.0%	20.0%	60.0%
Security on the train	40.0%	20.0%	40.0%
Peak-period frequency of trains	0.0%	60.0%	40.0%
Train fares	0.0%	60.0%	40.0%
Overall quality of the train service	20.0%	40.0%	40.0%
Distance of station from home	0.0%	80.0%	20.0%
Travel time by train	0.0%	80.0%	20.0%
Security on the walk to/from the station	20.0%	60.0%	20.0%
Security at the station	40.0%	40.0%	20.0%
Safety from accidents	20.0%	60.0%	20.0%
Off-peak frequency of trains	40.0%	40.0%	20.0%
Punctuality of trains	0.0%	80.0%	20.0%
Facilities at stations	20.0%	60.0%	20.0%

(Source: GHTS2014)

The needs assessment highlights that the trains are overcrowded and that the distance to and from work of the station very important consideration items are when choosing to use the rail system. The frequency of the trains are also a very important factor to commuters.

3.3. NEEDS IDENTIFIED FROM AN ASSESSMENT OF THE TRANSPORT STATUS QUO

A review of the previous LITP was done together with public transport infrastructure surveys as well as cordon counts surveys as well as commuter rail data analysis to determine the status of the transport system in Merafong City LM.

3.3.1. Review of previous LITP

The previous LITP informed the study of current and proposed projects as identified during the 2011 year update. These projects are included in the prioritised list of projects and consolidated with newly identified needs and other future proposed projects. Previous projects were evaluated for relevance and discussed with the local authority.

3.3.2. Needs Identified From Current Transport Status Quo Analysis

After the analysis of the current transport status quo described in chapter three, the following transport needs have been identified:

- Increase the number of people using Public transport and improve the mode share of public transport

- Reduce household expenditure on public transport by either reduction of trip length and travel time providing safe reliable and affordable public transport.
- Expand and promote the use of public transport to accommodate the forecasted increase in the population and household growth through the improvement of existing public transport infrastructure and system transport and implementing Transit Oriented Developments that will attract more public transport users.
- There is a need to implement measures to improve mode share of public transport and increase the utilization of commuter rail as a public transport mode.
- The following table shows transport needs identified during Minibus-Taxi facility surveys

Table 3–11: Taxi Facility Needs

Suburb	Facility Name	Needs Identified
Calletonville	Calletonville Taxi Rank	Ablution facilities are in a poor state, needs renovating. Lights not working at times.
Wedela	Skopas Taxi Rank	Ablution facilities are not working, office is vandalized.
Wedela	Mponeng Taxi Rank	Aisles need repainting.
Fochville	GFTS	Toilet taps and seats need to be replaced, pavement needs re-surfacing on a few places.

It is to be noted that the above mentioned taxi facilities are those that were identified by the taxi industry as facilities with formal structures, and there for this could not be acknowledged as the only needs identified in the LM.

3.4. NEEDS AND PROBLEMS IDENTIFIED IN WRDM TRANSPORT RELATED PLANNING DOCUMENTATION

The following documents have been consulted to investigate and identify transport related needs within the WRDM:

- West Rand Industrial Strategy (2013)
- West Rand District Municipality Integrated Development Plan (2018/19)
- Gauteng 25 year Integrated Transport Master Plan (2013)
- GDRT Programmes / Projects from other spheres of government

The table below shows transport needs highlighted the transport related documents listed above

