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THE EFFECTS OF TRANSPORT INFRASTRUCTURE TOWARDS PLANNING FOR TOURISM IN SOUTH AFRICA:
THE CASE OF CORRIDOR DEVELOPMENTS:

CASE STUDY: PHALABORWA SUB-CORRIDOR

BY

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A discourse submitted to the Department of Town and Regional Planning, Faculty of Architecture, University of the Witwatersrand, in partial fulfilment of the requirements for the Master of Science degree in Development Planning.

Johannesburg, 1999

DECLARATION:

I declare that this discourse is my own unaided work. It is submitted for the degree of Master of science in Development Planning, in the University of the Witwatersrand, Johannesburg. It has not been submitted before for any other degree or examination in any other university

Hazel Mihloti Hetisani

8th Day of October 1999

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CHAPTER 1

1.1 Broad focus of study.

Transport is vital infrastructure in terms of economic development. The idea of corridor development is closely linked to transportation system although it is implemented with an aim of linking regions. Urban corridors focus in improving transport. Several corridors have been proposed in South Africa structured under the transportation system but expected to have positive impacts in the economy of the country. However, the scope of the discourse will focus on tourism developments that are taking place due to proposed corridors, in this instance, the Phalaborwa sub-corridor will be the main focus.

Current debates in South Africa lie on the question of whether to provide infrastructure first, and development will emerge later. Hence, the concentration of this study on transport as infrastructure that can kick-start development. The discourse will open the discussion, and at the end, one side will be elaborated that is, is it development first or infrastructure first?

1.2 The main *objectives* of the discourse.

- To propose a planning procedure for sustainable tourism through improvement of transport infrastructure.
- To identify strategies that will improve the relationship between transport and tourism.
- To explore the idea as to whether transport does really contributes towards development.
- To outline the role of roads as carriers of innovation and growth in South Africa.
- To use an exploratory method in analysing the potential of the chosen area, by means of a case study.

1.3 Reasons for studying Phalaborwa.

The main reason for choosing Phalaborwa lies in my personal interest of the area, which has potential for many sectors, thus it deserves to be studied extensively. Phalaborwa has a unique spatial plan in terms of its transport infrastructure, which is able to link different areas like Pietersb rg, Tzaneen and Mpumalanga province, therefore, opportunities that lie with this type of linkage has to be explored.

Phalaborwa is made of urban and rural areas, thus the benefits of population has to be discussed in terms of employment creation. Businesses exist, tourism potential and the need to promote SMMEs, hence, the study will be able to explore literature surrounding these ideas and establish if there is any co-ordination in Phalaborwa.

1.4 Structure of the discourse.

The discourse is divided into six chapters. Chapter two outlines different transport theories, this includes theories such as Weber, Christaller, Perroux's growth pole theory, Whebell corridor development. It will further focus on the current policies in South Africa, such as SDI's and how they adopt transport theories.

SDI's aim is to assist in construction and development by working closely with the Macro- economic strategy from GEAR and RDP. Therefore it is necessary to show the relationship between other plans that have been initiated by SDI's in relation to corridor developments and their role in tourism. The question that will be addressed in chapter two, especially in terms of SDI's is whether they follow any transport theories that are discussed.

Chapter three addresses the concept of planning for tourism. Tourism is an important concept but highly complex in the 20th century, and covers a wide spectrum of activities in which many individuals, industries and organisations are directly or indirectly affected. This chapter serves to explore the debates in tourism and how transport as in public transport affects tourism

Chapter four takes the discussion further, planning for tourism has to do with planning procedures. There are transport, planning and tourism processes, therefore one procedure or the combination of different processes has to be selected to plan for the chosen area, that is Phalaborwa. The best way to illustrate this is through case studies.

A case study has been selected, i.e. Phalaborwa and its surrounding areas. Case study will be discussed effectively in chapter five, whereby, a broad view of Phalaborwa, background of the area and the findings are discussed.
Chapter six focuses on the recommendations thereof, that will be based on the findings from the case study. A broad conclusion will be based on conclusions drawn from each chapter.

1.5 Approaches and methodology of the discourse.

- ❑ Literature related to corridor development, transport and tourism.
- ❑ Procedural planning models and tourism processes.
- ❑ Unstructured open-ended questionnaire intended for tourist officers and game park officers.
- ❑ Conducting interviews at Phalaborwa.
- ❑ Observation of the area (Phalaborwa).

1.6 Conclusion.

The aim of the discourse is to clearly outline the effects of transport in planning for tourism, thus, theories of transport will open the discussion. The flow from the introduction will move towards current policies (in some sections). Transport and tourism issues will be discussed concurrently. South African situation is the main core of the study, however the main focus is Phalaborwa and how it integrates to the Northern province. The role of Phalaborwa in terms of its contribution in Gross National Products (GNP) and Gross Domestic Product (GDP) will be indicated so as to justify the need to study Phalaborwa.

CHAPTER 2

2.1. Introduction

This chapter seeks to review literature on transport and corridor developments. Therefore, it is divided into two sections. The first section outlines definitions on infrastructure and development and further addresses transport theories and how it led to corridor developments. The second section, focuses on current policies in practice, especially in South Africa.

2.2. Infrastructure and development.

Infrastructure is a means to an end. It supports development if it is *purposefully managed* and *financed* to deliver the services consumers wants-when and where they want them and at the prices they can *afford* (DBSA, 1998). A debate surrounding economic growth and development is on whether infrastructure should be provided first, on the basis that it can therefore guide development. Three factors have been identified from the definition above;

firstly - is "purposefully managed"- who should manage infrastructure? Is it government together with communities?

Secondly- "financed"- the main finance for infrastructure is responsibility of the government. Local people can benefit by engaging in small contracts, which is also the responsibility of the government to oversee that people at grassroots level benefit throughout the provision of infrastructure.

Thirdly- "affordability"- income levels should be considered in the provision of infrastructure. In order for communities not to vandalise what is provided, government should ensure that infrastructure is effectively utilised by communities. In short, the advantage of providing infrastructure aiming at driving development is the fact that it leads to agglomeration of economic activities at a particular area. Roads can be constructed in an area with the aim of improving accessibility for example to a

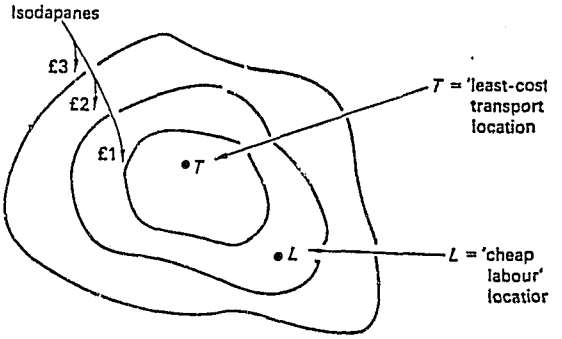
local mine; but this may also assist local business people to improve their profits, and it may also assist an area with other economic developments.

2.3. Economic transport theories.

It is important to focus on how transportation theories came into existence. Industries needs location where transportation costs will be minimised. Hence, theorists started to analyse the location of industries and how distance affects such locations.

2. 3. 1. Least cost approach.

Alfred Weber proposed the least cost approach around 1910. The main principle by Weber is that businesses are located where the costs are least. Like other theorists, Weber came with assumptions to base his theory. The least cost approach works on a homogeneous climate and centres and have certain number of concentrated consumers. To attract these firms they often locate where there are climatic or cultural advantages (Alonso, 1975).



The Weber 'least-cost' approach

Fig. 2.1

(Source, Glasson, 1978)

Transport costs, labour costs and agglomerative or deglomerative factors affect the location of industries. Weber assumed transport costs to be directly proportional to distance moved and weight carried (Glasson, 1978). The point at which there is minimum distributing output and minimum total weight movement is the point where there is least transport costs.

Accessible transport will lead to more tourists to visit an area. Although costs may not be a major issue, but, transport needs more consideration in order to minimise costs. In terms of labour costs, Weber believes that if extra transport costs can be saved by locating next to labour, their availability of labour has influence on the location of an industry. Labour may exert force in location of certain industries other than due to minin .n transport costs.

Although criticism has been a factor to all theorists, Weber's theory can be applauded as the factors that have been raised are realistic. In terms of agglomeration, it is evident in many countries whereby industrial complexes are encouraged. The post-fordism ideology of flexible specialisation though is about high-technology encourages agglomeration economies. The corridors that are being proposed and developed in South Africa aim at minimising transport costs. Hence, one can say that South Africa is applying some of the Weberian ideologies but modify them by introducing spatial development initiatives(SDI).

2. 3. 2. Central place theory

Walter Christaller, a German geographer, started his work and wrote his first book in 1933, but it became widely known in the 50's. Christaller's work owe much to the theories of Von Thunen and Weber (also Germans). The central place theory illustrates the spatial organisation of settlements and hinterlands, in particular their relative location and size. Christaller's theory is based on three factors, namely: the existence of space exploiting activities, transportation costs and scale economies.

Christaller's theory has the following assumptions:-

- There is an unbounded uniform plan which there is equal ease of transport in all directions.
- Consumers visit the nearest central place that provide functions which they demand.
- All consumers have the same income and the same demand for goods and services.
- Central places (settlements) are located on the plain to provide goods, services and administrative functions to their hinterland.

(Source, Bradford and Kent, 1977)

The influence of space economies and transport costs differ with products. Its influence on tourism industry may not be the same with influence on mining industry. Christaller's theory starts with goods that have the wide spatial range and develops his organisation from above (Tormad Hermansen, 1972).

In central place theory, the basic idea is that classification starts with goods with the largest markets. These goods are assumed to be produced at the high centre only (High order goods). People are prepared to pay for transport in order to obtain high order goods. Secondly, there are medium goods which are found in the centre and also considered the second widest range and are located at a number of other centres, usually at the corners of the market area. The third type of goods will be produced in the high and medium order centres, these are low order goods. Low order goods are goods which customers are not prepared to travel a distance to purchase them.

Linear pattern of settlements may emerge where there is a linkage of transport such as roads and railways. Major towns and cities are likely to have most services with smaller towns and villages having a more limited number (Glasson,1978). Centres that are proposed by Christaller should have population that will support the service activity, it is called a threshold population. The population can be 250 for a Café or 500000 for a shopping centre.

The spatial structure of regions can be summarised as an area where service or tertiary industry locations, finance, retail and wholesale trades are uniformly at a place where

there is access to the population with sufficient market. Some spatial structures are due to localisation of physical resources, for an example, coal, river and beaches, which tend to result in agglomeration. This is usually specialised industries such as manufacturing, mining and recreation.

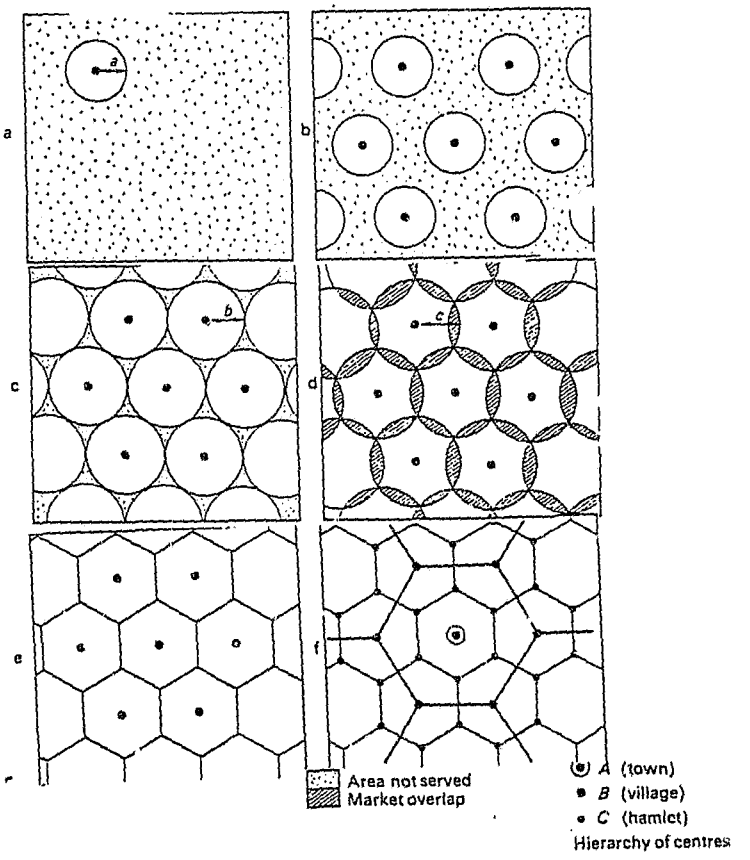


Fig. 2.2

(Source, Glasson, 1978)

According to Glasson (1978),if the population falls below the threshold level, the activity will run at a loss and will face closure, if the population increases above the minimum, the activity will increase its profits (Glasson, 1978).

In figure 2.2 people are prepared to travel a distance to a retail shop (a); but beyond that, costs may outweigh the price of goods. In 2.2(b) more retailers may start

emerging which initiate competition between providers of the service activity. As the market areas are circular, not all people are being serviced. Glasson (1978), states that with improved transport and communications, consumers are willing to travel further, and that with improved production methods, producers can lower their prices, market areas will expand. The radius will overlap (2.2.c) on shaded areas, consumers have an advantage of using any centre near to them to minimise transport costs.

When an area is divided in order to serve all the areas, a hexagonal market will be the result (2.2.e). The hexagonal market is the only way, whereby all consumers are equally served and have the same transport costs. The main centre will start to be surrounded by small centres, which can develop at points where the hexagon services meet. Small centre will provide low order goods. A large threshold may be needed where the original centre attracts more "high order" goods such as supermarkets.

The underlying factor in Christaller's theory is to show the extent on how transport costs have an effect on people. As price increases, demand decreases. People are only prepared to travel long distances for certain goods, but the amount of goods purchased will decrease because money will be spent on transport. As tourists can be classified as clients, Christaller's theory can be applied to explain the effect on how transport costs affect the pattern of tourists.

When people pay a lot of money for transport to a particular area in terms of tourism, they will not be able to visit many tourist attraction areas. Therefore, transportation means should be made accessible and affordable as possible for tourists. Transport costs have to be minimised so that goods can be purchased by customers. Tourism is one industry that is immovable, in order for tourist areas to attract consumers(tourist) transport cost and modes of transport are elements that need to be addressed.

Central place theory has drawbacks which makes it susceptible for modification. Christaller's simplified assumptions are as follows:-

- Without uniform plain, a neat pattern of hexagon will not appear.
- Physical barriers often lead to linear transport routes and lines of central places.

➲ The relationship between the number and size of settlements is blurred in reality.

➲ Manufacturing industries are ignored.

➲ No consideration of the location of raw materials.

➲ Increased mobility causes consumers not to visit their nearest stores.

(source, Bradford and Kent, 1977).

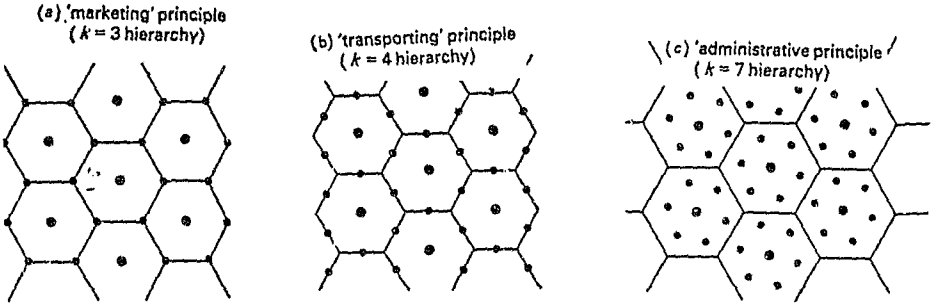


Fig.2.3.

(Source, Glasson, 1978)

2.3.3.Losch theory

Losch theory should be applauded as the first to attempt to describe general spatial relations and he avoided the idea of perfect competition. It does not consider people as located uniformly in a space. The theory began with the fact that people are isolated in farmsteads. Instead of the k3, k4, k7 functions of Christaller (Fig.2.3), he came with the K9, k12, k13 and k19 and many more.

The k3 network represent the smallest market area, it is based on the fact that farmyards are self-sufficient and are regularly dispersed on a regular plain. It assumes a vast plain with an equal distribution of raw materials and a complete absence of any other inequalities, either political or geographical (Losch,1975).

According to Losch, for every area to be served by a particular market, a hexagon is the most economical shape for trading areas (Alonso,1975). If the shape of the trading

area is circular, some areas will not be covered and hence, will not benefit from the markets. The problem with this assumption is that circular market area or the gaps may be too small to break even, hence, hexagon can not be formed. Losch believes in agglomeration of economies, hence, he ignores that firms in the same industry may conglomerate together.

Critical issues surrounding Losch theory are that, there is no area where people are dispersed in a regular form. Loschian analysis underestimates agglomeration of economies in industrial production, particularly within a single industry. It does not provide a comprehensive explanation of the existence of nodal points in the space economy. The ignorance of nodal points implies that the theory is more relevant to activities such as service sectors.

