LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

FINAL



PREPARED FOR:	ADDRESS:
MARULENG LOCAL MUNICIPALITY	64 SPRINGBOK STREET HOEDSPRUIT

NDIEMA CHASES SUB-27 IN GQEBERHA

● Kenyan star anticipates fast race at the Absa Run Your City series opener on Sunday

Kenyan runner Isaac Kibet Ndiema is excited to make his SA debut at the Absa Run Your City Gqeberha 10K on Sunday.

"I chose to come and run the series in South Africa because the course is really good for fast times and I wanted to see how fast I could run. Of course running in South Africa in your beautiful cities is also something I look forward to," he said.

With all eyes on Adriaan Wildschutt's attempt to break the SA record of 26:55 (set by Maxime Chaumeton in October 2025 at the Braov Running Festival in Romania), Ndiema, who is the holder of a 26:55 personal best, will start as the fastest man in the field and provide the world class competition that Wildschutt will require if he is to achieve his ambition of becoming the first man to produce a sub-27 minute 10km clocking on African soil.

"This would be a huge achievement. My training has been going on well and I am feeling prepared for the race," confirmed the Kenyan, who will start as one of the favourites to win the race through the "Windy City".

"I will definitely go with the early pace - this can help me to also run a good time in the end. Running sub 27 for 10km on African soil needs a lot of determination and good preparation ... but if it is to be done, I think this series in South Africa is where it will be done."

Hoping to benefit from record-breaking pace set by the likes of Ndiema and Wildschutt, is Lesotho's 10km national record holder Kamohelo Mofolo, who is poised to cement his place among the world's elite marathoners– starting with a strong season opener in Gqeberha.

Trained by US-based James McKirdy, Mofolo first captured public attention when he won the 2024 Absa 10km race in Tshwane ahead of Kabelo Mulaudzi. But it was the second 27-minute 10km run of his career, produced last year in Durban, that was most impressive. Mofolo finished as the runner-up, just six seconds behind winner Mulaudzi, stopping the clock in 27:47, which was a new national record for The Mountain Kingdom.

"Last year I was so happy to run fast. I had been working so hard to train well and develop my body. My coach taught me how to race at another level and he helped build my mind. I did more weekly training runs and focused very hard on speed and power." – Sowetan Reporter



Isaac Kibet Ndiema of Kenya, left, is excited to make his South African debut at the Absa Run Your City Gqeberha 10K come Sunday. /Fabienne Nicolas

sowetanlive.co.za

MARULENG MUNICIPALITY

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PUBLIC COMMENTS

PUBLIC COMMENTS ON DRAFT INTEGRATED TRANSPORT PLAN FOR MARULENG MUNICIPALITY

Notice is hereby given in terms of Section 13(a) read with Section 21(1) to (5) of the Local Government Municipal Systems Act, 2000 (Act 32 of 2000) that Maruleng Local Municipality invites members of the public as well as Interested and Affected stakeholders to make comments on the draft Integrated Transport Plan. Any person who wishes to make comments, inputs and/or representations is required to do so in writing within a period of 14 working days from the date of publication of this notice in the local newspaper and/or Limpopo provincial gazette. The comments, inputs and representations can be forwarded to the attention of Ms. D.H Phasha Email: **phashdh@maruleng.gov.za/ Mathakep@maruleng.gov.za** The draft ITP will also be available for inspection in the following municipal libraries; Metz Library, Hoedspruit Library, Drakensig Library, Timamogolo Modular Library and Thusang Service Centre as well as municipal website **www.maruleng.gov.za**. Any person who is unable to read and write will be assisted by the municipal officials.

Mr Muroa ML
Acting Municipal Manager

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THE COLLINS CHABANE LOCAL MUNICIPALITY INVITES BIDS FROM THE PROSPECTIVE SERVICE PROVIDER FOR SUPPLY AND DELIVERY OF GOODS AND SERVICES

NO	BID NUMBER	PROJECT NAME & NUMBER	PRICE	CLOSING DATE	SPECIFIC GOAL / EVALUATION CRITERIA	BID ENQUIRIES
1.	CCLM/017/2025/2026-BTO	APPOINTMENT FOR PROVISION OF BANKING SERVICES FOR COLLINS CHABANE LOCAL MUNICIPALITY FOR A PERIOD OF FIVE (05) YEARS	R1 043.00	28 APRIL 2026 @ 12H00	HISTORICAL DISADVANTAGE PEOPLE AS PER WHITE PAPER RDP OF 1994 (80/20)(90/10)	**(Technical procedure)** MS Maluleke N.V @ (015) 851 0110
2.	CCLM/018/2025/2026-BTO	APPOINTMENT FOR SHORT TERM INSURANCE AND TRACKING SYSTEM AND MAINTENANCE FOR A PERIOD OF THREE YEARS		28 MARCH 2026 @ 12H00		
3.	CCLM/012/2025/2026-COM	SUPPLY AND DELIVERY AND INSTALLATION OF VARIOUS WASTE BINS FOR A PERIOD OF 36 MONTHS				**(Technical procedure)** DR MALULEKE G.L. @ (015) 851 0112

COMPULSORY RETURNABLE DOCUMENTS & FUNCTIONALITY CRITERIA (full lists of compulsory returnable documents and functionality criteria will be specified in the Tender documents)

All proposals and supporting documents must be placed in a sealed envelop clearly marked the,"Tender number & bid name respectively" , and be deposited in the Collins Chabane Municipality Tender box not later than 12h00 on the respective dates where they will be opened in public. Proposals received after the closing date and time will not be considered. The Collins Chabane Municipality does not bind itself to accept the lowest or any bid , or disclose any reasons for their decision.

The bid will be evaluated and adjudicated in accordance with the 80/20 - 90/10, should be adjudicated in accordance with the 80/20 - 90/10 Point system as outlined above and in terms of the PPPFA , 2022 (Act No. 5 of 2000), and the Procurement Regulations and the Supply Chain Management Policy of the Collins Chabane Municipality.

(Any queries about bidding procedure) contact Maringa RM, During working hours @ (015) 851 0110

MARINGA R.M
SUPPLY CHAIN MANAGER

MALULEKE N.V
CHIEF FINANCIAL OFFICER

SHILENGE R.R
MUNICIPAL MANAGER

Table of Contents

1 INTRODUCTION 1-1
2 TRANSPORT STATUS QUO ANALYSIS (TRANSPORT REGISTER) 2-1
3 TRANSPORT NEEDS ASSESSMENT 3-1
4 TRANSPORT IMPROVEMENT PROPOSALS 4-1
5 FINANCE AND IMPLEMENTATION PLAN 5-1
6 OVERVIEW OF PUBLIC TRANSPORT PLAN 6-1

List of Appendices

APPENDIX A: SUPPLEMENTARY INFORMATION FOR TRANSPORT RECORDS (TR).
APPENDIX B: PUBLIC TRANSPORT PLAN (PTP) INCLUDING
APPENDIX B-1: OPERATING LICENSE STRATEGY (OLS).
APPENDIX B-2: RATIONALIZATION PLAN / MDM IPTN.
APPENDIX C: FREIGHT TRANSPORT STRATEGY.
APPENDIX D: STAKEHOLDER CONSULTATION.

List of Abbreviations

Abbreviation	Description
ACSA	Airports Company South Africa
AM	Ante Merīdiem, meaning is "before noon"
Autopax	Autopax Passenger Services (Pty) Ltd.
CBD	Central Business District
CBTA	Cross Border Transport Agency
COTO	Committee of Transport Officials
CPTR	Current Public Transport Record
CRR	Capital Replacement Reserve
DC	Development Corridors
DORA	The Division of Revenue Act No. 4 of 2020
EGDP	Economic Growth and Development Plan
FAR	Floor Area Ratio
FDA	Functional Development Areas
GNT	Great North Transport
HOV	High-Occupancy Vehicle
IDP	Integrated Development Plan
IPC	Intermodal Planning Committee
IPTN	Integrated Public Transport Networks
IRPTS	Integrated Rapid Public Transit System
IUDF	Integrated Urban Development Framework
IUDG	Integrated Urban Development Grant
LDoPW	Limpopo Province Department of Public Works
LDTCS	Limpopo Province Department of Transport and Community Safety
LITP	Local Integrated Transport Plan Maruleng Local Municipality
LPRE	Limpopo Provincial Regulatory Entity
LPTF	Limpopo Provincial Land Transport Framework
LSDFP	Local Spatial Development Framework Plan
LSM	Living Standards Measure
LUMS	Development of the Land Use Management System
MBT	Minibus Taxi
MDM	Mopani District Municipality
MEC	Member of the Executive Committee
MFMA	Municipal Finance Management Act of 2003
MIG	Municipal Infrastructure Grant
MLM	Maruleng Local Municipality
MLTF	Municipal Land Transport Fund
MMA	Maruleng Municipality Airport
MSA	Municipal Systems Act, 32 of 2000
MTREF	Medium Term Revenue and Expenditure Framework
NATMAP	The National Transport Master Plan, 2050

Abbreviation	Description
NDoT	National Department of Transport
NDPG	Neighbourhood Development Partnership Grant
NFLS	National Freight Logistics Strategy
NHTS	National Household Travel Survey
NLTA	National Land Transport Act 2009, (Act No. 5 of 2009)
NLTA (Amended)	Amended National Land Transport Act 2009, (Act No. 23 of 2023)
NLTSF	National Land Transport Strategic Framework 2007
NMT	Non-motorised Transport
NRMF	National Road Maintenance Fund
OLAS	Operating Licences Administration System
OLP	Operating License Plan
OLS	Operating Licensing Strategy
PA	Planning Regular Authority
PFMA	Public Finance Municipal Act
PLTF	Provincial Land Transport Framework
PM	Post Merīdiem, meaning is “after midday”
PPP	Public-Private Partnerships
PRASA	Passenger Rail Agency of South Africa
PRE	Planning Regular Entity
PRMG	Provincial Road Maintenance Grant
PTNG	Public Transport Network Grant
PTO	Public Transport Operators
PTOG	Public Transport Operations Grant
PTP	Public Transport Plan
PWSCN	The term Passenger with Special Categories of Need
RAF	Road Accident Fund
RAL	Roads Agency Limpopo
RAT PLAN	Rationalisation Plan
RFS	Road Freight Strategy for South Africa, 2011
RMP	Road Master Plan
RNMS	Road Network Management Strategy
RSR	Railway Safety Regulator
RTMC	Road Traffic Management Corporation
SAA	South African Airways
SACAA	South African Civil Aviation Authority
SADC	Southern African Development Community
SALGA	South African Local Government Association
SANRAL	South Africa National Roads Agency Limited SOC LTD
SANTACO	South African National Taxi Council
SCRTC	SANTACO Mopani Regional Taxi Council
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Plan
SMME	Small Medium and Micro Enterprises

Abbreviation	Description
SNP	Special Needs Passengers
SPLUMA	Spatial Planning and Land Use Management Act, 16 of 2013
TA	Taxi Association
TCC	Traffic Control Centre
TDM	Transportation Demand Management
TFR	Transnet Freight Rail
TIS	Transport Infrastructure Strategy
TOD	Transit Orientated Development
TR	Transport Records
UDAP	Universal Design Access Plan
WIM	Weigh-In-Motion

Executive Summary

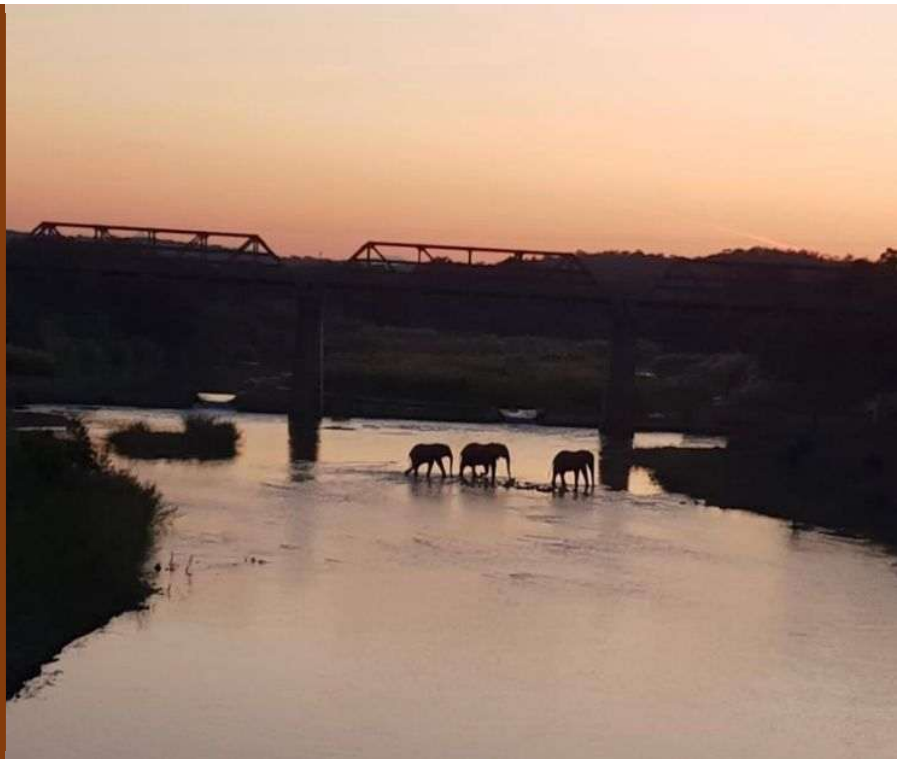


Table of Contents

EXECUTIVE SUMMARY Ex-1

a) INTRODUCTION (CHAPTER 1) Ex-1
b) TRANSPORT STATUS QUO ANALYSIS - TRANSPORT REGISTER (CHAPTER 2) Ex-2
c) TRANSPORT NEEDS ASSESSMENT (CHAPTER 3) Ex-4
d) TRANSPORT IMPROVEMENT PROPOSALS (CHAPTER 4) Ex-5
e) FINANCE AND IMPLEMENTATION PLAN (CHAPTER 5) Ex-6
f) OVERVIEW OF PUBLIC TRANSPORT PLAN (CHAPTER 6) Ex-17
g) RATIONALISATION PLAN (APPENDIX B-2) Ex-20
h) FREIGHT TRANSPORT (APPENDIX C-1) Ex-22

List of Figures

FIGURE EX-1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM
FIGURE EX-2: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

List of Tables

TABLE EX-1: LIST OF MLM WARDS
TABLE EX-2: MLM IDP MTREF SUMMARY
TABLE EX-3: MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS
TABLE EX-4: MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS
TABLE EX-5: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM
TABLE EX-6: RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM
TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS
TABLE EX-8.1: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES
TABLE EX-8.2: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES
TABLE EX-9: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025

EXECUTIVE SUMMARY

This Local Integrated Transport Plan (LITP) has been prepared for Maruleng Local Municipality (MLM) in terms of Section 36(1) of the National Land Transport Act 2009, (Act No. 5 of 2009) (NLTA) and the Amended National Land Transport Act 2009 (Act No. 23 of 2023) (NLTA Amended).

The NLTA and Amended NLTA requires all planning authorities to prepare transport plans in their jurisdiction for the period of 5 years that must be updated annually. The **LITP** must be submitted to the Limpopo Department of Transport and Community Safety (LDTCS) Member of the Executive Committee (MEC) for approval.

The content of the **MLM-LITP** is based on:

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, published on 23 July 2016 by the Minister of Transport hereby, in consultation with the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).

a) INTRODUCTION (CHAPTER 1)

The LITP covers the Maruleng Local Municipality Area.

The Maruleng LM contains 14 wards, with varying physical sizes depending on the population density. The wards encompassing nature reserves have larger areas due to the scattered settlements. The northwest region has more municipal wards than the east, primarily due to the high concentration of rural villages. The MLM wards are shown in **Table Ex-1**.

TABLE EX-1: LIST OF MLM WARDS

Ward Number	Urban/Rural Areas
Ward 1	Hoedspruit (Urban), Farms (East of Hoedspruit)
Ward 2	Klaserie, Kampersrus (Urban), Dingapong, Santeng (Part)
Ward 3	Finale, Diphuti/The Oaks (part),
Ward 4	Ga-Mabin, Ga-Mametja, and Sedawa (part)
Ward 5	The Willows, Sedawa (part), Santeng (part)
Ward 6	Mica (Urban), Bismark, London, Sefikeng, Worcester, Enable (part)
Ward 7	Setjupereng, Naphuno, Turkey, Busthana, Enable (part), Turnkey (part)
Ward 8	Makgaung, Ntswelemotse, Turnkey (part), Moetladimo (part)
Ward 9	Metz, Moetladimo A (part), Madeira (part)
Ward 10	Sofaya (part), Madiera (part)
Ward 11	Hlohlokwe, Ticky Line, and Sofaya (part)
Ward 12	Ga-Sekororo (part), Lorraine
Ward 13	Calais, Balloon (part)
Ward 14	Mahlomelong, Balloon, Ga-Sekororo (part)

The various input items provided for the **MLM-LITP** will be relevant for the period from October 2025 to September 2030.

Section 15 of the NLTA and Amended NLTA provides that the City / Municipality must establish an Intermodal Planning Committee (IPC) consisting of prescribed officials and representatives of operators. The functions of the committee are to co-ordinate public transport between the modes. The MLM has an established Transport Forum.

The **MLM-LITP** preparation included consultation and participation of interested and affected parties required for the preparation of the IDP in terms of Chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act 2000 (Act No 32 of 2000). The **MLM-LITP** is a specific sector plan that feeds into the Integrated Development Plan and ultimately forms part of the Provincial Land Transport Framework.

b) TRANSPORT STATUS QUO ANALYSIS - TRANSPORT REGISTER (CHAPTER 2)

This chapter spells out the status quo of transport in MLM. It includes the entire transport system taking into consideration all local modes of transport such as rail, bus, mini-taxi and metered taxi transport. The following subsections are relevant:

i) Demographic and Socio-economic.

MLM is situated in the south-eastern quadrant of the Limpopo Province within the Mopani District Municipal Area of Jurisdiction. The municipal area extends over 324 699 hectares, and it comprises of 33 rural villages and 3 urban areas. It has a population size of 128 137, 90% of which are situated in rural areas.

ii) Spatial Development Framework.

The Municipal Spatial Development Framework, 2024 (MSDF) supports and informs public and private investment decisions that affect the spatial form of a Municipality. It establishes a framework that includes a spatial vision, policy parameters and development priorities for the Municipality.

iii) Transport Implications of the SDF

Integrated transport and land use planning strategies need to achieve transport provision that includes the urban perspective.

The 2025/2030 **MLM-LITP** determines and describes the transport-related issues, problems and needs of the municipality and its residents, to complement the spatial planning process. The Overall Network Design is described and sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted in **Chapter 6** of the 2025/2030 MLM-LITP.

iv) General Overview of the Transportation System.

The 2025/2030 **MLM-LITP** determines and describes the transport-related issues, problems and needs of the municipality and its residents. The following are relevant:

- Modal split between private, public transport (by mode) and non-motorised transport modes for work, education and other trips made during a typical weekday morning peak period.
- Levels of dissatisfaction with the different aspects of the transport system and different modes of transport in the area, including travel times, costs, availability and accessibility, safety and the reliability of public transport services.
- Average travel time to work and education, travel time for public transport trips to work, walking times to public transport by mode, and percentage of households spending more than 10% of income on public transport.
- The main transport problems in the municipality towards which the policies, strategies and projects in the 5-year **MLM-LITP** will be addressed.

v) Description of the regular daily transportation system.

The following information was obtained as part of the regular daily transport system:

- Passenger rail infrastructure, rolling stock, and line capacity and utilisation.
- Road-based public transport (namely bus and minibus-taxi) infrastructure.
- Road-based routes per mode and per major operator or TA.
- Summary and analysis of the fare systems (structure, levels, fare collection systems and concessions) of different services in the area.
- Passenger rail service capacity and capacity utilisation per line in the peak period.
- Road-based public transport service capacity and capacity utilisation per route in the peak period.
- Summary of area-to-area movements based on cordon counts.
- Analysis of conditions of transport infrastructure, facilities and rolling stock.

vi) Description of other public transport services and modes of transport.

This section provides a summary of the location and size of operations where available, infrastructure and/or any contractual arrangements for:

- Metered taxis.
- E-hailing services.
- Long-distance and cross-border transport.
- Transport for learners.
- Non-motorised transport.

vii) Description of institutional and organisational make-up of public transport industry.

This section provides a summary of other road-based transport operators in MLM.

viii) Roads and traffic.

ix) Freight transport.

This section provides an understanding of the Provincial Freight Transport based on the Limpopo Provincial Land Transport Framework(2015 to 2019) and deals with Road Freight, Rail Freight and Air Freight.

x) Financial information.

This section is described extensively in Chapter 5 and contains sources of income and expenditure by MLM on all transport services and infrastructure within its area, and annual expenditure by state-owned entities in the ITP area on infrastructure and operational subsidies (SANRAL, Province, PTIS grants, etc.).

c) TRANSPORT NEEDS ASSESSMENT (CHAPTER 3)

This chapter determines and describes the transport-related issues, problems and needs of the municipality and its residents based on the following:

i) Assessment of issues, problems, trends and performance standards revealed by the Transport Register.
ii) Processes of public participation and stakeholder feedback aimed at identifying the needs of the community present and future transport demand estimation, determined by extrapolation from current trends, modelling, and/or other estimations.
iii) The upgrading and maintenance needs of all roads and public transport facilities for which the planning authority is responsible must be identified.
iv) The identified need for new roads and facilities.

The transport needs assessment is addressed by means of:

i) Modal split.
ii) Public transport.
iii) Measures to promote public transport.
iv) The needs of learners and persons with special needs.
v) Non-motorised transport.
vi) Private transport.
vii) Travel demand estimation.
viii) Transport and technology.
ix) Road network.

The investigation into the transport needs assessment for Maruleng has had the following important findings in terms of:

i) Walking.
ii) Public Transport, **Chapter 6**.
iii) Integration of NMT and PT Planning.
iv) Hybrid/Electric Technology.

d) TRANSPORT IMPROVEMENT PROPOSALS (CHAPTER 4)

This section deals with the following:

i) Spatial Development Objectives of which 9 were identified as part of the MLM-SDF (2024), as summarised below:

- **Objective 1:** Environmental Sustainability.
- **Objective 2:** Corridor Development and Connectivity.
- **Objective 3:** Functional Nodal Hierarchy.
- **Objective 4:** Urban and Rural Development Edges.
- **Objective 5:** Strategic Development Areas and Upgrading Intervention Areas.
- **Objective 6:** Basic Service Clusters.
- **Objective 7:** Agriculture and Mining Resources.
- **Objective 8:** Agro-industries & Manufacturing.
- **Objective 9:** Tourism.

More specific information is provided for the **Development Objectives 2, 3, 6, 8 and 9** based on extractions from MLM-SDF, since it related to identification of transport related improvements. These projects are listed below in the Additional Projects **Table Ex-5.6** (**Projects 1 to 27**)

ii) Public Transport Facilities and needs related to primary, secondary and local service nodes as identified and summarised for:

- Primary Node, Hoedspruit.
- Secondary Node, Oaks/Diphuti.
- Secondary Node, Metz.
- Rural Node, Sekororo Lorraine
- Naphuno.

e) FINANCE AND IMPLEMENTATION PLAN (CHAPTER 5)

This chapter contains the following:

i) Funding strategy and summarising sources of income and funding constraints.
ii) Summary of all the proposals, projects and programmes for this **LITP**.
iii) Prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints.
iv) Description of the budget and programme for the five-year period of this **LITP**.

MLM has various transport project proposals, some of which are already in their implementation phase, for both capital and operational initiatives.

Not all projects are, however, planned and/or funded by MLM. Apart from the "own-funded" projects, there are other government departments and parastatals that fund some of these transport projects. Consequently, the following are summarised and discussed in more detail as part of the following subsections:

i) Own revenue as per MLM Integrated Development Plan (IDP).
ii) South Africa National Roads Agency (SANRAL).
iii) Roads Agency Limpopo (RAL).
iv) Projects identified as part of the MDM-IPTN.
v) Additional projects identified as part of **MLM-LITP**, to be approved and included as part of future IDPs.

MLM receives a share of DORA which it then manages in terms of the Municipal Finance Management Act of 2003 (MFMA). The transport sector's share of this funding is further administered by the Municipal Land Transport Fund (MLTF).

The MLTF is a fund that has been established in terms of Section 27 (1) of the National Land Transport Act of 2009 (NLTA). Sections 27 and 28 of the NLTA require MLM to "receive, raise, invest and spend money" through an MLTF for transport-related functions.

Section 27 of the NLTA provides that MLM must administer the MLTF and use it to defray the cost of the functions of the Municipality in terms of the NLTA or its **LITP**. The MLTF must also be used to cover any other expenditure that will promote the objectives of the NLTA in the Municipality's Area.

Section 27 NLTA states further that the following sums must be paid into the MLTF:

i) Money appropriated by the Minister.
ii) Money appropriated by the MEC.
iii) User charges collected in terms of Section 28 of the NLTA.
iv) Interest on invested cash balances.
v) Donations and contributions to the MLTF from any other source, including foreign aid agencies.

Section 28 of the NLTA grants powers to impose a variety of user charges.

The sources of DORA funding for transport that MLM has access to:

i) Integrated Urban Development Grant (IUDG).
ii) Public Transport Network Grant (PTNG).
iii) Neighbourhood Development Partnership Grant (NDPG).
iv) Equitable Share.
v) Municipal Finance Management Grant (FMG)
vi) Expanded Public Works Program (EPWP)

MLM also allocates funding from non-DORA sources, such as Capital Replacement Reserve (CRR) and Own Revenue.

MLM 's operating budgets, as previously stated, are reported on an annual basis and per sector. The current year's budget is fixed, and the following two years are estimated. The current approved detailed operating costs for the transport sector from MLM's approved MTREF budget as per the 2025/2026 approved IDP shown below in **Table Ex-2.**

TABLE EX-2: MLM IDP MTREF SUMMARY

Financial Year	Transport Budget		
	Sector		Total
	Roads, Stormwater & Bridges	Maintenance & Repairs	
2025/2026	R190 607 442	R16 500 000	R207 107 442
2026/2027	R132 518 346	R6 792 500	R139 310 846
2027/2028	R114 541 830	R6 962 313	R121 504 143
TOTAL	**R437 667 619**	**R30 254 813**	**R467 922 432**

Table Ex-3 below summarises the proposals, projects and programmes from the IDP for this LITP, together with the financial implications of each, including subsidies and operational costs.

TABLE EX-3: MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges	Upgrading of Gravel to Paved Road.	R301 471 411	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Bridge Construction.	R20 480 000	
	Rehabilitation of Roads.	R115 716 208	
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R10 000 000	
	TOTAL	**R467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

Table Ex-4 below shows the detailed breakdown of the budgeted transport projects from the latest MLM-IDP (2025/2026), while **Table Ex-5** below provides a summary of planned SANRAL infrastructure planning and construction projects within MLM.

TABLE EX-4: MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges Construction and Rehabilitation	Maruleng low level bridges (Construction).	R20 480 000	(MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Balloon internal street (Upgrade).	R2 093 296	
	Scotia internal street (Upgrade).	R13 982 608	
	Madeira access road (Upgrade).	R43 575 047	
	Molalane internal street (Upgrade).	R13 865 503	
	Willows internal street (Upgrade).	R8 631 783	
	Lorraine – Bellville Nkopedjie access road (Upgrade).	R13 422 155	
	Essex road (Upgrade).	R72 026 296	
	Construction of Metz internal street Phase 1 (Upgrade).	R33 617 391	
	Makgaung internal street (Upgrade).	R36 493 815	
	Mahupje ring road (Upgrade).	R3 000 000	
	Bismarck internal street (Upgrade).	R43 057 008	
	Turkey 2 to Turkey 3 internal street (Upgrade).	R17 706 509	
	Hlohlokwe to Sofaya access road (Rehabilitation).	R6 015 215	
	Hlohlokwe/ Ga Mohlala (Rehabilitation).	R25 000 000	
	The Oaks to Final access road (Rehabilitation).	R79 376 210	
	Lorraine access road (Rehabilitation).	R5 324 783	

Name of Proposal, Project or Program	Summary of Proposal, Project or Program	Financial Implications Over Three Years	
		Total CAPEX	**Funding Source(s)**
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R10 000 000	
	TOTAL	**R467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

TABLE EX-5: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM					
Project Number	**Description**	**Project Type**	**Project Status**	**Start Date**	**Planned End Date**
CONTRACT SANRAL X.002-120-2019/1F	Routine Road Maintenance of National Route R36 from Fetakgomo, Tubatse Local Municipal to Greater Tzaneen Local Municipal Border, R40 from Mpumalanga border to Ba-Phalaborwa Local Municipal border, R526 from R40 to Ba-Phalaborwa Municipal Border, and R531 from R40 to Orpen Kruger Park.	Routine Road Maintenance.	Current.	Already commenced.	To be confirmed.
EMERGENCY CONTRACT X.002-120-2019/2	Road R527.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.
CONTRACT SANRAL X.002-182-20/1F	Routine Road Maintenance of National Route R36 from Fetakgomo Tubatse Municipal to Greater Tzaneen Municipal border, R40 from Mpumalanga border to Bs-Phalaborwa Municipal Border, R526 from R40 to Ba-Phalaborwa Municipal Border, R531 from R40 to	Future Routine Road Maintenance.	Will be appointed from panel.	To be confirmed.	To be confirmed.

TABLE EX-5: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM					
Project Number	**Description**	**Project Type**	**Project Status**	**Start Date**	**Planned End Date**
	Orpen Kruger Park and R527 from R36 Intersection to Hoedspruit.				
CONTRACT SANRAL R.040-050-2020/3	The Resurfacing on National Route R40 Section 5 from Arthur's Seat (Km 53.0) to Hoedspruit (Km 93.79)	Construction Tender.	Advertised and tender closed.	Estimated start: 3 November 2025.	15 Months including 3 months mobilization period.
CONTRACT SANRAL R.040-060-2020/1:	The Resurfacing of National Route R40 Section 6 from Hoedspruit (Km 0,00) To R526 Intersection (Km 32,02)	Construction Tender.	Design Phase.	Estimated start: 2 February 2026.	13 Months including 3 months mobilization period.

Table Ex-6 below shows a summary of planned RAL projects within MLM Area.

TABLE EX-6: RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM				
Project Name	**Activity**	**Roads**	**Description**	**Outputs**
T1019C	Preventative Maintenance	D3873	Bokgaga to Laphephane	Finishing compliance documents
T1019A	Preventative Maintenance	D3873	Bokgaga to Laphephane	Practically Completed
T1114A	Preventative Maintenance	D21	Ofcolaco to Gafani	In progress
T1114B	Preventative Maintenance	D21	The Oaks to Sekororo	Under Design
T1115	Preventative Maintenance	D1656	From P181/1 to Mica	Design Completed
T1110B	Preventative Maintenance	D1909	P17/4 to Timbavati	Practically Completed
T1308	Bridge Refurbishment	435, 6118, NB102, NB185, NB186, NB192,UN136, UN155, UN156 and UN157	Improvement to bridges	Under Design

Hoedspruit East Gate Airport is currently a privately-owned domestic airport which serves as a hub for both domestic and international tourists receiving commercial flights from both Cape Town and Johannesburg as well as private charters.

An application for an international license is in process and being coordinated at provincial level by the MEC of Transport. The approval of a customs point will have a significantly positive impact on tourism numbers and hence increased expenditure within MLM.

Table Ex-7 below lists additional projects identified in Chapters 4 and 5 of the **MLM-ITP.**

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
1.	Annual updating of **MLM-LITP**.	General
2.	Prepare and annual update of MLM Roads Master Plan.	General
3.	Prepare and annual update of MLM Non-motorised Plan.	General
4.	Develop and maintain MLM Road Network Management System for proactive maintenance of roads.	General

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
5.	Implementation of projects related to the Operating License Plan for MLM such as ring-fencing of OLs and TAs members: a) Determine and implement a process to comment on OLs applications received from LPRE. b) An Assistant Manager for Public Transport Regulation and Compliance need to be appointed for the administration related to the processes and activities between MLM, the Operators and LPRE or NPTR. c) Ring-fencing of OLs and TAs members. d) Token system for public transport facilities and the implementation that includes by-laws. e) Metered taxi strategy. f) Guidelines for recommendations pertaining to long-distance public transport service OLs. g) MLM should explore the possibility of Tuk-Tuks services, define the areas where the service will be sustainable and collaborate with the taxi industry as part of the development of the MTS. h) Real-time operational strategy for OLAS for the Limpopo Province. (14 days buffer to allow for administrative processes) i) Public Transport Facility Operational Agreements between Operators and MLM if the facility belongs to MLM. The property owner should be included if the facility does not belong to MLM.	OLS
6.	Plan, design and construct a truck inn facility for MLM (see also 16 below)	Freight
7.	Plan, design and construct non-motorised transport projects (schools and identified routes) as per NMT Master Plan.	NMT
8.	Maintain an Intermodal Planning Committee (Transport Forum) to comply with NLTA and Amended NLTA (Section 15)	Planning Mechanism
9.	Eastgate International Airport.	Freight & Tourism
10.	Sheltering of existing public transport stops and construction of new ones.	IPTN
11.	Plan and implement Static Weigh Bridge for the MLM-Area (see also 15).	Freight
12.	Routine maintenance and upgrading of the existing corridor linkages (see also 26): a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21. c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and d) Hoedspruit. e) Strategic Tourism Links f) Critical Rural Routes.	Corridor Development & Connectivity

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
13.	Upliftment and developed R40 as a Railway Corridor (see also 27).	Corridor Development & Connectivity
14.	Development of Road D21 as an Integrated Public Transport as Strategic Link (see also 19).	Corridor Development & Connectivity
15.	Identification of locality of a Static Weigh Bridge.	Corridor Development & Connectivity
16.	Development of Truck Inn at Klaserie.	Corridor Development & Connectivity
17.	Provide Intermodal Public Transport Facility that integrate the respective public transport facilities and modes, to enhance Hoedspruit with the following ancillary facilities: a) Development of Intermodal Public Transport Facility. (Universal Accessible). b) Improve / Upgrade other Public Transport Facilities in Town. c) Link other Public Transport Facility in CBD with Intermodal Public Transport Facility. d) Implement NMT walkways and bicycles ways to link with Public Transport and Origins / Destinations. e) Provide street furniture, information signs, traffic signs and lights. f) Formalise Hawker Facilities inside and outside Public Transport Facilities. g) Identify strategic areas to accommodate hawker Facilities h) Provide security camaras and security personnel. i) Traffic Law enforcement for private and public transport modes.	Functional Nodal Hierarchy
18.	Transport infrastructure development at the following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno. Transit Orientated Developments (TODs) should be incorporated.	Functional Nodal Hierarchy
19.	Development of Road D21 as an Integrated Public Transport Network as Strategic Link.	Functional Nodal Hierarchy
20.	Improve / provide Public Transport Facilities following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine/ Sekororo and Naphuno.	Basic Service Clusters

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
21.	The following infrastructure typical forms part of the Integrated Public Transport Facilities: a) Transit Orientated Developments (TODs) should be incorporated. b) Typical Public Transport Facilities. c) Destinations served. d) Type of Public Transport Modes. e) Type of NMT provided. f) Infrastructure required as part of Facility. g) Ancillary Facilities. h) Operation and Maintenance.	Basic Service Clusters
22.	Maintenance of Road R531 as part of the Agro-processing corridor.	Agro-industries & Manufacturing
23.	Determination of Medium to Long Term Road capacity and ancillary facilities.	Agro-industries & Manufacturing
24.	Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.	Agro-industries & Manufacturing
25.	Development of Strategic Tourism Links (STLs).	Tourism
26.	Routine maintenance and upgrading of the existing corridor links: a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21. c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and d) Hoedspruit. e) Maintenance of Road R331.	Tourism
27.	Upliftment and develop a R40 Railway Corridor (Passengers).	Tourism

Note: Several of the projects identified as part of the table is incorporated as part of the RAL and SANRAL Projects. Funding sources for the other additional projects are, however, still to be determined.

f) OVERVIEW OF PUBLIC TRANSPORT PLAN (CHAPTER 6)

The **MLM-PTP** is based on all relevant data and information available, including the TR, the Subsidy Information System, the Operating Licensing Administration System (OLAS), other funding, and existing contract documents.

Based on the STAATSKOERANT, 29 JULY 2016 No. 40174 All Schedule 1, district municipalities are required to develop a PTP, whether the services in the area covered by the plan are contracted or not, subsidised or not, or whether there are many modes or only a single mode of transport in operation.

The focus of the **MLM-PTP** is to integrate the public transport network, services and modes. The plan provides the basis for rationalising and restructuring the public transport system, designing contracts for contracted services and awarding operating licences to non-contracted services.

The PTP comprises of six parts:

i) Part 1, Policies and Strategies.
ii) Part 2, Overall Network Design.
iii) Part 3, Commuter Rail Plan (not relevant for MLM).
iv) Part 4, Contracted Services Plan.
v) Part 5, Non-Contracted Services Plan.
vi) Part 6, Operating License Plan (OLP), separate document.

An Operating License Plan (OLP) was prepared as a separate document as part of this Public Transport Plan. (see **Appendix B-1**)

The OLP guides the National Public Transport Regulator (NPTR) and the relevant regulating entities in the award of operating licences for contracted and non-contracted services within the jurisdictional and functional area, in concurrency with affected municipalities.

Based on the requirements of the NLTA no. 5 of 2009, the Amended NLTA no. 23 of 2023, and the related NLTA Regulations, the MLM sets conditions for the granting of OL's by the NPTR and regulating entities. These conditions consist of general conditions applicable to all transactions as well as conditions specific to public transport services. These services include minibus taxis services, private bus services, learner services, staff services, long-distance public transport services, metered taxis services, charter services, tourist services, special events and major special events, courtesy services and Tuk-tuk services on which public transport services applications for OLs are transacted. When the city rejects an application, the granting authority must comply.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

The OLP forms part of the Public Transport Plan (PTP) and the 2025/2030 **MLM-LITP**. On approval of the **MLM-LITP** and in terms of Section 36 (6) of the NLTA, the planning authority will make its integrated transport plan available to the NPTR and the LPRE and make recommendations to them relevant to applications for new operating licences in the prescribed manner.

Buses and taxis need to be incorporated as part of the Mopani Integrated Public Transport Networks (IPTN).

A model of providing scheduled taxi services is contained as part of the guidelines provided as per the document prepared for Taxi Operating Companies (TOC) planning and preparations processes as part of the **MLM-LITP**. The OLP contains the following Chapters:

i) Introduction.
ii) Operating Licenses.
iii) Operating Licences for non-regular modes of transport.
iv) Conditions for evaluation of operating licences.
v) Operating Licences administration system.
vi) Enforcement strategies.
vii) Conclusion.

All data and information regarding operating licences must be reflected accurately and reliably in the OLAS to inform public transport transactions for all applications. At this stage, the LPRE is responsible for the OLAS. The data and information must be made accessible to MLM.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

The Operating License Strategy (OLS) is set out in **Appendix B-1** of the **MLM-LITP** and is summarised as follows:

i) An operating licence is defined as a licence required in terms of Section 50 of the National Land Transport Act (NLTA, Act 5 of 2009), granted and issued in accordance with such act.

ii) Types of applications requiring Operating Licences (OLs) include:

- New applications.
- Amendments.
- Cancellation.
- Transfers.

iii) The Operating Licence Plan (OLP) guides the awarding of OLs for contracted and non-contracted services.

There are two taxi associations operating within MLM and the recommended number of OL's are shown in **Tables Ex-8.1 and Ex-8.2** below:

TABLE EX-8.1: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licenses to be issued.	**92**	**66**	**48**

TABLE EX-8.2: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licenses to be issued	**35**	**23**	**14**

The following are important prior to issuing the calculated the recommended number of Operating Licenses per Taxi Association:

i) The Mopani District Municipality Enquiry and Maruleng Municipality Enquiry Teams, needs to play a leading role with the process of issuing new operating licenses.
ii) A process be followed between the LPRE, MLM (Enquiry Teams) and respective TAs that have a Point "A" of operation within MLM, to ring fence operators that could potentially qualify to obtain Operating Licenses.
iii) The Mopani District Taxi Council and the Limpopo Provincial Taxi Council should also sign off ring fenced operators and the plan to issue the additional Operating Licenses.
iv) The Mopani District Municipal and Maruleng Municipality Enquiry Teams should treat Operating Licenses applications with Destinations (Point "B") outside MLM borders with the necessary care to avoid possible conflict. Amongst others, current Agreements between Taxi Associations, should be taken in consideration.

It is recommended that a dedicated post should be created for a Public Transport Regulation and Compliance official to be a dedicated position to administrate and facilitate the processes and activities between MLM, the Operators and LPRE or NPTR.

g) RATIONALISATION PLAN (APPENDIX B-2)

It should be noted that during April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province, by CSIR".* The subsidised bus services in the Limpopo Province, which included MLM, were rationalised as part of the preparation of the Document. The results should therefore be incorporated as part of the development of District and Local Municipalities IPTNs and ITPs in the Limpopo Province.

As of the 1st of April 2025, new bus contracts were implemented across MDM and they are listed in **Table Ex-9** below. The contract values were, however, not disclosed to the Project Team and no Mini and Midi Taxis were incorporated as part of the Contracts. The LDTCS is at this stage still the Contracting Authority.

TABLE EX-9: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025

Bus Operator	Contract No	Contracted Routes	Contracted Buses	No Of Weekday Shifts
Mopani 1 (Giyani) Great North Transport	MOP1/2025	19	18	42
Mopani 2 (Hoedspruit) Great North Transport	MOP2/2025	62	40	97
Mopani Three Transport	MOP3/2025	60	49	149

Figure Ex-1 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM.

Annexure A as part of the MLM-Rationalisation Plan contains the Mopani-2 Service Designs, while **Annexure B** MLM-Rationalisation Plan provides Taxi Operating Companies (TOC) Planning & Preparation Process as part of the MLM Rationalisation Plan (see **Appendix B-2**). This document intends to provide some background and guidance on the process to be followed during the Taxi Operating Company (TOC) formation process to provide taxi scheduled services as part of/or separately from the IPTS.

It should further be noted that the TOC formation process should always be linked to a **Business Improvement** which may include, but is not limited to:

i) Grouping of vehicles owners (operators) and/or even associations.
ii) Collectivising revenues.
iii) Collectivising costs.
iv) Collectivising management.
v) Moving towards scheduled services.

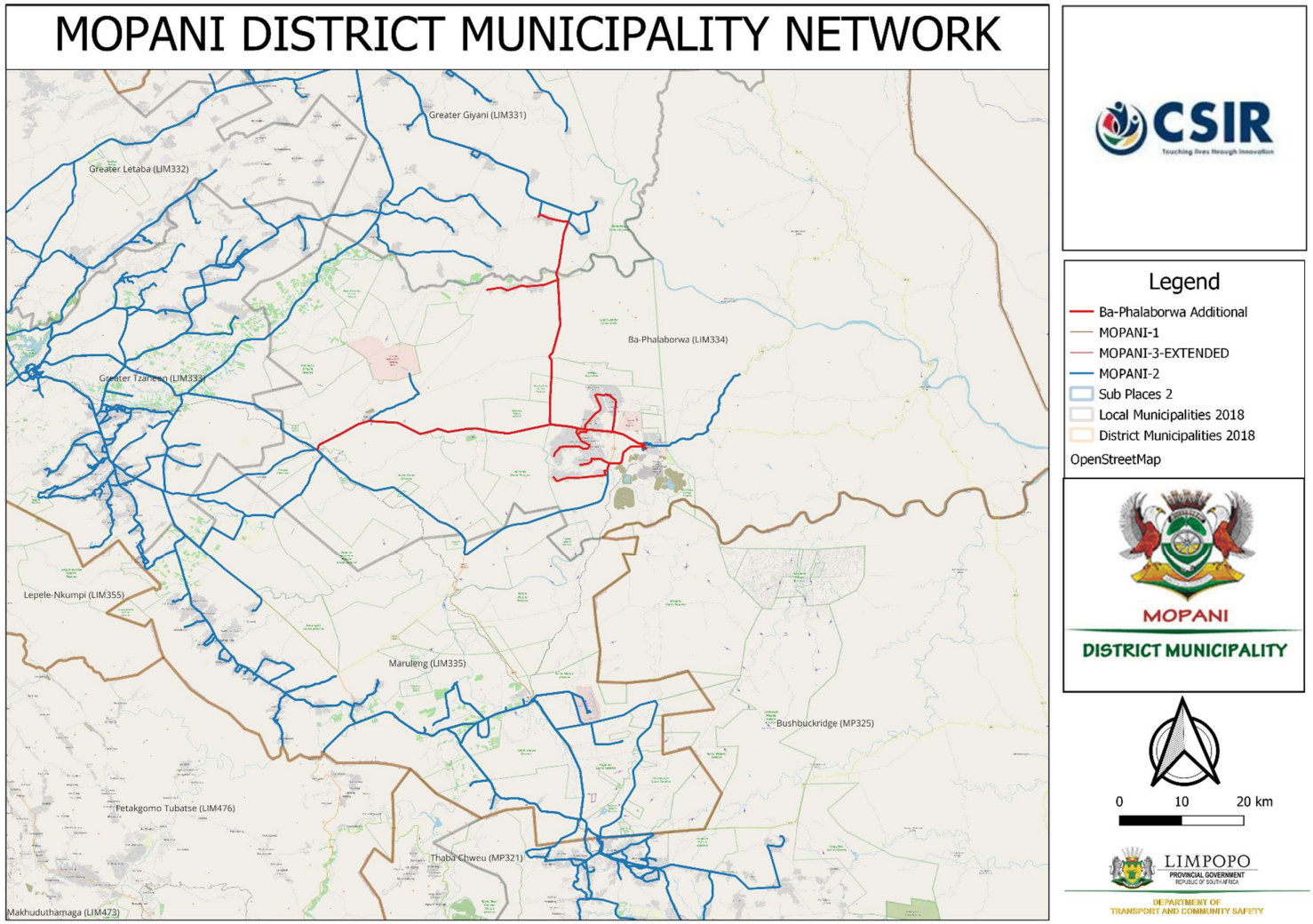


FIGURE EX-1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

Source : MLM Rationalisation Plan, **Appendix B-2**.

h) FREIGHT TRANSPORT (APPENDIX C-1)

A summary of the Freight and Logistics Strategy for MLM is contained in **Appendix C-1** and is summarised below:

i) Legislative and Policy Requirements.

This section focuses on relevant national, provincial and local policy and legislation that guides freight transport planning and infrastructure requirements.

ii) Situation analysis of freight aspects.

This status quo of the freight strategy chapter aims to reflect on the most recent strategies and studies relating to all modes of freight transport on all levels of government. The most critical initiatives and projects are summarised under the different levels of government which will enable the municipality to plan, budget and align its internal resources for the implementation of such projects when required.

iii) Maruleng freight profile.

Maruleng has a strong tradition of agriculture, which is emphasised in the Maruleng LM Reviewed IDP 2025-2026.

iv) Freight vehicle management and overload control (logistics strategies).

This section covers the following aspects:

- Policies.
- Overload Control Strategy.
- Static Weighbridges.
- Screening Points.
- Checkpoints.

v) Dangerous goods movement (Hazmat Strategy)

The section elaborates on the following:

- National Land Transport Act (NLTA) 15 of 2009.
- Limpopo Provincial Land Transport Framework (PLTF) 2015 to 2019.
- MLM Dangerous Goods Movement.

Figure Ex-2 below shows the MLM interim freight and dangerous goods roads network.

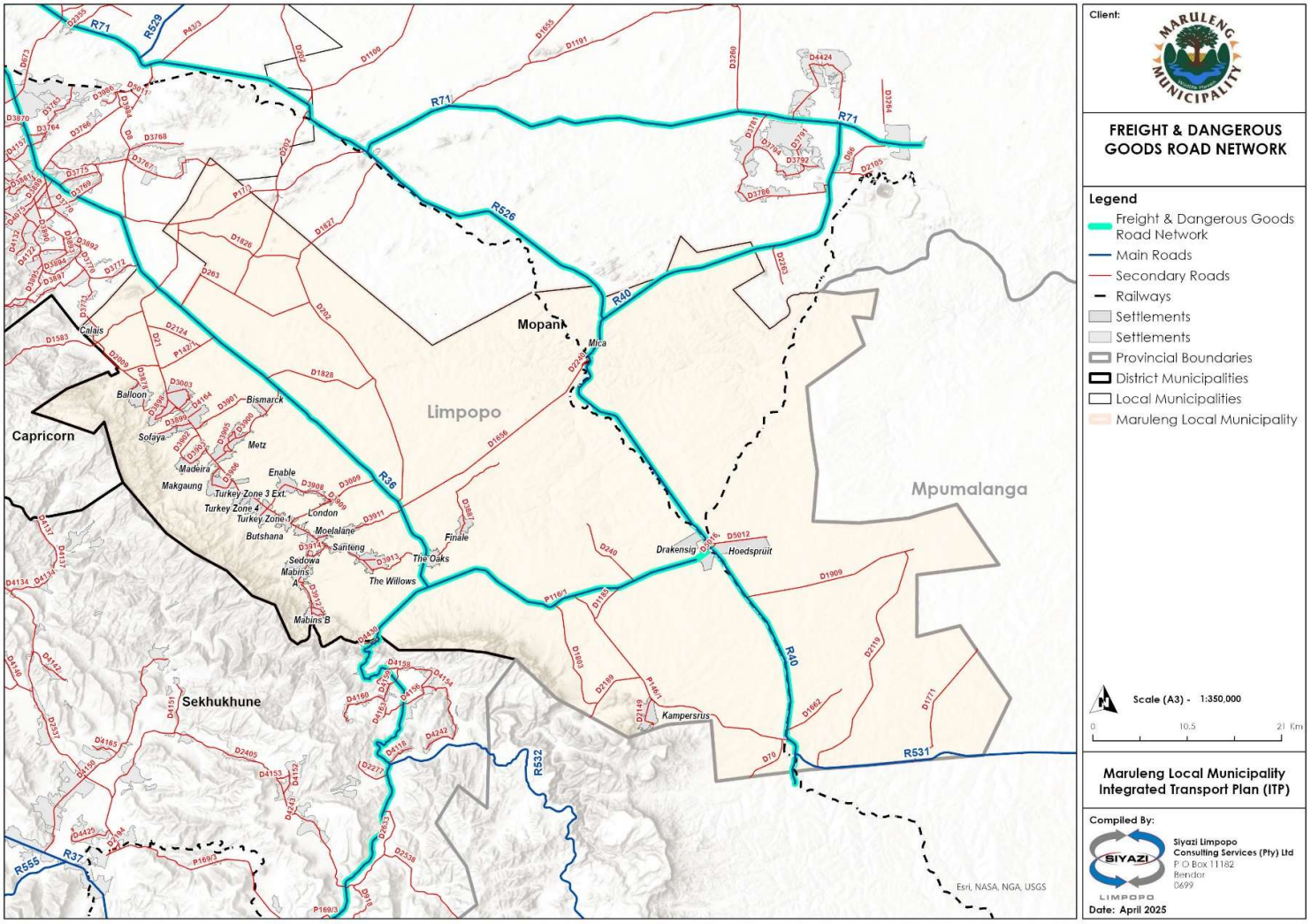


FIGURE EX-2: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

i) Conclusion

The following aspects require further investigation:

- Development of freight logistics hub at MLM.
- The development of a Truck Inn in MLM at Klaserie.
- Implementation of an overload control strategy for MLM.
- Implementation of a Static Weighbridge.
- Development of a dangerous goods movement (hazmat) strategy for MLM.

CHAPTER I

INTRODUCTION

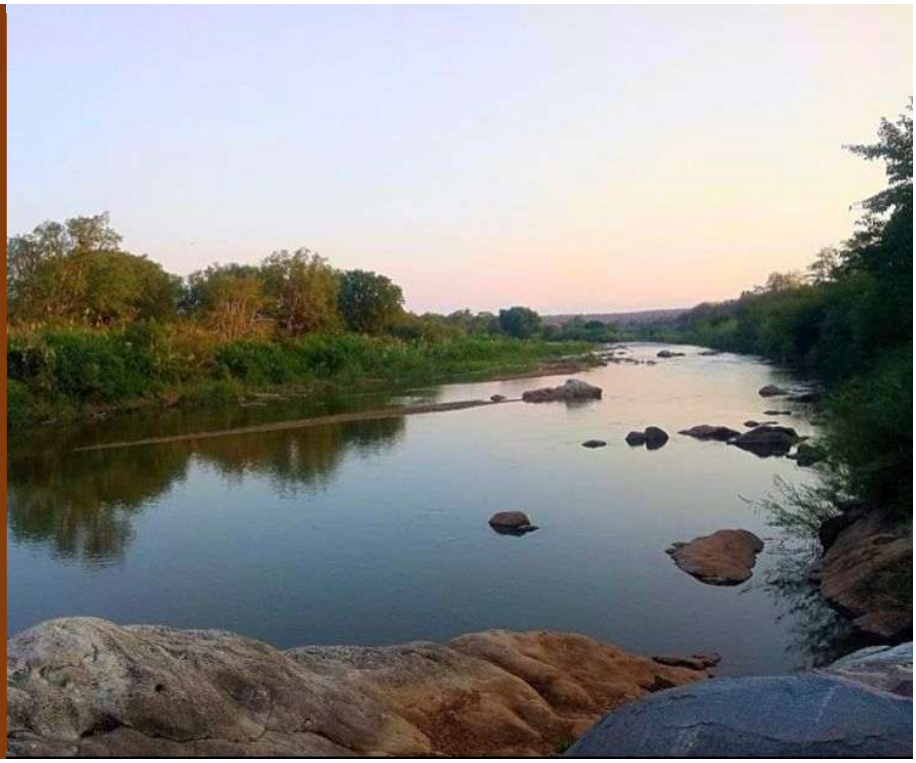


Table of Contents

1 INTRODUCTION 1-1
1.1 Area Covered by the MLM-LITP 1-4
1.2 Entity Responsible for the Preparation of the MLM-LITP 1-7
1.3 Requirements made by the Limpopo Province MEC of Transport and Community Safety 1-7
1.4 Status of the MLM-LITP and Relevant Period 1-8
1.5 Institutional and Organisational Arrangements 1-8
1.6 Liaison and Communication Mechanisms 1-11
1.7 Transport Vision and Objectives 1-11
1.7.1 Vision Statement 1-11
1.7.2 Goal of the Maruleng LITP 1-13
1.7.3 Objectives of the Maruleng LITP 1-13
1.7.4 Balanced Scorecard 1-14
1.7.5 Key Strategies 1-14

List of Figures

FIGURE 1.1: ILLUSTRATION OF THE RELATIONSHIP BETWEEN ALL THE CHAPTERS AS PART OF THE 2025/2030 MLM-LITP
FIGURE 1.2: GEOGRAPHICAL PRESENTATION OF THE RELEVANT WARDS IN MLM

List of Tables

TABLE 1.1: STATUTORY PLANS PREPARED TO DATE FOR MLM
TABLE 1.2: LIST OF MLM WARD
TABLE 1.3: TRANSPORT INSTITUTIONS RELATED TO MARULENG MUNICIPALITY
TABLE 1.4: MLM-LITP OBJECTIVES, KEY STRATEGIES AND THE MEASUREMENT THEREOF

1 INTRODUCTION

The NLTA and Amended NLTA requires all planning authorities to prepare transport plans in their jurisdiction for the period of 5 years that must be updated annually. The **LITP** must be submitted to the Limpopo Department of Transport and Community Safety (LDTCS) Member of the Executive Committee (MEC) for approval.

Siyazi Limpopo Consulting Services Pty (Ltd) was appointed as Service Providers to prepare the Maruleng Local Integrated Transport Plan (**LITP**). The overhauling of a plan every fifth year means that every aspect of the plan must be re-examined to see if it is still up to date, revised and updated where necessary, and relevant new aspects must be added. A new transport register must be prepared every five years, ahead of the new five-year ITP, and this needs to be reflected in **Chapter 2** of the reviewed **LITP**. It should be noted that this is the first LITP prepared for MLM.

Revisions to the Municipality's Spatial Development Framework must be reflected. Stakeholder engagement must be carried out, and the needs assessment updated accordingly. The Public Transport Plan must be revised to plan for any new contracts that will be issued over the next five years and to reflect the sequencing of any proposed restructuring of the network.

The new **LITP** reflects progress made in the previous five years with the implementation of the various strategies and programmes and update all strategies and programmes for the next five years. The list of projects, programmes and budgets in **Chapter 5** must be completely revised for the next five-year period of the new plan, and a detailed budget and programme prepared for the following year.

One of the main objectives in terms of the **LITP** is to assist the Maruleng Municipality to define their future goals, investments and designs to prepare for future needs to move people and goods from origins to destinations.

The Cabinet approved the National Public Transport Strategy in January 2007. The Strategy has two thrusts: Accelerated Modal Upgrading and Integrated Rapid Public Transport Networks (IRPTNs). Modal upgrading focuses on improving the quality of the public transport fleet and its current operations. The introduction of IRPTNs focuses on implementing high-quality networks of car-competitive services, namely Rapid Rail and Bus Rapid Transit systems, in major cities. Municipalities listed in Schedule 1 of the Act are typically those that are targeted for this type of support.

MLM is a Type 3 Planning Authority and therefore does not form part of the above but instead forms part of the Mopani Integrated Transport Network (IPTN).

The content of the Maruleng Municipality **LITP** is based on:

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, published on 23 July 2016 by the Minister of Transport hereby, in consultation with

the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).

The following chapters will be relevant:

a) **Chapter 1:** Introduction.
b) **Chapter 2:** Transport Status Quo Analysis (Transport Records).
c) **Chapter 3:** Transport Needs Assessment.
d) **Chapter 4:** Transport Improvement Proposals.
e) **Chapter 5:** Implementation Budget and Programme.
f) **Chapter 6:** Overview of the Public Transport Plan.

The following Annexures will be relevant:

a) **Annexure A:** Supplementary information for Transport Records (TR).
b) **Annexure B:** Public Transport Plan (PTP) including:
    i) Operating License Strategy (OLS).
    ii) Rationalization Plan / MDM IPTN.
c) **Annexure C:** Freight Transport Strategy.
d) **Annexure D:** Stakeholder Consultation.

Figure 1.1 illustrates the relationship between all the above-mentioned chapters as part of the 2025/2030 **MLM-LITP**.

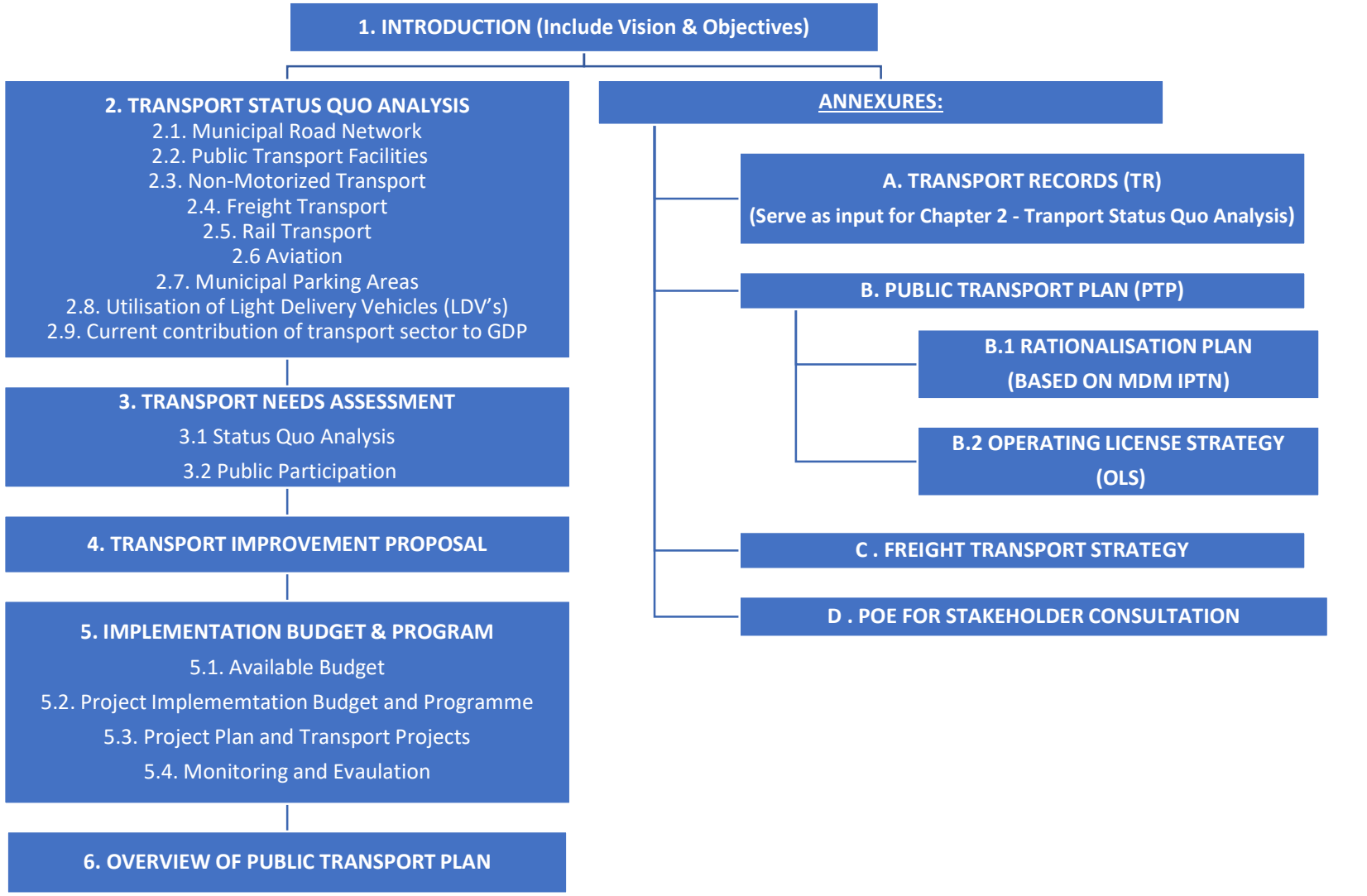


FIGURE 1.1: ILLUSTRATION OF THE RELATIONSHIP BETWEEN ALL THE CHAPTERS AS PART OF THE 2025/2030 MLM-LITP

Table 1.1 contains a summary of Transport Statutory Plans prepared for MLM to date.

TABLE 1.1: STATUTORY PLANS PREPARED TO DATE FOR MLM			
Plan		**Abbreviation**	**Year**
a)	Current Public Transport Record.	CPTR	Never prepared.
b)	Operating Licensing Strategy.	OLS	Never prepared.
c)	Rationalisation Plan.	Rat Plan	Never prepared.
d)	Public Transport Plan.	PTP	Never prepared.
e)	Integrated Transport Plan.	LITP	Never prepared.

*The **LITP**, therefor, forms an important component of MLM (Planning Authority's) Integrated Development Plan as specified in the Local Government Municipal Systems Act (Act 32 of 2009).*

The subsequent sections of this chapter will elaborate on:

a) The area covered by the **MLM-LITP**.
b) The entity responsible for preparing the **MLM-LITP**.
c) Requirements made by the Limpopo Province MEC of Transport and Community Safety.
d) Status of the **MLM-LITP** and the relevant period.
e) Institutional and organisational arrangements.
f) Liaison and communication mechanisms.

1.1 Area Covered by the MLM-LITP

The R40 connects the Municipality to Phalaborwa in the northwest, while the R576 connects it to Tzaneen in the east. The Greater Giyani local municipality lies north of Maruleng and is easily accessible through R529. The Municipality's administrative and economic centre is Hoedspruit, located 74 km south of Ba-Phalaborwa via the R40, 135 km northeast of Lydenburg, and 225 km from Polokwane. The Drakensberg escarpment borders the southern part of the municipal area. Maruleng Local Municipality (MLM) is one of the municipalities which is bordered by the Kruger National Park and is a prime tourist attraction in the Limpopo Province. An existing airport i.e Hoedspruit Airforce Base (East Gate), also plays a significant role in increasing tourist traffic.

The **MLM-LITP** was developed to address the transport aspects in terms of the Technical Transport Planning Guidelines for Local Integrated Transport Plans (LITPs) to be prepared by Type 3 Planning Authorities 2016. The developed five-year ITP will be updated annually to be in-line with the Municipality Integrated Development Plan (IDP), since the ITP is a sector plan of the IDP.

The Maruleng LM contains 14 wards, with varying physical sizes depending on the population density. The wards encompassing nature reserves have larger areas due to the scattered settlements. The northwest region has more municipal wards than the east, primarily due to the high concentration of rural villages. The MLM wards are shown in **Table 1.2**.

TABLE 1.2: LIST OF MLM WARD	
Ward Number	**Urban/Rural Areas**
Ward 1	Hoedspruit (Urban), Farms (East of Hoedspruit)
Ward 2	Klaserie, Kampersrus (Urban), Dingapong, Santeng (Part)
Ward 3	Finale, Diphuti/The Oaks (part),
Ward 4	Ga-Mabin, Ga-Mametja, and Sedawa (part)
Ward 5	The Willows, Sedawa (part), Santeng (part)
Ward 6	Mica (Urban), Bismark, London, Sefikeng, Worcester, Enable (part)
Ward 7	Setjupereng, Naphuno, Turkey, Busthana, Enable (part), Turnkey (part)
Ward 8	Makgaung, Ntswelemotse, Turnkey (part), Moetladimo (part)
Ward 9	Metz, Moetladimo A (part), Madeira (part)
Ward 10	Sofaya (part), Madiera (part)
Ward 11	Hlohlokwe, Ticky Line, and Sofaya (part)
Ward 12	Ga-Sekororo (part), Lorraine
Ward 13	Calais, Balloon (part)
Ward 14	Mahlomelong, Balloon, Ga-Sekororo (part)

Figure 1.2 provides the geographical presentation of the relevant wards in MLM.

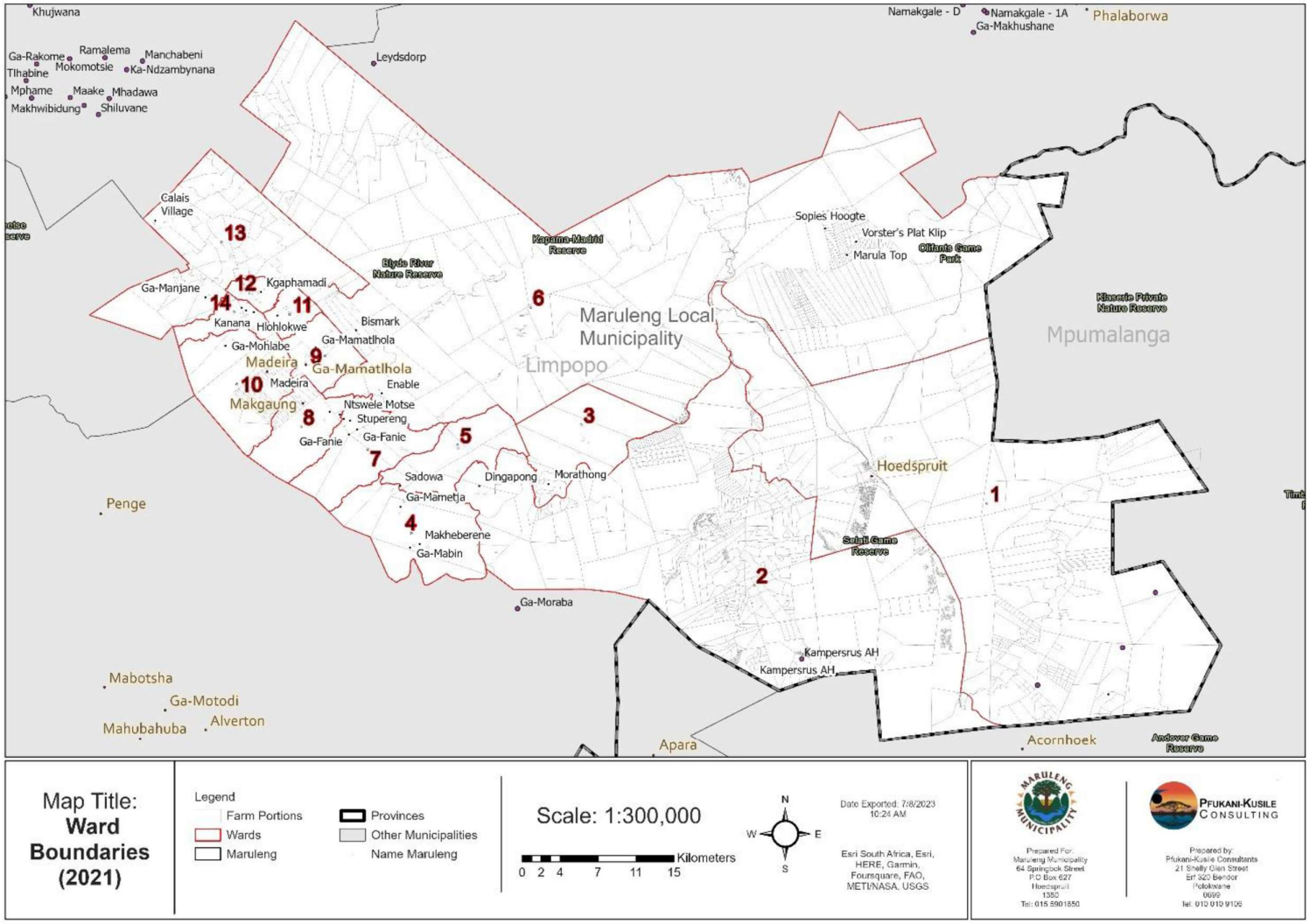


FIGURE 1.2: GEOGRAPHICAL PRESENTATION OF THE RELEVANT WARDS IN MLM

Source: MLM SDF 2024

1.2 Entity Responsible for the Preparation of the MLM-LITP

Maruleng Local Municipality is the Planning Authority responsible for the preparation of the **MLM-LITP**.

1.3 Requirements made by the Limpopo Province MEC of Transport and Community Safety

The National Land Transport Strategic Framework (NLTSF) provides the policy and over-arching transport strategy for the country. Planning initiatives of the NDoT are taken up and reflected in the NLTSF where appropriate and where these have been approved.
Planning initiatives include, but are not limited to:

a) White Paper on National Transport Policy 1996.
b) National Land Transport Act No 5 of 2009.
c) Amended National Land Transport Act No 23 of 2023.
d) Government Gazette: Regulation No. 30506 dated 30 November 2007- National Land Transport Regulations on Publications of Transport Plans.
e) Managerial Transport Planning Guidelines 2009.
f) Pro-forma Local Integrated Transport Plan (Fictitious Local Municipalities) 2009.
g) Northern Province Interim Passenger Transport Act, No 4 of 1999.
h) Provincial Land Transport Framework 2012.
i) Public Transport Strategy and Action Plan 2007.
j) National Transport Master Plan (NATMAP) 2050.
k) National Freight Transport Strategy 2005.
l) Limpopo Freight Transport Strategy 2012.
m) National Small Vessels Regulation of 2007.
n) National Land Transport Spatial Framework (NLTSF).
o) Limpopo in Motion 2003.
p) Limpopo Freight Databank 2011.
q) Integrated Public Transport Networks in the Limpopo Province 2010.
r) Limpopo Employment Growth and Development Strategy.
s) Limpopo Province Rural Transport Strategy 2011.
t) Limpopo Development Plan (LOP).
u) Maruleng Local Municipality IDP.
v) Maruleng Local Municipality LED Strategy.
w) Maruleng Local Municipality Spatial Development Framework.
x) Mopani District Integrated Transport Plan 2025.
y) Minimum Requirements for the Preparation of Integrated Transport Plans as in Government Notice No. 881 issued on the 29th of July 2016.

Each province must prepare a Provincial Land Transport Framework (PLTF) for a five-year period in terms of Section 35 of the NLTA and Amended NLTA. The primary objectives of the PLTF are:

a) To provide a transport framework as an overall guide to transport planning within the province, guided by the NLTSF.
b) Summarise all the ITPs in the province.
c) Include the planning of interprovincial and interprovincial long-distance services.
d) Integrated Transport Plans (ITPs) must be prepared by all municipalities.

The Limpopo Provincial Land Transport Framework was prepared for the period 2015 to 2019 and is incorporated as part of the **MLM-LITP**.

Other important Acts related to the MLM-LITP are:

a) Northern Province Interim Passenger Transport Act (2000).
b) The National Rail Plan, 2006, and National Strategic Plan, 2012.
c) The National Freight Logistics Strategy, 2006.
d) Limpopo Development Plan, 2015-2019.
e) Green Transport Strategy for South Africa, 2018-2050.
f) National Rail Transport Policy, August 2015.
g) The National Freight Logistics Strategy, 2007.
h) Municipal Systems, Act 32 of 2000.
i) Municipal Structures, Act 117 of 1998.
j) Public Finance Management Act 56 of 2003.

1.4 Status of the MLM-LITP and Relevant Period

The various input items provided for the MLM-LITP will be relevant for the period from October 2025 to September 2030. MLM did not prepare a LITP to date.

1.5 Institutional and Organisational Arrangements

Based on **Clause 31** of the NLTA the following are relevant:

"Land transport planning must be integrated with the land development and land use planning processes, and the integrated transport plans required by this Act are designed to give structure to the function of municipal planning mentioned in Part B of Schedule 4 to the Constitution and must be accommodated in and form an essential part of integrated development plans, with due regard to legislation applicable to local government, and its integrated transport plan must form the transport component of the integrated development plan of the municipality."

MLM, the municipal sphere of government, is responsible for municipal transport functions including municipal public transport in its areas of jurisdiction, which involves primary responsibility to:

a) Where appropriate, plan, implement and manage modally integrated public transport networks and travel corridors, including operational planning. The MLM - Directorate Safety and Community Services is responsible for transport Planning in MLM.
b) To integrate municipal transport planning with land use planning. (Land use and spatial development)

Table 1.3 illustrates the functions of various non-Maruleng Local Municipality institutions providing transport services in Maruleng.

TABLE 1.3: TRANSPORT INSTITUTIONS RELATED TO MARULENG MUNICIPALITY

Item	Institution	Description of function
1.	National Department of Transport (NDoT)	The national sphere of government is responsible for the following: a) Policy and strategy formulation. b) Overall strategic transport planning and co-ordination in the national sphere and preparing the NLTSF in terms of Section 34. c) Co-ordination between provinces and addressing arrangements between the three spheres of government and public entities. d) Allocating functions to the most appropriate sphere of government by promoting legislation and promoting or concluding agreements, as appropriate. e) Liaising with other government departments in the national sphere with portfolios that impact transport issues and bring together key players. f) Assisting provinces that lack capacity or resources and seeing that gaps left by them are filled. g) Intervening where provinces fail to perform their functions, subject to section 100 of the Constitution. h) Co-ordinating transport relations between the republic and other countries and implementing international agreements. i) Performing the other functions of the Minister in terms of the Act.
		PUBLIC ENTITIES RELATED TO NDoT THAT IS RELEVANT TO MARULENG MUNICIPALITY
		a) Airports Company South Africa (ACSA). b) Cross Border Transport Agency (CBTA). c) Passenger Rail Agency of South Africa (PRASA). d) Road Accident Fund (RAF). e) Road Traffic Management Corporation (RTMC). f) South African Civil Aviation Authority (SACAA). g) South African National Roads Agency SOC LTD (SANRAL).

TABLE 1.3: TRANSPORT INSTITUTIONS RELATED TO MARULENG MUNICIPALITY		
Item	**Institution**	**Description of function**
2.	Limpopo Province Department of Transport and Community Safety	a) Limpopo Provincial Government through the office of the MEC of Transport and Community Safety is responsible for co-ordinating the full spectrum of transport planning initiatives taking place in the province. b) Detailed transport planning and co-ordination in the provincial sphere and preparing the PLTF in terms of Section 35. c) Assist transport authorities and municipalities that lack capacity or resources and to see that gaps left by those authorities are filled, subject to Section 139 of the constitution. d) In terms of the National Land Transport Act 5 of 2009 and Amended National Land Transport Act 23 of 2023, Operating Licensing Boards were dissolved and replaced by Limpopo Provincial Regulatory Entity (LPRE). Municipal Regulatory Entities can also perform the function initially performed by the Operating Licensing Boards. e) Bus subsidies and contracts. f) Taxi services. g) Road traffic and safety.
3.	Limpopo Province Department of Public Works (LPDoPW)	This **provincial** sphere of government is responsible for the following: a) Provincial policy and strategy formulation. b) Co-ordinate between municipalities and transport authorities, promote provincial legislation and municipal by-laws and promote or conclude agreements, as appropriate, in the provincial sphere. c) Liaise with other government departments in the provincial sphere with portfolios that impact on transport issues and bring together key players. d) Perform the other functions of the MEC in terms of this NLTA and Amended NLTA.
		PUBLIC ENTITIES RELATED TO LPDoPW THAT IS RELEVANT TO MARULENG
		Roads Agency Limpopo (RAL) is a statutory body established under an Act of Parliament of the Limpopo Province Roads Agency Proprietary Limited and Provincial Roads Amendment Act 03 of 2001. The agency, being a public company, has also been registered in terms of the Companies Act No. 61 of 1973. Its registered name is the Roads Agency Limpopo (SOC) Ltd. Its primary functions are the planning, designing, construction, maintenance and control of the provincial road network. It owns and manages all the provincial roads.

TABLE 1.3: TRANSPORT INSTITUTIONS RELATED TO MARULENG MUNICIPALITY		
Item	**Institution**	**Description of function**
		Post 21 May 2014, the road's function, which includes RAL, has been transferred from the Department of Transport to the Department of Public Works.
4.	Mopani District Municipality	a) Co-ordinated planning. b) Projects.

1.6 Liaison and Communication Mechanisms

The **MLM-LITP** followed a consultative process with the affected and interested stakeholders. The **MLM-LITP** is undertaken by the Maruleng Municipality in consultation with all internal planning divisions in the Municipality, to ensure the integration of transport and land use. Other stakeholders such as Transport Operators, Commuters, Business Community, Mopani District Municipality and Limpopo Department of Transport and Community Safety form part of the project and were consulted as part of the project. As part of the **MLM-LITP** process, individual consultations with the relevant parties were held. Section 15 of the NLTA and Amended NLTA provides that the city must establish an Intermodal Planning Committee (IPC) consisting of prescribed officials and representatives of operators. The functions of the committee are to co-ordinate public transport between the modes. The MLM has an established Transport Forum.

The **MLM-LITP** preparation included consultation and participation of interested and affected parties required for the preparation of the IDP in terms of Chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act 2000 (Act No 32 of 2000). The **MLM-LITP** is a specific sector plan that feeds into the Integrated Development Plan and ultimately form part of the Provincial Land Transport Framework.

1.7 Transport Vision and Objectives

The subsequent sections contain the following concerning the MLM-LITP transport visions and objectives:

a) Vision statement.
b) Goals of **MLM-LITP**.
c) Objectives of **MLM-LITP**.
d) Balanced scorecard.
e) Key strategies.

1.7.1 Vision Statement

The **MLM-LITP** vision statement encompasses the national, provincial and local policy frameworks and sets out the ideal outcome because of the goals and objectives set by the **MLM-LITP** vision as outlined in **Section 2.1.3**.

The following are vision statements obtained from various policy documents and legislation relevant to transport from a National and Limpopo Province perspective.

National Transport-related Visions:

a) **National Department of Transport**

The vision for the National Department of Transport is:

> *"Transport, the Heartbeat of South Africa's economic growth and social development"*

b) **White Paper on National Transport Policy**

The White Paper on National Transport Policy published in August 1996, describes the transport policies of the national government and the vision for South African transport as set out in the White Paper as follows:

> *"To provide safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable"*

Limpopo Province Transport-related Visions:

a) **The Limpopo Provincial Land Transport Framework (PLTF)**

The vision for the LPTF prepared for 2015 to 2019 is:

> *"A pioneering and leading department at the epicentre of socio-economic development''*

b) **Mopani District Municipality (MDM)**

The vision for the MDM is:

> *To be a food basket of Southern Africa and the tourism destination of choice.*

Maruleng Municipality:

a) **Overarching Vision**

Based on the MLM-IDP, the long-term vision is to be:

> *The Maruleng LM IDP's vision is to become:* ***"The powerhouse of socio-economic development through sustainable and integrated agriculture and tourism"***

b) **Mission Statement**

The mission statement based on the MLM-IDP is:

> ***"Maruleng Local Municipality is committed to the accelerated provision of quality basic services and promotion of socio-economic development through the harnessing of all resource endowments in an integrated and sustainable manner."***

The above vision was consequently maintained as part of the **MLM-LITP** 2025 to 2030 vision and mission.

1.7.2 Goal of the Maruleng LITP

The aim of integrated transport planning and spatial planning is to identify existing resources and apply relevant measures and guidelines to promote access to resources and infrastructure to all spheres of the community to establish an integrated environment.

Resources such as public transport facilities and infrastructure of economic activity should be upgraded and made accessible to the benefit of the larger community to stimulate economic growth and economic development.

1.7.3 Objectives of the Maruleng LITP

The objectives of the **MLM-LITP** are the following:

a) To provide for and manage future transport demand.
b) To provide a more balanced integrated transport system.
c) The promotion of public transport, integrated with other modes of transport.
d) To relate to and complement the Spatial Development Plan (SDP).
e) To support economic development strategies and long-term environmental management strategies.

1.7.4 Balanced Scorecard

The balanced scorecard provides a prescriptive framework for a two to five-year period that must be tailored to adapt to the MLM 's changing circumstances. It contains a vertical and horizontal system of interlinked strategic objectives and targets that on one hand, collectively describes the strategy, vision and priorities of the organisation and, on the other, measures the performance of the strategy by means of the objectives and their linked targets (as well as indicators) and approved portions of the budget.

Table 1.4 provides typical line items for a balanced scorecard in terms of the **MLM-LITP** objectives, key strategies and the measurement thereof. It is recommended that projects objectives be measured in terms of the key strategies on a bi-annually as part of a dedicated project.

1.7.5 Key Strategies

Table 1.4 provides **MLM-LITP** objectives, key strategies and the measurement thereof.

TABLE 1.4: MLM-LITP OBJECTIVES, KEY STRATEGIES AND THE MEASUREMENT THEREOF

Objectives	Key Strategy	Measurement
a) Maintain the Transport System.	a) Blade and re-gravel gravel roads. b) Maintain existing surfaced roads. c) Repaint road markings. d) Replace traffic signs. e) Repair traffic signals. f) Repair potholes. g) Maintain public transport facilities.	a) Length of gravel roads. b) Length of surfaced roads. c) Length of road markings. d) Number of traffic signs. e) Number of traffic signals. f) Number of potholes. g) Number of facilities with maintenance contracts.
b) Reduce Public Transport Service Backlogs.	a) Determine the need for public transport services. b) Improve efficiency by eliminating duplication. c) Expand service capacity. d) Provide public transport infrastructure. e) Corridor development.	a) % Capacity utilisation. b) Subsidy spending per capita. c) Taxi facilities. d) Bus facilities. e) Dedicated lanes.
c) Safeguard and Improve the Utilisation of Resources.	a) Implement freight overloading project. b) Prepare and implement OLP. c) Implement facility management agreements at public transport facilities.	a) % Completion. b) Average % utilisation of bus fleet. c) Average % utilisation of taxi fleet. d) Completion date. e) Number of facility management agreements.
d) Expansion of the Transport System.	a) Incorporation of IPTN. b) Control of Heavy Vehicles.	a) Extent of infrastructure provision. b) Provision of Truck Inn.
e) Infrastructure Backlog.	a) Built new roads that impact the backlogs focused in the city Strategies zone of choice.	a) Km new roads built.
f) Safety.	a) Road safety programmes. b) Community safety forums.	a) Marketing. b) Training. c) Number of accidents.