Table 3–12: Transport needs and projects identified from other documents

Document	Project Description	Local Municipality
West Rand Industrial Strategy (2013)	Development of multi modal transport hub (MMTH)	Merafong LM
West Rand Industrial Strategy (2013)	Construction of commuter railway station (Khutsong South)	Merafong LM
West Rand Industrial Strategy (2013)	Transportation corridor development with surrounding areas	Merafong LM
West Rand Industrial Strategy (2013)	Improvement of tourism infrastructure, incl. transport links, signage, information services	Merafong LM
West Rand Industrial Strategy (2013)	DSDF addresses the linkages of road and rail within the West Rand and Gauteng Province	Merafong LM
West Rand Industrial Strategy (2013)	Foot- and bicycle path network along PT Corridors needs upgrade to ensure safety and efficiency of movement	Merafong LM
IDP (2018/19) P86	Backlog of 385km gravel roads (R375m)	Merafong LM
IDP (2018/19) P93	Identification of collector roads to link to major arterials (N12)	Merafong LM
IDP (2018/19) P94	Construction of the Khutsong Bridge linking Khutsong South and Khutsong Proper	Merafong LM
IDP (2018/19) P94	Upgrade R500 North	Merafong LM
IDP (2018/19) P94	Upgrade R500 South	Merafong LM
IDP (2018/19) P94	Upgrade R59 East	Merafong LM
IDP (2018/19) P94	Upgrade R59 West	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	upgrading of existing roads	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Construction of walkways	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Khutsong 1,2,3 Construction of new road	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Road bridge over rail	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Rehabilitation of current services in old khutsong ext2 and 3. Loading zones along taxi routes	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Resealing of routes	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	traffic calming	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Construction of roads (Losberg Area	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Kokosi Ext 5 Road construction	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Kokosi Ext 6 Road construction	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Wedela Road construction	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Kokosi Ext 5 Ring Road construction	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Construction of new taxi rank: Wedela	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Construction of new taxi rank: Blybank	Merafong LM
Gauteng 25 year ITMP Nov 2013 As in WRDM IDP 2010/11	Construction of new taxi rank: Kokosi	Merafong LM
Gauteng 25 year ITMP Nov 2013 P51	Planned K211 Links Carletonville with N14	Merafong LM
Gauteng 25 year ITMP Nov 2013 P51	Planned K213 Links Carletonville with Fochville	Merafong LM
Gauteng 25 year ITMP Nov 2013 P51	Planned K140 links MCLM with to the east of Merafong LM	Merafong LM

Document	Project Description	Local Municipality
Gauteng 25 year ITMP Nov 2013 P51	Planned PWV18 links Merafong City LM with North West and the City of Johannesburg	Merafong LM

3.5. NEEDS IDENTIFIED DURING TALKS WITH GOVERNMENT OFFICIALS AND OTHER STAKEHOLDERS

During talks with municipal official and stakeholders, the following needs were identified:

- A minibus-taxi facilities audit to determine ownership of facilities between the Local municipality and Mining industries, as well as determining which PRASA owned land is being illegally used as taxi ranks.
- The list of proposed projects were discussed with the Local Municipalities and additional projects were identified that are listed the implementation plan.

4. TRANSPORT IMPROVEMENT PROPOSALS

Project prioritisation provides guidance to the WRDM to identify specific transport infrastructure and other project needs for the DITP project period. This information further enables management to identify external financial needs after the internal funding ability of the municipality has been quantified.

A simplified project prioritisation model was developed for the purposes of this update of the WRDM DITP. The sub-criteria for the prioritisation model was adapted from IDP strategic objectives as well as other municipal sub-criteria selected for the purposes of project prioritisation. The criteria used for prioritisation purposes include the following:

- **Implementation Priority:** How urgent you estimate the need for the implementation is.
- **Perceived Economic Impact:** How big the economic gain would be in the area directly relating to the project or the gain in the affected areas.
- **Perceived Social Impact:** How positive the impact will be on society because of this project.
- **Perceived Mobility Impact:** How Mobility will be improved
- **Alignment with Other/Strategic Plans:** How well the project is aligned with the other / strategic plans (SDF, MSDF, IDP, and Precinct Plans).

The weightings for the 5-main criteria (KPA's) will carry a weighting of 20% of the total score. Even if a main criterion has more than one (1) sub-criterion, the total weighting will remain 20%.

Each main and sub-criterion were valued in terms of their potential based on the values as reflected in Table 4-1 below.