In terms of tourist destinations, they cover vast areas and attractive areas are not regularly dispersed. Therefore, one cannot plan for tourism under the assumptions of Losch theory. If planning is based on Losch theory, the problem may arise when new developments start taking place especially in terms of discovering natural areas that need to be conserved. Conserved areas cannot be relocated in order for an area to stay regular and conform to the Losch assumptions.

Explaining Losch demand curve

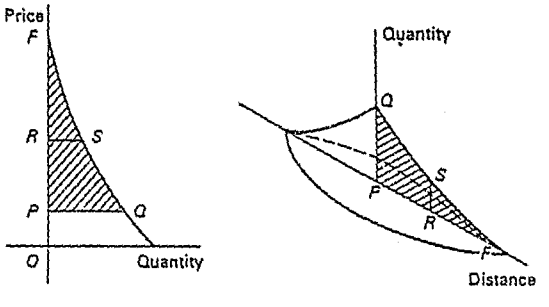


Figure 2.4
(Source: Glasson, 1978)

More quantity of goods are determined by the price of goods. The least cost of goods will lead to more demand for goods. At the far extremities of the market area, extra

distribution costs are prohibitive, pushing up the price (Glasson, 1978). According to the graph (Figure 2.4), if the price is very high, then the demand for goods is nil. *PQ* shows that the price is low, thus, demands are very high. *RS,* hence, shows that the price for goods increase with decrease in demand. *F* shows if the price is too high, there is no demand at all for good (fig.4.2)

2.3.4.Growth pole theory.

Growth pole theory was initiated by Perro x in the late 50's. Regional expansion takes place not so much as a result of cost reductions in existing firms or even an increase in firms but because of interaction between key industries at the pole, these industries are called "propulsive industries". These industries have an impact on regional activity although they may not be the largest employers of labour.

The term "growth pole" was introduced into economic literature in 1949 by Francois Perroux (Darwent, 1975). According to Perroux (Glasson, 1978), growth does not appear everywhere and all at once, it appears in points or development poles, with variable intensities, it spreads along diverse channels and with varying terminal effects to the whole of the economy.

Growth poles can be defined as urban areas, whereby expanding industries are located and influencing the development of economic activity and induce development. As Christaller and Losch focus on development in geographical dimensions, Perroux tends to focus on development of growth in economic space.

Perroux's theory commence by identifying a pole as a vector of forces. Hence it is important to identify and understand the concept of leading industries, polarisation and spread effects. The concept of leading industries and propulsive firms entails an atmosphere of industries which have high elasticity of demand. Most products from these industries are sold to national markets.

What is necessary is not only that there should be rapid growth at that location, admittedly based on the presence of certain growth industries, but that the character of this growth should be such that it includes expansion in the surrounding areas. Regional expansion takes place not so much as a result of cost reductions in existing

firms or even an increase in firms but because of interaction between key industries at the pole these industries are called "propulsive industries".

Industries to be identified as propulsive firms have to be large and have the ability to be innovative and grow fast. Growth poles are more observable in an industrial economy, because agglomeration of economies are greater in industry than in other forms of economy. Growth poles consist of leading industries, but some of them may not generate growth or development. Once localised, the propulsive firm or complex of propulsive firms within the leading industry tend to grow rapidly reaping the advantages of agglomeration economies and affecting the polarisation of other economic activities around the original location (Glasson, 1978).

2.4. The relevance of transport theories in South Africa.

The problem that may emanate from growth pole industry is the fact that the leading industry may decline. In South Africa, the introduction of Spatial Development Initiatives(SDI's) can be linked to or even related to the growth pole theory. The SDI which will be geared by the Mabopane Centurion corridor development (MCDC) is more on improving industries located at Pretoria (Rosslyn). The Maputo corridor development is geared by factors such as tourism and agriculture which can result in the development of industries for agricultural products.

The Fish river and the Richard's bay SDI's are focused towards the Industrial Development Zone (IDZ). Mining is presently declining, therefore, what if the same decline is experienced in textile manufacturing industries in the Fish river IDZ? Car manufacturing can be said to be propulsive firm in Rosslyn (Pretoria) thus, a decline in car manufacturing can hinder the growth of other industries in that particular area. This implies that, SDI's like growth poles will face difficulties as the present state is about investing more capital in infrastructure development that may not enhance economic growth in the near future.

Perroux came with the concept of spread effects or the trickling down effect, which emphasises the fact that growth should be initiated firstly at the poles and will gradually spread to other surrounding areas. There is little empirical evidence that this

does in fact take place (Glasson, 1978). Myrdal (1957) have contributed to this aspect of growth pole literature . They both mention of a process whereby one region is the growth centre being advanced and developed which influences or controls the rest of the nation by the process-polarisation and trickling down effects.

Considering the three theories, that have been outlined, it is clear that all of them are based on assumptions that are sometimes not realistic or applicable. Therefore, for regional planning and development, these theories can be "blended" and modified by new ideas that will be based on real locations.

One can say that, growth poles, like SDI's, have to be considered in regions where the economy is in state of depression. This has to be done because if the idea is to focus on the "spread effects", the problem can be encountered when the "spread" does not occur. But if the poles are able to function in a way that will result in "spreading" taking place, regions stands to benefit. Growth poles theory can also be associated with agglomeration economies. When small firms locate next to large firms, they have an advantage which can be specialisation in certain products.

2.5. Corridor development: an overview.

Harrison and Todes (1996) trace corridor development back to the "decline of the city states and those of merchant capitalism in Europe as far back as the twelfth century".

The term corridor applies to a linear system of urban places together with the linking surface transport media (Whebel, 1969). A development corridor is a geographic linkage created through policy for the expressed purpose of economic development within certain regions. Corridor, denotes a linear pattern of major towns joined by highly developed "bundles" of transport routes (Whebell, 1969). Countries such as Brazil, Uruguay and Argentina have experienced with corridors and are anticipating economic growth. Although corridors have just been introduced in South Africa, they date years back.

Corridors are functional pathways which attract development because they facilitate the rapid movement of goods and services and precisely because of this, they stimulate new patterns of investment based on increased patterns of accessibility they create

(Hart, 1987). They (Corridors) have the ability to combine manufacturing, research and businesses together. Whether it be rural or urban areas, investors are willing to be located along routes that can decrease costs and increase their profit.

By means of corridors, it implies that infrastructures (roads) are provided with the aim of initiating development in that region. Corridors expand opportunities for industries such as tourism, while conserving and enhancing the cultural and environmental aspects of the area.

2.5.1. Stages of corridor development.

Subsistence agriculture.

Subsistence agriculture products are produced for the survival of the family and not for commercial reasons (Fig. 2.5a). Whebell (1969) states that accessibility is an overriding factor, and so natural drainage lines are used as routes, in rural areas, people needed access to their farms. No transport modes were available, as the idea was not for trade but for survival.

Commercial exchange.

Economic activities start to take place, banks may be established. Governments start to promote land settlement by means of regulations(Fig 2.5b). Transport routes at local level develop a shape, funds are not sufficient to build more sophisticated roads. Transportation improvements increasing local social and economic interaction and a level of entrepreunal activity more widespread. There is a shift from subsistence to commercial interests. Small factories emerge in towns and develop widely in towns that prove satisfactory.

Railway transport.

Entrepreneurs need to minimise transport costs. Interest is focused on railways which can be joined to the already well developed towns(Fig.2.5.b). Where labour is

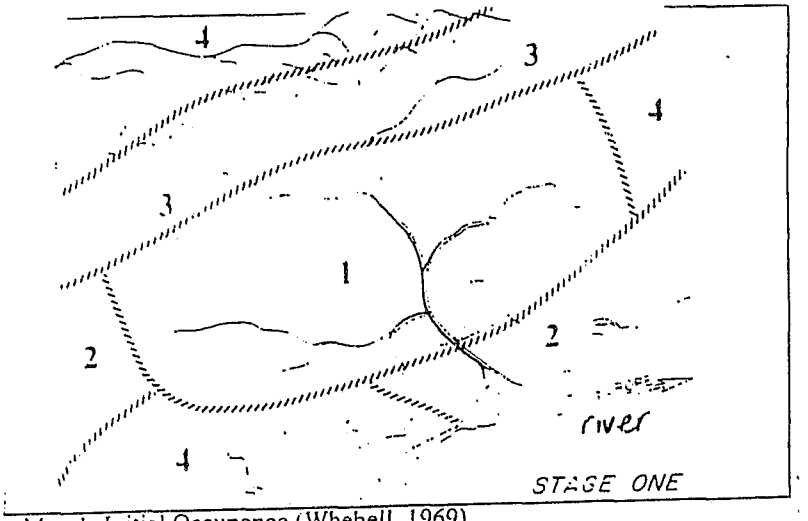
sufficient, it is possible to bring in raw materials through the constructed railway facilities. During this stage, corridors can be distinguished.

Early automobile transport.

As motor cars begin to be used, then, emphasis turns to road transport. Low order centres face difficulties as they have to compete with high order centres (Fig. 2.5c). Improved transport modes thus implies access to other better places. The urban places thus develop a spirally economic momentum resulting in an improved road system and further reinforcement of their geographic importance (Sihlongonyane,1998).

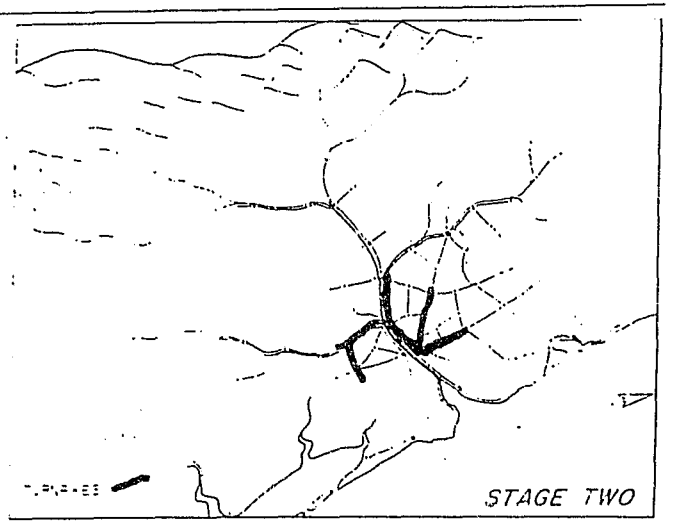
Metropolitanism.

Considerable amount of competition emerge. Large towns may develop faster at the expense of smaller towns (Fig 2.5d). As urban centres coalesce, a linear metropolis began to form (Whebell, 1969).

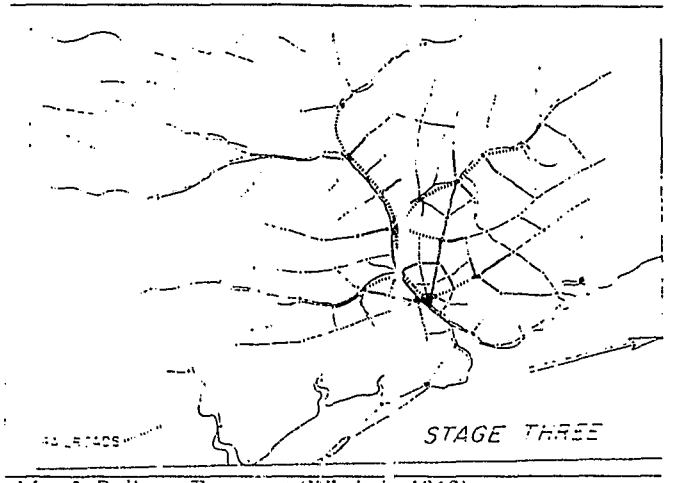


Map 1. Initial Occupence (Whebell, 1969)

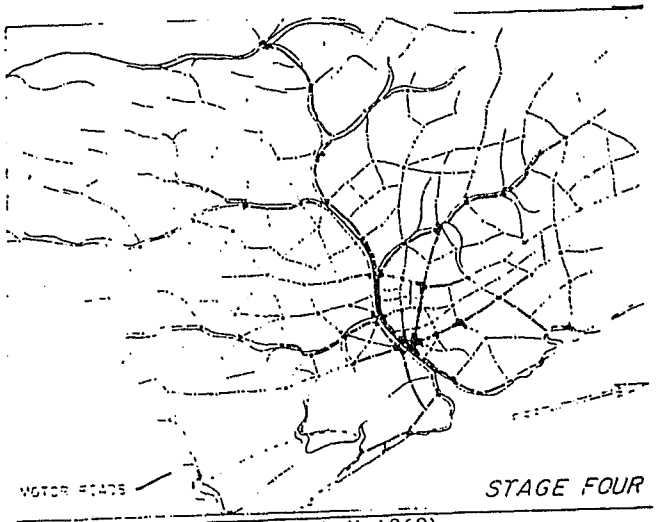
2.5(a)



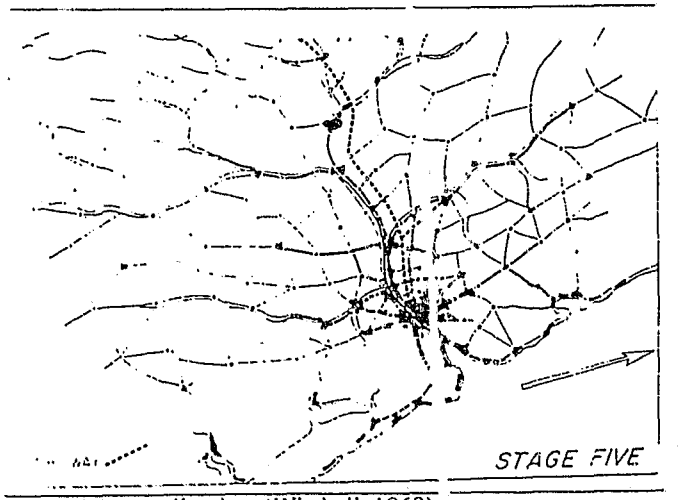
Map 2. Commercial Agriculture (Whebell, 1969)
2.5.(b)



Map 3. Railway Transport (Whebell, 1969)
2.5 (c)



Map 4. Motor Transport (Whebell, 1969)
2.5(d)



Map 5. Metropolitanism (Whebell, 1969)
2.5(d)

2.6. Current policies in South Africa.

The idea of globalisation seen as a reality, will compel South Africa to participate in the competitive global market. The DBSA Report(1998) indicates that the Spatial Development Initiatives programme is complemented by other macro economic strategies together form an integrated package under the Growth Employment and Redistribution Strategy (GEAR). The concept of industrialisation is re-emerging in South Africa, one is tempted to say so considering the policy framework considered for the development of SDI's. Industrialisation is geared by transport improvement in terms of corridors, that is regional and urban corridors.

The policy development and implementation office of the Gauteng Development Planning Department (1997) defines a corridor as a tract of land forming a passageway. It allows access from one area to another. Areas that have a potential for public transport facilities are usually seen as a form of development to concentrate all major activities in a single linear configuration. Corridors are based on different principles in different areas, ranging from neighbourhood to metropolitan and even sub-regional levels. They are, however, most commonly identified as functional entities within densely built-up areas(Pretoria Metro, 1997).

In South Africa, former homelands are still over-crowded and very poor despite out migration to urban areas. Corridors are seen as a means of reviving and incorporating homelands to the whole country in terms of job creation and distribution of economic activities. Homelands must be given a chance to develop economically, but, infrastructure is still not sufficient in those areas. According to the White paper on National transport(1996), the mission for transport infrastructure is to provide an integrated, well-managed, viable and sustainable transport infrastructure meeting national and regional goals into the 21st century in order to establish a coherent base to promote accessibility and the safe, reliable, effective movement of people, goods and services.

The basic elements of urban corridor initiatives includes aspects similar to regional corridors, this includes economic growth and job creation, development of human resources, development through urban construction, investment or recreation of investment opportunities. In terms of linking shopping concentration and improving the "continuation" of roads, one can mention the proposed urban corridor at the Gauteng province. The proposed route will be cyclical as it will proceed from Louis Botha Avenue-Alexandra-Sandton and joining the Oxford road (Johannesburg).

Urban corridors are important as they serve as a means to integrate people in outside areas to their places of work. Therefore, it is evident that corridors also address issues such as community needs. Urban corridors have to be sustained by promoting public transport along the corridor. Linkage is one aspect that is important, no link or free flow exists between the Mabopane-Centurion corridor and Ben Schoeman freeway (Krynauw,1999), it is then imperative for corridors to improve such linkages, just as regional corridors are able to link South Africa and SADC countries.

In most instances, heavy and light railway including freeways and large shopping concentration are accommodated in a major linear route. The well-known corridor in South Africa is the Maputo corridor but urban corridors such as Bara-link and Mabopane-Centurion corridor in Pretoria, Warwick Avenue Triangle node in Durban, aims at providing accessibility to townships.