TABLE 1.4: MLM-LITP OBJECTIVES, KEY STRATEGIES AND THE MEASUREMENT THEREOF		
Objectives	**Key Strategy**	**Measurement**
	c) Public safety at public transport facilities.	d) Number of fatalities. e) Public transport ridership increase.
g) Create Job Opportunities.	a) Develop and implement transport and public transport systems and infrastructure.	a) Number of permanent jobs created. b) Number of temporary jobs created.

CHAPTER 2

TRANSPORT STATUS QUO ANALYSIS (TRANSPORT REGISTER)



Table of Contents

2 TRANSPORT STATUS QUO ANALYSIS (TRANSPORT REGISTER).....2-1
2.1 Demographic and Socio-economic Overview.....2-1
2.1.1 Settlement Structure..... 2-4
2.1.2 Economic Structure..... 2-9
2.2 Spatial Development Framework 2-11
2.3 Transport Implications of the SDF 2-13
2.4 General Overview of Transportation System.....2-23
2.4.1 Modal Split between Private, Public Transport (by mode) and Non-motorised Transport Modes for Work, Education and Other Trips Made during a Typical Weekday Morning Peak Period..... 2-23
2.4.2 Levels of Dissatisfaction with the Different Aspects of the Transport System and Different Modes of Transport in the Area, Including Travel Times, Costs, Availability and Accessibility..... 2-25
2.4.3 Average Travel Time to Work and Education, Travel Time for Public Transport Trips to Work and Walking Times to Public Transport by Mode. 2-25
2.4.4 Main Transport Problems in the Municipality towards which the Policies, Strategies and Projects in the 5-year MLM-LITP will be Addressed. 2-26
2.5 Description of the Regular, Daily Public Transport System.....2-27
2.5.1 Passenger Rail Infrastructure, Rolling Stock and Line Capacity and Utilisation. 2-28
2.5.2 Road-based Public Transport (Bus and Minibus-taxi) Infrastructure. 2-34
2.5.3 Road-based Routes per Mode and per Major Operator or Taxi Association. 2-37
2.5.4 Vehicle Movements in and out of Taxi Ranks. 2-39
2.5.5 Summary and Analysis of the Fare Systems (Structure, Levels, Fare Collection Systems and Concessions) of Different Services in the Area..... 2-40
2.5.6 Passenger Rail Service Capacity and Capacity Utilisation per Line in the Peak Period. 2-43
2.5.7 Road-based Public Transport Service Capacity and Capacity Utilisation per Route in the Peak Period. 2-43
2.5.8 Summary of Area-to-area Movements based on Cordon Counts..... 2-43
2.5.9 Regional Traffic..... 2-45
2.5.10 Analysis of the Condition of Transport Infrastructure, Facilities..... 2-47
2.6 Description of other Public Transport Services and Modes of Transport.....2-47
2.6.1 Metered Taxis 2-47
2.6.2 E-hailing..... 2-47
2.6.3 Long-distance and Cross-border Transport. 2-47
2.6.4 Learner Transport..... 2-49
2.6.5 Non-motorised Transport..... 2-52
2.6.6 Air Transport. 2-54

2.7 Description of Institutional and Organisational Make-up of Public Transport Industry 2-58
2.8 MLM Road Network 2-58
2.8.1 Regional Traffic 2-61
2.9 Freight Transport 2-61
2.9.1 Road Freight in MLM 2-64
2.9.2 Air Freight 2-72
2.9.3 Rail Freight 2-72
2.10 Financial Information 2-72

List of Figures

FIGURE 2.1: MLM JURISDICTION IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY IN THE LIMPOPO PROVINCE
FIGURE 2.2: MLM SPATIAL STRUCTURE
FIGURE 2.3: MLM TOPOLOGY
FIGURE 2.4: MLM BUILDING DENSITY
FIGURE 2.5: FUNCTIONAL DEVELOPMENT CORRIDORS IN MLM
FIGURE 2.6: MAJOR SETTLEMENTS IN MLM
FIGURE 2.7: MAIN SOCIAL FACILITIES IN MLM
FIGURE 2.8: MAIN TOURIST ACTIVITIES IN MLM
FIGURE 2.9: MAIN LAND-USES CORE OF MLM
FIGURE 2.10: MAIN AGRICULTURAL AREAS IN MLM
FIGURE 2.11: MAIN SENSITIVE CONSERVATION AREAS IN MLM
FIGURE 2.12: LAND OWNERSHIP IN MLM
FIGURE 2.13: KEY TRIBAL AREAS IN MLM
FIGURE 2.14: RAIL NETWORK IN LIMPOPO PROVINCE
FIGURE 2.15: MLM PUBLIC TRANSPORT NETWORK (RAILWAY NETWORK AND THE LOCATIONS OF THE STATIONS)
FIGURE 2.16A: RAILWAY STATIONS IN MLM AT HOEDSPRUIT
FIGURE 2.16B: RAILWAY STATIONS IN MLM AT MICA
FIGURE 2.16C: RAILWAY STATIONS IN MLM, KLASERIE
FIGURE 2.17: SHOSHOLOZA MEYL RELATED INFORMATION
FIGURE 2.18: BUS AND TAXI FACILITIES LOCATIONS IN MLM
FIGURE 2.19: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM
FIGURE 2.20: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALL WITHIN MLM.
FIGURE 2.21: LOCATION OF SURVEY POINTS
FIGURE 2.22: TRANSPORT FACILITIES RELATED TO MLM
FIGURE 2.23: IMPORTANT NMT ROUTES IN MLM
FIGURE 2.24: PICTURES OF AIRPORTS IN MLM
FIGURE 2.24: PICTURES OF AIRPORTS IN MLM (CONT…)
FIGURE 2.25: ROAD CLASSIFICATION FOR CENTRAL MLM AREA
FIGURE 2.26: ROAD OWNERSHIP FOR MLM AREA
FIGURE 2.27: LIMPOPO DEVELOPMENT FRAMEWORK – NODAL HIERARCHY
FIGURE 2.28: LIMPOPO FREIGHT TRANSPORT NETWORK
FIGURE 2.29: CURRENT MLM FREIGHT AND DANGEROUS GOODS ROAD NETWORK
FIGURE 2.30: LOCALITY OF THE SANRAL COUNTING STATIONS WITHIN THE MLM.
FIGURE 2.31: AREAS WHERE TRUCKS ARE PARKED DURING THE NIGHT
FIGURE 2.32: LOCALITY OF WEIGHBRIDGES FOR LIMPOPO PROVINCE
FIGURE 2.33: RAIL LINK LAYOUT FOR THE LIMPOPO PROVINCE

List of Tables

TABLE 2.1: DETAILED DEMOGRAPHICS FOR MLM BETWEEN 2011 AND 2022
TABLE 2.2: EMPLOYMENT AND UNEMPLOYMENT FOR MLM
TABLE 2.3: MLM SETTLEMENT HIERARCHY
TABLE 2.4: MLM SETTLEMENT TYPES AND PATTERNS
TABLE 2.5: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – PURPOSE OF TRIP?
TABLE 2.6: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – WHAT MODE OF TRANSPORT IS USED?
TABLE 2.7: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – PREFERRED MODE OF TRANSPORT?
TABLE 2.8: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – SATISFACTION LEVEL: TRAVEL BY BUS
TABLE 2.9: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – SATISFACTION LEVEL: TRAVEL BY TAXI
TABLE 2.10: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT FACILITY: OUTBOUND TRIP
TABLE 2.11: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT: RETURN TRIP
TABLE 2.12: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT: TRAVEL TIME PER TRIP IN ONE DIRECTION
TABLE 2.13: PUBLIC TRANSPORT PROBLEMS IDENTIFIED AS PART OF QUESTIONNAIRE DONE AT PUBLIC TRANSPORT FACILITIES
TABLE 2.14: SUMMARY OF BUS AND TAXI FACILITIES IN THE MLM AREA
TABLE 2.15: NUMBER OF VEHICLES FROM TAXI ASSOCIATIONS
TABLE 2.16: NUMBER OF BUSES PER BUS OPERATOR AS OBTAINED FROM BUS COMPANIES
TABLE 2.17: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MLM
TABLE 2.18: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025
TABLE 2.19: 12-HOUR TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)
TABLE 2.20.1: AM PEAK PERIODS TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)
TABLE 2.20.2: PM PEAK PERIODS TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)
TABLE 2.21: 12-HOUR CLASSIFIED TRAFFIC COUNTS FOR REGIONAL CORRIDORS IN MLM
TABLE 2.22: SUMMARY OF THE KEY INFORMATION FOR THE RELEVANT LONG-DISTANCE AND CROSS BORDER BUS SERVICES

TABLE 2.23: LONG-DISTANCE TAS OPERATING IN MLM
TABLE 2.24: SCHOLAR TRANSPORT CONTRACTED SERVICES AND ROUTES WITHIN MDM
TABLE 2.25: ROAD-BASED PUBLIC TRANSPORT OPERATORS IN MLM
TABLE 2.26: SANRAL COUNTING STATION DATA
TABLE 2.27: WEIGHBRIDGES IN LIMPOPO

2 TRANSPORT STATUS QUO ANALYSIS (TRANSPORT REGISTER)

This chapter spells out the status quo of transport in MLM. It includes the entire transport system taking into consideration all local modes of transport such as rail, bus, mini-taxi and metered taxi transport. The following subsections are relevant:

a) Demographic and socio-economic.
b) Spatial Development Framework (SDF).
c) General overview of the transportation system.
d) Description of the regular daily transportation system.
e) Description of other public transport services and modes of transport.
f) Description of institutional and organisational make-up of public transport industry.
g) Roads and traffic.
h) Freight transport.
i) Financial information.

2.1 Demographic and Socio-economic Overview

The Maruleng Local Municipality (MLM) is situated in the south-eastern quadrant of the Limpopo province within the Mopani District Municipal Area of Jurisdiction. The municipal area extends over 324 699 hectares, and it comprises of 33 rural villages and 3 urban areas.

MLM is bordered by the Kruger National Park to the east, the Ba-Phalaborwa and Tzaneen Local Municipalities to the north, the Lepelle-Nkumpi Local Municipality to the west, and the Tubatse Local Municipality and Bushbuckridge Local Municipality to the south.

The main access points to the municipal area are Klaserie and the Strijdom Tunnel in the south (R40), Ofcolaco (R36 / R523) in the north west and Mica (R40) in the north. The town of Hoedspruit can be considered the administrative and economic centre of the area. It is also the location of the Hoedspruit Air Force Base.

According to Statistics South Africa Census conducted in 2022 MLM has a population size of 128 137. Rural communities who constitute over 90% of the entire population are occupying less than 20% of the Municipal area (around Sekororo area) when the remainder is used for first and second order settlements and game farming.

Figure 2.1 provides the MLM jurisdiction in relation to the Mopani District Municipality in the Limpopo Province.

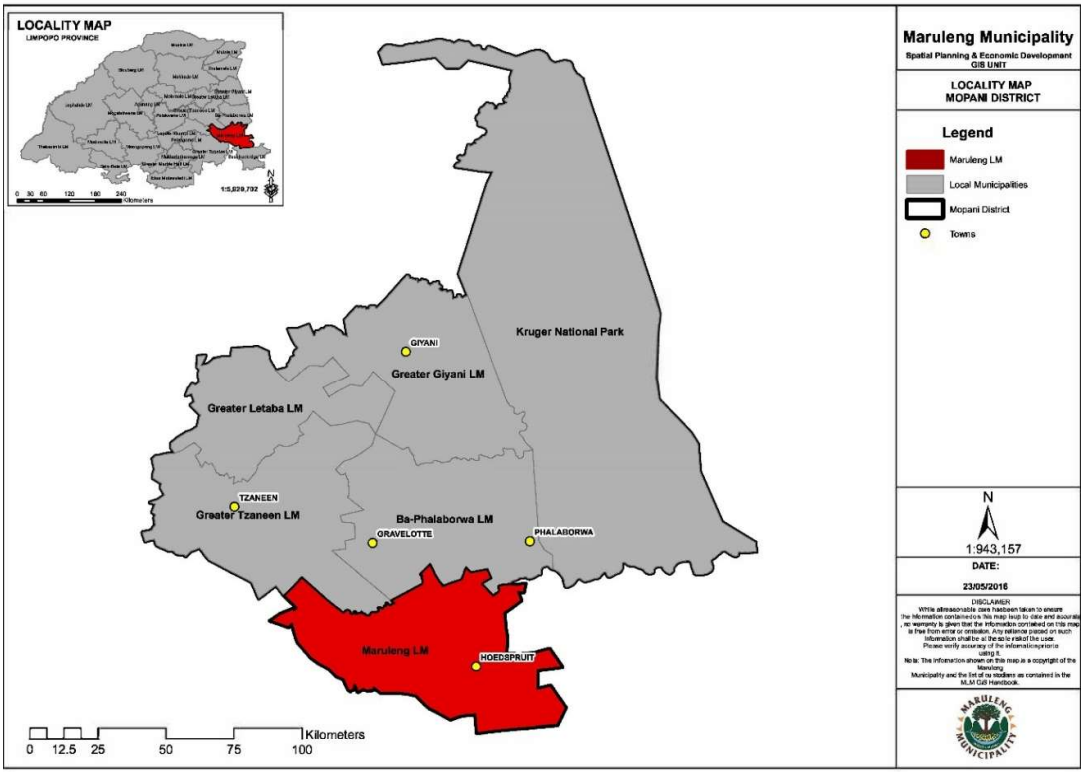


FIGURE 2.1: MLM JURISDICTION IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY IN THE LIMPOPO PROVINCE

Table 2.1 below shows the detailed demographics for MLM between 2011 and 2022.

TABLE 2.1: DETAILED DEMOGRAPHICS FOR MLM BETWEEN 2011 AND 2022				
YEAR OF CENSUS	**2022**	**2016**	**2011**	**% Growth from 2011 to 2022**
POPULATION	128 137	99 946	95 328	34,42
Age Structure				
Population under 15	32.7%	31.7%	34.3%	(4,66)
Population 15 to 64	60.9%	64.2%	60.4%	-
Population over 65	6.5%	4.1%	5.3%	-
Dependency Ratio				
Per 100 (15-64)	64.3	55.7	65.4	
Sex Ratio				
Males per 100 females	86.6	85.9	85.1	(1,76)
Population Growth				
Per annum	2.87%	1.08%	n/a	-
Education (aged 20 +)				
No schooling	17.5%	13.3%	20.9%	-
Matric	n/a	20.9%	18.3%	-
Higher education	8.7%	10.0%	6.8%	-
Household Dynamics				
Total Households	31 968	29 007	24 689	29,48
Average household size	4.0	3.4	3.9	-
Female headed households	n/a	50.5%	53.5%	-
Formal dwellings	96.9%	95.2%	96.0%	-
Housing ownership	n/a	51.2%	24.5%	-
Household Services				
Flush toilet connected to sewerage	26.5%	3.4%	12.8%	107,3
Weekly refuse removal	21.7%	5.2%	5.8%	274,14
Piped water inside dwelling	30.4%	10.8%	11.1%	173,87
Electricity for lighting	96.3%	95.1%	90.6%	6,29

Summary of the MLM demographics:

a) The population statistics of the youths under 15 year seems on the decline from 2011 compared to the 2022 Census. No reasons have been provided for this decline; it may perhaps be due to this age cohort being sent to other villages (or regions) with better schooling opportunities than the Maruleng area can offer for schooling.

b) With a major increase in the 2016 Census figures, the over 15 to 60-year population seems to have remained steady between the 2011 and 2022 periods which is an indication of a constant mortality rate.

c) The figures show a slight increase in the population over 65 years which once again indicates this constant mortality rate.

d) The figures show a substantial increase of the number of households from 2011 to 2022 (29,48%) which is an indicator of the general growth of the population in the Municipal area.

e) The statistics also show a constant growth of the number of formal dwellings in the municipal area which might imply that there is limited support to the municipality on Government-assisted housing programmes where many households instead provide their own formal housing at their own slow pace.
f) The municipal area is still dominated by female headed households which is a general reflection of this trend for the rest of the Country.

Table 2.2 provides the employment and unemployment information for the MLM area.

TABLE 2.2: EMPLOYMENT AND UNEMPLOYMENT FOR MLM

Employment status	2001	2016	2021
Employed - Formal and Informal	19390	19642	16289
Employed - Formal - Total	14642	12815	12182
Employed - Informal	4748	6827	4107
Unemployed	4833	8414	10530
Unemployment rate	19.95%	29.99%	39.26%

Source: Maruleng SDF 2024

2.1.1 Settlement Structure

From the Draft Spatial Development Plan Review of 2024, the spatial structure, settlement hierarchy and movement network are described as follows:

2.1.1.1 Spatial Structure and Settlement Hierarchy:

The spatial structure of Maruleng Local Municipality is that of a rural municipality. The settlements are spatially established along the western parts of the municipality, while the central extents are sparsely inhabited. Commercial agriculture and conservation areas are the main land uses in the central and eastern parts of the district.

There are only three formal or urban areas in the study area, namely Hoedspruit, Kampersrus and Mica, while most of the population is concentrated in the western parts of the municipality, which formed part of the former Lebowa Homeland area.

There are areas that serve as small local service points including the small town of Ofcolaco, Klaserie and others. Most of the MLM population live in these points, which are located along the D21, a major provincial route traversing the municipality. **Figure 2.2** provides the Spatial Structure, while **Table 2.3** provides the Settlement Hierarchy of the Maruleng Local Municipality.

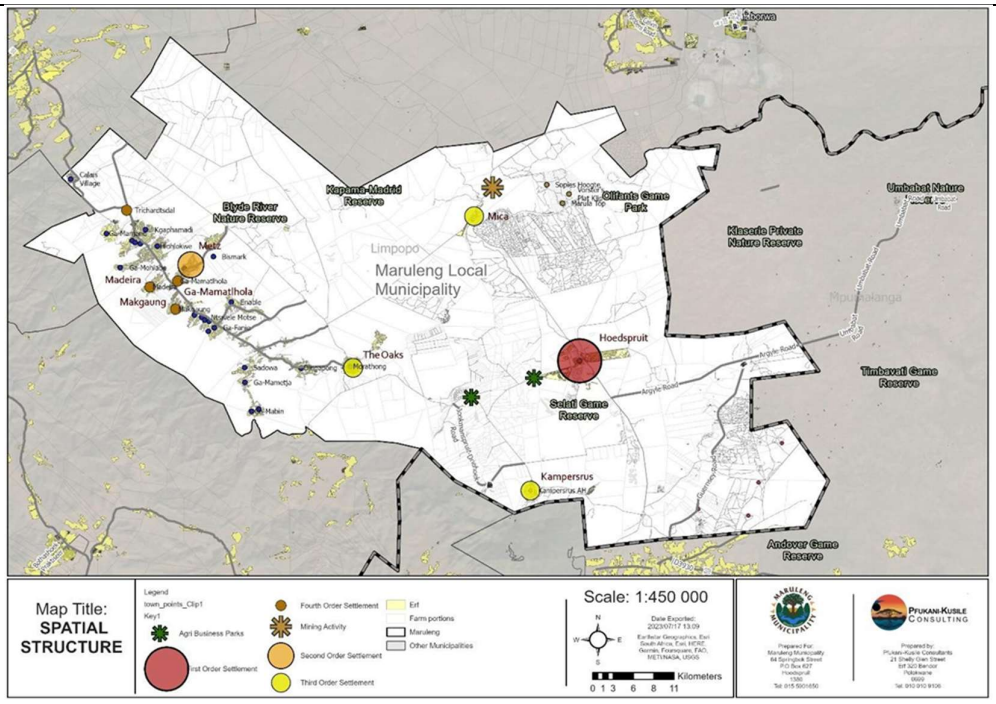


FIGURE 2.2: MLM SPATIAL STRUCTURE

Source: Maruleng SDF 2024

TABLE 2.3: MLM SETTLEMENT HIERARCHY

Type	Characteristics	Areas
a) **First order:** District Growth Point.	• Centre of the tourism industry in the municipality. • Well developed with existing infrastructure. • It has potential for further growth.	• Hoedspruit.
b) **Second order:** Municipal Growth Point.	• Villages are strategically located. • There is existing infrastructure and Potential for further development.	• Metz central.
c) **Third order:** High Population Density Area.	• Different areas with high population density exist in the Oaks, Metz, Trichardtsdal Development Corridor – establishment of a municipal development corridor linking the rural villages. • Need for infrastructure network linking all villages to further stimulate economic development. • Limited Mining in Mica.	• The Oaks. • Kampersrus. • Mica. • Blyde.
d) **Fourth order:** Little economic activities.	• Challenge with infrastructure backlog • Opportunity for local economic development along the foothills of the Drakensberg Environmental Area	• All other villages.

Source: Maruleng SDF 2024

2.1.1.2 Settlement Types and Patterns:

The types of settlement patterns currently found in MLM are clustered or nucleated settlements, linear settlements, and scattered or dispersed settlements. Those types of patterns are illustrated in **Table 2.4,** while **Figure 2.3** contains the topology of MLM.

TABLE 2.4: MLM SETTLEMENT TYPES AND PATTERNS		
Settlement patterns	**Photo to demonstrate**	**Settlement Pattern Explanation**
Clustered or nucleated settlements.		***Clustered or nucleated settlements*** are settlements where houses or structures are grouped closely. These settlements often form around a central feature (e.g., a road intersection, a church, a public space etc.) **Examples:** Hoedspruit,
Linear Settlements.		Linear Settlements are characterised by the line formation of houses or structures along a road, river etc. **Examples:** Metz and Calais.
Scattered or dispersed settlements.		Scattered or dispersed settlements occur when the houses or structures are built far apart, and the settlement does not appear to follow a particular pattern. **Examples:** Ofcolaco Balloon.

Source: Maruleng SDF 2024

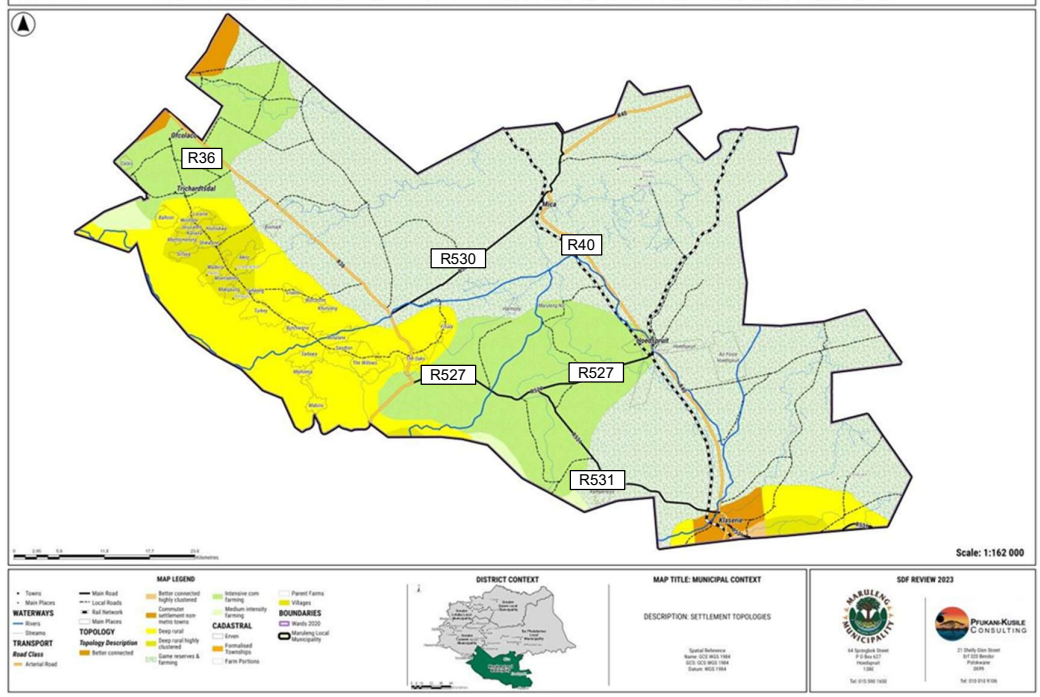


FIGURE 2.3: MLM TOPOLOGY

Source: Maruleng SDF 2024

Most settlements and dwellings are found in Traditional areas in MLM, with urban settlement types only making up 3% of the municipality. The most common tenure status is occupied rent-free, this reflects the economic status of the municipality, with almost ¾ of the population eligible for social housing or government funded housing. R40

Figure 2.4 shows the building density for MLM that present patterns of scattered settlements expanding and merging to form larger consolidated settlements. Most infilled developments that emerged in the municipality are found around the economic nodes of Metz and Lorraine.

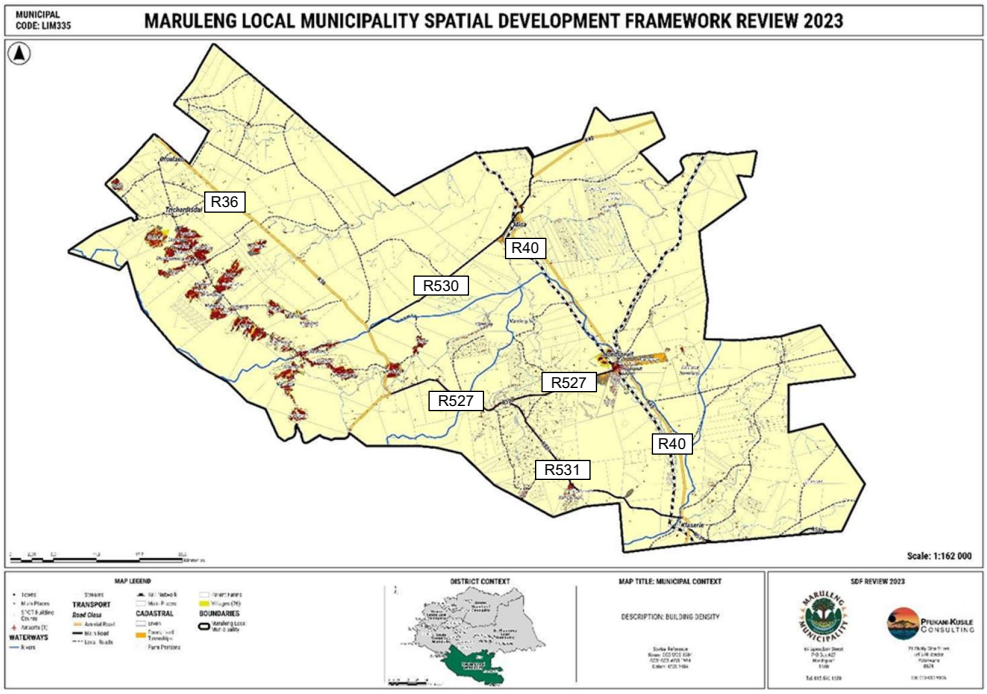


FIGURE 2.4: MLM BUILDING DENSITY

Source: Maruleng SDF 2024

2.1.2 Economic Structure

The following economic sectors are important for the Maruleng local economy and have an impact on future growth and transport infrastructure development:

a) Agriculture.
b) Game Farming.
c) Fruit Farming.
d) Crop Farming.
e) Subsistence Farming.
f) Retail.
g) Tourism.

Figure 2.5 provides a summary of the relevant functional development corridors in MLM.

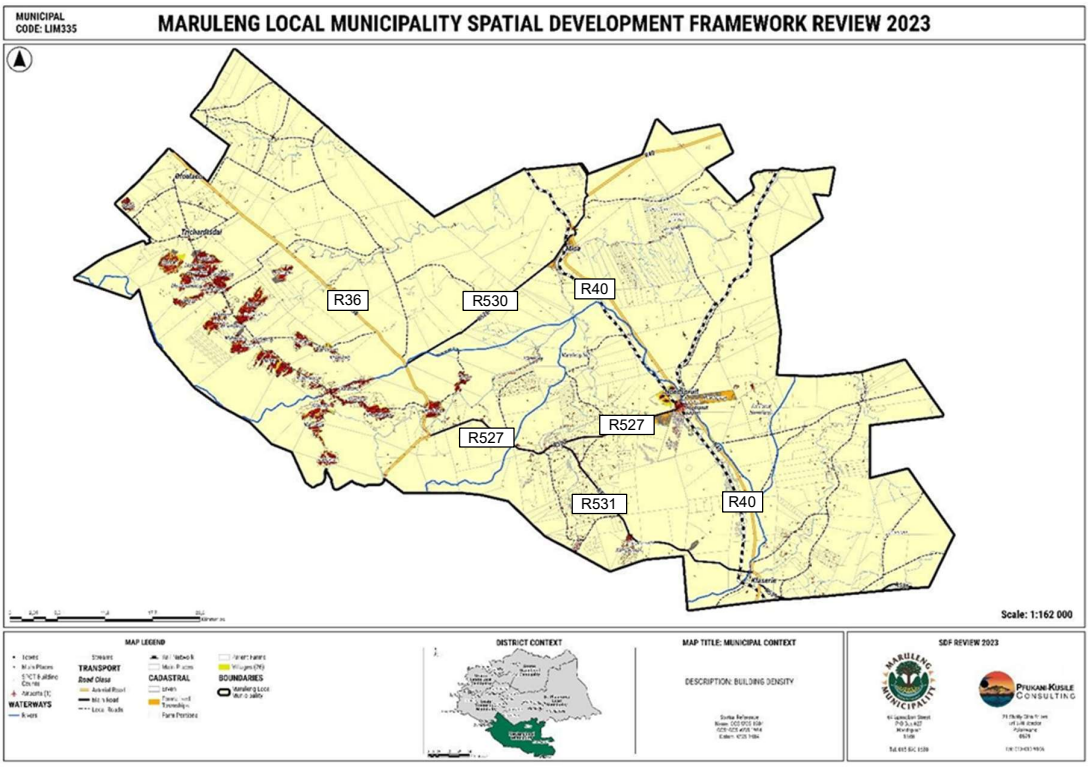


FIGURE 2.5: FUNCTIONAL DEVELOPMENT CORRIDORS IN MLM

Source: Maruleng SDF 2024

The following are relevant in terms of the economic structure of MLM:

a) **Land use** plays a particularly important role in estimating transportation movement, based on estimating travel patterns of residents and visitors. It is necessary to assign trip-generating land uses and trip attractors to separate transport zones.
b) **Physical and geographic barriers** features, such as mountains, rivers and wetlands, impact transport planning by directing traffic to certain routes.
c) The promotion of **eco-tourism** including living cultural villages.
d) **Industrial** development holds great economic potential for MLM.
e) **Mobility** is characterised by the transport means available - both motorised and non-motorised - for people to transport themselves and their goods, and for services to be provided. The transport fleet is typically privately owned and operated on a subsidiary scheme.
f) The **socio-economic characteristics** will help to estimate travel demand; homogenous groups are likely to experience similar travel patterns.
g) **Scholar and educational** land uses are widely available in the municipality.

MLM currently does not have a 20-year Economic Growth and Development Plan (EGDP). It is recommended that the last-mentioned should be developed. The MLM-SDF should embrace the development goals and contextual strategies to be identified as part of the development of proposed MLM-EGDP to ensure synergy and alignment between transportation linkages and economic linkages.

Good accessibility is important to ensure the mobility of people, resources and economic interaction. It also enhances the prospects for the efficient prioritisation and utilisation of public transport infrastructure. The priorities for the upgrading of roads should be a function of the order of the settlements in the hierarchy situated on, or in proximity, of the roads. Priority should be given to collector roads within settlement (which should be identified through the process of formalisation). The road network should make provision for proper public and transport infrastructure to serve the urban and rural communities.

2.2 Spatial Development Framework

The Municipal Spatial Development Framework (MSDF) supports and informs public and private investment decisions that affect the spatial form of a Municipality. It establishes a framework that includes a spatial vision, policy parameters and development priorities for Municipality.

The SDF is a crucial part of the IDP and represents the Municipality's approach to providing services and infrastructure in a sustainable and economical way, among other things, regionally.

Travel and transportation are necessary but expensive aspects of life for people, families, government and businesses. Thus, transportation efficiency is a crucial factor to take into the SDF's creation and maintenance. The relationship that exists between land usage and transportation networks are acknowledged. Consequently, the SDF and ITPs should be aligned and indicate how transportation components of the municipality will advance.

From the existing Municipal Spatial Maps, it is quite evident that most Settlements and built-up areas within the Municipality are concentrated on the South-Western areas of the Municipal Area with Hoedspruit being the most developed local node & service centre of the Municipality. The bulk of the Municipal Area is dominated by game farming activities and tourist attractions given the proximity of the Municipality to the Kruger National Park.

It goes without saying therefor that the most viable future development of the Municipality from a residential point of view would be concentrated on the South-western areas as well as the Oaks/Mametja localities along the Tzaneen Road from the Strydom Tunnel/across the Olifants River.

The MLM-IDP encapsulates all aspects of development planning and service delivery in municipalities. The MLM-SDF forms an essential component of the MLM-IDP, reflecting geographically the municipality's strategy for delivering infrastructure and services sustainably and cost-effectively.

Transport and travel are essential and costly components of life for individuals, households, businesses and the government, and so transport efficiency is an important consideration in the development and updating of the MLM-SDF. The MLM-SDF is aligned with the **MLM-LITP** area, and in turn, the SDF is taken up in the **MLM-LITP**, clearly showing existing and

intended transport corridors and nodes and areas earmarked for mixed land use and densification in support of public transport.

The MLM-SDF indicates the municipal land use strategies that will be used to discourage urban sprawl and the dispersal of activities making them dependent on travel by car. The **MLM-LITP** indicates the specific measures proposed in the SDF to support public transport and to ensure that transport services may be carried out sustainably and cost-effectively.

The MLM-SDF so included in the **MLM-LITP** gives explicit effect to Section 38 of the NLTA, which empowers the planning authority to manage any change or intensification of land use which deviates from that specified in the SDF. In terms of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), it is required to regularly review and update the municipalities' SDF.

The aims of the SDF are not all exclusively related to the SDF; some are also relevant to the development planning of the local government in general. The fundamental purposes which the SDF process is intended to achieve, are as follows:

a) Represent the spatial development vision statement of the MLM through integration and trade-off of all relevant sector policies and plans.
b) Guide the MLM in taking decisions or exercising any discretion relating to spatial planning and land use management systems, and to address historic spatial imbalances in development.
c) Provide information to the public and private sector in relation to investment areas, identify long term risks of spatial patterns of growth and development and provide mitigation measures.
d) Provide direction for strategic developments, infrastructure investment, taking cognisance of any environmental management instrument.

The SDF focuses not only on the transport system but also on the land use patterns that generate the demand for transport as contemplated in Section 25(e) of the Municipal Systems Act (Act 32, 2000).

In terms of Section 21 of the SPLUMA Act 16, the content of municipal SDFs must:

a) give effect to the development principles and applicable norms and standards set out in Chapter 2 of the Act.
b) include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality.
c) include a longer-term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years.
d) identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated.
e) include population growth estimates for the next five years.
f) include estimates of the demand for housing units across different socio-economic

categories and the planned location and density of future housing developments.

g) include estimates of economic activity and employment trends and locations in the municipal area for the next five years.
h) identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years.
i) identify the designated areas where a national or provincial inclusionary housing policy may be applicable.
j) include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable.
k) identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable.
l) identify the designation of areas in which –

    i) more detailed local plans must be developed.
    ii) shortened land use development procedures may be applicable and land use schemes may be so amended.

m) provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments.
n) determine a capital expenditure framework for the municipality's development programmes, depicted spatially.
o) determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area.
p) include an implementation plan comprising of –

    i) sectoral requirements, including budgets and resources for implementation.
    ii) necessary amendments to a land use scheme.
    iii) specification of institutional arrangements necessary for implementation.
    iv) specification of implementation targets, including dates and monitoring indicators.
    v) specification, where necessary, of any arrangements for partnerships in the implementation process.

2.3 Transport Implications of the SDF

Integrated transport and land use planning strategies need to achieve transport provision that includes the urban perspective by means of:

a) Concentrating residential development along public transport corridors.
b) Creating a high density of trip-attracting activities in central areas well served by public transport.
c) Create new developments that are accessible to public transport from a wider regional perspective for rail, road and air infrastructure.
d) Improvement and development of public transport amenities e.g., taxi, bus and railway facilities.
e) Accommodate and provide road freight transport infrastructure and amenities.

The 2025/2030 **MLM-LITP** determines and describes the transport-related issues, problems and needs of the municipality and its residents based on the following, to complement the spatial planning process:

a) Assessment of issues, problems, trends and performance standards revealed by the Transport Register.
b) Processes of public participation and stakeholder feedback aimed at identifying the needs of the community present and future transport demand estimation, determined by extrapolation from current trends, modelling, and/or other estimations.
c) The upgrading and maintenance needs of all roads and public transport facilities for which the planning authority is responsible must be identified.
d) The need for new roads and facilities must also be identified. This should include reference to any pavement management system (PMS) and other infrastructure management systems which may be employed by the authority.

The transport needs assessment should be addressed by means:

a) Modal split.
b) Measures to promote public transport.
c) The needs of learners and persons with disabilities.
d) Non-motorised transport.
e) Private transport.
f) Travel demand estimation.
g) Transport and technology.

The Overall Network Design is described and sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted in **Chapter 6** of the 2025/2030 **MLM-LITP**.

Figures 2.6 to 2.13 provide the following information:

a) **Figure 2.6:** Major Settlements in MLM.
b) **Figure 2.7:** Main Social Facilities in MLM.
c) **Figure 2.8:** Main Tourist Activities in MLM.
d) **Figure 2.9:** Main Land Uses Core of MLM.
e) **Figure 2.10:** Main Agricultural Areas in MLM.
f) **Figure 2.11:** Main Sensitive Conservation Areas of MLM.
g) **Figure 2.12:** Land Ownership in MLM.
h) **Figure 2.13:** Key Tribal Areas in MLM.

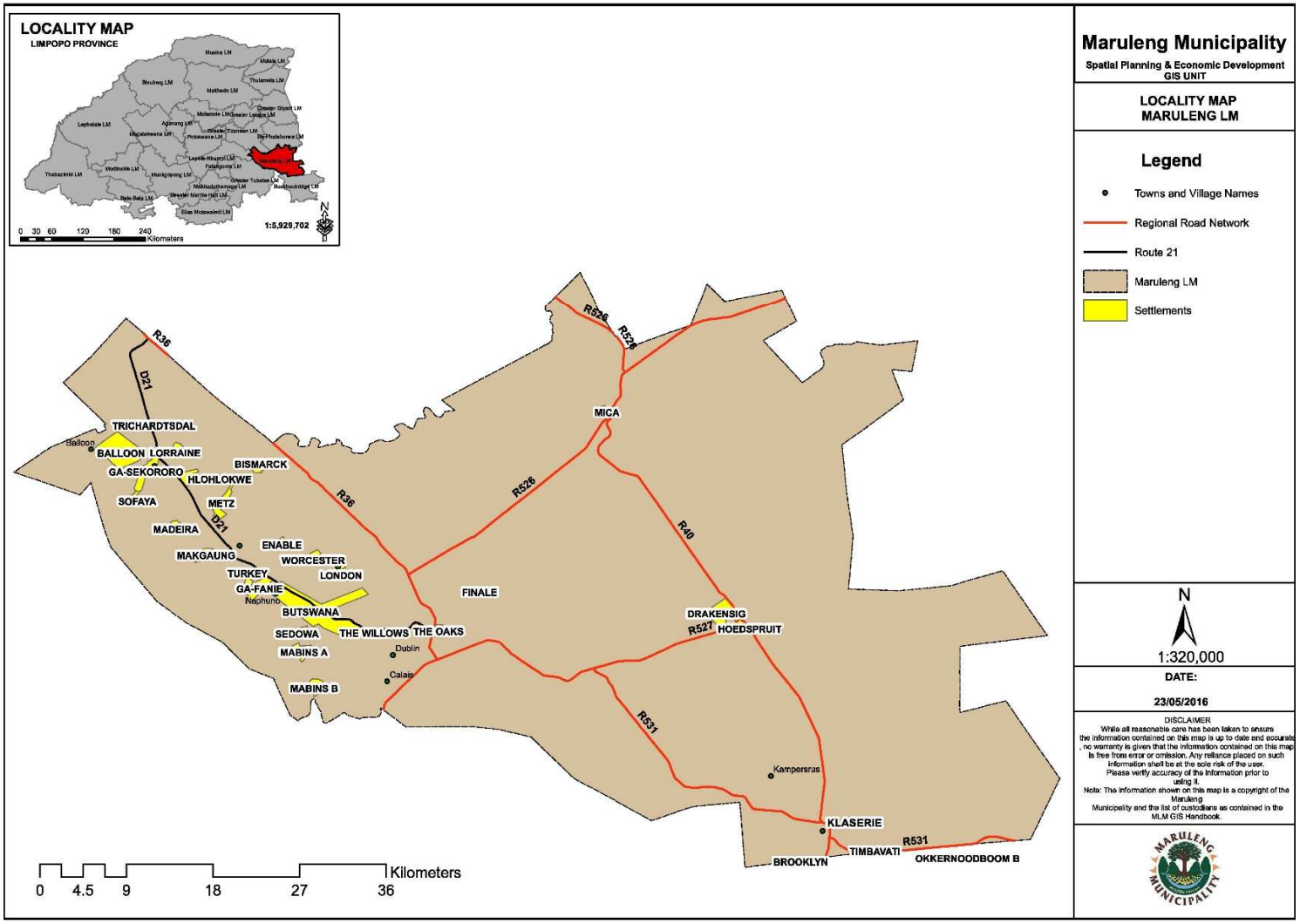


FIGURE 2.6: MAJOR SETTLEMENTS IN MLM

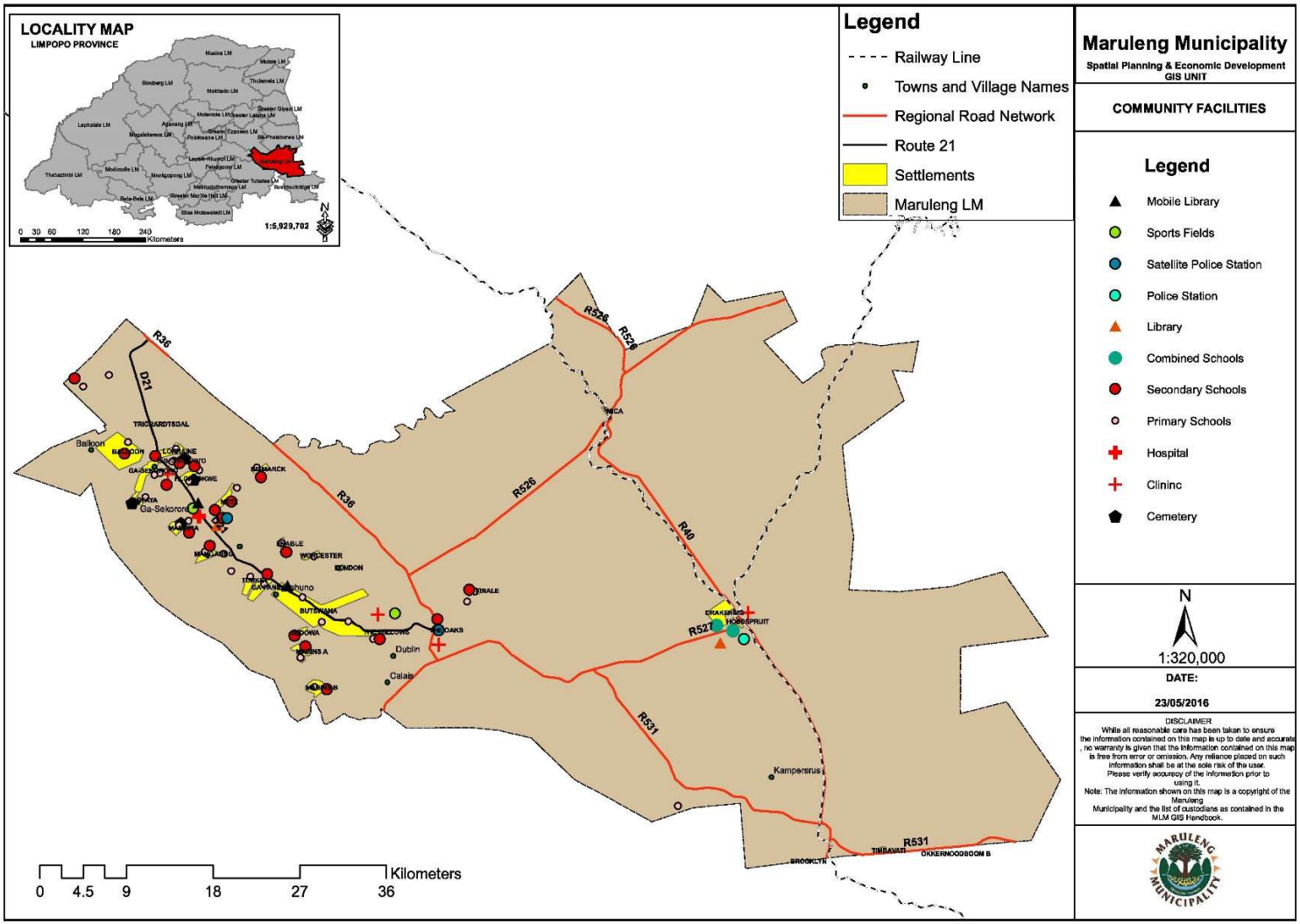


FIGURE 2.7: MAIN SOCIAL FACILITIES IN MLM

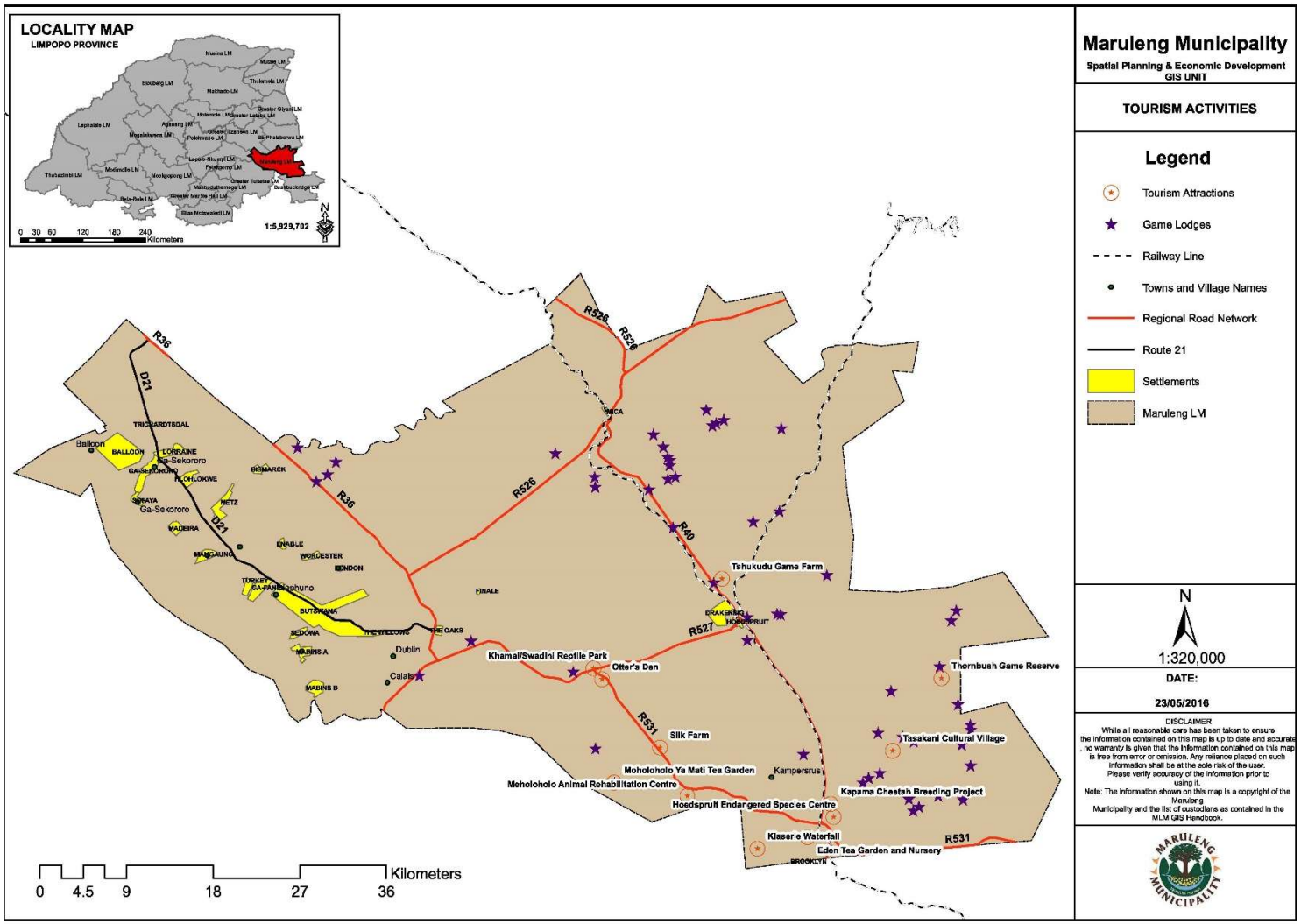


FIGURE 2.8: MAIN TOURIST ACTIVITIES IN MLM

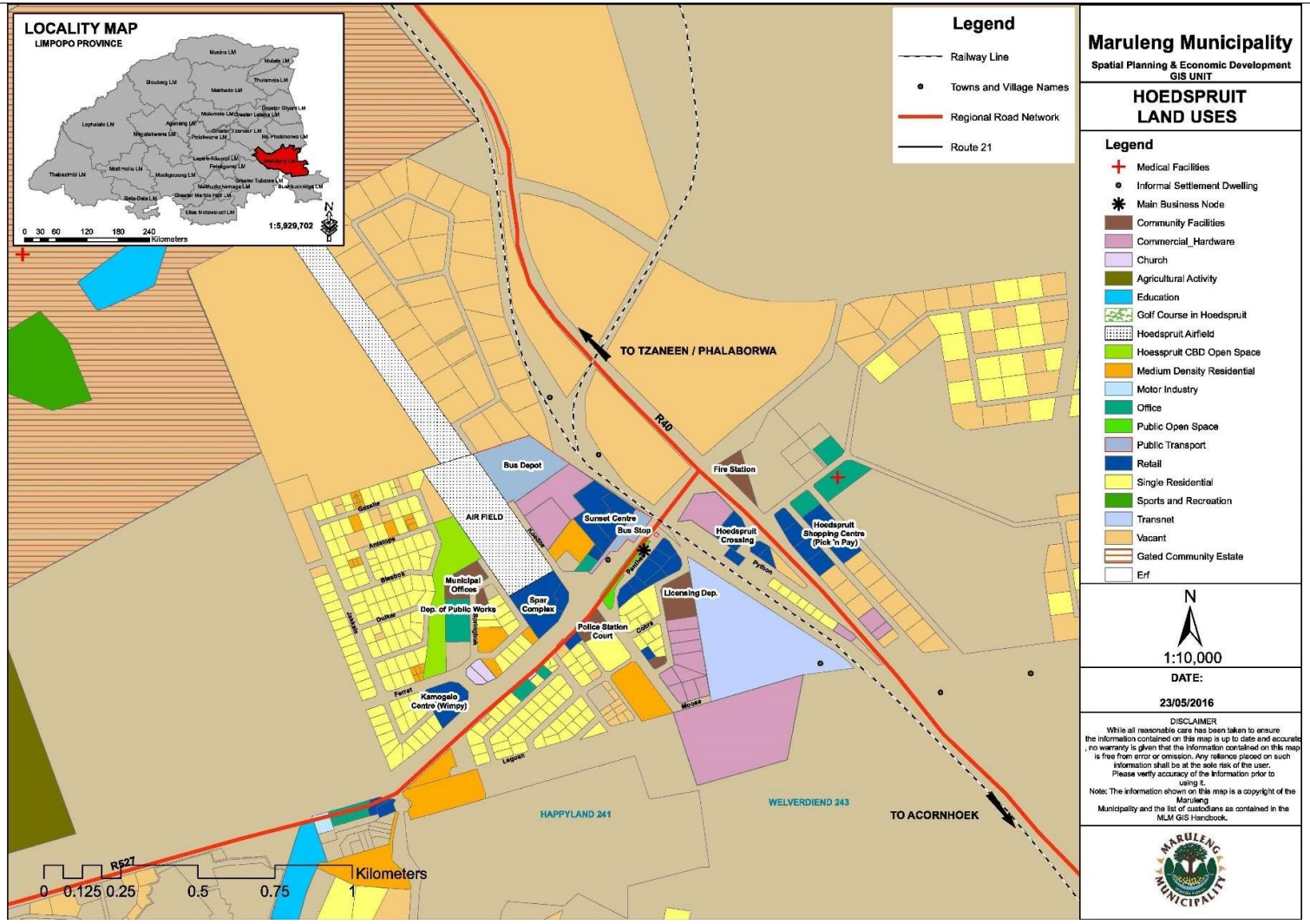


FIGURE 2.9: MAIN LAND-USES CORE OF MLM

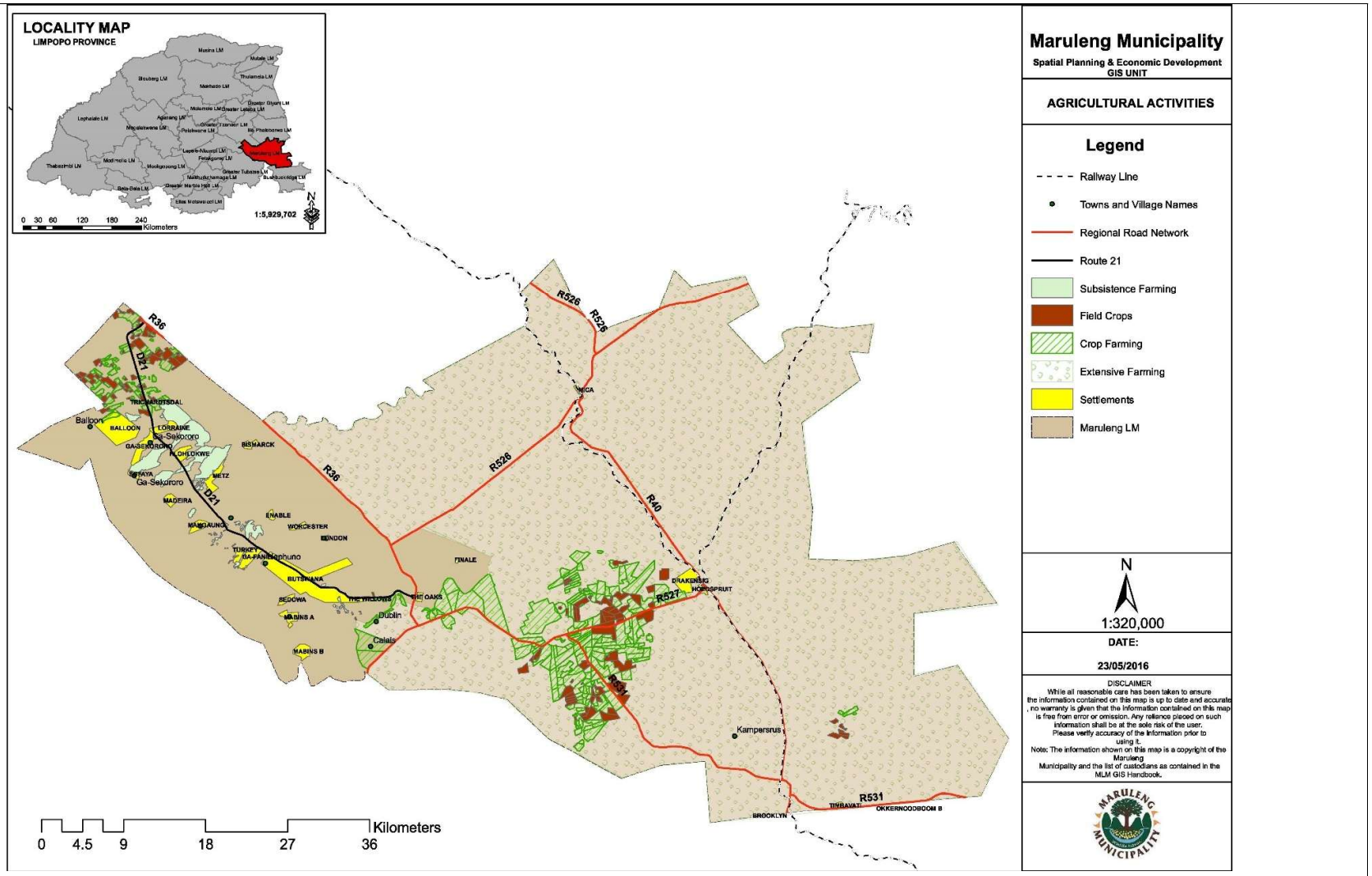


FIGURE 2.10: MAIN AGRICULTURAL AREAS IN MLM

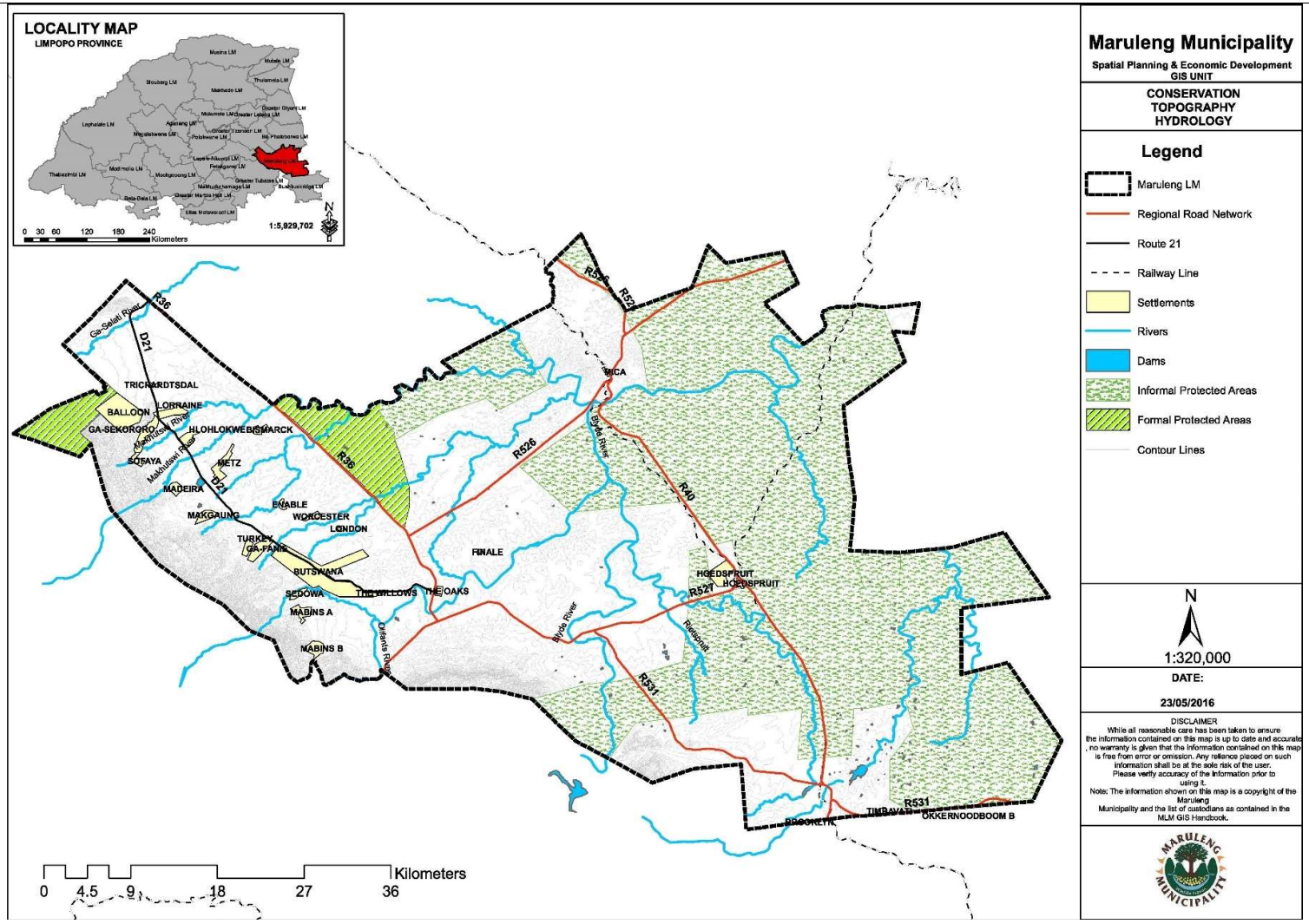


FIGURE 2.11: MAIN SENSITIVE CONSERVATION AREAS IN MLM

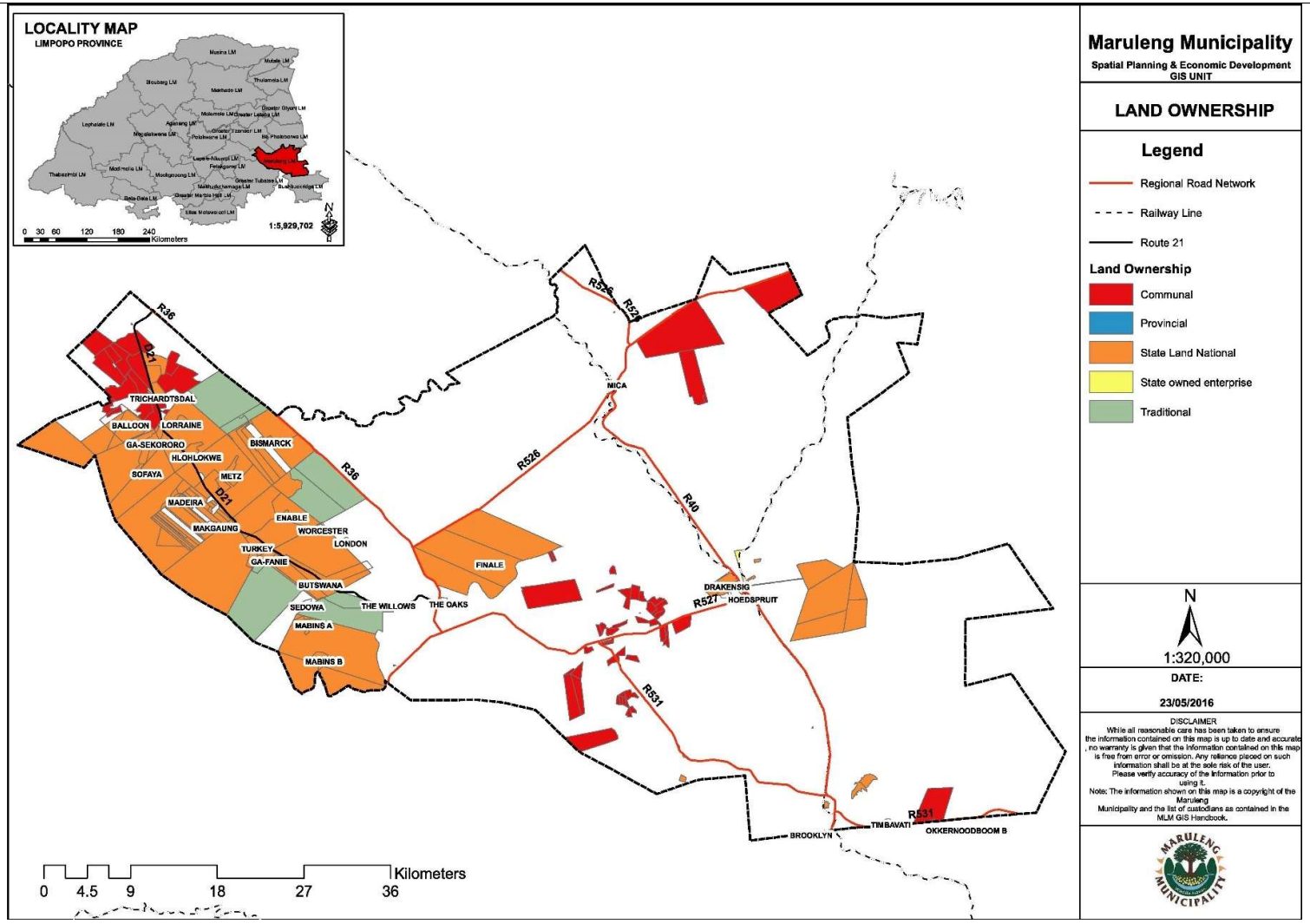


FIGURE 2.12: LAND OWNERSHIP IN MLM

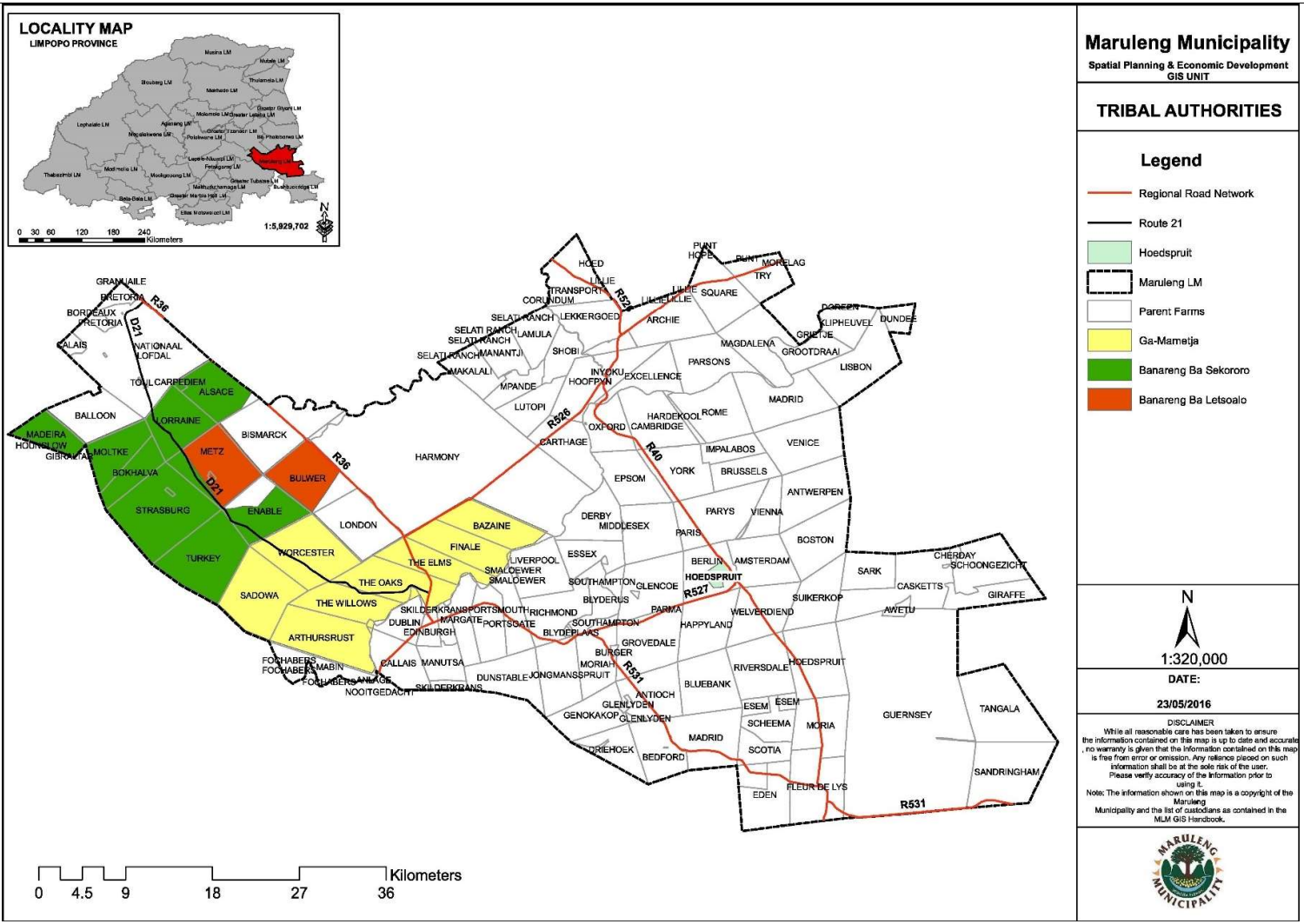


FIGURE 2.13: KEY TRIBAL AREAS IN MLM

2.4 General Overview of Transportation System

The following are relevant:

a) Modal split between private, public transport (by mode) and non-motorised transport modes for work, education and other trips made during a typical weekday morning peak period.
b) Levels of dissatisfaction with the different aspects of the transport system and different modes of transport in the area, including travel times, costs, availability and accessibility, safety and the reliability of public transport services.
c) Average travel time to work and education, travel time for public transport trips to work, walking times to public transport by mode, and percentage of households spending more than 10% of income on public transport.
d) The main transport problems in the municipality towards which the policies, strategies and projects in the 5-year **MLM-LITP** will be addressed.

2.4.1 Modal Split between Private, Public Transport (by mode) and Non-motorised Transport Modes for Work, Education and Other Trips Made during a Typical Weekday Morning Peak Period.

Siyazi conducted a questionnaire at various public transport facilities in the MLM during 2024. The purpose of the questionnaire was to determine a profile of the public transport users in MLM to understand the public transport user's needs.

The sample size of the questionnaire was 400 persons. Detailed information concerning the questionnaire is contained in **Table A-4.1 to Table A-4.14** in **Appendix A-4**.

Tables 2.5 to **2.7** provides information related to:

a) **Table 2.5:** Purpose of Trips.
b) **Table 2.6:** What Mode of Transport is used.
c) **Table 2.7:** Preferred Mode of Transport.

TABLE 2.5: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – PURPOSE OF TRIP?		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Home to Work	78	20%
2. Work to Home	24	6%
3. Shopping	224	56%
4. Training Institute	16	4%
5. Health Facility	27	7%
6. Government Offices, Incl.	2	1%
7. Security/ Police Station	2	1%
8. Family Related Matters	15	4%
9. Recreation	0	0%
10. Others	9	2%
N/A	3	1%
Total	**400**	**100%**

TABLE 2.6: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – WHAT MODE OF TRANSPORT IS USED?		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Bus	19	5%
2. Taxi	375	94%
3a. 4+1 Taxi	3	1%
3b. E-Hailing	1	0%
4 Walk	0	0%
5. Cycling	0	0%
6. Private Transport	1	0%
7. Other	0	0%
8. N/A	1	0%
Total	**400**	**100%**

TABLE 2.7: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – PREFERRED MODE OF TRANSPORT?		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Bus	24	6%
2. Taxi	364	91%
3a. 4+1 Taxi	4	1%
3b. E-Hailing	2	1%
4 Walk	0	0%
5. Cycling	0	0%
6. Private Transport	1	0%
7. Other	3	1%
8. N/A	2	1%
Total	**400**	**100%**

2.4.2 Levels of Dissatisfaction with the Different Aspects of the Transport System and Different Modes of Transport in the Area, Including Travel Times, Costs, Availability and Accessibility.

Tables 2.8 and **2.9** provide the public transport level of dissatisfaction of public transportation in MLM respectively for bus and taxi mode of transport.

TABLE 2.8: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – SATISFACTION LEVEL: TRAVEL BY BUS

SATISFACTION LEVEL	NUMBER	PERCENTAGE
1. Very Good	5	31%
2. Good	5	31%
3. Average	6	38%
4. Bad	0	0%
5. Very Bad	0	0%
Total	**16**	**100%**
Use Bus.	16	4%
Do not use Bus.	288	72%
Did not respond.	96	24%
Total	**400**	**100%**

TABLE 2.9: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – SATISFACTION LEVEL: TRAVEL BY TAXI

SATISFACTION LEVEL	NUMBER	PERCENTAGE
1. Very Good	216	54%
2. Good	103	26%
3. Average	62	16%
4. Bad	14	4%
5. Very Bad	4	1%
6. Not Applicable	0	0%
7. Do not use	1	0%
Total	**400**	**100%**

2.4.3 Average Travel Time to Work and Education, Travel Time for Public Transport Trips to Work and Walking Times to Public Transport by Mode.

Tables 2.10 and **2.11** provide the average travel time to and from public transport facilities in MLM, while **Table 2.12** provides the travel time for the total trip in one per direction.

TABLE 2.10: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT FACILITY: OUTBOUND TRIP		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Less than 5 Minutes	86	22%
2. Between 5 to 15 Minutes	201	50%
3. Between 16 to 30 Minutes	91	23%
4. Between 31 to 60 Minutes	16	4%
5. Between 60 to 120 Minutes	4	1%
6. More than 120 Minutes	2	1%
7. N/A	0	0%
Total	**400**	**100%**

TABLE 2.11: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT: RETURN TRIP		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Less than 5 Minutes	71	18%
2. Between 5 to 15 Minutes	155	39%
3. Between 16 to 30 Minutes	98	25%
4. Between 31 to 60 Minutes	35	9%
5. Between 60 to 120 Minutes	38	10%
6. More than 120 Minutes	3	1%
7. N/A	0	0%
Total	**400**	**100%**

TABLE 2.12: SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES IN MLM – COMMUTER TIME TO PUBLIC TRANSPORT: TRAVEL TIME PER TRIP IN ONE DIRECTION		
DESCRIPTION	**NUMBER**	**PERCENTAGE**
1. Less than 5 Minutes	4	1%
2. Between 5 to 15 Minutes	69	17%
3. Between 16 to 30 Minutes	112	28%
4. Between 31 to 60 Minutes	101	25%
5. Between 60 to 120 Minutes	77	19%
6. More than 120 Minutes	35	9%
7. N/A	2	1%
Total	**400**	**100%**

2.4.4 Main Transport Problems in the Municipality towards which the Policies, Strategies and Projects in the 5-year MLM-LITP will be Addressed.

Table 2.13 provides identified main problems experienced with public transport facilities according to questionnaire done at public transport facilities.

TABLE 2.13: PUBLIC TRANSPORT PROBLEMS IDENTIFIED AS PART OF QUESTIONNAIRE DONE AT PUBLIC TRANSPORT FACILITIES	
Item	**Description**
1.	Driver behaviour.
2.	Waiting times for public transport.
3.	Cleanliness of public transport vehicles.
4.	Fares.
5.	Maintenance for public transport vehicles.
6.	Noise in public transport vehicles, due to other passengers.
7.	Passengers paying for parcels.
8.	Traffic congestion.
9.	Shelter.
10.	Ablutions facilities
11.	Lights.
12.	Paved driveways.
13.	Paved walkways.
14.	Safety and security (law enforcement).
15.	Universal access
16.	Maintenance of facilities
17.	Wi-fi services
18.	Cleanliness
19.	Ramps for food trolleys
20.	Ramps for baby prams
21.	Interference by hawkers
22.	Disabled ablutions facilities.
23.	Pedestrian ramps.
24.	Guard rails at ramps.
25.	Paved walkways that support blind persons.
26.	Communication between driver/queue marshall with commuter with hearing disabilities.
27.	Assistance by driver for disabled person to enter vehicle.
28.	Possibility to load wheelchair in vehicle.

2.5 Description of the Regular, Daily Public Transport System

A summary of the following transport register input is provided:

a) Passenger rail infrastructure, rolling stock, and line capacity and utilisation.
b) Road-based public transport (namely bus and minibus-taxi) infrastructure.
c) Road-based routes per mode and per major operator or TA.
d) Summary and analysis of the fare systems (structure, levels, fare collection systems and concessions) of different services in the area.
e) Passenger rail service capacity and capacity utilisation per line in the peak period.
f) Road-based public transport service capacity and capacity utilisation per route in the peak period.
g) Summary of area-to-area movements based on cordon counts.
h) Analysis of conditions of transport infrastructure, facilities and rolling stock.

The subsequent subsections will elaborate on the above-mentioned.

2.5.1 Passenger Rail Infrastructure, Rolling Stock and Line Capacity and Utilisation.

The rail network in Limpopo is shown in **Figure 2.14**, while **Figure 2.15** provides the locality of the Railway Stations in Maruleng **Figures A-8.11 and A-8.12, Appendix A** indicates the Limpopo railway network and main stations. **Figures 2.16A to 2.16C** provide pictures of the relevant stations in Maruleng which are based in:

a) Hoedspruit.
b) Mica.
c) Klaserie.

Based on the LPTF there are several main lines in Limpopo and several branch lines. Three main rail yards handle freight commodities in the province, namely: Phalaborwa (dispatches 154 trains per day), Polokwane (10 to 12 trains per direction per day) and Thabazimbi.

At present, no commuter rail transport services are operated in the Limpopo province except a mainline service provided along the N1 route towards Zimbabwe. Both long-distance intercity passenger and commuter services are provided.

The Passenger Rail Agency (PRASA) operates the Shosholoza Meyl long-distance passenger service between Johannesburg and Musina via Polokwane. It is an economy class service (sitter accommodation) that operates three times per week in each direction.

Figure 2.17 provides information related to the Shosholoza Meyl passenger train service.

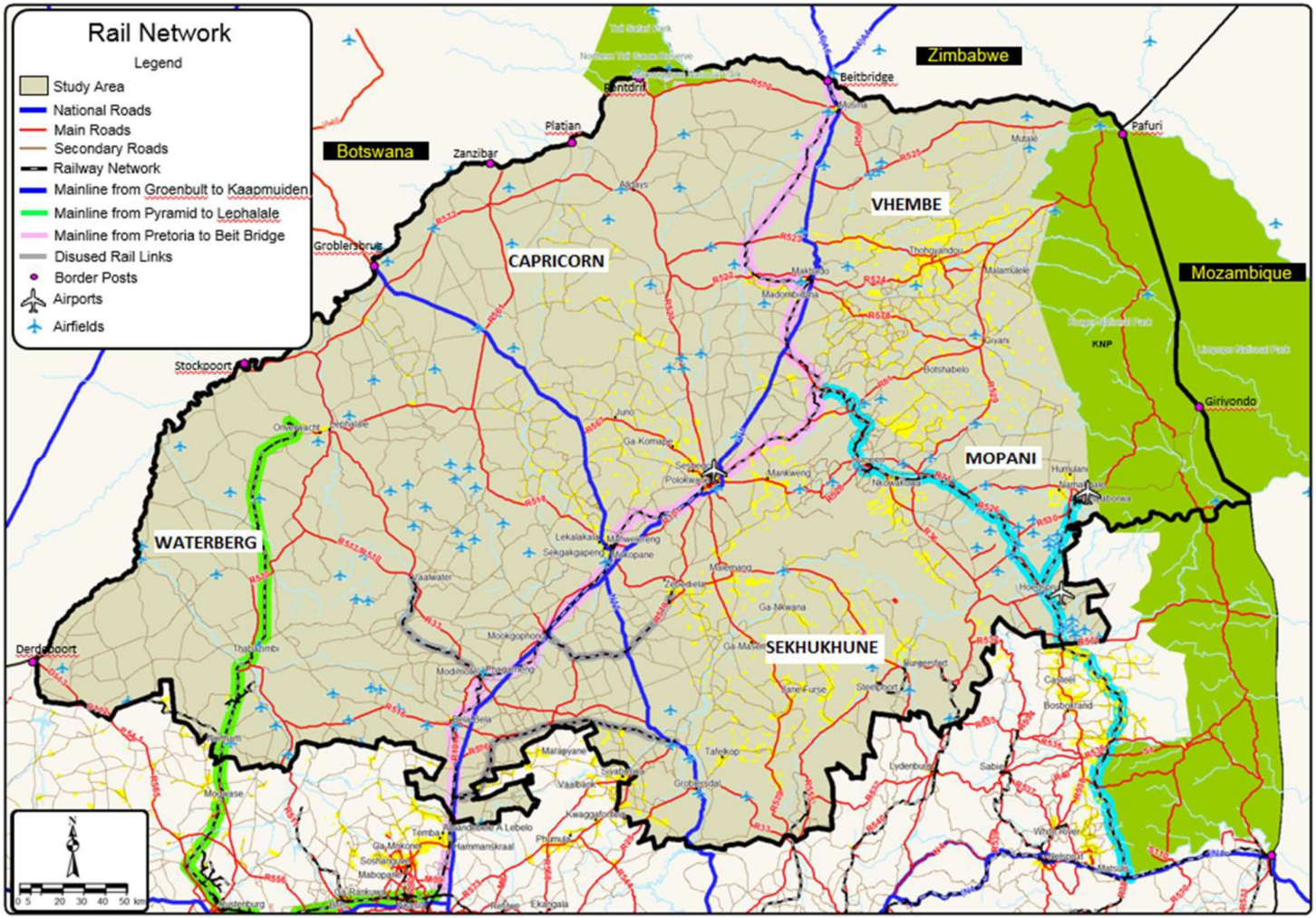


FIGURE 2.14: RAIL NETWORK IN LIMPOPO PROVINCE

Source: Limpopo Provincial Land Transport Framework 2015 to 2019.