Table 4-1: Valuation of Sub-Criterion based on Potential Transport Projects

Potential Contribution	Score
Very High	5
High	4
Average	3
Low	2
Very Low	1
Not Required	0

Different projects identified in the Transport Needs Assessment chapter are listed and prioritised below:

Table 4-2: Transport Improvement Proposals and Prioritisation

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Implementation Priority	Perceived Economic Impact / Derived benefit	Perceived Social Impact / Derived benefit	Perceived Mobility Impact / Derived benefit	Alignment with other strategic plans (SDF, MSDF)	Calculated Rank
1-1	Freight	Carletonville	Carletonville	Re-opening of freight rail siding at Carletonville Industria	Merafong LM	Proposed	3	5	3	3	1	9
1-2	Freight	Losberg	Losberg	New siding for Losberg Industria	Merafong LM	Proposed	3	4	2	2	1	12
1-3	NMT & Universal Access	Kokosi / Fochville	Kokosi	NMT walkways connecting township to the Kokosi Hub	Merafong LM	Proposed	4	2	5	5	1	6
1-4	NMT & Universal Access	Kokosi / Fochville	Kokosi / Fochville	NMT: Kokosi-Fochville link	Merafong LM	Proposed	4	3	5	4	1	6
1-5	NMT & Universal Access	Carletonville	Carletonville	NMT: Elijah Barayi-Carletonville link	Gauteng Province	Proposed	3	3	4	5	1	8
1-6	NMT & Universal Access	Khutsong / Carletonville	Khutsong / Carletonville	NMT walkways near Khutsong South Taxi Rank (1050m) along Moleleki Road from Dan Ndzeko Street	Merafong LM	Proposed	3	3	3	3	1	11
1-7	NMT & Universal Access	Khutsong / Carletonville	Khutsong / Carletonville	NMT walkways towards Khutsong Extension 3 Clinic (953m) along Mzwanzwa Street from Khutsong Road	Merafong LM	Proposed	2	3	3	3	1	13
1-8	NMT & Universal Access	Kokosi / Fochville	Kokosi / Fochville	NMT walkways near Kokosi Primary School (995m) along Ben Shiburi Street between Nkoala Street and Tshwagong Avenue	Merafong LM	Proposed	2	3	3	3	1	13
1-9	NMT & Universal Access	Merafong City LM	Merafong City LM	Pedestrianisation of CBDs and major development nodes	Merafong LM	Proposed	2	3	3	3	1	13
1-10	NMT & Universal Access	Merafong City LM	Merafong City LM	Pedestrianisation of CBDs and major development nodes	Merafong LM	Proposed	1	3	3	3	1	15
1-11	Public Transport Facilities	Khutsong	Khutsong	Upgrade PRASA Station: Khutsong South & Welverdien	Merafong LM	Proposed	5	4	5	5	1	2
1-12	Public Transport Facilities	Kokosi / Fochville	Kokosi / Fochville	Construction of new Taxi Rank: Kokosi	Merafong LM	Proposed	5	4	5	5	1	2
1-13	Public Transport Facilities	Calletonville	Calletonville	Upgrade Carletonville Taxi Rank (Loading Aisle Shelter, Ablution Facility, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed	4	4	5	4	1	5
1-14	Public Transport Facilities	Carletonville	Carletonville	Elijah Barayi New Rank	Merafong LM	Proposed	3	4	4	5	1	7