The Maputo corridor development is being levelled as the most advanced development corridor in Africa, which will revolutionise the space economy of the region with huge investment and employment opportunities (Business report, March, 1999).The Maputo corridor is a trans-national, provincial and inter-city in character. Areas such as Phalaborwa and Tzaneen which are along the path of the primary corridor play an important role as they are considered as "feeders" to the main route which runs from Johannesburg to Maputo. Economic activities are expected to emerge due to the accessibility which has been created by the corridor.

Results already show that investment in specific infrastructure will re-establish strong flows of people, goods and services along the corridor, improved access will result in

considerable savings for both the private sector and government (Maputo Corridor Development, 1997).

Land-use plays an important role in decision-making for infrastructure, the establishment of a major road such as Maputo corridor will increase land and property values and the density of development. The planning of public passenger transport with little regard to land use planning often pays too much attention to mobility areas the real purpose of such planning should be concerned with accessibility.

Presently, much attention is given to Maputo corridor, that is, the road from Johannesburg to Maputo only, attention should also be given to the "mini corridors". Benefits that may arise from the "mini corridors" are as important as those from the major route. Appropriate development planning along sub-corridor links will promote growth and accessibility (in the Northern province, tourism and forestry industries will benefit).

2.7. Spatial Development Initiatives (SDI's) in South Africa.

SDI is a programme initiated in 1995 by the National Department of Transport and the National Department of Trade and Industry in the South African government (Gelb and Manning, 1998). Redistributive concerns predominate in those criteria that insist that SDI designation will be reserved areas that have been demonstrably disadvantaged by "aberration" associated with South Africa's apartheid past. The relative poverty of a given region or the apartheid induced disadvantages that it has sustained will not, on its own attract the support of the SDI programme. It must be demonstrated that the region has existing inherent under-utilised potential (Jourdan, 1998)

The DBSA report (1998) identifies key characteristics of the SDI's as follows:-

- An inherent un- or under-utilised economic potential.
- Crowding of public sector expenditure and private sector investment.
- Public-private partnerships are pursued actively in SDI's.

- High level of political commitment to the process particularly in removing obstacles/ blockages to investment.
- Co-ordinated and focused government planning process is rapid and delivery is given top priority in order to establish momentum.

There are some similarities between industrial centralisation policies and Spatial Development Initiatives (SDI's).They both emphasise inherent economic potential and job creation. The aim of decentralisation in terms of "inherent economic potential" was to utilise human resources in former homelands but, SDI's that are initiated are coincidentally located mostly in former homeland areas and aim to achieve the same aims.

Other similarities between SDI's and IDP's is that they both have incentives for industries located in disadvantaged regions. Together with the National Department of Trade and Industry's generous investment incentives (the tax Holiday scheme which offers investors a total of six years tax Holiday a three year accelerated depreciation allowance as well as foreign location grant) the SDI is intended to create a conducive environment for investors (Jourdan, 1998)

South Africa is still faced with the imbalance of population that has been initiated by the apartheid regime. Many people still migrate to other provinces, especially Gauteng, this is due to lack of job opportunities in other provinces such as Northern province. What the government can initiate is to kick-start development in the former disadvantaged regions, hence, SDI's can be seen as a way of job creation and economic redistribution to those areas. Provinces such as Northern and Eastern Cape are populated by mostly people who are not educated or skilled, therefore, SDI's can be seen as a way of job creation as it focuses in tourism, agriculture and manufacturing.

Economic activities can also be directed to new location by means of providing infrastructure to other locations which are disadvantaged. It is not the industries in the growth point that attract investment, but rather the growth points itself on account of its attractive agglomeration economies.

The Rosslyn (Platinum SDI) industrial area is one focal point for the proposed SDI's, therefore, one can say that, SDI's are improving development that was once initiated through deconcetration. The verdict is that there are extremely powerful agglomeration economies that attach to established metropoles, Relocation of existing plants from established metropoles is therefore costly and risky and unlikely to occur on a significance scale. Attracted new investment to new sites also confronts major obstacles, largely in the form of competition with well-established industrial centres (Jourdan, 1998).

Does mining remain an important economic sector in South Africa? Tourism is said to be the main sector that can enhance the economy. The policy of SDI's have a role of incorporating tourism to the national economy. Ecotourism is the driving force behind the Lebombo SDI in the Northern Kwazulu-Natal, the Wild coast SDI in the Eastern Cape and the sub-corridor of the Maputo corridor which runs along Phalaborwa. SDI's attempt to align market-driven investment with focused government initiatives.

2. 7. 1. Location of SDI's in South Africa.

SDI's are located in regions which are seen as having a potential for economic growth. The idea is to initiate the development of certain industries, some are for transportation, tourism and even agricultural benefits. There are eleven SDIs throughout South Africa, namely: Maputo development corridor, Phalaborwa SDI, Platinum SDI, West coast investment initiative, Fish river SDI, Wild coast SDI, Richard's Bay SDI, the Durban, and Pietermaritzburg nodes, Lebombo SDI, Gauteng special economic zones (Jourdan, 1998) (See Map 2).

As tourism seem to be the main focus in economic development and initiated by several SDI's it is important to discuss the effect of tourism and how it links with transport.

2.8. Conclusion.

Transport theories serve to outline procedures that can be used in planning , hence, they are studied and should serve as a guideline when new developments are initiated When comparing transport theories with current developments in South Africa, it is evident that not any of the discussed theories are followed or taken into consideration throughout the planning process.

The corridor development theories, stipulates that corridors should be established in a linear pattern, thus, nodes will emerge along the route. In terms of South African situation, corridors are proposed and implemented, whereas possibilities of development along the route are skewed.

One can say that SDI's are more based on the concept of growth pole theories. The growth pole theory emphasises the notion of "trickling down effect" and the availability of propulsive firms. The real situation about the SDI's is that SDI's such as Phalaborwa and Maputo corridor development do not have industries that are propulsive enough. The idea of "trickling down" still has to be seen. The fact is that current developments are not based on any theoretical background. Backward and forward linkages are very weak in South Africa, hence, the success of SDI's is not pinned down to any theory.

Infrastructure should support development or vis-à-vis, thus, it is important to suggest theories that are able to outline characters and guidelines that should be considered for developments. Costs, in terms of capital invested for infrastructure development should play a role in any developments, therefore, theories such as Weber theory although it may not be adopted as a whole in practice, it can be modified to comply with current policies in South Africa.

New ideas such as SDI's have to exhaust all possibilities before they are implemented. Incentives are given for industries that are located in disadvantaged areas, but there is no evidence to show the relationship between incentives and location of industries.

Richard's Bay SDI is one example which reveals that industries locate in that area, not because of incentives allocated to those industries, but because they need access to natural resources and to the harbour, therefore is it worth it for government to put up funds that have nothing to contribute towards development?

The dichotomy between RDP and GEAR should be addressed, this will serve in clarifying the role of local government and state. There should be co-ordination between different departments, thus, Transport, Land Affairs and Public Works Departments must have a relationship so as to designate responsibilities to local government.

Chapter 3

3.1. Introduction

The purpose of this chapter is to further literature review but, basically on present situation in terms of tourism and public transport in South Africa. Firstly, definitions of tourism and related concepts are discussed. Tourism can be explained in terms of paradigm shift, therefore, the effects and challenges of fordism are discussed and how it relates to tourism, this includes the effects of information technology.

The chapter further, shows the contributions of tourism to economic growth in terms of GNP and GDP. It is also important to look at the different modes that are available and how they are being utilised in South Africa.

3.2. Brief background on tourism trends.

According to Gunn and Tydor (1994), they define tourism as encompassing all travel with the exception of commuting, this includes staying overnight, vacation and pleasure travel. Tourism is the temporary movement of people to destination outside their normal places of work and residence. Tourism is all travel for whatever purpose, that results in one or more nights being spent away from home (White Paper on Tourism, 1995, v-vi). The fact that tourism has something to do with movement of people it is clear that tourism planning should encompass transport as the major infrastructure.

Inskeep (1991) defines a tourist as any person visiting a country other than that in which he has usual place of residence, for any reason other than following an occupation remunerated from within the country. There are two distinctions of tourism; international and domestic tourists. Domestic tourism in South Africa has been greatly affected by the policy of apartheid The demise of this policy will inevitably lead to the restructuring of domestic tourism (Mkhize,1994). Although domestic tourism contributes to the gross national product (GNP), it is not clear as to

the exact figures , this is due to the fact that people may travel locally and it is not recorded anywhere. Domestic holidays are presently 2.5% but will increase to 19.5million trips per year (Environment and Tourism Annual Report, 1997/98).

3.3 Changes and challenges facing transport and tourism.

Tourism is one of the industries which contributes to economic growth, hence transport should be improved in areas with tourism potential. According to the Draft White paper on tourism, 480 000 jobs in South Africa are directly or indirectly attributable to tourism (Rwigema, 1996).Current changes challenging most countries including South Africa, whether political, social, economical or technological are forced to persuade economic growth and development through tourism.

Transport can be seen as infrastructure that is needed to kick-start development, in this instance, tourism planning. In rural areas, the main obstacle to tourism development is poor transport facilities. Domestic tourism, if properly planned and managed, can bring about economic development that would benefit all South Africans (Mkhize, 1994).

When providing transport for tourists, private and public transport should not be seen as competing with each other, but as complementary. Globalisation entails a significant increase in the flow of goods, services, finances and other resources internationally, as well as the emergence of new or transformed organisations to manage the enlarged network of international economic activity (DBSA Report, 1998).

The concept (Globalisation) covers great variety of changes in social, economic and political changes. Globalisation has introduced concepts such as information technology, flexible specialisation etc. New technology makes it feasible to standardise, "routinise" and co-ordinate activities which were previously subject to the friction of space and therefore regarded as non-tradable. Flexible specialisation is important to

tourism as travellers become increasingly dissatisfied with inflexible standardised products, tourists need products that are tailored to their own particular requirements.

Stiff competition facing South Africa from international countries, urges the government to take serious consideration of the tourism industry. It is no longer a competition within a continent, but globally, hence, it is important for South Africa to improve tourism industry which can be marketed internationally. Tourism has become a major force in the economies of countries, directly by the income and employment it generates, and indirectly by the multiplier effect it has on a community. South Africa has recorded excellent growth in tourism, registering a 40% rise from 700 000 in 1994 to one million in 1995 (Rwigema, 1996).

Tourism activities assist in generating wages, salaries and improve business in different communities. It is a labour intensive industry which require minimum skills. Tourism can enrich people's lives, can expand an economy, can be sensitive of environment and can be integrated into a community within minimum impact (Gunn and Taylor, 1994).

3.4. Current developments in South Africa.

Considering the South African economic situation, it can be said that tourism should be developed in order to improve the economic growth. Communities should be made aware of the benefits of tourism. Tourism tends to be concentrated mainly in urban areas, therefore, it is important for planners to initiate tourism development in rural areas which has the potential.

In contrast to tourism in urban and central location has been the increasing spread of tourism to remote and relatively untouched areas, following, and in some cases leading, the revitalised environment consciousness of the 80's (Butler and Pearce, 1995). In South Africa, similar cases can be noted with corridor developments (see section on SDI's). The main underlying problem, is that, tourism is being done by people with little or no understanding of producing strategies that may improve

tourism. Communities involved in tourism have to be empowered by skills necessary to improve tourism standards.

Marketing initiatives are important to tourism in terms of selling the " product" to either domestic or international tourists. It is government duty to initiate marketing strategies which can be led by private sectors and contributing to the economy of a region and the country as a whole. Tourism industry begins a R450 million three year international marketing campaign. Groups such as The Southern Sun, Stocks Hotels and Resorts have agreed to participate. The aim of the marketing initiative is to increase visitors from the estimated R1.5 million in 1999 to 2.4 million visitors by 2002 (Sunday Times, 11 July 1999).

This type of initiative will directly "boost" tourism and be able to compete in the global market. In order to achieve the goals set by the marketing initiatives, it is important to have resources and infrastructure necessary for tourism. Presently, SDI's can be seen as means by government in initiating development to be started, thus, reliable and accessible infrastructure can yield good results in the near future.

According to Maurice Strong, Earth council chairman, tourism provides the most rapid source of economic development. It's probably the quickest route (Sunday Times,11 July 1999). Major job losses in many industries such as mining and transport sectors indicate that sectors such as tourism have to be seriously considered to absorb the number of people that are retrenched from other sectors. Negative impact such as crime, infrastructure backlogs and conflict within regions should be dealt with in order to have viable tourism environment.

If proper planning and marketing strategies are instigated, tourism industry will be the main job creation sector in the near future.

3.5. Public transport: Current situation in South Africa.

The economic downturn and the loss of traditional employment opportunities in many case permanently have forced government to look seriously at tourism and its potential foe economic development. In the context of tourism, transport is particularly significant (Butler and Pearce,1995). Planning for tourism should be aimed at improving the living standards of people in particular regions or communities.

The end results should be job creation and improvement of businesses and economy in a region. Private car is a market leader and reliable means of transport, but in case of tourists, it is not easy to use public transport considering the fact that some areas are isolated and high crime rate contributes a lot.

Public and private transport operators will make it easy for less affluent members of society to reach tourist destinations catering for the needs of people from different socio-economic backgrounds. Provision of tourist infrastructure by government must be geared to satisfy the needs of all South Africans (Mkhize, 1996).

There are some common facts about using public transport for tourists in South Africa, these includes:-

- Public transport is expensive, thus, not susceptible for tourists.
- Signs that are used to call a taxi are not known to people who are not familiar with an area.
- Time schedule for public transport as in terms of taxis and buses are not suitable for tourists especially for sightseeing in most areas.

To plan for tourism, the main aspect which has impact on tourism planning is accessible transport infrastructure. Co-ordination between rail, road and air transport is needed. "Mini-buses" or "coach" can be organised for tourists. There should be an understanding between local public transport and transport organised specifically for

tourists. Cc nunities can be given a chance to plan for tourists, by arranging public transport es ially during peak season, but this has to be discusses with local taxi associations. An agreement has to be reached on how tourists should be catered and how it can be done in a safe and convenient way.

According to the RDP National Policy framework (1994), the following must be considered in the policy for transport:-

- Transport must be flexible enough to take cognisance of local conditions, in order to make best use of the available transport infrastructure.
- Promote co-ordinated, safe, affordable public transport as a social service.
- Clearly define the responsibilities of various authorities.

When the responsibilities of authorities are clearly define, it is possible to make follow up on the de elo ients taking place in terms of transport services. By means of local conditions, it is necessary to consider the fact that transport facilities will not be the same in rural and urban areas. Then, it is important for authorities to structure public transport in a way that can be affordable for everyone.

Not all domestic tourists can afford public transport, especially the way it is presently structured in South Africa.

- How accessible is Kruger National Park from Johannesburg international airport?
- What means of transport is available for tourists from the airport?
- How much does it cost tourists to travel from the airport to Kruger National Park?

Transport policy stipulates that rail transport must be given first priority and bus lines must act as feeders to rail transport. But how possible is it in rural areas where there is no rail transport? Transport subsidies are for rail and bus services, how people in rural areas get their share of government subsidies? Government should assess the subsidy structures and be able to accommodate local people in rural areas which do not have access to rail and air transport.

3. 6. Conclusion.

Tourism is an industry that is rapidly growing. Attention must be given to infrastructure development and training of skills and development. Infrastructure must be given first priority, but, according to what has been stipulated in terms of complying to certain theories unlike providing infrastructure without any theoretical base. Tourism is said to be neo-fordist thus changes that are taking place in terms of tourism should also have an effect in the provision of transport infrastructure.

Public transport is under-utilised, thus, it should also be considered so as to have positive effect towards tourism development. Public transport that is currently used is not safe for tourists. Accidents occur due to lack of regulation. In order for national government to regulate them, there should be enough funds to introduce new systems such as satellite tracking used in European countries.

CHAPTER 4

4.1.Introduction

Planning is laying out course of action that we can follow and that will take us to our desired goals (Rief, 1973). Chadwick (1971) defines planning as a process of preparing a set of decisions for action in the future, directed at achieving goals by preferable means.

4.2 Planning procedures

Definitions outlined above, emphasise the notion that planning has to do with certain procedures that should be followed, thus, planning is preparing in advance *what should be done* in future. Preparing in advance implies a certain procedure has to be followed. What has to be done refers to substance, hence, the procedure should co-relates with the substance. In terms of decision making, it should be based on reasoning and experience, hence, empiricism and rationalists theories should be understood. Therefore, in order for planning to have a final decision, goals h ve to be set.

4.2.1.The Geddesian model.

Planning procedures can be traced back from the Geddes' survey-analysis-plan model. For the purpose of this discourse, not all models will be discussed, but a selection is made, this includes the following: Geddes model, Blueprint approach, rational comprehensive, rational model, disjointed-incrementalism, mixed-scanning, and Loews' local planning process. The first murmuring of planning methodology are found in this survey-before-plan, or diagnosis-before-treatment proposition (Muller, 1992). The Geddes model is derived from the biological point of view, thus, it is questionable in terms of its applicability in planning.