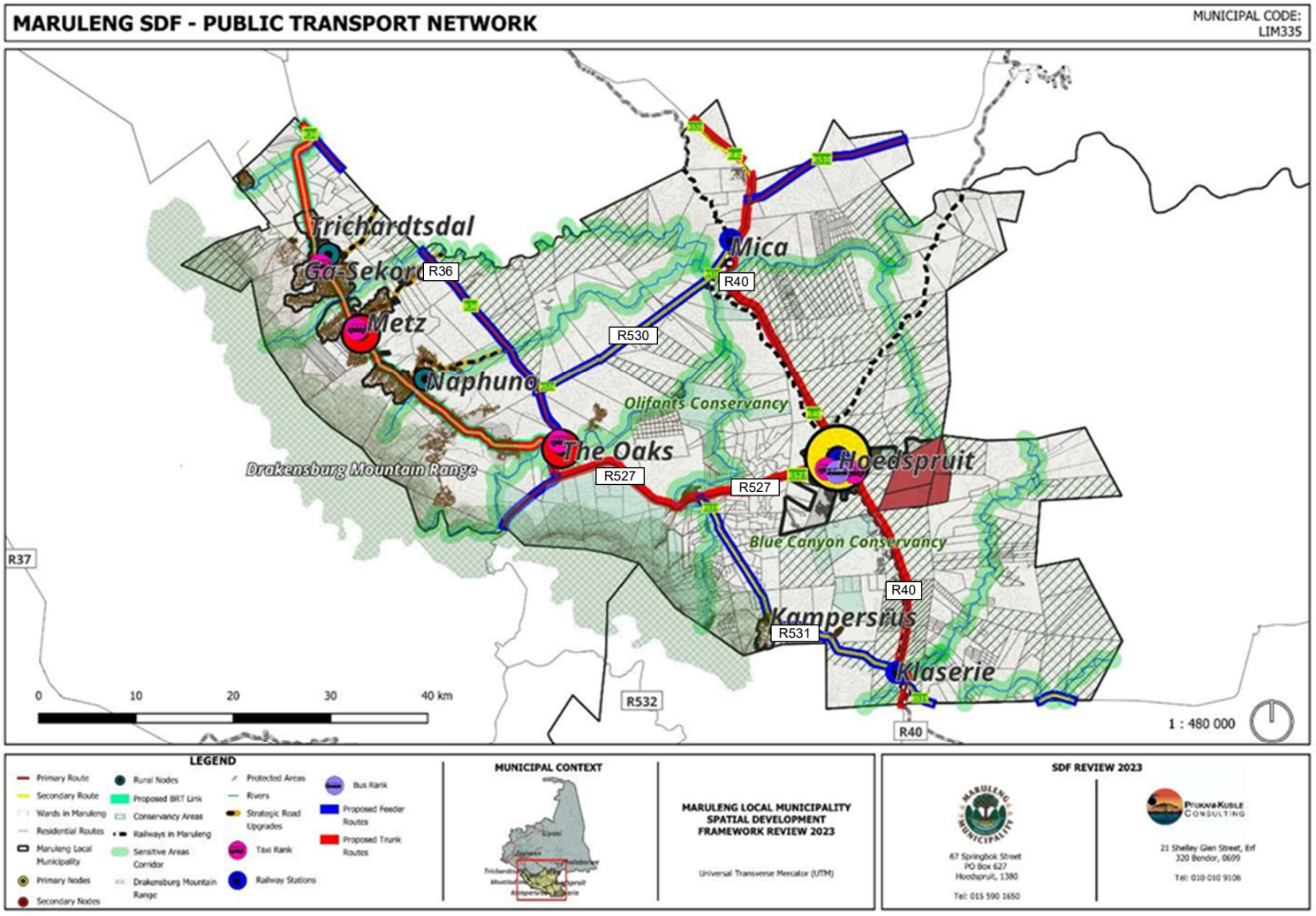


FIGURE 2.15: MLM PUBLIC TRANSPORT NETWORK (RAILWAY NETWORK AND THE LOCATIONS OF THE STATIONS)







FIGURE 2.16A: RAILWAY STATIONS IN MLM AT HOEDSPRUIT







FIGURE 2.16B: RAILWAY STATIONS IN MLM AT MICA

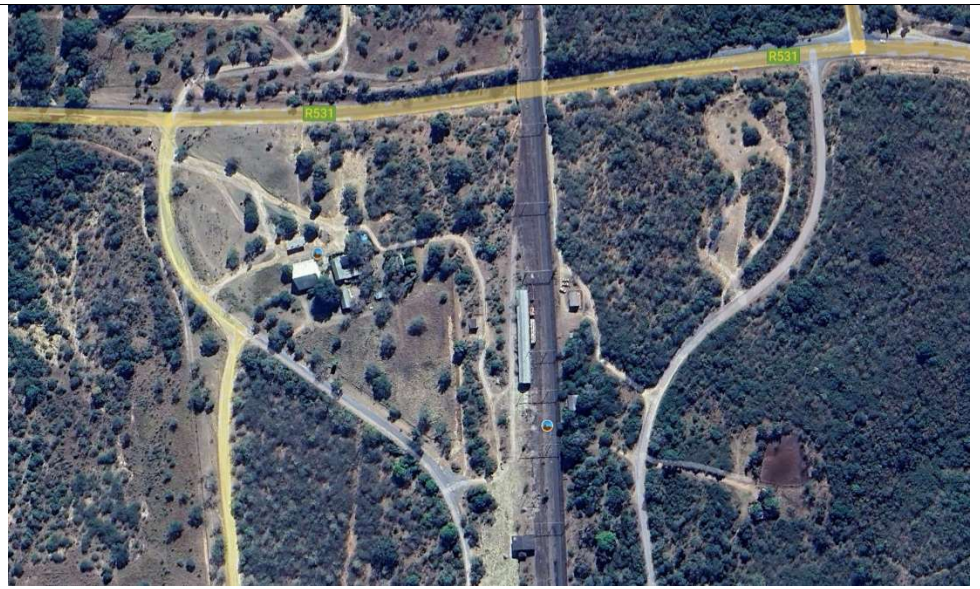






FIGURE 2.16C: RAILWAY STATIONS IN MLM, KLASERIE





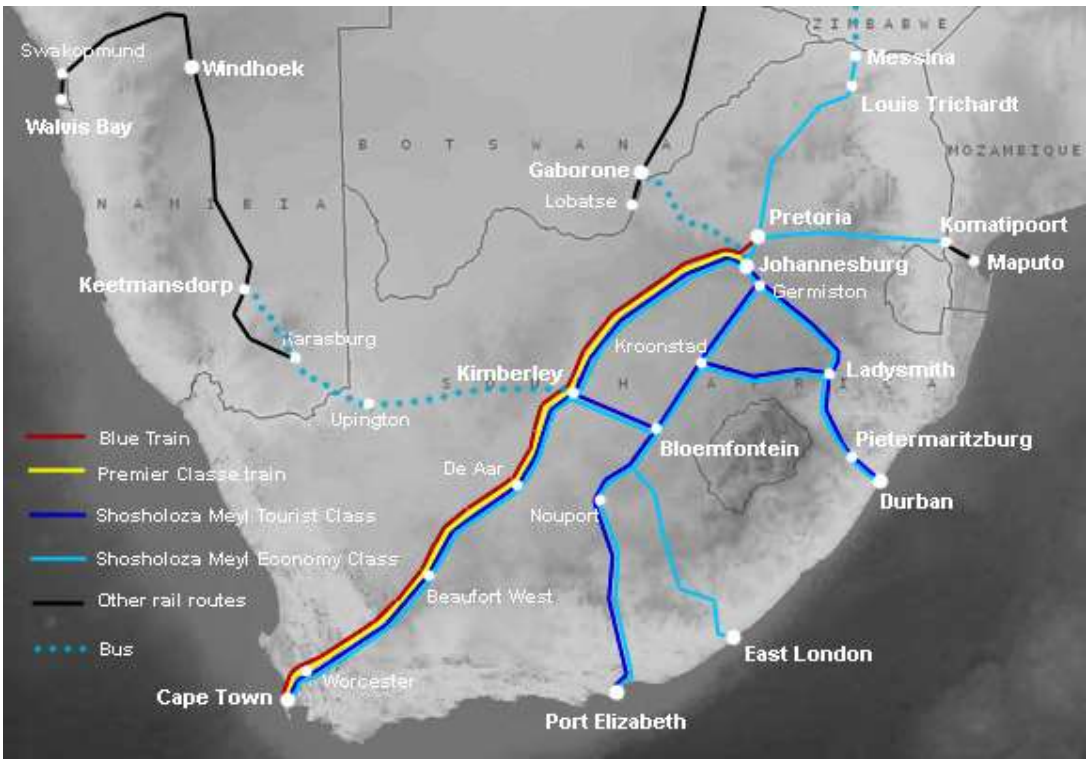


FIGURE 2.17: SHOSHOLOZA MEYL RELATED INFORMATION

2.5.2 Road-based Public Transport (Bus and Minibus-taxi) Infrastructure.

The following public transport is relevant:

a) Bus.
b) Taxi.

2.5.2.1 Bus and Taxi Facilities.

Figure 2.15 provides the public transport network in MLM while **Figure 2.18** provides bus and taxi facilities locations in MLM (see **Figure A-8.5** in **Appendix A-8** for more detail).

Table 2.14 contains a summary of the bus and taxi facilities in the MLM area. **Table A-3.1** and **Table A-3.2** in **Appendix A-3** contains detailed information on public transport facilities in the MLM Area. A total of 4 formal Taxi Rank Facilities and 12 informal Taxi Rank Facilities were registered in MLM, while 1 formal Bus Rank Facility was registered in MLM.

TABLE 2.14: SUMMARY OF BUS AND TAXI FACILITIES IN THE MLM AREA

Number	Facility Name	Type	Location	Facility Type
1.	Botshabelo Tank Rank (Letaba TA)	Taxi Rank	Botshabelo	Informal
2.	Botshabelo Tank Rank (The Oaks TA)	Taxi Rank	Botshabelo	Informal
3.	Mabins Taxi Rank (Letaba TA)	Taxi Rank	Ga-Mabins	Informal
4.	Mabins Taxi Rank (The Oaks TA)	Taxi Rank	Ga-Mabins	Informal
5.	Mulalane Taxi Rank	Taxi Rank	Mulalane	Informal
6.	Worsta Taxi Rank	Taxi Rank	Worsta	Informal
7.	Metz Taxi Rank	Taxi Rank	Metz	Formal
8.	Bismark Taxi Rank	Taxi Rank	Bismark	Informal
9.	Mahlakung Taxi Rank	Taxi Rank	Mahlakung	Formal
10.	Sofaya Taxi Rank	Taxi Rank	Sofaya	Informal
11.	Kanana Taxi Rank	Taxi Rank	Kanana	Informal
12.	Balon Taxi Rank	Taxi Rank	Balon	Informal
13.	Calais Taxi Rank	Taxi Rank	Ga-Calais	Informal
14.	Hoedspruit Taxi Rank	Taxi Rank	Hoedspruit	Formal
15.	Finale Taxi Rank	Taxi Rank	Finale	Informal
16.	The Oaks Taxi Rank	Taxi Rank	The Oaks	Formal
17.	GNT Bus Rank at “Build it”	Bus Rank	Hoedspruit	Informal

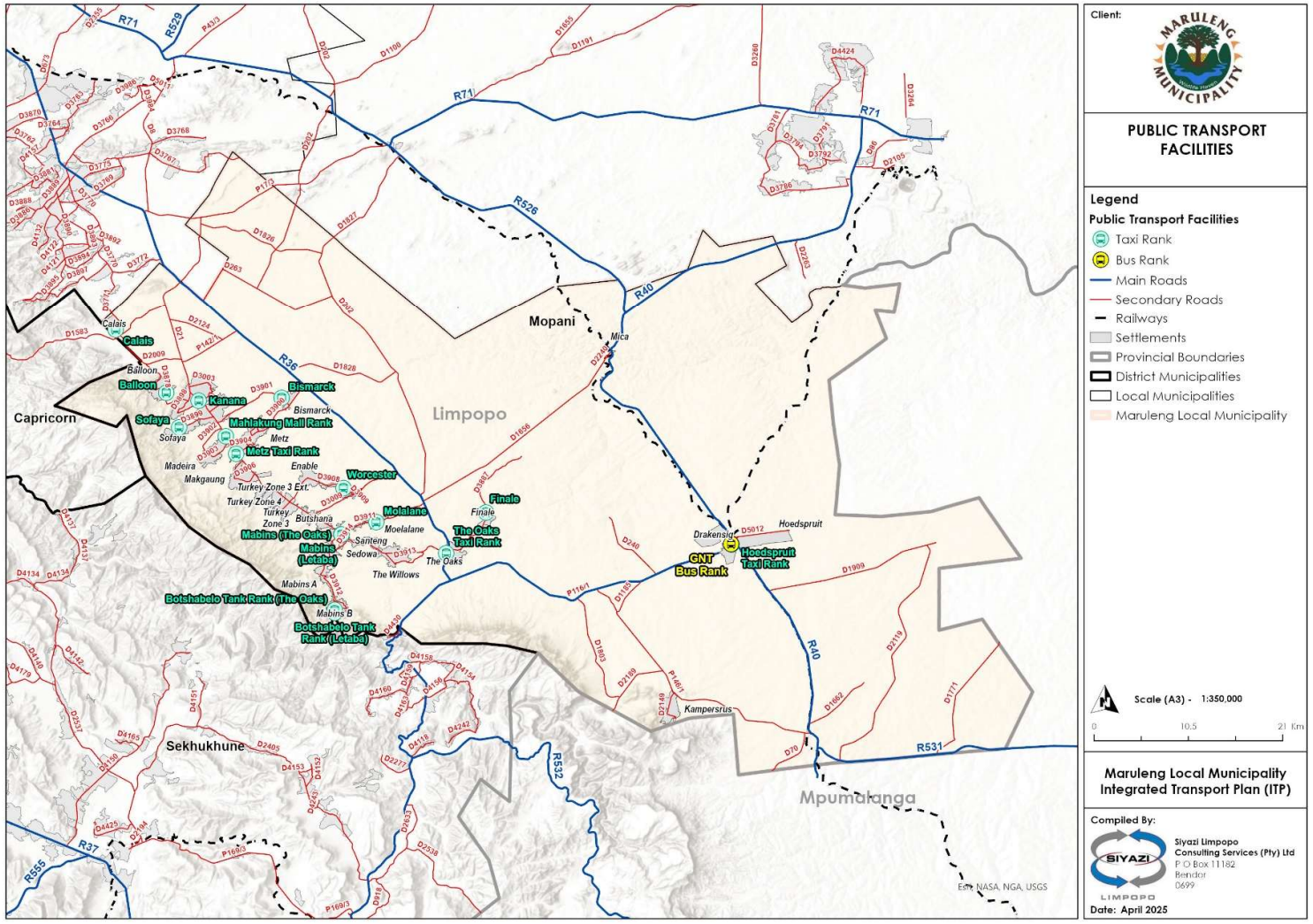


FIGURE 2.18: BUS AND TAXI FACILITIES LOCATIONS IN MLM

2.5.3 Road-based Routes per Mode and per Major Operator or Taxi Association.

Table 2.15 contains a summary of the number of vehicles per TA as obtained from the relevant TAs, while **Table 2.16** contains a summary of the number of buses per bus company as obtained from the bus operators during 2024.

TABLE 2.15: NUMBER OF VEHICLES FROM TAXI ASSOCIATIONS								
NO	ASSOCIATION	NUMBER OF OPERATORS FROM LPRE			NUMBER OF OPERATORS FROM ASSOCIATIONS			NUMBER OF OPERATORS AS PART OF THE SURVEY
		NUMBER OF OPERATORS WITH OL	NUMBER OF OPERATORS UNLINKED	TOTAL NUMBER OF OPERATORS	NUMBER OF OPERATORS OL PROVIDED	NUMBER OF OPERATORS RAS NUMBER PROVIDED	TOTAL NUMBER OF OPERATORS	
1	LETABA TAXI ASSOCIATION	62	0	62	69	48	69	170
2	THE OAKS TAXI ASSOCIATION	35	3	38	27	26	101	62
3	BUSHBUCK RIDGE	N/A	N/A	N/A	N/A	N/A	N/A	6
TOTAL		**97**	**3**	**100**	**96**	**74**	**170**	**238**

TABLE 2.16: NUMBER OF BUSES PER BUS OPERATOR AS OBTAINED FROM BUS COMPANIES			
Bus Company	**Type of operations**		
	Local	**Local & Long-distance**	**Total No. of Buses in Operation**
Great North Transport	Local	-	45

2.5.4 Vehicle Movements in and out of Taxi Ranks.

Data were collected on in and out movements of taxi rank for a 12-hour period from 06:00 to 18:00 from 21 November 2024 to 28 November 2024. From this base data, the maximum utilisation of the rank, the peak for drop-off, the peak for loading as well as the total number of vehicles in and out of the rank were determined.

Table 2.17 provides a summary of the rank utilisation surveys that were conducted. Detailed rank utilisation information is further contained in **Appendix A-2**.

TABLE 2.17: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MLM						
Facility	**Total Pass**	**Total Taxi Capacity**	**Total taxi Trips**	**Unique Taxi Trips**	**Average Occupation per Vehicle**	**Average No. of Trips per Taxi**
Worcester Taxi Rank	7	90	6	6	1.2	1.00
Lebamba	13	110	5	4	2.6	1.25
Finale	14	90	6	6	2.3	1.00
Calias Taxi Rank	53	210	14	13	3.8	1.08
Bismark Taxi Rank	92	495	33	23	2.8	1.43
Main Rank	96	176	8	4	12.0	2.00
Spar	108	150	10	4	10.8	2.50
Bochabelo Taxi Rank	110	454	27	20	4.1	1.35
Balloon	166	310	21	18	7.9	1.16
Metz Taxi Rank	184	360	24	20	7.7	1.20
Pick n Pay	186	406	27	11	6.9	2.45
The Oaks Taxi Rank	284	505	34	25	8.4	1.36
Mabins Taxi Rank	286	732	50	32	5.7	1.56
Sofaya Taxi Rank	340	525	35	26	9.7	1.35
Kanana Taxi Rank	535	550	38	38	14.1	1.00
Mahlakung Taxi Rank	1599	1780	118	85	13.6	1.39

2.5.5 Summary and Analysis of the Fare Systems (Structure, Levels, Fare Collection Systems and Concessions) of Different Services in the Area.

2.5.5.1 Taxi Industry:

Taxi routes have been obtained from the LPRE. **Appendix A-6** contains the routes descriptions for The Oaks Taxi Association and Letaba Taxi Association. For most routes, the routes provided and used by the taxi associations have differences in terms of routes as registered by the LPRE during 2025. Taxi routes with an **A** and **B Point** in MLM are described in **Appendix A-6.**

Information on taxi routes and fares for local taxis as obtained from the various **Taxi Associations** is indicated in **Table A-2.1** and **Table A-2.2** in **Appendix A-2.** Information on taxi routes and fares for local taxis as obtained from the route utilisation survey is indicated in **Table A-2.8** and **Table A-2.9** in **Appendix A-2.**

2.5.5.2 Bus Industry

As of the 1st of April 2025, new bus contracts were implemented across MDM, and they are listed in **Table 2.18** below. The contract values were, however, not disclosed to the Project Team and no Mini and Midi Taxis were incorporated as part of the Contracts. The LDTCS is at this stage still the Contracting Authority.

TABLE 2.18: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025

Bus Operator	Contract No	Contracted Routes	Contracted Buses	No Of Weekday Shifts
Mopani 1 (Giyani) Great North Transport	MOP1/2025	19	18	42
Mopani 2 (Hoedspruit) Great North Transport	MOP2/2025	62	40	97
Mopani Three Transport	MOP3/2025	60	49	149

Figure 2.19 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM, while **Figure 2.20** contains more detailed information related to the routes specifically operated by the Mopani-2 Company for routes that falls within MLM.

Appendix A-6 provides Great North Transport operating licence and routes as received from LPRE together with the Time Tables, as received from Great North Transport.

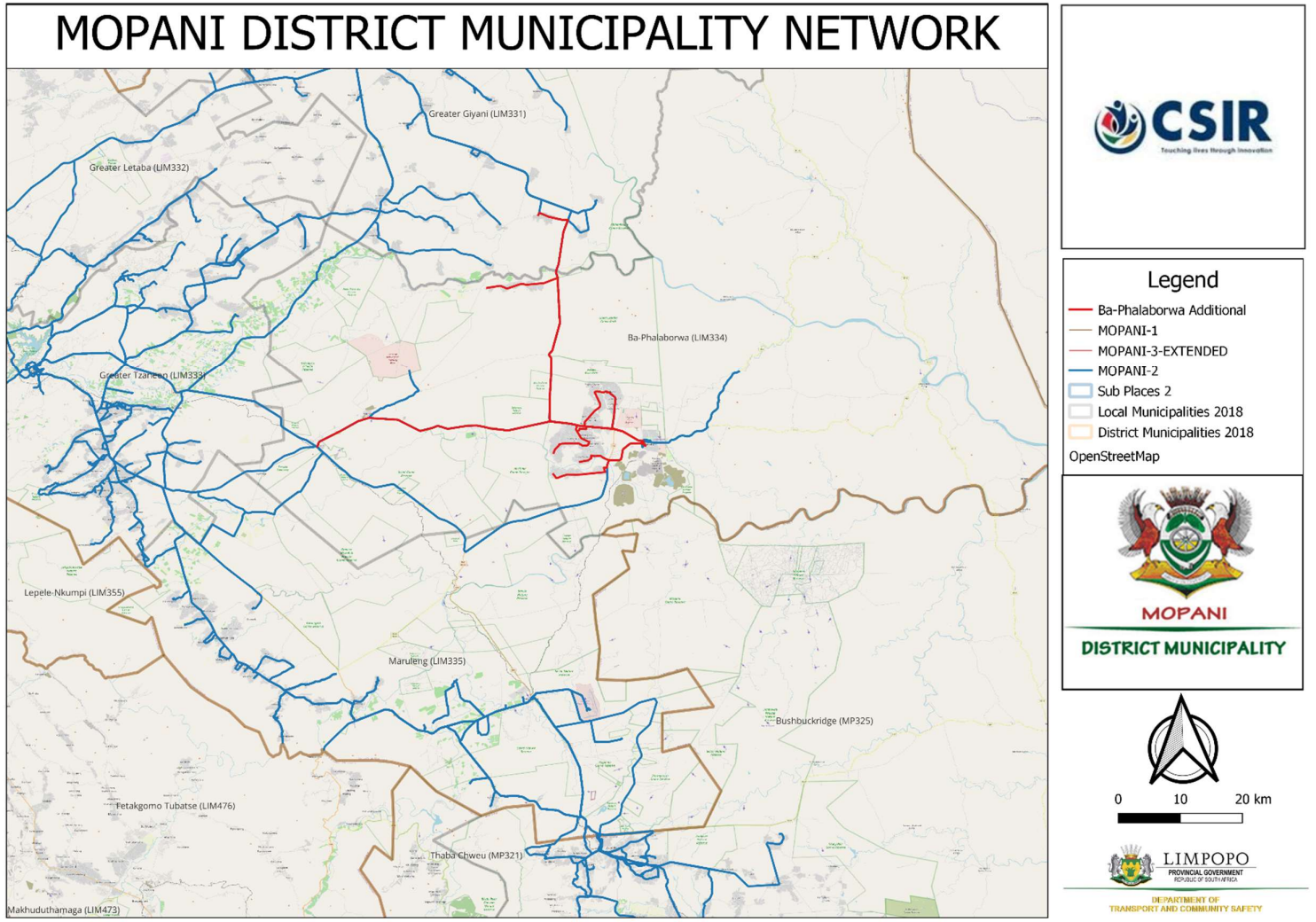


FIGURE 2.19: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

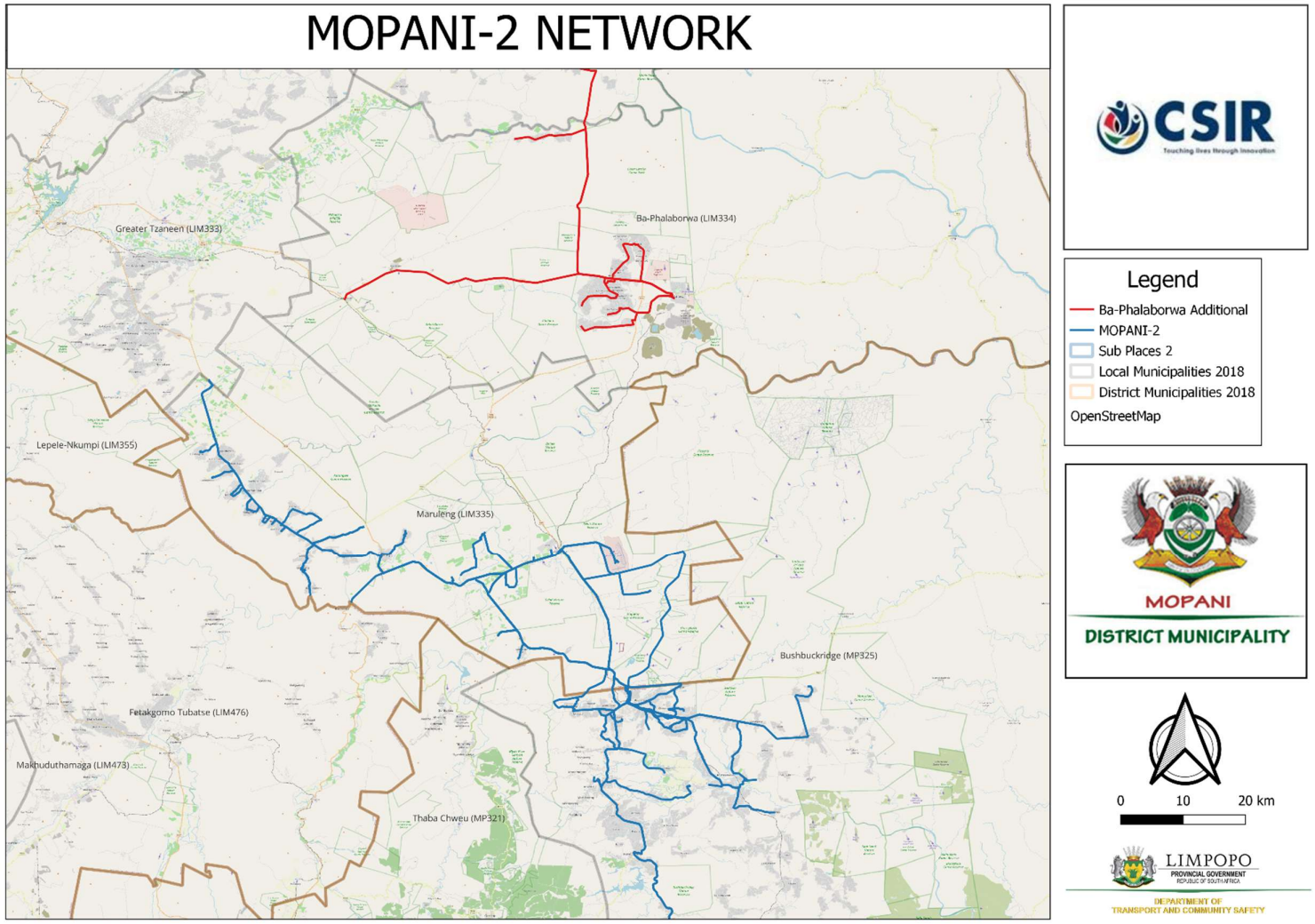


FIGURE 2.20: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALL WITHIN MLM.

2.5.6 Passenger Rail Service Capacity and Capacity Utilisation per Line in the Peak Period.

Not relevant for **MLM-LITP** since there are no rail commuter services in MLM.

2.5.7 Road-based Public Transport Service Capacity and Capacity Utilisation per Route in the Peak Period.

Route utilisation surveys were conducted for the TAs at the taxi rank facilities mentioned in **Table A-2.1** to **A-2.2** in **Appendix A-2** from 19 to 30 November 2024.

Table A-2.3 to **A-2.9** of **Appendix A-2** respectively provide summaries of route utilisation results for taxis.

No metered taxis are operating in MLM.

Appendix A-5, Tables A-5.1 to **A-5.2** provide the vehicle ownership and status of OLs for all TAs based on information collected from the LPRE during 2024, including the affected TAs:

a) **Table A-5.1:** The Oaks TA.
b) **Table A-5.2:** Letaba TA.

2.5.8 Summary of Area-to-area Movements based on Cordon Counts.

Table 2.19 contains 12-hour traffic volumes that were conducted on 16 April 2025.

TABLE 2.19: 12-HOUR TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)											
Route	**Corridor**	**Count location**	**Light vehicles**		**Taxis**		**Buses**		**Heavy vehicles**		**TOTAL**
R527	Hoedspruit - Ohrigstad	Intersection of R527 and R40	13646	91%	568	4%	74	0.5%	733	5%	**15021**
R40	Hoedspruit – Phalaborwa	Intersection of R527 and R40	2837	75%	127	3%	6	0.2%	809	21%	**3779**
R40	Hoedspruit - White River	Intersection of R527 and R40	13808	89%	613	4%	68	0.4%	1013	7%	**15502**

Tables 2.20.1 and **2.20.2** contain respectively the AM and PM peaks hour traffic volumes that were conducted on 16 April 2025 from the CBD towards major internal corridors routes.

TABLE 2.20.1: AM PEAK PERIODS TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)											
Route	**Corridor**	**Count location**	**Light vehicles**		**Taxis**		**Buses**		**Heavy vehicles**		**TOTAL**
R527	Hoedspruit - Ohrigstad	Intersection of R527 and R40 (Point 4)	1396	89%	71	5%	9	0.6%	88	6%	**1561**
R40	Hoedspruit – Phalaborwa	Intersection of R527 and R40 (Point 4)	197	76%	5	2%	0	0%	58	22%	**260**
R40	Hoedspruit - White River	Intersection of R527 and R40 (Point 4)	1358	89%	75	5%	8	0.5%	84	6%	**1525**

TABLE 2.20.2: PM PEAK PERIODS TRAFFIC VOLUMES PER MODE ON INTERNAL CORRIDORS ROUTES IN MLM (BOTH DIRECTIONS)											
Route	**Corridor**	**Count location**	**Light vehicles**		**Taxis**		**Buses**		**Heavy vehicles**		**TOTAL**
R527	Hoedspruit - Ohrigstad	Intersection of R527 and R40 (Point 4)	1342	93%	54	4%	1	0.1%	47	3%	**1445**
R40	Hoedspruit – Phalaborwa	Intersection of R527 and R40 (Point 4)	222	76%	16	5%	1	0.3%	55	19%	**294**
R40	Hoedspruit - White River	Intersection of R527 and R40 (Point 4)	1342	91%	58	4%	1	0.1%	72	5%	**1473**

Appendix A-7 contains detailed information related to **Table 2.20.1** and **2.20.2** above.

2.5.9 Regional Traffic

Table 2.21 contains classified traffic counts including light vehicles, heavy vehicles, taxis and buses were conducted on all the regional corridors. The relevant traffic counts were conducted on 15 and 16 April 2025 between 06:00 to 18:00 for both directions.

TABLE 2.21: 12-HOUR CLASSIFIED TRAFFIC COUNTS FOR REGIONAL CORRIDORS IN MLM

Route	Corridor	Count Location	Light Vehicles		Taxis		Buses		Heavy Vehicles		TOTAL
R36	The Oaks - Tzaneen	Intersection of R36 and D21 (Point 1)	1553	75%	148	7%	6	0.3%	369	18%	**2076**
R36	The Oaks - Ohrigstad	Intersection of R36 and D21 (Point 1)	2206	73%	276	9%	24	1%	527	17%	**3033**
D21	The Oaks - Dingopong	Intersection of R36 and D21 (Point 1)	1523	74%	293	14%	19	1%	230	11%	**2062**
D21	Metz - Hlohlokwe	Intersection of D21 and D3900 (Point 2)	2624	70%	876	23%	12	0.3%	243	6%	**3755**
D21	Metz – The Oaks	Intersection of D21 and D3900 (Point 2)	1923	68%	685	24%	10	0.4%	204	7%	**2822**
D3900	Metz - Bismark	Intersection of D21 and D3900 (Point 2)	1509	77%	375	19%	6	0.3%	79	4%	**1969**
D21	The Willows – Metz	Intersection of D21 and D3912 (Point 3)	1316	73%	366	20%	21	1%	97	5%	**1800**
D21	The Willows – The Oaks	Intersection of D21 and D3912 (Point 3)	1294	73%	317	18%	39	2%	111	6%	**1761**
D3912	The Willows - Sedawa	Intersection of D21 and D3912 (Point 3)	704	78%	121	13%	26	3%	46	5%	**897**
R527	Driehoek – Ohrigstad	Intersection of R527 and D1185 (Point 5)	1928	77%	241	10%	43	2%	306	12%	**2513**
R527	Driehoek – Hoedspruit	Intersection of R527 and D1185 (Point 5)	3503	80%	374	9%	64	1%	449	10%	**4382**
D1185	Driehoek – R531	Intersection of R527 and D1185 (Point 5)	1845	85%	133	6%	21	1%	167	8%	**2163**
R40	Amanda – Hoedspruit	Intersection of R40 and R531 (Point 6)	3557	74%	413	9%	22	0.5%	784	16%	**4776**
R531	Amanda – Driehoek	Intersection of R40 and R531 (Point 6)	1494	75%	254	13%	16	0.8%	223	11%	**1987**
R40	Amanda – White River	Intersection of R40 and R531 (Point 6)	4629	74%	655	10%	38	0.6%	973	15%	**6295**

Appendix A-7 contains detailed information related to **Table 2.21** above while **Figure 2.21** present the location of the survey points.

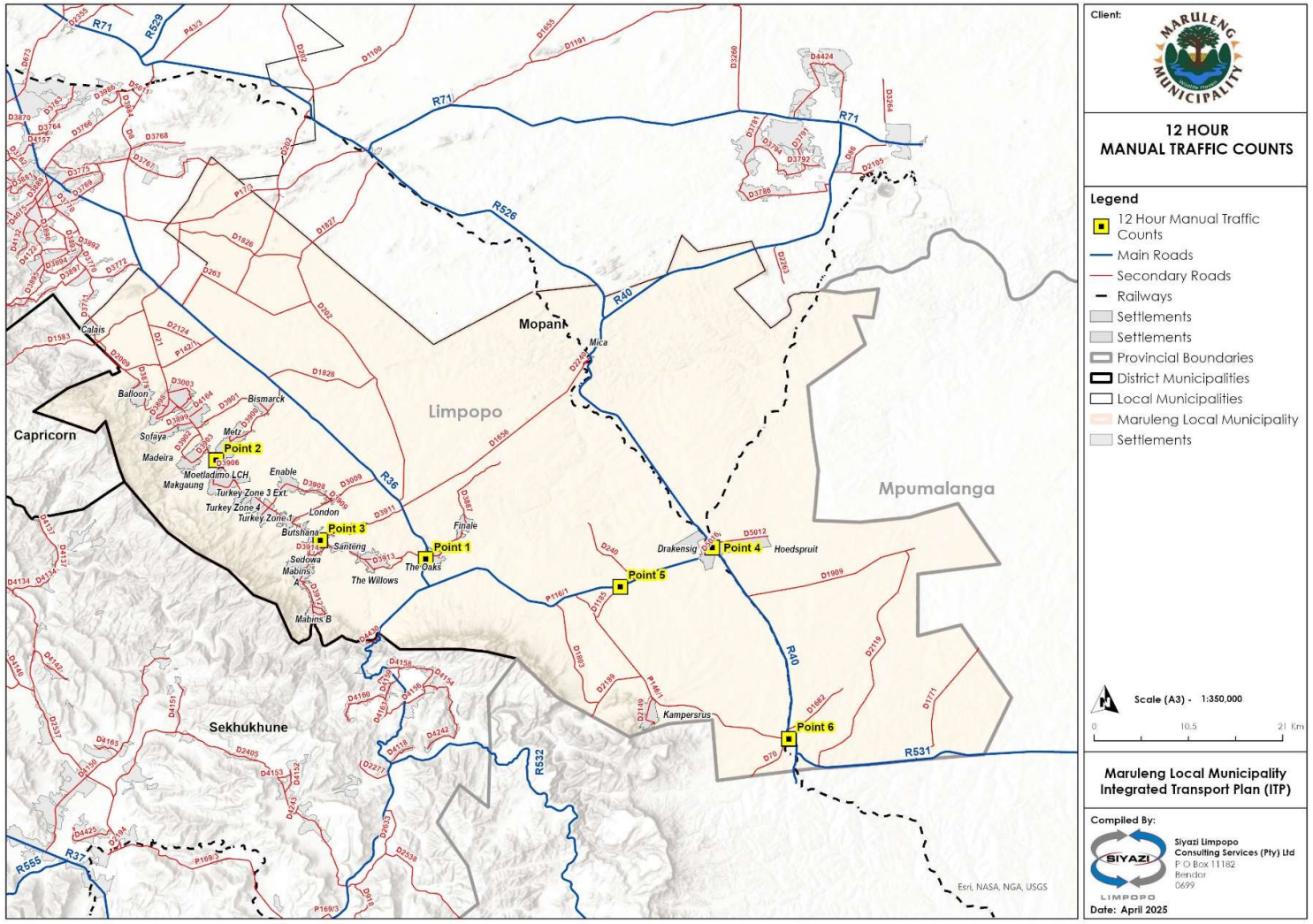


FIGURE 2.21: LOCATION OF SURVEY POINTS

2.5.10 Analysis of the Condition of Transport Infrastructure, Facilities

Figure 2.22 provides the transport facilities related to MLM.

2.6 Description of other Public Transport Services and Modes of Transport

This section provides a summary of the location and size of operations where available, infrastructure and/or any contractual arrangements for:

a) Metered taxis.
b) E-hailing services.
c) Long-distance and cross-border transport.
d) Transport for learners.
e) Non-motorised transport.

2.6.1 Metered Taxis

No Metered Taxi Services operate in MLM.

2.6.2 E-hailing

E-hailing is a process of booking or requesting a ride via smartphone. Price, distance, estimated time and directions are calculated by mobile application and can be paid via electronic funds transfer which makes it safe and reliable. Payment is made with cash or card, although passengers paying by card will often receive benefits such as discount codes.

Once a driver has accepted the ride, passengers will be able to see their driver's personal information and vehicle details e.g. (name, photo, car make and model, and registration number) and will be able to track the driver making his or her way towards them in real-time. There are currently no such services readily available in MLM.

2.6.3 Long-distance and Cross-border Transport.

Only Citi Liner Plus currently operates a long-distance bus service to and from Hoedspruit.

Freight operators conducting operations from Phalaborwa and Tzaneen Mozambique, Zimbabwe, and Swaziland:

a) SMB Plant Hire – Transporting chrome from Phalaborwa to Mozambique.
b) Mopane Group – Transporting chrome and coal from Phalaborwa to Mozambique.
c) Venbeck – Transporting charcoal and juice concentrate from Tzaneen to Zimbabwe.
d) CP Minnaar & Seun – Transporting oranges from Tzaneen to Zimbabwe and Swaziland.

Table 2.22 provides a summary of the key information for the relevant long-distance and cross-border bus services.

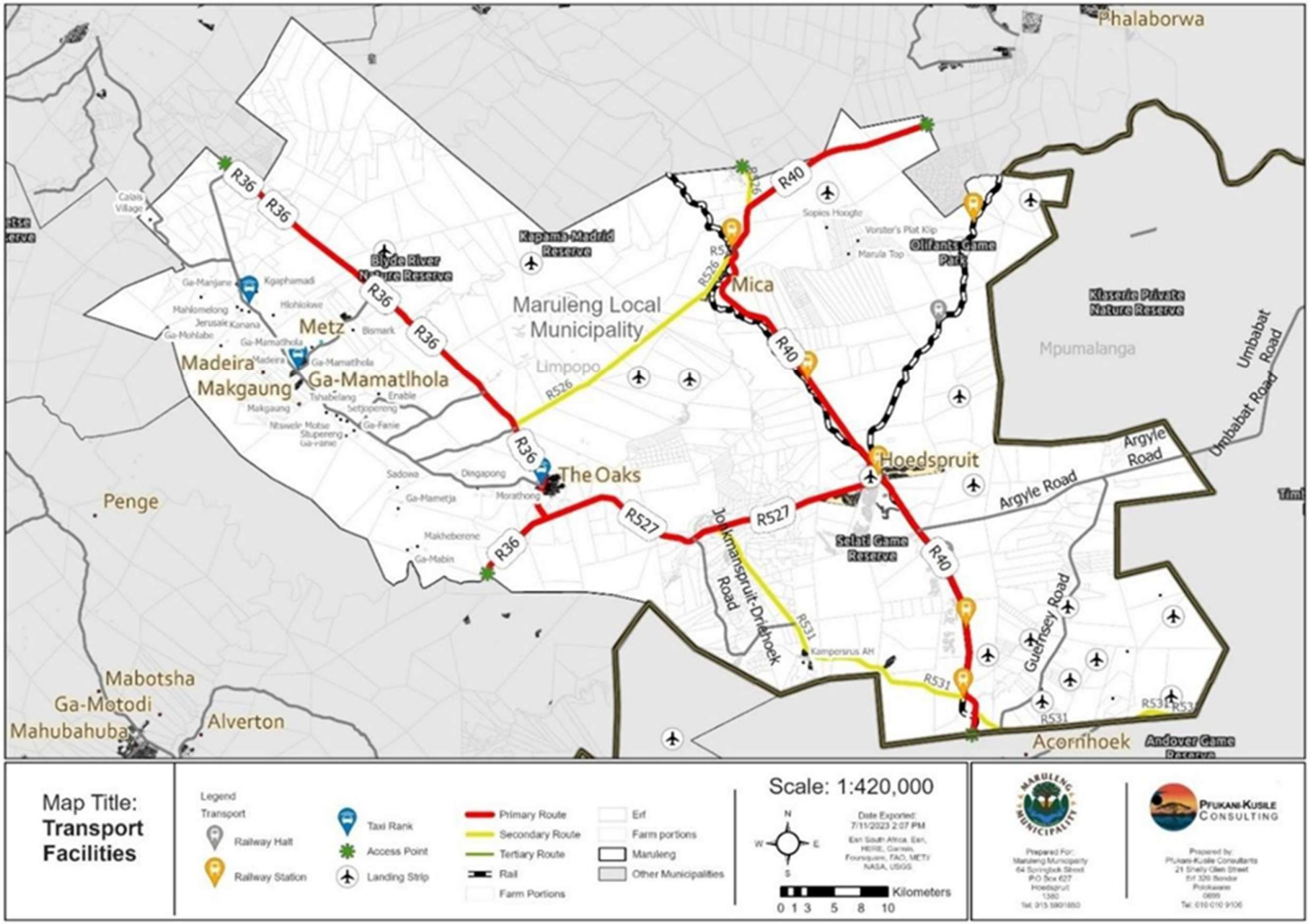


FIGURE 2.22: TRANSPORT FACILITIES RELATED TO MLM

TABLE 2.22: SUMMARY OF THE KEY INFORMATION FOR THE RELEVANT LONG-DISTANCE AND CROSS BORDER BUS SERVICES				
Bus Company	**Status**	**Type of Service**	**Loading Points**	**Photo**
City Liner Plus	Active	Citi Liner is a South African coach company that offered both domestic services and selected regional services to Mozambique and Zimbabwe. It, along with City to City and SA Roadlink, is known for often offering the cheapest bus tickets. Their buses are basic but comfortable.	Total Garage, 190 Python Street, Hoedspruit	

Table 2.23 provides the names of the long-distance TAs that provide services in Maruleng. The long-distance taxi routes are listed in **Appendix A-3.**

TABLE 2.23: LONG-DISTANCE TAS OPERATING IN MLM
Taxi Association
Letaba Taxi Association
The Oaks Taxi Association.

2.6.4 Learner Transport

Table 2.24 provides a summary of contracted scholar transport services and routes with the provider in the MDM as obtained from the Limpopo Department of Education.

TABLE 2.24: SCHOLAR TRANSPORT CONTRACTED SERVICES AND ROUTES WITHIN MDM				
No	**Circuit**	**Route Number**	**Company**	**School**
1.	Mopani West	Not Available	DISTANT STAR TRADING 463 CC	DIPHUTHI PRIMARY SCHOOL
2.	Mopani West	Not Available	GRAPESEED TRADING	MAAHLAMELA HIGH SCHOOL
3.	Mopani West	Not Available	SEQA INDEDEMA TRADING	LAERSKOOL MARIEPSKOP
4.	Mopani East	Not Available	NDHAMBI HIGH SCHOOL	WILLOW TOUR'S
5.	Mopani East	Not Available	HIKHENSILE SECONDARY SCHOOL	MATHOLE BUS SERVICES
6.	Mopani East	Not Available	TLAKULANI SECONDARY SCHOOL	PJMMT TRADING
7.	Mopani East	Not Available	EDWARD HOMU SECONDARY SCHOOL	N'WA HULELA TRANSPORT
8.	Mopani East	Not Available	HLOVANI SECONDARY SCHOOL	HLALALA & ENGEL
9.	Mopani East	Not Available	MOKUTU SECONDARY SCHOOL	PFUNNY TADING
10.	Mopani East	Not Available	HAWUKA SECONDARY SCHOOL	MATIRHI TRADING
11.	Mopani East	Not Available	HAWUKA SECONDARY SCHOOL	RINSWAY TRANSPORT
12.	Mopani East	Not Available	RITLHAVILE SECONDARY SCHOOL	NWA BRA PAT LOGISTICS
13.	Mopani East	Not Available	PFUNANANI SPECIAL SCHOOL	MUMBO OMHLOPHE
14.	Mopani East	Not Available	PFUNANANI SPECIAL SCHOOL	MASHISHI MAGOENG
15.	Mopani East	Not Available	PFUNANANI SPECIAL SCHOOL	NDIMANDE BUSSNES ENTERPRISE
16.	Mopani East	Not Available	RAMOKGWAKGWA SPECIAL SCHOOL	LUTETJE TRADING
17.	Mopani East	Not Available	RAMOKGWAKGWA SPECIAL SCHOOL	NWA MAVEZI
18.	Mopani East	Not Available	RAMOKGWAKGWA SPECIAL SCHOOL	MATIRHI TRADING
19.	Mopani East	Not Available	RAMOKGWAKGWA SPECIAL SCHOOL	PS PILUS TRANSPOERT
20.	Mopani East	Not Available	RAMABOLELA SECONDARY SCHOOL	RINSWAY TRANSPORT
21.	Mopani East	Not Available	MAMPEULE SECONDARY SCHOOL	BOIKANO DITHETHO
22.	Mopani East	Not Available	MOKOTO SECONDARY SCHOOL	LUTETJE TRADING
23.	Mopani East	Not Available	ABEL SECONDARY SCHOOL	VHUGI PROTECTION
24.	Mopani East	Not Available	NTHABISENG SPECIAL SCHOOL	KANZIMA COE
25.	Mopani East	Not Available	RELEBOGILE SECONDARY SCHOOL	MBANGWA HOWARD
26.	Mopani East	Not Available	FRANSRELEBOGELE VUXENI	NTSIBOMPIZI

TABLE 2.24: SCHOLAR TRANSPORT CONTRACTED SERVICES AND ROUTES WITHIN MDM				
No	**Circuit**	**Route Number**	**Company**	**School**
27.	Mopani East	Not Available	ST.PATRICK MATIBELA	YABATHO TRANSPORT
28.	Mopani East	Not Available	NTHABISENG SPECIAL SCHOOL	DISTANT STER
29.	Mopani East	Not Available	MAOME MALATJI & VUXENI	LUTETJE TRADING
30.	Mopani East	Not Available	NTHABISENG SPECIAL SCHOOL	NWA BRA PAT
31.	Mopani East	Not Available	REFILOE PRIMARY SCHOOL	XINTI TRAVEL
32.	Mopani East	Not Available	MATSAMBU SECONDARY SCHOOL	NWA BRA PAT
33.	Mopani East	Not Available	MATSAMBU SECONDARY SCHOOL	RINSWAY TRANSPORT
34.	Mopani East	Not Available	CHAMANDHU SECONDARY SCHOOL	MDAKA M HOLDINGS
35.	Mopani East	Not Available	MAHUMANI SECONDARY SCHOOL	NWA BRA PAT LOGISTICS
36.	Mopani East	Not Available	NKOMO/RIRHADZU PRIMARY SCHOOL	LAMUSA INVESTMENT
37.	Mopani East	Not Available	MALENGA SECONDARY SCHOOL	MY WILLOW TOURS
38.	Mopani East	Not Available	MALENGA SECONDARY SCHOOL	MDAKA HLAVI TRADING
39.	Mopani East	Not Available	MAKIKELA SECONDARY SCHOOL	XONGI BUSINESS ENTERPRISE
40.	Mopani East	Not Available	PHETHLE/NAMATSABO PRIMARY SCHOOL	XONGI BUSINESS ENTERPRISE
41.	Mopani East	Not Available	MAGOLETSA SECONDARY SCHOOL	BATIRHA TRADING
42.	Mopani East	Not Available	MPIRI-O-TEE SECONDARY SCHOOL	MDAKA HLANI TRADING
43.	Mopani East	Not Available	MAKOMA SECONDARY SCHOOL	NARMAN LUXURY COACH

Source: Limpopo Province Department of Education 2025

2.6.5 Non-motorised Transport.

MLM does not have an **MLM-NMT** Master Plan. **Figure 2.23** provides a map with important NMT routes identified in MLM, based on visual inspections.

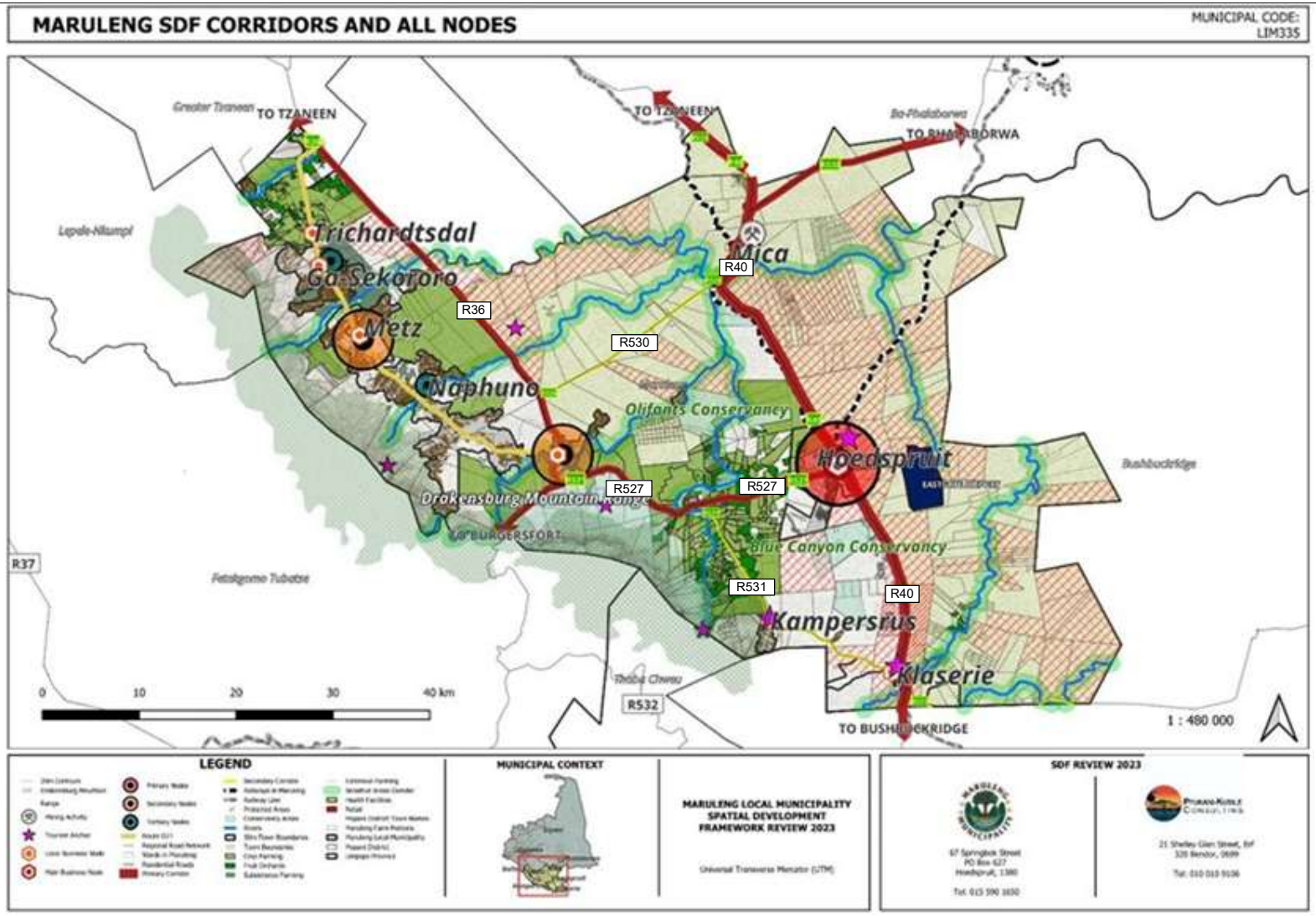


FIGURE 2.23: IMPORTANT NMT ROUTES IN MLM

2.6.6 Air Transport.

There are three main airports in Maruleng. East Gate Airport (EGA), Hoedspruit Civil Airport (HCA) and the Hoedspruit Airforce Base.

2.6.6.1 The following is relevant to East Gate Airport (EGA):

a) The EGA started operations in 1996.
b) The EGA services ±160 Hotels and ±70 tour operators.
c) The EGA uses shared space with the South African Air force (Hoedspruit Air force base).
d) The buildings where the EGA is operating belong to the Department of Public Works.
e) SA Express and Airlink are operating at the EGA.
f) Flights per day to and from OR Tambo, Johannesburg and Cape Town with peak hours of flight between 11h00 and 14h30.
g) ±150 monthly flights.
h) 62 000 litres of fuel capacity.
i) 52 Staff Members.
j) In 2021 ± 33 529 passengers departed and arrived at EGA. (Tourism market recovered from Covid-19).
k) In 2023 ± 205 039 passengers departed and arrived at EGA.
l) The Border Management Agency is needed to allow that EGA can serve as a new Port of Entry within South Africa.
m) The South African Police Service is needed to offer service at the EGA.

2.6.6.2 The following is relevant to Hoedspruit Civil Airport:

a) Privately owned.
b) Air Traffic Control by Hoedspruit Military.
c) Home of the Hoedspruit Flying Club.

2.6.6.3 The following is relevant to Hoedspruit Airforce Base:

a) Opened in 1978.
b) Adjacent to Eastgate.

There are many smaller airstrips throughout MLM (see **Figure 2.20**) which service mainly the tourism areas such as game farms.

The 2024 Maruleng SDF provides further information regarding air transport in MLM as follows:

The Eastgate Airport is the only regional airport within the municipal area. It is located approximately 13 km southeast of Hoedspruit town.

The airport services daily scheduled flights from Johannesburg and connecting flights from Cape Town. It boasts the second-longest runway in South Africa. The service is operated by South African Airlink, SAA's regional and domestic carriers.

The airport is a convenient gateway to Kruger National Park, numerous private wildlife reserves and the towns of Tzaneen and Phalaborwa. Private airfields are found throughout the municipal area, which caters to the tourism industry and mining activities in the vicinity.

There are plans to upgrade and advance the Eastgate Airport to an international airport, which would make it South Africa's 4th international airport. Eastgate Airport already acts as the gateway to the Kruger National Park and many other attraction sites in the east of the country, and the upgraded status of the airport would make it significantly easier and more convenient for international and local travellers.

Hoedspruit Civil Airport has an airstrip which plays a significant role for tourism in the area, as a secondary landing point for private, emergency, and chartered flights in and out of the town. Small vacant land parcels around the airstrip can be repurposed for ancillary uses.

Figure 2.24 provides provide pictures related to the Eastgate International Airport (EIA), Hoedspruit Civil Airport (HCA) and the Hoedspruit Airforce Base in MLM.





EASTGATE INTERNATIONAL AIRPORT (EIA)





HOEDSPRUIT Civil Airport

FIGURE 2.24: PICTURES OF AIRPORTS IN MLM



HOEDSPRUIT AIR FORCE

FIGURE 2.24: PICTURES OF AIRPORTS IN MLM (CONT…)

2.7 Description of Institutional and Organisational Make-up of Public Transport Industry

Table 2.25 provides a summary of other road-based public transport operators in MLM.

TABLE 2.25: ROAD-BASED PUBLIC TRANSPORT OPERATORS IN MLM

Number	Mode of Transport	Organisation	Representative
1.	Taxi	SANTACO Limpopo and affiliated Taxi Associations.	Mr. Ngwepe
2.	Taxi	SANTACO Mopani and affiliated Taxi Associations.	Mr. Mtombeni
3.	Taxi	Letaba Taxi Association.	Mr. Lewele
4.	Taxi	The Oaks Taxi Association.	Mr. Maponya
5.	Bus	Mopani-2.	Mr. Lekwadi

2.8 MLM Road Network

Figure 2.25 presents the Road classification for central MLM while **Figure 2.26** presents the road ownership for the MLM.

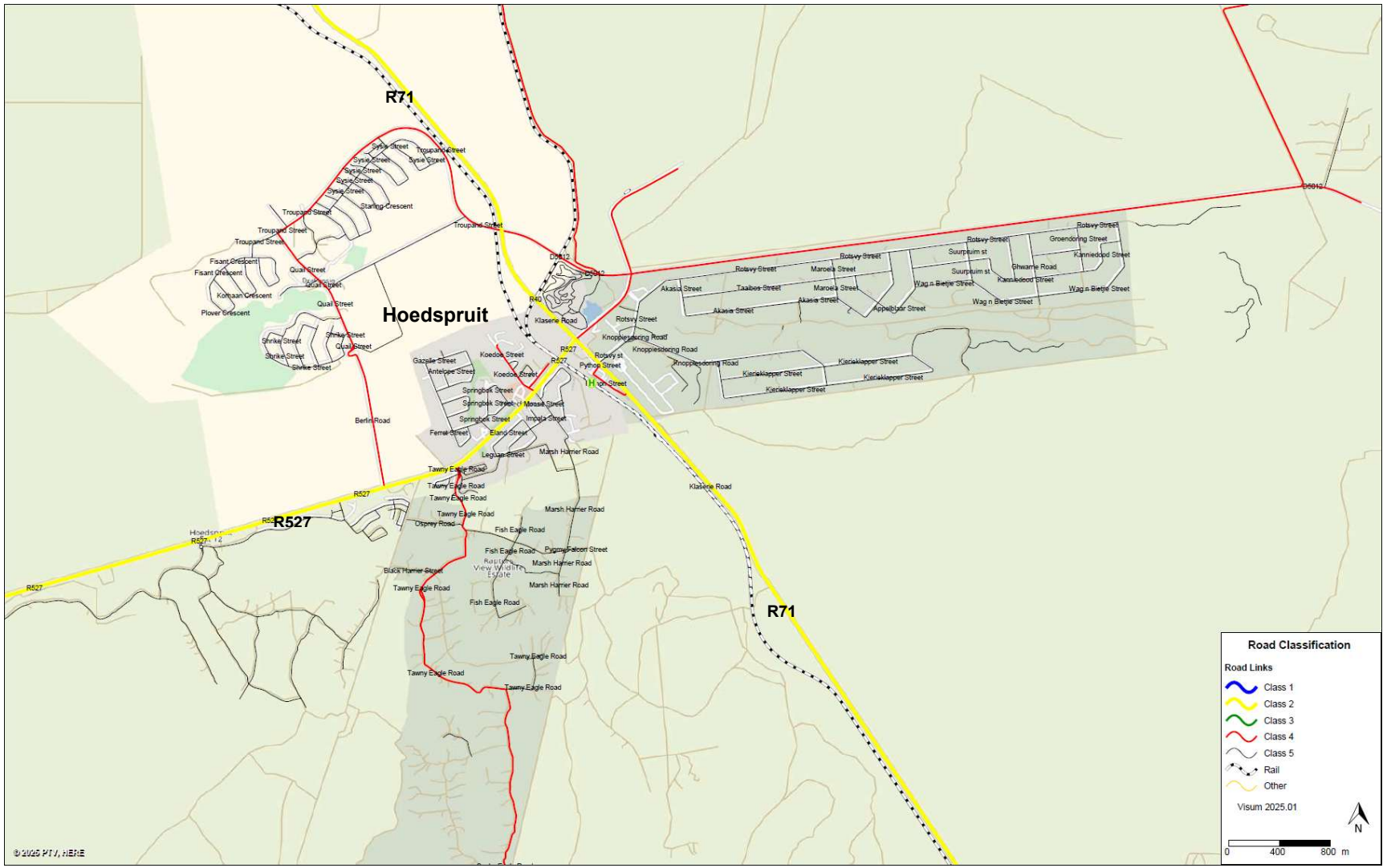


FIGURE 2.25: ROAD CLASSIFICATION FOR CENTRAL MLM AREA

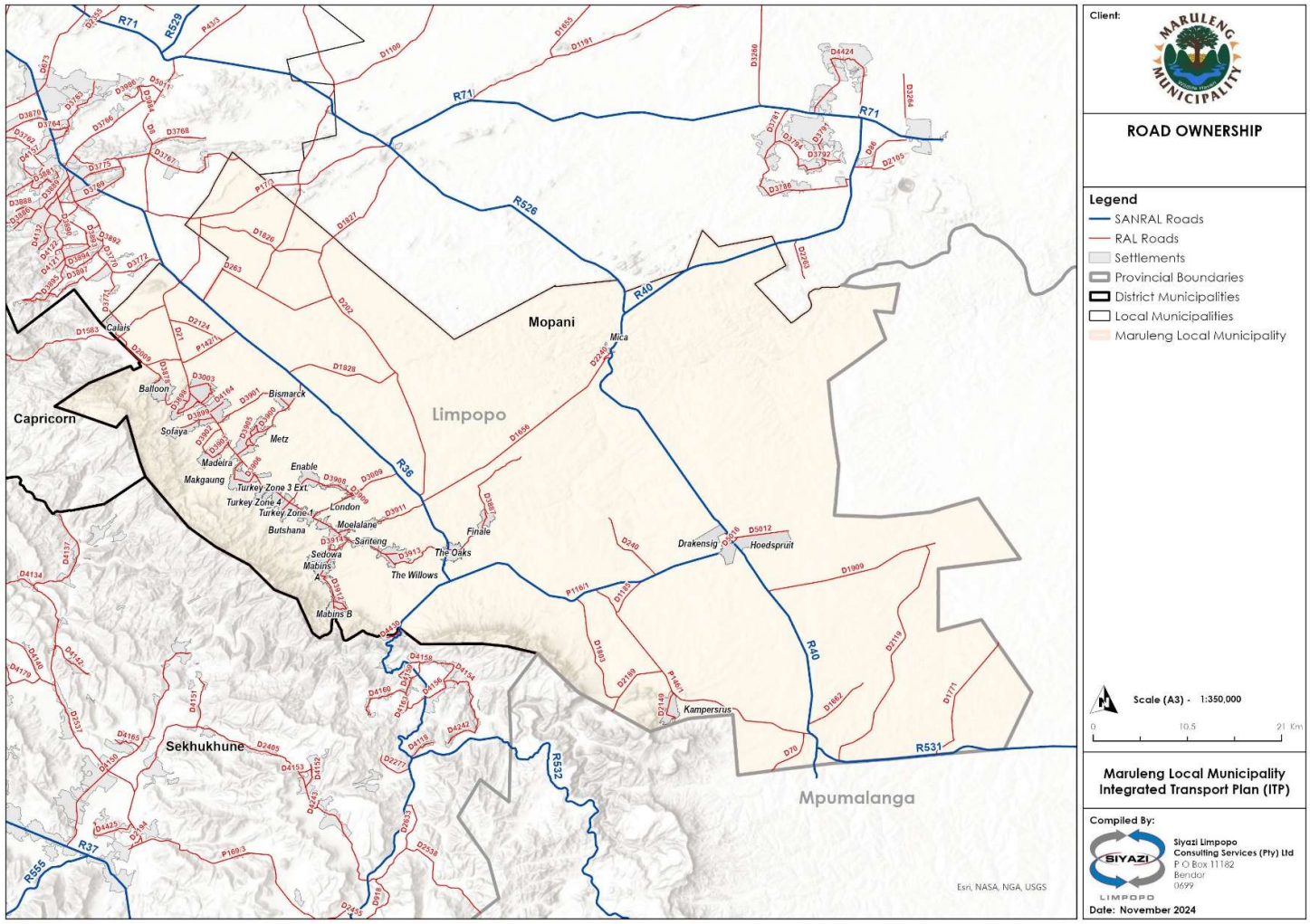


FIGURE 2.26: ROAD OWNERSHIP FOR MLM AREA

2.8.1 Regional Traffic

The road numbers, as well as the road ownership for the MLM road network, is indicated in **Figure A-9.3 Appendix A-9.** The surfacing type for the MLM road network is indicated in **Figure A-9.4, Appendix A-9.**

2.9 Freight Transport

The following figures provide an understanding of the Provincial Freight Transport based on the Limpopo Provincial Land Transport Framework (2015 to 2019):

a) **Figure 2.27:** Limpopo Development Framework – Nodal Hierarchy.
b) **Figure 2.28:** Limpopo Freight Transport Network.

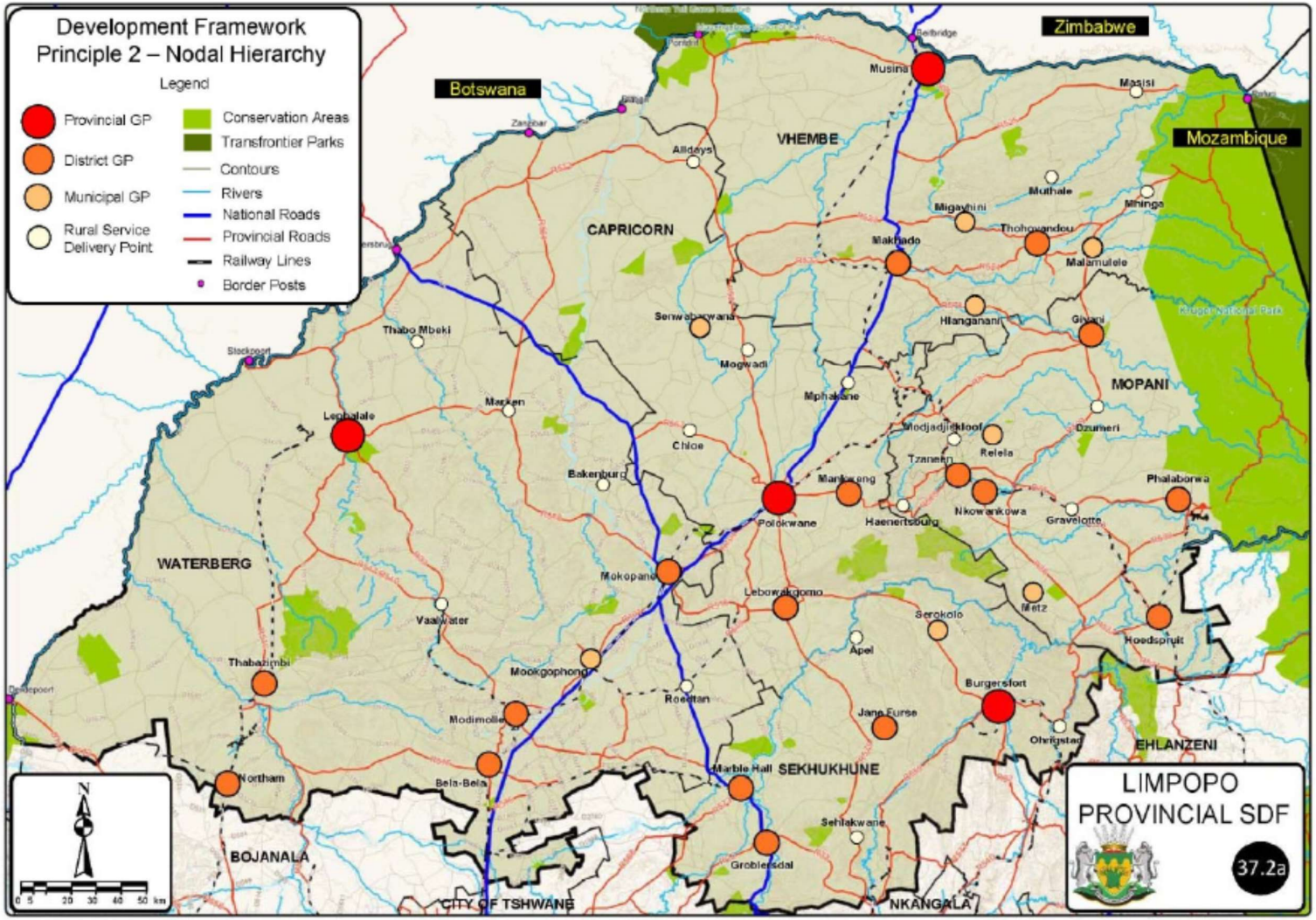


FIGURE 2.27: LIMPOPO DEVELOPMENT FRAMEWORK – NODAL HIERARCHY



FIGURE 2.28: LIMPOPO FREIGHT TRANSPORT NETWORK

The subsequent sections elaborate on the following in MLM:

a) Road freight.
b) Rail freight.
c) Air freight.

2.9.1 Road Freight in MLM

MLM essentially comprises four divergent sub-economies:

a) The Public sector, which is the largest contributor to GDP.
b) Agriculture comprising mainly large-scale commercial farming which contributes 41% of all formal employment and small-scale or subsistence agriculture.
c) Retail and Service businesses (mainly in Hoedspruit)
d) Transport and Communications, which is the second biggest GDP contributor.

Agriculture currently is and is likely to remain a key economic sector and employment generator in MLM. MLM dominant economic activity is commercial agriculture. The region is the leading producer and exporters of mango and one of the largest producers of citrus.

The African Continental Free Trade Agreement (ACFTA) aims to:

a) Deepens economic integration in Africa in accordance with Agenda 2063.
b) Create a continental custom union.
c) Liberalise intra-Africa trade.
d) Contribute to the movement of capital and natural persons.
e) Promote sustainable and inclusive socio-economic development, gender equality and structural transformation.
f) Promote industrialisation.

Without doubt, this historic pact recently ratified by South African parliament comes as welcome relief to those local exporters who for years have been struggling to penetrate the lucrative but highly protected African niche. Opening local tourism operators and agricultural exporters to a “mega market of 1.2 billion new consumers” is a historic game changer.

Processors such as Cape Fruit opened a factory in 2010 operating as Limpopo Processors. It processes fruit juice and fruit concentrate at approximately 40 000 tons. 80% of these products are sold at the export market and 20% to local markets such as Ceres and Parmalat. There is Hoedspruit processors, Unifruit and Mohlatsi dried fruit, Southampton Boerdery, Bavaria Fruit Estate, Landman Droe Produkte, are processing dried mangos, bananas, on a custom-built drying tunnel. There are other manufacturing activities for art and craft and woodwork such as Licata and Ofcolaco that have employed a minimum of five people.

Based on the MLM-IDP there are other agricultural activities such as livestock which focuses on cattle, goats and poultry, and game farms and marula trees. However, the following critical areas must be addressed if the agriculture is to remain competitive:

a) The speedy and effective resolution of land claims and the introduction of Private sector partnerships to ensure skills transfer and ongoing commercial viability of farms.
b) Significant investment **in transportation infrastructure**, notably.
c) **Roads and rails** as well as the exploring of options to establish and **Airfreight hub** in Hoedspruit.
d) The more effective branding and marketing of MLM produce.
e) Securing of contracts with local and domestic customers such as large food Retail chains.
f) The development and expansion of agro-processing activities such as juice processing, fruit drying etc.

Figure 2.29 provides the main freight traffic routes in MLM for the Freight and Dangerous Goods Road Network

Table 2.26 provides SANRAL Counting Stations locations within the MLM:

a) Road R40:

    i) Comprehensive Counting Station (COT) 19172, Mica (Between Hoedspruit and Phalaborwa).
    ii) Comprehensive Counting Station (COT), Station 19180 Cheetah (Between Hoedspruit and Casteel).
    iii) Comprehensive Counting Station (COT), Station 19171 Amanda (Between Hoedspruit and Hazyview).
    iv) Comprehensive Counting Station (COT), Station 19170 Klaserie (Between Hoedspruit and Bushbuckridge).

b) Road R36:

    i) Comprehensive Counting Station (COT), 19999 The Oaks (Between Arconhoek and Hoedspruit).
    ii) Comprehensive Counting Station (COT), Station 19159 Diphuti (Between Ohrigstad and Tzaneen.

Table 2.26 provides the relevant counting information for the relevant Comprehensive Counting Stations (COTs) while **Figure 2.30** provides the location of the SANRAL Counting Stations within the MLM.

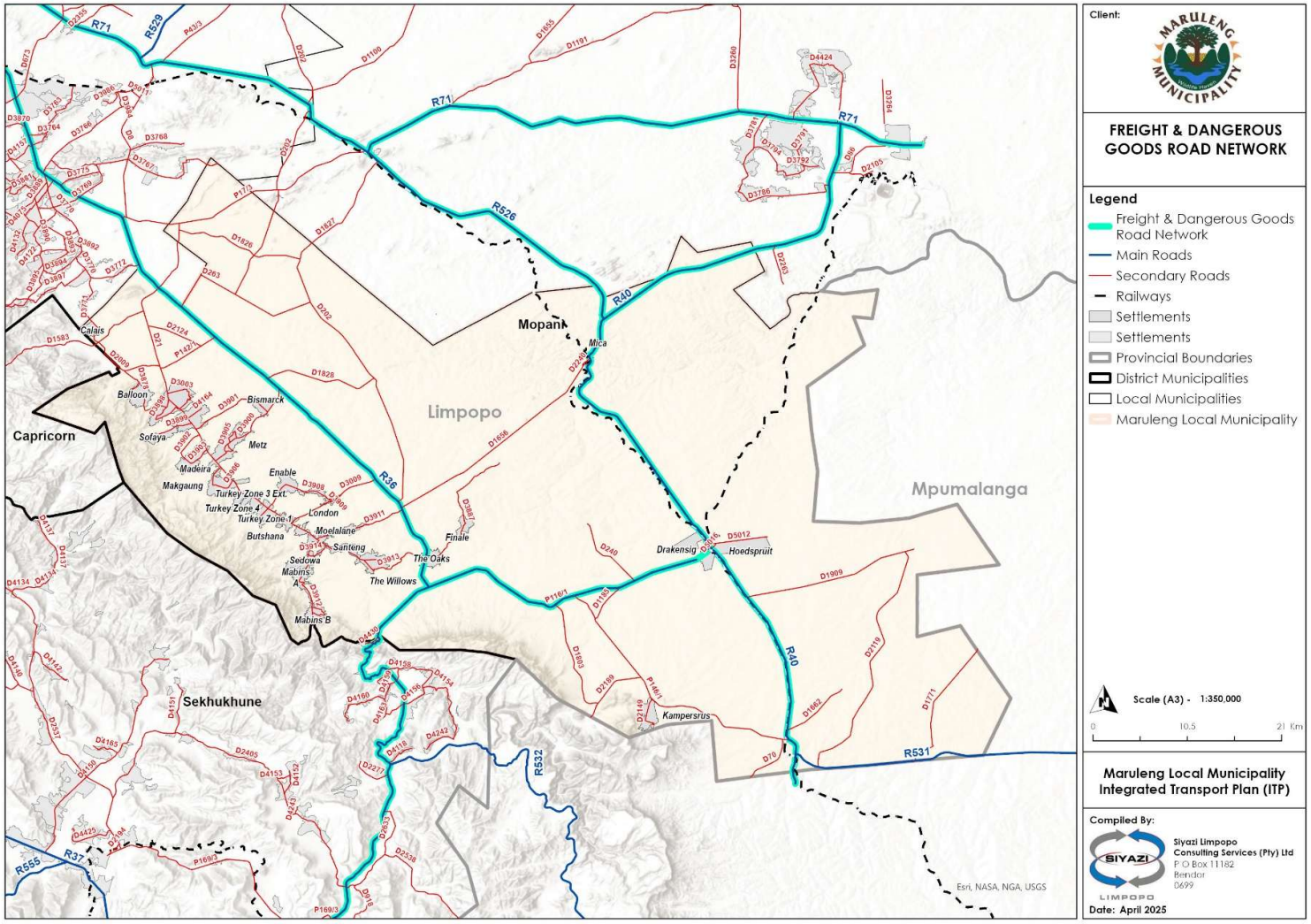


FIGURE 2.29: CURRENT MLM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

TABLE 2.26: SANRAL COUNTING STATION DATA							
	Counting Station						
	1	2	3	4	5	6	7
Counting Station No.	Mica (19172)	Cheetah (19180)	Amanda (19171)	Klaserie (19170)	Orpen Gate (19181)	The Oaks (19999)	Diphuti (19159)
Road Number	R40 Section 6	R40 Section 5	R40 Section 5	R40 Section 5	R531	R36 Section 5	R36 Section 5
Description	Between Hoedspruit and Phalaborwa	Between Hoedspruit and Casteel	Between Hoedspruit and Hazyview	Between Hoedspruit and Bushbuckridge	Between Acornhoek and Hoedspruit	Between Trichardtsdal and Ohrigstad	Between Ohrigstad and Tzaneen
Year	November 2023	November 2023	November 2023	November 2023	November 2023	November 2023	November 2023
Percentage of Data Available	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Duration (Hours)	46	45	44	42	48	44	46
Average Daily Traffic (ADT)	2545	4107	5515	5266	1333	1492	3061
Average Daily Truck Traffic (ADTT)	384	481	631	593	55	311	472
Percentage Trucks	15.1%	11.7%	11.4%	11.2%	4.1%	20.8%	15.4%
Truck Split % (Short: Medium: Long)	39.1 / 9.1 / 51.9	38.8 / 11.9 / 49.3	39.8 / 15.4 / 44.8	38 / 14.6 / 47.4	88.4 / 11.6 / 0	33.7 / 11.9 / 54.4	48.7 / 12.3 / 39
Total Trucks: Short	150	187	251	225	49	105	230
Total Trucks: Medium	35	57	97	87	6	37	58
Total Trucks: Long	199	237	283	281	0	311	184

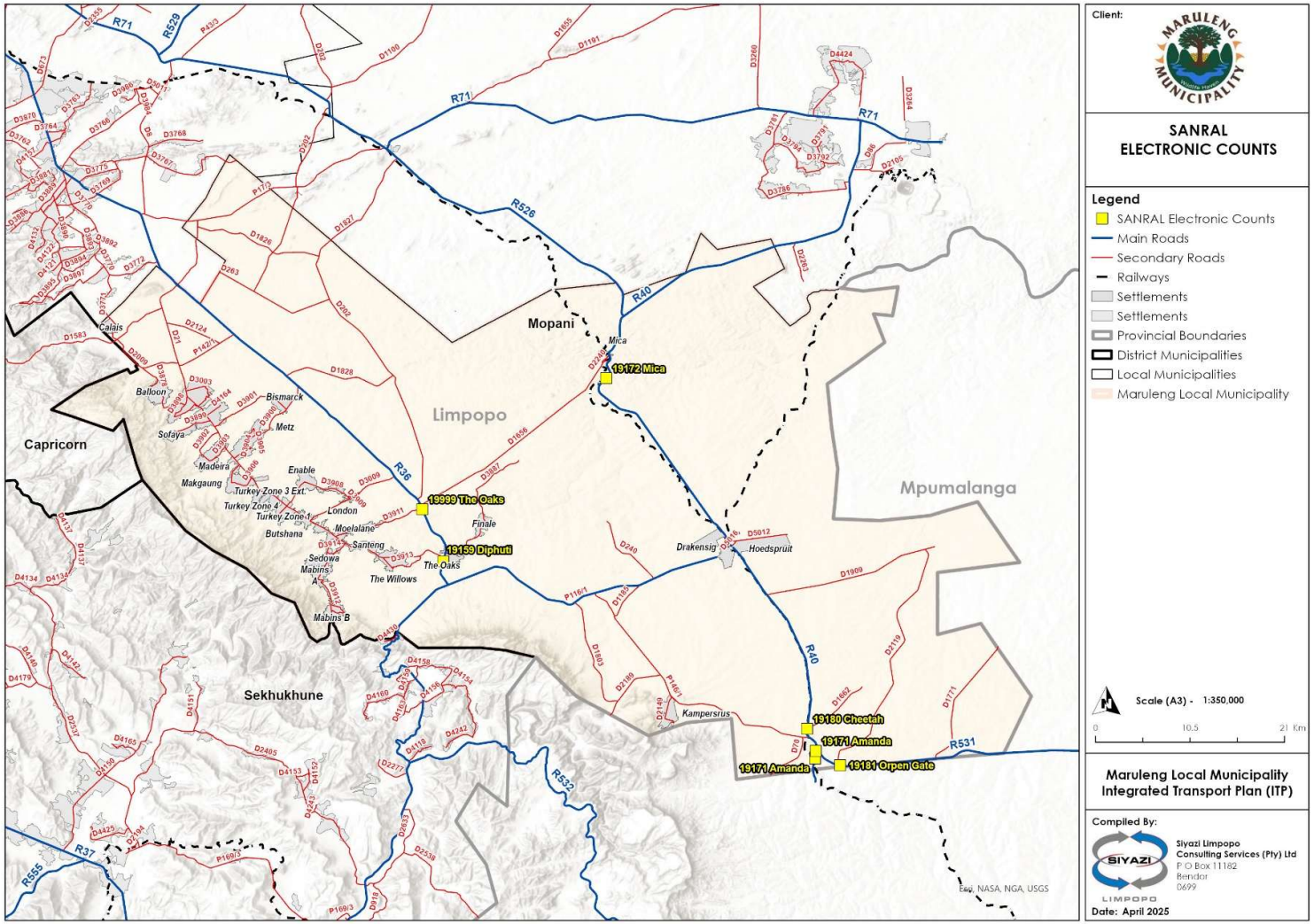


FIGURE 2.30: LOCALITY OF THE SANRAL COUNTING STATIONS WITHIN THE MLM.

The following key issues were identified related to heavy vehicle operations, in and around the MLM:

a) The MLM is currently inundated with parked trucks specifically during the night.
b) The areas where trucks park result in a crime spike in the area.
c) Truck driver fatigue contributes to a high rate of road accidents.
d) Need for safe place for drivers when overnighting or taking a break.
e) Need for Healthy and sanitary facilities for truck drivers.

Figures 2.31 demonstrates where trucks are parked in and around the MLM, specifically during the night.









FIGURE 2.31: AREAS WHERE TRUCKS ARE PARKED DURING THE NIGHT

The locations of all weighbridges in the Limpopo Province are indicated in **Figure 2.32** and **Figure A-9.13, Appendix A-9.** There are eight weighbridges in the Limpopo Province as indicated in **Table 2.27**. None of the weighbridges are currently located within the MLM.

TABLE 2.27: WEIGHBRIDGES IN LIMPOPO

Nr	Route	Weighbridge	Location
1.	N1	Mantsole	Between Bela-Bela and Tshwane.
2.	N1	Zebediela	At Mokopane.
3.	N1	Beitbridge	At Beitbridge border post.
4.	N11/R33	Rathoke	Between Mokopane and Marble Hall.
5.	N11	Groblersbrug	At Groblersbrug border post.
6.	N1	Mampakuil	North of Polokwane.
7.	R526	Mooketsi	Between Polokwane and Giyani.
8.	R101	Polokwane	2 km south of the N1 bypass intersection.