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Implementation Priority	Perceived Economic Impact / Derived benefit	Perceived Social Impact / Derived benefit	Perceived Mobility Impact / Derived benefit	Alignment with other strategic plans (SDF, MSDF)	Calculated Rank
1-15	Public Transport Facilities	Khutsong	Khutsong	New Khutsong South Extension 2 Taxi Rank	Merafong LM	Proposed	4	2	4	4	1	8
1-16	Public Transport Facilities	Khutsong	Khutsong	NMT: Khutsong North-South link	Merafong LM	Proposed	3	2	4	4	1	10
1-17	Public Transport Facilities	Merafong City LM	Merafong City LM	Taxi Stops along major corridors	Merafong LM	Proposed	3	3	3	3	1	11
1-18	Public Transport Facilities	Oberholzer	Oberholzer	Upgrade Oberholzer Taxi Rank (hawker shelters & service industry facilities)	Merafong LM	Proposed	3	3	3	3	1	11
1-19	Public Transport Facilities	Wedela	Wedela	Upgrade Mponeng Taxi Rank (Loading Aisle Shelter, Ablution Facility, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed	3	3	3	3	1	11
1-20	Public Transport Facilities	Wedela	Wedela	Upgrade Skopas Taxi Rank (Ablution Facility, Water and Sanitation, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed	3	3	3	3	1	11
1-21	Public Transport Facilities	Fochville	Fochville	Upgrade GFTS Taxi Rank (Safety and Security upgrades)	Merafong LM	Proposed	3	3	3	2	1	12
1-22	Public Transport Facilities	Carletonville	Blybank	Construction of new Taxi Rank: Blybank	Merafong LM	Proposed	1	3	3	3	1	15
1-23	Roads	Carletonville	Carletonville	Capacity upgrade for R559 between Carletonville and Elijah Barayi	Province	Proposed	5	5	4	5	1	2
1-24	Roads	Carletonville	Carletonville	Carletonville CBD-Industria Link	Merafong LM	Proposed	5	5	5	4	1	2
1-25	Roads	Losberg	Losberg	Construction of roads (Losberg Area)	Merafong LM	Proposed	4	5	5	3	1	5
1-26	Roads	Khutsong	Khutsong	Khutsong 1,2,3 Construction of new road	Merafong LM	Proposed	3	3	4	3	1	10
1-27	Roads	Khutsong	Khutsong	Khutsong Roads and Stormwater	Merafong LM	Current Budget	3	3	4	3	1	10
1-28	Roads	Khutsong	Khutsong	Rehabilitation of current services in old Khutsong Ext2 and 3. Loading zones along taxi routes	Merafong LM	Proposed	3	4	3	3	1	10
1-29	Roads	Kokosi / Fochville	Kokosi / Fochville	Access Road to Kokosi new WWTP	Merafong LM	Current Budget	3	3	4	3	1	10

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Implementation Priority	Perceived Economic Impact / Derived benefit	Perceived Social Impact / Derived benefit	Perceived Mobility Impact / Derived benefit	Alignment with other strategic plans (SDF, MSDF)	Calculated Rank
1-30	Roads	Wedela	Wedela	Wedela Ext 3 Roads and Stormwater	Merafong LM	Current Budget	3	3	4	3	1	10
1-31	Roads	Kokosi / Fochville	Kokosi / Fochville	Kokosi Ext 6 Construction of Roads	Merafong LM	Current Budget	3	3	3	3	1	11
1-32	Roads	Kokosi / Fochville	Kokosi / Fochville	Kokosi Roads and Stormwater	Merafong LM	Current Budget	3	3	3	3	1	11
1-33	Roads	Carletonville	Carletonville	Upgrade of Access road to Carletonville Landfill Site	Merafong LM	Current Budget	3	2	3	2	1	13
1-34	Roads	Carletonville	Carletonville	Reconstruction of D762 (Link road to Carltonville)	Province	Proposed	1	3	3	3	1	15
1-35	Roads	Merafong LM	Merafong LM	Planned PWV18 links Merafong city LM with North West and the City of Johannesburg	Province	Proposed	1	3	3	3	1	15
1-36	Roads	Carletonville	Carletonville	Planned K211 Links Carletonville with N14	Province	Proposed	1	1	1	2	0	25
1-37	Roads	Fochville	Fochville	Planned K213 Links Carletonville with Fochville	Province	Proposed	1	1	1	2	0	25
1-38	Roads	Merafong LM	Merafong LM	Planned K140 links MCLM with to the east of Merafong LM	Province	Proposed	1	1	1	2	0	25