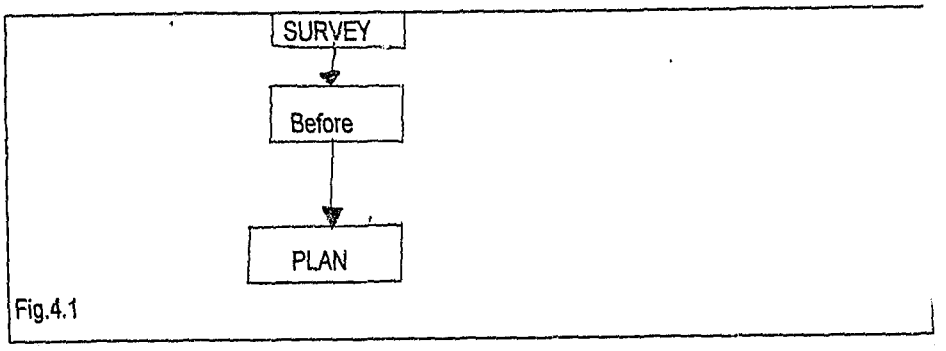


Fig.4.1

(Source, Muller, 1992).

The model has been criticised for its method of data collection, which is said to be for the sake of having data only, almost as if survey or information collection was a kind of ritual behaviour (Muller,1992). Geddes model is based on a scientific method, thus, it does not comply to planning methods that are necessary for involving communities. It does not have public participation, evaluation or any feedback. It is not cyclical, meaning it is not a continuos process.

Planning procedures have developed for some time and have been changing due to demands such as community participation in planning and a move away from dictation. The disjointed -incrementalism is said to improve the rational comprehensive, while the mixed-scanning approach provides a clear understanding on what has been omitted by the rational and disjointed- incrementalism models.

4.2.2.Blueprint approach.

Blueprint approach is a method of planning that has been used in the past, even South Africa followed the procedure during the apartheid era, but, the problem is that it is rigid and unrealistic. Experts are but one party of the game (Drake, 1993).

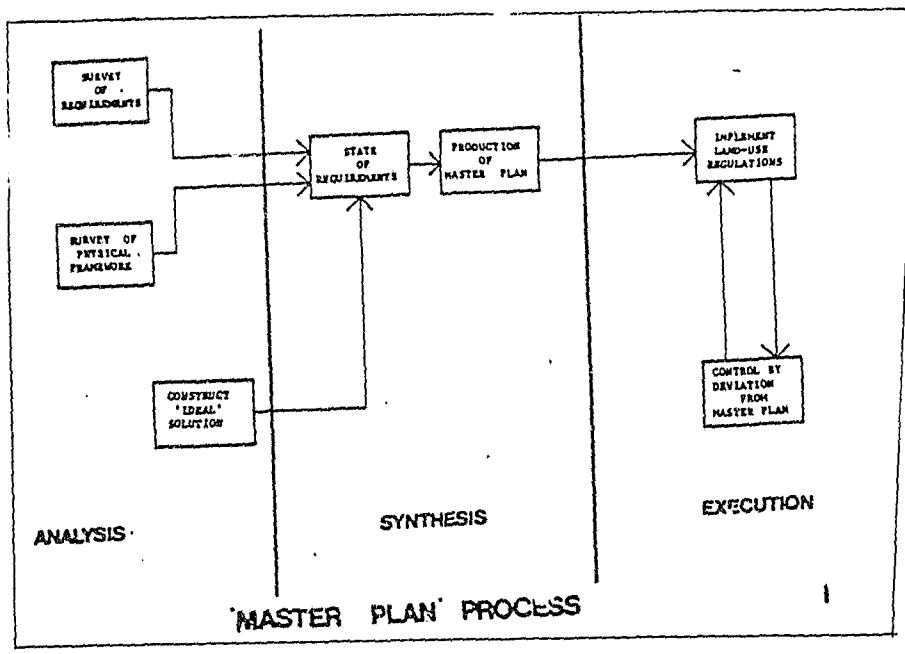


Fig. 4.2

(Source: Prinsloo, 1975)

Two main aspects are not included in the Blueprint approach, that is, modification of planning process and participation by communities involved.

The fact that decision-makers are certain of the programme, they do not consider the modification or improving the programme by allowing people to participate. The Blueprint approach is a linear process which does not consider ranked problems, thus its concern is mainly controlling the physical environment.

Comparing Blueprint with other planning procedures, it does not consider alternatives as the aim is to achieve certainty of what has been planned. In seeking to confront market insufficiencies, city planners early adopted the techniques of civil engineers rather than those of economists. Their major social inventions were the technical standards, which set minimum permissible levels of quality, the master plan, which set forth overall system design, and the land-use regulation which constrained the locational decisions of individual establishments (Webber, 1969).

In South Africa, the plan was heavily dependent upon land zoning and land-use regulations as controlling mechanisms for achieving success. The Blueprint approach lends itself to radical social engineering through the mechanism of racial zoning (e.g. group areas Act 1950) (Drake, 1993).

The dominance of the town planning profession by engineers and architects had a direct bearing on the development of Blueprint approach (Drake,1993). Webber (1969) explains the same opinion, that the techniques were derived from civil engineering, the innovation lay in translating the language of engineering manuals and contracts-and-specifications into governmental laws and regulations.

The apartheid system in South Africa can be linked to the Blueprint approach, as some of its characteristics includes lack of community participation, hence, the preconceived plans were imposed upon communities.

The Blueprint approach can be said to be inflexible, therefore not applicable to South Africa. Communities should be given a chance to participate in decision-making, then pre-conceived solutions will not be acceptable. It is a long winded linear approach, which results in time delays and resulting in planning that is based in data that is outdated. Planning approach should consider other alternatives to decision-making, thus, a procedure that will accommodate community participation and evaluate the implementation process is needed for South Africa. The approach is non-cyclical, thus not allowing for continuous updating (Daw,1998).

The top-down planning practices of the past will not be tolerated in the new South Africa and as planners we cannot ignore these pressures but need to devise a robust and flexible set of planning procedures to suit our unique conditions (Drake, 1993).

4.2.3. Rational model (Meyerson and Banfield).

The concept of rationality was formally introduced to the planning discipline in the mid 50's by Meyerson and Banfield (Muller,1994). Since planning is designing a course of

action to achieve desired end, "efficient" planning is that which under given conditions leads to the maximisation of the attainment of the relevant ends (Muller,1992). Throughout the planning process, the decision maker is responsible for taking all the decisions and selecting what is best for planning.

Meyerson et al sets out task of decisions which involves three steps:

Listing of all alternative strategies

↓

Determining consequences

↓

Comparison of theses consequences

Meyerson et al equate "good planing" with rational decision making (Muller, 1994)

The decision- maker considers all alternatives

↓

The decision-maker identifies and evaluates alternatives of the consequences which would follow

↓

The decion-maker select that alternative

The alternatives that are selected are in accordance with what the decision-maker thinks to have value. People with high authority and power seem to have a final say through the rational planning model. It requires time and cost and a limited number of alternatives are considered. It is able to adjust goals, that is, ends adjusted to means which are least costly. Disadvantage of the rational planning model is that , it does not consider participation, it also seems to be autocratic, as people with power are ones who make decisions.

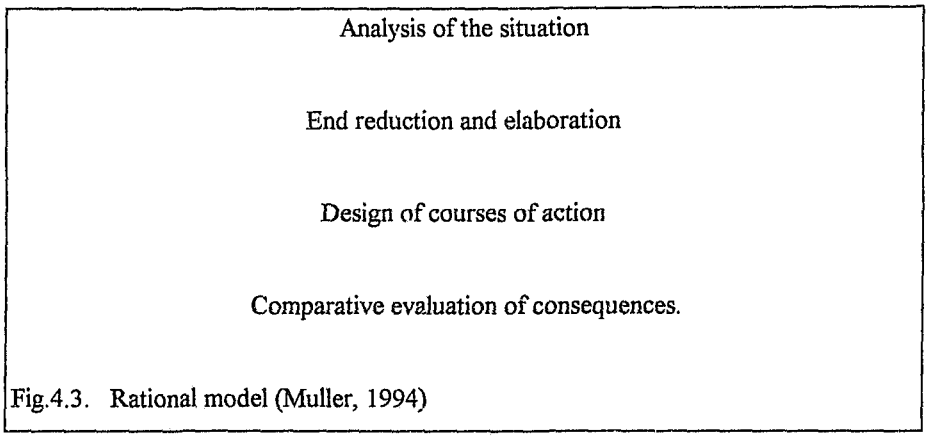


Fig.4.3. Rational model (Muller, 1994)

Decision-makers have neither time to collect the information required for rational choice. The rational model is thus rejected as being at once unrealistic and undesirable (Etzioni,1973)

4.2.4. Rational Comprehensive model

Planning is a conceptual general system, thus it must be orientated towards the future by devising policies for development and be directed according to the possibilities of the community as a whole. During the first stage of the rational-comprehensive it has to do with understanding the spatial plan of where planning will be taking place.

An ideal planning process must identify goals and objectives of the community. This can be done with the assistance from the community members. Planning should have alternatives, whereby, the planner together with community members will have a choice of selecting the best alternative. However, evaluation should be conducted in order to weigh advantages and disadvantages of all alternatives.

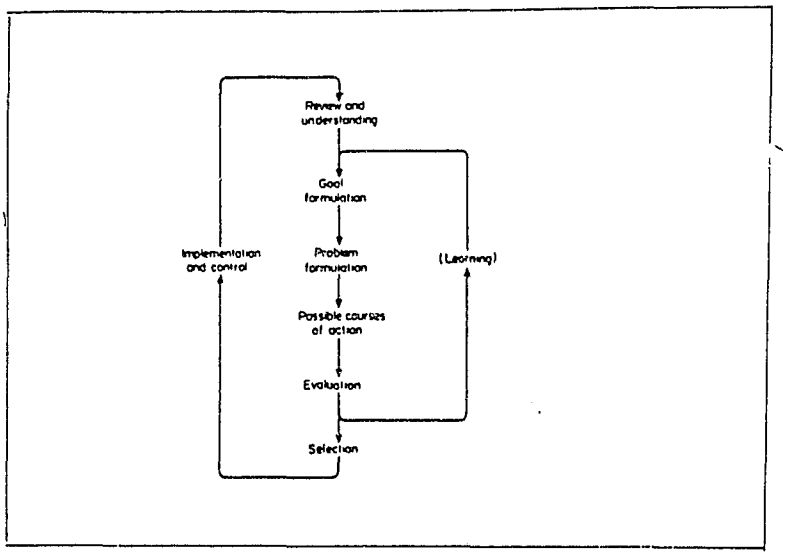


Fig.4.4.
(Source: Rief, 1973).

The alternative that seems to address the goals and objectives must be selected and implemented. The rational comprehensive model is able to feed back to the first stage of goal formulation. This is important, as it enables the planner to check if the goals have been met, if not, the process can be started again.

An advantage of the rational-comprehensive model is that it considers the environment. Review and understanding stage. This facet of the planner's activity requires the ability to understand the urban space in terms of a system framework (Rief, 1973). It is flexible, hence, it goes back to goal formulation to double-check if goals are met. The learning stage allows for growing and change to take place. Rational-comprehensive is cyclical and able to accommodate continuous changes that may emerge throughout the process. One most important fact about rational-comprehensive model is that it generates alternatives, selects, and evaluates them, thus maximises the chances of achieving stipulated goals.

The disadvantage of the rational-comprehensive model can be an issue whereby, the process can be cyclical forever without reaching any agreed sets of goals. That type of process can result in unnecessary expenses for the community involved.

4.2.5. Disjointed-incremental model

The science of muddling-through or disjointed- incrementalism is an attack on the rational model (Camhis, 1979). The incrementalist argues that there is no need to try to organise all possible values into coherent schemes. One can evaluate only what is relevant in actual policy choices (Lindblom, 1965). Charles Lindblom came with the disjointed-incremental approach. It reduces the scope and cost of information collection and computation. The rational model can be said to focus on planning from the "root", while the incremental model from the "branch".

Characteristics of the disjointed-incremental approach includes the following:-

- Decisions are made in an incremental process.
- Decisions made are remedial, thus, short-term problems are addressed without considering what may happen in the future.
- Decisions are sequential.
- Decisions are exploratory.
- It is fragmented.

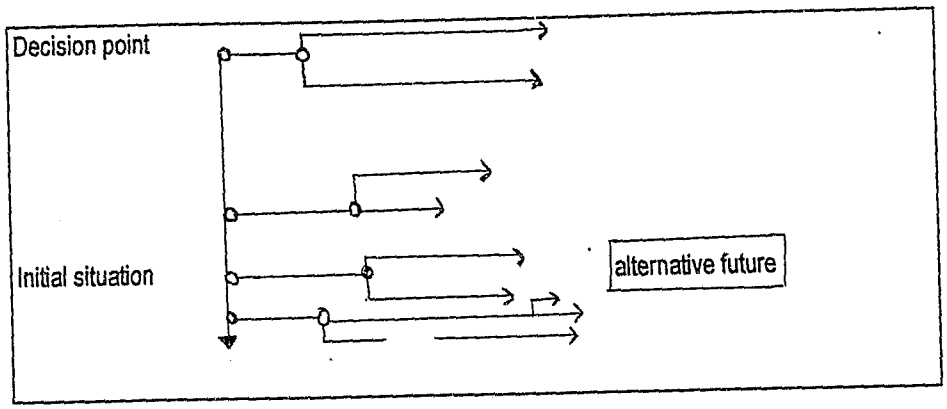


Figure 4.5.

(Source: Muller, 1992)

Decisions so reached would reflect the interests of the most powerful. The demands of the underprivileged and politically unorganised would be underrepresented (Etzioni,1973). The whole idea about the incremental model is that action drifts but to no specific direction. Participation can be initiated throughout the model, but, the structure itself (fig.4.4) does not indicate that, hence, one can say that it can be modified to accommodate participation.

4.2.6. Mixed-scanning approach.

Disjointed-incremental model must be seen as an accommodation of rational comprehensive and disjointed-incrementalism. Mixed-scanning starts planning at a broader view then, suggest several alternatives which should be scanned. It is concerned with decision-making at two levels, that is, fundamental/basic and incremental decisions. Rationality implies reasoning, thus, Etzioni's theory has some terms of rationality as planners are supposed to predict if something is right or if anything will go wrong during the planning process.

The fact that scanning is done at three levels, i.e., fundamental, incremental and overall can be costly during implementation. It is value-laden, therefore, "good" alternatives are taken into consideration. "Good" in a sense that they (decisions) do not conflict values and interest of those whose support is essential in decision-making.

The process in mixed-scanning is that, objectives have been outlined, the procedure can continue if there is any improvement, and, change the strategy if it is ineffective or if the situation worsens. The fact that a decision has to be made based on the worsening/loss situation, implies that the model accepts elements of risks. While addressing problems in communities such as crime, the mixed scanning-approach is not reliable as proven that it accepts risks which can result in decisions that can endanger communities.

It is flexible as scanning at broad level and further at detailed level is done, but consideration should be on capital, resources and time availability. Modification can

take place at fundamental or incremental level, thus, it offer choices. Costs are taken into consideration as implementation starts with the least cost alternative.

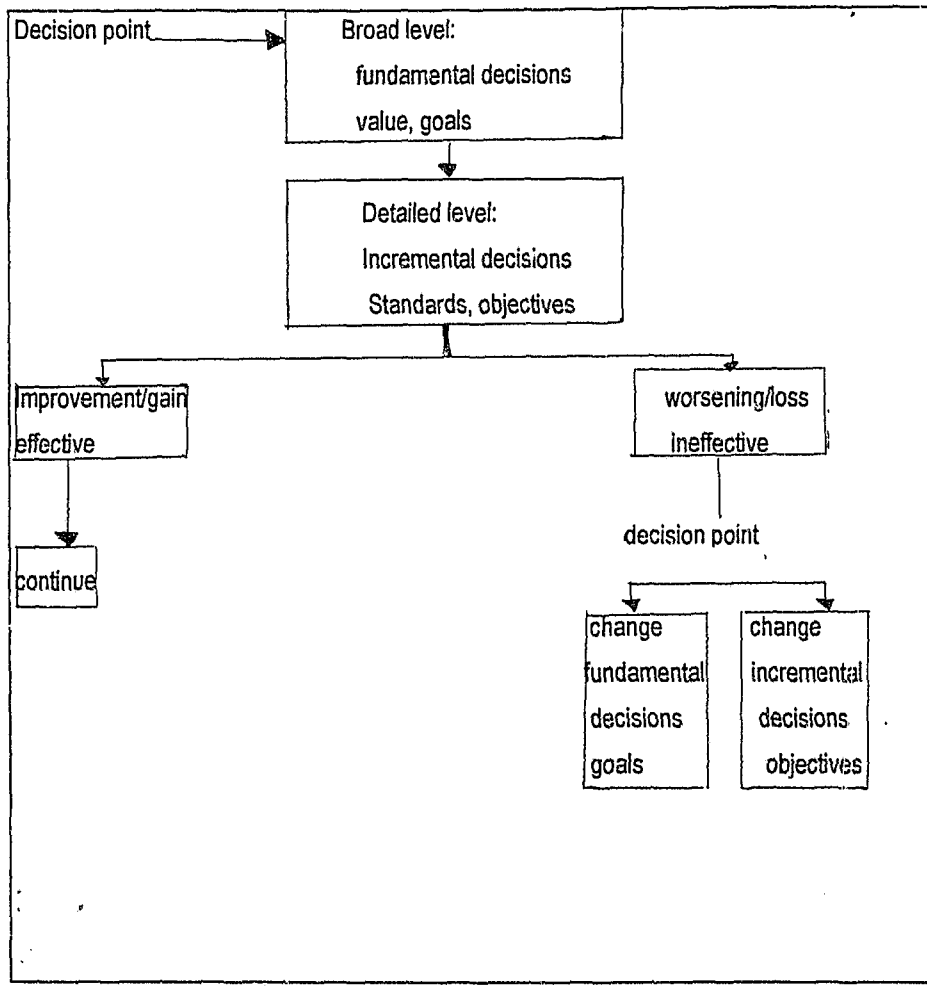


Figure 4.6

(Source: Muller, 1992)

4.3. An appropriate planning approach for transport infrastructure in tourism.

In the context of the human and physical prerequisites for the development in the republic, the cardinal consideration in all community-orientated project must be advancement of the cause of the least privileged sector of South African society (Muller,1993).