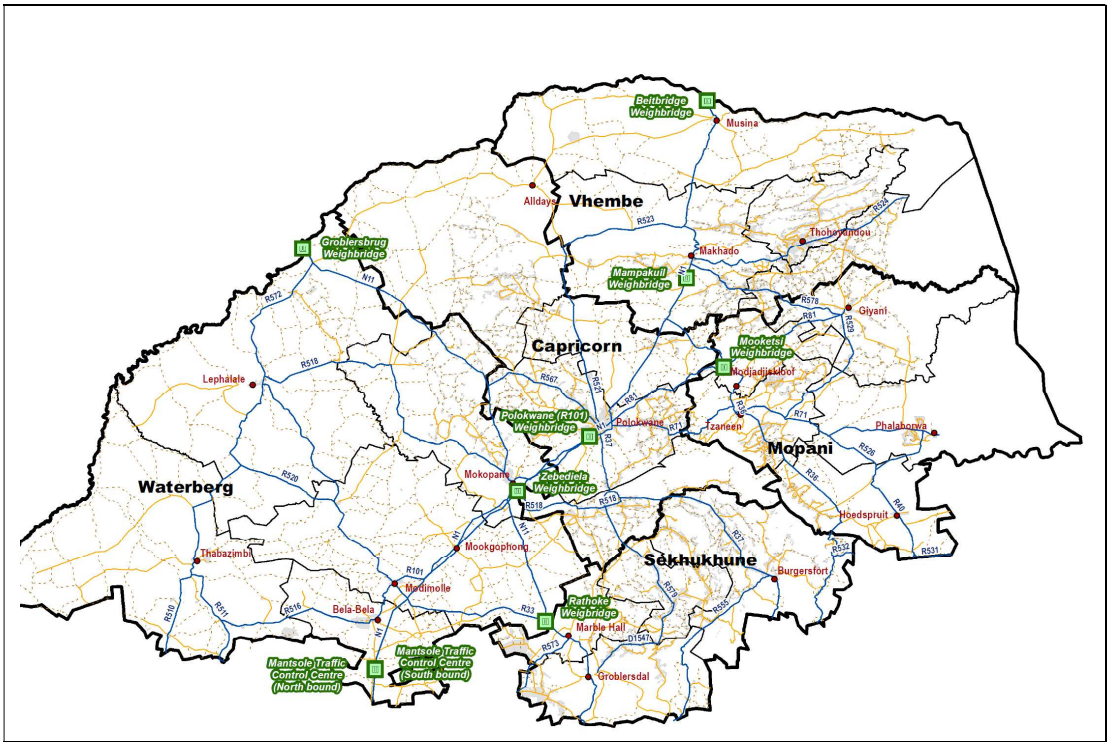


FIGURE 2.32: LOCALITY OF WEIGHBRIDGES FOR LIMPOPO PROVINCE

2.9.2 Air Freight

The geographical locations of the airports are depicted in **Figure 2.20** and **Figure A-9.6** as part of **Appendix A-9**.

2.9.3 Rail Freight

Figure 2.33 contains a copy of the rail network for the Limpopo Province



FIGURE 2.33: RAIL LINK LAYOUT FOR THE LIMPOPO PROVINCE

Source: Limpopo Rail Freight Databank

2.10 Financial Information

Chapter 5 of the 2025/2030 MLM-LITP contains detailed information:

a) Sources of income and expenditure by MLM on all transport services and infrastructure within its area.
b) Annual expenditure by state-owned entities in the ITP area on infrastructure and operational subsidies should also be included (SANRAL, Province, PTIS grants, etc.).

CHAPTER 3

TRANSPORT NEEDS ASSESSMENT



Table of Contents

3 TRANSPORT NEEDS ASSESSMENT 3-1
3.1 Modal Split 3-3
3.1.1 Modal Split for Trips to Work 3-3
3.1.2 Modal Split for Trips to Places of Education 3-5
3.2 Public Transport 3-6
3.2.1 Limitations of the current commuter system: 3-6
3.2.2 Intermodal Long-distance Public Transport Terminal 3-6
3.2.3 Integrated Public Transport Network 3-6
3.2.4 Taxi Facilities 3-6
3.2.5 Bus Facilities 3-6
3.2.6 Bus and Taxi Lay-bys along Public Transport Corridors 3-6
3.3 Measures to Promote Public Transport 3-7
3.4 The needs of Learners and Persons with Special Needs 3-8
3.4.1 Learner Transport 3-8
3.4.2 Scholar Patrols 3-8
3.4.3 Transport Users with Special Needs (Universal Access Guidelines Developed) 3-9
3.5 Non-motorised Measures Transport (NMT) 3-10
3.5.1 Public Parking 3-14
3.6 Private Transport 3-15
3.7 Travel Demand Estimation 3-16
3.8 Freight Transport 3-16
3.9 Transport and Technology 3-16
3.10 Transport infrastructure 3-18
3.11 Findings and Conclusion 3-18

List of Figures

FIGURE 3.1: MLM DEVELOPMENT CORRIDORS AND NODES
FIGURE 3.2: EXAMPLE OF SECURED SHORT DISTANCES FROM EITHER BUS STOPS OR COMMERCIAL ACTIVITIES

List of Tables

TABLE 3.1: WORKERS' DISABILITY STATUS, GEOGRAPHIC LOCATION, HOUSEHOLD INCOME QUINTILE AND PROVINCE BY MAIN MODE OF TRAVEL TO WORK
TABLE 3.2: MAIN MODE OF TRANSPORT USED TO TRAVEL TO EDUCATIONAL INSTITUTION BY PROVINCE BASED ON 2020 NHTS
TABLE 3.3: MLM MEASURES TO PROMOTE MLM - NMT
TABLE 3.4: ROAD SPACE REQUIRED FOR DIFFERENT TRANSPORT MODES AS DETERMINED AS PART OF A STUDY CASE

3 TRANSPORT NEEDS ASSESSMENT

This chapter determines and describes the transport-related issues, problems and needs of the municipality and its residents based on the following:

a) Assessment of issues, problems, trends and performance standards revealed by the Transport Register.
b) Processes of public participation and stakeholder feedback aimed at identifying the needs of the community, present and future transport demand estimation, determined by extrapolation from current trends, modelling, and/or other estimations.
c) The upgrading and maintenance needs of all roads and public transport facilities for which the planning authority is responsible must be identified.
d) The need for new roads and facilities identified.

Figure 3.1 contains the MLM development corridors and nodes.

The transport needs assessment will be addressed by means of the following subsections as part of this Chapter of the report:

a) Modal split.
b) Public transport.
c) Measures to promote public transport.
d) The needs of learners and persons with special needs.
e) Non-motorised transport.
f) Private Transport.
g) Freight transport.
h) Travel demand estimation.
i) Transport and technology.
j) Road Network.

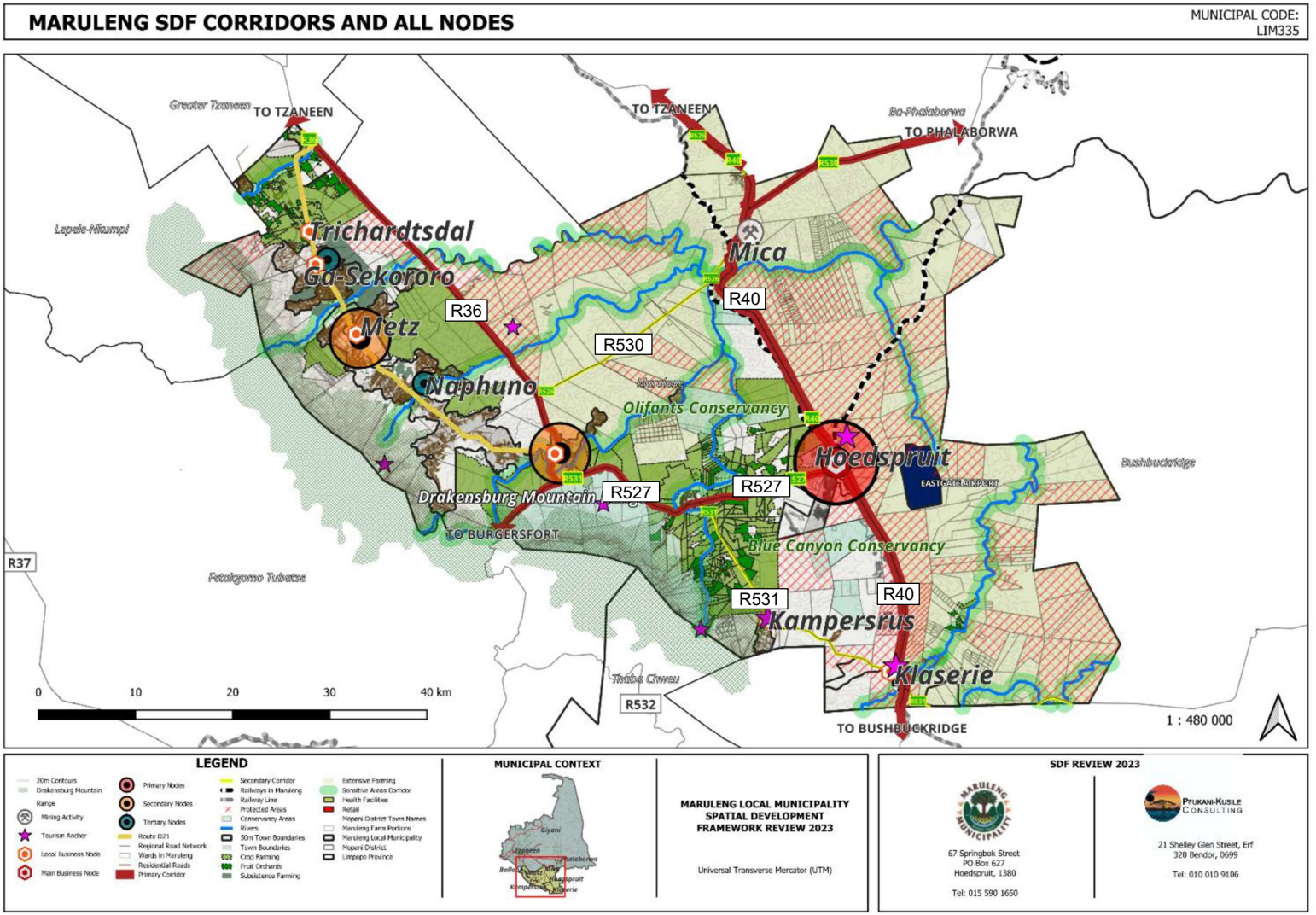


FIGURE 3.1: MLM DEVELOPMENT CORRIDORS AND NODES

3.1 Modal Split

To determine the transport needs it is required to develop an understanding of the modal split between modes, with a specific focus on work trips and educational trips. The modal split for work and educational institution trips is regarded as the most significant. The 2020 National Household Travel Surveys (NHTS) are the only information available. The information is, however, only available on a provincial level.

The subsequent section elaborates on:

a) Modal split for trips to work.
b) Modal split for trips to places of education.

3.1.1 Modal Split for Trips to Work

Table 3.1 contains workers' disability status, geographic location, household income quintile and province by main mode of travel to work by province in South Africa, as obtained from the 2020 NHTS for South Africa per province.

From **Table 3.1** it is possible to note that, nationally, the main mode of transport carrying the largest share of workers is private cars with the workers being the driver 36%, and taxis, which account for 28,1%. Slightly more than one in five workers walked all the way 20,3%, 7,5% travelled by private car as a passenger and another 5,8% travelled by bus.

From **Table 3.1** it is also possible to note that for Limpopo Province, the dominant transport mode was walking (35,9%), Private cars with the workers being the driver is 25.6%, taxis account to 22,9% and buses account to 7,4%.

For the compilation of the **MLM-LITP** it was assumed that the MLM has similar patterns than the Limpopo Province.

TABLE 3.1: WORKERS' DISABILITY STATUS, GEOGRAPHIC LOCATION, HOUSEHOLD INCOME QUINTILE AND PROVINCE BY MAIN MODE OF TRAVEL TO WORK

Indicator		Mode of travel							RSA
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	151	777	3 753	4 810	997	2 704	159	**13 350**
	Per cent	1,1	5,8	28,1	36,0	7,5	20,3	1,2	**100,0**
Disabled worker	Number	*	23	67	68	27	92	7	**285**
	Per cent	*	7,9	23,6	23,9	9,3	32,4	2,3	**100,0**
Province									
Western Cape	Number	45	131	407	927	196	281	20	**2 008**
	Per cent	2,2	6,5	20,3	46,2	9,8	14,0	1,0	**100,0**
Eastern Cape	Number	3	22	236	326	87	297	9	**982**
	Per cent	0,3	2,3	24	33,2	8,9	30,3	1,0	**100,0**
Northern Cape	Number	*	13	34	107	28	102	5	**289**
	Per cent	*	4,5	11,6	37,0	9,8	35,4	1,7	**100,0**
Free State	Number	*	41	130	203	35	209	9	**628**
	Per cent	*	6,6	20,7	32,4	5,6	33,2	1,5	**100,0**
KwaZulu-Natal	Number	22	115	637	654	177	387	16	**2 008**
	Per cent	1,1	5,7	31,7	32,6	8,8	19,3	0,8	**100,0**
North West	Number	1	36	201	231	51	226	26	**772**
	Per cent	0,1	4,7	26,1	29,9	6,6	29,3	3,4	**100,0**
Gauteng	Number	80	153	1 700	1 812	280	570	46	**4 641**
	Per cent	1,7	3,3	36,6	39,0	6,0	12,3	1,0	**100,0**
Mpumalanga	Number	*	186	164	275	70	247	14	**954**
	Per cent	*	19,5	17,2	28,8	7,3	25,9	1,4	**100,0**
Limpopo	Number	*	79	245	273	73	384	14	**1 068**
	Per cent	*	7,4	22,9	25,6	6,8	35,9	1,3	**100,0**
RSA	**Number**	**151**	**777**	**3 753**	**4 810**	**997**	**2 704**	**159**	**13 350**
	Per cent	**1,1**	**5,8**	**28,1**	**36,0**	**7,5**	**20,3**	**1,2**	**100,0**
Geographic location									
Urban	Number	149	457	3 074	4 225	781	1 516	117	**10 318**
	Per cent	1,4	4,4	29,8	40,9	7,6	14,7	1,1	**100,0**
Rural	Number	*	320	679	585	217	1 187	42	**3 032**
	Per cent	*	10,6	22,4	19,3	7,1	39,2	1,4	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	38	149	822	1 805	254	435	43	**3 546**
	Per cent	1,1	4,2	23,2	50,9	7,2	12,3	1,2	**100,0**
Quintile 2	Number	23	114	578	364	113	624	29	**1 844**
	Per cent	1,2	6,2	31,4	19,7	6,1	33,8	1,5	**100,0**
Quintile 3	Number	27	153	733	314	149	754	38	**2 169**
	Per cent	1,2	7	33,8	14,5	6,9	34,8	1,8	**100,0**
Quintile 4	Number	37	211	919	486	204	590	25	**2 472**
	Per cent	1,5	8,5	37,2	19,6	8,3	23,9	1,0	**100,0**
Quintile 5 (highest income quintile)	Number	26	150	700	1 842	277	301	24	**3 319**
	Per cent	0,8	4,5	21,1	55,5	8,3	9,1	0,7	**100,0**

The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates
Percentages calculated within the mode of travel.

Source: 2020 NHTS

3.1.2 Modal Split for Trips to Places of Education

Table 3.2 indicates the main mode of transport used to travel to an educational institution by province based on the 2020 NHTS.

TABLE 3.2: MAIN MODE OF TRANSPORT USED TO TRAVEL TO EDUCATIONAL INSTITUTION BY PROVINCE BASED ON 2020 NHTS

Mode of travel		Statistics ('000)	Province (per cent within province)									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	15	3	*	*	2	*	17	*	*	**37**
		Per cent	0,9	0,1	*	*	0,1	*	0,4	*	*	**0,2**
	Bus	Number	101	79	25	29	213	72	284	85	111	**998**
		Per cent	6,3	3,6	7,5	3,2	6,2	6,3	7,1	6,3	5,2	**5,9**
	Taxi	Number	219	328	34	136	454	193	864	184	301	**2 713**
		Per cent	13,7	15,1	10,3	15,2	13,3	16,8	21,6	13,5	14,2	**15,9**
Private transport	Car/truck driver	Number	108	32	4	15	52	15	111	29	15	**382**
		Per cent	6,8	1,5	1,2	1,7	1,5	1,3	2,8	2,1	0,7	**2,2**
	Car/truck passenger	Number	291	242	40	82	571	129	743	100	191	**2 388**
		Per cent	18,2	11,1	12,2	9,1	16,7	11,2	18,6	7,4	9,0	**14,0**
Walking all the way		Number	851	1 475	212	626	2 052	690	1 792	941	1 480	**10 121**
		Per cent	53,3	67,6	64,2	69,9	60,0	60,2	44,8	69,4	69,9	**59,4**
Other		Number	13	23	15	7	74	48	188	17	20	**404**
		Per cent	0,8	1,0	4,5	0,8	2,2	4,1	4,7	1,2	0,9	**2,4**
Total		**Number**	**1 598**	**2 182**	**331**	**896**	**3 419**	**1 146**	**4 000**	**1 355**	**2 117**	**17 044**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Unspecified modes of transport were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within provinces.

It is evident from **Table 5.4** that 'walking all the way' was the primary method used by learners to reach their educational institutions in all nine provinces. Of the 17,0 million learners who attended an educational institution, more than half (about 10,1 million) walked all the way. About 2,7 million learners made use of a taxi to travel to their educational institution.

In Limpopo Province, 'walking all the way' is also the primary method used by learners to reach their educational institution. Of the about 2,1 million learners who attended an educational institution, approximately 70% (about 1,5 million) walked all the way. About 300 000 learners made use of a taxi to travel to their educational institution.

For the compilation of the **MLM-LITP** it was assumed that the MLM has similar patterns than the Limpopo Province.

3.2 Public Transport

3.2.1 Limitations of the current commuter system:

a) Unattractive roadside bus and taxi stops with no shade or shelter.
b) Out of the city, there is often no path access or paved waiting area including full barrier kerbing to protect waiting passengers. Access to the stops is often through drainage ditches.
c) Minibus taxis are supply-driven and not demand-driven. Services are focused on the profitable peak periods.
d) High level of criminal activities associated with public transport facilities.

3.2.2 Intermodal Long-distance Public Transport Terminal

MLM needs a *"Long-distance Intermodal Public Transport Facility"* that will ensure integration between the various modes of public transport, including long-distance buses, long-distance taxis, rail and the local public transport operations.

A detailed study should, however, be conducted to incorporate all modes of transport and the related amenities within a *"Long-distance Intermodal Public Transport Facility"*.

3.2.3 Integrated Public Transport Network

See **Appendix A-2** for detailed information.

3.2.4 Taxi Facilities

The vision statement of transport as stated in the National White Paper indicates that public transport operations and infrastructure should be fully integrated. It is therefore recommended that when providing the public transport facilities, the following should be taken into consideration:

a) Provide multimodal public transport facilities at the primary nodes in MLM.
b) Provide loading and off-loading facilities for public transport at strategic points at secondary and tertiary development nodes in MLM.

3.2.5 Bus Facilities

A total of 4 formal Taxi Rank Facilities and 12 informal Taxi Rank Facilities were registered in MLM, while 1 formal Bus Rank Facility was registered in MLM.

3.2.6 Bus and Taxi Lay-bys along Public Transport Corridors

As part of compiling **Chapter 2** (Transport Register), surveys were conducted to identify existing bus and taxi lay-bys on public transport routes in MLM.

Surveys included the different components of lay-bys including shelters, paving and kerbing. Based on the information collected, existing lay-bys were divided into the following categories:

a) Lay-bys with paving, kerbing and shelters:

These lay-bys are complete and do not require any additional infrastructure such as kerbing or paving.

b) Lay-bys with paving but without shelters:

In this case, the lay-by includes paving and kerbing, but no shelter is provided. The cost of a shelter is inexpensive compared with the cost of the lay-by. This implies that an improved facility, with shelter against the elements, can be provided at a relatively small cost.

c) Lay-bys without paving or shelters:

In this case, the lay-by includes paving and kerbing, but no shelter is provided. The cost of a shelter is inexpensive compared with the cost of the lay-by. This implies that an improved facility, with shelter against the elements, can be provided at a relatively small cost.

Table A-8.1 of Appendix A-8 indicates lay-bys that need to be upgraded by providing shelters and/or paving as well as locations where new lay-bys are required.

It is important to note that most of the corridor routes and roads in rural areas are owned by SANRAL and RAL respectively, therefore it requires that MLM should liaise with the relevant road authorities for the implementation and/or upgrading of existing facilities.

3.3 Measures to Promote Public Transport

In 2007, the National Department of Transport developed a Public Transport Strategy aimed at improving and thereby promoting public transport in South African cities. This strategy is aimed at promoting public transport by improving services rather than trying to penalise private transport.

A main feature of the strategy is to ensure the development of IRPTNs for the larger cities. The Public Transport Strategy identified IRPTNs as the best option to ensure sustainable, equitable and uncongested mobility in liveable cities and districts.

MLM is not one of the identified towns, but it is, however, important that the MDM-IPTN should be incorporated.

MLM is the municipal sphere of government responsible for municipal transport functions including municipal public transport in their areas of jurisdiction. Therefore, MLM should

appropriately plan, implement and manage modally integrated public transport networks and travel corridors. The following categories are relevant:

a) Public Transport Regulation and Monitoring that includes:

   i) Public Transport Regulation and Compliance.
   ii) Taxi Industry Transition.

b) Roads and Stormwater.
c) Public Transport Operations.

3.4 The needs of Learners and Persons with Special Needs

3.4.1 Learner Transport

Pedestrian infrastructure provision adjacent schools are generally extremely poor. Students are not protected from dangerous car behaviour (drop off/pick up) adjacent to school entrances.

Infrastructure does not guide or restrict car movement safely. Kerbing does not protect students. Cars are permitted to drive and park on the verge resulting in conflict with pedestrians and cyclists.

3.4.2 Scholar Patrols

As laid down by the Road Traffic Act (Act 93 of 1996), Section 57.5, scholars and students (learners) can be organised into patrols (known as scholar patrols) to display a stop sign in the prescribed manner (SADCRTSM 11/97, Section 2.8) so that the safety of pedestrians crossing a public street or road can be ensured. It is a function of provinces to support the establishment of scholar patrols where there is a need and where it is demanded by circumstances.

The MDM and Limpopo Province Community Safety Forums need to be incorporated as part of the road safety initiative related to scholar patrol activities and need to drive the process related to road safety at schools.

Where needed, and when requested by school principals and/or recommended by traffic authorities, aid and assistance should be given to assist with the functioning of scholar patrols.

The relevant authority should arrange for insurance cover against collisions and claims resulting from events occurring during the legal functioning of scholar patrols. Equipment should be provided by relevant authorities and guidelines for the implementation and functioning of scholar patrols. The Scholar Patrol Programme benefits the school, the community and the student safety patrollers. The programme provides quality training and recognition for student safety patrollers' efforts.

3.4.3 Transport Users with Special Needs (Universal Access Guidelines Developed)

It is important that the transport environment, including public transport services and transport infrastructure are accessible for people with special needs, which is typically referred to as “universal access design.”

The National Land Transport Act 5 of 2009 and Amended National Land Transport Act 23 of 2023, requires that people with disabilities are provided for in public transport projects as passengers, along with a wider group of other passengers with special categories of need. The term Passenger with Special Categories of Need (PWSCN) is often used interchangeably with Special Needs Passengers (SNP). However, PWSCN is the term referenced in legislative documents of the Department of Transport.

Some concerns include related to transport for users with special needs are:

a) Limited infrastructure provision.
b) Public transport vehicles i.e. road based MBT’s or buses are not specifically tailored to accommodate universal access.
c) Some intersections have dropped kerbs and tactile paving, but not all intersections in MLM have this function.
d) Access into buildings is sometimes equipped with ramps for wheelchairs and prams.

It is recommended that MLM should develop a Universal Design Access Plan (UDAP).

The Principles of Universal Design were developed through The Centre for Universal Design, North Carolina State. There are seven principles, and they include:

a) Equitable use.
b) Flexibility in use.
c) Simple and intuitive use.
d) Perceptible information.
e) Tolerance for error.
f) Low physical effort.
g) Size and space for approach and use.

The Department of Transport in South Africa recognises the following groups as universal access passengers or people with categories of special needs:

a) **People with disabilities**: defined in the Act as people with a physical, sensory or mental disability, which may be permanent or temporary.
b) **The aged**: or elderly people. People over the age of 55 usually fall into this category.
c) **Pregnant women**: usually taken as women in their last three months of pregnancy.
d) **Young children**: this is usually defined as children between the ages of 0-14.
e) **Those who are limited in their movements by children**: men and women accompanying young children.

f) **Signage passengers**: people who are unable to read or who are unable to understand the language used on the signage. Tourists are also included as signage passengers.
g) **Female passengers:** whilst safety and security affect all passenger groups and both genders, it should be noted that female passengers (together with people with disabilities) are particularly at risk of crime and abuse.
h) **Load-carrying passengers**: people carrying bags, luggage or goods of a size that means that they benefit from accessibility features. This is important to people on low incomes in South Africa. People travelling with bicycles are generally also included in this category.

The MLM-NMT Master Plan should incorporate the details of the UDAP.

3.5 Non-motorised Measures Transport (NMT)

NMT planning is governed by the National Land Transport Act (NLTA) of 2009 and Amended NLTA of 2023, specifically Section 11, which directs the municipal sphere of government to, among others, develop appropriate methods of transport that cater for the broader community in a sustainable and environmentally friendly manner.

Based on the Provincial Land Transport Framework of Limpopo (PLTF) – 2015 to 2019, **Chapter 7,** the following were recommended:

a) DoT, education and district municipalities must develop NMT plans.
b) Specific needs of learners must be addressed, where pedestrian facilities, bicycles and animal-drawn vehicles are appropriate.
c) Local municipalities must encourage safe bicycle parking at schools, shopping centres and workplaces.
d) Bicycle lanes and paths are the main infrastructure element.
e) Local municipalities must prepare a plan to encourage bicycles and provide NMT infrastructure.

The Limpopo Province is promoting cycling through a national government initiative from the NDoT - the Shova Kalula programme. The project subsidises bicycles and safety gear to learners in rural areas. It recommends that local municipalities must prepare plans to encourage the use of bicycles and provide the necessary infrastructure.

Six elements that frame the overall problem statements/needs that disbenefit the MLM are:

a) **Element 1,** Socio-economic upliftment.

Problem Statement:

Poverty remains a great challenge in MLM with most of the population living in a rural setting. The MLM population is still characterised by high unemployment, low education levels and low income. For most of the population, the living conditions remain poor, with a lack of basic services (Stats SA, 2011).

Objective:

MLM-NMT can play a role in improving the living conditions of the local population through partnering with local SMMEs who could benefit from NMT related projects. Furthermore, given the labour-intensive nature of the construction of NMT infrastructure, an opportunity exists to reduce the unemployment rate in MLM.

b) **Element 2,** Enhancing accessibility.

Problem Statement:

Universal access for the road network remains a challenge for communities that cannot afford public transport. Furthermore, the roads were mainly designed with the motorist in mind. This policy aims to reduce disparities in socio-economic conditions between communities by making the MLM accessible to all. To achieve this, it will be necessary to improve the transport system in MLM. The MLM-NMT, as a mode of transport, can play an important role by enabling communities with limited public transport access to cycle to the nearest public transport facility. NMT can also help to increase disposable income for poor households by reducing the need to use public transport for short distances.

Objective:

NMT, being a low-cost mode, can be an effective tool for targeting the poor and improving their livelihood.

c) **Element 3,** Ensuring the protection of the environment.

Problem Statement:

Human activities impact on the environment and often overload and destroy it. Emissions have a major impact on the environment especially on-air quality and climate change. Society has a collective responsibility to safeguard the environment for future generations. This requires that the transport systems provided by MLM should be sustainable and environmentally sensitive.

Objective:

NMT is essentially an emission-free transport mode which is obviously advantageous to the environment. The promotion and growth of NMT will have a directly positive effect on the environment.

d) **Element 4,** Promoting safer living environments.

Problem Statement:

The safety of users is crucial for the successful implementation of NMT in MLM. Currently, NMT facilities do not always provide a safe environment for pedestrians and cyclists. As an example, the position of road signs in the NMT facilities poses a safety risk for the users.

Objective:

Safety can be achieved through care environmental design which discourages the activities of criminals and ensures integration between motor vehicles and NMT. Safety must be linked to awareness campaigns to ensure that the city's population appreciates the role of NMT.

e) **Element 5,** Promotion of integration.

Problem Statement:

There is a lack of integration in the planning and positioning of public transport infrastructure.

Objective:

The transport systems that MLM provides must be integrated. This will ensure that the user experience is seamless, and the quality of life is improved. For this system to function optimally, there is a need for sufficient integration of NMT with all other modes of transport.

f) **Element 6,** Enhancing the quality of life.

Problem Statement:

Strong and well-functioning people and communities are the building blocks for a sustainable society. Currently, MLM is lacking in these areas.

Objective:

NMT acts as a direct contributor to community building and enhanced quality of life through the improved access it provides. It also allows communities to better share public spaces thus promoting integration.

MLM's proposed measures to promote walking and cycling are set out in **Table 3.3** below. These include measures to encourage residents to walk or cycle instead of using motorised transport.

TABLE 3.3: MLM MEASURES TO PROMOTE MLM - NMT		
No.	**Objectives**	**Measures**
1.	Safety	a) Separation between motorists and NMT facilities. b) Sidewalks should be separated from the road. c) Sidewalks should be wide enough to accommodate pedestrians, cyclists and other modes of NMT. d) To inform motorists of NMT activities, board signs should be erected along the routes. e) Traffic calming measures should be incorporated where necessary, e.g., zebra crossings, pelicans, toucans, midblock crossings. f) Law enforcement to ensure NMT and motorists adhere to the law. g) NMT facilities should ensure safety of the user both by day and night. h) Safety of pedestrians at schools. i) Activities on footpaths, such as street vendors, must be controlled properly to secure pedestrian safety. j) Facilities should be made available for cyclists to secure their bicycles and accessories against theft.
2.	Continuity	a) Ensure that MLM-NMT facilities are continuous and do not end abruptly. b) Continuity of facilities is very important to also attract users of the other modes of transport. c) Routes should be coherent and continuous networks linking all origins and destination points for the users rather than ad-hoc facilities that end abruptly.
3.	Comfort	a) Construct dropped kerbs at intersections of MLM roads to facilitate smooth crossings by people such as the disabled and mothers with prams. b) Sidewalk to be wide enough with no services such as lampposts to obstruct wheelchairs along the route. c) Facilities should ensure the smooth, quick and comfortable flow of NMT without excessive gradients or uneven surfacing.
4.	Attractiveness	a) Design to be done by local consulting experts and local community (potential user) should be involved in the construction. b) Street furniture such as seats, trees for shade, public phones, etc. should be provided for the user. c) Cycling to school should be promoted by assisting with the procurement of cycles and accessories for scholars.

TABLE 3.3: MLM MEASURES TO PROMOTE MLM - NMT		
No.	**Objectives**	**Measures**
5.	Directness	a) Facilities should be provided in line with existing desire lines, usually the shortest and most direct route to the destination. b) Direct linkages should exist between habitual areas and other areas of interest such as public transport facilities. c) Facilities should avoid significant detours to mitigate the user ignoring this.

MLM does not have a MLM - NMT Master Plan and therefore it is recommended that MLM should develop such. The design of the NMT facilities typically contains the following steps:

a) Identification of roads requiring NMT.
b) Survey of roads.
c) Detailed design.
d) Compilation of multi-year (3-year) tenders in accordance with the MLM MTREF.
e) Appointment of a suitable contractor for the relevant construction period.
f) Construction of facilities based on available budget for each year.
g) Maintenance and monitoring for the relevant construction period.
h) Close out and report.

MLM is beset with many challenges which include unemployment, socio-economic issues and the effects of Covid-19. NMT should not be ignored or treated nonchalantly; strong and well-functioning and well-being people and communities are the building blocks for a sustainable society. Effective NMT planning will go a long way in assisting MLM residents and communities to function more efficiently, sustainably and happily.

3.5.1 Public Parking

Public parking should be provided and secured and should be short distances from either bus stops or commercial activities as illustrated in **Figure 3.2**.

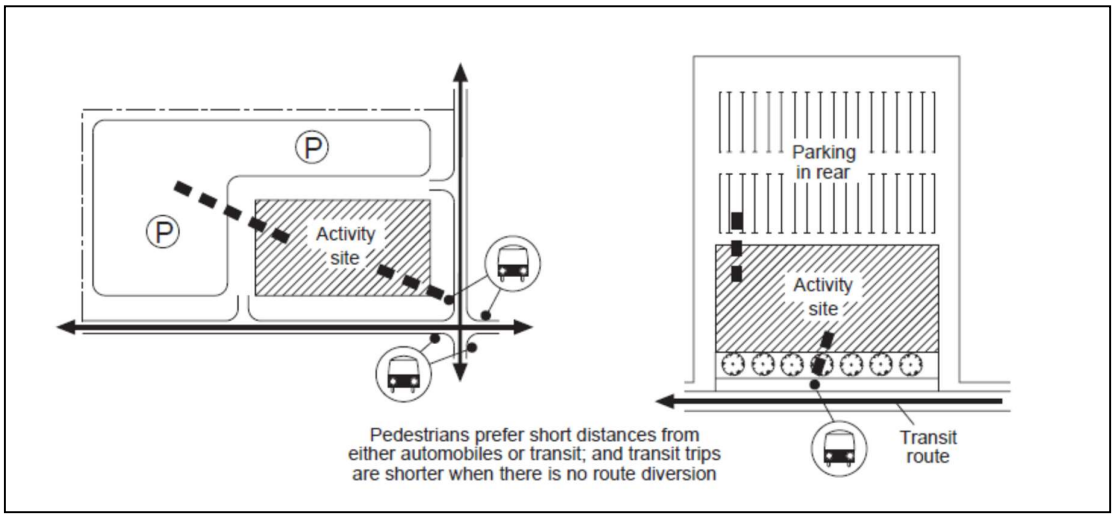


FIGURE 3.2: EXAMPLE OF SECURED SHORT DISTANCES FROM EITHER BUS STOPS OR COMMERCIAL ACTIVITIES

3.6 Private Transport

In this context, private transport refers to trips by light vehicles. It includes trips to work and school as well as for business, social, deliveries or any other trips where light vehicles are used. Any vehicle not counted as a bus, taxi or heavy vehicle falls in this category. In terms of road congestion, private transport contributes the most to road congestion as indicated by **Table 3.4** which was developed as a study case.

TABLE 3.4: ROAD SPACE REQUIRED FOR DIFFERENT TRANSPORT MODES AS DETERMINED AS PART OF A STUDY CASE

Vehicle Type	Vehicle Length	Passengers per Vehicle	Road Space per Vehicle (m) (at 60 km/h with 2-sec gaps)	Road Space per Passenger (m) (at 60 km/h with 2-sec gaps)	Ratio of Road Space Required per Passenger
Bus	15	60	48	0,8	1
Minibus taxi	6	14	39	2,8	3,5
Car	5	3	38	12,7	15,9

The table indicates that the road space taken up by private car passengers is almost 16 times more than the road space taken up by bus passengers. Taxi passengers take up 3,5 times more road space than bus passengers. This confirms the inefficiency of private vehicles compared to buses and taxis. The consequence of the above is that private vehicles contribute more to traffic congestion than public transport modes such as taxis and buses. The picture below practically illustrates the difference in road space taken up by the same number of people travelling by car, foot and bus.

Public transport should be promoted as this is the best long-term solution to deal with road congestion and the ever-increasing demand for more roads. MLM is in a favourable position compared to many other South African cities, as a high percentage of commuters already use public transport. The challenge is, however, to improve public transport services to such a degree that even those who can afford to travel by private car will also use public transport.

Public transport and NMT are high priority in terms of the Transport Assessment Needs to be supported to ensure economic growth in future in MLM.

3.7 Travel Demand Estimation

The travel demand estimations should be conducted by collecting continuously information by means of the following types of surveys for the various modes of transport (light vehicles, taxis, buses, heavy vehicles):

a) Vehicle occupation surveys at strategic points.
b) Vehicle traffic counts.
c) Household surveys.
d) Route utilisation surveys.
e) Rank utilisation surveys.
f) Random surveys to determine the satisfaction and needs of operators and passengers.
g) Constantly compare transport information with economic and land use data.

The main purpose of travel demand estimates is to determine if there is an under or oversupply of public transport at any point and time.

3.8 Freight Transport

The movement of freight through heavy road vehicles, coupled with the tendency to overload, results in deteriorating road infrastructure. This challenge is exacerbated by the lack of road maintenance, which leaves the roads unattended until they deteriorate even further. It is therefore important to find ways to address these challenges while maximising the economic potential of freight in MLM. The following key projects have been identified for this balance and have been detailed in **Appendix C**:

a) The development of truck inn/s in MLM.
b) Implementation of overload control strategy for MLM.

3.9 Transport and Technology

The rise in fuel prices is having an adverse impact on transport costs of the country with subsequent negative impacts on the economy. This problem and other environmental considerations have resulted in ongoing technological investigations to reduce the dependence on conventional fuels such as gasoline. The changes in technology may have a significant impact on the vehicle types within a city as well as the emissions associated with

the vehicle mix. This issue does, however, create opportunities for interventions in public transport, even at a local scale such as MLM.

A Road Network Management System (RNMS) should be developed for MDM, that include NMT and should be aligned and integrated with the RAL PMS and the MLM roads.

The RNMS potentially consists of the following modules:

a) Road Network Module

i) Develop a coding system for road links.
ii) Identify a suitable road classification system.
iii) Collection of existing road network data.
iv) Identify proposed future road links.

b) Traffic Management Module

i) Establish details of traffic data required.
ii) Collect available traffic data.
iii) Populate the database with traffic information.
iv) Analyse traffic data.
v) Establish an annual traffic counting programme.

c) Pavement Management Module

i) Identify a suitable pavement condition classification system.
ii) Assess existing pavement conditions.
iii) Populate the database with pavement condition data.
iv) Analyse pavement condition data.

d) Road Sign Module

i) Prepare an inventory of existing road traffic signs.
ii) Assess the condition of existing road signs.
iii) Populate the database with traffic sign data.

e) Geographic Information System (GIS) Module

i) Prepare the mapping of the existing road network.
ii) Link road classification database to maps.
iii) Link traffic information database to maps.
iv) Link pavement condition database to maps.
v) Link road sign database to maps.

f) Financial Module

i) Analyse available data.
ii) Identify problem areas in the road network.
iii) Prioritise road improvements.
iv) Prepare an annual budget for road maintenance.

The above modules are not exhaustive, and additional modules could be added if necessary.

3.10 Transport infrastructure

MLM Transport Infrastructure Strategy (TIS) should be developed to deal with the development and maintenance of all transport infrastructure, including the following:

a) Major roads.
b) Public Transport (PT) facilities.
c) Freight corridor measures.
d) Non-motorised Transport (NMT) infrastructure.

3.11 Findings and Conclusion

In conclusion, the investigation into the transport needs assessment for MLM has had the following important findings:

a) Walking: Walking (35.9% in Limpopo Province) is the most important mode of transport for work-related trips in MLM. This finding underlines the importance of proper NMT planning in MLM. The dominance of this mode is highlighted when the educational trips are considered. Walking accounts for 69,9% of school trips in Limpopo Province.
b) Public Transport: When combining taxis and bus trips, 30.3% of work-related trips are public transport trips. Public transport received significant attention with the current IRPTS projects done and what is still underway. **Chapter 6** provides a more detailed discussion on the public transport operations strategy.
c) Integration of NMT and PT Planning: Integration between the said modes is required.
d) Hybrid/Electric Technology: This is a relatively new technology for South Africa, and the initial start-up cost is very high although this technology provides an opportunity for future PT interventions.

From **Table 3.1** it is also possible to note that for Limpopo Province, the dominant transport mode was walking (35,9%), Private cars with the workers being the driver is 25.6%, taxis account to 22,9% and buses account to 7,4%.

CHAPTER 4

TRANSPORT IMPROVEMENT PROPOSALS



Table of Contents

4 TRANSPORT IMPROVEMENT PROPOSALS 4-1
4.1 SPATIAL DEVELOPMENT OBJECTIVES 4-1
4.2 PUBLIC TRANSPORT FACILITY RELATED TO PRIMARY, SECONDARY AND LOCAL SERVICE NODES 4-17
4.3 PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES 4-18

List of Figures

FIGURE 4.1: CORRIDOR DEVELOPMENT AND CONNECTIVITY. (MAP66)
FIGURE 4.2: CORRIDOR DEVELOPMENT AND CONNECTIVITY AT THE DISTRICT SCALE (MAP 67)
FIGURE 4.3: FUNCTIONAL NODAL HIERARCHY. (MAP 68)
FIGURE 4.4: RETAIL NODAL AREAS (MAP 69)
FIGURE 4.5: AGRO-INDUSTRIES AND MANUFACTURING. (MAP 73)
FIGURE 4.6: TOURISM (MAP74).
FIGURE 4.7: DEMONSTRATES THE OBJECTIVES AND ALIGNING PEDESTRIAN AND PUBLIC TRANSPORT GUIDELINES WITH THE SSA.

List of Tables

TABLE 4.1: DEVELOPMENT OBJECTIVE 2, CORRIDOR DEVELOPMENT AND CONNECTIVITY.
TABLE 4.2: TYPICAL ATTRIBUTES RELATED TO THE ACCESS MANAGEMENT PLANS FOR CORRIDOR ROUTES
TABLE 4.3: DEVELOPMENT OBJECTIVE 3, FUNCTIONAL NODAL HIERARCHY
TABLE 4.4: DEVELOPMENT OBJECTIVE 6, BASIC SERVICE CLUSTERS
TABLE 4.5: DEVELOPMENT OBJECTIVE 8, AGRO-INDUSTRIES AND MANUFACTURING
TABLE 4.6: DEVELOPMENT OBJECTIVE 9, TOURISM
TABLE 4.7: THE STEPS REQUIRED TO IMPLEMENT TRANSPORT INFRASTRUCTURE IN MLM.
TABLE 4.8: SUMMARY OF PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES
TABLE 4.9: THE STEPS REQUIRED. TO IMPLEMENT PUBLIC TRANSPORT FACILITIES AT THE RELEVANT IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES.

4 TRANSPORT IMPROVEMENT PROPOSALS

The subsequent sections of this Chapter will elaborate on:

a) Spatial development objectives.
b) Public transport facility related to primary, secondary and local service nodes.
c) Public transport facilities and needs at the identified growth points and local service nodes.

4.1 SPATIAL DEVELOPMENT OBJECTIVES

Nine (9) Development Objectives were identified as part of the MLM-SDF (2024):

a) **Objective 1:** Environmental Sustainability.
b) **Objective 2:** Corridor Development and Connectivity.
c) **Objective 3:** Functional Nodal Hierarchy.
d) **Objective 4:** Urban and Rural Development Edges.
e) **Objective 5:** Strategic Development Areas and Upgrading Intervention Areas.
f) **Objective 6:** Basic Service Clusters.
g) **Objective 7:** Agriculture and Mining Resources.
h) **Objective 8:** Agro-industries & Manufacturing.
i) **Objective 9:** Tourism.

More specific information is provided for the following Development Objectives based on extractions from MLM-SDF, since it relates to identification of transport related improvements:

a) **Objective 2:** Corridor Development and Connectivity.
b) **Objective 3:** Functional Nodal Hierarchy.
c) **Objective 6:** Basic Service Clusters.
d) **Objective 8:** Agro-industries & Manufacturing.
e) **Objective 9:** Tourism.

Table 4.1 is an extraction from the MLM-SDF namely *"Table 19: Development Objective 2. Corridor Development and Connectivity".*

TABLE 4.1: DEVELOPMENT OBJECTIVE 2, CORRIDOR DEVELOPMENT AND CONNECTIVITY.	
Development Objective	**Strategy/Development Action**
Maintain and improve regional and local linkages to establish a network of connected nodes and settlements. Development corridors to be established with specific themes to strengthen connectivity and provide opportunities for development between nodes of economic activity and routes of greater importance.	2.1 Corridor Development: 2.1.1 **Regional Corridor (RC):** R40 to be established as primary RC, serving as an important north-south corridor for the province as it connects Limpopo to the Maputo Development Corridor (N4) via Bushbuckridge. Route R40 also forms part of the Phalaborwa Spatial Development Initiative (SDI) (NSDF), and the R40 connects Hoedspruit to Phalaborwa via Mica. Connects to the N1 freeway via Tzaneen towards the north. i) R40 to be developed as a **Passenger Railway Corridor**, connecting to the Mpumalanga Passenger Railway Corridor (in the south) as planned in the Mpumalanga PSDF (2018). ii) In the SDFs of neighbouring municipalities, like Bushbuckridge LM, business development is proposed to be centralised along the R40. 2.1.2 **Agrarian Transformation Corridor:** developed along Route D21 in line with the CRDP. This Corridor forms the major rural intervention of the SDF. The MLM SDF of 2007 identified this same route (D21 or D181/1) as a Strategic Development Corridor, referring to it the Oaks-Metz- Trichardtsdal Strategic Development Corridor, which was to form a municipal activity spine linking the rural villages of MLM to one another and to the regional road network (R36). The Strategic Corridor proposed: i) nodes to be used to focus development and investment along the Corridor. ii) focusing development and municipality infrastructural investment along corridor, leading to more efficient service provision. iii) improve the efficiency of the public transport system in the rural areas; and make it easier to link nodes with each other. iv) People living along a corridor can access a wide range of opportunities distributed along the corridor. v) The internal road systems of the villages can be developed to provide easy access to the development corridor, making it easy for people to move around. 2.1.3 **Agro-processing Corridor** established along route R527 between Diphuti / The Oaks and Hoedspruit. This Corridor facilitates the intervention to diversify the economy.

TABLE 4.1: DEVELOPMENT OBJECTIVE 2, CORRIDOR DEVELOPMENT AND CONNECTIVITY.	
Development Objective	**Strategy/Development Action**
	2.2 *Strategic Linkages – these routes all require road upgrading and maintenance. In the case of gravel roads (particularly in rural areas), retarring is necessary.* 2.2.1 **Strategic Tourism Link:** connecting Kampersrus, Klaserie, Hoedspruit. This link is supported by local tourist sites in addition to tourism areas outside the Municipality such as Kruger Park. 2.2.2 **Critical Rural Routes** (connecting rural settlements with main arterials): i) Mica Road (R529) connecting the villages to R40 going to Phalaborwa. ii) Metz and Bismack village Road connecting to the R36. iii) The roads connecting Calais Village and Balloon to road D21 road and other villages.
	2.3 Regional Routes i) R36 (linking Lydenburg and Tzaneen). ii) R527 (linking Lydenburg and Hoedspruit).
	2.4 Bus Rapid Transit (BRT) routed along D21.
	2.2 Road Upgrades: R36 to D21.

Strategic Links (SL) are links or transport routes between nodes and development corridors, or between settlements, which provide an important or strategic level of connectivity between important destinations. It may also link internal nodes with outside areas (e.g. other municipalities or outside nodes). Although they are not corridors for development, strategic links may hold potential for development at certain strategic intersections.

Different types of Strategic Links include:
Strategic Links (SL) – strategic link to ensure high mobility and improved connectivity between different nodes, growth points and residential areas.
Strategic Tourism Link (STL) – link ensures connectivity between nodal and tourism areas.

Based on **Table 4.1** the following specific projects are relevant for Corridor Development and Connectivity:

a) Routine maintenance and upgrading of the existing corridor linkages:

   i) Regional Corridor (RC), Road R40.
   ii) Agrarian Transformation Corridor, Road D21.
   iii) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and Hoedspruit.
   iv) Strategic Tourism Links.
   v) Critical Rural Routes.

b) Upliftment and developed as a R40 **Railway Corridor (Passenger and Freight).**
c) Development of Road D21 as an Integrated Public Transport as Strategic Link.
d) Identification of locality of a Static Weigh Bridge.
e) Development of Truck Inn at Klaserie.

Figure 4.1 provides an illustration of the corridor development and connectivity, while **Figure 4.2** provides an illustration of the corridor development and connectivity at the MDM scale.

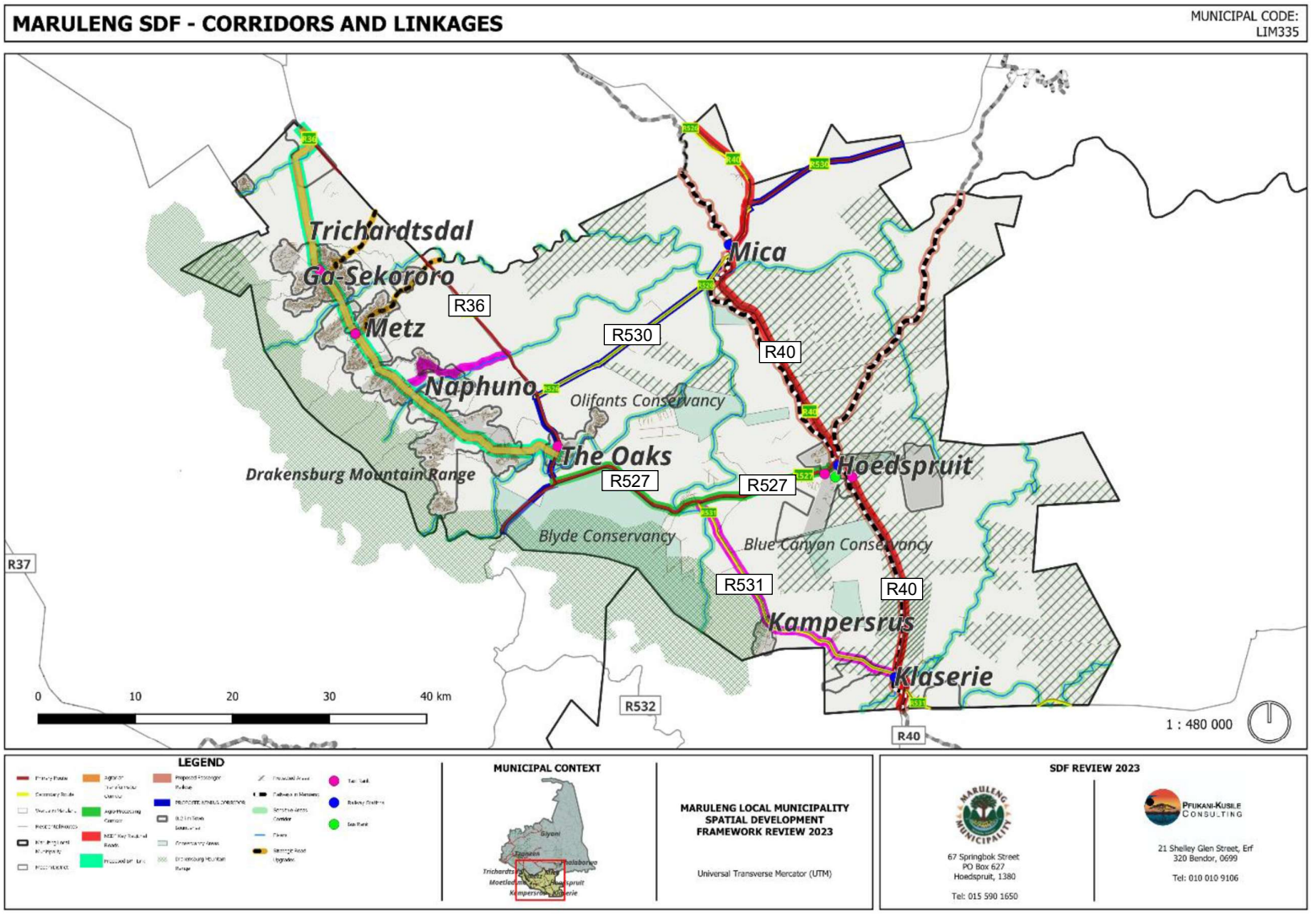


FIGURE 4.1: CORRIDOR DEVELOPMENT AND CONNECTIVITY. (MAP66)

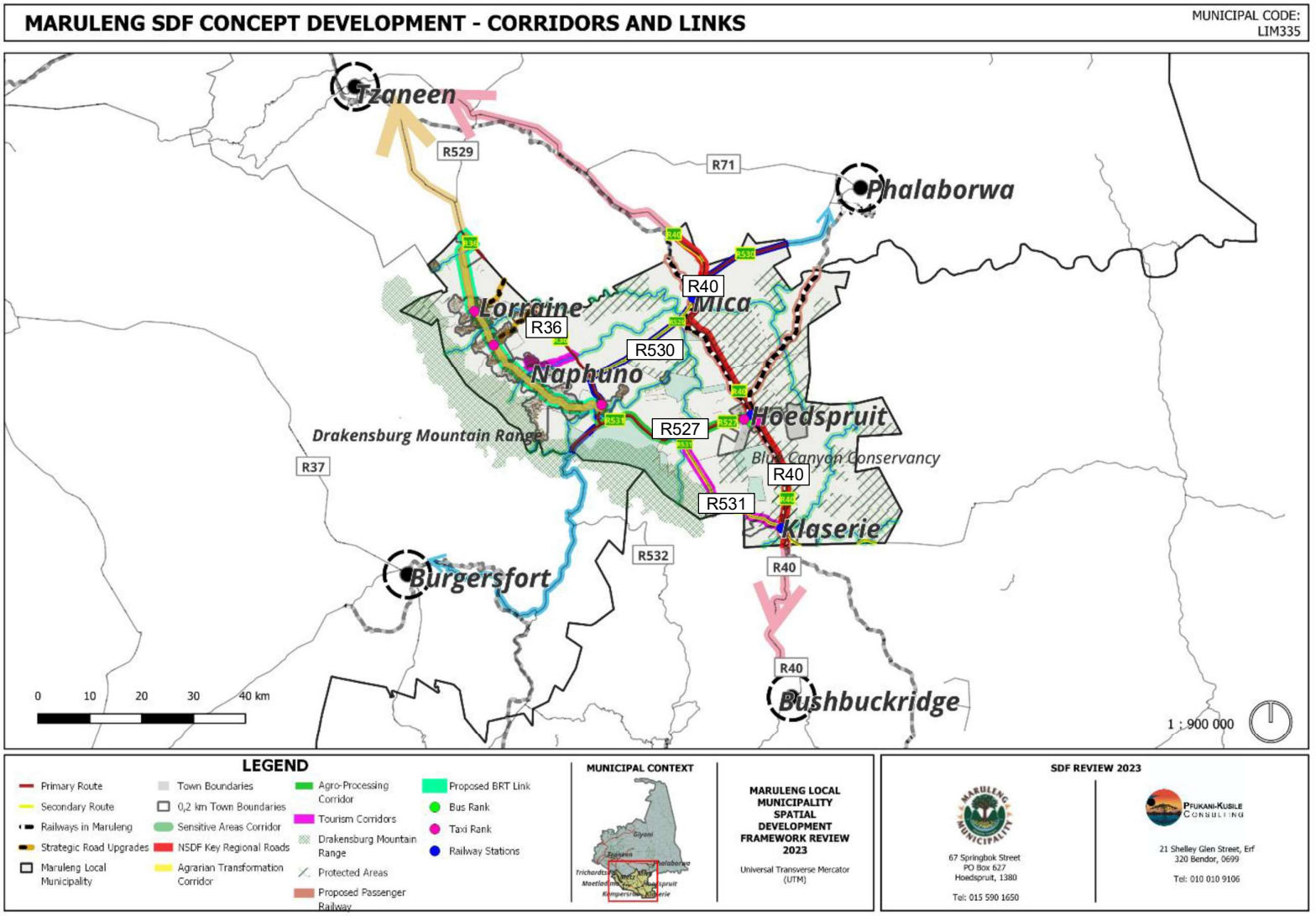


FIGURE 4.2: CORRIDOR DEVELOPMENT AND CONNECTIVITY AT THE DISTRICT SCALE (MAP 67)

Access Management by means of Access Management Plan that is based on the COTO TRH26 *South African Road Classification and Access Management Manual, Version 1.0, May 2018* Urban areas) of typical road characteristics and access management requirements for various categories of roads.

Table 4.2 provides the typical attributes to be considered as part of the Access Management Plans for Corridor Routes.

TABLE 4.2: TYPICAL ATTRIBUTES RELATED TO THE ACCESS MANAGEMENT PLANS FOR CORRIDOR ROUTES	
Item	**Attribute**
1.	Design Speed.
2.	Basic Function of Road.
3.	Road Class Number.
4.	Road Class Name.
5.	Direct Access to properties allowed.
6.	Access Spacing.
7.	Access roads to broader community.
8.	Need for Service Roads.
9.	Public Transport Infrastructure.
10.	Non-Motorised Transport (NMT) Infrastructure.
11.	Universal Access as part of the design and construction of Public Transport and NMT Infrastructure.
12.	Intersection Control.
13.	Overhead Lights.
14.	Typical Cross Section.
15.	Traffic Calming.

Amongst other the following disciplines are relevant:

a) Pavement evaluation.
b) Traffic Engineering.
c) Material sources.
d) Road cross sections.
e) Road Geometry.
f) Drainage.
g) Structures.
h) Land Acquisition.
i) Environmental obligations.
j) Economic evaluation.

Table 4.3 is an extraction from the MLM-SDF namely *"Table 20: Development Objective 3, Functional Nodal Hierarchy."*

TABLE 4.3: DEVELOPMENT OBJECTIVE 3, FUNCTIONAL NODAL HIERARCHY	
Development Objective	**Strategy/Development Action**
Establish a functional hierarchy of primary, secondary, and rural activity nodes in the MLM to enhance spatial efficiency. Additionally, nodes of specific economic activity, namely agriculture, business (formal and informal), and tourism should be consolidated.	3.1 Ensure alignment of functional nodal hierarchy of settlement and growth points with the Limpopo PSDF and in terms of real growth demands.
	3.2 Establish nodal hierarchy concept in MLM by focusing infrastructure development and funding allocation within identified nodes as a priority (Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno).
	3.3 Maintain and enhance Hoedspruit CBD's function as regional service centre and primary activity node.
	3.4 Support the Metz and Oaks/Diphuti as secondary nodes.
	3.5 Enhance the areas of Lorraine and Naphuno which currently serve as central service points and clusters of economic activity to rural service nodes.
	3.6 Kampersrus, Klaserie, and Hoedspruit to be supported as tourism nodes.
	3.7 Hoedspruit is to be maintained as the main business node, with the Metz, the Oaks/Diphuti, Lorraine/Sekororo, Kampersrus, Klaserie, and Trichardtsdal as supporting local business nodes.
	3.8 Mica is to be retained and supported as a mining node.

Based on **Table 4.3** the following specific projects are relevant for Functional Nodal Hierarchy:

a) Provide Intermodal Public Transport Facility that integrate the respective public transport facilities and modes, to enhance Hoedspruit with the following ancillary facilities:

   i) Development of Intermodal Public Transport Facility (Universal Accessibility).
   ii) Improve / Upgrade other Public Transport Facilities in Town.
   iii) Link other Public Transport Facility in CBD with Intermodal Public Transport Facility.
   iv) Implement NMT walkways and bicycles ways to link with Public Transport and Origins / Destinations.
   v) Provide street furniture, information signs, traffic signs and lights.
   vi) Formalise Hawker Facilities inside and outside Public Transport Facilities.
   vii) Identify strategic areas to accommodate hawker Facilities.
   viii) Provide security camaras and security personnel.
   ix) Traffic Law enforcement for private and public transport modes.

b) Transport infrastructure development at the following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno.
c) Development of Road D21 as an Integrated Public Transport Network as Strategic Link.

Figures 4.3 and **4.4** respectively provide an illustration of the functional nodal hierarchy and the retail nodal areas.

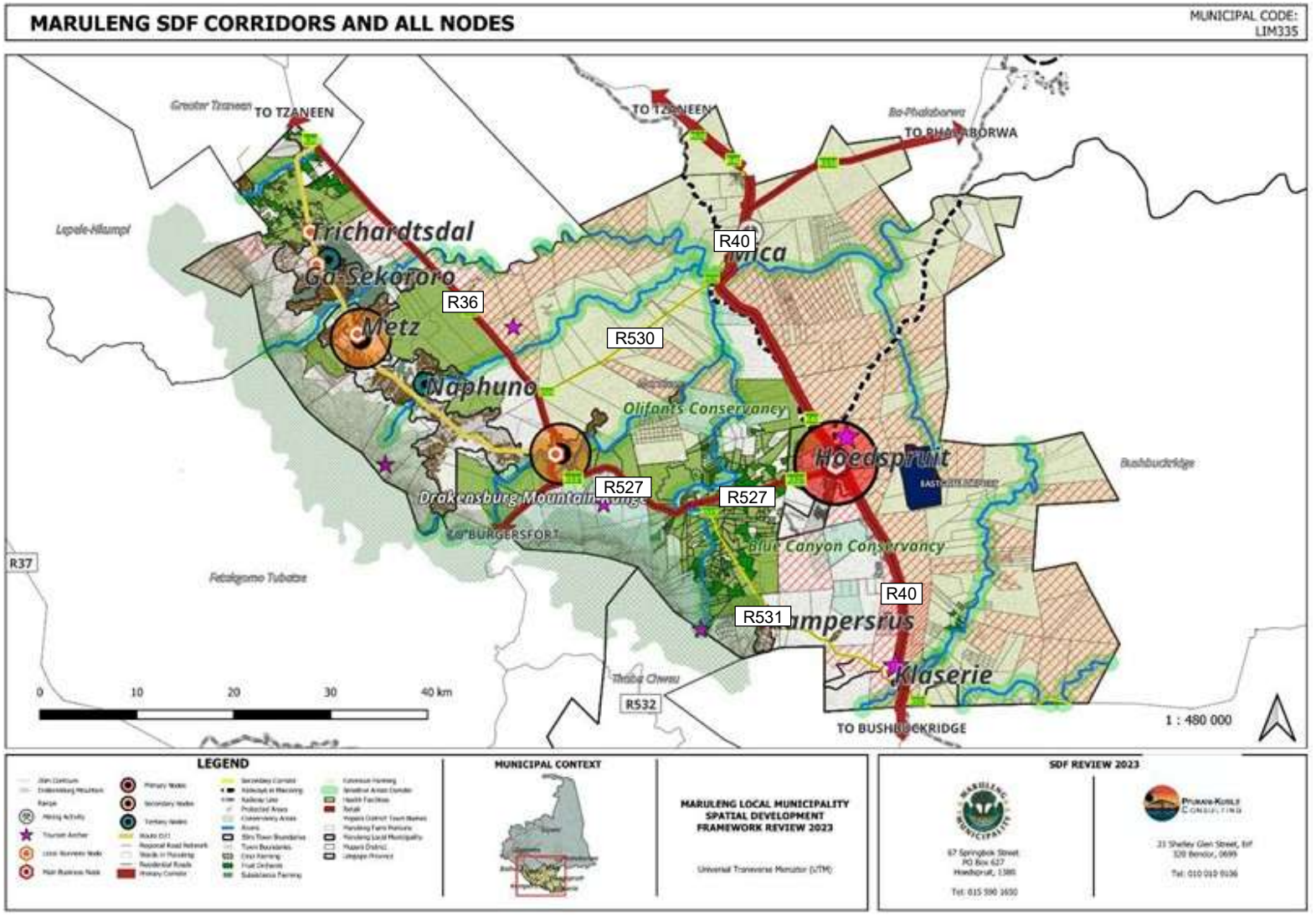


FIGURE 4.3: FUNCTIONAL NODAL HIERARCHY. (MAP 68)

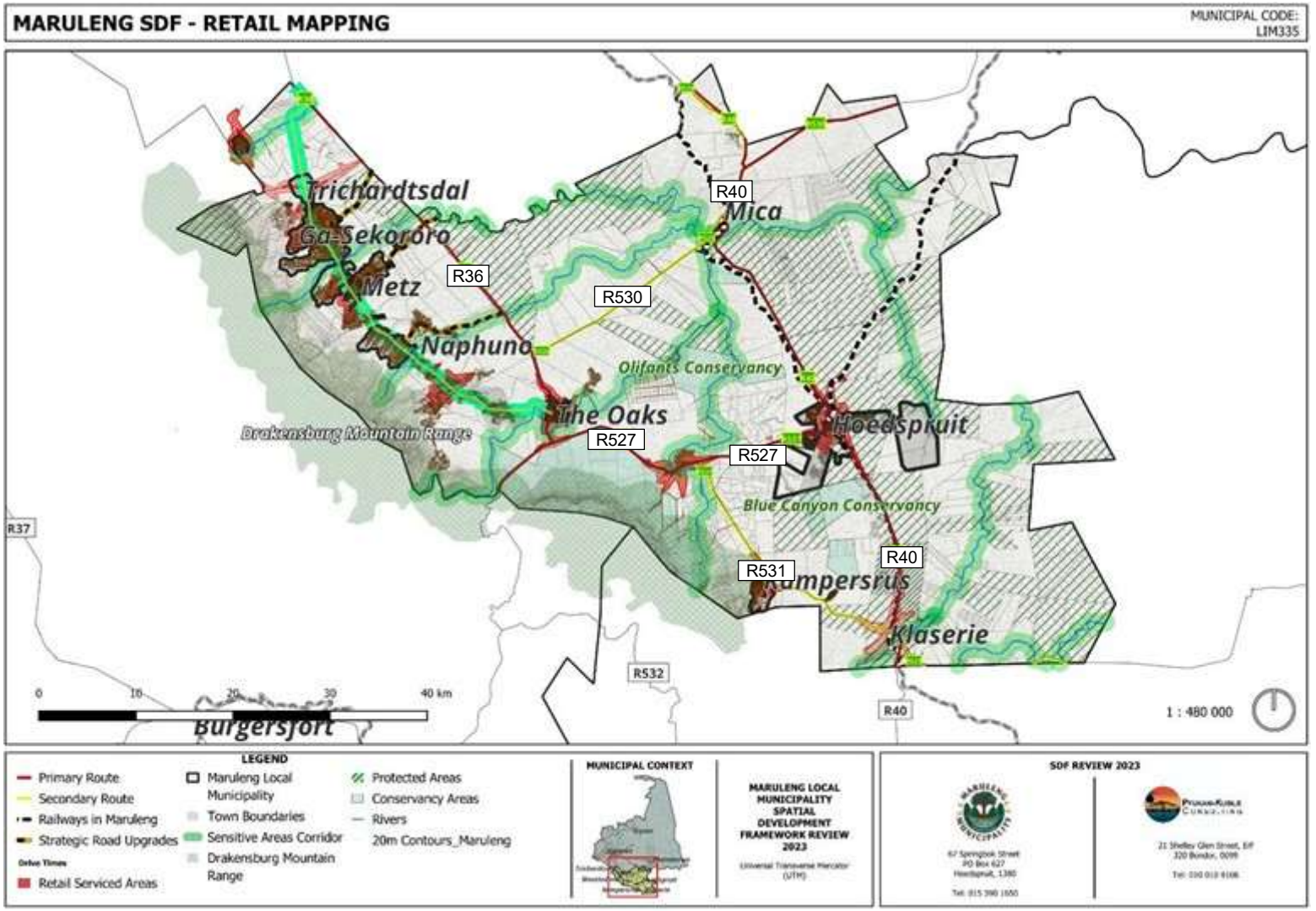


FIGURE 4.4: RETAIL NODAL AREAS (MAP 69)

Table 4.4 is an extraction from the MLM-SDF namely *"Table 23: Development Objective 6, Basic Service Cluster."*

TABLE 4.4: DEVELOPMENT OBJECTIVE 6, BASIC SERVICE CLUSTERS	
Development Objective	**Strategy/Development Action**
Optimise service delivery by providing a full range of social services at identified activity nodes, in accordance with the nationally approved Thusong Centre concept. Ensure that all areas in the MLM (urban and rural) are at least provided with the constitutionally mandated minimum levels of service. This Objective is focused on addressing infrastructure gaps, promoting balanced development and supporting spatial justice.	6.1 Thusong Centres to be developed in the locations of Hoedspruit, Metz, the Oaks/Diphuti, and Lorraine/Sekororo.
	6.2 Thusong Centres are located close to residential development, accessible by main mobility spines and connected to public transport system.
	6.3 These Centres need to be supported by public transport infrastructure, mixed use development and social facilities (i.e. parks, sporting facilities, community centres etc.).

Thusong Centres are "a focal point at which a comprehensive range of essential services can be obtained by people living in its vicinity". Establishment of these centres in western parts of Maruleng (currently the underserviced and most dense areas) will reduce the need for residents in villages to travel to Hoedspruit for basic services.

Based on **Table 4.4** the following specific projects are relevant for Basic Service Clusters:

a) Improve / provide Public Transport Facilities following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine/ Sekororo and Naphuno.
b) The following infrastructure typical forms part of the Integrated Public Transport Facilities:

   i) Transit Orientated Developments (TODs) should be incorporated.
   ii) Typical Public Transport Facilities.
   iii) Destinations served.
   iv) Type of Public Transport Modes.
   v) Type of NMT provided.
   vi) Infrastructure required as part of Facility.
   vii) Ancillary Facilities.
   viii) Operation and Maintenance.

Table 4.5 is an extraction from the MLM-SDF namely *"Table 25: Development Objective 8, Agro-Industries and Manufacturing.*

TABLE 4.5: DEVELOPMENT OBJECTIVE 8, AGRO-INDUSTRIES AND MANUFACTURING	
Development Objective	**Strategy/Development Action**
Establish an Agro-processing Corridor along route R527 between Diphuti/The Oaks and Hoedspruit and encourage resource-based manufacturing at activity nodes. The introduction of Agro-Industry and Manufacturing will facilitate diversification of economic activities in Maruleng LM.	8.1 An Agro-processing corridor to be established along the R531.
	8.2 Optimising the potential of Agri-Parks program in MLM, with the development of Agri-hubs along the proposed corridor. MLM is already identified as a Farmer Production Support Unit (FPSU) in the Limpopo PSDF, supporting the establishment of agri-hubs.
	8.3 Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.

The Agri-Parks program is a long-term programme which supporting rural enterprises, develops rural industries and facilitates the efficient movement of rural produce to markets (DALRRD). As a network it enables a market-driven combination and integration of various agricultural activities and rural transformation services.

Based on **Table 4.5** the following specific projects are relevant for Agro-Industries and Manufacturing:

a) Maintenance of Road R531 as part of the Agro-processing corridor.
b) Determination of Medium to Long Term Road capacity and ancillary facilities.
c) Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.

Figure 4.5 provides an illustration of the Agro-industries and manufacturing.

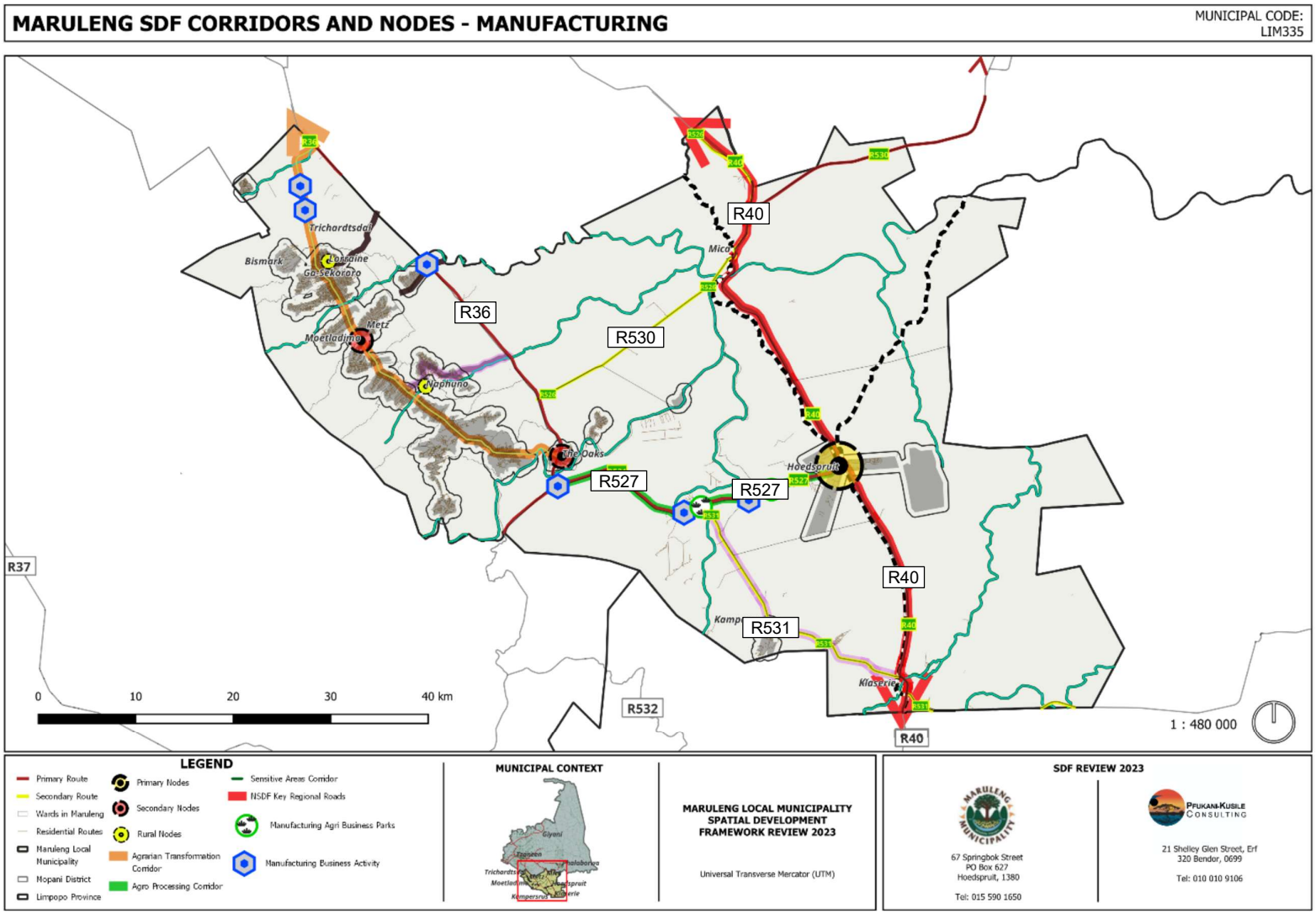


FIGURE 4.5: AGRO-INDUSTRIES AND MANUFACTURING. (MAP 73)

Table 4.6 is an extraction from the MLM-SDF namely *"Table 25: Development Objective 9, Tourism".*

TABLE 4.6: DEVELOPMENT OBJECTIVE 9, TOURISM	
Development Objective	**Strategy/Development Action**
Support the development of local tourism assets particularly eco-tourism and adventure tourism related precincts and activities. • Encourage the participation of rural communities within the tourism sector as well as create opportunities for attracting cultural tourists into the province.	9.1 Villages/settlements along D21: to be marketed for cultural and rural tourism.
	9.2 Tourism development to be supported by the establishment of Strategic Tourism Links (STLs).
	9.3 Upgrade the corridors (R531, R527, R40, and D21) connecting the main tourist anchors and tourist sites.
	9.4 Utilize the tourism related economic and development potential created by natural resources such as nature conservation areas, wildlife, reserves, and natural features (i.e. Drakensberg Mountains).

Based on **Table 4.6** the following specific projects are relevant for Tourism:

a) Development of Strategic Tourism Links (STLs).
b) Routine maintenance and upgrading of the existing corridor links:

   i) Regional Corridor (RC), Road R40.
   ii) Agrarian Transformation Corridor, Road D21.
   iii) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and Hoedspruit.
   iv) Maintenance of Road R331.

c) Upliftment and developed as a R40 **Railway Corridor (Passengers).**

Figure 4.6 provides an illustration of tourism in MLM.

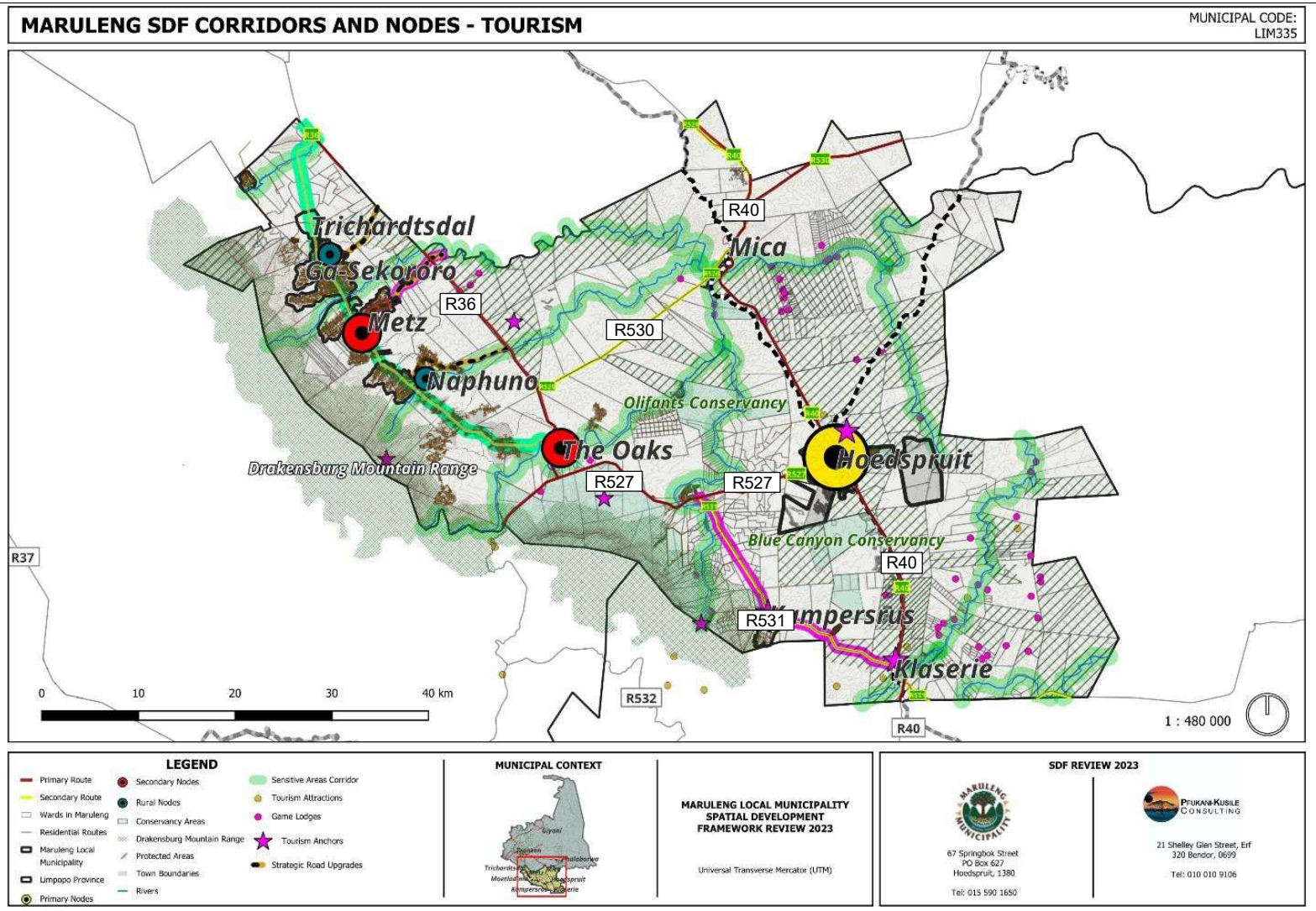


FIGURE 4.6: TOURISM (MAP74).

Table 4.7 contains the steps required to implement transport Infrastructure in MLM.

TABLE 4.7: THE STEPS REQUIRED TO IMPLEMENT TRANSPORT INFRASTRUCTURE IN MLM.	
Steps	**Descriptions**
1.	MLM and Role-Players should agree on measures to improvements, and it should become part of IDP.
2.	Prioritise Projects.
3.	Identify the possibility of Private and Public Partnerships and Grant Funding. (New Developments should provide required Facilities)
4.	Identify projects to form part of 3-Year Budget Term of IDP.
5.	Establish Project Committee with relevant role-players, for relevant Projects.
6.	Conduct detailed viability for Infrastructure Development Study for Maruleng Local Municipality.
7.	Determine phases for Project to be implemented with time frames.
8.	Prepare Scope of Work for every Phase.
9.	Appoint Professional Teams for Concept Designs.
10.	Obtain Property where required.
11.	Conduct appropriate Environmental Studies.
12.	Consolidate and Zone the affected properties.
13.	Relevant Role-Players Sign Off.
14.	Conduct Detail Designs.
15.	Conduct Procurement process for construction.
16.	Commence construction.
17.	Implementation of maintenance and operations.

4.2 PUBLIC TRANSPORT FACILITY RELATED TO PRIMARY, SECONDARY AND LOCAL SERVICE NODES

The following secondary development nodes and local service points were identified to develop public transport infrastructure:

a) Primary Node, Hoedspruit.
b) Secondary Node, Oaks/Diphuti.
c) Secondary Node, Metz.
d) Rural Node, Sekororo Lorraine.
e) Naphuno.

Table 4.8 provides a summary of the status and needs for the public transport facilities related to the identified growth points and local service nodes, and contains the following details:

a) General Information.
b) Elements of currently Transit Orientated Development (TOD), incorporated.
c) Typical Public Transport Facilities.
d) Destinations served.
e) Type of Public Transport Modes.
f) Type of NMT provided.
g) Infrastructure required as part of Facility.
h) Ancillary Facilities.
i) Operation and Maintenance.

Important Design Considerations Related to NMT and Public Transport:

SANRAL developed *Guidelines for Pedestrian and Public Transport Facilities on National Roads*. The focus of the guidelines was to ensure the alignment of "NMT GUIDELINES WITH SAFE SYSTEMS APPROACH" (SSA). It is important that universal access guidelines should also be incorporated as part of the provision of NMT facilities as part of the road design process.

The SANRAL *Guidelines for Pedestrian and Public Transport Facilities on National Roads* allows pedestrians and cyclists (NMT) to use Class 2 and 3 roads. The NMT can be accommodated in the road reserve and separate facilities can be provided in the form of a paved footpath or cycle path, depending on several road characteristics; also refer to NMT Facility Guidelines 2014 standards.

Figure 4.7 demonstrates the objectives and aligning *Pedestrian and Public Transport Guidelines* with the SSA.



FIGURE 4.7: DEMONSTRATES THE OBJECTIVES AND ALIGNING PEDESTRIAN AND PUBLIC TRANSPORT GUIDELINES WITH THE SSA.

The following are relevant from a traffic engineering perspective:

a) NMT and universal access infrastructure are important elements of road infrastructure.
b) The NMT should be integrated with other modes of transport as part of the Road System Design.
c) To stimulate the segregation of vehicular and NMT traffic.
d) To improve road safety.
e) To allow for landscaping (improvement in the visual character of the road).

4.3 PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES

Table 4.8 provides a summary of public transport facilities and needs at the identified growth points and local service nodes.