5. IMPLEMENTATION AND BUDGET PROPOSALS

5.1. Current Budget

Table 5-1: Implementation and Budget programme

Project Name	Funding Type	Rands		
		2018	2019	2020
Merafong City Local Municipality				
Khutsong Roads and Stormwater		5,700 000	-	10,500 000
Kokosi Roads and Stormwater		938 000	-	5,460 000
Wedela Ext 3 Roads and Stormwater		6,000 000	4,251 000	6,790 000
Kokosi Ext 6 Construction of Roads		2,000 000	-	-
Upgrade of Access road to Carletonville Landfill Site		-	5,240 000	-
Access Road to Kokosi new WWTP		-	-	5,030 000
Bridge over rail Khutsong		15,300 000	-	-
Sub-Total		29 938 000	9 491 000	27 780 000

5.2. Project Budget and Implementation Plan

Table 5-2: Project Budget and Implementation Plan

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Budget 2018/19 (Million Rands)	Budget 2019/20 (Million Rands)	Budget 2020/21 (Million Rands)	Budget 2021/22 (Million Rands)	Budget 2022/23 (Million Rands)	Budget 2023/24 (Million Rands)
1-1	Freight	Carletonville	Carletonville	Re-opening of freight rail siding at Carletonville Industria	Merafong LM	Proposed	To be determined					
1-2	Freight	Losberg	Losberg	New siding for Losberg Industria	Merafong LM	Proposed	To be determined					
1-3	NMT & Universal Access	Kokosi / Fochville	Kokosi	NMT walkways connecting township to the Kokosi Hub	Merafong LM	Proposed	To be determined					
1-4	NMT & Universal Access	Kokosi / Fochville	Kokosi / Fochville	NMT: Kokosi-Fochville link	Merafong LM	Proposed		5.00	15.00			
1-5	NMT & Universal Access	Carletonville	Carletonville	NMT: Elijah Barayi-Carletonville link	Province	Proposed			5.00	15.00		
1-6	NMT & Universal Access	Khutsong / Carletonville	Khutsong / Carletonville	NMT walkways near Khutsong South Taxi Rank (1050m) along Moleleki Road from Dan Ndzeko Street	Merafong LM	Proposed		0.79				
1-7	NMT & Universal Access	Khutsong / Carletonville	Khutsong / Carletonville	NMT walkways towards Khutsong Extension 3 Clinic (953m) along Mzwanzwa Street from Khutsong Road	Merafong LM	Proposed		0.72				
1-8	NMT & Universal Access	Kokosi / Fochville	Kokosi / Fochville	NMT walkways near Kokosi Primary School (995m) along Ben Shiburi Street between Nkoala Street and Tshwagong Avenue	Merafong LM	Proposed		0.75				
1-9	NMT & Universal Access	Merafong City LM	Merafong City LM	Pedestrianisation of CBDs and major development nodes	Merafong LM	Proposed			3.00			
1-10	NMT & Universal Access	Merafong City LM	Merafong City LM	Pedestrianisation of CBDs and major development nodes	Merafong LM	Proposed	To be determined					
1-11	Public Transport Facilities	Khutsong	Khutsong	Upgrade PRASA Station: Khutsong South & Welverdien	Merafong LM	Proposed	To be determined					
1-12	Public Transport Facilities	Kokosi / Fochville	Kokosi / Fochville	Construction of new Taxi Rank: Kokosi	Merafong LM	Proposed		15.00				
1-13	Public Transport Facilities	Carletonville	Carletonville	Upgrade Carletonville Taxi Rank (Loading Aisle Shelter, Ablution Facility, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed		10.00	5.00			
1-14	Public Transport Facilities	Carletonville	Carletonville	Elijah Barayi New Rank	Merafong LM	Proposed	To be determined					