The participation of citizens in community planning, public as well as private has increased rapidly in the past few years to the point where it is now a fairly common and frequently praised practice (Burke, 1968). Planning experience in other fields, reveals that informed and able citizens are willing to participate in decisions regarding the development and future of their communities (Murphy, 1985).

Citizen participation is part of our democratic heritage, often proclaimed as a means to perfect the democratic process. It views the citizen as the ultimate voice in community decision-making (Burke, 1968).A Strategy for participation should be considered, it should be one aiming to achieve goals set at the beginning of the planning procedure. Community participation does not necessarily involve the "whole" community as such, but organisations and committees can be mobilised to interact between planners and communities. Organisations representing disadvantaged communities may arise, if members of organisations promote their own views at the expense of community represented.

Planning procedure that is selected should be able to create partnership in planning and empower communities with control of their chosen goals and how to attain them. As the purpose of this discourse concentrates in transport for tourism ,it is then vital for the procedure selected to link and have a relationship with transport planning process and tourism planning process.

4. 4. Loew's local planning process.

The first step of the local planning process is establishing the framework. This implies that the planner should know the area which he works on. Loew (1979), states that the area for which the plan is to be prepared has to be placed in the context. The road and transportation network has to be analysed and the relationship between the local and the existing and proposed network sholud also be assessed (Fig. 4.5).

In establishing the framework, physical and social characteristics can be considered in order to establish the area for planning purposes. An area that has common physical characteristics can be taken as the same study area for example, type of buildings, type of land-use, and even natural characteristics. Although the community must assist in their areas, during this stage, the planner has to establish on his own in order to avoid being misled by the community who may have invaded areas that are not part of their district(fig 4.8).

Formulation of goals

A community should not be involved for the sake of fulfilling but it must be with the aim of empowering the people. According to Loew (1979),the public participation process should be seen as a continuous one. Loew stipulates that in the formulation of goals process, the community must be involved. When the community is involved from the beginning it is easy for the planner to understand the priorities of the community although it may differ among community members.

Goals such as providing public transport, job creation etc. can be highlighted by communities, hence, guidance should be provided on how to prioritise their goals. Loew provides ways of informing the community about public participation, this includes: public meetings, house-to-house interviews etc. If local people do not react against the particular group of their representatives, it can be reasonably assumed that community members approve of their representatives.

Analysis of the area

In Geddes model, this is the first stage, whereby the planner has to be familiar with the economic, social and physical characteristics. Geddes' way of surveying is similar to Loew's stage of the analysis of the location, the aims of both the stages are the same. The planner familiarises himself/herself with the location. The community will not participate at this stage, but participate during the setting of objectives that will be based on the findings of the analysis.

To solve the problem of transport the planner must know aspects such as modes of transport that are available, contact travel agencies to establish whether they have organised transport to certain areas. Income level, the literacy rate (skills, semi-skilled and unskilled) are some factors that play an important role when establishing the most affordable transport for tourism.

How does the planner acquire such information? According to Loew (1979), part of the information on the physical characteristics of the area will be readily available within the local planning authority or in other government departme ts. Social characteristics can be acquired by special survey and house-to-house interviews. In terms of the economic characteristics a survey of the commercial establishments may be necessary to assess the buoyancy of the area. At the end of surveying the area, the strengths, weaknesses, opportunities and threats (SWOT) will be known to the planner and community representatives.

Formulation of objectives

The objectives should bring about suitable alternative strategies. The objectives that are formulated should be made public. Loew (1979) argues that, to be useful, it should contain a certain description of the area's problems and opportunities, whenever possible in quantified terms. This report is then tested through a second exercise in public participation.

Not only Loew's local planning process can be used in formulation of objectives, the mixed scanning approach proposed by Etzioni (Fig 4.5) can be "blended" with this procedure. Etzioni suggests that objectives be scanned, if they prove to be effective, the process can continue but if they are ineffective, goals and objectives can be analysed again.

Alternative strategy and evaluation.

During this stage it may not be necessary to involve public participation. As the planner has knowledge of the model or methodology which is being implemented to overcome the problems of this district it is not important to involve the representatives who do not know anything about the model.

During evaluation the planner is able to scan if the model is working or not. The planner may be able to assess if alternative strategies are suitable for them. Loew (1979) states that the planner should therefore, start by considering each of the objectives of the plan. Various alternatives and the result of technical evaluation should be made public and open to comments or discussion. Information acquired during the analysis of the location can be useful during this stage. Although the public will not be involved , it is not problematic as they have participated throughout the process.

Choosing the best alternative

The participation method has the original structure of the rational model , except that they include public participation. When choosing the best alternative, availability of some resources have to be considered. The resources may include funds and even manpower for implementation stage. The planner should not try to impose certain alternatives that are suitable for him. After considering the problems, the planner should be able to give directions . Although the best alternative should be based on the public, Loew (1979) states that the analysis of the alternatives should generally produce a number of limited alternative solutions.

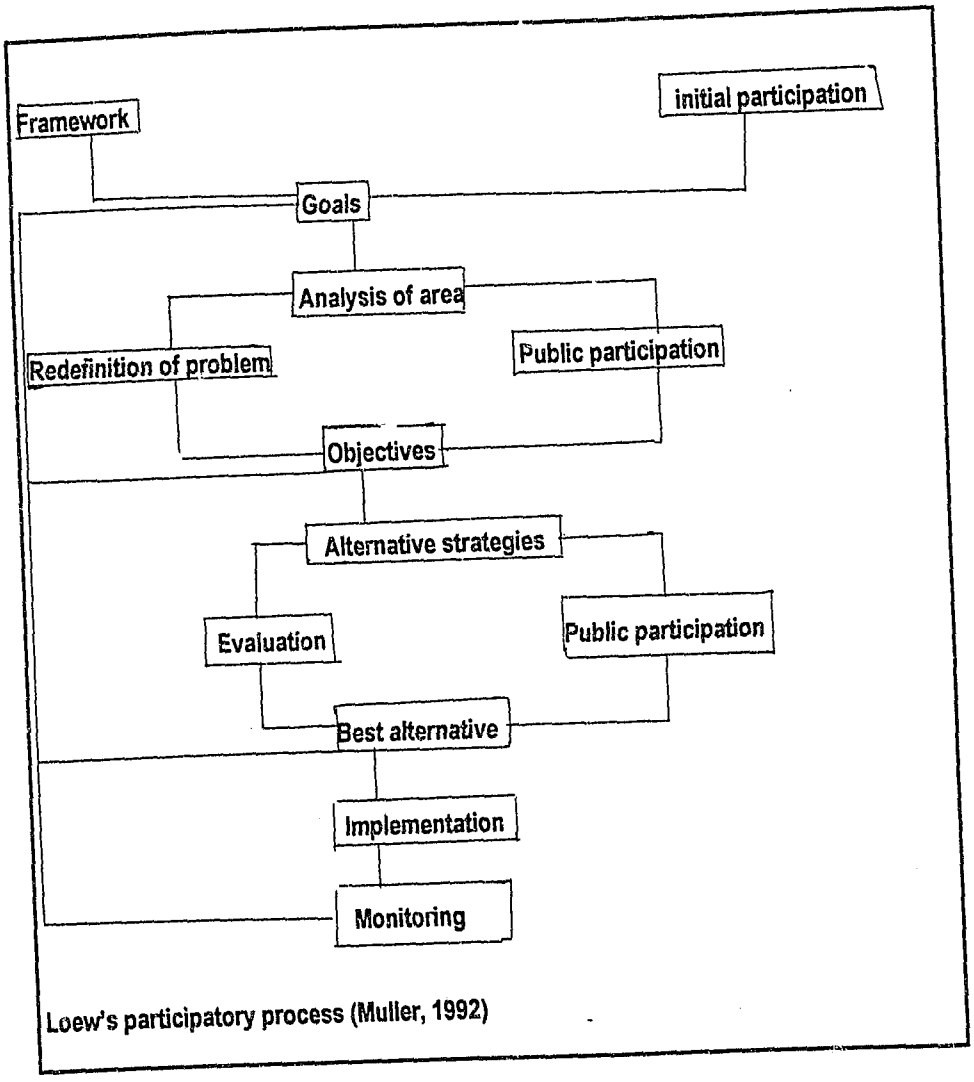


Figure 4. 7.

Implementation and monitoring.

During the implementation stage the decisions have been made, what is left is to put them in action. The implementation process is done by the planner. Loew (1979) indicates that the delay cannot be accepted during implementation. If there is a

problem with the alternative selected, then, the planner has to check the objectives or may also check the goals that have been formulated .

4. 4. 1. What are the aspects of the local planning process that justify its use?

The local planning process accommodates public participation. Through the participation the planner is able to give community their infrastructure according to their needs. The process involves the community from the beginning until the most vital part of choosing the best alternative. According to Muller (1994),the representative of limited prearranged alternatives and the imposition of the right response deadlines facilitates neither proper decision-making involvement nor empowerment.

The local planning process does not set any limitation, the community is given time to elect their representatives and participate along with the planner. Unlike the rational model, the local planning process is not autocratic, or dictatorial, the planner only guide the community and allow them to make their final decisions. As the community is only represented by some members of the community, but they also involve them to participate, that is, by means of public meetings.

4.5. Proposed DBSA tourism processes.

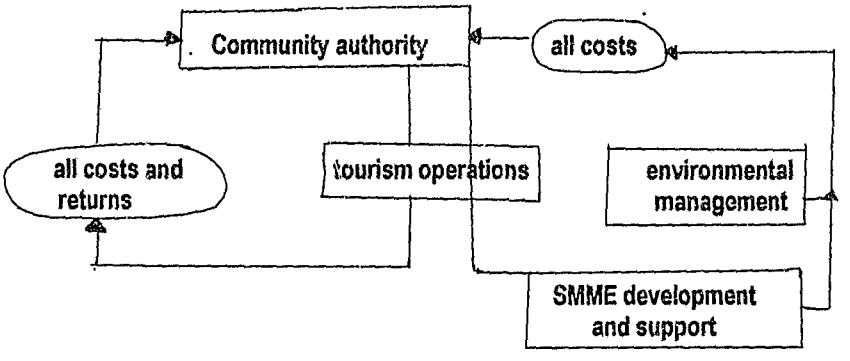
In terms of tourism, there are several models that can be implemented to promote participation. The Development Bank of Southern Africa (DBSA) has developed three models in planning for participation in tourism. Two models will be discussed, thereafter, one model will be selected and be linked with planning and transport models.

Alternative 1 (Fig 4.8) for tourism model is probably fundamentally flawed in South Africa because it would rely on local level authority which is highly empowered financially, institutionally and technically (Koch, De Beer and Eliffe, 1998). Although it is based on a particular area (In this instance, Phalaborwa) it is important to indicate

that in terms of skills and knowledge available, it is unlikely that this model can be used, but, this will clearly be discussed in the case study. This model is simplistic and linear, no support or growth for the community.

If communities are given a chance to regulate tourism operations and SMME development it is evident that majority of the population will not benefit in many areas, because the skilled are usually the urban population group, due to lack of incentives to remain in rural homelands.

The second alternative (fig 4.9) is the community to mobilise private partners to develop the tourism potential of a particular area or node (Koch et al, 1998). This model is mostly preferred as communities are able to work with private sectors which possess skills to organise tourism development and operations, SMME development support and environment management. The advantage of this model is that the equity share is ploughed back to communities. This second approach fits well into the modified Loew/Etzioni flexible planning process.



(Source, Koch, De Beer, Eliffe; 1998)

Figure 4. 8.

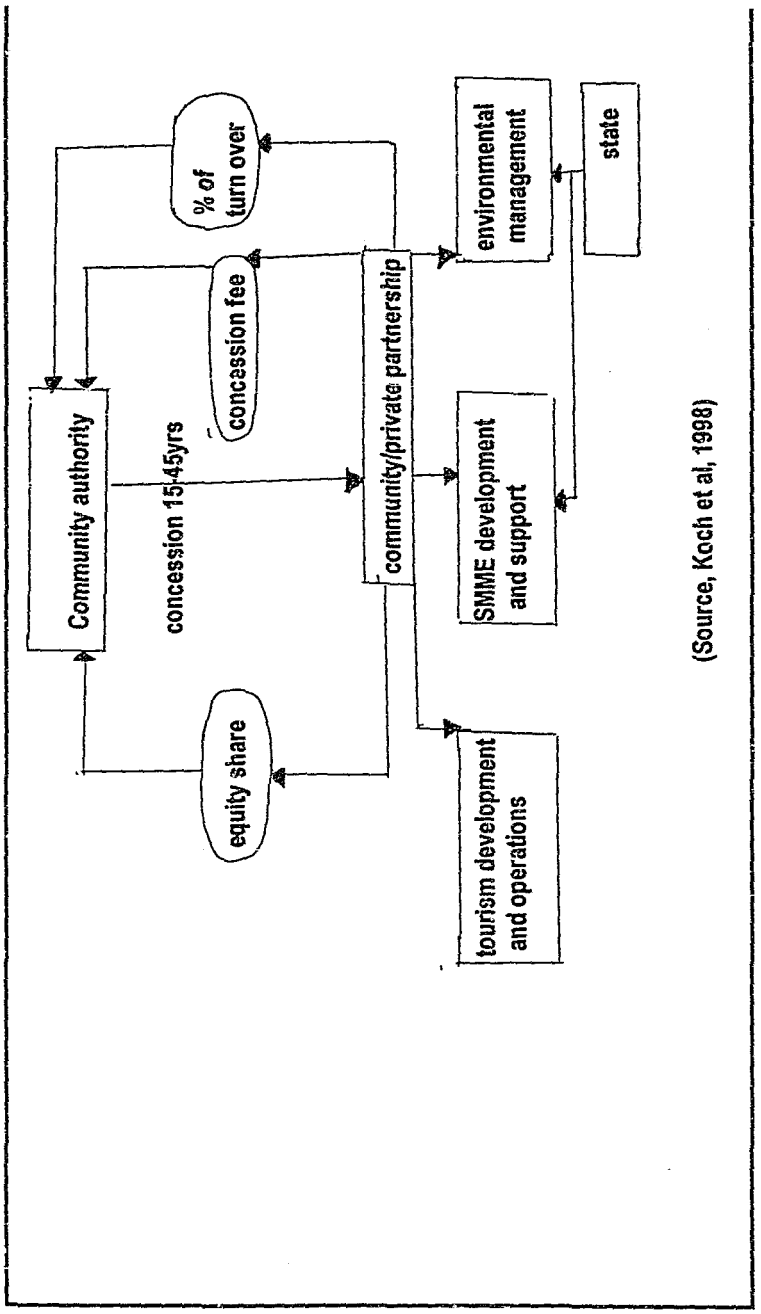

% of turn over
concession fee
equity share
Community authority
concession 15-45yrs
community/private partnership
environmental management
state
SMME development and support
tourism development and operations
(Source, Koch et al, 1998)

Figure 4.9

4.6. Conclusion.

Every stage through the local planning is crucial to the empowering of the Phalaborwa community. Through this model, the community is able to be independent and be able to be responsible for their decisions and actions. Cultural diversity can be seen as a constraint, but with the participatory model that allows everyone to participate, it becomes the opportunity as variety of social services will be available to be utilised by everyone.

Participation is regarded as time consuming and resulting in unnecessary delays, at the end, people are able to appreciate development that will take place in their areas, especially when they have been involved throughout the development process. The mixed-scanning approach and Loew's planning process allows for public participation while still being flexible and capable of adjustment even while planning is underway.