TABLE 4.8: SUMMARY OF PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES						
Ref Number	**DESCRIPTION**	**HOEDSPRUIT**	**OAKS / DIPHUTI**	**METZ**	**SEKORORO LORRAINE**	**NAPHUNO**
1.	**General Information**					
1.1	Relevant MLM Ward?	Ward 1	Ward 3	Ward 9	Ward 12	Ward 12
1.2	Economic Zone?	Yes.	Yes.	Yes.	Not relevant.	Not relevant.
1.3	*Economic Zone classification?*	Yes.	Yes.	Yes.	No	No
1.3.1	Primary Node?	Yes.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
1.3.1.1	Taxi Rank in Hoedspruit.	Yes.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
1.3.1.2	Bus Facility in Hoedspruit.	Yes.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
1.3.2	Secondary Node.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.
1.3.3	Local Node.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.
1.3.4	Agricultural Node.	No	Yes.	No	No.	No.
1.4	Part of Integrated Public Transport Network. (IPTN)	Yes.	Yes.	To be confirmed.	Yes.	To be confirmed.
1.5	Name of relevant Corridor? (Road)	R521 & R40.	Morupi Mmola Road.	Morupi Mmola Road.	Morupi Mmola Road.	Morupi Mmola Road.
1.6	Relevant Road Authority?	SANRAL.	RAL.	RAL.	RAL.	RAL.
2.	**Elements of currently Transit Orientated Development (TOD), incorporated.**					
2.1	Part of CBD.	Yes.	Yes.	Yes.	No.	No.
2.2	Education.	Yes.	Yes.	Yes.	Yes.	Yes.
2.3	Health. (Hospital / Clinic)	Yes.	Yes.	Yes.	Yes.	No.
2.4	Post Office / Banks.	Yes.	Yes.	No.	No.	No.
2.5	Community Facilities.	Yes.	Yes.	Yes.	Yes.	Yes.
2.6	Home Affairs.	No.	No.	Yes.	No.	No
2.7	Magistrate Court.	Yes.	No.	No.	No.	No.
2.8	Safety and Security.	Yes.	Yes.	Yes.	No.	No.
2.9	Shopping Centre/s.	Yes.	Yes.	Yes.	No.	No.
2.10	Formal Outlets.	Yes.	Yes.	Yes.	Yes.	No.
2.11	Informal Retail.	Yes.	Yes.	Yes.	Yes.	Yes.
2.12	Hawker Facilities.	Yes.	Yes.	Yes.	Yes.	Yes.
2.13	Filling Station.	Yes.	Yes.	Yes.	No.	No.
2.14	Traditional Offices	No.	Yes.	Yes.	Yes.	Yes.
2.15	Other Businesses.	Yes.	Yes.	Yes.	Yes.	Yes.
3.	**Typical Public Transport Facilities**					
3.1	Intermodal Facility.	Required.	Required.	Not relevant.	Required.	Not relevant.
3.2	Bus Terminal.	No.	No.	No.	No.	No.
3.3	Formal Taxi Rank.	Yes.	Yes.	Yes.	No.	No.
3.4	Informal Taxi Rank.	No	No	No	Yes.	Yes.
3.5	Off Street off load Facilities.	Required.	Not relevant.	Required.	Not relevant.	Not relevant.
3.6	Formal On Street Off load Facilities Bus.	Required.	Required.	Required.	Required.	Required.
3.7	Formal On Street Off load Facilities Taxi.	Required.	Required.	Required.	Not relevant.	Not relevant.
3.8	Holding Facilities.	Required.	Required.	Required.	Not relevant.	Not relevant.
3.9	Incorporate Public Transport Theme.	Required.	Required.	Required.	Required.	Required.

TABLE 4.8: SUMMARY OF PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES						
Ref Number	**DESCRIPTION**	**HOEDSPRUIT**	**OAKS / DIPHUTI**	**METZ**	**SEKORORO LORRAINE**	**NAPHUNO**
3.10	Environmentally Friendly.	Required.	Required.	Required.	Required.	Required.
4.	**Destinations served.**					
4.1	Local - within MLM.	Yes.	Yes.	Yes.	Yes.	Yes.
4.2	Local - From and MLM within MDM.	Yes.	Yes.	Yes.	Yes.	Yes.
4.3	Long Distance - From MLM within Limpopo Province.	No.	Yes.	No.	No.	No.
4.4	Long Distance - From MLM to other Provinces with RSA.	No.	Yes.	Yes.	No.	No.
4.5	Cross Border - From MLM to other Countries in Africa.	No.	No.	No.	No.	No.
5.	**Type of Public Transport Modes.**					
5.1	Train	Not relevant.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
5.2	Buses	Yes.	Not relevant.	Not relevant.	Yes.	Not relevant.
5.3	Midi buses	Yes.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
5.4	Minibus Taxis	Yes.	Yes.	Yes.	Yes.	Yes.
5.5	4+1 Taxis	Yes.	Yes.	Yes.	Yes.	Yes.
5.6	Metered Taxis	Not relevant.	Not relevant.	Not relevant.	Not relevant.	Not relevant.
6.	**Type of NMT.**					
6.1	Walkways	Need to be redesigned	Required.	Required.	Required.	Required.
6.2	Bicycle ways	Required.	Required.	Required.	Required.	Required.
6.3	Universal Accessible Facilities	Required.	Required.	Required.	Required.	Required.
7.	**Infrastructure Required. as part of Facility.**					
7.1.	Access roads	Yes.	Yes.	Yes.	Not Relevant.	Not Relevant.
7.2.	Driveways	Need To Be Redesigned	Yes.	Yes.	Not Relevant.	Not Relevant.
7.4.	Loading bays with islands	Need To Be Redesigned	Yes.	Yes.	Not Relevant.	Not Relevant.
7.5.	Drop off Facilities	Need To Be Redesigned	Required.	Required.	Not Relevant.	Not Relevant.
7.6.	Road Signs	Need To Be Redesigned	Required.	Required.	Not Relevant.	Not Relevant.
7.7.	Destination Signs	Need To Be Redesigned	Maintenance	Maintenance	Required.	Required.
7.8.	Holding Facilities	Need To Be Redesigned	Required.	Required.	Not Relevant.	Not Relevant.
7.9.	Safe Bicycle Storage Space.	Need To Be Redesigned	Required.	Required.	Not Relevant.	Not Relevant.
7.10.	Pedestrian Safety Measures	Need To Be Redesigned	Required.	Required.	Required.	Required.
8.	**Ancillary Facilities.**					
8.1	Information and security offices.	Required.	Required.	Required.	Required.	Required.
8.2	Ablution Facilities	Required.	Maintenance	Maintenance	Required.	Required.
8.3	Ticket Offices	Yes.	Yes.	Yes.	No.	No.
8.4	Lights	Required.	Required.	Required.	Required.	Required.
8.5	Roof Structure/s.	Yes.	Yes.	Yes.	Required.	Required.
8.6	Facility Furniture.	Yes.	Required.	Required.	Required.	Required.
8.7	Intercom.	Required.	Required.	Required.	Required.	Required.

TABLE 4.8: SUMMARY OF PUBLIC TRANSPORT FACILITIES AND NEEDS AT THE IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES						
Ref Number	**DESCRIPTION**	**HOEDSPRUIT**	**OAKS / DIPHUTI**	**METZ**	**SEKORORO LORRAINE**	**NAPHUNO**
8.8	Wifi	Required.	Required.	Required.	Not relevant.	Not relevant.
8.9	Branding and advertisement Infrastructure.	Required.	Required.	Required.	Required.	Required.
8.10	Security Cameras.	Required.	Required.	Required.	Not relevant.	Not relevant.
8.11	Wash facilities for Taxi Industry.	Required.	Required.	Required.	Required.	Required.
8.12	Offices for Public Transport Operators.	Required.	Yes.	Maintenance	Not relevant.	Not relevant.
9.	**Operation and Maintenance.**					
9.1	Maintenance Plan and Program link to a Budget.	Required.	Required.	Required.	Required.	Required.
9.2	Maintenance and Operations Agreement between MLM, Public Transport Operators and Private Sector.	Required.	Required.	Required.	Required.	Required.
9.4	Facility Manager.	Required.	Required.	Required.	Required.	Required.
9.5	Facility Management Committee.	Required.	Required.	Required.	Required.	Required.
9.6	Access control for Operators (only Legal Operators).	Required.	Required.	Required.	Required.	Required.
9.7	Law enforcement.	Required.	Required.	Required.	Required.	Required.
9.8	Role Players part of MLM Transport Forum.	Required.	Required.	Required.	Required.	Required.
9.9	Interaction between various Government Departments and Spheres.	Required.	Required.	Required.	Required.	Required.

Tabe 4.9 contains the steps Required. to implement Public Transport Facilities at the relevant identified growth points and local service nodes.

TABLE 4.9: THE STEPS REQUIRED. TO IMPLEMENT PUBLIC TRANSPORT FACILITIES AT THE RELEVANT IDENTIFIED GROWTH POINTS AND LOCAL SERVICE NODES.

Steps	Descriptions
1.	MLM and Role-Players should agree on Integrated Transport System and become part of IDP.
2.	Prioritise Projects.
3.	Identify the possibility of Private and Public Partnerships and Grant Funding. (New Developments should provide Required Facilities).
4.	Identify project to form part of 3 Year Budget Term of IDP.
5.	Establish Project Committee with relevant role-player for relevant Projects.
6.	Prepare Scope of Work for every Facility.
7.	Determine phases for Project to be implemented.
8.	Appoint Professional Team for Concept Designs.
9.	Obtain Property where Required.
10.	Conduct appropriately Environmental Studies.
11.	Consolidate and Zone the properties appropriately.
12.	Relevant Role-Players Sign Off.
13.	Conduct Detail Designs.
14.	Conduct Procurement process for construction.
15.	Commence construction.
16.	Implementation of maintenance and operations.

CHAPTER 5

Implementation Budget and Program



Table of Contents

5 FINANCE AND IMPLEMENTATION PLAN.....5-1
5.1 Funding Strategy Summarising Sources of Income and Funding Constraints.....5-1
5.1.1 Own Revenue as per MLM IDP.....5-1
5.1.2 South African Roads Agency (SANRAL).....5-8
5.1.3 Roads Agency Limpopo (RAL).....5-10
5.1.4 Hoedspruit Eastgate Airport.....5-11
5.1.5 Potential Additional Projects Identified as Part of MLM-LITP, to be Approved and Included as Part of Future IDPs.....5-11
5.2 Funding Strategy.....5-15
5.3 Prioritisation of Projects.....5-15
5.4 Conclusion.....5-16

List of Figures

NONE.

List of Tables

TABLE 5.1: MLM DORA TRANSPORT FUNDING SOURCES
TABLE 5.2: MLM NON-DORA TRANSPORT FUNDING SOURCES
TABLE 5.3: MLM IDP MTREF SUMMARY
TABLE 5.4: MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS
TABLE 5.5: MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS
TABLE 5.6: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM
TABLE 5.7: RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM
TABLE 5.8: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS
TABLE 5.9: MTREF FUNDING ALLOCATION PER GRANT SOURCE

5 FINANCE AND IMPLEMENTATION PLAN

This chapter contains the following sections:

a) Funding strategy and summarising sources of income and funding constraints.
b) Summary of all the proposals, projects and programmes for this **LITP**.
c) Prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints.
d) Description of the budget and programme for the five-year period of this **LITP**.

5.1 Funding Strategy Summarising Sources of Income and Funding Constraints

Maruleng Local Municipality (MLM) has various transport project proposals, some of which are already in their implementation phase, for both capital and operational initiatives.

Not all projects are, however, planned and/or funded by MLM. Apart from the "own-funded" projects, there are other government departments and parastatals that fund some of these transport projects. Consequently, the following are summarised and discussed in more detail as part of the following subsections:

a) Own revenue as per MLM Integrated Development Plan (IDP).
b) South Africa National Roads Agency (SANRAL).
c) Roads Agency Limpopo (RAL).
d) Projects identified as part of the MDM-IPTN
e) Additional projects identified as part of **MLM-LITP**, to be approved and included as part of future IDPs.

5.1.1 Own Revenue as per MLM IDP

The Division of Revenue Act No. 4 of 2020 (DORA) states, among others, the following:

"To provide for the equitable division of revenue raised nationally among the national, provincial and local spheres of government for the 2025/26 financial year; the determination of each province's equitable share; allocations to provinces, local government and municipalities from national government's equitable share; the responsibilities of all three spheres pursuant to such division and allocations; and to provide for matters connected therewith."

MLM receives a share of DORA which it then manages in terms of the Municipal Finance Management Act of 2003 (MFMA). The transport sector's share of this funding is further administered by the Municipal Land Transport Fund (MLTF).

The MLTF is a fund that has been established in terms of Section 27 (1) of the National Land Transport Act of 2009 (NLTA). Sections 27 and 28 of the NLTA require MLM to "receive, raise, invest and spend money" through an MLTF for transport-related functions.

Section 27 of the NLTA provides that MLM must administer the MLTF and use it to defray the cost of the functions of the Municipality in terms of the NLTA or its **LITP**. The MLTF must also be used to cover any other expenditure that will promote the objectives of the NLTA in the Municipality's Area.

Section 27 NLTA states further that the following sums must be paid into the MLTF:

a) Money appropriated by the Minister.
b) Money appropriated by the MEC.
c) User charges collected in terms of Section 28 of the NLTA.
d) Interest on invested cash balances.
e) Donations and contributions to the MLTF from any other source, including foreign aid agencies.

Section 28 of the NLTA grants wide powers to impose a variety of user charges.

Table 5.1 sets out the sources of DORA funding for transport that MLM has access to in the five-year period covered by this **LITP**.

TABLE 5.1: MLM DORA TRANSPORT FUNDING SOURCES

Abbreviation	Name of Fund, Grant or Initiative	Brief Description/Use
IUDG (MIG)	Integrated Urban Development Fund	Previously known as the Municipal Infrastructure Grant (MIG), this grant was adopted in 2016 to transform urban spaces by reducing travel costs and distances, prevent further development of housing in marginal places; increase urban densities to reduce sprawl; improve public transport and the coordination between transport modes; and shifting jobs and investment towards dense peripheral townships
PTNG	Public Transport Network Grant	For funding construction of IRT and related PTI's as well as the operations of the IRT.
NDPG	Neighbourhood Development Partnership Grant	Grant that unlocks investments, by funding neighbourhood development projects to improve the life of residents in targeted areas, generally townships. The partnership of the municipality and National Treasury with this program, enable the municipality to implement projects identified in municipal plans in order to curb spatial inequalities.

TABLE 5.1: MLM DORA TRANSPORT FUNDING SOURCES		
Abbreviation	**Name of Fund, Grant or Initiative**	**Brief Description/Use**
EQUITABLE SHARE	Municipal Equitable Shares	Equitable share of revenue raised nationally to enable the municipality to provide basic services and perform the functions allocated to it. This grant is an unconditional allocation and allows the municipality to determine the priorities of these funds and is directly accountable for how they are spent.
FMG	Municipal Finance Management Grant	Grant designed to support municipalities in improving their financial management practices. This grant was introduced to provide financial support to municipalities, helping them implement the reforms required by the Municipal Finance Management Act (MFMA).
EPWP	Expanded Public Works Program	The EPWP is a nationwide programme covering all spheres of government and state-owned enterprises. The Programme provides an important avenue for labour absorption and income transfers to poor households in the short to medium-term

MLM also allocates funding from non-DORA sources, as per **Table 5.2** below.

TABLE 5.2: MLM NON-DORA TRANSPORT FUNDING SOURCES		
Abbreviation	**Name of Fund, Grant or Initiative**	**Brief Description/Use**
CRR	Capital Replacement Reserve	The purpose of the CRR is to set funds aside for the financing of capital assets. The CRR is therefore a capital asset financing source that represents an alternative to other funding sources available to municipalities, namely external loans (interest bearing borrowings) and government grants and subsidies
OWN REVENUE	Other Municipal Revenue	Own Revenue received such as property rates, service charges, rezoning and subdivisions, building inspections, trading licenses, application fees, advertising, rentals, interest earned, motor and driver licensing, VAT recovery, income from accumulated funds and fines

These sources of funding will be applied to fund the estimates of expenditure arising out of the preparation, implementation and operation of the different transport strategies, proposals, projects and plans, over the five-year period of this **LITP**.

The financial management and accountability cycle of this **LITP** is governed by the Municipal Finance Management Act of 2003 (MFMA). The MFMA aims to ensure that prioritisation, planning, finance and implementation of **LITP** projects are aligned with all other transportation planning undertaken by MLM.

It is thus essential that the **LITP** is informed by MLM 's five-year Integrated Development Plan (IDP). The IDP is a multi-sectoral planning document that is adopted by MLM and reviewed annually where performance is assessed based on the annual report of the Municipality.

Although the IDP is a five-year planning document, the budget for the first three years is considered and updated annually as previously stated. It is, in fact, a legal requirement for the IDP to be reported on over this three-year period.

During the five-year term of the IDP, the annual budgets over the first three-year period are reviewed in the Medium-Term Revenue and Expenditure Framework (MTREF) as shown below in **Table 5.3.**

The remaining term of the IDP's projects are reviewed annually and will eventually form part of the MTREF as the five-year period is depleted.

The **LITP**, essentially a sectoral plan of the IDP, will follow the same reporting methodology.

MLM 's operating budgets, as previously stated, are reported on an annual basis and per sector. The current year's budget is fixed, and the following two years are estimated. The current approved detailed operating costs for the transport sector from MLM 's approved MTREF budget as per the 2025/2026 approved IDP shown below in **Table 5.3**.

TABLE 5.3: MLM IDP MTREF SUMMARY			
Financial Year	**Transport Budget**		
	Sector		**Total**
	Roads, Stormwater & Bridges	**Maintenance & Repairs**	
2025/2026	R 190 607 442	R 16 500 000	R 207 107 442
2026/2027	R 132 518 346	R 6 792 500	R 139 310 846
2027/2028	R 114 541 830	R 6 962 313	R 121 504 143
TOTAL	**R 437 667 619**	**R 30 254 813**	**R 467 922 432**

Table 5.4 below shows how these sources of funding will be applied to cover the total cost of each proposal, project and programme. **Table 5.4** also summarises the proposals, projects and programmes from the IDP for this LITP, together with the financial implications of each, including subsidies and operational costs.

The sources for **Tables 5.3 and 5.4** are shown in the detailed breakdown of the budgeted transport projects from the latest MLM-IDP (2025/2026) in **Table 5.5** below.

TABLE 5.4: MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges	Upgrading of Gravel to Paved Road.	R 301 471 411	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Bridge Construction.	R 20 480 000	
	Rehabilitation of Roads.	R 115 716 208	
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R 20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R 10 000 000	
	TOTAL	**R 467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

TABLE 5.5: MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges Construction and Rehabilitation	Maruleng low level bridges (Construction).	R 20 480 000	(MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Balloon internal street (Upgrade).	R 2 093 296	
	Scotia internal street (Upgrade).	R 13 982 608	
	Madeira access road (Upgrade).	R 43 575 047	
	Molalane internal street (Upgrade).	R 13 865 503	
	Willows internal street (Upgrade).	R 8 631 783	
	Lorraine – Bellville Nkopedjie access road (Upgrade).	R 13 422 155	
	Essex road (Upgrade).	R 72 026 296	
	Construction of Metz internal street Phase 1 (Upgrade).	R 33 617 391	
	Makgaung internal street (Upgrade).	R 36 493 815	
	Mahupje ring road (Upgrade).	R 3 000 000	
	Bismarck internal street (Upgrade).	R 43 057 008	
	Turkey 2 to Turkey 3 internal street (Upgrade).	R 17 706 509	
	Hlohlokwe to Sofaya access road (Rehabilitation).	R 6 015 215	
	Hlohlokwe/ Ga Mohlala (Rehabilitation).	R 2 5000 000	
	The Oaks to Final access road (Rehabilitation).	R 79 376 210	
	Lorraine access road (Rehabilitation).	R 5 324 783	
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R 20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R 10 000 000	
	TOTAL	**R 467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

5.1.2 South African Roads Agency (SANRAL)

SANRAL was established in 1998 by an act of Parliament (the SANRAL Act) as an independent statutory company operating commercially as a para-statal. The company complies with relevant government legislation which includes the Public Finance Municipal Act (PFMA) and the Companies Act of 2008.

SANRAL is responsible for the capital and operational expenditure of the national transport routes within MLM, which includes the R36, R40 and R527.

The principal tasks of SANRAL, as per their website, are to:

a) Strategically plan, design, construct, operate, rehabilitate and maintain South Africa's national roads to mobilise our economy.
b) Generate revenues from the development and management of its assets.
c) Undertake research and development to enhance the quality of life of all South African citizens, with particular emphasis on their social and economic well-being.
d) Advise the Minister of Transport on matters relating to South Africa's roads.
e) Finance, plan, construct, provide, operate and maintain roads in neighbouring countries upon request from the Minister of Transport and in agreement with the respective countries.

Table 5.6 provides a summary of planned SANRAL infrastructure planning and construction projects within MLM.

TABLE 5.6: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM					
Project Number	**Description**	**Project Type**	**Project Status**	**Start Date**	**Planned End Date**
CONTRACT SANRAL X.002-120-2019/1F	Routine Road Maintenance of National Route R36 from Fetakgomo Tubatse Local Municipal to Greater Tzaneen Local Municipal Border, R40 from Mpumalanga border to Ba-Phalaborwa Local Municipal border, R526 from R40 to Ba- Phalaborwa Municipal Border, and R531 from R40 to Orpen Kruger Park.	Routine Road Maintenance.	Currently.	Already commenced.	To be confirmed.
EMERGENCY CONTRACT X.002-120-2019/2	Road R527.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.
CONTRACT SANRAL X.002-182-20/1F	Routine Road Maintenance of National Route R36 from Fetakgomo Tubatse Municipal to Greater Tzaneen Municipal border, R40 from Mpumalanga border to Bs-Phalaborwa Municipal Border, R526 from R40 to Ba-Phalaborwa Municipal Border, R531 from R40 to Orpen Kruger Park and R527 from R36 Intersection to Hoedspruit.	Future Routine Road Maintenance.	Will be appointed from panel.	To be confirmed.	To be confirmed.
CONTRACT SANRAL R.040-050-2020/3	The Resurfacing on National Route R40 Section 5 from Arthur's Seat (Km 53.0) to Hoedspruit (Km 93.79)	Construction Tender.	Advertised and tender closed.	Estimated start: 3 November 2025.	15 Months including 3 months mobilization period.
CONTRACT SANRAL R.040-060-2020/1:	The Resurfacing of National Route R40 Section 6 from Hoedspruit (Km 0,00) To R526 Intersection (Km 32,02)	Construction Tender.	Design Phase.	Estimated start: 2 February 2026.	13 Months including 3 months mobilization period.

Source: SANRAL

5.1.3 Roads Agency Limpopo (RAL)

Similarly, to SANRAL, RAL is a para-statal responsible for the development and maintenance of road infrastructure within Limpopo Province.

RAL is registered under the Companies Act and was registered under the Limpopo Province Agency Proprietary Limited Act and Provincial Roads Act 7 of 1998 as amended.

The main functions of RAL, as per their website are planning, designing, construction, maintaining and controlling the provincial road network. It owns and manages provincial road infrastructure that falls within the provincial road network.

Refer to **Table 5.7** for a summary of planned RAL projects within MLM Area.

TABLE 5.7: RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM				
Project Name	**Activity**	**Roads**	**Description**	**Outputs**
T1019C	Preventative Maintenance	D3873	Bokgaga to Laphephane	Finishing compliance documents
T1019A	Preventative Maintenance	D3873	Bokgaga to Lephephane	Practically Completed
T1114A	Preventative Maintenance	D21	Ofcolaco to Gafani	In progress
T1114B	Preventative Maintenance	D21	The Oaks to Sekororo	Under Design
T1115	Preventative Maintenance	D1656	From P181/1 to Mica	Design Completed
T1110B	Preventative Maintenance	D1909	P17/4 to Timbavati	Practically Completed
T1308	Bridge Refurbishment	435, 6118, NB102, NB185, NB186, NB192,UN136, UN155, UN156 and UN157	Improvement to bridges	Under Design

5.1.4 Hoedspruit Eastgate Airport

Hoedspruit East Gate Airport is currently a privately-owned domestic airport which serves as a hub for both domestic and international tourists receiving commercial flights from both Cape Town and Johannesburg as well as private charters.

An application for an international license is in process and being coordinated at provincial level by the MEC of Transport. The approval of a customs point will have a significantly positive impact on tourism numbers and hence increased expenditure within MLM.

No budgets could be obtained related to the Hoedspruit East Gate Airport.

5.1.5 Potential Additional Projects Identified as Part of MLM-LITP, to be Approved and Included as Part of Future IDPs

Various transport planning initiatives take place within MLM. It is therefore usual that some projects are revised after the latest IDP has been approved. **Table 5.8** below shows a list of newly identified MLM-LITP related projects that should be incorporated where relevant as part of the IDP reviews.

TABLE 5.8: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
1.	Annual updating of **MLM-LITP**.	General
2.	Prepare and annual update of MLM Roads Master Plan.	General
3.	Prepare and annual update of MLM Non-motorised Plan.	General
4.	Develop and maintain MLM Road Network Management System for proactive maintenance of roads.	General
5.	Implementation of projects related to the Operating License Plan for MLM such as ring-fencing of OLs and TAs members: a) Determine and implement a process to comment on OLs applications received from LPRE. b) An Assistant Manager for Public Transport Regulation and Compliance need to be appointed for the administration related to the processes and activities between MLM, the Operators and LPRE or NPTR. c) Ring-fencing of OLs and TAs members. d) Token system for public transport facilities and the implementation that includes by-laws. e) Metered Taxi Strategy. f) Guidelines for recommendations pertaining to long-distance public transport service OLs. g) MLM should explore the possibility of Tuk-Tuks services, define the areas where the service will be sustainable and collaborate with the taxi industry as part of the development of the MTS. h) Real-time operational strategy for OLAS for the Limpopo Province. (14 days buffer to allow for administrative processes) i) Public Transport Facility Operational Agreements between Operators and MLM if the facility belongs to MLM. The property owner should be included if the facility does not belong to MLM.	OLS
6.	Plan, design and construct a truck inn facility for MLM (see also 16 below)	Freight
7.	Plan, design and construct non-motorised transport projects (schools and identified routes) as per NMT Master Plan.	NMT
8.	Maintain an Intermodal Planning Committee (Transport Forum) to comply with NLTA and Amended NLTA (Section 15)	Planning Mechanism
9.	Eastgate International Airport.	Freight & Tourism
10.	Sheltering of existing public transport stops and construction of new ones.	IPTN

TABLE 5.8: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
11.	Plan and implement Static Weigh Bridge for the MLM-Area (see also 15).	Freight
12.	Routine maintenance and upgrading of the existing corridor linkages (see also 26): a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21. c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and Hoedspruit. d) Strategic Tourism Links. e) Critical Rural Routes.	Corridor Development & Connectivity
13.	Upliftment and developed R40 as a Railway Corridor (see also 27).	Corridor Development & Connectivity
14.	Development of Road D21 as an Integrated Public Transport as Strategic Link (see also 19).	Corridor Development & Connectivity
15.	Identification of locality of a Static Weigh Bridge.	Corridor Development & Connectivity
16.	Development of Truck Inn at Klaserie.	Corridor Development & Connectivity
17.	Provide Intermodal Public Transport Facility that integrate the respective public transport facilities and modes, to enhance Hoedspruit with the following ancillary facilities: a) Development of Intermodal Public Transport Facility. (Universal Accessible) b) Improve / Upgrade other Public Transport Facilities in Town. c) Link other Public Transport Facility in CBD with Intermodal Public Transport Facility. d) Implement NMT walkways and bicycles ways to link with Public Transport and Origins / Destinations. e) Provide street furniture, information signs, traffic signs and lights. f) Formalise Hawker Facilities inside and outside Public Transport Facilities. g) Identify strategic areas to accommodate hawker Facilities	Functional Nodal Hierarchy

TABLE 5.8: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
	h) Provide security camaras and security personnel i) Traffic Law enforcement for private and public transport modes.	
18.	Transport infrastructure development at the following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno. Transit Orientated Developments (TODs) should be incorporated.	Functional Nodal Hierarchy
19.	Development of Road D21 as an Integrated Public Transport Network as Strategic Link.	Functional Nodal Hierarchy
20.	Improve / provide Public Transport Facilities following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine/ Sekororo and Naphuno.	Basic Service Clusters
21.	The following infrastructure typical forms part of the Integrated Public Transport Facilities: a) Transit Orientated Developments (TODs) should be incorporated. b) Typical Public Transport Facilities. c) Destinations served. d) Type of Public Transport Modes. e) Type of NMT provided. f) Infrastructure required as part of Facility. g) Ancillary Facilities. h) Operation and Maintenance.	Basic Service Clusters
22.	Maintenance of Road R531 as part of the Agro-processing corridor.	Agro-industries & Manufacturing
23.	Determination of Medium to Long Term Road capacity and ancillary facilities.	Agro-industries & Manufacturing
24.	Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.	Agro-industries & Manufacturing
25.	Development of Strategic Tourism Links (STLs).	Tourism
26.	Routine maintenance and upgrading of the existing corridor links: a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21.	Tourism

TABLE 5.8: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
	c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and d) Hoedspruit. e) Maintenance of Road R331.	
27.	Upliftment and developed as a R40 Railway Corridor (Passengers).	Tourism

Note: Table 5.7 is a live element of the **MLM-LITP,** and projects could be added annually as part of the list.

5.2 Funding Strategy

This section of **Chapter 5** deals with sources of income and funding constraints.

As mentioned above, the MLTF will be used as the funding mechanism for all MLM 's transport priority programmes and projects.

Table 5.9 below shows the funds allocation per grant source.

TABLE 5.9: MTREF FUNDING ALLOCATION PER GRANT SOURCE			
Name of Proposal, Project or Programme	**Budget 2025/26 (R)**	**Budget 2026/27 (R)**	**Budget 2027/28 (R)**
DORA (GOVERNMENT GRANTS)	R 214 822 000	R 209 920 000	R 219 408 000
NON-DORA (OWN FUNDING)	R 396 921 112	R 414 782 562	R 425 152 126
TOTAL PER FINANCIAL YEAR	**R 611 743 112**	**R 624 702 562**	**R 644 560 126**

5.3 Prioritisation of Projects

The above proposals and programmes as summarised in **Tables 5.4** to **5.8** are aligned with MLM 's IDP process and constitute the sectoral transport component of the IDP as required by Section 31 of the NLTA.

All actions and programmes identified are proposed from a process of prioritisation and allocation of available funds in accordance with the following:

a) Priorities identified in the IDP.
b) Vision, objectives and long-term strategy (see Chapter 1 for full details).
c) Spatial vision, policy parameters and development priorities for MLM identified in the SDF.

Prioritisation should be given to phased capital projects; that is, projects that are planned/required to run over several years. The budgets of these projects should still be reported over MLM's three-year budgetary reporting cycle (MTREF) but prioritised provision should be made to ensure their continuation and completion.

All projects and programmes planned are based on available funding rather than an unattainable wish list. They are, therefore, realistic and achievable in terms of MLM 's anticipated budgetary constraints.

5.4 Conclusion

The budgeting of the 2025/2030 MLM-LITP considered the following seven elements which inform the Key Strategies:

a) Maintain the transport system.
b) Reduce public transport service backlogs.
c) Safeguard and improve the utilisation of resources.
d) Expansion of the transport system.
e) Reduce infrastructure backlog.
f) Safety.
g) Create job opportunities.

A balance of all the above key strategies will ensure the viability and economic betterment of the greater community of MLM.

CHAPTER 6

OVERVIEW OF PUBLIC TRANSPORT PLAN

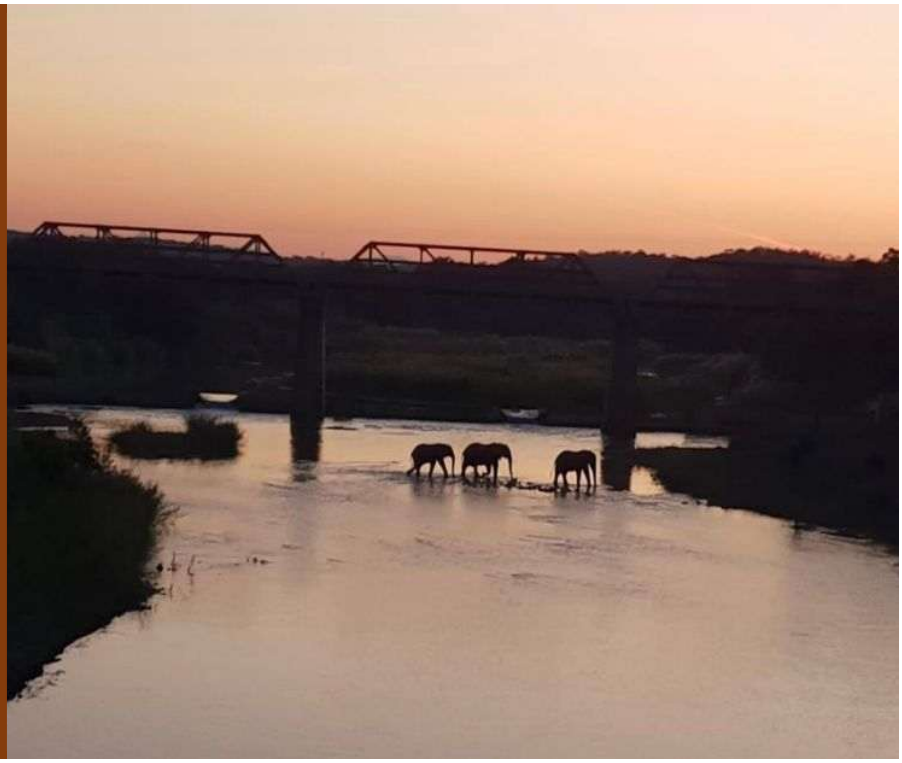


Table of Contents

6 OVERVIEW OF PUBLIC TRANSPORT PLAN 6-1
6.1 Part 1: Policies and strategies 6-1
6.1.1 Future Development of the Public Transport System in Practical Terms 6-1
6.1.2 Policy in Relation to Packaging of Contracts. 6-1
6.1.3 Extent of Subsidies and Cross Cost Contracts 6-2
6.1.4 Disposal of Operating Licenses 6-2
6.1.5 Regulation of Non-regular Modes of Transport 6-2
6.1.6 Public Transport Fleet Policy 6-2
6.1.7 Network of Contracted and Non-contracted Services 6-2
6.1.8 Integrated Transport Services 6-2
6.1.9 Optimisation of Financial Support 6-3
6.2 Overall Network Design 6-3
6.2.1 Overall Network Design, Preferred Modes of Transport 6-3
6.2.2 Rationalisation and Restructuring of Contracted Services and Non-contracted Services 6-3
6.2.3 Planned Sequence of Network Implementation 6-4
6.2.4 Short-term and Long-term Plan for Contracted Services 6-4
6.3 Commuter Rail Plan 6-4
6.4 Contracted Services Plan 6-4
6.5 Non-contracted Services Plan 6-9
6.6 Operating Licences Plan (OLP) 6-9

List of Figures

FIGURE 6.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM
FIGURE 6.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

List of Tables

TABLE 6.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025
TABLE 6.2: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES
TABLE 6.3: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES

6 OVERVIEW OF PUBLIC TRANSPORT PLAN

The **MLM-PTP** is based on all relevant data and information available, including the TR, the Subsidy Information System, the Operating Licensing Administration System (OLAS), other funding, and existing contract documents.

Based on the STAATSKOERANT, 29 JULY 2016 No. 40174 All Schedule 1, district municipalities are required to develop a PTP, whether the services in the area covered by the plan are contracted or not, subsidised or not, or whether there are many modes or only a single mode of transport in operation.

The focus of the **MLM-PTP** is to integrate the public transport network, services and modes. The plan provides the basis for rationalising and restructuring the public transport system, designing contracts for contracted services and awarding operating licences to non-contracted services.

The PTP comprises of six parts:

a) Part 1, Policies and Strategies.
b) Part 2, Overall Network Design.
c) Part 3, Commuter Rail Plan (not relevant for MLM).
d) Part 4, Contracted Services Plan.
e) Part 5, Non-Contracted Services Plan.
f) Part 6, Operating License Plan (OLP), separate document.

The subsequent sections will elaborate on the above-mentioned parts of the PTP which are contained in the remainder of **Chapter 6**.

6.1 Part 1: Policies and strategies

6.1.1 Future Development of the Public Transport System in Practical Terms

This section contains a broad perspective of the future development of the public transport system in practical terms, including a policy and strategy for the role of each public transport mode.

6.1.2 Policy in Relation to Packaging of Contracts.

Policies in relation to the packaging of contracts, the type of contracting that will be employed, levels of service, modal integration, land use development and the fare system.

6.1.3 Extent of Subsidies and Cross Cost Contracts

Section 40 of the NLTA requires that subsidised service contracts be integrated into the broader public transport plans as a priority after the commencement of the NLTA. The NLTA was promulgated in 2009, amended in 2023, and to date, the subsidised service contracts that impact MLM have been partially integrated.

6.1.4 Disposal of Operating Licenses

A description is provided of relevant policies and principles guiding the disposal of OLs, including but not limited to roles of modes and preferred modes, parallel-subsidised services and commercial service contracts. See **Addendum B-1** for the MLM-OLP.

6.1.5 Regulation of Non-regular Modes of Transport

Policies in relation to the regulation of non-regular modes of transport such as metered taxis, two- or three-wheeled vehicles such as Tuk-Tuks and long-distance services.

6.1.6 Public Transport Fleet Policy

Public transport fleet policy in relation to reducing carbon emissions and air pollution and in relation to providing universal access.

6.1.7 Network of Contracted and Non-contracted Services

Direction for the design of a network of contracted and non-contracted services that cater for the needs of all potential users including targeted categories of passengers such as:

a) Learners.
b) Universally accessible.
c) Maximise access to services by pedestrians.
d) Minimise duplication between services.
e) Reduce under or over-utilisation of available capacity is cost-effective.
f) Employ the appropriate mode for the requirements of the route or corridor.
g) Convenient to passengers.
h) Support the objectives of the SDF.

6.1.8 Integrated Transport Services

a) Integrate public transport services in and between modes by developing a network and schedules (where relevant) and service frequencies in such a fashion that passengers can move optimally from origin to destination with the minimum number of transfers, waiting times and fare-paying transactions.
b) Integrated transport infrastructure and passenger information across services and modes.

c) Incrementally use interoperable electronic fare systems (common fare medium) and charge affordable fares.
d) Avoid destructive competition between different services on the same route or corridor.

6.1.9 Optimisation of Financial Support

Put any financial support (subsidy) to optimum use, by taking into consideration the cost-performance ratio of modal alternatives before any new contract is designed and awarded and are given priority over private transport.

6.2 Overall Network Design

The Overall Network Design describes and sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted. This is particularly important as part of the process to restructure the system in line with STAATSKOERANT, 29 JULY 2016 No. 40174**.** This gazette is also available online for free at **www.gpwonline.co.za** non-contracted services - for the purposes of creating the type of quality corridors envisaged in the national Public Transport Strategy.

The MDM completed the MDM-IPTN during 2024 in collaboration with the NDOT. It is important that all future network designs as part of the IPTS should be integrated with the MDM-IPTN and vice versa.

6.2.1 Overall Network Design, Preferred Modes of Transport

The overall network design identified the preferred mode or modes of MLM with regard to the particular routes or corridors in the MLM area, including transport into or from the areas of other Planning Authorities and interprovincial transport.

See Section 6.2.4 concerning the rationalisation of buses.

6.2.2 Rationalisation and Restructuring of Contracted Services and Non-contracted Services

Proposals are developed, based on the assessment of the status quo and the policies, for the rationalisation and restructuring of the existing contracted services, the development of new contracted services and the restructuring of the non-contracted services.

Buses and taxis need to be incorporated as part of IPTN.

A model of providing scheduled taxi services is contained as part of the guidelines provided as per the document prepared for Taxi Operating Companies (TOC) planning and preparations processes as part of the **LITP**.

6.2.3 Planned Sequence of Network Implementation

The planned sequencing of network implementation is described, including the timeframes for the conversion of any expired interim, negotiated and tendered contracts and the introduction of new contracts.

6.2.4 Short-term and Long-term Plan for Contracted Services

A short-term and long-term plan for contracted services is set out. In the short term, the focus is on transforming interim subsidised contracts and tendered contracts into negotiated 12-year contracts in accordance with the NLTA and Amended NLTA.

The longer-term plan deals with the introduction of tendered contracts and the overall restructuring of the subsidised public transport system after the initial new contracts have run their course.

a) The MEC must facilitate arrangements regarding the responsibility for the rationalisation of interprovincial and intra provincial services.
b) The overall network design is detailed in components of five-year plans for the commuter rail services (where relevant), the contracted services and the non-contracted services as follows:

6.3 Commuter Rail Plan

Where the municipality has passenger rail services, a five-year plan specifying service levels must be developed in agreement with PRASA or other rail service providers. The intermodal planning committee must facilitate the conclusion of appropriate service level agreements between the municipality and PRASA in terms of Section 15 of the NLTA and Amended NLTA.

In the event of rail services operating across the boundaries of two or more planning authorities, the relevant planning authorities must liaise with each other to ensure the proper integration of rail issues into their respective plans.

MLM has no commuter rail services; therefor, this part of the plan is not relevant for the PTP.

6.4 Contracted Services Plan

This part of the plan describes the existing contracts in the area as well as setting out the proposed plan for the new contracts that the planning authority will be entered into in the **MLM-LITP** for the 5-year period. See *GOVERNMENT GAZETTE,* 29 JULY 2016 No. 40174. *This gazette is also available free online at* ***www.gpwonline.co.za*** may replace - wholly or partially - an existing interim contract or an expired negotiated or tendered contract or any such contracts that will expire.

The following may be done:

a) Create a new set of routes and/or introduce a new mode of transport.
b) Replace a network of previously non-contracted, non-subsidised services.
c) These can be negotiated contracts or tendered contracts.
d) They may be subsidised or commercial service contracts.

The Contracted Services Plan describes the process for rationalising the existing operations and enabling the participation of affected operators in these new contracts. For each contract, the plan describes:

a) the proposed routes, the frequencies and fleet requirements per route and the contract duration.
b) the restructuring and changes to be made to the current contracted and non-contracted services to implement the proposed plan.
c) the estimated impacts and benefits, both positive and negative.
d) implementation programme and budget (to be reflected in Chapter 5 as well).

The plan for contracted services also describes the nature of the intended contracts (such as gross cost or net cost contracts) and the fare system that will be applicable for these contracts. The Taxi Industry should be incorporated.

The MLM-Rationalisation Plan is based on an extraction from the Mopani District Municipality (MDM) Integrated Public Transport Network (IPTN), December 2023, specifically in terms of that which is relevant to Maruleng Local Municipality (MLM) and includes the following:

a) **Status Quo** including Demand Side Analysis, Supply Side Analysis, Data Collection, Bus and Railway Services, Scholar Transport and Public Transport Patterns.
b) **Operational Plan** including Minimum Quality of Service, Corridor and Network Development and Operational and Infrastructure Plan.
c) **Non-Motorised Transport.**
d) **Financial Model** including Public Transport Operations and Public Transport Related Infrastructure.
e) **Business and Financial Plan** including Revenue and Cost Analysis, Public Transport Operations Implementation Plan, Infrastructure Implementation Plan and Operational Subsidy.
f) **Conclusions.**

It should be noted that during April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province, by CSIR".* The subsidised bus services in the Limpopo Province, which include MLM, were rationalised as part of the preparation of the Document. The results should therefore be incorporated as part of the development of District and Local Municipalities IPTNs and ITPs.

As of the 1st of April 2025, new bus contracts were implemented across MDM, and they are listed in **Table 6.1** below. The contract values were, however, not disclosed to the Project

Team and no Mini and Midi Taxis were incorporated as part of the Contracts. The LDTCS is at this stage still the Contracting Authority.

TABLE 6.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025				
Bus Operator	**Contract No**	**Contracted Routes**	**Contracted Buses**	**No Of Weekday Shifts**
Mopani 1 (Giyani) Great North Transport	MOP1/2025	19	18	42
Mopani 2 (Hoedspruit) Great North Transport	MOP2/2025	62	40	97
Mopani Three Transport	MOP3/2025	60	49	149

Figure 6.1 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM, while **Figure 6.2** contains more detailed information related to the routes specifically operated by the Mopani-2 Company for routes that falls within MLM.

Addendum A contains the Mopani-2 Service Designs, while **Addendum B** provides Taxi Operating Companies (TOC) Planning & Preparation Process as part of the MLM Rationalisation Plan (see **Addendum B-2**). This document intends to provide some background and guidance on the process to be followed during the Taxi Operating Company (TOC) formation process to provide taxi scheduled services as part of/or separately from the IPTS.

It should further be noted that the TOC formation process should always be linked to a **Business Improvement** which may include, but is not limited to:

a) Grouping of vehicles owners (operators) and/or even associations.
b) Collectivising revenues.
c) Collectivising costs.
d) Collectivising management.
e) Moving towards scheduled services.

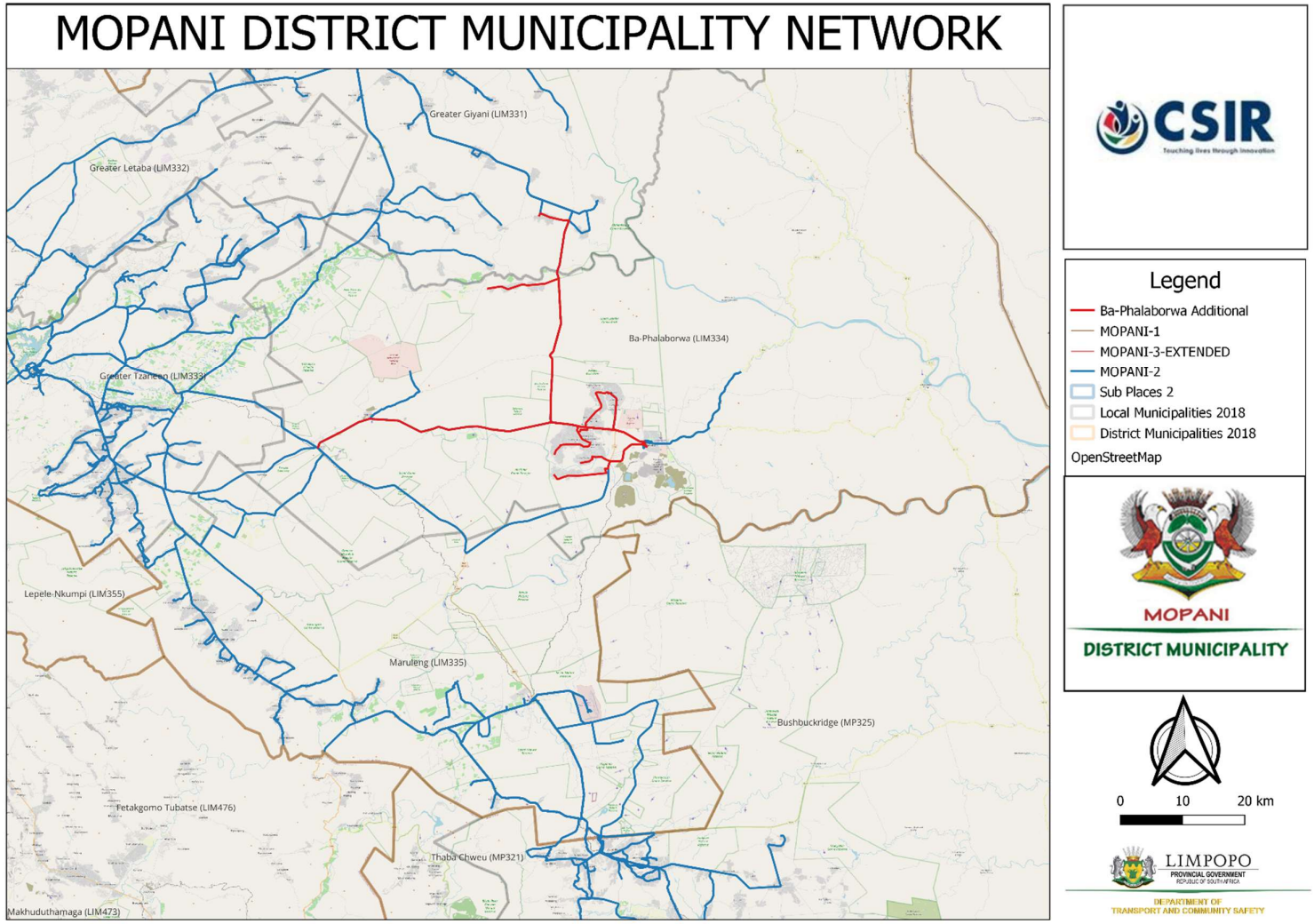


FIGURE 6.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

Source: MLM Rationalisation Plan, **Addendum B-2**.

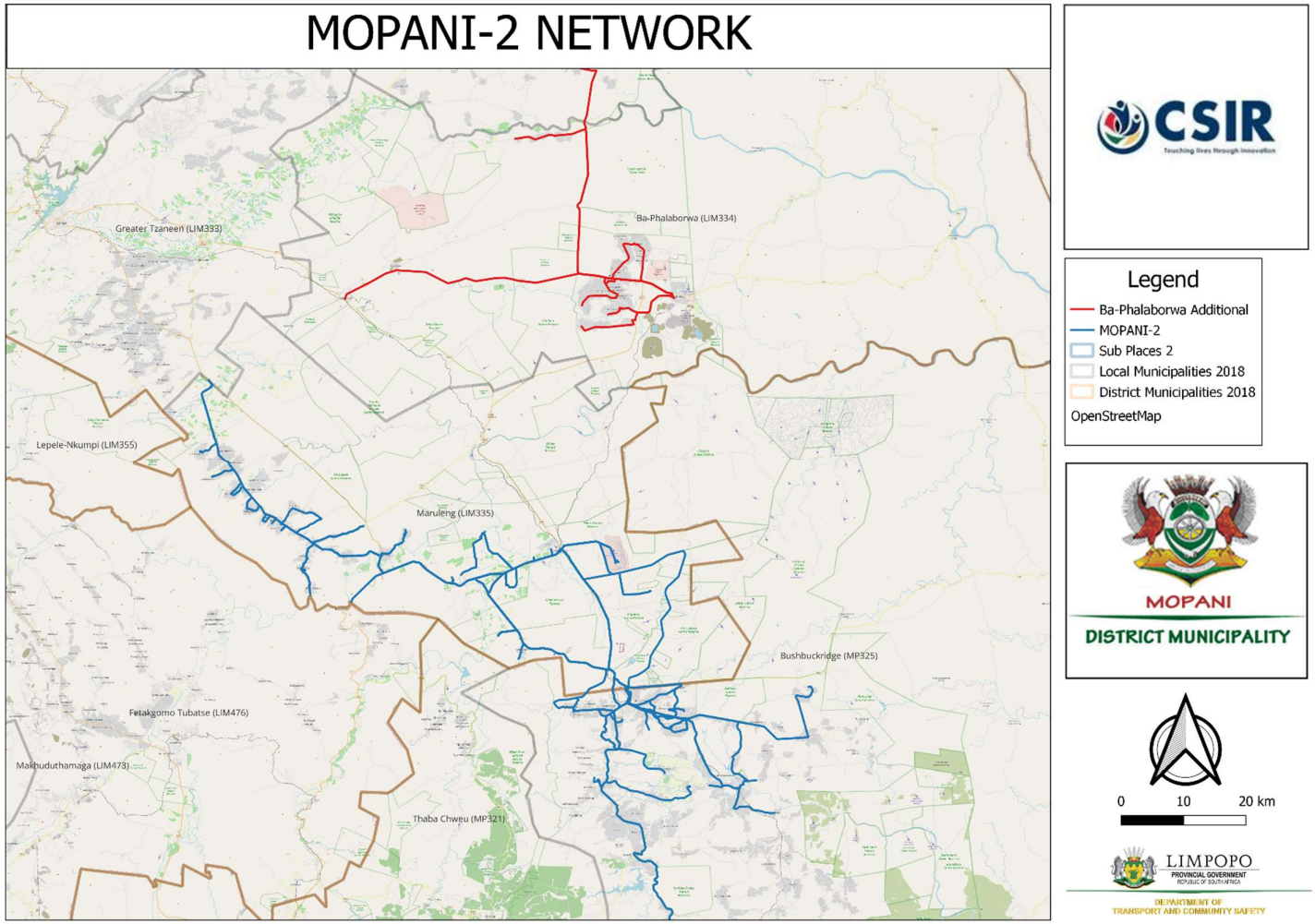


FIGURE 6.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

Source: MLM Rationalisation Plan, **Addendum B-2**.

6.5 Non-contracted Services Plan

This five-year plan describes in detail the routes where operating licences will be granted for non-contracted services. The following are further relevant:

a) It describes the capacity requirements of these routes and the modes that will be considered suitable.
b) It contains a determination of the required supply of vehicles of a particular mode on each route, based on modal policy, an analysis of data collected for the TR, needs identified through public and stakeholder involvement forums, and records of current legitimate services as reflected in the OLAS.
c) This plan also covers non-regular modes of transport such as metered taxis, two- or three-wheeled vehicles such as Tuk-Tuks, and long-distance services.
d) E-hailing.
e) The quality and other requirements are set out in the plan and any restrictions on numbers or geographical locations.

6.6 Operating Licences Plan (OLP)

An Operating License Plan (OLP) was prepared as a separate document as part of this Public Transport Plan. (see **Addendum B-1**)

The OLP guides the National Public Transport Regulator (NPTR) and the relevant regulating entities in the award of operating licences for contracted and non-contracted services within the jurisdictional and functional area, in concurrency with affected municipalities.

Based on the requirements of the NLTA no. 5 of 2009, the Amended NLTA no. 23 of 2023, and the related NLTA Regulations, the MLM sets conditions for the granting of OLs by the NPTR and regulating entities. These conditions consist of general conditions applicable to all transactions as well as conditions specific to public transport services. These services include minibus taxis services, private bus services, learner services, staff services, long-distance public transport services, metered taxis services, charter services, tourist services, special events and major special events, courtesy services and Tuk-tuk services on which public transport services applications for OLs are transacted. When the Municipality rejects an application, the granting authority must comply.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

The OLP forms part of the Public Transport Plan (PTP) and the 2025/2030 **MLM-LITP**. On approval of the **MLM-LITP** and in terms of Section 36 (6) of the NLTA, the Planning Authority will make its integrated transport plan available to the NPTR and the LPRE and make recommendations to them relevant to applications for new operating licences in the prescribed manner.

Buses and taxis need to be incorporated as part of the Mopani Integrated Public Transport Networks (IPTN).

A model of providing scheduled taxi services is contained as part of the guidelines provided as per the document prepared for Taxi Operating Companies (TOC) planning and preparations processes as part of the **MLM-LITP**. The OLP contains the following Chapters:

a) Introduction.
b) Operating Licenses.
c) Operating Licences for non-regular modes of transport.
d) Conditions for evaluation of operating licences.
e) Operating Licences administration system.
f) Enforcement strategies.
g) Conclusion.

All data and information regarding operating licences must be reflected accurately and reliably in the OLAS to inform public transport transactions for all applications. At this stage, the LPRE is responsible for the OLAS. The data and information must be made accessible to MLM.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

a) **Table 6.2** contains the recommended number of Operating Licenses relevant to Letaba Taxi Association.
b) **Table 6.3** contains the recommended number of Operating Licenses relevant to The Oaks Taxi Association.

TABLE 6.2: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES

Description	Scenarios		
	Low	Medium	High
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licenses to be issued.	**92**	**66**	**48**

TABLE 6.3: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income.	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licenses to be issued.	**35**	**23**	**14**

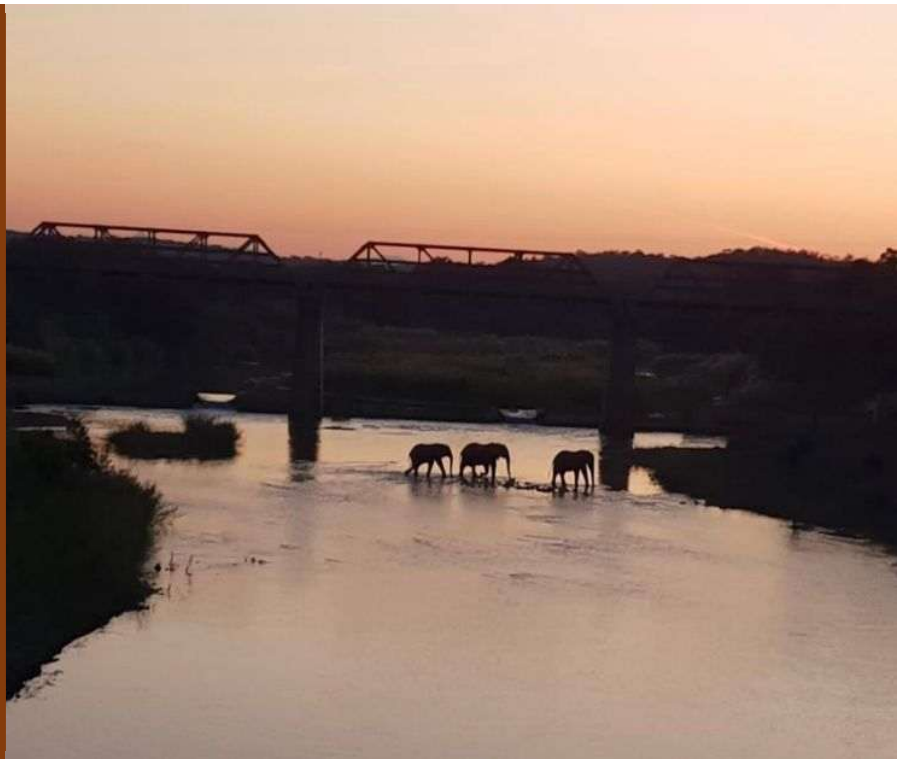
The following are important prior to issuing the calculated the recommended number of Operating Licenses per Taxi Association:

a) The MDM Enquiry and MLM Enquiry Teams, needs to play a leading role with the process of issuing new operating licenses.
b) A process be followed between the LPRE, MLM (Enquiry Teams) and respective TAs that have a Point “A” of operation within MLM, to ring fence operators that could potentially qualify to obtain Operating Licenses.
c) The Mopani District Taxi Council and the Limpopo Provincial Taxi Council should also sign off ring fenced operators and the plan to issue the additional Operating Licenses.
d) The MDM and MLM Enquiry Teams should treat Operating Licenses applications with Destinations (Point “B”) outside MLM borders with the necessary care to avoid possible conflict. Amongst other current Agreements between Taxi Associations, should be taken in consideration.

It is recommended that a dedicated post should be created for a Public Transport Regulation and Compliance official to be a dedicated position to administrate and facilitate the processes and activities between MLM, the Operators and LPRE or NPTR.

Appendix A

Transport Records



List of Figures

NONE.

List of Tables

TABLE A-1.1: TAXI ASSOCIATION MEMBERSHIP INFORMATION
TABLE A-2.1: SUMMARY OF LETABA TAXI ASSOCIATION ROUTES AND FARES PER FACILITY
TABLE A-2.2: SUMMARY OF THE OAKS TAXI ASSOCIATION ROUTES AND FARES PER FACILITY
TABLE A-2.3: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG
TABLE A-2.4: NUMBER OF TRIPS PER DESTINATION
TABLE A-2.5: NUMBER OF PASSENGER SERVED PER DESTINATION
TABLE A-2.6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION
TABLE A-2.7: THE OAKS TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION
TABLE A-2.8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION
TABLE A-2.9: SUMMARY OF WAITING AND SUM OF INCOME FOR THE OAKS ASSOCIATION
TABLE A-3.1: HOEDSPRUIT MAIN TAXI RANK
TABLE A-3.2: THE OAKS TAXI RANK
TABLE A-3.3: FINALE TAXI RANK
TABLE A-3.4: MA-BINS CROSS TAXI RANK
TABLE A-3.5: BOCHABELO TAXI RANK
TABLE A-3.6: METZ TAXI RANK
TABLE A-3.7: BISMARCK TAXI RANK
TABLE A-3.8: MAHLAKUNG TAXI RANK
TABLE A-3.9: SOFAYA TAXI RANK
TABLE A-3.10: KANANA TAXI RANK
TABLE A-3.11: BALLOON TAXI RANK
TABLE A-3.12: CALAIS TAXI RANK
TABLE A-4.1: LOCATION OF SURVEY
TABLE A-4.2: AGE OF COMMUTER (YEARS)
TABLE A-4.3: GENDER OF COMMUTER
TABLE A-4.4: WHERE DOES COMMUTER STAY
TABLE A-4.5: IS COMMUTER DISABLED
TABLE A-4.6: WHAT TIME DID COMMUTER WALK, TO GET TO PUBLIC TRANSPORT TODAY (COME TRIP)
TABLE A-4.7: WHAT TIME DID COMMUTER WALK, TO GET TO PUBLIC TRANSPORT TODAY (RETURN TRIP)

TABLE A-4.8: WHAT WAS COMMUTER'S TRIP TRAVEL TIME FOR TOTAL TRIP (ONE DIRECTION)
TABLE A-4.9: HOW OFTEN DOES COMMUTER MAKE THIS TRIP
TABLE A-4.10: WHAT IS THE COMMUTER'S OVERALL PERCEPTION OF THE QUALITY OF SERVICE, IF TRAVEL PER BUS
TABLE A-4.11: WHAT IS THE COMMUTER'S OVERALL PERCEPTION OF THE QUALITY OF SERVICE, IF TRAVEL PER TAXI
TABLE A-4.12: WHAT IS THE GENERAL QUALITY OF BUS FACILITIES IN MARULENG
TABLE A-4.13: WHAT IS THE GENERAL QUALITY OF TAXI FACILITIES IN MARULENG
TABLE A-4.14: WHAT IS THE GENERAL QUALITY OF NON-MOTORISED FACILITIES IN MARULENG

APPENDIX A-1

VEHICLE INFORMATION FOR ALL MODES OF TRANSPORT

TABLE A-1.1: TAXI ASSOCIATION MEMBERSHIP INFORMATION								
NO	ASSOCIATION	NUMBER OF OPERATORS FROM LPRE			NUMBER OF OPERATORS FROM ASSOCIATIONS			NUMBER OF OPERATORS AS PART OF THE SURVEY
		NUMBER OF OPERATORS WITH OL	NUMBER OF OPERATORS UNLINKED	TOTAL NUMBER OF OPERATORS	NUMBER OF OPERATORS OL PROVIDED	NUMBER OF OPERATORS RAS NUMBER PROVIDED	TOTAL NUMBER OF OPERATORS	
1	LETABA TAXI ASSOCIATION	62	0	62	69	48	69	170
2	THE OAKS TAXI ASSOCIATION	35	3	38	27	26	101	62
3	BUSHBUCK RIDGE	N/A	N/A	N/A	N/A	N/A	N/A	6
TOTAL		**97**	**3**	**100**	**96**	**74**	**170**	**238**

APPENDIX A-2

SUMMARY OF ROUTE AND RANK UTILIZATION SURVEYS

TABLE A-2.1: SUMMARY OF LETABA TAXI ASSOCIATION ROUTES AND FARES PER FACILITY					
FACILITY (BOTSHABELO INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE1	Mahlakung	Letaba TA	R 30.00	Local
FACILITY (MA-BEANS INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE2	Mahlakung	Letaba TA	R 20.00	Local
FACILITY (MOLALANE INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE3	Mahlakung	Letaba TA	R 25.00	Local
FACILITY (WORSTA INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE4	Mahlakung	Letaba TA	R 20.00	Local
FACILITY (METZ FORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE5	Johannesburg	LTA, MATA, NALDTA	R 350.00	Inter Provincial
2	F00LE5	Pretoria	LTA, MATA, NALDTA	R 350.00	Inter Provincial
3	F00LE5	Phalaborwa	LTA and LULEKANI TA	R 90.00	Local
FACILITY (BISMARK INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE6	Local and Mahlakung	Letaba TA	R15.00, R20.00	Local
FACILITY (MAHLAKUNG MALL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE7	Sofaya	Letaba TA	R 20.00	Local
2	F00LE7	Mahlomelong	Letaba TA	R 20.00	Local
3	F00LE7	Loss & Bjele	Letaba TA	R 20.00	Local
FACILITY (SOFAYA INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE8	Local, Mahlakung	Letaba TA	R10.00, R20.00	Local
FACILITY (KANANA INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F00LE9	Tzaneen	Letaba TA	R 50.00	Local
FACILITY (BALON INFROMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F0LE10	Mahlakung, Tzaneen	Letaba TA	R20.00, R50.00	Local
FACILITY (CALAIS INFORMAL TAXI RANK)					
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**	**Type of Service**
1	F0LE11	Mahlakung	Letaba TA	R 25.00	Local

TABLE A-2.2: SUMMARY OF THE OAKS TAXI ASSOCIATION ROUTES AND FARES PER FACILITY						
FACILITY (BOTSHABELO INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS1	The Oaks	The Oaks TA	R	30.00	Local
2	F0OKS1	Hoedspruit	The Oaks TA	R	50.00	Local
FACILITY (MA-BEANS INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS2	The Oaks	The Oaks TA	R	20.00	Local
FACILITY (HOEDSPRUIT FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS3	The Oaks	The Oaks TA	R	50.00	Local
FACILITY (FINALE INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS4	Mahlakung	The Oaks TA	R	20.00	Local
FACILITY (THE OAKS FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS5	Botshabelo	The Oaks TA	R	30.00	Local
2	F0OKS5	Finale	The Oaks TA	R	15.00	Local
3	F0OKS5	Hoedspruit	The Oaks TA	R	35.00	Local
4	F0OKS5	Acornhoek	The Oaks TA	R	70.00	Inter District
5	F0OKS5	Burgersfort	The Oaks TA	R	120.00	Inter District
6	F0OKS5	Lydenburg	The Oaks TA	R	120.00	Local
7	F0OKS5	Tzaneen	The Oaks TA, Greater Tzaneen TA	R	70.00	Local
8	F0OKS5	Phalaborwa	The Oaks TA, Phalaborwa TA	R	70.00	Local
9	F0OKS5	Johannesburg	The Oaks TA, De OX TA	R	340.00	Inter Provincial
10	F0OKS5	Pretoria, Witbank	The Oaks TA, UNLDTA	R	340.00	Inter Provincial

TABLE A-2.3: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG						
Facility	**Total Pass**	**Total Taxi Capacity**	**Total taxi Trips**	**Unique Taxi Trips**	**Average Occupation per Vehicle**	**Average No. of Trips per Taxi**
Balloon	166	310	21	18	7.9	1.16
Bismark Taxi Rank	92	495	33	23	2.8	1.43
Bochabelo Taxi Rank	110	454	27	20	4.1	1.35
Calias Taxi Rank	53	210	14	13	3.8	1.08
Finale	14	90	6	6	2.3	1.00
Kanana Taxi Rank	535	550	38	38	14.1	1.00
Lebamba	13	110	5	4	2.6	1.25
Mabins Taxi Rank	286	732	50	32	5.7	1.56
Mahlakung Taxi Rank	1599	1780	118	85	13.6	1.39
Main Rank	96	176	8	4	12.0	2.00
Metz Taxi Rank	184	360	24	20	7.7	1.20
Pick n Pay	186	406	27	11	6.9	2.45
Sofaya Taxi Rank	340	525	35	26	9.7	1.35
Spar	108	150	10	4	10.8	2.50
The Oaks Taxi Rank	284	505	34	25	8.4	1.36
Worcester Taxi Rank	7	90	6	6	1.2	1.00

TABLE A-2.4: NUMBER OF TRIPS PER DESTINATION					
Destination	**Bushbuckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	12		5		17
Balloon		1			1
Bismarck		1			1
Botshabelo		1	8		9
Burgersfort			7		7
Cash Store			12		12
Ga Masokisi		27			27
Ga Sekororo		5			5
Hoedspruit			16		16
Johannesburg		2	1		3
Kanana		4			4
Local and Mahlakung		11	14		25
Lorraine		13			13
Loss & Bjele		1			1
Lydenburg			3		3
Mabins Crossing		39			39
Mahaune		1			1
Mahlakung Mall		120	1		121
Mahlomelong		2			2
Main Rank			10		10
Masokisi		1			1
Metz		43			43
Phalaborwa			3		3
Pretoria				1	1
Spar		1	11		12
The Oaks		16	25		41
Tzaneen		38	4		42
Worcester		1			1
Grand Total	**12**	**328**	**120**	**1**	**461**

TABLE A-2.5: NUMBER OF PASSENGER SERVED PER DESTINATION					
Destination	**Bush-Buckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	152		42		194
Balloon		12			12
Bismarck		15			15
Botshabelo		11	96		107
Burgersfort			85		85
Cash Store			66		66
Ga Masokisi		81			81
Ga Sekororo		9			9
Hoedspruit			82		82
Johannesburg		21	10		31
Kanana		34			34
Local and Mahlakung		77	99		176
Lorraine		105			105
Loss & Bjele		13			13
Lydenburg			36		36
Mabins Crossing		585			585
Mahaune		6			6
Mahlakung Mall		1092	2		1094
Mahlomelong		24			24
Main Rank			13		13
Masokisi		2			2
Metz		437			437
Phalaborwa			28		28
Pretoria				4	4
Spar		3	17		20
The Oaks		93	159		252
Tzaneen		522	25		547
Worcester		15			15
Grand Total	**152**	**3157**	**760**	**4**	**4073**

TABLE A-2.6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Balloon	Mahlakung Mall	21
	Total Trips for Balloon	**21**
Bismark Taxi Rank	Ga Masokisi	27
Bismark Taxi Rank	Ga Sekororo	5
Bismark Taxi Rank	Masokisi	1
	Total Trips for Bismark Taxi Rank	**33**
Bochabelo Taxi Rank	Kanana	1
Bochabelo Taxi Rank	Lorraine	6
Bochabelo Taxi Rank	Mahlakung Mall	4
Bochabelo Taxi Rank	Metz	2
	Total Trips for Bochabelo Taxi Rank	**13**
Calias Taxi Rank	Mahlakung Mall	13
Calias Taxi Rank	Tzaneen	1
	Total Trips for Calias Taxi Rank	**14**
Kanana Taxi Rank	Kanana	1
Kanana Taxi Rank	Tzaneen	37
	Total Trips for Kanana Taxi Rank	**38**
Mabins Taxi Rank	Mahlakung Mall	31
Mabins Taxi Rank	The Oaks	16
	Total Trips for Mabins Taxi Rank	**47**
Mahlakung Taxi Rank	Mahlakung Mall	1
Mahlakung Taxi Rank	The Oaks	1
Mahlakung Taxi Rank	Mahlakung Mall	2
Mahlakung Taxi Rank	The Oaks	39
Mahlakung Taxi Rank	Mahlakung Mall	37
Mahlakung Taxi Rank	The Oaks	17
	Total Trips for Mahlakung Taxi Rank	**97**
Metz Taxi Rank	Mahlakung Mall	2
Metz Taxi Rank	The Oaks	22
	Total Trips for Metz Taxi Rank	**24**
Pick n Pay	Spar	1
	Total Trips for Pick n Pay	**1**
Sofaya Taxi Rank	Balloon	1
Sofaya Taxi Rank	Botshabelo	1
Sofaya Taxi Rank	Kanana	2
Sofaya Taxi Rank	Local and Mahlakung	8
Sofaya Taxi Rank	Lorraine	5
Sofaya Taxi Rank	Loss & Bjele	1
Sofaya Taxi Rank	Mahaune	1

TABLE A-2.6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Sofaya Taxi Rank	Mahlakung Mall	11
Sofaya Taxi Rank	Mahlomelong	2
Sofaya Taxi Rank	Metz	2
Sofaya Taxi Rank	Wercester	1
Total Trips for Sofaya Taxi Rank		**35**
Worcester Taxi Rank	Local and Mahlakung	2
Worcester Taxi Rank	Mahlakung Mall	3
Total Trips for Worcester Taxi Rank		**5**
Grand Total		**328**

TABLE A-2.7: THE OAKS TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Bochabelo Taxi Rank	Hoedspruit	10
Bochabelo Taxi Rank	The Oaks	4
	Total Trips for Bochabelo Taxi Rank	**14**
Finale	The Oaks	6
	Total Trips for Finale	**6**
Lebamba	Main Rank	10
	Total Trips for Lebamba	**10**
Mabins Taxi Rank	The Oaks	3
	Total Trips for Mabins Taxi Rank	**3**
Mahlakung Taxi Rank	Local and Mahlakung	14
Mahlakung Taxi Rank	Phalaborwa	3
Mahlakung Taxi Rank	Tzaneen	4
	Total Trips for Mabins Taxi Rank	**21**
Main Rank	Botshabelo	8
	Total Trips for Mabins Main Rank	**8**
Pick n Pay	Hoedspruit	1
Pick n Pay	Spar	11
Pick n Pay	The Oaks	2
	Total Trips for Pick n Pay	**14**
	The Oaks	10
	Total Trips for Spar	**10**
The Oaks Taxi Rank	Acornhoek	5
The Oaks Taxi Rank	Burgersfort	7
The Oaks Taxi Rank	Cash Store	12
The Oaks Taxi Rank	Hoedspruit	5
The Oaks Taxi Rank	Johannesburg	1
The Oaks Taxi Rank	Lydenburg	3
	Total Trips for The Oaks Taxi Rank	**33**
Worcester Taxi Rank	Mahlakung Mall	1
	Total Trips for Worcester Taxi Rank	**1**
	Grand Total	**120**

TABLE A-2.8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Num Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Balloon	**21**	**0:02**	**0:07**	**0:10**	**166**	**310**	**R3,320.00**
Mahlakung Mall	21	0:02	0:07	0:10	166	310	R3,320.00
Bismark Taxi Rank	**33**	**0:06**	**0:06**	**0:12**	**92**	**495**	**R1,840.00**
Ga Masokisi	27	0:07	0:06	0:13	81	405	R1,620.00
Ga Sekororo	5	0:03	0:05	0:08	9	75	R180.00
Masokisi	1	0:00	0:01	0:01	2	15	R40.00
Bochabelo Taxi Rank	**13**	**0:01**	**0:03**	**0:05**	**61**	**195**	**R1,980.00**
Kanana	1	0:04	0:00	0:04	3	15	R105.00
Lorraine	6	0:01	0:03	0:05	27	90	R945.00
Mahlakung Mall	4	0:00	0:05	0:05	24	60	R720.00
Metz	2	0:04	0:02	0:06	7	30	R210.00
Calias Taxi Rank	**14**	**0:00**	**0:02**	**0:03**	**53**	**210**	**R1,100.00**
Mahlakung Mall	13	0:00	0:02	0:02	51	195	R1,020.00
Tzaneen	1	0:00	0:04	0:04	2	15	R80.00
Kanana Taxi Rank	**38**	**0:00**	**0:11**	**0:12**	**535**	**550**	**R26,750.00**
Kanana	1	0:00	0:06	0:06	15	15	R750.00
Tzaneen	37	0:00	0:11	0:12	520	535	R26,000.00
Mabins Taxi Rank	**47**	**0:10**	**0:08**	**0:18**	**271**	**690**	**R5,420.00**
Mahlakung Mall	31	0:09	0:06	0:15	178	465	R3,560.00
The Oaks	16	0:12	0:13	0:25	93	225	R1,860.00
Mahlakung Taxi Rank	**97**	**0:03**	**0:17**	**0:20**	**1447**	**1453**	**R24,405.00**
Bismarck	1	1:17	1:29	2:46	15	15	R225.00
Local and Mahlakung	1	0:05	0:52	0:57	9	13	R135.00
Lorraine	2	0:01	0:14	0:15	28	30	R420.00
Mabins Crossing	39	0:02	0:12	0:15	585	585	R11,700.00
Mahlakung Mall	37	0:03	0:15	0:19	555	555	R8,100.00
Metz	17	0:00	0:25	0:25	255	255	R3,825.00
Metz Taxi Rank	**24**	**0:05**	**0:29**	**0:34**	**184**	**360**	**R9,795.00**
Johannesburg	2	0:02	2:59	3:01	21	30	R7,350.00
Metz	22	0:05	0:15	0:21	163	330	R2,445.00
Pick n Pay	**1**	**1:28**	**0:39**	**2:07**	**3**	**15**	**R30.00**
Spar	1	1:28	0:39	2:07	3	15	R30.00
Sofaya Taxi Rank	**35**	**0:01**	**0:06**	**0:07**	**340**	**525**	**R7,360.00**
Balloon	1	0:01	0:03	0:04	12	15	R240.00
Botshabelo	1	0:09	0:05	0:14	11	15	R385.00
Kanana	2	0:00	0:06	0:06	16	30	R320.00

TABLE A-2.8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Num Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Local and Mahlakung	8	0:00	0:07	0:07	67	120	R1,340.00
Lorraine	5	0:01	0:08	0:09	50	75	R1,000.00
Loss & Bjele	1	0:05	0:06	0:11	13	15	R260.00
Mahaune	1	0:00	0:01	0:01	6	15	R120.00
Mahlakung Mall	11	0:01	0:06	0:07	114	165	R2,280.00
Mahlomelong	2	0:00	0:03	0:04	24	30	R630.00
Metz	2	0:00	0:10	0:11	12	30	R260.00
Worcester	1	0:00	0:00	0:00	15	15	R525.00
Worcester Taxi Rank	**5**	**0:01**	**0:04**	**0:05**	**5**	**75**	**R100.00**
Local and Mahlakung	2	0:00	0:09	0:09	1	30	R20.00
Mahlakung Mall	3	0:02	0:01	0:03	4	45	R80.00
Grand Total	**328**	**0:04**	**0:12**	**0:16**	**3157**	**4878**	**R82,100.00**
						24 Days per Month	**R 1,970,400.00**
						Adjustment Factor (1.2)	**R 2,364,480.00**
						Average income per Month per Taxi with 69 vehicles as part of TA List	**R 34,267.83**
						Average income per Month per Taxi with 62 vehicles as part of LPRE List	**R 38,136.77**
						Average income per Month per Taxi with 170 vehicles as part of Survey	**R 13,908.71**
						Average Number of Trips per Peak without adjustment factor	**1.9**

TABLE A-2.9: SUMMARY OF WAITING AND SUM OF INCOME FOR THE OAKS ASSOCIATION							
Facility and Route Destination	**Nr of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Num Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Bochabelo Taxi Rank	**14**	**0:09**	**0:07**	**0:16**	**49**	**259**	**R2,135.00**
Hoedspruit	6	0:09	0:04	0:13	17	118	R850.00
Hoedspruit	4	0:17	0:12	0:29	16	81	R725.00
The Oaks	4	0:00	0:06	0:07	16	60	R560.00
Finale	**6**	**0:12**	**0:10**	**0:22**	**14**	**90**	**R210.00**
The Oaks	6	0:12	0:10	0:22	14	90	R210.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**11**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	11	110	R0.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**2**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	2	110	R0.00
Mabins Taxi Rank	**3**	**0:03**	**0:06**	**0:09**	**15**	**42**	**R300.00**
The Oaks	3	0:03	0:06	0:09	15	42	R300.00
Mahlakung Taxi Rank	**21**	**0:19**	**1:06**	**1:26**	**152**	**327**	**R5,195.00**
Local and Mahlakung	14	0:17	0:25	0:42	99	222	R1,485.00
Phalaborwa	3	0:15	2:52	3:07	28	45	R1,960.00
Tzaneen	4	0:32	2:13	2:45	25	60	R1,750.00
Main Rank	**8**	**0:27**	**1:16**	**1:43**	**96**	**176**	**R4,800.00**
Botshabelo	8	0:27	1:16	1:43	96	176	R4,800.00
Pick n Pay	**14**	**0:11**	**0:27**	**0:38**	**31**	**209**	**R510.00**
Hoedspruit	1	0:17	0:25	0:42	8	14	R280.00
Spar	11	0:12	0:27	0:40	17	165	R170.00
The Oaks	2	0:01	0:29	0:30	6	30	R60.00
Spar	**10**	**0:09**	**1:35**	**1:45**	**108**	**150**	**R3,780.00**
The Oaks	10	0:09	1:35	1:45	108	150	R3,780.00
The Oaks Taxi Rank	**33**	**0:15**	**0:55**	**1:10**	**280**	**490**	**R22,095.00**
Acornhoek	5	0:13	1:03	1:17	42	75	R2,940.00
Burgersfort	7	0:24	0:50	1:14	85	102	R10,200.00
Cash Store	11	0:11	0:23	0:34	61	163	R0.00
Cash Store	1	0:00	0:22	0:22	5	15	R0.00
Hoedspruit	5	0:06	0:59	1:06	41	75	R1,235.00
Johannesburg	1	0:00	5:17	5:17	10	15	R3,400.00
Lydenburg	3	0:34	1:27	2:01	36	45	R4,320.00
Worcester Taxi Rank	**1**	**0:01**	**0:00**	**0:01**	**2**	**15**	**R40.00**
Mahlakung Mall	1	0:01	0:00	0:01	2	15	R40.00
Grand Total	**120**	**0:13**	**0:47**	**1:01**	**760**	**1978**	**R39,065.00**
					24 Days per Month		R 937,560.00
					Adjustment Factor (1.2)		R 1,125,072.00
					Average income per Month per Taxi with 101 vehicles as part of TA List		R 11,139.33
					Average income per Month per Taxi with 38 vehicles as part of LPRE List		R 29,607.16
					Average income per Month per Taxi with 62 vehicles as part of Survey		R 18,146.32
					Average Number of Trips per Peak without adjustment factor		1.9

APPENDIX A-3

LIST OF FACILITIES

FACILITY (BOTSHABELO INFORMAL TAXI RANK)					
ROUTES DESCRIPTIONS					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE1	Mahlakung	Letaba TA	Inter local	N/A
FACILITY (MA-BEANS INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE2	Mahlakung	Letaba TA	Inter local	N/A
FACILITY (MOLALANE INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE3	Mahlakung	Letaba TA	Inter local	N/A
FACILITY (WOCESTER INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE4	Mahlakung	Letaba TA	Inter local	N/A
FACILITY (METZ FORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE5	Johannesburg	LTA, MATA, NALDTA	Inter Provincial	1
2	F00LE5	Pretoria	LTA, MATA, NALDTA	Inter Provincial	1
3	F00LE5	Phalaborwa	LTA and LULEKANI TA	Innter local	1
FACILITY (BISMARK INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE6	Local and Mahlakung	Letaba TA	Inter local	N/A
FACILITY (MAHLAKUNG MALL TAXI RANK)					
ROUTES DESCRIPTIONS					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAYS UTILISED**
1	F00LE7	Sofaya	Letaba TA	Inter local	No
2	F00LE7	Mahlomelong	Letaba TA	Inter local	No
3	F00LE7	Loss & Bjele	Letaba TA	Inter local	No
FACILITY (SOFAYA INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE8	Local, Mahlakung	Letaba TA	Inter local	N/A
FACILITY (KANANA INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F00LE9	Tzaneen	Letaba TA	Inter local	N/A

FACILITY (BALON INFROMAL TAXI RANK)					
ROUTE UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F0LE10	Mahlakung, Tzaneen	Letaba TA	Inter local	N/A

FACILITY (CALAIS INFORMAL TAXI RANK)					
ROUTE UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**TYPE OF SERVICE**	**BAY UTILISED**
1	F0LE11	Mahlakung	Letaba TA	Inter local	N/A

THE OAKS TAXI ASSOCIATION FACILITIES					
FACILITY (BOTSHABELO INFORMAL TAXI RANK)					
ROUTES DESCRIPTIONS					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**FARE**	**TYPE OF SERVICE**
1	F0OKS1	The Oaks	The Oaks TA	R 30.00	Inter local
2	F0OKS1	Hoedspruit	The Oaks TA	R 50.00	Inter local
FACILITY (MA-BEANS INFORMAL TAXI RANK)					
ROUTES UTISIZATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**FARE**	**TYPE OF SERVICE**
1	F0OKS2	The Oaks	The Oaks TA	R 20.00	Inter local
FACILITY (HOEDSPRUIT FORMAL TAXI RANK)					
ROUTES UTISIZATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**FARE**	**TYPE OF SERVICE**
1	F0OKS3	The Oaks	The Oaks TA	R 50.00	Inter local
FACILITY (FINALE INFORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**FARE**	**TYPE OF SERVICE**
1	F0OKS4	Mahlakung	The Oaks TA	R 20.00	Inter local
FACILITY (THE OAKS FORMAL TAXI RANK)					
ROUTES UTILISATION					
Item	**RANK CODE**	**DESTINATIONS**	**TAXI ASSOCIATION**	**FARE**	**TYPE OF SERVICE**
1	F0OKS5	Botshabelo	The Oaks TA	R 30.00	Inter local
2	F0OKS5	Finale	The Oaks TA	R 15.00	Inter local
3	F0OKS5	Hoedspruit	The Oaks TA	R 35.00	Inter local
4	F0OKS5	Acornhoek	The Oaks TA	R 70.00	Inter District
5	F0OKS5	Burgersfort	The Oaks TA	R 120.00	Inter District
6	F0OKS5	Lydenburg	The Oaks TA	R 120.00	Inter local
7	F0OKS5	Tzaneen	The Oaks TA, Greater Tzaneen TA	R 70.00	Inter local
8	F0OKS5	Phalaborwa	The Oaks TA, Phalaborwa TA	R 70.00	Inter local
9	F0OKS5	Johannesburg	The Oaks TA, De OX TA	R 340.00	Inter Provincial
10	F0OKS5	Pretoria, Witbank	The Oaks TA, UNLDTA	R 340.00	Inter Provincial

TABLE A-3.1: HOEDSPRUIT MAIN TAXI RANK





VIEW 1: HOEDSPRUIT MAIN TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦			♦		♦		♦		♦

VIEW 2: HOEDSPRUIT MAIN TAXI RANK

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦		♦		♦			♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Hoedspruit	F0OKS3	Hoedspruit	30°57'9.07"E	24°21'6.39"S		♦	♦	♦		?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM/MD/PM
Challenges: Taxi rank under Upgrade Construction

TABLE A-3.2: THE OAKS TAXI RANK



VIEW 1: THE OAKS TAXI RANK



VIEW 2: THE OAKS TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦		♦		♦			♦		♦

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦	♦			♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
The Oaks Taxi Rank	F0OKS5	The Oaks	30°40'1.24"E	24°21'38.03"S		♦		♦		?