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Budget 2018/19 (Million Rands)	Budget 2019/20 (Million Rands)	Budget 2020/21 (Million Rands)	Budget 2021/22 (Million Rands)	Budget 2022/23 (Million Rands)	Budget 2023/24 (Million Rands)
1-15	Public Transport Facilities	Khutsong	Khutsong	New Khutsong South Extension 2 Taxi Rank	Merafong LM	Proposed		16.00				
1-16	Public Transport Facilities	Khutsong	Khutsong	NMT: Khutsong North-South link	Merafong LM	Proposed				5.00	15.00	
1-17	Public Transport Facilities	Merafong City LM	Merafong City LM	Taxi Stops along major corridors	Merafong LM	Proposed		10.00	10.00	10.00	10.00	10.00
1-18	Public Transport Facilities	Oberholzer	Oberholzer	Upgrade Oberholzer Taxi Rank (hawker shelters & service industry facilities)	Merafong LM	Proposed		10.00				
1-19	Public Transport Facilities	Wedela	Wedela	Upgrade Mponeng Taxi Rank (Loading Aisle Shelter, Ablution Facility, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed		10.00				
1-20	Public Transport Facilities	Wedela	Wedela	Upgrade Skopas Taxi Rank (Ablution Facility, Water and Sanitation, Office for Management, Safety and Security upgrades)	Merafong LM	Proposed		10.00				
1-21	Public Transport Facilities	Fochville	Fochville	Upgrade GFTS Taxi Rank (Safety and Security upgrades)	Merafong LM	Proposed		4.00				
1-22	Public Transport Facilities	Carletonville	Blybank	Construction of new Taxi Rank: Blybank	Merafong LM	Proposed	To be determined					
1-23	Roads	Carletonville	Carletonville	Capacity upgrade for R559 between Carletonville and Elijah Barayi	Province	Proposed	To be determined					
1-24	Roads	Carletonville	Carletonville	Carletonville CBD-Industria Link	Merafong LM	Proposed	To be determined					
1-25	Roads	Losberg	Losberg	Construction of roads (Losberg Area)	Merafong LM	Proposed						
1-26	Roads	Khutsong	Khutsong	Khutsong 1,2,3 Construction of new road	Merafong LM	Proposed	To be determined					
1-27	Roads	Khutsong	Khutsong	Khutsong Roads and Stormwater	Merafong LM	Current Budget	5.70	-	10.50			
1-28	Roads	Khutsong	Khutsong	Rehabilitation of current services in old Khutsong Ext2 and 3. Loading zones along taxi routes	Merafong LM	Proposed	To be determined					
1-29	Roads	Kokosi / Fochville	Kokosi / Fochville	Access Road to Kokosi new WWTP	Merafong LM	Current Budget			5.03			

Item Number	Needs Category	Area Detail	Township / Suburb / Town	Project Number / Project Description	Responsible Authority	Status	Budget 2018/19 (Million Rands)	Budget 2019/20 (Million Rands)	Budget 2020/21 (Million Rands)	Budget 2021/22 (Million Rands)	Budget 2022/23 (Million Rands)	Budget 2023/24 (Million Rands)
1-30	Roads	Wedela	Wedela	Wedela Ext 3 Roads and Stormwater	Merafong LM	Current Budget	6.00	4.25	6.79			
1-31	Roads	Kokosi / Fochville	Kokosi / Fochville	Kokosi Ext 6 Construction of Roads	Merafong LM	Current Budget	2.00	-	-			
1-32	Roads	Kokosi / Fochville	Kokosi / Fochville	Kokosi Roads and Stormwater	Merafong LM	Current Budget	0.94	-	5.46			
1-33	Roads	Carletonville	Carletonville	Upgrade of Access road to Carletonville Landfill Site	Merafong LM	Current Budget		5.24	-			
1-34	Roads	Carletonville	Carletonville	Reconstruction of D762 (Link road to Carltonville)	Province	Proposed	To be determined					
1-35	Roads	Merafong LM	Merafong LM	Planned PWV18 links Merafong city LM with North West and the City of Johannesburg	Province	Proposed	To be determined					
1-36	Roads	Carletonville	Carletonville	Planned K211 Links Carletonville with N14	Province	Proposed	To be determined					
1-37	Roads	Fochville	Fochville	Planned K213 Links Carletonville with Fochville	Province	Proposed	To be determined					
1-38	Roads	Merafong LM	Merafong LM	Planned K140 links MCLM with to the east of Merafong LM	Province	Proposed	To be determined					