At the same time, it allows transport planning to occur within a given framework and to move towards a set of long term goals. The case study that will be outlined in the following chapter will expand further to show how the finding in Phalaborwa can be addressed through the Loew/Etzioni process and the chosen DBSA approach.

CHAPTER 5

CASE STUDY: PHALABORWA

5.1. Introduction.

This chapter serves to outline the location of Phalaborwa in the Northern province. However, much has been said specifically on transport theories and planning modes, what is left is to combine the models and put them into practice. The discussion on the case study is more practical and thus information is based on what has been observed and gathered from the area.

The chapter is divided into three parts, firstly it focuses on a brief background of Phalaborwa, the second part will show the details on infrastructure available in the area, this refers mostly to transport and tourism facilities. Lastly concentration will be on data collected from research and observation and thereafter findings will be outlined.

Northern province is the fourth smallest province in South Africa, with a total surface of 116 824km (DBSA report, 1998). It has an approximated labour force of 1, 2 million of the total population, 42,1% is formally employed 16,9% informally employed and 41% unemployed (DBSA report, 1998).

Comparing Northern province to other provinces, the Gross domestic product grows (GDP) faster than other provinces at 55% between 1980-1994, but its contribution to GDP is only 3,6% as compared to Gauteng with 37,7% and Kwazulu/Natal with 14,9% (DBSA report, 1998). Distribution of Gross Geographic products (GGP) by kind of economic activity indicates that Northern province is at better in mining (20,6%) and community services at 31,8% and 3,8% with transport and telecommunications, thus, improvements are still needed for the latter sector.

Distribution of gross geographic product by kind of economic activity, 1994

Province	Primary sector		Secondary sector			Tertiary sector				Total
	Agriculture, forestry, fishing (%)	Mining, quarrying (%)	Manufacturing (%)	Electricity, water (%)	Construction (%)	Trade, catering (%)	Transport, communication (%)	Finance, real estate (%)	Community services (%)	R millions
Western Cape	6,5	0,2	23,1	2,8	3,4	20,5	8,0	15,7	19,8	53 87
Northern Cape	10,0	24,6	4,2	3,3	2,0	14,5	11,1	9,4	20,9	8 00
Free State	10,4	20,0	14,6	5,6	3,1	12,0	6,9	9,7	17,6	23 68
Eastern Cape	5,4	0,1	24,2	1,6	3,5	16,4	9,5	11,7	27,4	29 04
KwaZulu-Natal	5,6	1,9	29,0	2,1	3,5	17,2	11,1	11,8	17,9	57 01
Mpumalanga	7,8	20,2	24,9	20,3	2,1	7,1	3,7	4,7	9,2	31 54
Northern Province	8,0	20,6	6,8	8,0	2,9	11,9	3,8	6,3	31,8	13 79
Gauteng	0,6	5,1	27,1	2,2	3,3	18,0	7,5	16,0	20,1	144 35
North West	8,9	40,5	9,6	1,2	3,3	9,9	2,8	8,5	15,1	21 25
Total	4,7	8,7	23,5	4,1	3,2	16,1	7,6	12,8	19,4	382 50

Figure 5.1

(Source: DBSA, 1998)

Northern province is found in the most Northerly part of South Africa. By road, the most natural way to enter the province is Southward from Gauteng along the N1 route. This route leads to the Bushveld region. Northern province is divided into four regions viz. Soutpansberg, Bushveld, Capricorn and the Valleys of Mountains. The valleys of the Olifants is situated on Eastern part of the province which consists of the big five game reserves in Africa, which includes the Kruger National Park.

Phalaborwa as area of study in this discourse, is located in this region (Valley of the Olifants). The Soutpansberg is located in the Northern side of the province, it is named after the impressive rocky spine that runs through its Western section. The Capricorn region is located on the North -Easterly side of the province which includes the commercial heartland and capital of the province-Pietersburg. Pietersburg has an excellent growing infrastructure and a modern international airport(Gateway). Most part of the Northern province are rural, its economic centres are self-contained and

strategically located, so that large areas remain untouched, by human development and has unsustainable Africa eco-system.

The Valley of Olifants is an area rich with wildlife and scenery. It falls within the great Olifants river, which cuts through the Kruger National Park on the Southern camps of the Kruger National Park are part of the Northern province and are accessible via towns such as Phalaborwa and Hoedspruit.

5.2. Brief background of the study area-Phalaborwa.

Northern province has a total of 5 272 583 in population (Central Statistics Service, 1994). In terms of household, Northern province has a total population of 627 323 (Provincial statistics, 1994). The current Greater Phalaborwa TLC has a population of 160 000. Phalaborwa Transitional Local Council consists of the following areas:

- The formal towns of Phalaborwa, Namakgale, Lulekani, Matiko Xikaya and Ben.
- The rural areas of Makhushane, Mashishimale, Maseki, Humulani.
- The smallholding areas of Silonque, Schalk and Grietjie.
- The area of Kruger National Park between the Olifants and Letaba rivers.
- The farms of Zebra, Celhard, Quagga, Laaste, Droebult, Wegsteek, Loole, Merensky, Moelag, Paul, Doreen, Rhoda, Seila and Zeekoegat

(Verbal interview, Reuben Matlala, 1999).

Situated 2km from the Kruger National Park's gate, the most centrally situated entrance in the park. This modern town is a principal area for South Africa's mining economy with the open cast mining considered to be the most of South Africa's copper is mined in somewhat remarkable way. The open pit is 450m deep, measuring 2km in diameter and is a certain attraction for tourists.

Iron-age findings at Masorini tell of Nguni tribes discovered the hidden mineral wealth of this region, naming it "PALA" MEANING "BETTER THAN"- "BORA" meaning "THE SOUTH.

5.2.1. Climate

Phalaborwa can reach 45c (116 F) in summer. Winter a sunny season of chilly, early morning, warm mid-days, dry afternoons and cool to cold nights. Phalaborwa is known as having two summers, because of its hot weather throughout the year.

5.2.2 Transport

There are sufficient transport modes in Phalaborwa. S.A Link operates three daily scheduled flights from Johannesburg International airport; it is an hour flight. There is also a landing strip at Grietjie smallholdings, at Hoedspruit, a private company, East Gate Airport, operates amongst others, regular scheduled flights from Cape Town and Johannesburg form the department of Defence's Hoedspruit airforce base (Phalaborwa TLC, 1997)

Bus transport is also available, there are buses operating on daily basis; North Link, City to City and Elwierda operates between Johannesburg Park station and Phalaborwa. There are roads which are in good condition especially in the city centre. R71 route is used and connects further from Phalaborwa to Tzaneen and to Pietersburg. In the Eastern part of South Africa, the connection is through N4 route through Belfast- R540 to Lydenburg -R36 Strijdom tunnel-R527 to Hoedspruit-R530 to Phalaborwa.

Greater Phalaborwa is linked to Johannesburg by rail. There are no passenger train connections to the town, expansions are investigated Spoornet to link Phalaborwa by train to Maputo in Mozambique (Phalaborwa TLC, 1997) Trains carrying goods pass via Phalaborwa to Pietersburg (The Great North tourism, 1996). Passengers are able to use train from Nelspruit to Johannesburg.

Phalaborwa as a sub-corridor and a "feeder link" to Maputo corridor development is along the R71 route which serves as a "collector" of traffic from Tzaneen and connects

to Pietersburg. The R71 route stretches along Phalaborwa-Gravelotte-Tzaneen-Duiweskloof-Pietersburg. While the R40 route connects Phalaborwa-Hoedspruit-White -River-Nelspruit (N4 route). Therefore Phalaborwa can be seen as a centre area which is able to link provinces, it connects to N1 route via R71 in Pietersburg and connects in N4 route via Nelspruit (see Appendix: Maps 4&5).

5.2.3 Economic activity.

Rural areas in Phalaborwa experience the highest rate of poverty (more than 60% of the population earn less than R1 500 per month). For the denser rural areas it is much worse while the formal urban area are much better off, with Phalaborwa at the top of the range registering respective percentages of around 20% and 30% (Phalaborwa TLC, 1997).

Greater Phalaborwa: Gross Geographic Product at constant prices by kind of economic activity, Rm, 1997.

Area	Agr.	Min.	Man.	Ener	Const.	Trade	Trans	Fin	Serv.	Total
Phala-borwa	8	356	16	3	9	21	6	14	115	549
Low-veld	258	1017	225	26	71	203	68	122	742	2733
Nor-thern Pro-vince	767	2041	619	853	235	997	349	514	2754	9129

Source: Derived from data obtained from the Development Bank of Southern Africa, Midrand and Phalaborwa Town Council.

Figure 5.2

The largest role player in the Greater Phalaborwa are in terms of contribution to the economy, Phalaborwa mining Company (PMC) (Phalaborwa TLC, 1997). Foskor, which was founded in 1951 and is financed by the Industrial Development Corporation is also a major contributor in terms of economy. There are 370 business sites in Phalaborwa, 200 office sites, there is also a CBD which is fragmented in four development areas. A major shopping mall is planned between Namakgale and Ben.

The GGP generated in the TLC is also constituted by 2% from agricultural products. Problems are mainly experienced especially land tenure claim (Blyde river scheme). The Phalaborwa Foundation, Foskor Development Trust, The CSIR and the Small Business Project, a private sector initiative, has initiated several SMME programmes (Phalaborwa TLC, 1997). 40 shops have already opened in 1997. Phalaborwa is the dominant shopping area for nearby towns like Mica, Gravelotte and Hoedspruit (Phalaborwa TLC,1997).

Greater Phalaborwa: Average annual growth rate in Gross Geographic Product by kind of economic activity, percentages, 1980-1994.

Area	Agr.	Min.	Man.	Ener	Const.	Trade	Trans	Fin	Serv.	Total
Phala-borwa	19.1	5.3	8.5	4.7	14.5	11.3	12.1	9.9	14.9	8.0
Low-veld	2.0	5.3	0.1	4.9	-1.8	3.6	3.6	2.8	10.3	4.6
Nor-thern Prov.	0.8	6.3	1.1	23.5	0.5	3.8	2.7	2.0	8.0	5.2

Source: Derived from data obtained from the Development Bank of Southern Africa,

Figure 5.3

5.2.4 Travel agency and tour operators.

There are quite a number of travelling agencies that serves the area of Phalaborwa. It caters for tourists both domestic and international tourists. The surrounding towns such as Tzaneen and Pietersburg also arrange "organised tours" for tourists. At Phalaborwa, the following agencies operates:- Kudu travel which is part of Sure Travel centre (Pietersburg), Capricorn Collection (Haenertsburg), S.A Tours (Pietersburg), Onicca travel (Pietersburg), Zoutpansberg Ventures (Soutpansberg area), Face Africa tours (Northern province, Mpumalanga, Kwazulu/Natal provinces).

5.2.5 Tourism facilities in Phalaborwa and the surrounding areas.

The sea has lost its appeal, game and nature reserves are favourite (SATOUR, 992). There is a strong resentment against hotels and their price structure, South Africans

feels that local hotels cater mainly overseas tourists and not interested in the local holiday-makers. Thus in terms of accommodation, Phalaborwa is able to cater for a variety needs of tourists, especially accommodation.

Eco-tourism seems to be leading in the tourism industry, hence, Phalaborwa with its scenic beauty and wildlife species is able to combine the bush life and nature conservation which is in high demand. Northern province as a whole boast the animals and the requisite facilities to satisfy most discerning of tourists. There are approximately 19 game parks in the Northern province, and approximately 4 are found in Phalaborwa. Accommodation in Phalaborwa and surrounding areas have a variety of self-catering lodges, hotels and resorts. There are over 15 lodges, hotels and resorts catering for tourists (Verbal interview Mahumani, 1999). There is a possibility that two more hotels will be built alongside the Kruger National Park (Phalaborwa, TLC, 1997)

There are also tourist information centres such as Byadladli tourist association, Central Lowveld tourism association, Giyani environmental and tourism association, Letaba tourism and Phalaborwa association for tourism, transitional local councils of Tzaneen and Phalaborwa, Great Rhino tourism information centre.

Besides Parks that are operating, new developments such as the African Ivory route has to be mentioned. The Ivory route starts near Orpen in Manyeleti game reserve and ends at Atherstone near Thabazimbi (Verbal interview, Mahumani, 1999).

The basic idea of studying Phalaborwa instead of any other area, lies on the fact that it has a potential for economic development. Although findings based on the research has to be outlined other means of clarifying issues surrounding the areas is important. In order to understand and extract more information about the area, SWOT analysis has been done.

5.2.6 SWOT Analysis

Strength

- Phala-mine company contributes 10% to natural GGP in South Africa.
- There are many tourists attraction area approximately 19 game parks.
- Availability of agricultural products which can be sold to the international market, e.g. Oranges and Mangoes.
- Phalaborwa is linked to the Maputo corridor, hence, there's an opportunity for international market.
- There are variety of transportation means i.e. rail, road and air transport.

Weaknesses.

- Inaccessibility to certain areas, e.g. Letaba Ranch it is approximately 30km from R529 to the Letaba Ranch and it is gravel road.
- Lack of adequate marketing skills for tourist attraction areas.
- Inadequate services in tourists areas, due to insufficient training.
- Over-domination and publicity of Kruger National Park, as compared to other areas.

Opportunities.

- Small-scale mining opportunities for economic empowerment.
- Business opportunities for SMEs.
- Tourism development on state- owned and communal land.

Threats.

- Extreme summer conditions (45c) .
- Malaria area.

- ➲ Inadequate knowledge about developments taking place among local people.
- ➲ Nature conservation versus infrastructure provision (e.g. Phalawubeni village).

Research was conducted during Wits university spring vacation in September 1999. Basically, observations were done of the spatial plan of the area i.e. Phalaborwa and nearest areas such as Tzaneen, Hoedspruit, Gravellotte and others. Verbal interviews and questionnaires were used for the interview.

5. 3. Problems encountered during research process.

- ❑ People were not co-operative, some indicated that the fact that the topic is about transport, the research may result in Taxi violence, while other believed that if they are seen completing the questionnaire they can be victimised by local taxi drivers.
- ❑ Organisations were not willing to disclose their information on what they are presently doing in terms of plans for the near future (Kruger National Park rangers).

A questionnaire was compiled for local communities , while another was mainly for organisations such as People who are in charge of accommodation and Game Parks.

5 . 4 Findings from verbal interviews.

Verbal interview with Mr Goodman Mahumani (Letaba Ranch, Tourism officer)
The findings are as follows:-

- ❑ Developments are taking place in terms of cultural and wildlife destinations.
- ❑ Besides Kruger National park, other places that are frequently visited includes Andover, Letaba Ranch and Manyeleti.
- ❑ The market of the area is primarily domestic tourists.
- ❑ Roads networks are of poor standards, and only land rovers can negotiate access to certain areas.
- ❑ In terms of infrastructure, government should improve financial back-up.
- ❑ Tour operators are reluctant to provide transport as roads are not up to standards, and it affects their market.

- Tourism contributes in terms of job creation for surrounding communities.

Verbal interview with J. P. Visser (Manager: Matomani Lodge), the findings are as follows:-

- Maputo corridor is not known to many people around the areas.
- Tourists are mainly domestic.
- Besides, Kruger National park, tourists visits the golf course and enjoy boat cruise.
- Hotels, lodges and resorts are accessible enough to tourists.
- Government should assist in terms of providing financial assistance for tourism awareness and improve roads.
- Accessibility is not affecting their businesses, though there are no changes linked to developments that are taking place around the area.
- Game parks are the most popular places for tourists.
- Accommodation facilities are not able to employ many people, thus, if government can assist in tourism awareness , it may create business for them and then creating more job opportunities.

Outcomes indicated above, are not for any specific lodge or game park, but general views for the whole areas, but, expressed by the interviewee.

Findings from questionnaires completed by residents in Phalaborwa and its surrounding areas:-

Fifteen questionnaires were compiled and distributed, however, only ten were thoroughly completed, therefore analysed as follows :-

5. 5 Analysing results from questionnaires.

- 90% of the people do not have cars, but they like touring.
- 40% prefer organised tours.
- There are people who believe that roads are in good conditions (50%).
- There is sufficient accommodation in Phalaborwa, i.e. 90% of the respondents agree with the statement.

- People in Phalaborwa would like to go on holiday more often, but their working hours are not flexible enough.
- Kruger National Park seem to be the most popular place for tourists, 50% of the respondents indicated that they prefer visiting Kruger National Park, while 30% prefer visiting friends.
- Considering the number of game parks in Phalaborwa, 40% of the respondents believe that it has a potential for further developments.
- Many people prefer visiting local areas (40%, while only 30% would prefer places outside S.A.
- Private lodges are favourites for tourists, 40% of the respondents agreed with that statement, 30% prefer hotels, this support the fact that people wildlife and places associated with natural beauty rather than hotels which are also expensive.

5. 6 Conclusion

Phalaborwa has mining, agriculture and tourism potential, therefore Loew's stages of establishing framework and analysis of the area enables the planner to uncover more benefits from this sectors.