Comments: Number of Destinations: 10
Number of Associations: 5
Operating Times: AM/MD/PM
Challenges: No Fence, Ablutions not maintained

TABLE A-3.3: FINALE TAXI RANK





VIEW 1: FINALE TAXI RANK									
Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

VIEW 2: FINALE TAXI RANK									
Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Finale Taxi Rank	F0OKS4	Finale	30°42'24.62"E	24°19'10.32"S		♦			♦	?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM/MD
Challenges: No Shelter, no ablutions, rank is positioned under a tree.

TABLE A-3.4: MA-BINS CROSS TAXI RANK





VIEW 1: MA-BINS CROSS TAXI RANK									
Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

VIEW 2: MA-BINS CROSS TAXI RANK									
Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Ma-Bins Cross Taxi rank	F0OKS2	Sidawa / Molalane	30°33'43.83"E	24°20'30.22"S		♦			♦	?

Comments: Number of Destinations: 2
Number of Associations: 2
Operating Times: AM/MD/PM
Challenges: Lack of basic amenities.

TABLE A-3.5: BOCHABELO TAXI RANK





VIEW 1: BOCHABELO TAXI RANK									
Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

VIEW 2: BOCHABELO TAXI RANK									
Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Bochabelo	F0OKS1	Bochabelo	30°33'19.57"E	24°25'2.24"S		♦			♦	?

Comments: Number of Destinations: 2
Number of Associations: 2
Operating Times: AM
Challenges: Lack of basic amenities.

TABLE A-3.6: METZ TAXI RANK



VIEW 1: METZ TAXI RANK



VIEW 2: METZ TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦		♦		♦			♦		♦

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Metz Taxi Rank	F00LET5	Metz	30°27'24.00"E	24°15'40.00"S		♦		♦		?

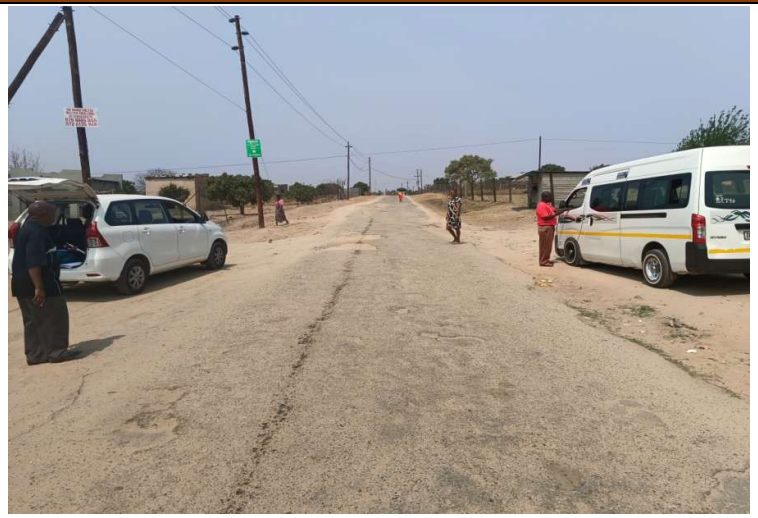
Comments: Number of Destinations: 4

Number of Associations: 4

Operating Times: AM/MD

Challenges: Local taxi's operate from the street, only long distances utilises the facility.

TABLE A-3.7: BISMARCK TAXI RANK



VIEW 1: BISMARCK TAXI RANK



VIEW 2: BISMARCK TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Metz Taxi Rank	F00LET5	Metz	30°27'24.00"E	24°15'40.00"S		♦			♦	?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM/MD
Challenges: Lack of basic amenities.

TABLE A-3.8: MAHLAKUNG TAXI RANK





VIEW 1: MAHLAKUNG TAXI RANK									
Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦			♦	♦			♦		♦

VIEW 2: MAHLAKUNG TAXI RANK									
Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦	♦			♦		♦	♦	

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Mahlakung Taxi Rank	F00LE7	Mahlakung	30°26'47.40"E	24°14'36.98"S	♦			♦		?

Comments: Number of Destinations: 3
Number of Associations: 1
Operating Times: AM/MD/PM
Challenges: Taxis operating outside facility.

TABLE A-3.9: SOFAYA TAXI RANK





VIEW 1: SOFAYA TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦	♦			♦		♦

VIEW 2: SOFAYA TAXI RANK

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
♦			♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Sofaya Taxi Rank	F00LE8	Sofaya	30°23'59.00"E	24°14'4.00"S		♦		♦		?

Comments: Number of Destinations: 2
Number of Associations: 1
Operating Times: AM/MD
Challenges: Lack of basic amenities.

TABLE A-3.10: KANANA TAXI RANK



VIEW 1: KANANA TAXI RANK



VIEW 2: KANANA TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Sofaya Taxi Rank	F00LE8	Sofaya	30°23'59.00"E	24°14'4.00"S		♦			♦	?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM/MD
Challenges: Lack of basic amenities.

TABLE A-3.11: BALLOON TAXI RANK



VIEW: BALLOON TAXI RANK

Shelter		Ablution		Offices		Washing		Trading		Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦		♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Balloon Taxi Rank	F00LE10	Balloon	30°23'12.77"E	24°11'59.11"S		♦			♦	?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM
Challenges: Lack of basic amenities.

TABLE A-3.12: CALAIS TAXI RANK





VIEW 1: CALAIS TAXI RANK

Shelter		Ablution		Offices		Washing		Trading	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

VIEW 2: CALAIS TAXI RANK

Info Signs		Bins		Benches		Telephone		Electricity	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
	♦		♦		♦		♦		♦

Facility		Location			Type			Status		Capacity
Name	Code	Town/Village	Longitude	Latitude	Pick Up	Rank	Holding	Formal	Informal	
Sofaya Taxi Rank	F00LE8	Sofaya	30°23'59.00"E	24°14'4.00"S		♦			♦	?

Comments: Number of Destinations: 1
Number of Associations: 1
Operating Times: AM
Challenges: Lack of basic amenities.

APPENDIX A-4

QUESTIONNAIRE RESULTS

TABLE A-4.1: LOCATION OF SURVEY		
Bismark Taxi Rank	46	12%
Hoedspruit	12	3%
Kanana Taxi Rank	53	13%
Ma-Beans Cross Taxi Rank	74	19%
Mahlakung Mall Taxi Rank	162	41%
The Oaks Taxi Rank	53	13%
Total	**400**	**100%**

TABLE A-4.2: AGE OF COMMUTER (YEARS)		
18 - 35	155	39%
36 - 60	148	37%
60 +	89	22%
N/A	8	2%
Total	**400**	**100%**

TABLE A-4.3: GENDER OF COMMUTER		
Female	209	52%
Male	191	48%
Total	**400**	**100%**

TABLE A-4.4: WHERE DOES COMMUTER STAY		
Acornhoek	3	1%
Ga Masokisi	15	4%
Local and Mahlakung	21	5%
Lorraine	58	15%
Mabins Crossing	39	10%
Mahlakung	9	2%
Metz	62	16%
The Oaks	58	15%
Tzaneen	9	2%
11	125	31%
N/A	1	0%
Total	**400**	**100%**

TABLE A-4.5: IS COMMUTER DISABLED		
Diabetic	1	6%
Eye Disability	2	13%
Hearing	1	6%
Others	6	38%
Walking Support	6	38%
Total	**16**	**100%**
Not Disabled	369	92%
Did not Respond	15	4%
Total	**400**	**100%**

TABLE A-4.6: WHAT TIME DID COMMUTER WALK, TO GET TO PUBLIC TRANSPORT TODAY (COME TRIP)		
1. Less than 5 Minutes	86	22%
2. Between 5 to 15 Minutes	201	50%
3. Between 16 to 30 Minutes	91	23%
4. Between 31 to 60 Minutes	16	4%
5. Between 60 to 120 Minutes	4	1%
6. More than 120 Minutes	2	1%
7. N/A	0	0%
Total	**400**	**100%**

TABLE A-4.7: WHAT TIME DID COMMUTER WALK, TO GET TO PUBLIC TRANSPORT TODAY (RETURN TRIP)		
1. Less than 5 Minutes	71	18%
2. Between 5 to 15 Minutes	155	39%
3. Between 16 to 30 Minutes	98	25%
4. Between 31 to 60 Minutes	35	9%
5. Between 60 to 120 Minutes	38	10%
6. More than 120 Minutes	3	1%
7. N/A	0	0%
Total	**400**	**100%**

TABLE A-4.8: WHAT WAS COMMUTER'S TRIP TRAVEL TIME FOR TOTAL TRIP (ONE DIRECTION)		
1. Less than 5 Minutes	4	1%
2. Between 5 to 15 Minutes	69	17%
3. Between 16 to 30 Minutes	112	28%
4. Between 31 to 60 Minutes	101	25%
5. Between 60 to 120 Minutes	77	19%
6. More than 120 Minutes	35	9%
7. N/A	2	1%
Total	**400**	**100%**

TABLE A-4.9: HOW OFTEN DOES COMMUTER MAKE THIS TRIP		
1. Only Once on Life	5	1%
2. Yearly	9	2%
3. Festive Seasons	7	2%
4. Once a Month	152	38%
5. Once a week	111	28%
6. More than Once a Week	100	25%
7. Daily	4	1%
8. Other	0	0%
9. N/A	12	3%
Total	**400**	**100%**

TABLE A-4.10: WHAT IS THE COMMUTER'S OVERALL PERCEPTION OF THE QUALITY OF SERVICE, IF TRAVEL PER BUS		
1. Very Good	5	31%
2. Good	5	31%
3. Average	6	38%
4. Bad	0	0%
5. Very Bad	0	0%
Total	**16**	**100%**
Use Bus.	16	4%
Do not use Bus.	288	72%
Did not respond.	96	24%
Total	**400**	**300%**

TABLE A-4.11: WHAT IS THE COMMUTER'S OVERALL PERCEPTION OF THE QUALITY OF SERVICE, IF TRAVEL PER TAXI		
1. Very Good	216	54%
2. Good	103	26%
3. Average	62	16%
4. Bad	14	4%
5. Very Bad	4	1%
6. Not Applicable	0	0%
7. Do not use	1	0%
Total	**400**	**100%**

TABLE A-4.12: WHAT IS THE GENERAL QUALITY OF BUS FACILITIES IN MARULENG		
1. Very Good	4	7%
2. Good	2	4%
3. Average	8	14%
4. Bad	3	5%
5. Very Bad	2	4%
6. Not sure	38	67%
Total	**57**	**100%**
Use Bus Service.	57	14%
Do not use Bus Service.	277	69%
Did not Respond.	66	17%
Total	**400**	**100%**

TABLE A-4.13: WHAT IS THE GENERAL QUALITY OF TAXI FACILITIES IN MARULENG		
1. Very Good	151	38%
2. Good	81	20%
3. Average	58	15%
4. Bad	61	15%
5. Very Bad	6	2%
6. Not sure	12	3%
7. Do not use	28	7%
8. Not Applicable	3	1%
Total	**400**	**100%**

TABLE A-4.14: WHAT IS THE GENERAL QUALITY OF NON-MOTORISED FACILITIES IN MARULENG		
1. Very Good	156	39%
2. Good	58	15%
3. Average	47	12%
4. Bad	40	10%
5. Very Bad	0	0%
6. Not sure	94	24%
7. Do not use	0	0%
8. Not Applicable	5	1%
Total	**400**	**100%**

APPENDIX A-5

TAXI OPERATORS' INFO

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: LETABA TAXI ASSOCIATION

Registration Number: RASLPA0333077

Member: FROST, ROSIE (RASLPA33077M251680)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HBT818L	AHTSS22P207150078	15	LLPLOLB66573/5

Member: KGETJA TRANSPORT SERVICE(PTY)LTD, . (RASLPA33077M234258)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DMV879L	AHTSS22P907026826	15	LLPLOLB7763/8
DNS109L	AHTSX22P907027332	15	LLPLOLB17469/9

Member: KGOFELO, MATOME PHINEAS (RASLPA33077M145796)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FPB854L	LSYHKAAF4MK005697	15	LLPLOLB43594/6

Member: KOMANE, MAANARE MORIS (RASLPA33077M219794)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DWB864L	AHTSX22P407033555	15	LLPLPRE134909/2

Member: LESHABANE, MOSHWEU MATHILDA (RASLPA33077M250094)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BTN427L	JTFSX22P506053498	13	LLPLOLB20082/6
DTM882L	AHTSX22P207031691	15	LLPLOLB24355/4

Member: LESHABANE, MOTLALEKGOMO VIOLET (RASLPA33077M178757)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DHB315L	JN1UB4E26Z0003708	15	LLPLOLB28658/7
FJW893L	AHTSX22P707104411	15	LLPLOLB7761/10

Member: LETSOALO, LUCKY MOKGOKO (RASLPA33077M246703)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FSS487L	AHTSS22PX07130905	15	LLPLOLB21374/5

Member: LETSOALO, MMATAPA FRANCINAH (RASLPA33077M243890)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DSV307L	AHTSX22P207030718	15	LLPLOLB7780/7

Member: Lewele, Makheko Rosina (RASLPA33077M205017)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BNZ247L	JTFSX22P706026366	13	LLPLOLB46212/3

Member: MAANASO, SAMI SAMUEL (RASLPA33077M37173)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DFX037L	JN1UB4E26Z0002240	15	LLPLOLB10891/3

Member: MAHLAKO, BOY DERICK (RASLPA33077M37341)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: LETABA TAXI ASSOCIATION

Registration Number: RASLPA0333077

FTH478L	AHTSS22P407132603	15	LLPLOLB7764/3
FXG745L	AHTSS22P007139886	15	LLPLOLB7768/5

Member: MAHLAKO, MOSIBODI JANE (RASLPA33077M217607)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
739CMWL	AHTSX22P707034876	15	LLPLOLB61172/4
BZW833L	JTFSX22P106078799	14	LLPLOLB7786/2

Member: Mahlo, Kobetsi Errol (RASLPA33077M198888)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DLS226L	AHTSS22P207025503	15	LLPLOLB7769/4

Member: MAIMELA, GIDEON MATLADI (RASLPA33077M37347)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DPX689L	AHTSX22P607028566	15	LLPLOLB8605/7
DWS386L	AHTSX22P907034524	15	LLPLPRE90441/3

Member: MAIMELA, JOHANNA UNICE (RASLPA33077M146262)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CPX688L	AHTSX22PX07004738	15	LLPLOLB12876/7
JAK01L	AHTSX22P407109212	15	LLPLOLB21731/7
JAK02L	AHTSX22P807109200	15	LLPLOLB7796/7
JU03L	AHTSS22P507150057	15	LLPLOLB24746/6

Member: MAKWALA, SHOLO SAMUEL (RASLPA33077M219795)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DKV897L	LPBMBDDE77H100500	13	LLPLPRE134914/2

Member: MAKWELA, THABISO MASHAOLE DITHOMO (RASLPA33077M146879)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FTH766L	AHTSX22P407106438	15	LLPLOLB7785/9
FXY869L	AHTSS22PX07142648	15	LLPLOLB7792/6

Member: MALATJI, TINY (RASLPA33077M224659)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DXH120L	AHTSX22P207027706	14	LLPLOLB55261/4

Member: MAMETJA, MAAPA SOLOMON (RASLPA33077M187353)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DJZ941L	AHTSX22PX07022057	15	LLPLOLB7774/7
DJZ941L	AHTSX22PX07022057	15	Unlinked
DSY979L	AHTSX22P907031476	15	LLPLPRE107986/2

Member: MAMETJA, SEGWATE DANIEL (RASLPA33077M242840)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DZM622L	AHTSX22P507036108	15	LLPLOLB7804/5

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: LETABA TAXI ASSOCIATION

Registration Number: RASLPA0333077

Member: MAPONYA, MMANOPI SOLOMON (RASLPA33077M115914)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BTW534L	JTFSX22P306056349	13	LLPLOLB16711/6
DXH950L	AHTSX22P507035167	15	LLPLPRE110308/3
FFC593L	AHTSX22P807100870	15	LLPLOLB10895/6
FNR698L	AHTSS22P007120514	15	LLPLOLB10896/6

Member: Masete, Maamogokho Match (RASLPA33077M187946)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BPK538L	JTFSX22PX06028287	13	LLPLOLB7772/5

Member: MASHUMU, MAKALAPE CONSTANCE (RASLPA33077M37251)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DBH650L	AHTSX22P607014232	15	LLPLOLB68909/3

Member: MATHABA, MMALEKUTU TEMBISILE (RASLPA33077M220889)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HKH376L	AHTSX22P807036359	15	LLPLOLB7777/9

Member: MOAGI, MODULATIKO MISHACK (RASLPA33077M37256)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CYC942L	AHTSX22P107011755	15	LLPLOLB7944/6
DSL784L	AHTSX22P507030650	15	LLPLOLB7807/5

Member: MODIBA, DAVID TEBOGO (RASLPA33077M195321)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DDL426L	AHTSX22P307016178	15	LLPLPRE73411/2
DKG621L	AHTSS22P307023291	15	LLPLOLB29805/7

Member: MODUPE, MPAPALATLE MACK (RASLPA33077M113269)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BYP133L	JTFSX22P306072101	14	LLPLOLB7788/8
DYG207L	AHTSX22P307035457	15	LLPLOLB7789/7

Member: MORABA, MAPOLANKA DAVID (RASLPA33077M159959)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FPF675L	AHTSS22P207122524	15	LLPLPRE78342/3

Member: MPHEKWANE, MATSHIDISO GRACE (RASLPA33077M239458)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BYB603L	JTFSX22PX06069745	14	LLPLOLB7767/6

Member: NKGAPELE, MABOKU RUFUS (RASLPA33077M113277)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DLB877L	AHTSS22P607024600	15	LLPLOLB7758/4

Member: NONYANE, MOLATE SYDNEY (RASLPA33077M227827)

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: LETABA TAXI ASSOCIATION

Registration Number: RASLPA0333077

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FTX836L	AHTSS22P007134722	15	LLPLOLB12152/6

Member: NOTWANA, MASILO JAMES (RASLPA33077M119523)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FLT559L	AHTSS22P407117423	15	LLPLOLB10912/3

Member: PHASHA, POULO ISAAC IGNATIUS (RASLPA33077M260161)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HJN410L	AHTSS22P207163249	15	LLPLOLB7779/12

Member: RAGANYA, MODJADJI SUZAN (RASLPA33077M200200)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BYV210L	JTFSX22P606072559	14	LLPLOLB21254/8

Member: RAKGWALE, SEPHODI MOSES (RASLPA33077M241748)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BKF503L	AHT41YH6309080776	12	LLPLOLB22658/3
CPR616L	AHTSX22P507004100	15	LLPLOLB30848/4
FXZ933L	AHTSS22P707143465	15	LLPLOLB22095/4

Member: RAMOSHABA, TSIETSI ISHMAEL (RASLPA33077M209166)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HCJ924L	AHTSS22P807155432	15	LLPLPRE95867/5

Member: RASEONA, DIMAKATJO SURPRISE (RASLPA33077M215624)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DVB005L	AHTSX22P007031964	15	LLPLOLB20781/10

Member: Sekgobela, Molomeletji Mishack (RASLPA33077M200198)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HCJ370L	AHTSS22P607153968	15	LLPLPRE79510/4

Member: SODI, MAPHELELE DANIEL (RASLPA33077M115915)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DKH482L	AHTSX22P407022832	15	LLPLOLB7773/8

Member: TEKE TRADING AND PROJECTS(PTY)LTD, . (RASLPA33077M226805)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HKK243L	AHTSS22P207166359	15	Unlinked

Member: THOBELA, NTHOKGWANE ABRAM (RASLPA33077M37192)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BMD096L	AHT41YH6309085175	15	LLPLOLB7776/5

Total Number of Vehicles: 61

LETABA LOCAL AND LONG DISTANCE TAXI ASSOCIATION
"A RE TSHWARANENG RE DIRISANE"

TAPOSA SHOPING CENTRE
METZ LOCATION, MOETLADIMO, 0891
ENQ: MAIMELA M.G- 072 362 7476
NONYANE M.S- 076 726 3651
MASHUMU M.C – 071 507 5550

P .O BOX 504
MOETLADIMO
0891

NAMES & SURNAME	ID NUMBER	OPERATING LICENSE	VEHICLE REG NO
1. FROST ROSE	7611150255088	LLPLOLB66573/4	HBT818L
2. KGETJA TRANSPORT SERVICES (PTY) LTD	2020/159078/07	LLPLOLB17469/9	DNS109L
3. KGOFELO MATOME PHINEAS	4803075346083		
4. KOMANE GIVEN	8408125572088		
5. KOMANE MAANARE MORIS	8505155868086	LLPLPRE134909/1	DWB864L
6. LESHABANE MOSHWEU MATHILDA	8011010506086	LLPLOLB24355/4 LLPLOLB20082/2	DTM882L BTN427L
7. LESHABANE MOTLALEKGOMO VIOLET	5903230872087	LLPLOLB7761/10 LLPLOLB28658/6	FWJ893L DHB315L
8. LETSOALO MMATAPA FRANCINAH	9411240765081	LLPLOLB7780/5 LLPLOLB7778/5	DSV307L CPV878L
9. LEWELE MAKHEKHO ROSINA	5909080668087	LLPLOLB46212/3	BNZ247L
10. MAANASO SAMI SAMUEL	5202275402086	LLPLOLB10891/2	DFX037L
11. MAHLAKO BOY DERICK	5403015528087		
12. MAHLAKO MOSIBODI JANE	7803120429089	LLPLOLB61172/3 LLPLOLB7786/2	739CMWL BZW833L
13. MAHLAKO MOTLAGISENG GRACE	5407010671081	LLPLOLB7801/4	BNY641L
14. MAHLAKO SOLOMON CHESTER	8411245884086	LLPLOLB16444/2	BSN827L
15. MAHLAKU MATOME FRANCIS	5011195436086		
16. MAHLO KOBETSI ERROL	8607315836084	LLPLOLB7769/3	DLS226L
17. MAIMELA MATLADI GIDEON	6203165694088	LLPLPRE90441/2 LLPLOLB8605/6	DWS386L DPX689L

18. MAIMELA JOHANNA UNICE	6109230558085	LLPLOLB24746/6 LLPLOLB7796/7 LLPLOLB21731/7 LLPLOLB12876/7	JU03L JAK02L JAK01L CPX688L
19. MAKWALA SHOLO SAMUEL	5801285336083		
20. MAKWELA MASILO SIMON	5207135750087	LLPLOLB13615/5 LLPLOLB13166/3	LTS111L 4444LTSL
21. MAKWELA THABISO MASHAOLE DITHOMO	8105225509081		
22. MALATJI MASIE SHADRACK	5711225203089		
23. MALATJI TINY	75120305565086	LLPLOLB55261/2	DXH120L
24. MAMETJA MAAPA SOLOMON	7709145834080	LLPLOLB66573/1 LLPLPRE107986/2 LLPLOLB7774/6	CZM278L DSY979L DJZ941L
25. MAMETJA MOKWE ISRAEL	8110015450082	LLPLOLB58818/3	DXL273L
26. MAMETJA SEGWATE DANIEL	9302096138087	LLPLOLB7804	DZM 622 L
27. MAPONYA MMANOPI SOLOMON	6403255633083	LLPLOLB16711/4 LLPLOPRE1103087/3 LLPLOB7805/4 LLPLOLB10895/6 LLPLOLBB10896/6	BTW534L DXH950L BPK907L FFC593L FNR698L
28. MAPONYA MOTOPI DANIEL	6801015893089		
29. MAROBELA KGASANE SUE	7811100784084		
30. MASETE MAAMOGOKHO MATCH	6803125805086	LLPLOLB77772/5	BPK538L
31. MASETE MALESHWANE CLINTON	8106026164084		
32. MASETE POTOKO SAMSON	5410025473089		
33. MASHILANE MAGWASHE SIMON	6111255405085	LLPLPRE158161/1	DXH592L
34. MASHUMU MAKALAPE CONSTANCE	6908140310085	LLPLOLB68909/3	DBH650L
35. MASHUMU SEEBE SELINA	5306190573085	LLPLOLB60233/3 LLPLOLB8824/7	DTK924L DNC863L
36. MATHABA MMALEKUTU TEMBISILE	8907041042084	LLPLOLB7777/9	DZW263L
37. MATHABA MOTATANE FRANS	5412035541087		
38. MATHABA NORMAN	9003115657087		

MACKSON			
39. MOAGI MATJAWELA JEFFREY	8102255896082	LLPLPRE90379/1	DKN538L
40. MOAGI MODULATIKO MISHACK	5007125226084	LLPLOLB7944/4 LLPLOLB7783/6	CYC942L DGR508L
41. MODIBA DAVID TEBOGO	8212245078087	LLPLPRE73411/2 LLPLOLB29805/7	DDL424L DKG621L
42. MODUPE MPAPALATLE MACK	5001025353080	LLPLOLB7788/8 LLPLOLB7789/6 LLPLOLB7791	BYP133L DYG207L BLM985L
43. MOKWENA BOITUMELO TREGGY	8309190565082		
44. MOHUBA MOREPIWA JOSEPHINA	5009140751088		
45. MARABA DAVID MAPOLANKA	6906125543084		
46. MOTSHANA MATOME	6609255503080	LLPLOLB7795/4	DHN076L
47. MPHEKWANE MATSHIDISO GRACE	5204041005086	LLPLOLB7767/6	BYB603L
48. NKGAPELE MABOKU RUFUS	5707115785086	LLPLOLB77758/2	DLB877L
49. NONYANE MOLATE SYDNEY	710955528089	LLPLOLB12152/3	FTX836L
50. NONYANE POMANG FREDDY	3506285144088		
51. NOTWANA MASILO JAMES	5907125800087	LLPLOLB10912/3	FLT559L
52. PHASHA POULO ISAAC IGNATIUS	7809055440082	LLPLOLB7779/10	HBY971L
53. POLANKI TRANSPORT SERVICES AND PROJECT	2015/373794/07		
54. RAGANYA MODJADJI SUZAN	6901030972080	LLPLOLB21254/7	BYV210L
55. RAKGWALE SEPHODI MOSES	8504135611088	LLPLOLB22095/4 LLPLOLB30848/4	FXZ933L CPR616L
56. RAMOSHABA TSIETSI ISHMAEL	8605205810086	LLPLPRE95867/5	HCJ924L
57. RASEONA DIMAKATJO SURPRISE	8704286451088	LLPLOLB20781/9	DVB005L
58. RASEONA KAMELA POLLEN	9201036164080	LLPLOLB11174/5	DFM108L
59. SEBOYANA MATSAKWANE JOSEPH	6204295594081	LLPLOLB12796/5	DJT431L
60. SEKGOBELA LESHOKA SALPHINA	5909120259087	LLPLOLB7763/5	DMV879L
61. SEKGOBELA	5811210694084		

MAMOTSHABO SOPHIA			
62. SEKGOBELA MOLOMELETJI MISHACK	5005295642080		
63. SEOTLO MUNCHENI SAMUEL	4908075279083		
64. SHAI MATOME SIMON	6308115368087	LLPLOLB13485/5 LLPLOLB23837/4	DTJ098L CBG790L
65. TEKE TRADING AND PROJECTS(PTY)LTD	2018/230420/07	LLPLPRE205433/1 LLPLOLB19235/2	HFY998L BNN730L
66. THOBELA NTHOKWANE ABRAM	5509015413086	LLPLOLB7776/5	BMD096L
67. TRADING AD BUSINESS SOLUTIOS , MAALOBANE	2016/043171/07		

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: The Oaks Taxi Association

Registration Number: RASLPA0333158

Member: GIDE PHUTHI TRADING ENTERPRISE (PTY)LTD, . (RASLPA33158M204407)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CCX258L	JTFSX22P606058998	13	LLPLOLB7843/6

Member: KEKEMA TRANSPORT(PTY)LTD, (RASLPA33158M204404)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DVC699L	AHTSX22P707032481	15	LLPLOLB11401/7

Member: KHOZA, MBIZINI EPHRAIM (RASLPA33158M117423)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HGB059L	AHTSS22PX07161622	15	LLPLOLB48720/7

Member: Kwashu, Jacobs Sipho (RASLPA33158M205013)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DRJ908L	AHTSX22P707005779	15	LLPLOLB18389/6
FRK812L	AHTSS22P107124815	15	LLPLOLB22439/4

Member: LEWELE, ANDREW MAHLOMOLA (RASLPA33158M237811)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HJW918L	AHTSS22P007164514	15	LLPLOLB18390/7

Member: LEWELE, LILIAN NTHAME (RASLPA33158M164567)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DML989L	AHTSS22P407026409	15	Unlinked

Member: MAFANE, NALEBOTSE JEREMIA (RASLPA33158M162656)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BZN356L	JTFSX22PX06076727	14	LLPLOLB56897/4

Member: MAHLO, SEPOTONKANA ROBERT (RASLPA33158M193746)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DVV206L	AHTSS22P407038060	15	LLPLOLB8304/10

Member: Maimela, Khusudi Sasco (RASLPA33158M217398)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HHV049L	W1V9076572P762324	22	LLPLOLB15514/6

Member: Malatji, Mogolo Adolf (RASLPA33158M209203)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DPG332L	JTFSX22P806059151	13	LLPLOLB7988/6

Member: MALATJI, REBOTILE MAKOBODI (RASLPA33158M221360)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FGN234L	ZCFC50A210D394260	22	LLPLOLB18398/4

Member: MALEPE, ITUMELENG (RASLPA33158M246398)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: The Oaks Taxi Association

Registration Number: RASLPA0333158

Member: MALEPE, ITUMELENG (RASLPA33158M246398)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FNY588L	AHTSX22PX07031700	15	LLPLOLB24346/3

Member: MARAPE, MAATLALE GRACE (RASLPA33158M259092)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FMD853L	AHTSX22P707105641	15	LLPLOLB21730/7

Member: MAROGA, SILAS PETU (RASLPA33158M142289)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BWM237L	WV1ZZZ2EZ96027037	22	LLPLOLB18564/4

Member: MASETE, LEHLOKWA ABRAM (RASLPA33158M117822)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CXX024L	AHTSX22P006011357	15	LLPLOLB8313/6

Member: MASETE, SERETSE ANIAS (RASLPA33158M114612)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FFD679N	AHT41YH6309033281	13	Unlinked

Member: MATHABA, MAKUA VIVIAN (RASLPA33158M259629)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BSF294L	JTFSX22P306039325	13	LLPLOLB8309/6

Member: MATHABA, MOKGADI MERIAM (RASLPA33158M218426)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CSC635L	JTFSX22P906064603	15	LLPLPRE126040/4

Member: MATOKANE, MBOYE HARRY (RASLPA33158M40211)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CPX203L	WV1ZZZ2EZD6011252	22	LLPLOLB10916/7
DXY429L	AHTSS22P907041309	15	LLPLOLB19789/5

Member: MATSHABA, KB (RASLPA33158M268833)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DZL265L	JN1UB4E26Z0010022	15	LLPLOLB8305/3

Member: MOLEPULA CONSTRUCTION AND TRADING, . (RASLPA33158M219025)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CSZ818L	WV1ZZZ2EZD6026086	22	LLPLOLB18110/5
FSN002L	JTGFA728206071011	22	LLPLOLB18109/5

Member: MOREMA, PITSANE PETER (RASLPA33158M269088)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FMD245L	AHTSS22PX07004964	15	LLPLOLB18835/5

Member: MOROPANE, CHARLIE JOSEPH (RASLPA33158M40258)

OLAS - OR03/4 - Association Vehicles Grouped By Member

Report Criteria

Association Name: The Oaks Taxi Association

Registration Number: RASLPA0333158

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DHK374L	AHTSX22P507020913	15	LLPLOLB15400/5
FVG030L	LVCB2NWA6NS011286	15	Unlinked

Member: MOTSEO, KGWASELA JAMES (RASLPA33158M40241)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BGG597L	AHT41YH6309076583	15	LLPLOLB15420/4
DGZ009L	WV1ZZZ2EZE6023253	22	LLPLOLB18566/3
FBB339L	AHTSS22P107044141	15	LLPLOLB18567/3
FJP677L	WDB9076552P075546	22	LLPLOLB18492/6

Member: MTIMO, MAPHOSANE ISAAC (RASLPA33158M144241)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FSF756L	AHTSX22P507101894	15	LLPLOLB20544/6

Member: PHOKANE, MAGAPELETJE THOMAS (RASLPA33158M112564)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
BGC417L	AHT41YH6309075540	12	LLPLOLB29578/3
DJR361L	AHT41YH6309056928	15	LLPLOLB11022/3

Member: RAKGOALE, MOTSAKE ELIZABETH (RASLPA33158M205355)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
HBY045L	AHTSS22P107150492	15	LLPLOLB16606/7

Member: RAMOSHABA, MAPHAKELE DINGAAN (RASLPA33158M182103)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
FFC939L	AHTSS22P507102154	15	LLPLOLB15510/8
FMN466L	AHTSX22PX07106122	15	LLPLOLB10956/8

Member: SEEMO CONSTRUCTION, . (RASLPA33158M177623)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
DWP158L	AHTSS22PX07038774	15	LLPLOLB23827/8
DWY272L	AHTSS22P807039504	15	LLPLOLB21224/6

Member: SELETE, MOKOBO GIFT (RASLPA33158M151001)

Registration Number	Chassis Number	Passenger Capacity (ex. driver)	Permit / OL Number
CAN06L	AHTSS22P007049914	15	LLPLOLB25177/5

Total Number of Vehicles: **40**

TA_Taxi_ID	Number	Taxi_Ass	TA_Taxi_Numberplate	TA_Taxi_Capacity	TA_Taxi_Type	TA_Taxi_Owner	TA_Taxi_Owner_Contact	TA_ID_Number	TA_PERMIT_OL NUMBER	Comments	TA_RAS_ NUMBER
70	1	THE OAKS TAXI ASSOCIATION	CGH007L	22	IVECO	DIBAKOANE SB	0725017886	6906065870083			LPA33158M119478
71	2	THE OAKS TAXI ASSOCIATION	HGB059L	15	TOYOTA	KHOZA ME	0660924327	5907285227089	LLPLOLB48720/7		LPA33158M117423
72	3	THE OAKS TAXI ASSOCIATION	FNN197L	15	TOYOTA	KHOZA ME	0660924327	5907285227089			
73	4	THE OAKS TAXI ASSOCIATION	DGL754L	22	VOLKWAGEN	KHOZA ME	0660924327	5907285227089			
74	5	THE OAKS TAXI ASSOCIATION	CSZ818L	22	VOLKWAGEN	MALEPULA CONSTRUCTION AND TRADING	0782582375	2006/20002/23	LLPLOLB18110/5		LPA33158M219025
75	6	THE OAKS TAXI ASSOCIATION	FSN002L	22	TOYOTA	MALEPULA CONSTRUCTION AND TRADING	0782582375	2006/20002/23			
76	7	THE OAKS TAXI ASSOCIATION	DRJ908L	15	TOYOTA	KWASHU JS	0764670072	6804046069083	LLPLOLB18109/5		LPA33158M205013
77	8	THE OAKS TAXI ASSOCIATION	FRK812L	15	TOYOTA	KWASHU JS	0764670072	6804046069083	LLPLOLB22439/4		
78	9	THE OAKS TAXI ASSOCIATION	DBN978L	15	TOYOTA	LESHABANE MI	0761133350	5402045286088			
79	10	THE OAKS TAXI ASSOCIATION	DWP158L	15	TOYOTA	SEEMO CONSTRUCTION	0823978257	2005/114055/23	LLPLOLB23827/7		LPA33158M177623
80	11	THE OAKS TAXI ASSOCIATION	DWY272L	155	TOYOTA	SEEMO CONSTRUCTION	0823978257	2005/114055/23	LLPLOLB21224/6		
81	12	THE OAKS TAXI ASSOCIATION	DKB575L	22	MERCEDES BENZ	SEEMO CONSTRUCTION	0823978257	2005/114055/23		To be confirmed-01	
82	13	THE OAKS TAXI ASSOCIATION	FWP932L	22	MERCEDES BENZ	SEEMO CONSTRUCTION	0823978260	2005/114055/23		To be confirmed-02	
83	14	THE OAKS TAXI ASSOCIATION	HBN075L	15	TOYOTA	LETEBELE MF	0787961381	6403265267088		To be confirmed-03	
84	15	THE OAKS TAXI ASSOCIATION	FRY959L	15	TOYOTA	LETEBELE MF	0787961381	6403265267088		To be confirmed-04	
85	16	THE OAKS TAXI ASSOCIATION	FHJ858L	15	KING LONG	LEWELE AM	0781166120	8401025523087	LLPLOLB18390/6	LLPLOLB18390/6	LPA33158M237811
86	17	THE OAKS TAXI ASSOCIATION	HJW918L	15	TOYOTA	LEWELE AM	0781166120	8401025523087	LLPLOLB18390/7	To be confirmed-05	LPA33158M237811
87	18	THE OAKS TAXI ASSOCIATION	FRR586L	15	TOYOTA	LEWELE AM	0781166120	8401025523087		To be confirmed-05	
88	19	THE OAKS TAXI ASSOCIATION	DVR492L	15	TOYOTA	LEWELE MD	0793529942	7007225489085		To be confirmed-06	
89	20	THE OAKS TAXI ASSOCIATION	HGS257L	15	TOYOTA	LEWELE MD	0793529942	7007225489085		To be confirmed-07	
90	21	THE OAKS TAXI ASSOCIATION	FKT121L	15	TOYOTA	LEWELE TG	0714403847	6703155399085		To be confirmed-08	
91	22	THE OAKS TAXI ASSOCIATION	FKF021L	15	TOYOTA	MAAKE MW	0723072988	8111010728084		To be confirmed-09	
92	23	THE OAKS TAXI ASSOCIATION	CCM184L	22	CRAFTER	MACHIMANE EG	0722940604	6312195379089		To be confirmed-10	
93	24	THE OAKS TAXI ASSOCIATION	BZN356L	15	TOYOTA	MAFANE NJ	0724781514	5510135509084	LLPLOLB56897/4		LPA33158M162656
94	25	THE OAKS TAXI ASSOCIATION	CMZ586L	15	TOYOTA	MAHLO SR	0661056878	5908185313086			
95	26	THE OAKS TAXI ASSOCIATION	DNJ241L	15	TOYOTA	MAHLO SR	0661056878	5908185313086			
96	27	THE OAKS TAXI ASSOCIATION	DMG571L	15	TOYOTA	MAHLO SR	0661056878	5908185313086			
97	28	THE OAKS TAXI ASSOCIATION	FLV745L	15	TOYOTA	MAGABE E	0825360798	8403175037082			
98	29	THE OAKS TAXI ASSOCIATION	DPG332L	15	TOYOTA	MALATJI MA	0725710898	8412195844088	LLPLOLB7988/6		LPA33158M209203
99	30	THE OAKS TAXI ASSOCIATION	FDL354L	15	TOYOTA	MALATJI ME	0729393789	6710195438088			
100	31	THE OAKS TAXI ASSOCIATION	HBN218L	15	TOYOTA	MALATJI ME	0729393789	6710195438088			
101	32	THE OAKS TAXI ASSOCIATION	FGN234L	22	VOLKWAGEN	MALATJI RM	0721839014	7710020270085	LLPLOLB18398/4		LPA33158M221360
102	33	THE OAKS TAXI ASSOCIATION	DMG487L	15	TOYOTA	MALEPE BO	0763694086	8501017731083			
103	34	THE OAKS TAXI ASSOCIATION	DVR223L	15	TOYOTA	MALEPE BO	0763694086	8501017731083			
104	35	THE OAKS TAXI ASSOCIATION	FPM632L	15	TOYOTA	MALEPE BO	0763694086	8501017731083			
105	36	THE OAKS TAXI ASSOCIATION	005MMA	15	TOYOTA	MALEPE BO	0763694086	8501017731083			
106	37	THE OAKS TAXI ASSOCIATION	FNY588L		Null	MALAPE I	0760282266	8702195738086	LLPLOLB24346/3		LPA33158M246398
107	38	THE OAKS TAXI ASSOCIATION	FRT 633L	15	KING LONG	MALAPE I	0760282266	8702195738086			
108	39	THE OAKS TAXI ASSOCIATION	DLN 902L	15	TOYOTA	MALAPE I	0760282268	8702195738086			
109	40	THE OAKS TAXI ASSOCIATION	FBD308L	22	VOLKWAGEN	MALAPE I	0760282269	8702195738086			
110	41	THE OAKS TAXI ASSOCIATION	FWG768L	15	TOYOTA	MALAPE I	0760282270	8702195738086			
111	42	THE OAKS TAXI ASSOCIATION	FGW102L	15	TOYOTA	MALEPE K.M	0797121298	7905115740089			
112	43	THE OAKS TAXI ASSOCIATION	FYM861L	15	TOYOTA	MALEPE K.M	0797121298	7905115740089			
113	44	THE OAKS TAXI ASSOCIATION	F5X 998L	22	COASTER	MAREPE M.G	0713621791	6805290350087			
114	45	THE OAKS TAXI ASSOCIATION	FND853L	15	TOYOTA	MAREPE M.G	0713621792	6805290350087			
115	46	THE OAKS TAXI ASSOCIATION	DXY433I	15	TOYOTA	MARAPE R	0765074947	8709225639085			
116	47	THE OAKS TAXI ASSOCIATION	FLW717L	15	TOYOTA	MARAPE R	0765074948	8709225639085			
117	48	THE OAKS TAXI ASSOCIATION	F5L124I	15	TOYOTA	MARAPE R	0765074949	8709225639085			
118	49	THE OAKS TAXI ASSOCIATION	HJS327L	15	TOYOTA	MASETE R.L	0835736557	8104055704086			
119	50	THE OAKS TAXI ASSOCIATION	CDD092L	15	TOYOTA	MASETE R.L	0835736557	8104055704086			
120	51	THE OAKS TAXI ASSOCIATION	CXX 024I	15	TOYOTA	MASETE LA	0835736557	6001055502084	LLPLOLB8313/6		LPA33158M117822
121	52	THE OAKS TAXI ASSOCIATION	C5C635L	15	TOYOTA	MATHABA M.M	0608072662	7804050426087	LLPLPRE126040/4		LPA33158M218426
122	53	THE OAKS TAXI ASSOCIATION	FWK446L	15	TOYOTA	MATHABA M.M	0608072663	7804050426087			
123	54	THE OAKS TAXI ASSOCIATION	BSF 294I	15	TOYOTA	MATHABA M.V	0768999361	6802205760081	LLPLOLB8309/6		LPA33158M259629
124	55	THE OAKS TAXI ASSOCIATION	FBD659L	15	TOYOTA	MATSHABA K	0790272240	9006296206087			
125	56	THE OAKS TAXI ASSOCIATION	DZL265I	15	TOYOTA	MATSHABA K	0790272240	9006296206087			
126	57	THE OAKS TAXI ASSOCIATION	FSW954I	15	TOYOTA	MATSHABA P.T	0636227511	7004205899086			
127	58	THE OAKS TAXI ASSOCIATION	FNN968L	15	TOYOTA	MATSHABA Z.S	0763864905	82033005noos5			
128	59	THE OAKS TAXI ASSOCIATION	CPX203I	22	CRAFTER	MATOKANE M.H	0725052928	6104155356086	LLPLOB10916/7		LPA33158M40211
129	60	THE OAKS TAXI ASSOCIATION	OXY429L	15	TOYOTA	MATOKANE M.H	0725052929	6104155356086	LLPL0819789/5		
130	61	THE OAKS TAXI ASSOCIATION	BTF022L	15	TOYOTA	MATOKANE M.H	0725052930	6104155356086			
131	62	THE OAKS TAXI ASSOCIATION	FRT504L	15	TOYOTA	MATOKANE M.H	0725052931	6104155356086			
132	63	THE OAKS TAXI ASSOCIATION	CMV035L	15	TOYOTA	MATOKANE MJ	0828386142	no1015451087			
133	64	THE OAKS TAXI ASSOCIATION	BJL484L	15	TOYOTA	MOIMANE R	0714240553	8612315445084			
134	65	THE OAKS TAXI ASSOCIATION	FMD245I	15	TOYOTA	MOREMA P.P	0608153599	7003075358088	LLPL0819789/5		LPA33158M269088

TA_Taxi_ID	Number	Taxi_Ass	TA_Taxi_Numberplate	TA_Taxi_Capacity	TA_Taxi_Type	TA_Taxi_Owner	TA_Taxi_Owner_Contact	TA_ID_Number	TA_PERMIT_OL NUMBER	Comments	TA_RAS_ NUMBER
135	66	THE OAKS TAXI ASSOCIATION	FVG030L	15	TOYOTA	MOROPANE CJ	0839547471	6611085517082		Unlinked	LPA33158M40258
137	68	THE OAKS TAXI ASSOCIATION	FKR537L	22	CRAFTER	MOROPANE CJ	0839547471	6611085517082			
138	69	THE OAKS TAXI ASSOCIATION	DXG 279l	15	TOYOTA	MOROPANE H.E	0827645631	5910095315086			
139	70	THE OAKS TAXI ASSOCIATION	FSY848L	15	TOYOTA	MOROPANE H.E	0827645631	5910095315086			
140	71	THE OAKS TAXI ASSOCIATION	DGZ009l	22	CRAFTER	MOTSEO KJ	0715479951	6605075382083	LLPLOL818566/3		LPA33158M40241
141	72	THE OAKS TAXI ASSOCIATION	FBB 339l	15	TOYOTA	MOTSEO KJ	0715479951	6605075382083	LLPLOL818567/3		
142	73	THE OAKS TAXI ASSOCIATION	FJP 677l	22	CRAFTER	MOTSEO KJ	0715479951	6605075382083			
143	74	THE OAKS TAXI ASSOCIATION	FSP630l	15	TOYOTA	NGOBENI KJ	0782234533	6112080290080			
144	75	THE OAKS TAXI ASSOCIATION	HDV66ll	15	INYATHI	NGOBENI KJ	0782234533	6112080290080			
145	76	THE OAKS TAXI ASSOCIATION	BGC417l	15	TOYOTA	PHOKANE M.T	0827524205	5903235358082	LLPLOLB29578/3		LPA33158Mll2564
146	77	THE OAKS TAXI ASSOCIATION	FVJ 913L	15	FOTON	PHOKANE M.T	0827524205	5903235358082			
147	78	THE OAKS TAXI ASSOCIATION	BHJ 204l	15	NISSAN	RAGANYA M	0720669006	7706067208087			
148	79	THE OAKS TAXI ASSOCIATION	BPP668l	15	NISSAN	SEKGOBELA M.M	0712249665	7205245579089			
149	80	THE OAKS TAXI ASSOCIATION	DTJ883l	15	TOYOTA	SHAI T.C	0818209665	7907276028080			
150	81	THE OAKS TAXI ASSOCIATION	SB001L	15	TOYOTA	THEKWANE LM	0764879313	9001220913080			
151	82	THE OAKS TAXI ASSOCIATION	FKT629L	15	TOYOTA	THOBEJANE MJ	0826631726	6801030438084			
152	83	THE OAKS TAXI ASSOCIATION	FRR811L	15	TOYOTA	THOBEJANE MJ	0826631726	6801030438084			
153	84	THE OAKS TAXI ASSOCIATION	CAN06L	15	TOYOTA	SELETE MG	0823510984	7001016534084	LLPLOLB25177/5		LPA33158M151001
154	85	THE OAKS TAXI ASSOCIATION	DVC699L	15	TOYOTA	KEKEMA TRANSPORT (PTY) LTD	0615357757	2015/256408/07	LLPLOLB11401/7		LPA33158M204404
155	86	THE OAKS TAXI ASSOCIATION	DCR031L	15	TOYOTA	KEKEMA TRANSPORT (PTY) LTD	0615357757	2015/256408/07			
156	87	THE OAKS TAXI ASSOCIATION	DDF876L	15	TOYOTA	KEKEMA TRANSPORT (PTY) LTD	0615357757	2015/256408/07			
157	88	THE OAKS TAXI ASSOCIATION	FZW092L	15	TOYOTA	KEKEMA TRANSPORT (PTY) LTD	0615357767	2015/256408/07			
158	89	THE OAKS TAXI ASSOCIATION	HCB336L	15	TOYOTA	LEKHOLWANE CM	0673625293	8704225549087			
159	90	THE OAKS TAXI ASSOCIATION	FXS969L	15	TOYOTA	LEKHOLWANE CM	0673625293	8704225549087			
160	91	THE OAKS TAXI ASSOCIATION	BWM237L	22	CRAFTER	MAROGA SP	0798456616	4211025380089	LLPLOLB18564/4		LPA33158M142289
161	92	THE OAKS TAXI ASSOCIATION	FXJ828L	15	TOYOTA	MADIGAGE SA	0798456617	8202035553084			
162	93	THE OAKS TAXI ASSOCIATION	BTC527L	15	TOYOTA	NTEMANE M	0720532321	7112125535084			
163	94	THE OAKS TAXI ASSOCIATION	HBY045L	15	TOYOTA	RAKGOALE ME	0794302859	7803230536088	LLPLOLB16606/7		LPA33158M205355
164	95	THE OAKS TAXI ASSOCIATION	CVK372L	15	TOYOTA	RAKGOALE ME	0794302859	7803230536088			
165	96	THE OAKS TAXI ASSOCIATION	DTZ751L	22	CRAFTER	MAIMELA KS	0606747326	8003025452083	LLPLOLB15514/5		LPA33158M217398
166	97	THE OAKS TAXI ASSOCIATION	CCX258L	15	TOYOTA	GIDE PHUTI TRADING ENTERPRISE (PTY) LTD	0823510984	2013/206140/07	LLPLOLB7843/3		LPA33158M204407
167	98	THE OAKS TAXI ASSOCIATION	CAN04L	15	TOYOTA	GIDE PHUTI TRADING ENTERPRISE (PTY) LTD	0823510984	2013/206140/07			
168	99	THE OAKS TAXI ASSOCIATION	CAN05L	15	TOYOTA	GIDE PHUTI TRADING ENTERPRISE (PTY) LTD	0823510984	2013/206140/07			
169	101	THE OAKS TAXI ASSOCIATION	FCV531L	22	VOLKWAGEN	Mtimo M	0794706771	7602275476089			LPA33158Ml44241

APPENDIX A-6

OPERATORS' ROUTE DESCRIPTION

OLAS - OR03/5 - Association Routes

Report Criteria

Association Name: LETABA TAXI ASSOCIATION

Registration Number: RASLPA0333077

No.	Route Description	Route Name	National Route Code	Board Route Code	Route Nodes
1	ROUTE THREE FORWARD JOURNEY FROM LENYENYE TAXI RANK TO METZ TAXI RANK MOPANI DISTRICT VIA: MOIME, NAPHUNO, METZ TAXI RANK, SEKORORO HOSPITAL, SHOW GROUND, TIKELINE, SEBATANE BAR, LOUNGE, MOROLA RIVER, KANANA CAFÉ, MORULANENG GENERAL DEALER, MMOTONG, MASOKISI TAXI RANK, LORAINE (MOSEHLENG), LETAMONG, TRICHARDTDAL,THE DOWNS, OFCALACO SHOPPING CENTRE, ,MALABOSANE SCHOOL, RITA SUPERMARKET, LENYENYE SHOPPING CENTER RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED ALONG THE ENTIRE ROUTE.	Lenyenye - Metz	5209A95209WZ00048308	BRCLP0703	Lenyenye (Tzaneen) (Origin), Metz (Greater Tzaneen Rural) (Destination)
2	ROUTE TWO FORWARD JOURNEY FROM METZ TAXI RANK MOPANI DISTRICT TO PHALABORWA KOEDOE TAXI RANK MOPANI DISTRICT VIA: LETSOALO, RAMATAUHIGH SCHOOL, MOATLADIMO POST OFFICE, HYPERAMA SUPERMARKET,BATANKANEPRIMARY SCHOOL, BISMARK VILLAGE, LISSATABA GAME RESERVE, PHOSA MOYA LODGE, SAMEY GARAGE, BUSHVELD TARVERN, POONA MOTEL, PHALABORWA KOEDOE TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED ALONG THE ENTIRE ROUTE.	Metz - Phalaborwa	5209WZ5209WQ10048306	BRCLP0702	Metz (Greater Tzaneen Rural) (Origin), Phalaborwa (Ba-Phalaborwa Rural) (Destination)
3	ROUTE FOUR METZ TAXI RANK TO JOHANNESBURG TAXI RAND NO. 25 TWIST & DEVIELIES STREET LOAD PASSENGERS FROM METZ TAXI RANK METZ VIA BISMARK ROAD PROCEED TO T JUNCTION AND TURN RIGHT INTO R36 AND PROCEED TILL T JUNCTION AND TURN RIGHT AND PROCEED THROUGH STRYDOM TUNNEL PASS OHRIGSTAD, LYDENBURG AND SIDE JUNCTION TURN RIGHT INTO R540 AND PROCEED AND PASS DULSTROOM,	Metz - Johannesburg Taxi Rank	5209WZ1000Z310121731	BRL001	Metz (Greater Tzaneen Rural) (Origin), Johannesburg Taxi Rank (Destination)

No.	Route Description	Route Name	National Route Code	Board Route Code	Route Nodes
	BELFAST THEN TURN LEFT INTO R33 AND PROCEED AND TURN RIGHT INTO N4 AND PROCEED UNTIL OFF RAMP MIDDLEBURG TAXI AND OFF LOAD ONLY. THEN PROCEED INTO BETHEL ROAD AND TURN RIGHT OFF RAMP KINGSWAY ROAD SITE JUNCTION TURN RIGHT INTO N4 PROCEED AND TURN LEFT OFF RAMP ADIES STREET THEN TURN RIGHT AND PROCEED TO WITBANK TAXI RANK AND OFF LOAD ONLY AND BACK TO ADIES STREET PROCEED UNTIL P555 OGIES ROAD AND TURN LEFT INTO N12 PROCEED AND OFF LOAD ONLY AT THE PASSENGERS REQUEST OGIES, DELMAS, DAVEYTON, BENONI, PROCEED JOIN BROADWAY, KICHNER, BEZUIDENHOUT STREET, SIDE JUNCTION ENTER COMMISSIONER PROCEED AND TURN RIGHT INTO TROY STREET, SIDE JUNCTION ENTER COMMISSIONER PROCEED AND TURN RIGHT INTO TROY STREET, PROCEED TWIST STREET THEN TURN RIGHT INTO DEVIELIERS TAXI RANK OFF LOAD ALL PASSENGERS AND WAIT TO LOAD.RETUN JOURNEY VIA THE SAME ROUTE IN REVERSE.				
4	ROUTE ONE FORWARD JOURNEY FROM METZ TAXI RANK TO TZANEEN SANLAM CENTRE TAXI RANK MOPANI DISTRICT VIA:SEKORORO HOSPITAL, MADEIRA VILLAGE, SHOWGROUND, OPLIEDIG, CIRCUIT, TICKEYLINE, SOFIA VILLAGE, KANANA, MOSHATE, MASOKISI(AS PICKUP/DROP OFF POINT), LORRIANE, BALLOON, TRICHARDTSDAL, NATIONAL, THE DOWNS, LEVEL CROSSING, AFCOLACO SHOPPING CENTRE, JULESBURG, BURGERSDORP, TP MANKWENG VILLAGE, RITA SHOPPING CENTRE, MOIME, LENYENYE SHOPPING CENTRE, BRIGDEWAY, MOHLABA CROSS, KHUTSWANE CROSS,DAN VILLAGE, LETABA CROSS, MOKGOLOBOTHO VILLAGE, TZANEEN QUARRY, LEDZEE, MACDONALD, INTO SANLAM TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFFLOADED ALONG THE ENTIRE ROUTE.	Metz - Tzaneen	5209WZ5208Q000192708	BRCLP19001	Metz (Greater Tzaneen Rural) (Origin), Tzaneen (Tzaneen) (Destination)
5	ROUTE FOUR METZ TAXI RANK TO JOHANNESBURG TAXI RAND NO. 25 TWIST & DEVIELIES STREET LOAD PASSENGERS FROM METZ TAXI RANK METZ VIA BISMARK ROAD PROCEED TO T JUNCTION AND TURN RIGHT INTO R36 AND PROCEED TILL T JUNCTION AND TURN RIGHT AND PROCEED THROUGH STRYDOM TUNNEL PASS OHRIGSTAD, LYDENBURG AND SIDE JUNCTION TURN RIGHT INTO R540 AND PROCEED AND PASS DULSTROOM, BELFAST THEN TURN LEFT INTO R33 AND PROCEED AND TURN RIGHT INTO N4 AND PROCEED UNTIL OFF RAMP MIDDLEBURG TAXI AND OFF LOAD ONLY. THEN PROCEED INTO BETHEL ROAD AND TURN RIGHT OFF RAMP KINGSWAY ROAD SITE JUNCTION TURN RIGHT INTO N4 PROCEED AND TURN LEFT OFF RAMP ADIES STREET THEN TURN RIGHT AND PROCEED TO WITBANK TAXI RANK AND OFF LOAD ONLY AND BACK TO ADIES STREET PROCEED UNTIL P555 OGIES ROAD AND TURN LEFT INTO N12 PROCEED AND OFF LOAD ONLY AT THE PASSENGERS REQUEST OGIES, DELMAS, DAVEYTON, BENONI, PROCEED JOIN BROADWAY, KICHNER, BEZUIDENHOUT STREET, SIDE JUNCTION ENTER COMMISSIONER PROCEED AND TURN RIGHT INTO TROY STREET, SIDE JUNCTION ENTER COMMISSIONER PROCEED AND TURN RIGHT INTO TROY STREET, PROCEED TWIST STREET THEN TURN RIGHT INTO DEVIELIERS TAXI RANK OFF LOAD ALL PASSENGERS AND WAIT TO LOAD.RETUN	Metz - Johannesburg Taxi Rank	1208U91000Z310452091	BR001CL1	Metz (Drakensberg Rural) (Origin), Johannesburg Taxi Rank (Destination)

No.	Route Description	Route Name	National Route Code	Board Route Code	Route Nodes
	JOURNEY VIA THE SAME ROUTE IN REVERSE. ALTERNATIVE ROUTE FROM METZ TAXI RANK UNDER MARULENG MUNICIPALITY TO GAUTENG PROVINCE VIA OFFCOLACO,TZANEEN, MAKGOBASKLOOF, HAENESBURG, GEOGESVALLEY, BOYNE, MANKWENG, POLOKWANE (N1)/R101, MOKOPANE, MOOKGOPHONG, NYLSTROOM, KRANSKOP, BELABELA, HAMMANSKRAAL, THE CAROUSEL, PRETORIA, CENTURION, MIDRAND, SANDTON, JOE SLOVO THEN TURN LEFT INTO LOE SLOVE STREET THEN CLAIM HILLBROW TWIST AND DEVILLIERS STREET OFF LOAD AND WAIT TO LOAD AND RETURN BY THE SAME ROUTE.				

OLAS - OR03/5 - Association Routes

Report Criteria

Association Name: The Oaks Taxi Association

Registration Number: RASLPA0333158

No.	Route Description	Route Name	National Route Code	Board Route Code	Route Nodes
1	ROUTETWO FORWARD JOURNEY FROM DE OAKS TAXI RANK MOPANI DISTRICT TO BURGERSFORT TAXI RANK MOPANI DISTRICT USING R36 ROAD. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED FROM THE STARTING AND END POINT ONLY.	The Oaks - Burgersfort	5208V982093C10048853	Brclp07005	The Oaks (Drakensberg Rural) (Origin), Burgersfort (Greater Tubatse Rural) (Destination)
2	ROUTE THREE FORWARD JOURNEY FROM DE OAKS TAXI RANK MOPANI DISTRICT TO ACORNHOEK TAXI RANK BOHLABELA DISTRICT VIA: HOEDSPRUIT USING R537 ROAD. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED ALONG THE ENTIRE ROUTE	The Oaks - Acornhoek	5208V95209C110048340	brclp0713	The Oaks (Drakensberg Rural) (Origin), Acornhoek (Bushbuckridge Rural) (Destination)
3	ROUTE FOUR FORWARD JOURNEY FROM DE OAKS TAXI RANK MOPANI DISTRICT TO PHALABORWA TAXI RANK MOPANI DISTRICT VIA: HOEDSPRUIT USING R537 ROAD RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED ALONG THE ENTIRE ROUTE	The Oaks - Phalaborwa	5208V95209WQ10048341	brclp0714	The Oaks (Drakensberg Rural) (Origin), Phalaborwa (Ba-Phalaborwa Rural) (Destination)
4	ROUTE ONE FORWARD JOURNEY FROM THE OAKS TAXI RANK MOPANI DISTRICT LIMPOPO PROVINCE TO KING GEORGE TAXI RANK IN JOHANNESBURG GAUTENG PROVINCE VIA: GA-MAMETJA, SEKORORO, LETSALO, LYDENBURG, DULWPROOM, BELFAST, MIDDLEBURG, WITBANK, PRETORIA IN BELOMBREE TAXI RANK AND TO KING GEORGE TAXI/JOHANNESBURG.	The Oaks - PARK CITY MAIN TAXI RANK (Johannesburg)	5208V91000Z710183049	BRCLP000330	The Oaks (Drakensberg Rural) (Origin), PARK CITY MAIN TAXI RANK (Johannesburg) (Destination)

No.	Route Description	Route Name	National Route Code	Board Route Code	Route Nodes
	RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITIONS THAT PASSENGERS MAY BE LOADED AND OFFLOADED FROM THE STARTING AND END POINT AND ALSO LOADING ONLY AT BELOMBREE TAXI RANK IN PRETORIA ON THE RETURN JOURNEY.				
5	ROUTE FIVE FORWARD JOURNEY FROM DE OAKS TAXI RANK MOPANI DISTRICT TO TZANEEN TAXI RANK MOPANI DISTRICT VIA: THE WILLOWS, SEKORORO,MASOKISI(AS PICKUP/DROP OFF POINT), TRICHARDTSDAL, TZANEEN TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE	The Oaks - Tzaneen	5100R25208Q000192709	BRCLP19011	The Oaks (Origin), Tzaneen (Tzaneen) (Destination)

APPENDIX A-7

BUS OPERATORS' INFO

DEPARTMENT OF TRANSPORT
OPERATING LICENCE

DEPARTMENT OF TRANSPORT
OPERATING LICENCE

Issued in terms of and subject to the provisions of the National Land Transport, 2009
(Act no 5 of 2009), subject to the particulars and conditions set out below.

LICENCE HOLDER PARTICULARS

Association Name		Association Name
RAS Registration No		RAS Registration No
Operating Licence Number	LLPLPRE132377/2	Operating Licence Number
Application Number	AOLPLPRE311660	Application Number
ID-number	1970/009472/30	ID-number
Name	GREAT NORTH TRANSPORT	Name
Address	P O BOX 1839 PIETERSBURG CAPRICORN 0700	Address

VEHICLE PARTICULARS

Vehicle Registration Number	BRN963L	Vehicle Registration Number
Gross Vehicle Mass	19500	Gross Vehicle Mass
Engine Number	8102135	Engine Number
Chassis Number	9BSF4X20003620981	Chassis Number
Manufacturer	Scania	Manufacture
Passengers	64 (Seated)	Passengers
Vehicle Description	Bus (Single deck)	Vehicle Description
Year of First Registration	2008	Year of First Registration

OPERATING LICENCE PARTICULARS

Cross Border Permit	NO	Cross Border Permit
Valid From	11 Apr 2024	Valid From
Valid To	10 Apr 2029	Valid To

This document authorises and is restricted to the conveyance as set out in the following description :

ANNEXURE 1

Date:

Secretary _____

Board : Limpopo Provincial Regulatory Entity

PUBLIC ROAD TRANSPORT
LLPLPRE132377/2
Operating Licence number
11 Apr 2024 **10 Apr 2029**
Valid from until
GREAT NORTH TRANSPORT
Holder
BRN963L
Registration number
Bus (Single deck)
Type of vehicle
64 (Seated)
Passengers

BT2679504

11/04/2024 11:38:32 AM

ANNEXURE 1

Issued in conjunction with the following Public Operating Licence Number :

LLPLPRE132377/2

This Operating Licence authorises and is restricted to
the conveyance as set out in the following description :

The conveyance of : Bus-type-service

National Route Code : 51010H51010I00251307
Board Route Code : BUSH-1
Origin : Tsakani
Destination : Hazyview
Description : ROUTE 1202

FORWARD (15.0 KMS)

TSAKANI (DIEP DRIFT) MARITE TO HAZYVIEW

Starting point, Bangwato General Dealer in Marite A, follow gravel road , pass Malapansi café, pass low water bridge, pass Thokozani clinic, pass Sons café, pass low water bridge, pass LM Mokoena Higher Primary School, pass low water bridge (enter Jim Brown), pass Emfulwni Restaurant, pass Jim Brown clinic, turn right on R40 road to Hazyview, turn right at the robot, Hazyview bus terminus (Ellerines)

SHIFT NO.	TIME	PLACE	HAZYVIEW
1235	04H30	TSAKANI	05H30
1235	08H10	TSAKANI	09H10

RETURN (15.0 KMS)

From starting point at Hazyview and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	TSAKANI
1235	17H00	HAZYVIEW	18H00

National Route Code : 51010J51010K00251310
Board Route Code : BUSH02-A
Origin : Mkhuhlu
Destination : Hazyview
Description : ROUTE 1210

FORWARD (24.5 KMS)

MKHUHLU TO HAZYVIEW

Starting point Khipa Ukwazi tuck shop (rail bridge) Ngowini Co-op, Mkhuhlu market turn right, pass Silinda Shopping complex, turn left on gravel road, turn left, pass Happy valley café, Ringetani General Dealer turn left, Bukuta store, gravel road ends, Matikwana hospital, Post office turn right on R536 road, Hoxani turn off, Hazyview station turn off, Goromani bus stop, Mountain View café Shabalala village, pass robot, Shell garage, Hazyview terminus.

SHIFT NO.	TIME	PLACE	HAZYVIEW
1271	04H10	MKHUHLU	05H15

RETURN (24.5 KMS)

From starting point at Hazyview and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MKHUHLU
1271	16h00	HAZYVIEW	17H00

National Route Code : 51010J51010K00251313
Board Route Code : BUSH02-2
Origin : Mkhuhlu
Destination : Hazyview
Description : ROUTE 1210

FORWARD (24.5 KMS)

MKHUHLU TO HAZYVIEW

Starting point Khipa Ukwazi tuck shop (rail bridge) Ngowini Co-op, Mkhuhlu market turn right, pass Silinda Shopping complex, turn left on gravel road, turn left, pass Happy valley café, Ringetani General Dealer turn left, Bukuta store, gravel road ends, Matikwana hospital, Post office turn right on R536 road, Hoxani turn off, Hazyview station turn off, Goromani bus stop, Mountain View café Shabalala village, pass robot, Shell garage, Hazyview terminus.

SHIFT NO.	TIME	PLACE	HAZYVIEW
1205	04H10	MKHUHLU	05H15
1245	04H10	MKHUHLU	05H15
1219	04H20	MKHUHLU	05H30
1244	04H45	MKHUHLU	05H45
1211	05H00	MKHUHLU	06H00
1229	05H30	MKHUHLU	06H30
1248	06H00	MKHUHLU	07H00
1246	06H30	MKHUHLU	07H30
1214	06H30	MKHUHLU	07H30
1218	07H00	MKHUHLU	08H00
1207	07H55	MKHUHLU	08H55
1219	07H55	MKHUHLU	08H55
1241	07H55	MKHUHLU	08H55

RETURN (24.5 KMS)

From starting point at Hazyview and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MKHUHLU
1237	11H00	HAZYVIEW	12H00
1246	13H00	HAZYVIEW	14H00
1214	16H00	HAZYVIEW	17H00
1219	16H45	HAZYVIEW	17H45
1241	07H30	HAZYVIEW	08H30
1207	07H30	HAZYVIEW	08H30
1244	18H30	HAZYVIEW	19H30

National Route Code : 51010J51010M10251336
Board Route Code : BUSH03
Origin : Mkhuhlu
Destination : Hoedspruit
Description : ROUTE 1215

FORWARD (115.7 KMS)

MKHUHLU TO HOEDSPRUIT

Starting point Mkhuhlu Post Office and turn left to join R536 tarred road, Mkhuhlu

market ,
to Ngowini Co-op., Cork gate, Benson Bottle Store, Satis Motel , Belfast gate turn left gravel road start, Lozingwe bottle store, Belfast café, Mzimba General Dealer, Mandondo School , Bungana and Sons liquor store, Khensani restaurant, Dyondzekani School / Sommerset, Sommerset cross turn left to Tshembo Rahina tailor , Lilydale clinic, Hlomani High School , Nzima Bottle Store , Alice court gate, Njonjela. Jongilanga Tribal Office turn off, Ireagh "A" turn off , turn right, Caltex Garage - Ireagh "B" tirn right , Hlanganani School, Emhlabeni restaurant Croquatlawn , Makhushe turn off left, Angincourt, Silaule General Dealer turn right, Mthunzimuhle restaurant, M.P. Stream Fruit Shop, to Khiya Café turn right , Mthunzi tuck shop proceed, Wisani School Rolle, Vahlave liquor, Zamani Store to Twala bottle Store , turn left, start tarred road pass bridge, Eric Nxumalo School, at stop sign turn left , turn right ,
to Thulamahashe terminus turn back ,turn left pass bridge - straight on , Mkhabela Store , Songeni turn off , Mbumba butchery proceed , at stop sign turn left D406 , Humulani restaurant , Cottondale Store , Zitha Hlamalani restaurant , Acornhoek Spar , Acornhoek Plaza Police Station at stop sign turn right to R40, Orpengate turn off - R40, turn right R40, Kapama Cheetah Project , Kapama Game Farm gate proceed to Eastgate Airport turn off , Lebamba complex , turn left to R527, four way stop turn right and turn again Buffel Street Hoedspruit Rank.

SHIFT NO. TIME PLACE THULAMAHASHE HOEDSPRUIT
1223 07H30 MKHUHLHU 09H00 10H30

RETURN (115.7 KMS)

From starting point at HOEDSPRUIT bus terminals and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE THULAMAHASHE MKHUHLU
1223 15H30 HOEDSPRUIT 17H00 18H30

National Route Code : 51010N51010J00252051
Board Route Code : BUSH-100
Origin : Madras
Destination : Mkhuhlu
Description : ROUTE 1234

FORWARD (33.1 KMS)

MADRAS VIA HOXANI TO MKHUHLU

Starting point, Letsatsi bar lounge, Bukutani Madras store, Mphikeleli café keeper, Sambo café keeper / Matikwana Primary school, Hoxani College of Education, T-Junction turn left on R536 tarred road, Henemat woodworks, Mkhuhlu Post Office, Mkhuhlu market.

SHIFT NO. TIME PLACE HOXANI MKHUHLU
1219 07H25 MADRAS 07H45 08H00

RETURN (33.1 KMS)

From starting point at Mkhuhlu East direction and proceed into then the reverse of the forward journey.

SHIFT NO. TIME PLACE HOXANI MADRAS
1219 14H00 MKHUHLU 14H30 15H00

National Route Code : 1100WT51010O10252052
Board Route Code : BUSH-101
Origin : Welverdiend
Destination : Manyeleti
Description : ROUTE 1252

FORWARD (29.0 KMS)

WELVERDIEND TO MANYELETI

Starting point Jakaranda General Dealer , Max Fish & Chips , Mahlekisana Trading Centre , Nazarene church , turn left Welverdiend cash store, Blessing Trading store Mungena High School, Hluvukani Shopping Centre turn left, Hluvukani Hotel, Y-Junction keep left, turn left, Tlhavekisa village turn back, turn left , Gottenberg Try Tuckshop turn left, Manyeleti School, Dayimani High School, Hlalakahle village, turn left, Manyeleti gate, Manyeleti camp.

SHIFT NO. TIME PLACE HLUVUKIANI MANYELETI
1233 05H30 WELVEDIEND 06H00 06H30

RETURN (29.0 KMS)

From starting point at Welvediend and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HLUVUKANI WELVEDIEND
1233 16H00 MANYELETI 16H45 17H45

National Route Code : 51010P51010Q10252055
Board Route Code : BUSH-102
Origin : Njonjela
Destination : Bushbuckridge
Description : ROUTE 1247

FORWARD (74.4 KMS)

NJONJELA VIA DUMPHRIES TO BUSHBUCKRIDGE

Starting point Njojela School turn right , Ngambunde Café, turn left, Lumekani store proceed, Hlanganani restaurant turn left, pass railway bridge to Ireagh "B" Caltex garage turn right, .Hlanganani School, Emhlabeni restaurant, Croquatlawn, Makhushe turn right , Masuku / Ireagh A, Phulani Secondary School turn left, pass Lucky Star restaurant (Masipa village), pass Phelandaba village, Shilumana General dealer, (Dumphries B) , Dumphries café, (Dumphries A), cross railway line, Hokwe village, Khiya café
(M.P. Stream) turn right, Mthunzi Tuckshop proceed, Wisani School Rolle, Vahlave liquor, Zamani Store to Twala Bottle Store, turn left, start tarred road pass bridge , Eric Nxumalo School, at stop sign, turn left , turn right , Thulamahashe terminus to Old stadium, Tycoon restaurant, Dingledale turn off, New Forest Highway Bottle Store, New Forest bus stop, Amashangana Tribal Office, to Buyisonto - Buckvalley Shop, turn right to Saselani for , to Score bus stop - behind Twala Motors, turn left at stop sign,
Bushbuckridge terminus / Bakoena's Butchery turn left make U-turn and turn right R40, turn left of R533, pass Bushbuckridge police station, turn right to Mapulaneng Hospital.

SHIFT NO. TIME PLACE DUMPHRIES BUSHBUCKRIDGE
1244 07H30 NJONJELA 08H30 10H00

RETURN (74.4 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE DUMPHRIES NJONELA
1248 13H30 BISHBUCKRIDGE 14H30 15H30

National Route Code : 51010P51010R00252056
Board Route Code : BUSH-103
Origin : Njonjela
Destination : Burgershall Farm
Description : ROUTE 1247 /2

FORWARD (47.9 KMS)

NJONJELA VIA RONALDSEY TO BURGERSHALL FARM

Starting point: Malamule T- njuction, pass Bondzweni High school , Jejoha Shamma Bible School , pass Ndunas Kwesulu Supermarket, pass Njonjela Primary Schoop, reach Khokhamoya village, turn off , pass Dumisani High School entrance, Sibande and Family General Dealer , Hope in Christ Ministries, Mhlanga tuck shop, Cork village turn off, turn right in main tarred road, Benson Bottle Store, Timbavati Camp, Cork side road junction, Mkhuhlu railway bridge, Cross Road robots, Mkhuhlu plazaHoxani turn off, Sabie River briddge , Hazyview terminus, Hotel Numbe entrance, Total Garage, De Rust turn right fourway stop to Kiepersol, White River road, Protea Hotel , Kiepersol Big Five filling station, turn off to Burgaershall farm.

SHIFT NO. TIME PLACE HAZYVIEW BURGERSHALL

1218 04H00 NJONJELA 05H45 06H45

RETURN (47.9 KMS)

From starting point Burgershall and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW NJONJELA
1218 15H30 BURGERSHALL 16H15 18H30

National Route Code : 51010J51010Q10252058
Board Route Code : BUSH-104
Origin : Mkhuhlu
Destination : Bushbuckridge
Description : ROUTE 1240

FORWARD (67.7 KMS)

MKHUHLU TO BUSHBUCKRIDGE

Starting point Mkhuhlu Post Office and turn left to join R536 tarred road, Mkhuhlu market,
to Ngowini Co-op, Cork gate turn left Gravel road , to Cork Store, turn left – KK restaurant pass gate to Ronadsey, Mabantana Store , turn right, turn right at Y-Junction proceed, Njojela School turn right, Ngambunde Café, turn left, Lumekani Store proceed , Hlanganani restaurant turn left, pass railway bridge to Ireagh "B" Caltex garage turn right, Hlanganani School, Emhlabeni restaurant, Croquatlawn, Makhushe turn off left, Angincourt trust. Silaule General Dealer turn off , turn right

, Love Station Butchery Mzila High School, Matsavane trust, No Mistake restaurant, Mavhakamele Bottle Store, Xanthia trust, turn off left, Mzamani Café Keeper, Machete General Dealer , turn left. Mkhabela tuck shop , turn left , turn right (near store) , Siza Motor Spares. Arthurstone start tarred road turn left , Saselani Bottle Store bus-stop , Dwarsloop complex / Dwasrloop rank behind Twala Motors, turn left to Bushbuckridge , Bushbuckridge terminus / Bakoena's Butchery, turn left on R40, turn left of R533, pass Bushbuckridge police station, turn right to Mapulaneng Hospital.

SHIFT NO. TIME PLACE MARITE BUSHBUCKRIDGE
1254 05H00 MKHUHLU 06H00 07H00

RETURN (67.7 KMS)

From starting point at Bushbuckridge direction and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE MARITE MKHUHLU
1254 16H00 BUSHBUCKRIDGE 16H45 17H30

National Route Code : 1100VM51010S10252059
Board Route Code : BUSH-105
Origin : ACORNHOEK
Destination : Mapulaneng Hospital
Description : ROUTE 1250

FORWARD (60.3 KMS)

ACORNHOEK VIA BUYISONTO TO MAPULANENG HOSPITAL

Starting point Acornhoek plaza, pass Acornhoek Spar, pass Buffelshoek turn off, turn right to Thulamahashe at Cottondale, turn right at stop sign, Thulamahashe Plaza, pass stop sign, pass stop sign at Laduma Hardware shop, pass stop sign, pass Traffic department, pass New Forest, pass Buyisonto – Buckvalley Supermarket, turn right to Saselani, pass Saselani, turn left, to Twala motors at Dwarsloop to
T-junction R40 road, turn left to Bushbuckridge, pass Graskop turn off, turn to Bushbuckridge terminus, make U-turn and turn right on R40 road, turn left to Graskop, pass Police station, turn right to Mapulaneng Hospital

SHIFT NO. TIME PLACE THULAMAHASH BUSHBUCKRIDGE
1255 05H00 ACORNHOEK 06H00 07H00

RETURN (60.3 KMS)

From starting point at Bushbuckridge direction and proceed into the forward journey.

SHIFT NO. TIME PLACE THULAMAHASHE ACORNHOEK
1255 17h00 BUSHBUCKRIDGE 18H00 19H00

National Route Code : 1100VT1100VM00252060
Board Route Code : BUSH-106
Origin : Casteel
Destination : ACORNHOEK
Description : ROUTE 1245

FORWARD (33.8 KMS)

CASTEEL VIA WALES TO ACORNHOEK

Starting point Casteel, cross R40 road to Wales, continue on gravel road, turn right at Boas, turn left at
T -junction Vermaak cross, turn right at Goodhope Trading store Wales, turn left at Moreiposha, turn right at T-junction, Carigburn, turn left at T-junction on R40 road, Arthurseat to Acornhoek, pass Moreku turn off, pass Greenvalley, turn right to Acornhoek, pass Acornhoek plaza, to Acornhoek Spar.

SHIFT NO. TIME PLACE WALES ACORNHOEK
1256 08H00 CASTEEL 08H45 09H30

RETURN (33.8 KMS)

From starting point at Casteel direction and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE WALES CASTEEL
1256 13H30 ACORNHOEK 14H30 15H30

National Route Code : 51011Q51011R00252073
Board Route Code : BUSH-1218
Origin : Anginecourt
Destination : Langspruit (Kiepersol)
Description : ROUTE 1218

FORWARD (65.7 KMS)

ANGINECOURT VIA MARITE TO LANGSPRUIT (KIEPERSOL)

Starting point : Silaule General Dearler ,Ireagh "B" turn right, pass Ronaldsey turn off. Cunningmoore "B", pass Mbethe bar lounge, pass James Khoza High School, Mathibela Local Government, Tekamahala village 6kms, along tarred road turn left into Alexandria village, Malibe Store, Marite market, turn left on R40 road , Jim Brown Cargo bar lodge, turn right at the robot, left and turn right at the robot (Caltex) Garage), De Rust turn right to White River, pass Protea Hotel, Agrie Kiepersol, turns right to Sabie road, turn left on gravel road, Langspruit Farm.