The combination of three models is advantageous in Phalaborwa for the following reasons:-

- Flexibility of the procedures
- They blend rational ideas
- Public participation is encouraged through community/private partnership
- The planner has a chance to decide partially for the community, when necessary.

The findings on the case study shows that planning procedures are flexible and accommodate participation has to be identified, and implemented in addressing the case of Phalaborwa. In terms of the DBSA' adopted model, it is clear that current situation in Phalaborwa can be adequately addressed through its implementation. It focuses on development while encouraging partnership with private sector. The 40% interest on organised tour clearly support the idea of community/private partnership.

The model encourages community participation, hence game parks around Phalaborwa should be researched and information must be available to improve SMMEs.

Loew/Etzioni modified process, should be adopted in addressing the findings that have been outlined about the area. Loew planning process is adopted from goal formulation to identifying alternatives of the area (More participation from the community). The mixed scanning approach will be adapted from selecting the alternatives until the last stage.

Thus, Etzioni has a way of cycling back, then, scanning the chance of achieving goals that are stipulated. In mixed-scanning model, public participation is not encouraged, however due to participation that is indicated by the first stages in Loew's planning process, it is possible to implement, evaluate, while continuously scanning and involving the community.

The question that may arise can be on how will the two modified model and the DBSA be able to assist in terms of tourism? The answer can be as follows:-

- When goals and objectives are formulated transportation problems (Standard of roads) can be among the goals stipulated.
- If not, during the identifying of alternatives, in addressing tourism problems transport can be selected as a means of attaining goals and objectives.

Therefore one can say that though transport planning process is not mentioned as a model to address problems in Phalaborwa, the identified models are able to address transport infrastructure throughout the framework.

CHAPTER 6

Recommendations and conclusion.

6.1. Introduction

This chapter focuses in recommending strategies on how to improve transport for tourism in Phalaborwa. Natural resources have to be conserved while development take place. Therefore, strategies that are recommended should aim to strike a balance between the provision of infrastructure while initiating development.

First part of the chapter will outline the recommendation. The second part will outline final conclusion drawn from all chapters.

6.2 Recommendations.

Recommendations are based on the findings throughout the discourse, but more specifically from the case study.

- Tourism has to improve local communities, and satisfy tourists, thus, to contribute to local communities, domestic funding should be given first priority. In order for communities to participate in developments taking place, they must have access to financial assistance, funds have to be carefully monitored to ensure that it is re-invested back to the community. Local business people can be encouraged to assist community members who are interested in starting their own tourism agencies or any business that aims at improving tourism in their area.

- Co-operation between Public and private partnership has to be encouraged at all levels. If the DBSA tourism model (second alternative) is adopted and properly implemented, it will enhance the standards of communities while most of the task will be done by private sector.

- 40% of the respondents indicated that they prefer organised tour, however, public transport in South Africa is structured in such a way that it is not convenient for tourists. Organised tour does not have to be done through agencies only, local taxi owners can structure their own tours that are flexible enough to cater for tourists especially during holidays, even if they do not concentrate mainly on tourists only, but they should cater for tourists if need be.

- If Phalaborwa has to compete with international market, they have to improve service and access to tourist areas. Public transport can assist if roads are in good condition. Hence, local government should contribute towards tourism development by keeping maintaining primary roads.

- It has been indicated that Kruger National Park dominates other resorts, thus it is the role of tourist officers around Phalaborwa to form an organisation that can liaise with Officers from Kruger Park. This will improve their marketing skills and accessibility not only to domestic but also international tourism market.

The implementation of the above-mentioned recommendations should have a structure on how they have to be prioritised. This should focus on the following:-

- How critical and urgent is the strategy as compared to others?
- How long will the implementation process take?
- Which strategies need to be implemented first, therefore if the procedures that have been proposed (Loew/Etzioni) are followed the strategies can be implemented effectively.

6.3 Conclusion

A broad fundamental conclusion that can be drawn from this study is that tourism is vital for economic development, thus, infrastructure is needed to support its growth.

Hence, the question that may arise is, why did government choose to provide infrastructure to kick-start development?

Transport theories have been outlined, therefore, developments that are initiated in South Africa should at least comply with one or combination of theories that have been discussed. Therefore, one can say that theories have to be adopted and considered if they can be applied to third world countries.

Theories of corridors are very old and have been used mostly in first world countries, therefore, before they were implemented in South Africa, did they consider to alter them and modify them to adapt to South African standards?

The second chapter has further shown that paradigm shits also have effect in tourism, ther., transport that is planned for tourists should consider those changes. The contributions of tourism in terms of GDP and GNP is prove enough that infrastructure is crucial for development to take place. There is a gap between economic transport theories and the current situation in South Africa, therefore, before infrastructure is provided to areas that are developed, it is important for government to ensure that there is a theory that will be followed throughout the planning process.

One can not say whether if infrastructure plays an important role in South Africa and whether it will lead to job creation, many people have never heard of the Maputo corridor or the SDI's, this implies that for people to start utilising resources and realise that infrastructure has been provided, will take a long period.

A longer period to realise the effects of transport infrastructure, implies a longer period to investigate if development has really taken place. After considering and reviewing transport theories and current policies in South Africa, it is then evident that South Africa does not follow any pattern of the discussed theories, thus, a case study is selected and outline how planning procedures can be put in practice to address current development. Thus, it will also be difficult in future to weigh and measure the amount of effect that has occurred, in terms of success or failure of the procedure that has been implemented.

Phalaborwa has been chosen as a case study for its unique blend of sectors. It has mining, agricultural and tourism potential. Chapter five which is the case study has tried to dig into the core of the area. All aspects that are related to tourism and transport have been outlined, hence, it was not a difficult task to suggest strategies as data has covered all areas. The implementation of the modified Loew/Etzioni and the second alternative of the DBSA models have been recommended as a way forward to address findings from the case study.

The case study links Phalaborwa to the neighbouring areas, it further integrates Phalaborwa to Northern Province as a whole and lastly to South Africa. One can say that the approach was not narrow-focused hence potentials of other areas are discussed in the case study, although recommendations covers mainly Phalaborwa. The proposed tourism process by the DBSA and the modified Loew/Etzioni procedure concludes that transport problems in Phalaborwa can be addressed if communities are given a chance to voice their goals and objective.

The case study is able to link again with the planning procedures that have been discussed in Chapter four. It is the evident that a flow exist from transport theories, tourism issues, planning procedures and lastly, implementation of theories and planning procedures in practice.

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VERBAL INTERVIEWS.

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Matlala. R. DBSA. 1999

Visser J P. Matomani lodge Manager. September 1999.

Questionnaire

Mark with a cross (x)

1. How old are you
Years: 15-20yrs 21-25yrs 26-34yrs 35-44yrs more

2. Sex: Female male

3. How long have you lived here?
Years: 1 2 3 4 5 more

4. Do you have a vehicle?
Yes No

5. If no, what type of transport do you use for tourism?
Bus Taxi group tour train Aeroplane

6. Are you prepared to pay public transport for touring around?
Yes No

7. Are there buses that you can hire for touring your area?
Yes No

8. Are the roads good for touring?
Yes No

9. Do you expect to travel more often for a longer period?
Yes No

10. If yes, where would you go?
Neighbouring area Other Province outside South Africa
other(specify)

11. Is there enough accommodation in your area?
Yes No

12. Where would you prefer to sleep?
Hotel Private lodge caravan or other (specify).

13. How often do you go on a holiday?
Once a year Twice a year Three times a year or more

14. Do you like...
Visiting the Kruger National Park Friends and relatives
places outside Phalaborwa other

15. Do you think Phalaborwa has a potential for tourism
Yes No

Age:

Respondents	age-group
1	15-20 yrs
1	26-34yrs
5	21-25
3	45+

Do you have a vehicle?

No. of respondents	Yes/No
9	No
1	Yes

Transport used

No. of respondents	Mode of transport
4	group tour
3	taxis
3	Bus

How are the conditions of roads?

No. of respondents	Yes/No
5	yes
5	yes

Where do you prefer to go?

No. of respondents	Places
3	Outside S.A.
2	other provinces
1	no where
4	local areas

Is there enough accommodation in S.A.?	
No. of respondents	Yes/No
9	Yes
1	No

Where would you prefer to sleep?	
No. of respondents	Types
3	Hotel
4	Private lodge
3	Relatives

How often do you go on a holiday?	
No. of respondents	No. of times
9	twice a year
1	once a year

Where do you like to visit?	
No. of respondents	areas
3	friends/relatives
2	not sure
5	Kruger National park

Do you think Phalaborwa has a potential for tourism?	
No. of respondents	yes/no
4	yes
3	no
2	not sure
1	both y/n

QUESTIONNAIRE

Name of company/business:
Name of respondent:
Position held:

1. Do you think Phalaborwa as part of Maputo corridor will improve in terms tourism and why?

.....

2. Do you regularly have international or domestic tourists?

.....

3. Besides Kruger National Park, which other places do tourists visit?

.....

4. Are you accessible enough to tourists?

.....

5. How can government assist your business in terms of infrastructure ?

.....

6. If not, what do you think can be done?

.....

7. Is accessibility affecting your business?

.....

8. In terms of modes of transport, e.g. rail, air, roads, do you think its sufficient for your business, and why?

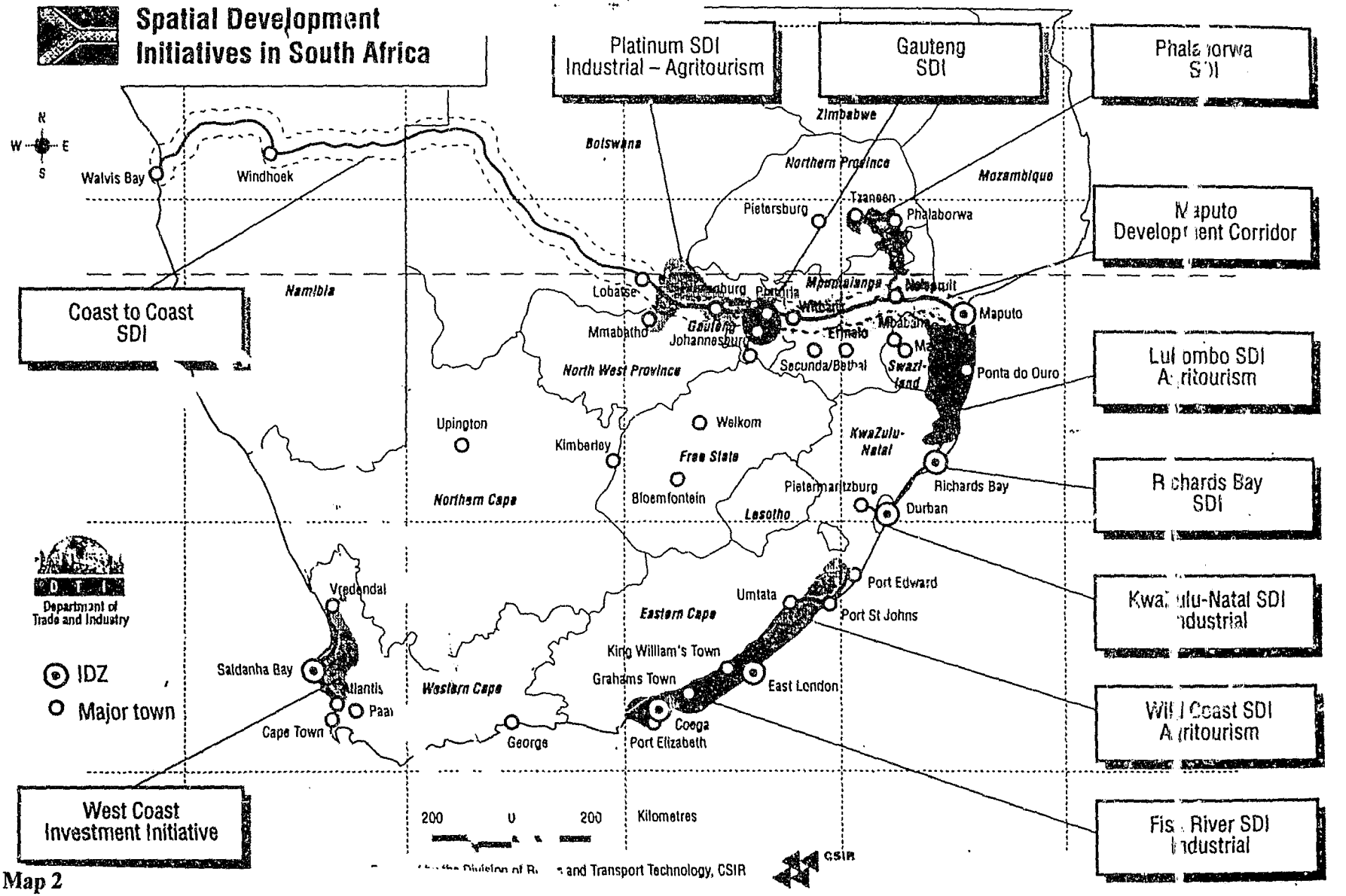
.....

9. What do you consider Phalaborwa and its vicinity's focus for tourism to be?

.....

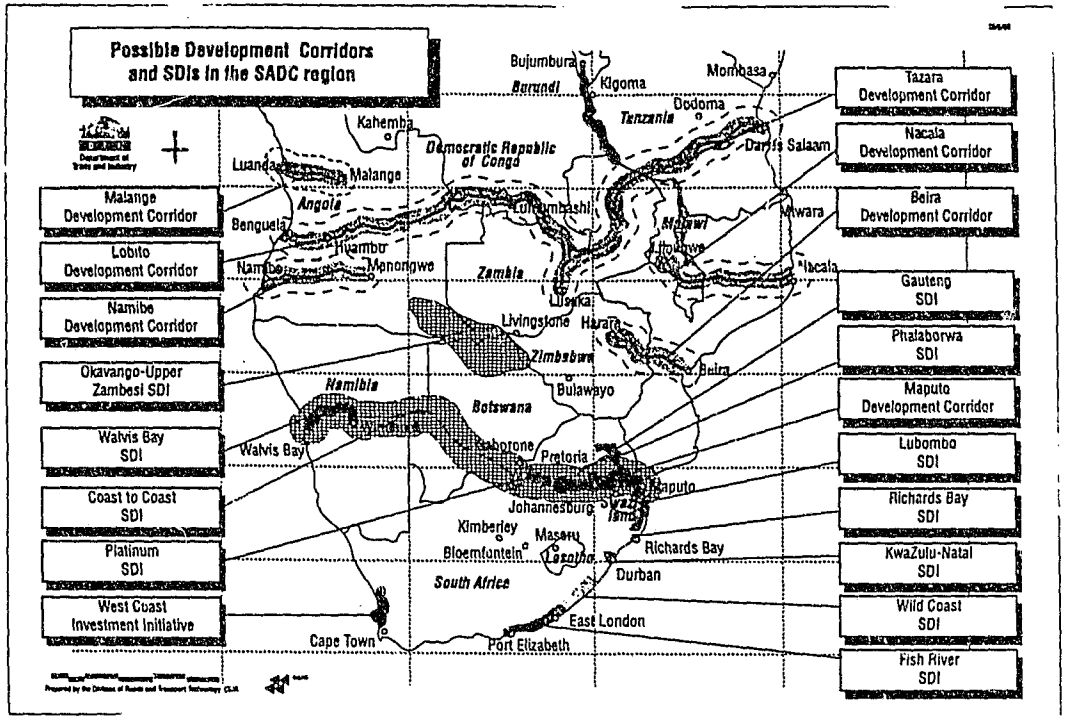
10.How does your business contributes in terms of job creation?

.....