SHIFT NO. TIME PLACE HAZYVIEW LANGSPRUIT
1227 04H00 ENGINECOURT 05H30 06H30

RETURN (65.7 KMS)

From starting point at Langspruit and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW LILLYDALE
1203 16H05 LANGSPRUIT 16H45 19H00

National Route Code : 51010T51010I10252096
Board Route Code : BUSH-108
Origin : Ireagh "A" (Masuku)
Destination : Hazyview
Description : ROUTE 1218

FORWARD (78.7 KMS)

IREAGH " A" (MASUKU) TO HAZYVIEW

Starting point, Phulani Secondary School, Ndlovu restaurant, cross railway bridge, turn left , J.J. Bottle store turn left again, Emhlabeni restaurant (Croquatlawn) , Hlanganani School, Ireagh "B" Caltex garage turn left , Ireagh turn off, Njonjela turn off, turn right, Ngambunde café, Njonjela school turn back, Njonjela turn off, then turn right, Alice court gate, Nzima Bottle store, Hlomani High School, Lilydale clinic, Tshembo Ranga tailor, Sommerset cross turn left, turn right, Mndawe store turn back to Sommerset cross, turn left, Mabarhule school, Thosani café, turn back to Sommerset cross, turn left , Sommerset / Dyondzekani School, Khensani restaurant, Bungana & Sons Liquor store, Mandondo school, Nzima General Dealer, Belfast café, Lizingwe bottle store, Belfast gate turn right on R536 tarred road, Satis Motel, Benson Bottle store, Cork gate, Ngowini Co-op, Mkhuhlu market, turn right, pass Silinda Shopping complex, turn left on gravel road, turn left, pass Happy valley café, Ringetani General Dealer turn left, Bukuta store, gravel road ends, Matikwana hospital, Post office turn right on R536 road, Hoxani turn off, Hazyview station turn off, Goromani bus stop, Mountain View café Shabalala village, pass robot, Shell garage, Hazyview terminus

SHIFT NO.	TIME	PLACE	MKHUHLU	HAZYVIEW
1258	05H00	IREAGH	06H00	07H00

RETURN (78.7 KMS)

From starting point at IREAGH direction and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MKHUHLU	IREAGH
1258	17H00	HAZYVIEW	18H00	19H00

National Route Code : 51010J51010Q10252097
Board Route Code : BUSH-109
Origin : Mkhuhlu
Destination : Bushbuckridge
Description : ROUTE 1248 (1240)

FORWARD (37.5 KMS)

MKHUHLU VIA OAKLEY TO BUSHBUCKRIDGE

Starting point Mkhuhlu market, pass Silinda shopping complex, turn left at Oakley ,T-junction , Tekamahala village turn left to Alexandria village, Malibe store, Marite market turn right on R40 road, Carlon BP garage, Las Vegas complex, Gardee's store, Jumbo spares, Gareakgopola café, Tomodi café, Health Centre clinic, turn right to Bushbuckridge bus terminus and make U-turn and turn right on R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital

SHIFT NO.	TIME	PLACE	0AKLEY	BUSHBUCKRIDGE
1214	08H00	MKHUHLU	08H30	09H30

RETURN (37.5 KMS)

From starting point at MKHUHLU and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	OAKLEY	MKHUHLU
1221	14H00	BUSHBUCKRIDGE	15H00	15H30

National Route Code : 51010U1100VM10252098
Board Route Code : BUSH-110

Origin : Dixie
Destination : ACORNHOEK
Description : ROUTE 1253

FORWARD (69.0 KMS)

DIXIE TO ACORNHOEK

Starting point, Utha trust , turn right , to Makrepeng trust , Seville trust Munyamana School , turn right, Thamba Bottle Store, Million trust Khayalethu Store, turn right to Thorndale School , and turn back , to main road, proceed , turn left , Manyakatana café Hlalakahle , Sasekisa Store, turn right Try tuck shop, Gottenburg, Katekani Café turn right to Tlavekisa , Hlebane fruit shop and turn back , to main road , turn right to Hluvukani hotel , Hluvukani shopping centre straight on , Mhlaba food-liner, turn left to Shere , ms bus-stop near clinic, Sheregate turn right to Ludlow - Frank Maghinyana School, Mlambethi hardware , turn left - Road D406, Mnisi Tribal Office-Islington, Hoyo-Hoyo restaurant, Sasekani General Dealer, Edinburgh turn off Burlington Store, Andover Dept of Works Camp, join tarred road, Thulamahashe turn off, Humulani shop, Cottondale Store, Hlamalani restaurant - Zitha, straight on , Bridgeway turn off turn right , turn left, Harold Supermarket turn back , turn right, turn left , Acornhoek Spar, Acornhoek plaza

SHIFT NO.	TIME	PLACE	ACORNHOEK
1226	05H00	DIXIE	06H45

RETURN (69.0 KMS)

From starting point at Acornhoek and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	DIXIE
1226	17H15	ACORNHOEK	19H30

National Route Code : 51010Q1100VM10252099
Board Route Code : BUSH-111
Origin : Bushbuckridge
Destination : ACORNHOEK
Description : ROUTE 1244

FORWARD (46.6 KMS)

BUSHBUCKRIDGE VIA SHATALE / VIOLETBANK TO ACORNHOEK
Starting point, Bushbuckridge terminus, turn right on R40 road, pass Graskop turn off, turn right to Dwarslop, make U-turn at Twala motors , return to main road R40, turn right, turn left to Shatale, follow tarred road, turn right at stop sign, turn right at yield sign, continue on gravel road, turn left at Violetbank turn off, turn right at T-junction Majembeni, turn left on main tarred road R40, Rainbow, pass Wales turn off at Casteel, pass Craigburn turn off, pass Moreku turn off, pass Greenvalley, turn right to Acornhoek, pass Acornhoek plaza, to Acornhoek Spar.

SHIFT NO.	TIME	PLACE	SHATALE	ACORNHOEK
1259	06H00	BUSHBUCKRIDGE	06H45	07H45

RETURN (46.6 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	SHATALE	BUSHBUCKRIDGE
1259	17H00	ACORNHOEK	18H00	19H00

National Route Code : 51011G51010Q00252100
Board Route Code : BUSH-113
Origin : Buyisonto
Destination : Bushbuckridge
Description : ROUTE 1249

FORWARD (14.1 KMS)

BUYISONTO VIA KUTUNG TO BUSHBUCKRIDGE

Starting point Midland General Dealer, Buyisonto Higher Primary School. Buckvalley Supermarket, Nxumalo Bar lounge, Siza Motors Spares proceed straight gravel road, Xingala Makamu School, Mountain View restaurant and turn right, Arthurstone General dealer, Freddy High School, Ramalema driving school, Riverside General dealer / T-junction, turn left on the tarred road, turn left to Bushbuckridge terminus / Bakoena Butchery.

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE
1270	06h00	Buyisonto	O7H00

RETURN (14.1 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	BUYISONTO
1270	16h00	Bushbuckridge	17H00

National Route Code : 51010O51010Q00252102
Board Route Code : BUSH-112
Origin : Manyeleti
Destination : Bushbuckridge
Description : ROUTE 1249

FORWARD (93.4 KMS)

MANYELETI TO BUSHBUCKRIDGE

Staring point Manyeleti camp , Manyeleti gate, turn right , Hlalakahle village, Dayimani High School, Manyeleti school, Try Tuckshop - Gottenburg turn right , turn right to Hlavekisa , turn back , turn right , turn right , Hluvukani Hotel, Hluvukani Shopping Centre turn left , Athol. Kgafedi Athol Store straight on , Athol School, turn back , turn left , Lephong - Sox Siswana home , Sox Bar Lounge, turn left , turn left to Dumiphries "C" , Dumpries "C" School, Mazinginyana café turn back, turn right to share , Shere gate, to share bus stop turn back straight to Lundlow to Mlambethi Hardware and turn back to Ludlow , Allandale Bottle Store , Khozeni café, General Dealer, Edinburgh turn off straight to Rolle, Sikhwahla General Dealer, Mhlanga store pass railway line, turn off left at Twala bottle store, Zamani store, Wisani School, Hosi Mthunzi Tuckshop, M.P. Stream turn off straight on , Mdluli butchery near Kumana turn off, to Makaringe store, Supermarket, turning point back to Mdluli's Butchery , turn left , Hlakathi General Dealer straight to Kumana , Thulamahashe - join tarred road turn left , Old stadium, Tycoon restaurant, Dingledale turn off, New Forest Highway Bottle Store, New Forest bus stop, Amashangana Tribal Office, Buyisonto - Buckvalley Shop, turn right to Saselani Score bus stop - behind Twala Motors, turn left at stop sign , Bushbuckridge terminus / Bakoena's Butchery turn left on R40, turn left of R533, pass Bushbuckridge police station, turn right to Mapulaneng Hospital

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE
1233	07H00	MANYELETI	10H00

RETURN (93.4 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE MANYELETI
1233 13H00 BUSHBUCKRIDGE 15H00

National Route Code : 51011T51010Q00252104
Board Route Code : BUSH-115
Origin : Masakeng
Destination : Bushbuckridge
Description : ROUTE 1276

FORWARD (17.9 KMS)

MASAKENG TO BUSHBUCKRIDGE VIA MAPULANENG HOSPITAL

Starting point Masakeng village on gravel road, Motibidi village, Bushi's complex, gravel road end, turn right into R40 tarred road, turn left to Dwarsloop Score complex, make U-turn at Twala motors, return to
T-junction, turn left on R40 road to Bushbuckridge, pass Graskop road turn off, turn left to Bushbuckridge terminus, return to Graskop road turn off, turn left, pass police station, Mapulaneng hospital.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE MAPULANENG HOSPITAL
1254 07H00 MASAKENG 08H00 08H30

RETURN (17.9 KMS)

From starting point at Mapulaneng Hospital and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE MASAKENG

1254
13H30 MAPULANENG HOSPITAL
14H00
15H00

National Route Code : 51010Y51011H00252105
Board Route Code : BUSH-118
Origin : Wales
Destination : Ramanas
Description : ROUTE 1260

FORWARD (41.2 KMS)

WALES TO RAMANAS

Starting point Arizone (Maloblitz), gravel road Wales Vermaak , Boas Trading Store, turn left Casteel garage , turn right into R40 tarred road, Welgevanden Mosetlane Bottle store , Rainbow cross tarred road ends turn right into gravel road, Batau Bar Lounge , turn left Poultry farm , Batau General Dealer , Modumo café , Pasela café , into tarred road, corner house café , Shatale Beer hall Shatale four

way stop , Serishe high school , Letshele Paraffin Depot , Skukuza High School , Shatale cross, Reiland Garudi General Dealer on the left Bushis's Complex, , Dwarsloop Score Complex, , turn left in Bushbuckridge terminus / Bakoena's Butchery, make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital, Injaka turn off, turn off, inyaka turn off, turn right, Ramanas Sawmills

SHIFT NO.	TIME	PLACE	RAMANAS
1243	05H30	WALES	06H45

RETURN (41.2 KMS)

From starting point at Ramanas and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	WALES
1243	16h45	Ramanas	18h15

National Route Code : 51010Y51011100252106
Board Route Code : BUSH-116
Origin : Wales
Destination : Graskop
Description : ROUTE 1260

FORWARD (70.5 KMS)

WALES VIA CASTEEL TO GRASKOP (GLOBAL FOREST PLANT)

Starting point Arizone (Maloblitz), gravel road Wales 4kms, Vermaak , Boas Trading Store,
turn left Casteel garage, turn right into R40 tarred road, Welgevanden Mosetlane Bottle store, Rainbow cross, tarred road ends turn right into gravel road Batau Bar Lounge, turn left Poultry farm, Batau General Dealer, Modumo café, Pasela café, into tarred road corner house café, Shatale Beer Hall, Shatale four way stop, Serishe high school, Letshele paraffin depot, Skukuza High School, Shatale cross, Reiland Garudi General Dealer on the left, Bushis's complex , Dwarsloop Score Complex, turn left in Bushbuckridge terminus / Bakoena's Butchery, make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital, Injaka turn off, turn off, Kyloe, Violetbank turn off, Hazyview turn off, Graskop main street turn right on Louis Trichardt street turn left on Hugenote street, Mondi Driekop (Global Forest Plant) .

SHIFT NO.	TIME	PLACE	GLOBAL
1211	04H30	WALES	06H45
1234	05H30	WALES	07H30

RETURN (70.5 KMS)

From starting point at Global and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	WALES
1234	14h30	GRASKOP	15H15
1211	17H30	GLOBAL	19H30

National Route Code : 51010Y51011A00252107
Board Route Code : BUSH-117

Origin : Wales
Destination : Sabie
Description : ROUTE 1260 / 1266

FORWARD (101.4 KMS)

WALES VIA GRASKOP TO SABIE

Starting point Arizone (Maloblitz), gravel road Wales Vermaak , Boas Trading Store, turn left Casteel garage , turn right into R40 tarred road, Welgevanden Mosetlane Bottle store, Rainbow cross tarred road ends turn right into gravel road, Batau Bar Lounge , turn left Poultry farm , Batau General Dealer , Modumo café , Pasela café , into tarred road, corner house café , Shatale Beer hall, Shatale four way stop
Serishe high school , Letshele Paraffin Depot Skukuza High School Shatale cross, Reiland Garudi General Dealer on the left Bushis's Complex, Dwarsloop Score Complex, turn left in Bushbuckridge terminus / Bakoena's Butchery, make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital, Injaka turn off, turn off, Kyloe, Violetbank turn off, Hazyview turn off, Graskop main street, turn left to Pilgrim Rest, turn left on R532 road, pass Macmac falls, Welgeboom turn off, Klein Sabie turn off, Sabie town (Spar Complex)

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE	SABIE
1248	06H00	WALES	07H30	08H30

RETURN (101.4 KMS)

From starting point at Sabie Bus Terminus and proceed into then the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE	WALES
1248	13H30	SABIE	15H00	16H00

National Route Code : 51011051011100252336
Board Route Code : BUSH-119
Origin : Matibidi
Destination : Graskop
Description : ROUTE 1264

FORWARD (65.44 KMS)

MATIBIDI TO GRASKOP

Starting Point Hlahlane café (Mamorapana Village), start tarred road, turn left on gravel road, make U-turn at T-junction (Hlapetsa village), turn left tarred road, pass Ratanang café, turn left on gravel road, Apara village, Ditlou Supermarket, make U-turn left to Leroro, pass Malele's Hardware, turn right to R532 Graskop road, turn right to Moremela gravel road , Bakone General Dealer start tarred road, turn left, turn right, turn left, turn right on R532 , Goedgeloof, turn right to Global Forest, gravel road, Global Forest and turn back to the tarred road, turn right on R532 enter Graskop on Louis Trichadts street, turn left on Hof Street, Graskop turn right on Bloed Rivier to the rank.

SHIFT NO.	TIME	PLACE	GRASKOP
1224	05H00	MATIBIDI	06H45
1231	05H30	MATIBIDI	07H30
1232	05H30	MATIBIDI	07H30
1239	06H00	MATIBIDI	07H45

RETURN (65.44 KMS)

From starting point at Graskop and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MATIBIDI
1231	14H30	GRASKOP	15H30
1232	14H30	GRASKOP	15H30
1239	16H00	GRASKOP	17H30
1224	17H15	GRASKOP	19H30

National Route Code : 51011251011110252338
Board Route Code : BUSH-121
Origin : Marite
Destination : Graskop
Description : ROUTE 1263

FORWARD (80.4 KMS)

MARITE (JIM BROWN) TO GRASKOP (GLOBAL FOREST PLANT) VIA BUSHBUCKRIDGE

Starting point, Bangwato General Dealer in Marite A, follow gravel road , pass Malapansi café, pass low water bridge, pass Thokozani clinic, pass Sons café, pass low water water bridge, pass L.M. Mokoena Higher Primary School, pass low water bridge (enter Jim Brown), pass Emfuleni Restaurant, pass Jim Brown clinic, turn left to Bushbuckridge Marite market, Carlton BP garage, Las Vegas complex, Gardee's store, Jambo spares, Gareakgopola café, Tomodi café. Health Centre clinic, turn right to Bushbuckridge bus terminus and make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station,Mapulaneng hospital, Injaka turn off, Kyloe, Violetbank turn off, Hazyview turn off, Graskop main street, turn right on Louis Trichadt street, turn left on Hugenote street, Mondi Driekop (Global Forest Plant)

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE	GLOBAL
1215	04H15	MARITI	05H30	06H45

RETURN (80.4 KMS)

From starting point at Global and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE	MARITI
1215	17H15	GLOBAL	18H00	19H30

National Route Code : 51011451011500252339
Board Route Code : BUSH-122
Origin : Violetbank
Destination : Zabana
Description : ROUTE 1221

FORWARD (62.3 KMS)

VIOLETBANK VIA ZONE 1 - NABANA (NOLA)

Starting point Violet bank, Bill Charles café, Modumo café, gravel end, turn left, turn right at Shatale bar louge, Lehlasedi high school, turn left on gravel road, turn right, turn left and turn right on tarred road, turn right on R40 road, Dwarsloop Score complex, turn left Bushbuckridge terminus, make U-turn and turn left on R40 road, Health Centre clinic, Tomodi café, Gareakgopola café, Jumbo spares, Gardee's shop, Lasvegas complex, Carlton BP garage, Marite market, market, Jim Brown Cargo bar lodge, turn right at the robot, turn left and turn right at the robot (Caltex Garage), De Rust turn right to White River, pass Protea Hotel, Big 5 garage, Nabana Charlets .

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE	NOLA

1212 04H45 ZONE 1 05H30 07H00

RETURN (62.3 KMS)

From starting point at NOLA and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE ZONE 1
1212 17H15 NOLA 18H30 19H00

National Route Code : 1100VT1100WV00252343
Board Route Code : BUSH-123
Origin : Casteel
Destination : Nelspruit
Description : ROUTE 1271

FORWARD (126.4 KMS)

CASTEEL VIA LONDON TO NELSPRUIT

Starting point Casteel garage, Rainbow turn right on gravel road, Batau bottle store make U- turn, Rainbow turn right on R40 tarred road, Mokanatla bottle store, turn right on gravel road (Violet bank), Bill Charles café, Modumo café, gravel road end, Corner house café, Shatale Beer Hall, Shatale four way stop, Serishe high school , Letshele Paraffin Depot, Skukuza High School , Shatale cross , Reiland Garudi General Dealer on the left, Bushis's Complex, Dwarsloop Score Complex,turn left Saselani, turn left to R40 to Bushbuckridge terminus / Bakoena's Butchery , make U-turn and turn left on R40 road, Health Centre clinic, Tomodi café, Gareakgopola café, Jumbo spares, Gardee's shop, Lasvegas complex, Carlton BP garage, Marite market, market, Jim Brown Cargo bar lodge, turn right at the robot, turn left and turn right at the robot (Caltex Garage), De Rust turn right to White River, pass Protea Hotel, Big 5 garage, Nabana Chalets, Nola, Da Gama, Swartfontein, HL & H enter White River and turn right on third robot, White River town bus-stop, Big Bear, Rocky Drift, Chris Craft, Riverside Mall then enter Nelspruit and turn left on N4,
Old Mutual flats / Promenade centre.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE NELSPRUIT
1201 03H30 CASTEEL 04H30 07H00
1217 04H45 CASTEEL 05H30 08H00

RETURN (126.4 KMS)

From starting point at Nelspruit Bus Terminus face and proceed to Wales then the reverse of the forward journey.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE CASTEEL
1201 13H00 NELSPRUIT 16H00 16H45
1217 16H20 NELSPRUIT 18H30 19H30

National Route Code : 51011751011800252350
Board Route Code : BUSH-124
Origin : Oakley
Destination : White River
Description : ROUTE 1272

FORWARD (67.9 KMS)

OAKLEY VIA MADRAS TO NELSPRUIT (WHITE RIVER)

Starting point Mathibela Local government, Tekamahala Village , along tarred road turn left into Alexandra Village Malibe Store Marite market turn left on R40 road, Jim Brown Cargo bar lodge, turn right at the robot, turn left and turn right at the robot (Caltex Garage), De Rust turn right to White River, pass Protea Hotel, Big 5 garage, Nabana Chalets, Nola, Da Gama, Swartfontein, HL & H enter White River and turn right on third robot,White River town bus-stop

SHIFT NO. TIME PLACE HAZYVIEW NELSPRUIT
1208 04H30 OAKLEY 05H15 07H00

RETURN (67.9 KMS)

From starting point at Nelspruit and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW NELSPRUIT
1208 16H20 NELSPRUIT 18H00 18H45

National Route Code : 51011251011910252354
Board Route Code : BUSH-125
Origin : Marite
Destination : Cabanas
Description : ROUTE 1227

FORWARD (27.0 KMS)

MARITE VIA HAZYVIEW TO CABANAS (CASA DO SOL)

Starting point Marite market turn left on R40 road , Jim Brown Cargo bar lodge, turn right at the robot, Hazyview terminus and turn back to the robot and turn left, turn left on R536 road, Sabie River hotel,
Casa Do Sol, Cabanas, Hard Ventures

SHIFT NO. TIME PLACE HAZYVIEW CASA DO SOL
1235 06H40 MARITE 06H45 07H15
1235 15h40 HAZYVIEW 16H05

RETURN (27.0 KMS)

From starting point at Casa Do Sol and proceed to Marite then the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW MARITE
1235 07H40 CASA DO SOL 07H55 08H10
1235 16H15 CASA DO SOL 16H45 17H30

National Route Code : 51010Q51011A00252355
Board Route Code : BUSH-126
Origin : Bushbuckridge
Destination : Sabie
Description : ROUTE 1267

FORWARD (74.3 KMS)

BUSHBUCKRIDGE VIA HAZYVIEW TO SABIE

Starting point Bushbuckridge terminus, turn left on R40 road, Health Centre clinic, Tomodi café, Gareakgopola café, Jumbo spares, Gardee's shop, Lasvegas complex, Carlton BP garage,Marite market, market, Jim Brown Cargo bar lodge, turn right at the robot, Hazyview terminus and turn back to the robot and turn left, turn left on R536 road, Sabie River hotel, Casa Do Sol, Cabanas, Hard Ventures, Zeederberg, Begvliet, Sabie town (Spar complex, 3.2 Klein Sabie – (Jabula Tarven)

SHIFT NO. TIME PLACE HAZYVIEW SABIE
1243 09H30 BUSHBUCKRIDGE 11H00 12H30

RETURN (74.3 KMS)

From starting point at Sabie and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW BUSHBUCKRIDGE
1243 13H00 SABIE 14H30 15H30

National Route Code : 51011B51010Q00252356
Board Route Code : BUSH-127
Origin : Buyelane
Destination : Bushbuckridge
Description : ROUTE 1245

FORWARD (48.8 KMS)

BUYELANE TO BUSHBUCKRIDGE

Starting point Makutu tuck shop, turn right, turn left at T-junction, turn left at T-junction Greenvalley on R40 road to Acornhoek, turn right to Acornhoek, pass Acornhoek Plaza, to Acornhoek Spar, return to Acornhoek T-junction, pass Greenvalley, pass Moreku turn off, pass Craigburn turn off, pass Casteel, pass Rainbow, pass Shatale turn off, turn left to Dwarsloop, U-turn at Twala motors, return to T-junction, turn left on R40 road to Bushbuckridge, pass Graskop turn off, turn left to Bushbuckridge terminus

SHIFT NO. TIME PLACE ACORNHOEK BUSHBUCKRIDGE
1249 08H00 BUYELANE 10H00 11H00

RETURN (48.8 KMS)

From starting point at Bushbuckridge Terminus face and proceed the reverse of the forward journey.

SHIFT NO. TIME PLACE ACORNHOEK BUYELANE
1249 14H00 BUSHBUCKRIDGE 15H00 16H00

National Route Code : 51011B51011C00252359
Board Route Code : BUSH-128
Origin : Buyelane
Destination : Masana Hospital
Description : ROUTE 1256

FORWARD (62.5 KMS)

BUYELANE VIA CRAIGBURN / WALES TO MASANA HOSPITAL

Starting point Makutu tuck shop, turn right, turn left at T-junction, turn left at T-junction Greenvalley on R40 road to Acornhoek, turn right to Acornhoek, pass Acornhoek Plaza, to Acornhoek Spar, return to Acornhoek T-junction, right Greenvalley, Lepasane restaurant, Marakong store , pass Jerusalema church, turn right at T-junction R40 road to Bushbuckridge, pass Craigburn turn off, pass Casteel, turn right at Rainbow, turn left at Majembeni, turn right at T-junction (Violetbank), turn left, turn left at stop sign, turn right at T-junction R40 to Bushbuckridge, turn left to Dwarsloop, make U-turn at Twala motors, return to T-junction turn left to R40 road to Bushbuckridge, pass Graskop turn off, turn left to terminus, return to Graskop turn off, turn off, turn left, pass police station, turn right to Mapulaneng Hospital, .

SHIFT NO. TIME PLACE SHATALE MASANA
1250 07H00 BUYELANE 08H00 09H00

RETURN (62.5 KMS)

From starting point at MASANA HOSPITAL to the reverse of the forward journey.

SHIFT NO. TIME PLACE ACORNHOEK BUYELANE
1250 13H30 MASANA 15H00 16H00

National Route Code : 51011B51010S00252361
Board Route Code : BUSH-129
Origin : Buyelane
Destination : Mapulaneng Hospital
Description : ROUTE 1256/2

FORWARD (62.5 KMS)

BUYELANE VIA MOREKU / SHATALE TO MAPULANENG HOSPITAL

Starting point Makutu tuck shop, turn right, turn left at T-junction, turn left at T-junction Greenvalley on R40 road to Acornhoek, turn right to Acornhoek, pass Acornhoek Plaza, to Acornhoek Spar, return to Acornhoek T-junction, pass Greenvalley, pass Moreku turn off, turn right to Craigburn, follow gravel road, turn left, turn right at Moreipotso, turn left at Goodhope trading (Wales), turn right at Vermas, T-junction, turn lrft at Boas, turn right at T-junction R40 road to Bushbuckridge, pass Rainbow, pass Shatale turn off, turn left to Dwarsloop, make U-turn at Twala motors, return to T-junction turn left on R40 road to Bushbuckridge , pass Graskop turn off, turn left Bushbuckridge terminus, return to Graskop turn off , turn left, pass police station, turn right to Mapulaneneng Hospital, Mapulaneng Hospital.

SHIFT NO. TIME PLACE ACORNHOEK MASANA
1251 07H30 BUYELANE 08H30 09H30

RETURN (62.5 KMS)

From starting point at Masana Hospital and proceed to the reverse of the forward journey.

SHIFT NO. TIME PLACE ACORNHOEK BUYELANE
1251 14H00 MASANA 15H30 16H30

National Route Code : 51011D51010Q00252363
Board Route Code : BUSH-130
Origin : Zoeknog
Destination : Bushbuckridge
Description : ROUTE 1242

FORWARD (60.6 KMS)

ZOEKNOG (CASTEEL) TO BUSHBUCKRIDGE

Starting point Zoeknog Coffee Project, Boas Trading store, on gravel road, Casteel garage, gravel road turn right into R40 tarred road, Wegevonden turn off, Mosetlane Bottle store, Rainbow cross, turn right into gravel road, turn left at Majembeni, turn right at T-junction, (Violetbank), turn left, turn left at stop sign, turn right at T- junction R40 road to Bushbuckridge, left to Dwarsloop. make U-turn at Twala motors, return to T-junction, turn left on R40 road to Bushbuckridge, pass Graskop turn off, turn to Bushbuckridge terminus .

SHIFT NO. TIME PLACE CASTEEL ZOEKNOG
1209 07H00 BUSHBUCKRIDGE 07H30 08H00

RETURN (60.6 KMS)

From starting point at Zoeknog face and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE CASTEEL ZOEKNOG
1209 13H30 BUSHBUCKRIDGE 14H30 14H50

National Route Code : 51011D51010S00252364
Board Route Code : BUSH-131
Origin : Zoeknog
Destination : Mapulaneng Hospital
Description : ROUTE 1242/2

FORWARD (22.5 KMS)

ZOEKNOG (CASTEEL) TO MAPULANENG HOSPITAL

Starting point Zoeknog Coffee Project, Boas Trading store, on gravel road, Casteel garage, gravel road turn right into R40 tarred road, Welgevonden turn off, Mosetlane Bottle store, Rainbow cross, turn right into gravel road, turn left at Majembeni, turn right at T-junction (Violetbank), turn left, turn left at stop sign, turn right at T- junction R40 road to Bushbuckridge, left to Dwarsloop. make U-turn at Twala motors, return to T-junction, turn left on R40 road to Bushbuckridge, pass Graskop turn off, turn to Bushbuckridge terminus, return to Graskop turn off, turn left, pass police station, turn right to Mapulaneng hospital, Mapulaneng Hospital .

SHIFT NO. TIME PLACE CASTEEL MASANA
1252 07H00 ZOEKNOG 08H00 10H00

RETURN (22.5 KMS)

From starting point at MASANA and proceed the reverse of the forward journey.

SHIFT NO. TIME PLACE CASTEEL ZOEKNOG
1252 13H30 MASANA 14H30 15H15

National Route Code : 51010N51011910252378
Board Route Code : BUSH-1226
Origin : Madras
Destination : Cabanas
Description : ROUTE 1226

FORWARD (33.2 KMS)

MADRAS VIA HAZYVIEW TO CABANAS (CASA DO SOL)

Starting point Sambo café Keeper, Mphikeleli café, Bukuta Madras, 1.6 kms Letsatsi Bar lodge, Inbetween store, Marumo Fase store, Palace Super Market, Why Not General Dealer, Selobekelo General Dealer and turn left on tarred road, Marite market, turn left on R40 road Jim Brown Cargo bar lodge, turn right at the robot, Hazyview terminus and turn back to the robot and turn left, turn left on R536 road, Sabie River hotel, Casa Do Sol, Cabanas, Hard Ventures

SHIFT NO. TIME PLACE HAZYVIEW CASA DO SOL
1207 05H30 MADRAS 06H15 07H15

RETURN (33.2 KMS)

From starting point at CASA DO SOL and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW MADRAS
1207 17H00 CASA DO SOL 17H30 18H30

National Route Code : 51011V51011F10252379
Board Route Code : BUSH-133
Origin : Shatale
Destination : Graskop(Laer Skool Graskop)
Description : ROUTE 1262

FORWARD (60.6 KMS)

SHATALE (ZONE 1) TO GRASKOP (LAER SKOOL GRASKOP)

Starting point Pasela café, into tarred road corner house café, Shatale Beer Hall, Shatale four way stop, Serishe high school, Letshele paraffin depot, Skukuza High School, Shatale cross, Reiland Garudi General Dealer on the left, Bushis's complex , Dwarsloop Score Complex, turn left in Bushbuckridge terminus / Bakoena's Butchery, make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital, Injaka turn off, turn off, Kyloe, Violetbank turn off, Hazyview turn off, Graskop main street turn left on Pilgrim Rest road, turn left Louis Trichardts street, turn right on Eeufees street, Laer Graskop School .

SHIFT NO. TIME PLACE BUSHBUCKRIDGE GRASKOP
1236 05H30 LONDON 06H00 06H45

RETURN (60.6 KMS)

From starting point at Graskop and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE LONDON BUSHBUCKRIDGE
1236 14H30 GRASKOP

National Route Code : 51010W51011F00252380
Board Route Code : BUSH-134
Origin : Shangaanhill
Destination : Graskop(Laer Skool Graskop)
Description : ROUTE 1261 (7025)

FORWARD (49.9 KMS)

SHANGAANHILL (JAMBO) TO GRASKOP (LAER SKOOL GRASKOP)

Starting point, Jambo spares, Gareakgopola café, Tomodi café, Health Centre

clinic, turn right to Bushbuckridge bus terminus and make U-turn and turn right an R40 road, turn left on R533 road, pass Bushbuckridge police station, Mapulaneng hospital, Injaka turn off, Kyloe, Violetbank turn off, Hazyview turn off, Graskop main street, turn left on Pilgrim Rest road, turn left Louis Trichardts street, turn right on Eeufees street, Laer Graskop School.

SHIFT NO.	TIME	PLACE	GRASKOP
1269	05h30	Shangaan hill	07H30

RETURN (49.9 KMS)

From starting point at Graskop and proceed into reverse of the forward journey.

SHIFT NO.	TIME	PLACE	SHANGAAN HILL
1269	14H30	GRASKOP	16h00

National Route Code : 51010J1100VM10252381
Board Route Code : BUSH-135
Origin : Mkhuhlu
Destination : ACORNHOEK
Description : ROUTE 1246

FORWARD (86.6 KMS)

MKHUHLU TO ACORNHOEK

Starting point Mkhuhlu Post Office and turn left to join R536 tarred road, Mkhuhlu market , to Ngowini Co-op., Cork gate, Benson Bottle Store, Satis Motel , Belfast gate turn left gravel road, Lozingwe bottle store, Belfast café, Mzimba General Dealer, Mandondo School , Bungana & Sons liquor store, Khensani restaurant, Dyondzekani School / Sommerset, Sommerset cross turn left, to Tshembo Rahina Tailor , Lilydale clinic, Hlomani High School , Nzima Bottle Store , Alice court gate, Njonjela. Jongilanga Tribal Office turn off Ireagh "A" turn off , turn right, Caltex Garage - Ireagh "B" turn right , Hlanganani School, Emhlabeni restaurant. Croquatlawn , Makhushe turn off left, Angincourt, Silaule General Dealer turn right Mthunzimuhle restaurant , M.P. Stream fruit shop, to Khiya Café turn right , Mthunzi Tuckshop proceed, Wisani School Rolle, Vahlave liquor, Zamani Store to Twala Bottle Store, turn left, start tarred road pass bridge , Eric Nxumalo School, at stop sign, turn left , turn right , to Thulamahashe terminus turn back , turn left pass bridge - straight on , Mkhabela Store , Songeni turn off , Mbumba Butchery proceed , at stop sign turn left D406 , Humulani restaurant , Cottondale Store , Zitha Hlamalani restaurant , Acornhoek Spar , Acornhoek Plaza Police Station .

SHIFT NO.	TIME	PLACE	ACORNHOEK
1272	05H00	MKHUHLU	07H00

RETURN (86.6 KMS)

From starting point at Acornhoek and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MKHUHLU
1272	17h00	Acornhoek	19H00

National Route Code : 1100VM51010S10252382
Board Route Code : BUSH-136
Origin : ACORNHOEK
Destination : Mapulaneng Hospital
Description : ROUTE 1246/2

FORWARD (50.9 KMS)

ACORNHOEK VIA BUYISONTO TO MAPULANENG HOSPITAL

Starting point Acornhoek plaza, pass Acornhoek Spar, pass Buffelshoek turn off, turn right to Thulamahashe at Cottondale, turn right at stop sign, Thulamahashe Plaza, pass stop sign, pass stop sign at Laduma Hardware shop, pass stop sign, pass Traffic department, pass New Forest, pass Buyisonto – Buckvalley Supermarket, turn right to Saselani, pass Saselani, turn left, to Twala motors at Dwarsloop. to
T-junction R40 road, turn left to Bushbuckridge, pass Graskop turn off, turn to Bushbuckridge terminus, make U-turn and turn right on R40 road, turn left to Graskop, pass Police station, turn right to Mapulaneng Hospital

SHIFT NO.	TIME	PLACE	MASANA
1270	06h00	ACORNHOEK	08H00

RETURN (50.9 KMS)

From starting point at Acornhoek and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	ACORNHOEK
1270	16H00	MASANA	18H00

National Route Code : 1100VT1100VM00252395
Board Route Code : BUSH-137
Origin : Casteel
Destination : ACORNHOEK
Description : ROUTE 1244

FORWARD (33.8 KMS)

CASTEEL VIA WALES TO ACORNHOEK

Starting point Casteel, cross R40 road to Wales, continue on gravel road, turn right at Boas, turn left at
T-junction Vermaak cross, turn right at Goodhope Trading store Wales, turn left at Moreiposha, turn right at T-junction, Carigburn, turn left at T-junction on R40 road, Arthurseat to Acornhoek, pass Moreku turn off, pass Greenvalley, turn right to Acornhoek, pass Acornhoek plaza, to Acornhoek Spar.

SHIFT NO.	TIME	PLACE	ACORNHOEK
1273	08H00	CASTEEL	09H30

RETURN (33.8 KMS)

From starting point at Acornhoek and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	CASTEEL
1273	13H00	ACORNHOEK	16H00

National Route Code : 51010O51010Q00252396
Board Route Code : BUSH-138
Origin : Manyeleti
Destination : Bushbuckridge
Description : ROUTE 1249

FORWARD (93.4 KMS)

MANYELETI TO BUSHBUCKRIDGE

Staring point Manyeleti camp , Manyeleti gate, turn right 1.9 kms Hlalakahle village, Dayimani High School, Manyeleti school, Try Tuckshop - Gottenburg turn right , turn right to Tlavekisa , turn back , turn right , turn right , Hluvukani Hotel, Hluvukani Shopping Centre turn left , Athol. Kgafedi Athol Store straight on , Athol School, turn back , turn left , Lephong - Sox Siswana home , to Sox Bar Lounge, turn left , turn left to Dumiphries "C" , Dumpries "C" School, to Mazinginyana café turn back, sand turn right to share , Shere gate, to share bus stop turn back straight to Lundlow , Mlambethi Hardware and turn back to Ludlow , Allandale Bottle Store , Khozeni café, General Dealer, Edinburgh turn off straight to Rolle, Sikhwahla General Dealer, Mhlanga store pass railway line, turn off left at Twala bottle store, Zamani store, Wisani School, Hosi Mthunzi Tuckshop, M.P. Stream turn off straight on , Mdluli butchery near Kumana turn off, to Makaringe store, Supermarket, turning point back to Mdluli's Butchery , turn left Hlakathi General Dealer straight to Kumana , Thulamahashe - join tarred road turn left , to Old stadium, Tycoon restaurant, Dingledale turn off, New Forest Highway Bottle Store, New Forest bus stop, Amashangana Tribal Office, to Buyisonto - Buckvalley Shop, turn right to Saselani for , Score bus stop - behind Twala Motors, turn left at stop sign , Bushbuckridge terminus / Bakoena’s Butchery turn left on R40, turn left of R533, Bushbuckridge police station, turn right to Mapulaneng Hospital

SHIFT NO.	TIME	PLACE	BUSHBUCKRIDGE
1233	07h00	Manyeleti	10H00

RETURN (93.4 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the orward journey.

SHIFT NO.	TIME	PLACE	MANYELETI
1233	13H00	BUSHBUCKRIDGE	16H00

National Route Code : 51010N5101I10252397
Board Route Code : BUSH-139
Origin : Madras
Destination : Zeederburg
Description : ROUTE 1283

FORWARD (39.8 KMS)

MADRAS TO ZEEDERBURG

Starting point Sambo café Keeper, Mphikeleli café, Bukuta Madras, Letsatsi Bar lodge, Inbetween store, Marumo Fase store, Palace Super Market, Why Not General Dealer, Selobekelo General Dealer and turn left on tarred road, Marite market, turn left on R40 road, Jim Brown Cargo bar lodge, turn right at the robot, Hazyview terminus and turn back to the robot and turn left, turn left on R536 road, Sabie River hotel, Casa Do Sol, Cabanas, Hard Ventures, to Zeederburg.

SHIFT NO.	TIME	PLACE	ZEEDERBERG
1207	05h30	MADRAS	07H00

RETURN (39.8 KMS)

From starting point at Zeedeburg and proceed into the reverse of the forward journey.

SHIFT NO.	TIME	PLACE	MADRAS
1207	17h00	ZEEDEBURG	18H30

National Route Code : 51011J1100WV10252400
Board Route Code : BUSH-140
Origin : Lillydale
Destination : Nelspruit
Description : ROUTE 1270

FORWARD (134.8 KMS)

LILLYDALE VIA CULCATTA TO NELSPRUIT

Starting Point :Nzima Bottle store, Hlomani High School, Lilydale clinic, Tshembo Ranga tailor, Sommerset cross turn left, turn right, Mndawe store turn back to Sommerset cross, turn left, Mabarhule school, Thosani café, turn back to Sommerset cross, turn left , Sommerset / Dyondzekani School, Khensani restaurant, Bungana & Sons Liquor store, Mandondo school, Nzima General Dealer, Belfast café, Lizingwe bottle store, Belfast gate turn right on R536 tarred road, Satis Motel, Benson Bottle store, Cork gate, Ngowini Co-op, Mkhuhlu market, turn right, pass Silinda Shopping complex, turn left on gravel road,
turn left, pass Happy valley café, Ringetani General Dealer turn left, Bukuta store, gravel road ends, Matikwana hospital, Post office turn right on R536 road, Hoxani turn off, Hazyview station turn off, Goromani bus stop, Mountain View café Shabalala village, pass robot, Shell garage, Hazyview terminus, make a u-turn and proceed back to fourway robots, De Rust turn right to White River, pass Prote Hotel,
Big 5 garage, Nabana Charlets, Nola, Da Gama, Swartfontein, HL&K enter White River and turn right on third robot, White River town bus-stop, Big Bear, Rocky

Drift, Chris Craft, Riverside Mall then enter Nelspruit and turn left on N4, Old Mutual flats / Promenade centre .

SHIFT NO. TIME PLACE HAZYVIEW NELSPRIUT
1202 03H45 LILLYDALE 05H15 07H00

RETURN (134.8 KMS)

From starting point at Nelspruit Bus Teminus and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HAZYVIEW LILLYDALE
1202 17H15 NELSPRIUT 18H30 19H30

National Route Code : 1100W351011S10252403
Board Route Code : BUSH-141
Origin : Thulamahashe
Destination : Hoxani Circuite Office
Description : ROUTE 1215

FORWARD (64.9 KMS)

THULAMAHASHE VIA BUSHBUCKRIDGE TO HOXANI CIRCUITE OFFICE

Starting point : Thulamahashe terminus, to Old stadium, Tycoon restaurant , Dingledale turn off,
New Forest bottle store , New Forest bus-stop, Amashangaan Tribal Authority office, to Buyisonto – Buckvalley shop, turn right to Saselani , Dwarsloop bus- stop behind Twala mmotors, turn left at the stop sign, Bushbuckridge terminus, Maviljan clinic, Gereakgopola café, Toyi shop, Gardee's shop, Lasvegas complex, Carlton BP garage, Marite market, turn left, Malibe store, Tekamahala , Mkhuhlu turn off, turn right, Silinda complex, Four-Why robot turn right, shoppinf complex, turn right on tarred road,
Hoxani Circuit office .

SHIFT NO. TIME PLACE BUSHBUCKRIDGE HOXANI
1253 06H00 THULAMAHASHE 07H00 08H00

RETURN (64.9 KMS)

From starting point at Hoxani and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE THULAMAHASHE
1253 16H00 HOXANI 17H00 18H00

National Route Code : 51010Q51010Q00252437
Board Route Code : BUSH-1000
Origin : Bushbuckridge
Destination : Bushbuckridge
Description : GENERAL AUTHORITY
BUSHBUCKRIDGE

SITUATED ON THE FARM MAVILJAN 252, DISTRICT PILGRIM'S REST

A1. ORGANIZED GROUPS, GOODS, SPARE PARTS, POSTBAGS AND CLASSIFIED GROUPS

A1.1 Authority to convey passengers who have organized themselves into a party and their personal luggage from points within a radius of 10 kilometres from existing authorized routes to places situated within an area with a radius of 800 kilometres from Mapulaneng Division, situated on the farm Maviljan 252, district Pilgrim's Rest 2 and back to the place where such party was picked up in the first instance, subject to the express condition that the conveyance of such a party may only be undertaken if the same party undertakes the forward and the return journeys as a unit with the sole mutual purpose of attending one of the follow:

i) A wedding;
ii) A funeral
iii) A religious gathering;
iv) A sport meeting, whether as participants or as spectators, and
v) A picnic or any similar kind of organized entertainment or recreation, or authorized meeting of any sort
vi) Authority to convey a party of workers travelling together over authorized routes at all time other than those provided for in the timetable against a collection payment, which exonerates those workers from the payment of an additional individual payment.

A1.2 Authority to convey goods exclusive of liquid fuels (paraffin, petrol diesel and spirits), gas cylinders, milk, livestock, poultry, dogs, food stuff and alcoholic beverages for
re-sale and/or consumption on the bus, which cannot occupy together with the passenger the space normally provided for the passenger provided that such goods:
i) May only be conveyed if accompanied by a fare paying passenger travelling over the same distance.
ii) Shall be wrapped or parcelled in a manner which precludes the possibility of injury to passengers or damage to property.
iii) Shall be loaded, secured and off-loaded by the owner personally.
iv) Personal effects and goods accompanied by passengers and goods for re-sale when accompanied by Hawkers.
A1.3 Authority to convey own spare part for own use only and not for re-sale or in pursuance of a sale within a radius of 80 kilometres from the Division situated on the farm Maviljan 252.

A1.4 Authority to convey postbags and private postbags on behalf of the Postmaster General and/or his agent on all authorized routes at the following tariffs:
i) Private bags R36.00 per annum, irrespective of kilometres.
ii) Post Office bags as per written agreement between the Postmaster General and the operator.

A2. PUBLIC HOLIDAYS, SHORTENED DISTANCES AND MUNICIPAL AREAS

A2.1 Authority to operate reduced timetable on Public Holidays.
A2.2 Authority to extend or amend the authorized routes within the area of the local authorities of Hoedspruit, White river, Sabie, Graskop and Hazyview on request of the local authorities for the said area provided that the relevant Road transportation Board be advised thereof not less than 48 hours after such extension or amendment is affected.
A2.3 Authority to operate shortened distances over authorized routes where the numer of passengers warrant the short turning o buses within the existing timetable.

A3 OWN EMPLOYEES, BABIES, SCHOLARS AND SPECIAL PASSES

A3.1 Authority to convey own employees over authorized routes free of charge.
A3.2 Authority to convey babies in arms and children under the age of six years not occupying a seat but travelling with a fare paying passenger free of charge.
A3.3 Authority to convey passengers of a State or Provincial Department. Local Authority or Administration Board, over authorized routes against a collective payment, which exonerates such passengers form individual payment.
A3.4 Authority to reduce fares for scholars travelling to or from Educational

centres for the purpose of education when these fares are subsidised by the Limpopo Government.

The fares, which is to be paid by the scholar to be determined from

National Route Code : 51010J1100VM10252965
Board Route Code : BUSH-12012
Origin : Mkhuhlu
Destination : ACORNHOEK
Description : ROUTE 1226

FORWARD (86.6 KMS)

MKHUHLU TO ACORNHOEK

Starting point Mkhuhlu Post Office and turn left to join R536 tarred road, Mkhuhlu market ,
to Ngowini Co-op., Cork gate, Benson Bottle Store, Satis Motel , Belfast gate turn left gravel road, Lozingwe bottle store, Belfast café, Mzimba General Dealer, Mandondo School , Bungana & Sons liquor store, Khensani restaurant, Dyondzekani School / Sommerset, Sommerset cross turn left, to Tshembo Rahina Tailor , Lilydale clinic, Hlomani High School , Nzima Bottle Store , Alice court gate, Njonjela. Jongilanga Tribal Office turn off Ireagh "A" turn off , turn right, Caltex Garage - Ireagh "B" turn right , Hlanganani School, Emhlabeni restaurant. Croquatlawn , Makhushe turn off left, Angincourt, Silaule General Dealer turn right , Mthunzimuhle restaurant , M.P. Stream fruit shop, to Khiya Café turn right , Mthunzi Tuckshop proceed, Wisani School Rolle, Vahlave liquor, Zamani Store to Twala Bottle Store, turn left, start tarred road pass bridge , Eric Nxumalo School, at stop sign, turn left , turn right , to Thulamahashe terminus turn back , turn left pass bridge - straight on , Mkhabela Store , Songeni turn off , Mbumba Butchery proceed , at stop sign turn left D406 , Humulani restaurant , Cottondale Store , Zitha Hlamalani restaurant , Acornhoek Spar , Acornhoek Plaza Police Station

SHIFT NO. TIME PLACE THULAMAHASHE ACORNHOEK
1257 05H00 MKHUHLU 06H30 07H30

RETURN (86.6 KMS)

From starting point at Mkhuhlu and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE THULAMAHASHE MKHUHLU
1257 17H00 ACORNHOEK 18H00 19H30

National Route Code : 51010V51010Q00252966
Board Route Code : BUSH-13013
Origin : Huntington
Destination : Bushbuckridge
Description : ROUTE 1310

FORWARD (66.7 KMS)

HUNTINGTON TO BUSHBUCKRIDGE

Starting point, Huntington clinic , turn left , Thosani café , Mabharule School proceed turn right to Justicia , turn right , Mndawe Store and turn back to the main road , proceed Summerset turn off proceed straight on , Tshembo Rahina tailor, Lilydale clinic, Hlomani High School , Nzima Bottle Store ,
Alice court gate, Njonjela. Jongilanga Tribal Office turn off ,Ireagh "A" turn off , turn right Caltex Garage - Ireagh "B", Hlanganani School , Emhlabeni restaurant - Croquet Lawn trust , Makhushe - straight , Angincourt trust. Silaule General Dealer turn off, turn right , Love Station Butchery , Mzila High School, Matsavane trust , No Mistake restaurant , Mavhakamele Bottle Store Xanthia trust , turn off left , Mzamani Café Keeper , Machete General Dealer , turn left , Mkhabela

tuckshop , turn left , turn right (near store) , Siza Motor Spares. Arthurstone start tarred road turn left , Saselani Bottle Store bus stop , Score Dwasrloop rank behind Twala Motors and , turn left to Bushbuckridge terminus , to the loading point near Bakoena's Butchery .

SHIFT NO. TIME PLACE BUSHBUCKRIDGE
1260 06H00 HUNTINGTON 09H00

RETURN (66.7 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE HUNTINGTON
1260 13H30 BUSHBUCKRIDGE 17H30

National Route Code : 51010X51010Q00252967
Board Route Code : BUSH-14014
Origin : London
Destination : Bushbuckridge
Description : ROUTE 1276

FORWARD (15.0 KMS)

LONDON TO BUSHBUCKRIDGE

Starting point Masakeng Village on a gravel road, Motibidi Village Bushis Complex , gravel road ends, turn right into R40 tarred road, Dwarsloop Score Complex , turn left onto a gravel road Bushbuckridge terminus / Bakoena's Butchery .

SHIFT NO. TIME PLACE BUSHBUCKRIDGE
1261 7H00 LONDON 8H00

RETURN (15.0 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

TIME PLACE LONDON
17H00 BUSHBUCKRIDGE 18H00

National Route Code : 51011751010Q00252969
Board Route Code : BUSH-15015
Origin : Oakley
Destination : Bushbuckridge
Description : ROUTE 1241

FORWARD (36.0 KMS)

OAKLEY TO BUSHBUCKRIDGE

Starting point Mathibela Local government, Tekamahala Village along tarred road turn left into Alexandra Village Malibe Store , Marite market turn right into R40 Carlton Shopping Complex , Las Vegas Complex, Gardee Store, Jumbo Spares, Gareagopola café, Tomodi café, , Maviljan Clinic bus stop, turn right into Bushbuckridge terminus / Bakoena Butchery and make U-turn and on R40, turn left of R533, pass Bushbuckridge police station, turn right to Mapulaneng Hospital .

SHIFT NO. TIME PLACE BUSHBUCKRIDGE
1262 06H00 OAKLEY 07H00

RETURN (36.0 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE OAKLEY
1262 13h00 BUSHBUCKRIDGE 14H00

National Route Code : 51010W51010Q00252970
Board Route Code : BUSH-16016
Origin : Shangaanhill
Destination : Bushbuckridge
Description : ROUTE 7002

FORWARD (11.0 KMS)

SHANGAANHILL TO BUSHBUCKRIDGE

Starting point Barney School turn right turn left Mapuke Bottle Store turn right gravel ends Jumbo turn off turn left into R40, Gareagopola café , Tumodi Store , Maviljan Clinic , Metro Cash and Carry Bushbuckridge terminus / Bakoena Butchery turn left on R533 pass Bushbuckridge police station, turn right to Mapulaneng Hospital.

SHIFT NO. TIME PLACE BUSHBUCKRIDGE
1261 06H00 SHANGAANHILL 06H45

RETURN (11.0 KMS)

From starting point at Bushbuckridge and proceed into the reverse of the forward journey.

SHIFT NO. TIME PLACE SHANGAANHILL
1261 16H00 BUSHBUCKRIDGE 16H45

AUTHORIZED RANKS AND TERMINALS:

Authorized ranks and / or terminals and other points for picking up and setting down of passengers

TIME TABLES (in the case of sheduled services)

The applicable time tables are attached as annexures

n/a

SERVICE CONDITIONS IMPOSED BY THE BOARD

This operating license is issued subject to the following conditions:

1. The vehicle must be registered in the name of the permit holder.
2. The complete route must be traversed and not only a portion of it.
3. The driver of the vehicle must be in possession of a Public Drivers Permit (PDP)
4. Bus/Midibus a Valid Roadworthy and Clearance Certificate to be submitted to the PRE Office every six months

Date of issue of Operating License: 11 Apr 2024

TIMETABLE TEMPLATE

ROUTE No.	SHIFT	ORIGIN	DESTINATION	ROUTE LENGTH (KM)	SCHEDULED DEPARTURE TIME	ESTIMATED ARRIVAL TIME	Days	Mon	Tue	Wed	Thu	Fri	Sat	Sun
9000	7004	MARIEPSKOP	HOEDSPRUIT SAPD	36.9	1300	1400	M-F	1	1	1	1	1	0	0
9000	7004	HOEDSPRUIT SAPD	MARIEPSKOP	36.9	640	715	M-F	1	1	1	1	1	0	0
9001	7010	BUYELANE	HOEDSPRUIT	36.9	1720	1810	M-F	1	1	1	1	1	1	0
9001	7010	HOEDSPRUIT TERM	BUYELANE	36.9	1720	1820	M-F	1	1	1	1	1	1	0
9002	7010	BUYELANE	KAPAMA LODGE	36.9	510	630	M-F	1	1	1	1	1	0	0
9002	7001	KAPAMA LODGE	BUYELANE	36.9	1700	1745	M-F	1	1	1	1	1	0	0
9003	7005	AIRFORCE	BUYELANE	57.1	1515	1630	M-F	1	1	1	1	1	0	0
9004	7003	MOREKU/NEWLINE	ESSEX/HAMERKOPNES	68.2	510	610	M-F	1	1	1	1	1	0	0
9005	7003	ESSEX/HAMERKOPNES	MOREKU/NEWLINE	68.2	1700	1845	M-F	1	1	1	1	1	0	0
9005	7002	TSAKANE/GREENVALLEY	HOEDSPRUIT	40.3	510	610	M-F	1	1	1	1	1	0	0
9006	7009	CASTEEL	HOEDSPRUIT	63	445	610	M-F	1	1	1	1	1	0	0
9007	7008	CASTEEL	AIRFORCE A	66.6	445	650	M-F	1	1	1	1	1	0	0
9008	7008	CASTEEL	HOEDSPRUIT	63	1720	1845	M-F	1	1	1	1	1	1	0
9008	8005	HOEDSPRUIT	CASTEEL/ZOEKNOG	62	1320	1500	SAT	0	0	0	0	0	2	0
9009	7015	BUFFELSHOEK/COTTON	HOEDSPRUIT	50.3	510	700	M-F	1	1	1	1	1	0	0
9010	7004	BUFFELSHOEK/COTTON	HOEDSPRUIT	50..3	500	615	M-F	1	1	1	1	1	1	0
9010	7006	HOEDSPRUIT	BUFFELSHOEK/COTTON	62.5	1720	1825	M-F	1	1	1	1	1	0	0
9011	7005	BUFFELSHOEK/COTTON	AIRFORCE B	62.5	510	650	M-F	1	1	1	1	1	0	0
9012	7006	AIRFORCE B	BUFFELSHOEK/COTTON	62.5	1515	1620	M-F	1	1	1	1	1	0	0
9013	7006	BUFFELSHOEK/COTTON	HOEDSPRUIT	52.3	615	745	M-F	1	1	1	1	1	2	0
9014	7007	MALETSEGO	DRAKENSIG	43.9	510	615	M-F	1	1	1	1	1	0	0
9014	7007	DRAKENSIG	MALETSEGO	43.9	1635	1825	M-F	1	1	1	1	1	0	0
9016	7010	BUFFELSHOEK/COTTON	HOEDSPRUIT	58.3	900	1030	M-F	1	1	1	1	1	0	0
9016	7001	HOEDSPRUIT	BUFFELSHOEK/COTTON	58.3	1315	1445	M-F	1	1	1	1	1	0	0
9017	7001	BUYELANE	DRAKENSIG	44.5	510	630	M-F	1	1	1	1	1	0	0
9018	8004	HOEDSPRUIT	BUFFELSHOEK/COTTON	47.9	1320	1445	SAT	0	0	0	0	0	1	0
9018	8004	BUFFELSHOEK/COTTON	HOEDSPRUIT	47.9	6H00	07H45	SAT	0	0	0	0	0	1	0
9019	7003	ESSEX/HAMERKOPNES	MOREKU/NEWLINE	84.8	1730	1830	M-F	1	1	1	1	1	0	0
9020	7002	DRAKENSIG	TSAKANE/GREENVALLEY	43.1	1635	1755	M-F	1	1	1	1	1	0	0
9021	7009	DRAKENSIG	CASTEEL	63.9	1520	1715	M-F	1	1	1	1	1	0	0
9023	7015	HOEDSPRUIT	BUFFELSHOEK/COTTON	52.3	1730	1935	M-F	1	1	1	1	1	0	0
9024	8005	HOEDSPRUIT	CASTEEL/ZOEKNOG	56.8	1320	1500	SAT	0	0	0	0	0	1	0
9025	7004	HOEDSPRUIT	BUFFELSHOEK/COTTON	53.1	1720	1815	M-F	1	1	1	1	1	0	0

9027	7021	HOEDSPRUIT	BOCHABELO	73.8	1315	1430	M-F	1	1	1	1	1	0	0
9028	7024	TSAKANE/GREENVALLEY	ESSEX/GLENCOE	66.3	510	645	M-F	1	1	1	1	1	0	0
9028	7024	ESSEX/GLENCOE	TSAKANE/GREENVALLEY	66.3	1705	1850	M-F	1	1	1	1	1	0	0
9029	7016	THULAMAHASHE	AIRFORCE C	87.8	420	650	M-F	1	1	1	1	1	0	0
9030	7015	AIRFORCE BASE A	BUFFELSHOEK/COTTONDAL	57.1	1515	1610	M-F	1	1	1	1	1	0	0
9032	7019	FINALE	HOEDSPUIT	42.2	06H00	07H00	M-F	1	1	1	1	1	0	0
9032	7020	FINALE	HOEDSPRUIT	42.2	500	620	M-F	1	1	1	1	1	0	0
9032	7020	HOEDSPRUIT	FINALE	42.2	1720	1815	M-F	1	1	1	1	1	0	0
9037	7018	BOCHABELO	HOEDSPRUIT	54.7	440	615	M-F	1	1	1	1	1	0	0
9037	7018	BOCHABELO	HOEDSPRUIT	54.7	600	750	M-F	1	1	1	1	1	0	0
9037	7018	HOEDSPRUIT	BOCHABELO	54.7	1720	1900	M-F	1	1	1	1	1	0	0
9039	7019	MAMETJA	HOEDSPRUIT	52.5	500	615	M-F	1	1	1	1	1	0	0
9039	7019	HOEDSPRUIT	MAMETJA	52.5	1720	1825	M-F	1	1	1	1	1	0	0
9040	7021	ENABLE	HOEDSPRUIT TERMINUS	59.8	435	615	M-F	1	1	1	1	1	0	0
9040	7021	HOEDSPRUIT TERMINUS	ENABLE	59.8	1720	1905	M-F	1	1	1	1	1	0	0
9041	7026	BUFFELSHOEK	BAVARIA	65.1	510	640	M-F	1	1	1	1	1	0	0
9041	7026	BAVARIA	BUFFELSHOEK	65.1	1720	1900	M-F	1	1	1	1	1	0	0
9042	7027	HEBRON	PARMA	71.4	510	700	M-F	1	1	1	1	1	0	0
9042	7027	PARMA	HEBRON	71.4	1710	1900	M-F	1	1	1	1	1	0	0
9043	7028	BUFFELSHOEK	BAVARIA	62.5	510	650	M-F	1	1	1	1	1	0	0
9043	7028	BAVARIA	BUFFELSHOEK	62.5	1720	1850	M-F	1	1	1	1	1	0	0
9044	7029	THE WILLOWS	HOEDSPRUIT	44.5	510	620	M-F	1	1	1	1	1	0	0
9045	7030	MALETSHEGO	BAVARIA	48.7	515	635	M-F	1	1	1	1	1	0	0
9045	7030	BAVARIA	MALETSHEGO	48.7	1720	1845	M-F	1	1	1	1	1	0	0
9046	7031	BROOKLYN	ESSEX	50.7	510	645	M-F	1	1	1	1	1	0	0
9046	7031	ESSEX	BROOKLYN	50.7	1710	1855	M-F	1	1	1	1	1	0	0
9047	7023	BAVARIA	BOCHABELO	47.5	630	700	M-F	1	1	1	1	1	0	0
9048	7032	MOLALANE	HOEDSPRUIT	52.5	510	620	M-F	1	1	1	1	1	0	0
9048	7032	HOEDSPRUIT	MOLALANE	52.5	1720	1830	M-F	1	1	1	1	1	0	0
9049	7032	ROOIBOKLAAGTE (A)	PARMA / AMBROSIA	58.6	510	640	M-F	1	1	1	1	1	0	0
9049	7032	PARMA / AMBROSIA	ROOIBOKLAAGTE (A)	58.6	1700	1840	M-F	1	1	1	1	1	0	0
9050	7036	CASTEEL	BAVARIA	66	410	645	M-F	1	1	1	1	1	0	0
9050	7036	BAVARIA	CASTEEL	66	1720	1945	M-F	1	1	1	1	1	0	0
9051	7033	INAMA	HOEDSPRUIT	38.4	510	620	M-F	1	1	1	1	1	0	0
9051	7033	HOEDSPRUIT	INAMA	38.4	1720	1830	M-F	1	1	1	1	1	0	0
9052	7035	BUFFELSHOEK	BAVARIA ESTATE	62.6	510	640	M-F	1	1	1	1	1	0	0
9052	7035	BAVARIA ESTATE	BUFFELSHOEK	62.6	1720	1850	M-F	1	1	1	1	1	0	0
9064	7029	BAVARIA FRUIT ESTATE	THE WILLOWS	40.7	1655	1820	M-F	1	1	1	1	1	0	0

9304	7012	OKKERNOOT/MBONDWEN	HOEDSPRUIT	45.3	500	610	M-F	1	1	1	1	1	0	0
9304	7012	HOEDSPRUIT	OKKERNOOTBOOM	45.3	1720	1830	M-F	1	1	1	1	1	0	0
9305	7014	OKKERNOOT/MBONDWEN	BAVARIA	64.6	510	650	M-F	1	1	1	1	1	0	0
9305	7014	BAVARIA	OKKERNOOTBOOM	64.6	1730	1840	M-F	1	1	1	1	1	0	0
9307	7053	BALLON	HOEDSPRUIT	98.6	410	630	M-F	1	1	1	1	1	0	0
9308	7011	SIGAGULA	HOEDSPRUIT	42.8	1720	1830	M-F	1	1	1	1	1	1	0
9308	7011	HOEDSPRUIT	SIGAGULA	42.8	455	615	M-F	1	1	1	1	1	1	0
9309	7024	SIGAGULA	PARMA	66.1	500	655	M-F	1	1	1	1	1	0	0
9309	7024	PARMA	SIGAGULA	66.1	1720	1845	M-F	1	1	1	1	1	0	0
9310	7017	WHITECITY	ESSEX/HAMERKOPNES	77.2	500	645	M-F	1	1	1	1	1	0	0
9310	7017	ESSEX/HAMERKOPNES	WHITECITY	77.2	1730	1910	M-F	1	1	1	1	1	0	0
9311	7022	ISLINGTON	ESSEX/HAMERKOPNES	91.7	450	645	M-F	1	1	1	1	1	0	0
9311	7022	ESSEX/HAMERKOPNES	ISLINGTON	91.7	1730	1850	M-F	1	1	1	1	1	0	0
9313	7016	THULAMAHASHE	HOEDSPRUIT	97.6	510	730	M-F	1	1	1	1	1	1	0
9313	7013	HOEDSPRUIT	THULAMAHASHE	97.6	1700	1845	M-F	1	1	1	1	1	0	0
9069	7037	THULAMAHASHE	BAVARIA	89.8	415	625	M-F	1	1	1	1	1	0	0
9069	7037	BAVARIA	THULAMAHASHE	89.8	1705	1910	M-F	1	1	1	1	1	0	0
9081	7042	HLUVUKANI	ESSSEX	98.2	450	650	M-F	1	1	1	1	1	0	0
9081	7042	ESSEX	HLUVUKANI	98.2	1625	1840	M-F	1	1	1	1	1	0	0
9082	7043	DINGLEDALE	RICHMOND	85.4	500	650	M-F	1	1	1	1	1	0	0
9082	7043	RICHMIND	DINGLEDALE	85.4	1625	1830	M-F	1	1	1	1	1	0	0
9075	7048	GA-FANE	HOEDSPRUIT	63	500	620	M-F	1	1	1	1	1	0	0
9075	7048	HOEDSPRUIT	GA-FANE	63	1600	1930	M-F	1	1	1	1	1	0	0
9072	7044	BUFFELSHOEK	ESSEX	69.3	510	655	M-F	1	1	1	1	1	0	0
9072	7044	ESSEX	BUFFELSHOEK	69.3	1630	1830	M-F	1	1	1	1	1	0	0
9073	7046	BROOKLYN	BAVARIA	51.8	510	620	M-F	1	1	1	1	1	0	0
9073	7046	BAVARIA	BROOKLYN	51.8	1600	1915	M-F	1	1	1	1	1	0	0
9037	7045	BOCHABELO	HOEDSPRUIT	54.7	440	615	M-F	1	1	1	1	1	0	0
9037	7045	HOEDSPRUIT	BOCHABELO	54.7	600	750	M-F	1	1	1	1	1	0	0
9079	7038	COTTONDALE	HOEDSPRUIT	52.3	510	650	M-F	1	1	1	1	1	0	0
9054	7038	BAVARIA	COTTONDALE	57	1720	1850	M-F	1	1	1	1	1	0	0
9307	7053	BALLOON	HOEDSPRUIT	98.6	410	630	M-F	1	1	1	1	1	0	0
9307	7053	HOEDSPRUIT	BALLOON	98.6	1700	1915	M-F	1	1	1	1	1	0	0
9060	7047	FINALE	HOEDSPRUIT	42.2	510	645	M-F	1	1	1	1	1	0	0
9060	7047	HOEDSPRUIT	FINALE	42.2	1700	1800	M-F	1	1	1	1	1	0	0

APPENDIX A-8

TRAFFIC COUNTS

12-HOUR MANUAL TRAFFIC COUNTS AT
The Oaks - R36
Co-ordinates: 24°21'37.58"S and 30°40'3.81"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (15 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

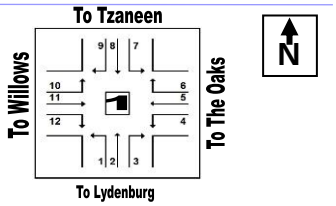


TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	3	6	3	16	1	2	2	7	1	3	8	6	58
06:15-06:30	2	5	6	21	10	4	1	15	1	2	10	8	85
06:30-06:45	5	6	0	19	5	4	9	11	0	4	7	7	77
06:45-07:00	5	14	4	8	6	10	10	9	1	2	6	7	82
07:00-07:15	6	4	4	14	12	5	5	12	2	2	12	10	88
07:15-07:30	6	9	4	15	3	7	5	17	2	1	4	7	80
07:30-07:45	7	3	3	6	9	5	4	11	3	1	7	4	63
07:45-08:00	5	13	1	8	6	4	3	10	3	3	7	6	69
08:00-08:15	7	4	4	5	5	3	3	13	1	2	7	3	57
08:15-08:30	4	3	7	5	3	3	0	10	2	0	3	2	42
08:30-08:45	7	9	1	7	5	1	0	14	3	1	7	6	61
08:45-09:00	6	8	2	4	7	2	5	7	3	0	7	5	56
09:00-09:15	6	6	4	2	12	8	1	10	1	0	3	4	57
09:15-09:30	4	8	8	5	8	2	2	10	1	4	9	3	64
09:30-09:45	4	10	4	7	4	4	4	12	4	0	9	12	74
09:45-10:00	4	4	3	4	5	4	7	15	2	5	3	4	60
10:00-10:15	10	3	4	5	7	2	8	16	3	1	9	5	73
10:15-10:30	6	7	5	6	5	1	4	11	2	2	12	7	68
10:30-10:45	6	15	3	5	6	3	3	13	3	3	7	4	71
10:45-11:00	6	9	5	3	5	4	5	12	0	0	4	7	60
11:00-11:15	8	12	3	4	6	4	5	10	3	0	6	6	67
11:15-11:30	9	7	3	2	7	3	3	5	1	1	7	2	50
11:30-11:45	3	9	7	3	11	9	6	7	2	0	10	7	74
11:45-12:00	2	11	6	3	5	2	2	16	5	2	1	5	60
12:00-12:15	0	13	1	1	6	3	3	9	0	1	3	6	46
12:15-12:30	6	16	4	4	9	1	1	15	3	1	13	12	85
12:30-12:45	4	18	1	3	7	3	1	10	1	1	7	7	63
12:45-13:00	6	9	5	2	4	1	1	12	2	2	5	6	55
13:00-13:15	11	13	5	3	5	0	4	11	3	3	7	9	74
13:15-13:30	0	16	5	3	4	4	3	13	2	0	6	3	59
13:30-13:45	9	15	2	3	9	3	3	14	1	2	8	6	75
13:45-14:00	7	18	5	6	4	4	4	10	2	2	7	5	74
14:00-14:15	4	14	5	3	8	1	4	7	1	3	6	4	60
14:15-14:30	6	9	3	6	8	3	2	10	5	2	2	6	62
14:30-14:45	5	15	5	0	6	7	2	13	1	2	7	5	68
14:45-15:00	7	14	11	2	6	5	1	13	2	4	10	5	80
15:00-15:15	8	5	5	7	11	3	3	7	4	3	9	4	69
15:15-15:30	11	12	1	7	7	1	2	14	0	4	12	7	78
15:30-15:45	8	14	10	6	9	3	3	12	6	3	8	12	94
15:45-16:00	11	12	5	5	7	3	5	3	1	3	15	7	77
16:00-16:15	13	16	7	4	11	4	2	5	4	1	8	6	81
16:15-16:30	8	13	10	9	10	4	5	13	4	1	14	6	97
16:30-16:45	10	16	17	6	10	4	2	8	2	3	9	4	91
16:45-17:00	15	16	13	4	11	6	4	5	1	5	13	6	99
17:00-17:15	12	18	15	4	14	5	4	8	1	0	7	7	95
17:15-17:30	21	13	15	8	11	4	3	4	2	3	8	10	102
17:30-17:45	18	15	16	4	8	1	6	6	2	1	8	5	90
17:45-18:00	7	10	11	9	6	5	5	9	1	1	2	7	73
TOTAL	338	515	271	286	344	174	170	504	100	90	359	292	3443

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

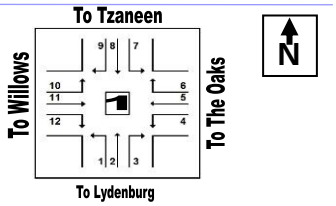


TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	2	1	2	13	2	0	0	0	3	0	2	1	26
06:15-06:30	2	0	1	6	2	1	0	0	0	0	3	1	16
06:30-06:45	1	4	4	4	5	0	1	0	3	1	1	1	25
06:45-07:00	4	1	0	2	4	2	0	0	0	0	1	1	15
07:00-07:15	4	2	2	1	4	1	1	1	0	1	4	0	21
07:15-07:30	0	0	0	0	2	1	1	1	2	1	2	0	10
07:30-07:45	2	1	1	0	3	0	0	1	0	0	3	2	13
07:45-08:00	1	0	1	0	4	1	1	0	1	0	1	1	11
08:00-08:15	2	1	0	1	1	0	1	0	0	0	0	2	8
08:15-08:30	1	3	1	1	4	0	2	0	1	1	1	2	17
08:30-08:45	0	0	0	0	0	0	0	0	0	0	1	1	2
08:45-09:00	1	1	0	0	2	0	0	1	0	0	2	0	7
09:00-09:15	2	1	0	3	1	0	0	1	0	1	1	1	11
09:15-09:30	0	0	1	1	2	0	0	0	1	0	3	0	8
09:30-09:45	2	0	1	1	2	0	1	0	0	1	0	0	8
09:45-10:00	0	0	0	1	1	0	0	0	1	0	1	1	5
10:00-10:15	0	1	0	0	0	1	0	3	0	0	1	1	7
10:15-10:30	1	1	1	0	2	0	0	0	0	0	1	0	6
10:30-10:45	1	2	2	1	0	0	0	1	1	0	0	0	8
10:45-11:00	1	1	0	0	0	0	0	0	2	0	1	0	5
11:00-11:15	0	0	0	0	0	0	0	0	0	1	1	0	2
11:15-11:30	2	1	0	0	2	0	0	1	0	1	1	0	8
11:30-11:45	0	3	1	0	0	0	0	0	0	1	0	1	6
11:45-12:00	2	2	0	1	1	1	1	1	2	0	1	0	12
12:00-12:15	1	0	0	0	1	0	0	1	0	0	0	0	3
12:15-12:30	0	2	1	1	2	0	0	0	0	0	0	1	7
12:30-12:45	2	0	0	0	0	0	0	1	0	1	1	0	5
12:45-13:00	3	1	0	0	1	0	0	1	0	0	1	0	7
13:00-13:15	3	0	0	1	1	0	0	0	0	0	0	0	5
13:15-13:30	2	0	0	0	0	0	0	0	1	0	0	1	4
13:30-13:45	0	1	0	0	0	0	0	1	0	0	2	0	4
13:45-14:00	2	1	0	0	3	0	0	3	1	0	3	1	14
14:00-14:15	2	1	0	0	0	0	0	0	1	0	1	2	7
14:15-14:30	1	1	0	1	1	0	0	0	0	0	1	0	5
14:30-14:45	1	1	0	1	1	0	0	0	1	0	0	1	6
14:45-15:00	0	1	0	2	1	0	0	1	0	1	2	0	8
15:00-15:15	2	2	2	1	2	0	1	0	0	0	0	1	11
15:15-15:30	1	1	2	1	1	1	0	0	0	4	0	3	14
15:30-15:45	0	1	1	1	1	0	3	0	1	2	2	1	13
15:45-16:00	1	2	2	0	3	0	1	1	1	1	1	1	14
16:00-16:15	2	2	0	2	2	1	0	2	1	0	0	3	15
16:15-16:30	0	1	2	2	2	0	0	0	1	0	2	1	11
16:30-16:45	1	1	0	1	1	1	0	0	0	0	1	3	9
16:45-17:00	4	0	5	1	3	0	0	0	1	1	0	1	16
17:00-17:15	5	0	3	0	4	0	1	0	1	1	1	1	17
17:15-17:30	1	2	3	0	3	0	0	0	1	0	1	0	11
17:30-17:45	5	1	3	2	3	1	1	0	0	0	2	0	18
17:45-18:00	2	0	2	0	0	1	1	0	0	0	3	0	9
TOTAL	72	48	44	53	80	13	17	22	28	20	56	37	490

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

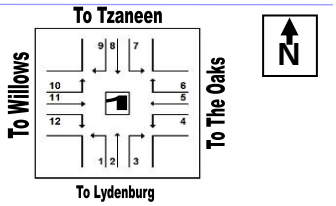


TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	0	1	0	7	0	0	0	2	0	0	3	1	14
06:15-06:30	1	2	1	2	1	0	0	2	0	0	1	1	11
06:30-06:45	0	0	1	1	2	1	2	6	1	0	1	0	15
06:45-07:00	2	1	0	2	0	2	2	3	0	0	3	2	17
07:00-07:15	2	1	1	1	0	1	1	5	0	0	4	1	17
07:15-07:30	2	3	0	5	0	0	0	1	0	0	5	0	16
07:30-07:45	1	2	0	1	0	0	0	3	0	1	3	2	13
07:45-08:00	1	3	2	2	0	0	0	3	0	0	1	2	14
08:00-08:15	1	0	0	3	2	0	0	2	0	0	0	1	9
08:15-08:30	2	1	0	0	0	0	0	3	1	0	1	0	8
08:30-08:45	1	1	0	0	0	0	0	4	0	0	1	1	8
08:45-09:00	3	4	0	2	1	0	0	2	0	0	1	1	14
09:00-09:15	2	5	0	0	0	0	0	6	1	0	0	3	17
09:15-09:30	1	7	2	0	1	2	1	3	0	0	2	1	20
09:30-09:45	2	6	0	0	2	0	0	7	0	0	0	0	17
09:45-10:00	0	1	1	0	0	0	0	1	0	0	1	2	6
10:00-10:15	1	6	0	0	2	0	1	3	0	0	0	0	13
10:15-10:30	2	1	0	1	0	0	0	2	0	0	0	1	7
10:30-10:45	2	0	0	2	1	0	1	4	0	0	3	3	16
10:45-11:00	1	7	0	0	1	0	0	2	0	0	2	1	14
11:00-11:15	1	5	0	0	0	0	1	9	0	0	0	2	18
11:15-11:30	1	2	1	0	1	0	1	4	1	0	0	0	11
11:30-11:45	3	1	0	0	0	0	1	3	0	1	0	2	11
11:45-12:00	1	5	0	1	0	0	1	4	0	0	0	3	15
12:00-12:15	2	6	1	1	2	0	0	4	0	0	0	2	18
12:15-12:30	3	2	0	0	2	0	0	3	0	2	0	0	12
12:30-12:45	1	2	1	0	0	0	0	5	0	0	1	1	11
12:45-13:00	0	5	0	0	0	0	0	3	1	0	0	1	10
13:00-13:15	2	1	2	1	0	0	0	3	0	0	0	0	9
13:15-13:30	0	7	1	0	1	0	0	5	0	1	1	0	16
13:30-13:45	1	1	2	1	1	3	0	4	0	0	1	0	14
13:45-14:00	1	6	1	0	1	0	0	2	0	0	2	2	15
14:00-14:15	2	4	0	0	0	0	0	3	1	0	1	2	13
14:15-14:30	1	1	0	-1	1	0	2	5	1	0	0	0	10
14:30-14:45	1	3	1	1	0	0	0	3	0	0	0	5	14
14:45-15:00	2	2	1	0	1	1	0	3	0	0	1	0	11
15:00-15:15	2	3	1	0	1	0	0	3	0	0	0	0	10
15:15-15:30	1	3	1	0	1	0	1	4	0	1	0	2	14
15:30-15:45	0	4	2	0	1	0	0	2	0	0	0	2	11
15:45-16:00	3	2	1	0	0	0	0	1	0	0	0	0	7
16:00-16:15	0	5	1	0	1	2	0	8	0	0	0	3	20
16:15-16:30	0	5	0	1	2	1	1	7	0	0	2	1	20
16:30-16:45	2	3	0	0	1	0	0	5	0	0	0	1	12
16:45-17:00	4	4	6	0	1	0	0	3	1	0	0	1	20
17:00-17:15	0	4	2	0	4	0	0	3	1	0	2	1	17
17:15-17:30	2	3	3	0	3	0	0	2	0	0	0	1	14
17:30-17:45	4	6	6	2	2	1	0	6	0	0	1	0	28
17:45-18:00	3	4	1	0	4	1	0	0	1	0	0	1	15
TOTAL	70	151	43	36	44	15	16	171	10	6	44	56	662

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
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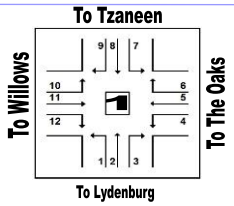


TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	0	0	0	0	0	0	0	0	0	0	1	0	1
06:15-06:30	0	0	0	0	1	0	0	0	0	1	0	0	2
06:30-06:45	0	0	0	0	0	1	0	0	0	0	0	0	1
06:45-07:00	0	0	1	1	0	0	0	0	1	0	1	0	4
07:00-07:15	0	0	2	0	1	0	0	0	0	0	1	0	4
07:15-07:30	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30-07:45	0	0	1	1	0	0	0	0	0	0	0	0	2
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15-08:30	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	1	0	1	0	0	0	0	0	0	0	2
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30-12:45	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45-13:00	0	0	0	0	0	0	0	1	0	0	0	0	1
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	1	0	0	0	0	0	0	0	0	0	1
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	1	0	0	0	0	0	0	0	0	1
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	1	1	0	0	0	0	0	0	0	0	2
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	1	0	1
15:45-16:00	0	0	0	1	0	0	0	0	0	0	1	0	2
16:00-16:15	0	0	1	0	1	0	0	0	0	0	0	0	2
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	1	1	0	0	0	0	0	1	0	3
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30-17:45	0	0	1	0	2	0	0	0	0	0	0	0	3
17:45-18:00	0	0	2	0	1	0	0	0	0	0	0	0	3
TOTAL	**0**	**2**	**12**	**7**	**9**	**1**	**0**	**1**	**1**	**1**	**6**	**2**	**42**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

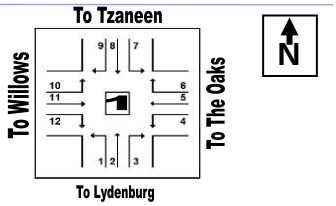


TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	5	8	5	36	3	2	2	9	4	3	14	8	99
06:15-06:30	5	7	8	29	14	5	1	17	1	3	14	10	114
06:30-06:45	6	10	5	24	12	6	12	17	4	5	9	8	118
06:45-07:00	11	16	5	13	10	14	12	12	2	2	11	10	118
07:00-07:15	12	7	9	16	17	7	7	18	2	3	21	11	130
07:15-07:30	8	12	4	21	5	8	6	19	4	2	11	7	107
07:30-07:45	10	6	5	8	12	5	4	15	3	2	13	8	91
07:45-08:00	7	16	4	10	10	5	4	13	4	3	9	9	94
08:00-08:15	10	5	5	9	8	3	4	15	1	2	7	6	75
08:15-08:30	7	7	8	6	8	3	2	13	4	1	5	4	68
08:30-08:45	8	10	1	7	5	1	0	18	3	1	9	8	71
08:45-09:00	10	13	2	6	10	2	5	10	3	0	10	6	77
09:00-09:15	10	12	4	5	13	8	1	17	2	1	4	8	85
09:15-09:30	5	15	11	6	11	4	3	13	2	4	14	4	92
09:30-09:45	8	16	5	8	8	4	5	19	4	1	9	12	99
09:45-10:00	4	5	4	5	6	4	7	16	3	5	5	7	71
10:00-10:15	11	10	4	5	9	3	9	22	3	1	10	6	93
10:15-10:30	9	9	6	7	7	1	4	13	2	2	13	8	81
10:30-10:45	9	17	5	8	7	3	4	18	4	3	10	7	95
10:45-11:00	8	17	5	3	6	4	5	14	2	0	7	8	79
11:00-11:15	9	17	4	4	7	4	6	19	3	1	7	8	89
11:15-11:30	12	10	4	2	10	3	4	10	2	2	8	2	69
11:30-11:45	6	13	8	3	11	9	7	10	2	2	10	10	91
11:45-12:00	5	18	6	5	6	3	4	21	7	2	2	8	87
12:00-12:15	3	19	2	2	9	3	3	14	0	1	3	8	67
12:15-12:30	9	21	5	5	13	1	1	18	3	3	13	13	105
12:30-12:45	7	21	2	3	7	3	1	16	1	2	9	8	80
12:45-13:00	9	15	5	2	5	1	1	17	3	2	6	7	73
13:00-13:15	16	14	7	5	6	0	4	14	3	3	7	9	88
13:15-13:30	2	23	6	3	5	4	3	18	3	1	7	4	79
13:30-13:45	10	17	4	4	10	6	3	19	1	2	11	6	93
13:45-14:00	10	25	7	6	8	4	4	15	3	2	12	8	104
14:00-14:15	8	19	5	3	8	1	4	10	3	3	8	8	80
14:15-14:30	8	11	3	7	10	3	4	15	6	2	3	6	78
14:30-14:45	7	19	6	2	7	7	2	16	2	2	7	11	88
14:45-15:00	9	17	13	5	8	6	1	17	2	5	13	5	101
15:00-15:15	12	10	8	8	14	3	4	10	4	3	9	5	90
15:15-15:30	13	16	4	8	9	2	3	18	0	9	12	12	106
15:30-15:45	8	19	13	7	11	3	6	14	7	5	11	15	119
15:45-16:00	15	16	8	6	10	3	6	5	2	4	17	8	100
16:00-16:15	15	23	9	6	15	7	2	15	5	1	8	12	118
16:15-16:30	8	19	12	12	14	5	6	20	5	1	18	8	128
16:30-16:45	13	20	17	8	13	5	2	13	2	3	11	8	115
16:45-17:00	23	20	24	5	15	6	4	8	3	6	13	9	136
17:00-17:15	17	22	20	4	22	5	5	11	3	1	10	9	129
17:15-17:30	24	18	21	8	17	4	3	6	3	3	9	12	128
17:30-17:45	27	22	26	8	15	3	7	12	2	1	11	5	139
17:45-18:00	12	14	16	9	11	7	6	9	2	1	5	8	100
TOTAL	480	716	370	382	477	203	203	698	139	117	465	387	4637