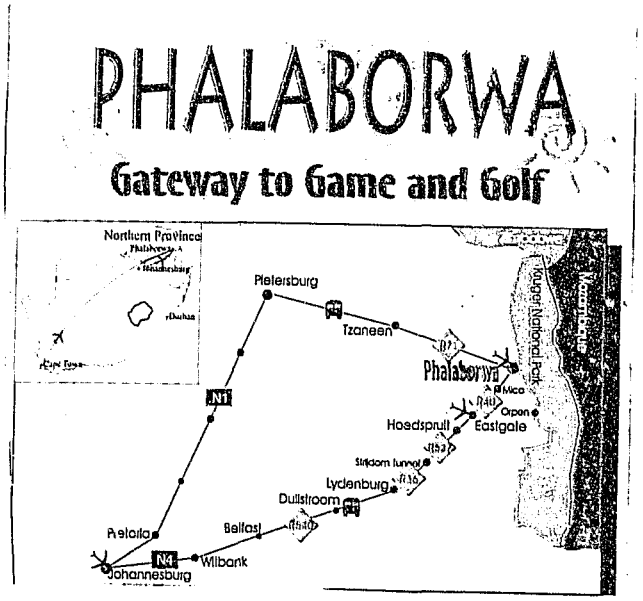


Map 2

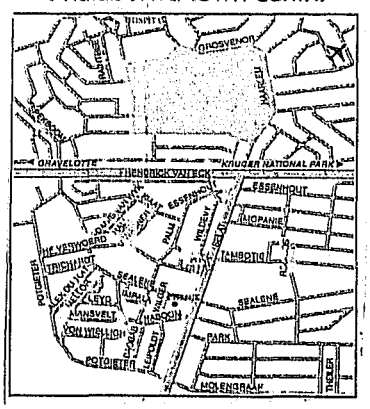
(Source: Infrastructure and development report, 1998)

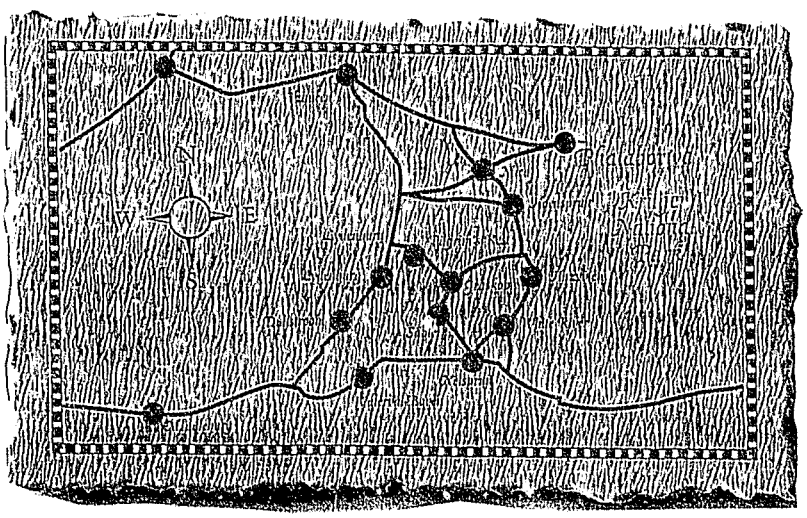

Possible Development Corridors and SDIs in the SADC region
Malange Development Corridor
Lobito Development Corridor
Namibe Development Corridor
Okavango-Upper Zambesi SDI
Walvis Bay SDI
Coast to Coast SDI
Platinum SDI
West Coast Investment Initiative
Tazara Development Corridor
Nacala Development Corridor
Beira Development Corridor
Gauteng SDI
Phalaborwa SDI
Maputo Development Corridor
Lubombo SDI
Richards Bay SDI
KwaZulu-Natal SDI
Wild Coast SDI
Fish River SDI
Bujumbura
Burundi
Kigoma
Mombasa
Dodoma
Tanzania
Dar es Salaam
Kahemba
Democratic Republic of Congo
Luanda
Malange
Angola
Benguela
Lubumbashi
Malawi
Mwara
Huambo
Namibe
Menongwe
Zambia
Ndola
Lusaka
Livingstone
Harare
Zimbabwe
Beira
Bulawayo
Namibia
Botswana
Walvis Bay
Gaborone
Pretoria
Maputo
Johannesburg
Kimberley
Masaru
Bloemfontein
Lesotho
Richards Bay
Durban
South Africa
East London
Cape Town
Port Elizabeth

Phalaborwa: transport routes

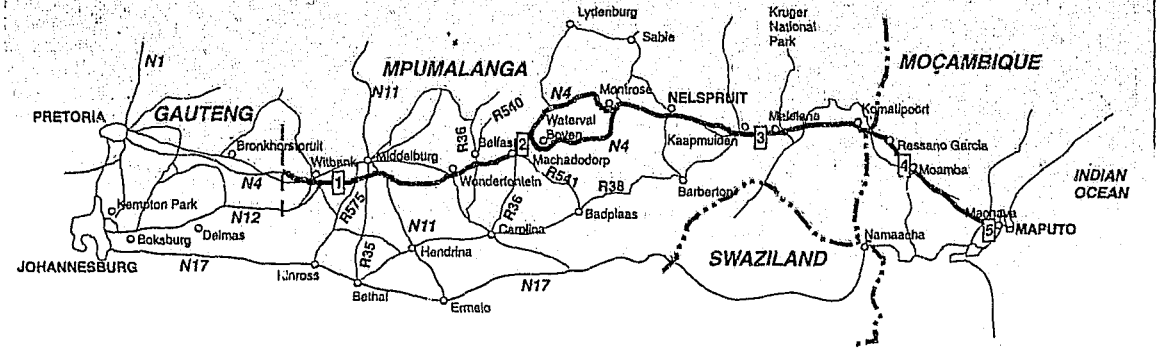


Phalaborwa town centre





THE MAPUTO CORRIDOR ROAD ALIGNMENT



TOLL PLAZAS

1 Middelburg
2 Machadodorp
3 Malelane
4 Moamba
5 Machava

ROADS

N4 International toll road
Other national roads
Other main roads
Other roads

BOUNDARIES

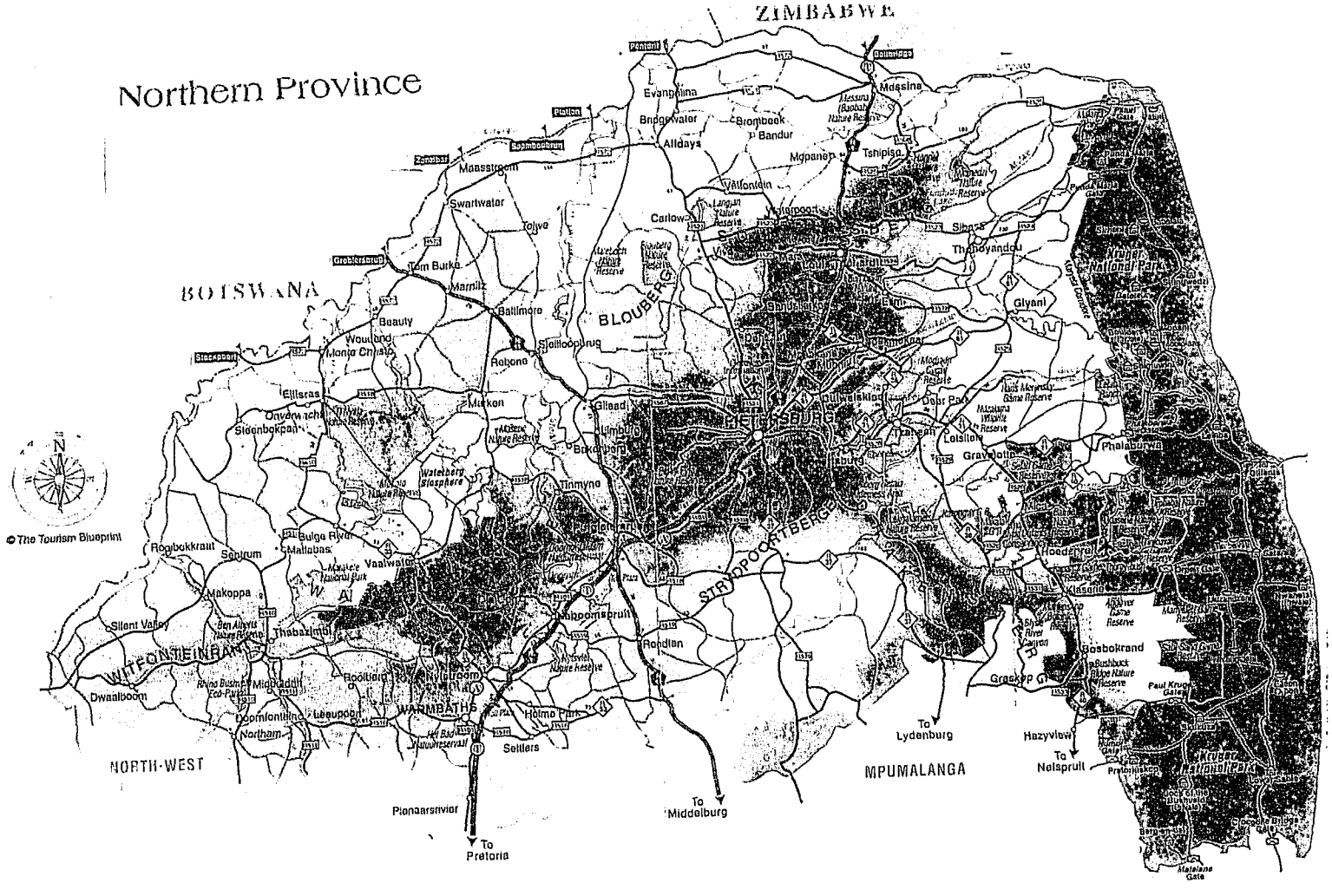
INTERNATIONAL
PROVINSIONAL

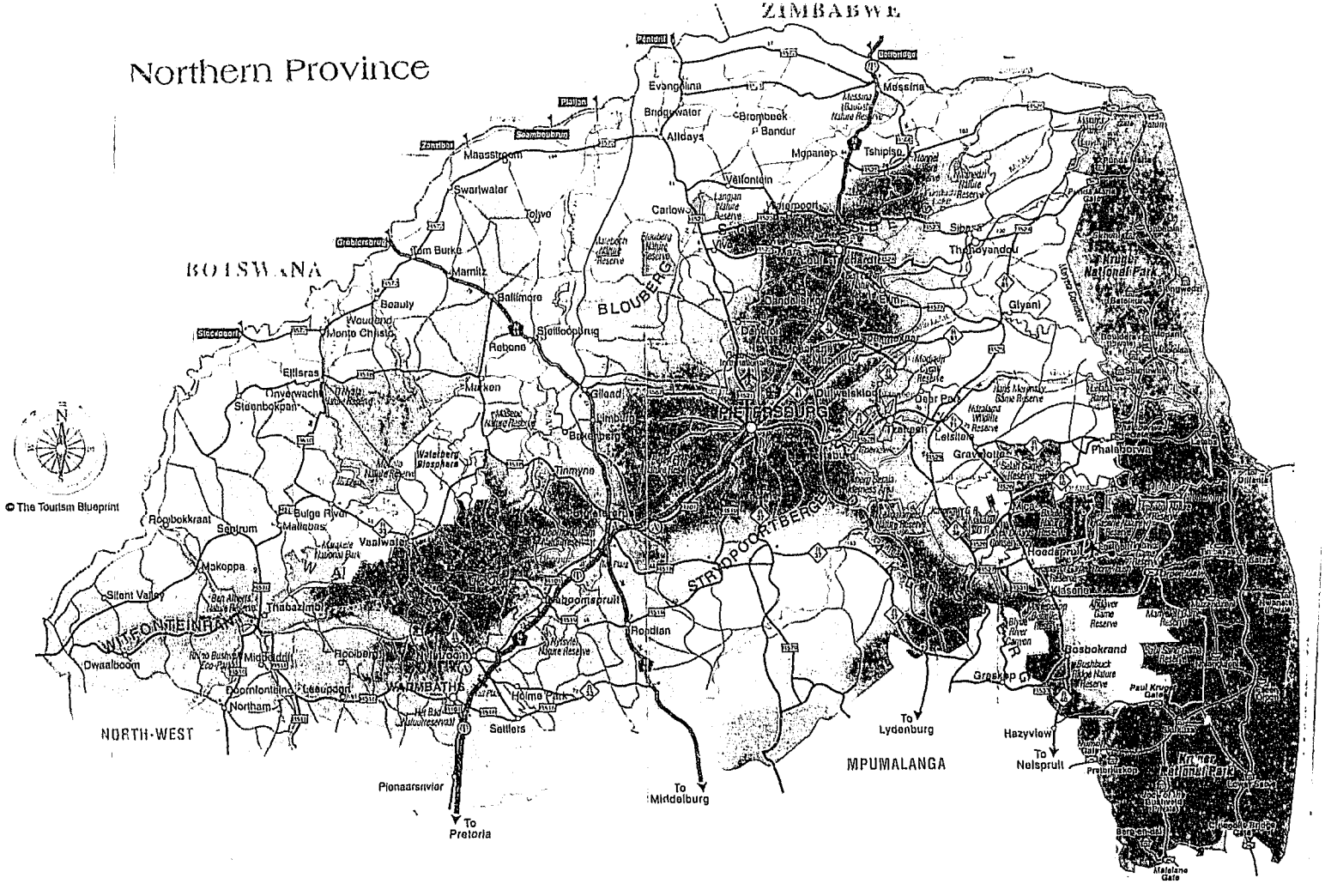
South Africa is divided into nine regions.

Each one is marked on the map so that you can see exactly where it is.

We would like you to tell us in the following questions how you felt about each of the regions that you stayed in or visited.




Northern Province
ZIMBABWE
BOTSWANA
NORTH-WEST
MPUMALANGA
BLOUBERG
STRYDPOORTBERGE
WITPOORTEINRAND
WARMBATHS
Messina
Evanpilina
Bridgewater
Brombeek
Bandur
Alldays
Mpanop
Tshipise
Maasstroom
Swartwater
Tolyve
Vaalfontein
Carlow
Sibasa
Thohoyandou
Tom Burke
Marnitz
Beauly
Waterland
Maria Christi
Battimore
Slaitloopbrug
Rebone
Elitsras
Onverwacht
Sidenbokpan
Makon
Gilead
Limburg
Bakenhand
Pietersburg
Seshego
Zaaiplaas
Lebowakgomo
Lebowa
Lenyenye
Tzaneen
Letsitele
Gravelotte
Phalaborwa
Kruger National Park
Giyani
Ohrigstad
Roosenekal
Burgersfort
Steelpoort
Lydenburg
Hoedspruit
Klaserie
Timmyno
Waterberg Biosphere
Roggebokkraal
Sentrum
Bulge River
Mallabas
Vaalwater
Makoppa
Silent Valley
Thabazimbi
Ben Alberts Nature Reserve
Rhino Bushmen Eco-Project
Middeldrift
Dwaalboom
Doornlontjiing
Leeupoort
Northam
Rooiberg
Nylstroom
Modimolle
Holma Park
Settlers
Hartbeespoort Dam
Pienaarsrivier
To Pretoria
To Middelburg
To Lydenburg
To Nelspruit
Hazyview
Bosbokrand
Bushbuck Ridge Nature Reserve
Paul Kruger Gate
Graskop
Blyde River Canyon
Mariepskop
Matlabas
Matlabas Nature Reserve
Mokolo Nature Reserve
Mokolo River
Crocodile River
Olifants River
Steelpoort River
Sabie River
Klaserie Nature Reserve
Timbavati Nature Reserve
Manyeleti Game Reserve
Mala Mala Game Reserve
Sabi Sand Game Reserve
Kruger National Park
Malelane Gate
Letaba
Mopani
Shingwedzi
Punda Maria
Pafuri
Pretoriuskop
Skukuza
Crocodile Bridge
Nwanedzi
Nwambiya
Nwatimhiri
Nwaswitshaka
Nwaxitsonto
Nwaswitsontso


Northern Province
ZIMBABWE
BOTSWANA
NORTH-WEST
MPUMALANGA
Messina
Evangelina
Bandelierkop
Alldays
Mogapeng
Tshipise
Vaalfontein
Waterpoort
Sibasa
Thohoyandou
Kruger National Park
Glyani
Maasstroom
Swartwater
Tolyvo
Carlow
Tom Burke
Marnitz
Ballimore
Beauty
Woudend
Monte Christo
Stellkoppiq
Rebone
BLOUBERG
Ellisras
Onverwacht
Steenbokpan
Makken
Gilead
Bakenberg
PIETERSBURG
Dendron
Dalmyn
Dalmyn Estate
Dorp Park
Letsitele
Gravelotte
Phalaborwa
Tzaneen
Timmyno
Waterberg Biosphere
Bulge River
Mallabas
Vaalwater
Roodekrans
Setrum
Makoppa
Silent Valley
Thabazimbi
WATERBERG
Ben Alberts Nature Reserve
Dwaalboom
Middelvlei
Roodberg
Bloemhof
Doornfontein
Leeupoort
Northam
WARMBATHS
Hoima Park
Settlers
Pienaarsrivier
To Pretoria
To Middelburg
Rondlan
Lydenburg
To Lydenburg
Hazyview
To Nelspruit
Graskop
Bosbokrand
Paul Kruger Gate
Malelane Gate
STRYDPOORTBERGE
Loskop Dam
Olifants River Canyon Game Reserve
Bushbuck Ridge Nature Reserve
Mapungubwe
Messina Nature Reserve
Langjan Nature Reserve
Woodbush Nature Reserve
Wolkberg Wilderness Area
Lekgalameetse Nature Reserve
Blouberg Nature Reserve
Loskop Nature Reserve
Nylsvley Nature Reserve
Mokopane
Potgietersrus
Groblersbrug
Zoutpan
Pontdrift
Pafuri
Soutpansberg
Louis Trichardt
Hoedspruit
Giyani
Thohoyandou
Mapungubwe
Messina
Musina
Nature Reserve
Nature Reserve
Nature Reserve

Author Hetisani H M
Name of thesis The Effects Of Transport In Infrastructure Towards Planning For Tourism In South Africa: The Case Of Corridor Developments: Case Study: Phalaborwa Sub-Corridor Hetisani H M 1999

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