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

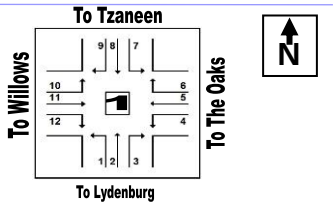


TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	15	31	13	64	22	20	22	42	3	11	31	28	302
06:15-07:15	18	29	14	62	33	23	25	47	4	10	35	32	332
06:30-07:30	22	33	12	56	26	26	29	49	5	9	29	31	327
06:45-07:45	24	30	15	43	30	27	24	49	8	6	29	28	313
07:00-08:00	24	29	12	43	30	21	17	50	10	7	30	27	300
07:15-08:15	25	29	12	34	23	19	15	51	9	7	25	20	269
07:30-08:30	23	23	15	24	23	15	10	44	9	6	24	15	231
07:45-08:45	23	29	13	25	19	11	6	47	9	6	24	17	229
08:00-09:00	24	24	14	21	20	9	8	44	9	3	24	16	216
08:15-09:15	23	26	14	18	27	14	6	41	9	1	20	17	216
08:30-09:30	23	31	15	18	32	13	8	41	8	5	26	18	238
08:45-09:45	20	32	18	18	31	16	12	39	9	4	28	24	251
09:00-10:00	18	28	19	18	29	18	14	47	8	9	24	23	255
09:15-10:15	22	25	19	21	24	12	21	53	10	10	30	24	271
09:30-10:30	24	24	16	22	21	11	23	54	11	8	33	28	275
09:45-10:45	26	29	15	20	23	10	22	55	10	11	31	20	272
10:00-11:00	28	34	17	19	23	10	20	52	8	6	32	23	272
10:15-11:15	26	43	16	18	22	12	17	46	8	5	29	24	266
10:30-11:30	29	43	14	14	24	14	16	40	7	4	24	19	248
10:45-11:45	26	37	18	12	29	20	19	34	6	1	27	22	251
11:00-12:00	22	39	19	12	29	18	16	38	11	3	24	20	251
11:15-12:15	14	40	17	9	29	17	14	37	8	4	21	20	230
11:30-12:30	11	49	18	11	31	15	12	47	10	4	27	30	265
11:45-12:45	12	58	12	11	27	9	7	50	9	5	24	30	254
12:00-13:00	16	56	11	10	26	8	6	46	6	5	28	31	249
12:15-13:15	27	56	15	12	25	5	7	48	9	7	32	34	277
12:30-13:30	21	56	16	11	20	8	9	46	8	6	25	25	251
12:45-13:45	26	53	17	11	22	8	11	50	8	7	26	24	263
13:00-14:00	27	62	17	15	22	11	14	48	8	7	28	23	282
13:15-14:15	20	63	17	15	25	12	14	44	6	7	27	18	268
13:30-14:30	26	56	15	18	29	11	13	41	9	9	23	21	271
13:45-14:45	22	56	18	15	26	15	12	40	9	9	22	20	264
14:00-15:00	22	52	24	11	28	16	9	43	9	11	25	20	270
14:15-15:15	26	43	24	15	31	18	8	43	12	11	28	20	279
14:30-15:30	31	46	22	16	30	16	8	47	7	13	38	21	295
14:45-15:45	34	45	27	22	33	12	9	46	12	14	39	28	321
15:00-16:00	38	43	21	25	34	10	13	36	11	13	44	30	318
15:15-16:15	43	54	23	22	34	11	12	34	11	11	43	32	330
15:30-16:30	40	55	32	24	37	14	15	33	15	8	45	31	349
15:45-16:45	42	57	39	24	38	15	14	29	11	8	46	23	346
16:00-17:00	46	61	47	23	42	18	13	31	11	10	44	22	368
16:15-17:15	45	63	55	23	45	19	15	34	8	9	43	23	382
16:30-17:30	58	63	60	22	46	19	13	25	6	11	37	27	387
16:45-17:45	66	62	59	20	44	16	17	23	6	9	36	28	386
17:00-18:00	58	56	57	25	39	15	18	27	6	5	25	29	360

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

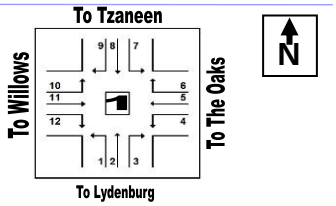


TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	9	6	7	25	13	3	1	0	6	1	7	4	82
06:15-07:15	11	7	7	13	15	4	2	1	3	2	9	3	77
06:30-07:30	9	7	6	7	15	4	3	2	5	3	8	2	71
06:45-07:45	10	4	3	3	13	4	2	3	2	2	10	3	59
07:00-08:00	7	3	4	1	13	3	3	3	3	2	10	3	55
07:15-08:15	5	2	2	1	10	2	3	2	3	1	6	5	42
07:30-08:30	6	5	3	2	12	1	4	1	2	1	5	7	49
07:45-08:45	4	4	2	2	9	1	4	0	2	1	3	6	38
08:00-09:00	4	5	1	2	7	0	3	1	1	1	4	5	34
08:15-09:15	4	5	1	4	7	0	2	2	1	2	5	4	37
08:30-09:30	3	2	1	4	5	0	0	2	1	1	7	2	28
08:45-09:45	5	2	2	5	7	0	1	2	1	2	6	1	34
09:00-10:00	4	1	2	6	6	0	1	1	2	2	5	2	32
09:15-10:15	2	1	2	3	5	1	1	3	2	1	5	2	28
09:30-10:30	3	2	2	2	5	1	1	3	1	1	3	2	26
09:45-10:45	2	4	3	2	3	1	0	4	2	0	3	2	26
10:00-11:00	3	5	3	1	2	1	0	4	3	0	3	1	26
10:15-11:15	3	4	3	1	2	0	0	1	3	1	3	0	21
10:30-11:30	4	4	2	1	2	0	0	2	3	2	3	0	23
10:45-11:45	3	5	1	0	2	0	0	1	2	3	3	1	21
11:00-12:00	4	6	1	1	3	1	1	2	2	3	3	1	28
11:15-12:15	5	6	1	1	4	1	1	3	2	2	2	1	29
11:30-12:30	3	7	2	2	4	1	1	2	2	1	1	2	28
11:45-12:45	5	4	1	2	4	1	1	3	2	1	2	1	27
12:00-13:00	6	3	1	1	4	0	0	3	0	1	2	1	22
12:15-13:15	8	3	1	2	4	0	0	2	0	1	2	1	24
12:30-13:30	10	1	0	1	2	0	0	2	1	1	2	1	21
12:45-13:45	8	2	0	1	2	0	0	2	1	0	3	1	20
13:00-14:00	7	2	0	1	4	0	0	4	2	0	5	2	27
13:15-14:15	6	3	0	0	3	0	0	4	3	0	6	4	29
13:30-14:30	5	4	0	1	4	0	0	4	2	0	7	3	30
13:45-14:45	6	4	0	2	5	0	0	3	3	0	5	4	32
14:00-15:00	4	4	0	4	3	0	0	1	2	1	4	3	26
14:15-15:15	4	5	2	5	5	0	1	1	1	1	3	2	30
14:30-15:30	4	5	4	5	5	1	1	1	1	5	2	5	39
14:45-15:45	3	5	5	5	5	1	4	1	1	7	4	5	46
15:00-16:00	4	6	7	3	7	1	5	1	2	7	3	6	52
15:15-16:15	4	6	5	4	7	2	4	3	3	7	3	8	56
15:30-16:30	3	6	5	5	8	1	4	3	4	3	5	6	53
15:45-16:45	4	6	4	5	8	2	1	3	3	1	4	8	49
16:00-17:00	7	4	7	6	8	2	0	2	3	1	3	8	51
16:15-17:15	10	2	10	4	10	1	1	0	3	2	4	6	53
16:30-17:30	11	3	11	2	11	1	1	0	3	2	3	5	53
16:45-17:45	15	3	14	3	13	1	2	0	3	2	4	2	62
17:00-18:00	13	3	11	2	10	2	3	0	2	1	7	1	55

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

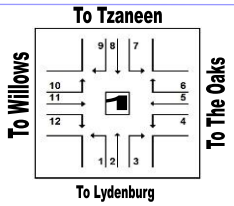


TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	3	4	2	12	3	3	4	13	1	0	8	4	57
06:15-07:15	5	4	3	6	3	4	5	16	1	0	9	4	60
06:30-07:30	6	5	2	9	2	4	5	15	1	0	13	3	65
06:45-07:45	7	7	1	9	0	3	3	12	0	1	15	5	63
07:00-08:00	6	9	3	9	0	1	1	12	0	1	13	5	60
07:15-08:15	5	8	2	11	2	0	0	9	0	1	9	5	52
07:30-08:30	5	6	2	6	2	0	0	11	1	1	5	5	44
07:45-08:45	5	5	2	5	2	0	0	12	1	0	3	4	39
08:00-09:00	7	6	0	5	3	0	0	11	1	0	3	3	39
08:15-09:15	8	11	0	2	1	0	0	15	2	0	3	5	47
08:30-09:30	7	17	2	2	2	2	1	15	1	0	4	6	59
08:45-09:45	8	22	2	2	4	2	1	18	1	0	3	5	68
09:00-10:00	5	19	3	0	3	2	1	17	1	0	3	6	60
09:15-10:15	4	20	3	0	5	2	2	14	0	0	3	3	56
09:30-10:30	5	14	1	1	4	0	1	13	0	0	1	3	43
09:45-10:45	5	8	1	3	3	0	2	10	0	0	4	6	42
10:00-11:00	6	14	0	3	4	0	2	11	0	0	5	5	50
10:15-11:15	6	13	0	3	2	0	2	17	0	0	5	7	55
10:30-11:30	5	14	1	2	3	0	3	19	1	0	5	6	59
10:45-11:45	6	15	1	0	2	0	3	18	1	1	2	5	54
11:00-12:00	6	13	1	1	1	0	4	20	1	1	0	7	55
11:15-12:15	7	14	2	2	3	0	3	15	1	1	0	7	55
11:30-12:30	9	14	1	2	4	0	2	14	0	3	0	7	56
11:45-12:45	7	15	2	2	4	0	1	16	0	2	1	6	56
12:00-13:00	6	15	2	1	4	0	0	15	1	2	1	4	51
12:15-13:15	6	10	3	1	2	0	0	14	1	2	1	2	42
12:30-13:30	3	15	4	1	1	0	0	16	1	1	2	2	46
12:45-13:45	3	14	5	2	2	3	0	15	1	1	2	1	49
13:00-14:00	4	15	6	2	3	3	0	14	0	1	4	2	54
13:15-14:15	4	18	4	1	3	3	0	14	1	1	5	4	58
13:30-14:30	5	12	3	0	3	3	2	14	2	0	4	4	52
13:45-14:45	5	14	2	0	2	0	2	13	2	0	3	9	52
14:00-15:00	6	10	2	0	2	1	2	14	2	0	2	7	48
14:15-15:15	6	9	3	0	3	1	2	14	1	0	1	5	45
14:30-15:30	6	11	4	1	3	1	1	13	0	1	1	7	49
14:45-15:45	5	12	5	0	4	1	1	12	0	1	1	4	46
15:00-16:00	6	12	5	0	3	0	1	10	0	1	0	4	42
15:15-16:15	4	14	5	0	3	2	1	15	0	1	0	7	52
15:30-16:30	3	16	4	1	4	3	1	18	0	0	2	6	58
15:45-16:45	5	15	2	1	4	3	1	21	0	0	2	5	59
16:00-17:00	6	17	7	1	5	3	1	23	1	0	2	6	72
16:15-17:15	6	16	8	1	8	1	1	18	2	0	4	4	69
16:30-17:30	8	14	11	0	9	0	0	13	2	0	2	4	63
16:45-17:45	10	17	17	2	10	1	0	14	2	0	3	3	79
17:00-18:00	9	17	12	2	13	2	0	11	2	0	3	3	74

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

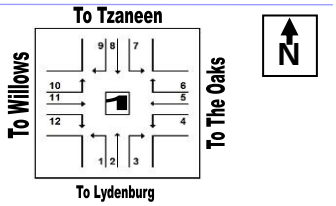


TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	0	0	1	1	1	1	0	0	1	1	2	0	8
06:15-07:15	0	0	3	1	2	1	0	0	1	1	2	0	11
06:30-07:30	0	0	3	2	1	1	0	0	1	0	2	0	10
06:45-07:45	0	0	4	3	1	0	0	0	1	0	2	0	11
07:00-08:00	0	0	3	2	1	0	0	0	0	0	1	0	7
07:15-08:15	0	0	2	2	0	0	0	0	0	0	0	0	4
07:30-08:30	0	0	2	1	1	0	0	0	0	0	0	0	4
07:45-08:45	0	0	1	0	1	0	0	0	0	0	0	0	2
08:00-09:00	0	0	1	0	1	0	0	0	0	0	0	0	2
08:15-09:15	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-11:15	0	0	1	0	1	0	0	0	0	0	0	0	2
10:30-11:30	0	0	1	0	1	0	0	0	0	0	0	0	2
10:45-11:45	0	0	1	0	1	0	0	0	0	0	0	0	2
11:00-12:00	0	0	1	0	1	0	0	0	0	0	0	0	2
11:15-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-12:30	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45-12:45	0	2	0	0	0	0	0	0	0	0	0	0	2
12:00-13:00	0	2	0	0	0	0	0	1	0	0	0	0	3
12:15-13:15	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30-13:30	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45-13:45	0	0	0	0	0	0	0	1	0	0	0	0	1
13:00-14:00	0	0	1	0	0	0	0	0	0	0	0	0	1
13:15-14:15	0	0	1	0	0	0	0	0	0	0	0	0	1
13:30-14:30	0	0	1	1	0	0	0	0	0	0	0	0	2
13:45-14:45	0	0	1	1	0	0	0	0	0	0	0	0	2
14:00-15:00	0	0	1	2	0	0	0	0	0	0	0	0	3
14:15-15:15	0	0	1	2	0	0	0	0	0	0	0	0	3
14:30-15:30	0	0	1	1	0	0	0	0	0	0	0	0	2
14:45-15:45	0	0	1	1	0	0	0	0	0	0	1	0	3
15:00-16:00	0	0	0	1	0	0	0	0	0	0	2	0	3
15:15-16:15	0	0	1	1	1	0	0	0	0	0	2	0	5
15:30-16:30	0	0	1	1	1	0	0	0	0	0	2	0	5
15:45-16:45	0	0	1	2	2	0	0	0	0	0	2	0	7
16:00-17:00	0	0	1	1	2	0	0	0	0	0	1	1	6
16:15-17:15	0	0	0	1	1	0	0	0	0	0	1	1	4
16:30-17:30	0	0	0	1	1	0	0	0	0	0	1	2	5
16:45-17:45	0	0	1	0	2	0	0	0	0	0	0	2	5
17:00-18:00	0	0	3	0	3	0	0	0	0	0	0	1	7

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

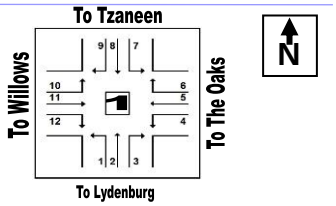


TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	27	41	23	102	39	27	27	55	11	13	48	36	449
06:15-07:15	34	40	27	82	53	32	32	64	9	13	55	39	480
06:30-07:30	37	45	23	74	44	35	37	66	12	12	52	36	473
06:45-07:45	41	41	23	58	44	34	29	64	11	9	56	36	446
07:00-08:00	37	41	22	55	44	25	21	65	13	10	54	35	422
07:15-08:15	35	39	18	48	35	21	18	62	12	9	40	30	367
07:30-08:30	34	34	22	33	38	16	14	56	12	8	34	27	328
07:45-08:45	32	38	18	32	31	12	10	59	12	7	30	27	308
08:00-09:00	35	35	16	28	31	9	11	56	11	4	31	24	291
08:15-09:15	35	42	15	24	36	14	8	58	12	3	28	26	301
08:30-09:30	33	50	18	24	39	15	9	58	10	6	37	26	325
08:45-09:45	33	56	22	25	42	18	14	59	11	6	37	30	353
09:00-10:00	27	48	24	24	38	20	16	65	11	11	32	31	347
09:15-10:15	28	46	24	24	34	15	24	70	12	11	38	29	355
09:30-10:30	32	40	19	25	30	12	25	70	12	9	37	33	344
09:45-10:45	33	41	19	25	29	11	24	69	12	11	38	28	340
10:00-11:00	37	53	20	23	29	11	22	67	11	6	40	29	348
10:15-11:15	35	60	20	22	27	12	19	64	11	6	37	31	344
10:30-11:30	38	61	18	17	30	14	19	61	11	6	32	25	332
10:45-11:45	35	57	21	12	34	20	22	53	9	5	32	28	328
11:00-12:00	32	58	22	14	34	19	21	60	14	7	27	28	336
11:15-12:15	26	60	20	12	36	18	18	55	11	7	23	28	314
11:30-12:30	23	71	21	15	39	16	15	63	12	8	28	39	350
11:45-12:45	24	79	15	15	35	10	9	69	11	8	27	37	339
12:00-13:00	28	76	14	12	34	8	6	65	7	8	31	36	325
12:15-13:15	41	71	19	15	31	5	7	65	10	10	35	37	346
12:30-13:30	34	73	20	13	23	8	9	65	10	8	29	28	320
12:45-13:45	37	69	22	14	26	11	11	68	10	8	31	26	333
13:00-14:00	38	79	24	18	29	14	14	66	10	8	37	27	364
13:15-14:15	30	84	22	16	31	15	14	62	10	8	38	26	356
13:30-14:30	36	72	19	20	36	14	15	59	13	9	34	28	355
13:45-14:45	33	74	21	18	33	15	14	56	14	9	30	33	350
14:00-15:00	32	66	27	17	33	17	11	58	13	12	31	30	347
14:15-15:15	36	57	30	22	39	19	11	58	14	12	32	27	357
14:30-15:30	41	62	31	23	38	18	10	61	8	19	41	33	385
14:45-15:45	42	62	38	28	42	14	14	59	13	22	45	37	416
15:00-16:00	48	61	33	29	44	11	19	47	13	21	49	40	415
15:15-16:15	51	74	34	27	45	15	17	52	14	19	48	47	443
15:30-16:30	46	77	42	31	50	18	20	54	19	11	54	43	465
15:45-16:45	51	78	46	32	52	20	16	53	14	9	54	36	461
16:00-17:00	59	82	62	31	57	23	14	56	15	11	50	37	497
16:15-17:15	61	81	73	29	64	21	17	52	13	11	52	34	508
16:30-17:30	77	80	82	25	67	20	14	38	11	13	43	38	508
16:45-17:45	91	82	91	25	69	18	19	37	11	11	43	35	532
17:00-18:00	80	76	83	29	65	19	21	38	10	6	35	34	496

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

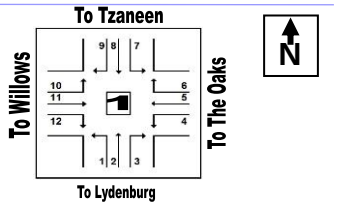


TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	55.56	75.61	56.52	62.75	56.41	74.07	81.48	76.36	27.27	84.62	64.58	77.78	66.08
06:15-07:15	52.94	72.50	51.85	75.61	62.26	71.88	78.13	73.44	44.44	76.92	63.64	82.05	67.14
06:30-07:30	59.46	73.33	52.17	75.68	59.09	74.29	78.38	74.24	41.67	75.00	55.77	86.11	67.10
06:45-07:45	58.54	73.17	65.22	74.14	68.18	79.41	82.76	76.56	72.73	66.67	51.79	77.78	70.58
07:00-08:00	64.86	70.73	54.55	78.18	68.18	84.00	80.95	76.92	76.92	70.00	55.56	77.14	71.50
07:15-08:15	71.43	74.36	66.67	70.83	65.71	90.48	83.33	82.26	75.00	77.78	62.50	66.67	73.92
07:30-08:30	67.65	67.65	68.18	72.73	60.53	93.75	71.43	78.57	75.00	75.00	70.59	55.56	71.39
07:45-08:45	71.88	76.32	72.22	78.13	61.29	91.67	60.00	79.66	75.00	85.71	80.00	62.96	74.57
08:00-09:00	68.57	68.57	87.50	75.00	64.52	100.00	72.73	78.57	81.82	75.00	77.42	66.67	76.36
08:15-09:15	65.71	61.90	93.33	75.00	75.00	100.00	75.00	70.69	75.00	33.33	71.43	65.38	71.82
08:30-09:30	69.70	62.00	83.33	75.00	82.05	86.67	88.89	70.69	80.00	83.33	70.27	69.23	76.76
08:45-09:45	60.61	57.14	81.82	72.00	73.81	88.89	85.71	66.10	81.82	66.67	75.68	80.00	74.19
09:00-10:00	66.67	58.33	79.17	75.00	76.32	90.00	87.50	72.31	72.73	81.82	75.00	74.19	75.75
09:15-10:15	78.57	54.35	79.17	87.50	70.59	80.00	87.50	75.71	83.33	90.91	78.95	82.76	79.11
09:30-10:30	75.00	60.00	84.21	88.00	70.00	91.67	92.00	77.14	91.67	88.89	89.19	84.85	82.72
09:45-10:45	78.79	70.73	78.95	80.00	79.31	90.91	91.67	79.71	83.33	100.00	81.58	71.43	82.20
10:00-11:00	75.68	64.15	85.00	82.61	79.31	90.91	90.91	77.61	72.73	100.00	80.00	79.31	81.52
10:15-11:15	74.29	71.67	80.00	81.82	81.48	100.00	89.47	71.88	72.73	83.33	78.38	77.42	80.20
10:30-11:30	76.32	70.49	77.78	82.35	80.00	100.00	84.21	65.57	63.64	66.67	75.00	76.00	76.50
10:45-11:45	74.29	64.91	85.71	100.00	85.29	100.00	86.36	64.15	66.67	20.00	84.38	78.57	75.86
11:00-12:00	68.75	67.24	86.36	85.71	85.29	94.74	76.19	63.33	78.57	42.86	88.89	71.43	75.78
11:15-12:15	53.85	66.67	85.00	75.00	80.56	94.44	77.78	67.27	72.73	57.14	91.30	71.43	74.43
11:30-12:30	47.83	69.01	85.71	73.33	79.49	93.75	80.00	74.60	83.33	50.00	96.43	76.92	75.87
11:45-12:45	50.00	73.42	80.00	73.33	77.14	90.00	77.78	72.46	81.82	62.50	88.89	81.08	75.70
12:00-13:00	57.14	73.68	78.57	83.33	76.47	100.00	100.00	70.77	85.71	62.50	90.32	86.11	80.38
12:15-13:15	65.85	78.87	78.95	80.00	80.65	100.00	100.00	73.85	90.00	70.00	91.43	91.89	83.46
12:30-13:30	61.76	76.71	80.00	84.62	86.96	100.00	100.00	70.77	80.00	75.00	86.21	89.29	82.61
12:45-13:45	70.27	76.81	77.27	78.57	84.62	72.73	100.00	73.53	80.00	87.50	83.87	92.31	81.46
13:00-14:00	71.05	78.48	70.83	83.33	75.86	78.57	100.00	72.73	80.00	87.50	75.68	85.19	79.94
13:15-14:15	66.67	75.00	77.27	93.75	80.65	80.00	100.00	70.97	60.00	87.50	71.05	69.23	77.67
13:30-14:30	72.22	77.78	78.95	90.00	80.56	78.57	86.67	69.49	69.23	100.00	67.65	75.00	78.84
13:45-14:45	66.67	75.68	85.71	83.33	78.79	100.00	85.71	71.43	64.29	100.00	73.33	60.61	78.80
14:00-15:00	68.75	78.79	88.89	64.71	84.85	94.12	81.82	74.14	69.23	91.67	80.65	66.67	78.69
14:15-15:15	72.22	75.44	80.00	68.18	79.49	94.74	72.73	74.14	85.71	91.67	87.50	74.07	79.66
14:30-15:30	75.61	74.19	70.97	69.57	78.95	88.89	80.00	77.05	87.50	68.42	92.68	63.64	77.29
14:45-15:45	80.95	72.58	71.05	78.57	78.57	85.71	64.29	77.97	92.31	63.64	86.67	75.68	77.33
15:00-16:00	79.17	70.49	63.64	86.21	77.27	90.91	68.42	76.60	84.62	61.90	89.80	75.00	77.00
15:15-16:15	84.31	72.97	67.65	81.48	75.56	73.33	70.59	65.38	78.57	57.89	89.58	68.09	73.78
15:30-16:30	86.96	71.43	76.19	77.42	74.00	77.78	75.00	61.11	78.95	72.73	83.33	72.09	75.58
15:45-16:45	82.35	73.08	84.78	75.00	73.08	75.00	87.50	54.72	78.57	88.89	85.19	63.89	76.84
16:00-17:00	77.97	74.39	75.81	74.19	73.68	78.26	92.86	55.36	73.33	90.91	88.00	59.46	76.18
16:15-17:15	73.77	77.78	75.34	79.31	70.31	90.48	88.24	65.38	61.54	81.82	82.69	67.65	76.19
16:30-17:30	75.32	78.75	73.17	88.00	68.66	95.00	92.86	65.79	54.55	84.62	86.05	71.05	77.82
16:45-17:45	72.53	75.61	64.84	80.00	63.77	88.89	89.47	62.16	54.55	81.82	83.72	80.00	74.78
17:00-18:00	72.50	73.68	68.67	86.21	60.00	78.95	85.71	71.05	60.00	83.33	71.43	85.29	74.74
AVERAGE PER MOVEMENT	69.35	71.25	75.76	79.01	74.32	88.30	84.04	71.56	73.30	75.63	78.98	74.78	76.36

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
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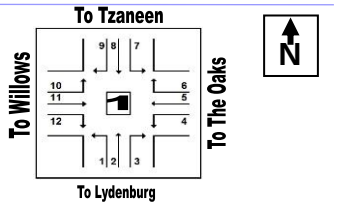


TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	33.33	14.63	30.43	24.51	33.33	11.11	3.70	0.00	54.55	7.69	14.58	11.11	19.92
06:15-07:15	32.35	17.50	25.93	15.85	28.30	12.50	6.25	1.56	33.33	15.38	16.36	7.69	17.75
06:30-07:30	24.32	15.56	26.09	9.46	34.09	11.43	8.11	3.03	41.67	25.00	15.38	5.56	18.31
06:45-07:45	24.39	9.76	13.04	5.17	29.55	11.76	6.90	4.69	18.18	22.22	17.86	8.33	14.32
07:00-08:00	18.92	7.32	18.18	1.82	29.55	12.00	14.29	4.62	23.08	20.00	18.52	8.57	14.74
07:15-08:15	14.29	5.13	11.11	2.08	28.57	9.52	16.67	3.23	25.00	11.11	15.00	16.67	13.20
07:30-08:30	17.65	14.71	13.64	6.06	31.58	6.25	28.57	1.79	16.67	12.50	14.71	25.93	15.84
07:45-08:45	12.50	10.53	11.11	6.25	29.03	8.33	40.00	0.00	16.67	14.29	10.00	22.22	15.08
08:00-09:00	11.43	14.29	6.25	7.14	22.58	0.00	27.27	1.79	9.09	25.00	12.90	20.83	13.21
08:15-09:15	11.43	11.90	6.67	16.67	19.44	0.00	25.00	3.45	8.33	66.67	17.86	15.38	16.90
08:30-09:30	9.09	4.00	5.56	16.67	12.82	0.00	0.00	3.45	10.00	16.67	18.92	7.69	8.74
08:45-09:45	15.15	3.57	9.09	20.00	16.67	0.00	7.14	3.39	9.09	33.33	16.22	3.33	11.42
09:00-10:00	14.81	2.08	8.33	25.00	15.79	0.00	6.25	1.54	18.18	18.18	15.63	6.45	11.02
09:15-10:15	7.14	2.17	8.33	12.50	14.71	6.67	4.17	4.29	16.67	9.09	13.16	6.90	8.82
09:30-10:30	9.38	5.00	10.53	8.00	16.67	8.33	4.00	4.29	8.33	11.11	8.11	6.06	8.32
09:45-10:45	6.06	9.76	15.79	8.00	10.34	9.09	0.00	5.80	16.67	0.00	7.89	7.14	8.05
10:00-11:00	8.11	9.43	15.00	4.35	6.90	9.09	0.00	5.97	27.27	0.00	7.50	3.45	8.09
10:15-11:15	8.57	6.67	15.00	4.55	7.41	0.00	0.00	1.56	27.27	16.67	8.11	0.00	7.98
10:30-11:30	10.53	6.56	11.11	5.88	6.67	0.00	0.00	3.28	27.27	33.33	9.38	0.00	9.50
10:45-11:45	8.57	8.77	4.76	0.00	5.88	0.00	0.00	1.89	22.22	60.00	9.38	3.57	10.42
11:00-12:00	12.50	10.34	4.55	7.14	8.82	5.26	4.76	3.33	14.29	42.86	11.11	3.57	10.71
11:15-12:15	19.23	10.00	5.00	8.33	11.11	5.56	5.56	5.45	18.18	28.57	8.70	3.57	10.77
11:30-12:30	13.04	9.86	9.52	13.33	10.26	6.25	6.67	3.17	16.67	12.50	3.57	5.13	9.16
11:45-12:45	20.83	5.06	6.67	13.33	11.43	10.00	11.11	4.35	18.18	12.50	7.41	2.70	10.30
12:00-13:00	21.43	3.95	7.14	8.33	11.76	0.00	0.00	4.62	0.00	12.50	6.45	2.78	6.58
12:15-13:15	19.51	4.23	5.26	13.33	12.90	0.00	0.00	3.08	0.00	10.00	5.71	2.70	6.39
12:30-13:30	29.41	1.37	0.00	7.69	8.70	0.00	0.00	3.08	10.00	12.50	6.90	3.57	6.93
12:45-13:45	21.62	2.90	0.00	7.14	7.69	0.00	0.00	2.94	10.00	0.00	9.68	3.85	5.49
13:00-14:00	18.42	2.53	0.00	5.56	13.79	0.00	0.00	6.06	20.00	0.00	13.51	7.41	7.27
13:15-14:15	20.00	3.57	0.00	0.00	9.68	0.00	0.00	6.45	30.00	0.00	15.79	15.38	8.41
13:30-14:30	13.89	5.56	0.00	5.00	11.11	0.00	0.00	6.78	15.38	0.00	20.59	10.71	7.42
13:45-14:45	18.18	5.41	0.00	11.11	15.15	0.00	0.00	5.36	21.43	0.00	16.67	12.12	8.79
14:00-15:00	12.50	6.06	0.00	23.53	9.09	0.00	0.00	1.72	15.38	8.33	12.90	10.00	8.29
14:15-15:15	11.11	8.77	6.67	22.73	12.82	0.00	9.09	1.72	7.14	8.33	9.38	7.41	8.76
14:30-15:30	9.76	8.06	12.90	21.74	13.16	5.56	10.00	1.64	12.50	26.32	4.88	15.15	11.81
14:45-15:45	7.14	8.06	13.16	17.86	11.90	7.14	28.57	1.69	7.69	31.82	8.89	13.51	13.12
15:00-16:00	8.33	9.84	21.21	10.34	15.91	9.09	26.32	2.13	15.38	33.33	6.12	15.00	14.42
15:15-16:15	7.84	8.11	14.71	14.81	15.56	13.33	23.53	5.77	21.43	36.84	6.25	17.02	15.43
15:30-16:30	6.52	7.79	11.90	16.13	16.00	5.56	20.00	5.56	21.05	27.27	9.26	13.95	13.42
15:45-16:45	7.84	7.69	8.70	15.63	15.38	10.00	6.25	5.66	21.43	11.11	7.41	22.22	11.61
16:00-17:00	11.86	4.88	11.29	19.35	14.04	8.70	0.00	3.57	20.00	9.09	6.00	21.62	10.87
16:15-17:15	16.39	2.47	13.70	13.79	15.63	4.76	5.88	0.00	23.08	18.18	7.69	17.65	11.60
16:30-17:30	14.29	3.75	13.41	8.00	16.42	5.00	7.14	0.00	27.27	15.38	6.98	13.16	10.90
16:45-17:45	16.48	3.66	15.38	12.00	18.84	5.56	10.53	0.00	27.27	18.18	9.30	5.71	11.91
17:00-18:00	16.25	3.95	13.25	6.90	15.38	10.53	14.29	0.00	20.00	16.67	20.00	2.94	11.68
AVERAGE PER MOVEMENT	14.94	7.27	10.23	11.18	16.05	5.08	8.62	3.19	18.74	18.01	11.30	9.68	11.19

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

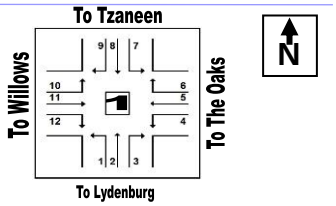


TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	11.11	9.76	8.70	11.76	7.69	11.11	14.81	23.64	9.09	0.00	16.67	11.11	**11.29**
06:15-07:15	14.71	10.00	11.11	7.32	5.66	12.50	15.63	25.00	11.11	0.00	16.36	10.26	**11.64**
06:30-07:30	16.22	11.11	8.70	12.16	4.55	11.43	13.51	22.73	8.33	0.00	25.00	8.33	**11.84**
06:45-07:45	17.07	17.07	4.35	15.52	0.00	8.82	10.34	18.75	0.00	11.11	26.79	13.89	**11.98**
07:00-08:00	16.22	21.95	13.64	16.36	0.00	4.00	4.76	18.46	0.00	10.00	24.07	14.29	**11.98**
07:15-08:15	14.29	20.51	11.11	22.92	5.71	0.00	0.00	14.52	0.00	11.11	22.50	16.67	**11.61**
07:30-08:30	14.71	17.65	9.09	18.18	5.26	0.00	0.00	19.64	8.33	12.50	14.71	18.52	**11.55**
07:45-08:45	15.63	13.16	11.11	15.63	6.45	0.00	0.00	20.34	8.33	0.00	10.00	14.81	**9.62**
08:00-09:00	20.00	17.14	0.00	17.86	9.68	0.00	0.00	19.64	9.09	0.00	9.68	12.50	**9.63**
08:15-09:15	22.86	26.19	0.00	8.33	2.78	0.00	0.00	25.86	16.67	0.00	10.71	19.23	**11.05**
08:30-09:30	21.21	34.00	11.11	8.33	5.13	13.33	11.11	25.86	10.00	0.00	10.81	23.08	**14.50**
08:45-09:45	24.24	39.29	9.09	8.00	9.52	11.11	7.14	30.51	9.09	0.00	8.11	16.67	**14.40**
09:00-10:00	18.52	39.58	12.50	0.00	7.89	10.00	6.25	26.15	9.09	0.00	9.38	19.35	**13.23**
09:15-10:15	14.29	43.48	12.50	0.00	14.71	13.33	8.33	20.00	0.00	0.00	7.89	10.34	**12.07**
09:30-10:30	15.63	35.00	5.26	4.00	13.33	0.00	4.00	18.57	0.00	0.00	2.70	9.09	**8.97**
09:45-10:45	15.15	19.51	5.26	12.00	10.34	0.00	8.33	14.49	0.00	0.00	10.53	21.43	**9.75**
10:00-11:00	16.22	26.42	0.00	13.04	13.79	0.00	9.09	16.42	0.00	0.00	12.50	17.24	**10.39**
10:15-11:15	17.14	21.67	0.00	13.64	7.41	0.00	10.53	26.56	0.00	0.00	13.51	22.58	**11.09**
10:30-11:30	13.16	22.95	5.56	11.76	10.00	0.00	15.79	31.15	9.09	0.00	15.63	24.00	**13.26**
10:45-11:45	17.14	26.32	4.76	0.00	5.88	0.00	13.64	33.96	11.11	20.00	6.25	17.86	**13.08**
11:00-12:00	18.75	22.41	4.55	7.14	2.94	0.00	19.05	33.33	7.14	14.29	0.00	25.00	**12.88**
11:15-12:15	26.92	23.33	10.00	16.67	8.33	0.00	16.67	27.27	9.09	14.29	0.00	25.00	**14.80**
11:30-12:30	39.13	19.72	4.76	13.33	10.26	0.00	13.33	22.22	0.00	37.50	0.00	17.95	**14.85**
11:45-12:45	29.17	18.99	13.33	13.33	11.43	0.00	11.11	23.19	0.00	25.00	3.70	16.22	**13.79**
12:00-13:00	21.43	19.74	14.29	8.33	11.76	0.00	0.00	23.08	14.29	25.00	3.23	11.11	**12.69**
12:15-13:15	14.63	14.08	15.79	6.67	6.45	0.00	0.00	21.54	10.00	20.00	2.86	5.41	**9.79**
12:30-13:30	8.82	20.55	20.00	7.69	4.35	0.00	0.00	24.62	10.00	12.50	6.90	7.14	**10.21**
12:45-13:45	8.11	20.29	22.73	14.29	7.69	27.27	0.00	22.06	10.00	12.50	6.45	3.85	**12.94**
13:00-14:00	10.53	18.99	25.00	11.11	10.34	21.43	0.00	21.21	0.00	12.50	10.81	7.41	**12.44**
13:15-14:15	13.33	21.43	18.18	6.25	9.68	20.00	0.00	22.58	10.00	12.50	13.16	15.38	**13.54**
13:30-14:30	13.89	16.67	15.79	0.00	8.33	21.43	13.33	23.73	15.38	0.00	11.76	14.29	**12.88**
13:45-14:45	15.15	18.92	9.52	0.00	6.06	0.00	14.29	23.21	14.29	0.00	10.00	27.27	**11.56**
14:00-15:00	18.75	15.15	7.41	0.00	6.06	5.88	18.18	24.14	15.38	0.00	6.45	23.33	**11.73**
14:15-15:15	16.67	15.79	10.00	0.00	7.69	5.26	18.18	24.14	7.14	0.00	3.13	18.52	**10.54**
14:30-15:30	14.63	17.74	12.90	4.35	7.89	5.56	10.00	21.31	0.00	5.26	2.44	21.21	**10.28**
14:45-15:45	11.90	19.35	13.16	0.00	9.52	7.14	7.14	20.34	0.00	4.55	2.22	10.81	**8.85**
15:00-16:00	12.50	19.67	15.15	0.00	6.82	0.00	5.26	21.28	0.00	4.76	0.00	10.00	**7.95**
15:15-16:15	7.84	18.92	14.71	0.00	6.67	13.33	5.88	28.85	0.00	5.26	0.00	14.89	**9.70**
15:30-16:30	6.52	20.78	9.52	3.23	8.00	16.67	5.00	33.33	0.00	0.00	3.70	13.95	**10.06**
15:45-16:45	9.80	19.23	4.35	3.13	7.69	15.00	6.25	39.62	0.00	0.00	3.70	13.89	**10.22**
16:00-17:00	10.17	20.73	11.29	3.23	8.77	13.04	7.14	41.07	6.67	0.00	4.00	16.22	**11.86**
16:15-17:15	9.84	19.75	10.96	3.45	12.50	4.76	5.88	34.62	15.38	0.00	7.69	11.76	**11.38**
16:30-17:30	10.39	17.50	13.41	0.00	13.43	0.00	0.00	34.21	18.18	0.00	4.65	10.53	**10.19**
16:45-17:45	10.99	20.73	18.68	8.00	14.49	5.56	0.00	37.84	18.18	0.00	6.98	8.57	**12.50**
17:00-18:00	11.25	22.37	14.46	6.90	20.00	10.53	0.00	28.95	20.00	0.00	8.57	8.82	**12.65**
AVERAGE PER MOVEMENT	**15.70**	**21.24**	**10.53**	**7.86**	**8.29**	**6.41**	**7.33**	**25.11**	**7.12**	**6.01**	**8.80**	**15.11**	**11.63**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: The Oaks - R36
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°21'37.58"S and 30°40'3.81"E

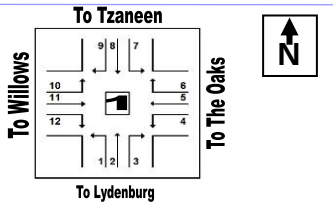
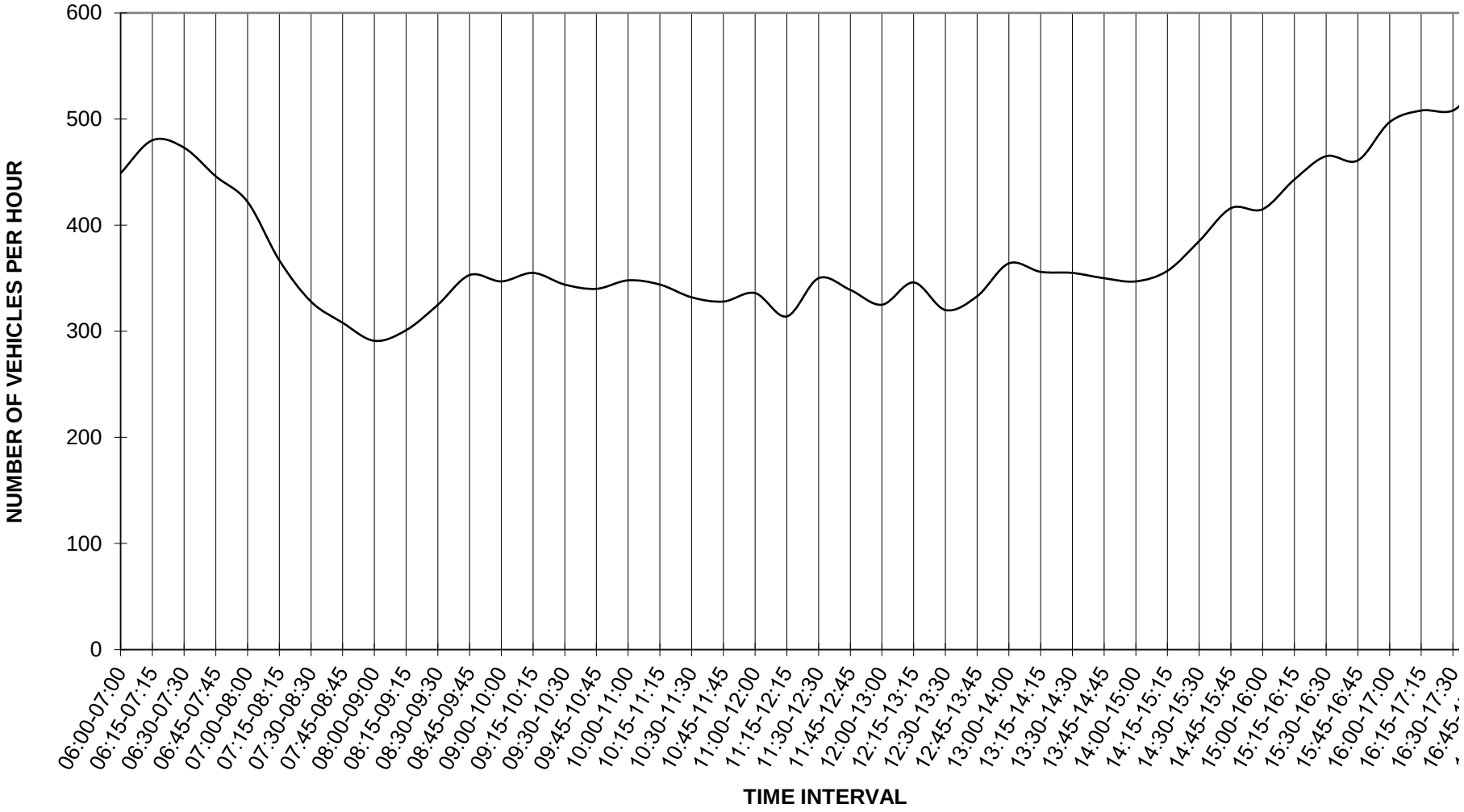


TABLE A-14: PERCENTAGE BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	0.00	0.00	4.35	0.98	2.56	3.70	0.00	0.00	9.09	7.69	4.17	0.00	**2.71**
06:15-07:15	0.00	0.00	11.11	1.22	3.77	3.13	0.00	0.00	11.11	7.69	3.64	0.00	**3.47**
06:30-07:30	0.00	0.00	13.04	2.70	2.27	2.86	0.00	0.00	8.33	0.00	3.85	0.00	**2.75**
06:45-07:45	0.00	0.00	17.39	5.17	2.27	0.00	0.00	0.00	9.09	0.00	3.57	0.00	**3.12**
07:00-08:00	0.00	0.00	13.64	3.64	2.27	0.00	0.00	0.00	0.00	0.00	1.85	0.00	**1.78**
07:15-08:15	0.00	0.00	11.11	4.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**1.27**
07:30-08:30	0.00	0.00	9.09	3.03	2.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**1.23**
07:45-08:45	0.00	0.00	5.56	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.73**
08:00-09:00	0.00	0.00	6.25	0.00	3.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.79**
08:15-09:15	0.00	0.00	0.00	0.00	2.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.23**
08:30-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
08:45-09:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
09:00-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
09:15-10:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
09:30-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
09:45-10:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:00-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:15-11:15	0.00	0.00	5.00	0.00	3.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.73**
10:30-11:30	0.00	0.00	5.56	0.00	3.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.74**
10:45-11:45	0.00	0.00	4.76	0.00	2.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.64**
11:00-12:00	0.00	0.00	4.55	0.00	2.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.62**
11:15-12:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
11:30-12:30	0.00	1.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.12**
11:45-12:45	0.00	2.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.21**
12:00-13:00	0.00	2.63	0.00	0.00	0.00	0.00	0.00	1.54	0.00	0.00	0.00	0.00	**0.35**
12:15-13:15	0.00	2.82	0.00	0.00	0.00	0.00	0.00	1.54	0.00	0.00	0.00	0.00	**0.36**
12:30-13:30	0.00	1.37	0.00	0.00	0.00	0.00	0.00	1.54	0.00	0.00	0.00	0.00	**0.24**
12:45-13:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	0.00	0.00	0.00	0.00	**0.12**
13:00-14:00	0.00	0.00	4.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.35**
13:15-14:15	0.00	0.00	4.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.38**
13:30-14:30	0.00	0.00	5.26	5.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.86**
13:45-14:45	0.00	0.00	4.76	5.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.86**
14:00-15:00	0.00	0.00	3.70	11.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**1.29**
14:15-15:15	0.00	0.00	3.33	9.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**1.04**
14:30-15:30	0.00	0.00	3.23	4.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.63**
14:45-15:45	0.00	0.00	2.63	3.57	0.00	0.00	0.00	0.00	0.00	0.00	2.22	0.00	**0.70**
15:00-16:00	0.00	0.00	0.00	3.45	0.00	0.00	0.00	0.00	0.00	0.00	4.08	0.00	**0.63**
15:15-16:15	0.00	0.00	2.94	3.70	2.22	0.00	0.00	0.00	0.00	0.00	4.17	0.00	**1.09**
15:30-16:30	0.00	0.00	2.38	3.23	2.00	0.00	0.00	0.00	0.00	0.00	3.70	0.00	**0.94**
15:45-16:45	0.00	0.00	2.17	6.25	3.85	0.00	0.00	0.00	0.00	0.00	3.70	0.00	**1.33**
16:00-17:00	0.00	0.00	1.61	3.23	3.51	0.00	0.00	0.00	0.00	0.00	2.00	2.70	**1.09**
16:15-17:15	0.00	0.00	0.00	3.45	1.56	0.00	0.00	0.00	0.00	0.00	1.92	2.94	**0.82**
16:30-17:30	0.00	0.00	0.00	4.00	1.49	0.00	0.00	0.00	0.00	0.00	2.33	5.26	**1.09**
16:45-17:45	0.00	0.00	1.10	0.00	2.90	0.00	0.00	0.00	0.00	0.00	0.00	5.71	**0.81**
17:00-18:00	0.00	0.00	3.61	0.00	4.62	0.00	0.00	0.00	0.00	0.00	0.00	2.94	**0.93**
AVERAGE PER MOVEMENT	**0.00**	**0.24**	**3.49**	**1.95**	**1.34**	**0.22**	**0.00**	**0.14**	**0.84**	**0.34**	**0.92**	**0.43**	**0.82**

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (TUESDAY 15 APRIL 2025)



12-HOUR MANUAL TRAFFIC COUNTS AT
Maruleng - Sekororo (Metz)
Co-ordinates: 24°15'41.28"S and 30°27'28.61"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (15 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

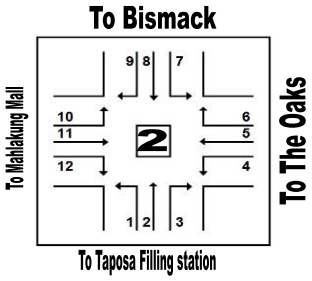


TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	2	0	0	2	3	1	3	1	5	1	5	2	25
06:15-06:30	3	2	1	4	8	4	3	2	0	6	6	2	41
06:30-06:45	1	2	3	5	8	3	11	2	6	5	12	4	62
06:45-07:00	8	6	4	10	22	4	4	9	17	9	20	5	118
07:00-07:15	9	5	7	4	14	6	11	4	14	17	23	6	120
07:15-07:30	7	4	5	6	17	7	8	4	13	11	17	6	105
07:30-07:45	6	1	4	7	16	2	2	5	7	2	10	5	67
07:45-08:00	9	0	6	4	11	2	2	4	9	7	8	2	64
08:00-08:15	7	7	3	8	13	0	3	8	7	7	4	5	72
08:15-08:30	7	5	2	4	17	3	2	5	13	11	9	5	83
08:30-08:45	4	2	3	4	10	3	3	5	6	5	8	3	56
08:45-09:00	7	7	4	4	10	1	4	6	11	10	9	5	78
09:00-09:15	7	3	3	0	11	4	1	6	7	6	10	5	63
09:15-09:30	10	5	4	3	8	0	1	6	8	8	7	3	63
09:30-09:45	5	2	1	4	13	3	1	6	9	7	8	11	70
09:45-10:00	9	9	6	7	7	2	1	9	10	8	7	9	84
10:00-10:15	10	6	6	3	6	5	4	7	10	4	12	8	81
10:15-10:30	4	5	6	1	10	4	3	2	8	1	7	8	59
10:30-10:45	7	4	2	2	7	2	3	4	7	13	9	5	65
10:45-11:00	2	4	1	4	13	1	4	3	3	2	15	5	57
11:00-11:15	11	2	2	3	14	3	2	1	5	8	12	7	70
11:15-11:30	3	3	1	4	9	4	1	4	5	7	7	4	52
11:30-11:45	6	4	1	3	8	1	1	1	6	7	8	5	51
11:45-12:00	9	1	5	3	11	1	2	4	3	3	10	5	57
12:00-12:15	7	5	2	8	11	4	3	2	8	4	11	1	66
12:15-12:30	6	3	3	3	10	1	2	2	4	3	15	5	57
12:30-12:45	3	2	1	3	16	2	3	6	5	7	11	6	65
12:45-13:00	7	0	5	2	11	4	2	1	12	7	9	12	72
13:00-13:15	5	3	6	4	11	0	4	3	5	13	8	11	73
13:15-13:30	4	5	9	2	11	2	4	3	5	6	5	6	62
13:30-13:45	10	8	6	5	13	4	1	2	4	7	12	10	82
13:45-14:00	4	4	6	3	6	4	2	2	11	12	8	8	70
14:00-14:15	8	1	5	6	11	6	1	7	9	13	12	6	85
14:15-14:30	6	5	4	3	11	3	0	1	5	6	14	9	67
14:30-14:45	6	1	6	7	17	7	4	3	10	10	15	5	91
14:45-15:00	7	1	6	5	18	8	6	2	8	13	16	10	100
15:00-15:15	7	7	6	5	20	5	7	5	21	15	17	5	120
15:15-15:30	6	1	6	3	22	5	6	2	13	8	18	4	94
15:30-15:45	6	5	3	5	23	4	3	3	10	8	15	6	91
15:45-16:00	10	4	3	6	16	7	3	2	9	7	10	9	86
16:00-16:15	5	6	4	6	14	1	4	5	9	5	18	13	90
16:15-16:30	6	7	4	1	16	5	3	4	10	13	23	5	97
16:30-16:45	7	4	6	6	21	2	4	8	12	9	17	10	106
16:45-17:00	4	7	12	8	12	1	6	3	12	6	9	8	88
17:00-17:15	11	2	4	3	15	3	4	6	8	18	16	4	94
17:15-17:30	4	3	10	6	15	1	5	3	8	13	15	10	93
17:30-17:45	7	4	4	3	18	6	2	6	16	17	20	15	118
17:45-18:00	10	2	10	7	12	4	2	7	8	22	14	7	105
TOTAL	**309**	**179**	**211**	**209**	**616**	**155**	**161**	**196**	**411**	**407**	**571**	**310**	**3735**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

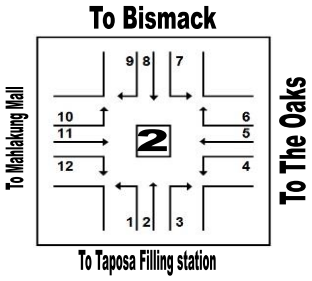


TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	1	0	2	0	4	0	0	1	2	0	3	1	14
06:15-06:30	1	0	1	0	5	2	0	0	5	1	7	2	24
06:30-06:45	2	0	1	2	2	1	2	0	0	2	6	1	19
06:45-07:00	0	0	0	0	5	1	4	0	1	5	5	1	22
07:00-07:15	3	0	3	2	7	6	1	1	4	7	5	1	40
07:15-07:30	3	2	0	2	6	1	1	2	7	2	4	0	30
07:30-07:45	1	1	0	0	6	0	3	0	3	3	4	3	24
07:45-08:00	2	0	1	0	8	0	1	0	5	2	4	1	24
08:00-08:15	0	0	1	0	5	0	0	1	5	2	6	1	21
08:15-08:30	1	1	0	2	6	0	0	0	1	2	5	0	18
08:30-08:45	0	0	4	0	8	0	1	1	3	5	6	3	31
08:45-09:00	2	0	1	1	4	0	1	1	1	3	6	2	22
09:00-09:15	1	1	1	1	8	0	1	0	2	1	6	0	22
09:15-09:30	3	0	0	3	8	0	0	0	1	1	3	1	20
09:30-09:45	0	0	1	0	4	0	1	1	1	4	2	0	14
09:45-10:00	1	0	1	1	5	0	1	0	1	0	3	2	15
10:00-10:15	1	0	1	0	6	0	0	0	1	4	7	3	23
10:15-10:30	1	0	1	0	6	0	2	0	2	1	3	2	18
10:30-10:45	0	0	1	0	6	2	3	0	1	3	2	1	19
10:45-11:00	2	0	2	2	7	0	2	1	1	4	4	2	27
11:00-11:15	6	1	1	2	5	0	0	3	1	1	4	1	25
11:15-11:30	2	0	3	0	6	0	0	0	0	1	8	1	21
11:30-11:45	2	0	0	4	2	0	3	0	1	2	3	1	18
11:45-12:00	2	0	1	1	4	0	0	2	3	4	5	0	22
12:00-12:15	1	1	0	0	5	0	1	1	0	2	4	0	15
12:15-12:30	0	1	2	0	4	0	0	0	1	0	5	4	17
12:30-12:45	1	1	3	1	7	0	1	0	1	3	4	2	24
12:45-13:00	0	0	2	0	6	1	0	0	1	1	3	2	16
13:00-13:15	0	1	2	0	5	1	0	1	1	2	4	2	19
13:15-13:30	2	0	3	1	4	0	2	2	2	2	6	3	27
13:30-13:45	0	1	4	0	5	0	0	0	1	2	5	2	20
13:45-14:00	0	2	5	0	7	0	1	3	1	2	5	4	30
14:00-14:15	0	1	1	0	6	0	0	1	3	2	2	1	17
14:15-14:30	1	0	2	1	5	2	1	1	2	4	5	2	26
14:30-14:45	1	2	1	0	5	0	5	0	5	3	6	2	30
14:45-15:00	1	1	1	1	9	4	5	0	3	2	2	2	31
15:00-15:15	0	1	1	3	8	1	2	0	3	4	3	1	27
15:15-15:30	2	1	3	1	7	0	1	1	2	2	3	3	26
15:30-15:45	1	1	0	1	5	0	0	0	3	4	2	0	17
15:45-16:00	1	0	1	2	7	0	3	0	2	6	5	1	28
16:00-16:15	2	0	1	0	4	0	1	1	5	3	8	4	29
16:15-16:30	0	2	3	0	4	0	1	1	2	2	6	3	24
16:30-16:45	1	0	1	0	11	0	1	0	3	5	8	4	34
16:45-17:00	3	2	2	3	8	0	0	1	3	5	5	2	34
17:00-17:15	1	3	4	1	2	0	1	1	4	2	5	4	28
17:15-17:30	0	1	2	0	5	0	0	1	3	1	3	4	20
17:30-17:45	1	2	3	0	6	0	0	0	2	7	5	4	30
17:45-18:00	1	1	2	1	3	0	1	2	3	3	8	2	27
TOTAL	57	31	76	39	271	22	54	31	108	129	223	88	1129

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

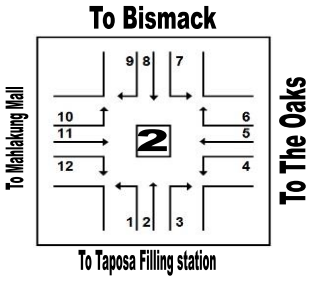


TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	0	0	0	0	0	0	0	0	1	0	1	0	2
06:15-06:30	0	0	0	0	0	0	0	0	0	0	2	0	2
06:30-06:45	0	1	0	0	0	0	0	1	0	0	1	0	3
06:45-07:00	1	0	1	1	0	0	0	0	0	0	0	2	5
07:00-07:15	0	0	1	0	0	0	0	0	1	0	1	0	3
07:15-07:30	1	0	1	0	0	0	0	0	1	3	4	2	12
07:30-07:45	3	0	0	0	1	0	0	0	1	0	1	4	10
07:45-08:00	1	0	1	0	0	0	0	0	0	1	1	0	4
08:00-08:15	0	1	0	0	1	1	0	1	1	0	3	1	9
08:15-08:30	1	0	3	1	1	0	0	1	0	0	1	1	9
08:30-08:45	0	0	0	0	1	0	1	0	1	0	2	0	5
08:45-09:00	0	0	0	0	3	1	0	0	0	0	1	0	5
09:00-09:15	0	0	0	1	4	0	0	0	0	2	0	0	7
09:15-09:30	0	0	0	0	3	0	0	0	1	1	3	2	10
09:30-09:45	2	1	0	0	2	1	1	0	1	0	3	1	12
09:45-10:00	0	0	1	0	1	1	0	1	0	1	3	0	8
10:00-10:15	0	0	0	0	2	1	0	0	0	1	2	0	6
10:15-10:30	0	0	0	0	1	0	2	0	0	0	1	0	4
10:30-10:45	0	0	0	0	3	0	1	1	1	0	2	0	8
10:45-11:00	1	0	0	0	3	0	0	0	0	1	3	0	8
11:00-11:15	0	0	0	0	2	1	0	0	1	1	3	0	8
11:15-11:30	0	0	0	1	5	0	0	0	1	0	-1	1	7
11:30-11:45	0	0	1	0	0	0	0	0	2	0	5	0	8
11:45-12:00	1	0	0	1	2	0	0	0	0	1	3	1	9
12:00-12:15	0	1	0	1	3	0	0	0	1	0	4	0	10
12:15-12:30	1	0	0	1	0	0	0	0	0	0	2	0	4
12:30-12:45	0	1	0	1	3	1	0	0	0	1	0	0	7
12:45-13:00	0	0	1	0	2	0	0	0	0	0	1	0	4
13:00-13:15	0	0	0	0	2	2	1	0	0	0	2	0	7
13:15-13:30	0	0	0	0	5	0	0	0	1	1	1	0	8
13:30-13:45	0	0	0	0	1	1	0	0	0	0	5	0	7
13:45-14:00	0	1	0	0	1	0	2	1	1	0	3	2	11
14:00-14:15	0	1	0	0	1	0	0	0	1	0	0	1	4
14:15-14:30	1	0	0	1	1	0	0	0	1	1	2	0	7
14:30-14:45	0	0	0	0	0	0	0	0	2	0	3	1	6
14:45-15:00	0	0	1	0	2	0	1	0	1	0	2	1	8
15:00-15:15	0	0	0	0	1	0	0	0	1	3	0	0	5
15:15-15:30	0	0	0	0	2	0	0	0	0	1	0	0	3
15:30-15:45	0	0	0	1	4	0	0	0	0	0	2	0	7
15:45-16:00	2	0	0	1	2	0	0	0	0	0	0	0	5
16:00-16:15	0	0	1	0	3	0	0	0	0	0	1	1	6
16:15-16:30	0	0	0	1	1	0	0	0	1	0	2	0	5
16:30-16:45	0	0	0	0	2	0	0	0	0	1	0	0	3
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	1	0	0	0	0	0	1	0	2
17:15-17:30	0	1	0	0	1	0	0	0	0	0	0	1	3
17:30-17:45	0	0	0	1	4	0	0	0	0	0	2	0	7
17:45-18:00	1	0	0	1	4	0	0	0	2	1	0	0	9
TOTAL	16	8	12	14	81	10	9	6	25	21	78	22	302

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

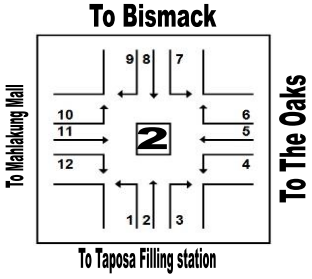


TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15-06:30	0	0	0	0	0	0	0	0	0	0	1	0	1
06:30-06:45	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-07:15	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15-11:30	0	0	0	0	0	1	0	0	0	0	1	0	2
11:30-11:45	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	1	0	0	0	0	0	0	0	1
15:00-15:15	0	0	0	0	0	0	0	0	0	0	1	0	1
15:15-15:30	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	1	0	0	1
16:30-16:45	0	0	0	0	0	0	0	0	0	1	0	0	1
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	4	1	1	0	2	2	4	0	14

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

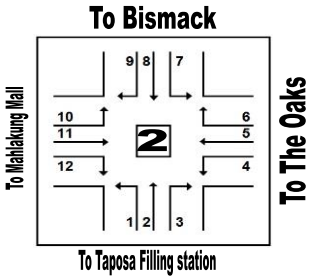


TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	3	0	2	2	7	1	3	2	8	1	9	3	**41**
06:15-06:30	4	2	2	4	13	6	3	2	5	7	16	4	**68**
06:30-06:45	3	3	4	7	10	4	13	3	6	7	19	5	**84**
06:45-07:00	9	6	5	11	27	5	8	9	18	14	25	8	**145**
07:00-07:15	12	5	11	6	21	12	12	5	19	24	30	7	**164**
07:15-07:30	11	6	6	8	23	8	9	6	21	16	25	8	**147**
07:30-07:45	10	2	4	7	23	2	5	5	11	5	15	12	**101**
07:45-08:00	12	0	8	4	19	2	3	4	14	10	13	3	**92**
08:00-08:15	7	8	4	8	19	1	3	10	14	9	13	7	**103**
08:15-08:30	9	6	5	7	24	3	2	6	14	13	15	6	**110**
08:30-08:45	4	2	7	4	19	3	5	6	10	10	16	6	**92**
08:45-09:00	9	7	5	5	17	2	5	7	12	13	16	7	**105**
09:00-09:15	8	4	4	2	23	4	2	6	9	9	16	5	**92**
09:15-09:30	13	5	4	6	20	0	1	6	10	10	13	6	**94**
09:30-09:45	7	3	2	4	19	4	3	7	11	11	13	12	**96**
09:45-10:00	10	9	8	8	13	3	2	10	11	9	13	11	**107**
10:00-10:15	11	6	7	3	14	6	4	7	11	9	21	11	**110**
10:15-10:30	5	5	7	1	17	4	7	2	10	2	11	10	**81**
10:30-10:45	7	4	3	2	16	4	7	5	9	16	13	6	**92**
10:45-11:00	5	4	3	6	23	1	6	4	4	7	22	7	**92**
11:00-11:15	17	3	3	5	22	4	2	4	7	10	19	8	**104**
11:15-11:30	5	3	4	5	20	5	1	4	6	8	15	6	**82**
11:30-11:45	8	4	2	7	10	1	5	1	9	9	16	6	**78**
11:45-12:00	12	1	6	5	17	1	2	6	6	8	18	6	**88**
12:00-12:15	8	7	2	9	19	4	4	3	9	6	19	1	**91**
12:15-12:30	7	4	5	4	14	1	2	2	5	3	22	9	**78**
12:30-12:45	4	4	4	5	26	3	4	6	6	11	15	8	**96**
12:45-13:00	7	0	8	2	19	5	2	1	13	8	13	14	**92**
13:00-13:15	5	4	8	4	18	3	5	4	6	15	14	13	**99**
13:15-13:30	6	5	12	3	20	2	6	5	8	9	12	9	**97**
13:30-13:45	10	9	10	5	19	5	1	2	5	9	22	12	**109**
13:45-14:00	4	7	11	3	14	4	5	6	13	14	16	14	**111**
14:00-14:15	8	3	6	6	18	6	1	8	13	15	14	8	**106**
14:15-14:30	8	5	6	5	17	5	1	2	8	11	21	11	**100**
14:30-14:45	7	3	7	7	22	7	9	3	17	13	24	8	**127**
14:45-15:00	8	2	8	6	30	12	12	2	12	15	20	13	**140**
15:00-15:15	7	8	7	8	29	6	9	5	25	22	21	6	**153**
15:15-15:30	8	2	9	4	31	5	7	3	16	11	21	7	**124**
15:30-15:45	7	6	3	7	32	4	3	3	13	12	19	6	**115**
15:45-16:00	13	4	4	9	25	7	6	2	11	13	15	10	**119**
16:00-16:15	7	6	6	6	21	1	5	6	14	8	27	18	**125**
16:15-16:30	6	9	7	2	21	5	4	5	13	16	31	8	**127**
16:30-16:45	8	4	7	6	34	2	5	8	15	16	25	14	**144**
16:45-17:00	7	9	14	11	20	1	6	4	15	11	14	10	**122**
17:00-17:15	12	5	8	4	18	3	5	7	12	20	22	8	**124**
17:15-17:30	4	5	12	6	22	1	5	4	11	14	18	15	**117**
17:30-17:45	8	6	7	4	28	6	2	6	18	24	27	19	**155**
17:45-18:00	12	3	12	9	19	4	3	9	13	26	22	9	**141**
TOTAL	**382**	**218**	**299**	**262**	**972**	**188**	**225**	**233**	**546**	**559**	**876**	**420**	**5180**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

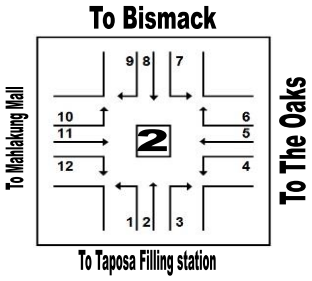


TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	14	10	8	21	41	12	21	14	28	21	43	13	**246**
06:15-07:15	21	15	15	23	52	17	29	17	37	37	61	17	**341**
06:30-07:30	25	17	19	25	61	20	34	19	50	42	72	21	**405**
06:45-07:45	30	16	20	27	69	19	25	22	51	39	70	22	**410**
07:00-08:00	31	10	22	21	58	17	23	17	43	37	58	19	**356**
07:15-08:15	29	12	18	25	57	11	15	21	36	27	39	18	**308**
07:30-08:30	29	13	15	23	57	7	9	22	36	27	31	17	**286**
07:45-08:45	27	14	14	20	51	8	10	22	35	30	29	15	**275**
08:00-09:00	25	21	12	20	50	7	12	24	37	33	30	18	**289**
08:15-09:15	25	17	12	12	48	11	10	22	37	32	36	18	**280**
08:30-09:30	28	17	14	11	39	8	9	23	32	29	34	16	**260**
08:45-09:45	29	17	12	11	42	8	7	24	35	31	34	24	**274**
09:00-10:00	31	19	14	14	39	9	4	27	34	29	32	28	**280**
09:15-10:15	34	22	17	17	34	10	7	28	37	27	34	31	**298**
09:30-10:30	28	22	19	15	36	14	9	24	37	20	34	36	**294**
09:45-10:45	30	24	20	13	30	13	11	22	35	26	35	30	**289**
10:00-11:00	23	19	15	10	36	12	14	16	28	20	43	26	**262**
10:15-11:15	24	15	11	10	44	10	12	10	23	24	43	25	**251**
10:30-11:30	23	13	6	13	43	10	10	12	20	30	43	21	**244**
10:45-11:45	22	13	5	14	44	9	8	9	19	24	42	21	**230**
11:00-12:00	29	10	9	13	42	9	6	10	19	25	37	21	**230**
11:15-12:15	25	13	9	18	39	10	7	11	22	21	36	15	**226**
11:30-12:30	28	13	11	17	40	7	8	9	21	17	44	16	**231**
11:45-12:45	25	11	11	17	48	8	10	14	20	17	47	17	**245**
12:00-13:00	23	10	11	16	48	11	10	11	29	21	46	24	**260**
12:15-13:15	21	8	15	12	48	7	11	12	26	30	43	34	**267**
12:30-13:30	19	10	21	11	49	8	13	13	27	33	33	35	**272**
12:45-13:45	26	16	26	13	46	10	11	9	26	33	34	39	**289**
13:00-14:00	23	20	27	14	41	10	11	10	25	38	33	35	**287**
13:15-14:15	26	18	26	16	41	16	8	14	29	38	37	30	**299**
13:30-14:30	28	18	21	17	41	17	4	12	29	38	46	33	**304**
13:45-14:45	24	11	21	19	45	20	7	13	35	41	49	28	**313**
14:00-15:00	27	8	21	21	57	24	11	13	32	42	57	30	**343**
14:15-15:15	26	14	22	20	66	23	17	11	44	44	62	29	**378**
14:30-15:30	26	10	24	20	77	25	23	12	52	46	66	24	**405**
14:45-15:45	26	14	21	18	83	22	22	12	52	44	66	25	**405**
15:00-16:00	29	17	18	19	81	21	19	12	53	38	60	24	**391**
15:15-16:15	27	16	16	20	75	17	16	12	41	28	61	32	**361**
15:30-16:30	27	22	14	18	69	17	13	14	38	33	66	33	**364**
15:45-16:45	28	21	17	19	67	15	14	19	40	34	68	37	**379**
16:00-17:00	22	24	26	21	63	9	17	20	43	33	67	36	**381**
16:15-17:15	28	20	26	18	64	11	17	21	42	46	65	27	**385**
16:30-17:30	26	16	32	23	63	7	19	20	40	46	57	32	**381**
16:45-17:45	26	16	30	20	60	11	17	18	44	54	60	37	**393**
17:00-18:00	32	11	28	19	60	14	13	22	40	70	65	36	**410**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

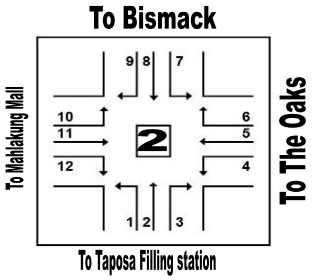


TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	4	0	4	2	16	4	6	1	8	8	21	5	79
06:15-07:15	6	0	5	4	19	10	7	1	10	15	23	5	105
06:30-07:30	8	2	4	6	20	9	8	3	12	16	20	3	111
06:45-07:45	7	3	3	4	24	8	9	3	15	17	18	5	116
07:00-08:00	9	3	4	4	27	7	6	3	19	14	17	5	118
07:15-08:15	6	3	2	2	25	1	5	3	20	9	18	5	99
07:30-08:30	4	2	2	2	25	0	4	1	14	9	19	5	87
07:45-08:45	3	1	6	2	27	0	2	2	14	11	21	5	94
08:00-09:00	3	1	6	3	23	0	2	3	10	12	23	6	92
08:15-09:15	4	2	6	4	26	0	3	2	7	11	23	5	93
08:30-09:30	6	1	6	5	28	0	3	2	7	10	21	6	95
08:45-09:45	6	1	3	5	24	0	3	2	5	9	17	3	78
09:00-10:00	5	1	3	5	25	0	3	1	5	6	14	3	71
09:15-10:15	5	0	3	4	23	0	2	1	4	9	15	6	72
09:30-10:30	3	0	4	1	21	0	4	1	5	9	15	7	70
09:45-10:45	3	0	4	1	23	2	6	0	5	8	15	8	75
10:00-11:00	4	0	5	2	25	2	7	1	5	12	16	8	87
10:15-11:15	9	1	5	4	24	2	7	4	5	9	13	6	89
10:30-11:30	10	1	7	4	24	2	5	4	3	9	18	5	92
10:45-11:45	12	1	6	8	20	0	5	4	3	8	19	5	91
11:00-12:00	12	1	5	7	17	0	3	5	5	8	20	3	86
11:15-12:15	7	1	4	5	17	0	4	3	4	9	20	2	76
11:30-12:30	5	2	3	5	15	0	4	3	5	8	17	5	72
11:45-12:45	4	3	6	2	20	0	2	3	5	9	18	6	78
12:00-13:00	2	3	7	1	22	1	2	1	3	6	16	8	72
12:15-13:15	1	3	9	1	22	2	1	1	4	6	16	10	76
12:30-13:30	3	2	10	2	22	2	3	3	5	8	17	9	86
12:45-13:45	2	2	11	1	20	2	2	3	5	7	18	9	82
13:00-14:00	2	4	14	1	21	1	3	6	5	8	20	11	96
13:15-14:15	2	4	13	1	22	0	3	6	7	8	18	10	94
13:30-14:30	1	4	12	1	23	2	2	5	7	10	17	9	93
13:45-14:45	2	5	9	1	23	2	7	5	11	11	18	9	103
14:00-15:00	3	4	5	2	25	6	11	2	13	11	15	7	104
14:15-15:15	3	4	5	5	27	7	13	1	13	13	16	7	114
14:30-15:30	4	5	6	5	29	5	13	1	13	11	14	8	114
14:45-15:45	4	4	5	6	29	5	8	1	11	12	10	6	101
15:00-16:00	4	3	5	7	27	1	6	1	10	16	13	5	98
15:15-16:15	6	2	5	4	23	0	5	2	12	15	18	8	100
15:30-16:30	4	3	5	3	20	0	5	2	12	15	21	8	98
15:45-16:45	4	2	6	2	26	0	6	2	12	16	27	12	115
16:00-17:00	6	4	7	3	27	0	3	3	13	15	27	13	121
16:15-17:15	5	7	10	4	25	0	3	3	12	14	24	13	120
16:30-17:30	5	6	9	4	26	0	2	3	13	13	21	14	116
16:45-17:45	5	8	11	4	21	0	1	3	12	15	18	14	112
17:00-18:00	3	7	11	2	16	0	2	4	12	13	21	14	105

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

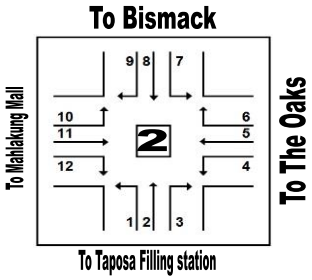


TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	1	1	1	1	0	0	0	1	1	0	4	2	12
06:15-07:15	1	1	2	1	0	0	0	1	1	0	4	2	13
06:30-07:30	2	1	3	1	0	0	0	1	2	3	6	4	23
06:45-07:45	5	0	3	1	1	0	0	0	3	3	6	8	30
07:00-08:00	5	0	3	0	1	0	0	0	3	4	7	6	29
07:15-08:15	5	1	2	0	2	1	0	1	3	4	9	7	35
07:30-08:30	5	1	4	1	3	1	0	2	2	1	6	6	32
07:45-08:45	2	1	4	1	3	1	1	2	2	1	7	2	27
08:00-09:00	1	1	3	1	6	2	1	2	2	0	7	2	28
08:15-09:15	1	0	3	2	9	1	1	1	1	2	4	1	26
08:30-09:30	0	0	0	1	11	1	1	0	2	3	6	2	27
08:45-09:45	2	1	0	1	12	2	1	0	2	3	7	3	34
09:00-10:00	2	1	1	1	10	2	1	1	2	4	9	3	37
09:15-10:15	2	1	1	0	8	3	1	1	2	3	11	3	36
09:30-10:30	2	1	1	0	6	3	3	1	1	2	9	1	30
09:45-10:45	0	0	1	0	7	2	3	2	1	2	8	0	26
10:00-11:00	1	0	0	0	9	1	3	1	1	2	8	0	26
10:15-11:15	1	0	0	0	9	1	3	1	2	2	9	0	28
10:30-11:30	1	0	0	1	13	1	1	1	3	2	7	1	31
10:45-11:45	1	0	1	1	10	1	0	0	4	2	10	1	31
11:00-12:00	1	0	1	2	9	1	0	0	4	2	10	2	32
11:15-12:15	1	1	1	3	10	0	0	0	4	1	11	2	34
11:30-12:30	2	1	1	3	5	0	0	0	3	1	14	1	31
11:45-12:45	2	2	0	4	8	1	0	0	1	2	9	1	30
12:00-13:00	1	2	1	3	8	1	0	0	1	1	7	0	25
12:15-13:15	1	1	1	2	7	3	1	0	0	1	5	0	22
12:30-13:30	0	1	1	1	12	3	1	0	1	2	4	0	26
12:45-13:45	0	0	1	0	10	3	1	0	1	1	9	0	26
13:00-14:00	0	1	0	0	9	3	3	1	2	1	11	2	33
13:15-14:15	0	2	0	0	8	1	2	1	3	1	9	3	30
13:30-14:30	1	2	0	1	4	1	2	1	3	1	10	3	29
13:45-14:45	1	2	0	1	3	0	2	1	5	1	8	4	28
14:00-15:00	1	1	1	1	4	0	1	0	5	1	7	3	25
14:15-15:15	1	0	1	1	4	0	1	0	5	4	7	2	26
14:30-15:30	0	0	1	0	5	0	1	0	4	4	5	2	22
14:45-15:45	0	0	1	1	9	0	1	0	2	4	4	1	23
15:00-16:00	2	0	0	2	9	0	0	0	1	4	2	0	20
15:15-16:15	2	0	1	2	11	0	0	0	0	1	3	1	21
15:30-16:30	2	0	1	3	10	0	0	0	1	0	5	1	23
15:45-16:45	2	0	1	2	8	0	0	0	1	1	3	1	19
16:00-17:00	0	0	1	1	6	0	0	0	1	1	3	1	14
16:15-17:15	0	0	0	1	4	0	0	0	1	1	3	0	10
16:30-17:30	0	1	0	0	4	0	0	0	0	1	1	1	8
16:45-17:45	0	1	0	1	6	0	0	0	0	0	3	1	12
17:00-18:00	1	1	0	2	10	0	0	0	2	1	3	1	21

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

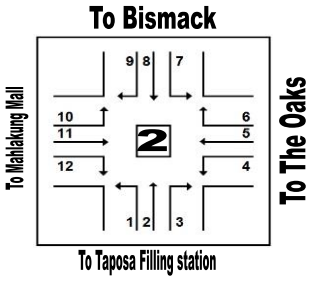


TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	0	0	0	0	0	0	0	0	0	0	1	0	1
06:15-07:15	0	0	0	0	0	0	0	0	0	0	2	0	2
06:30-07:30	0	0	0	0	0	0	0	0	0	0	1	0	1
06:45-07:45	0	0	0	0	0	0	0	0	0	0	1	0	1
07:00-08:00	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15-08:15	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30-08:30	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45-08:45	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00-09:00	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30-09:30	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45-09:45	0	0	0	0	1	0	0	0	0	0	0	0	1
09:00-10:00	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15-10:15	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-11:15	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30-11:30	0	0	0	0	1	1	0	0	0	0	1	0	3
10:45-11:45	0	0	0	0	1	1	1	0	0	0	1	0	4
11:00-12:00	0	0	0	0	1	1	1	0	0	0	1	0	4
11:15-12:15	0	0	0	0	0	1	1	0	0	0	1	0	3
11:30-12:30	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15-15:15	0	0	0	0	1	0	0	0	0	0	1	0	2
14:30-15:30	0	0	0	0	1	0	0	0	1	0	1	0	3
14:45-15:45	0	0	0	0	1	0	0	0	1	0	1	0	3
15:00-16:00	0	0	0	0	0	0	0	0	1	0	1	0	2
15:15-16:15	0	0	0	0	0	0	0	0	1	0	0	0	1
15:30-16:30	0	0	0	0	0	0	0	0	0	1	0	0	1
15:45-16:45	0	0	0	0	0	0	0	0	0	2	0	0	2
16:00-17:00	0	0	0	0	0	0	0	0	0	2	0	0	2
16:15-17:15	0	0	0	0	0	0	0	0	0	2	0	0	2
16:30-17:30	0	0	0	0	1	0	0	0	0	1	0	0	2
16:45-17:45	0	0	0	0	1	0	0	0	0	0	0	0	1
17:00-18:00	0	0	0	0	1	0	0	0	0	0	0	0	1

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

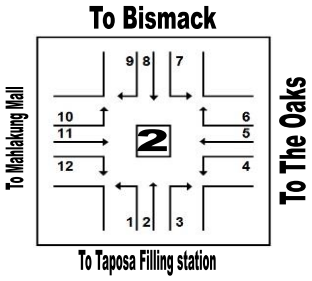


TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	19	11	13	24	57	16	27	16	37	29	69	20	**338**
06:15-07:15	28	16	22	28	71	27	36	19	48	52	90	24	**461**
06:30-07:30	35	20	26	32	81	29	42	23	64	61	99	28	**540**
06:45-07:45	42	19	26	32	94	27	34	25	69	59	95	35	**557**
07:00-08:00	45	13	29	25	86	24	29	20	65	55	83	30	**504**
07:15-08:15	40	16	22	27	84	13	20	25	60	40	66	30	**443**
07:30-08:30	38	16	21	26	85	8	13	25	53	37	56	28	**406**
07:45-08:45	32	16	24	23	81	9	13	26	52	42	57	22	**397**
08:00-09:00	29	23	21	24	79	9	15	29	50	45	60	26	**410**
08:15-09:15	30	19	21	18	83	12	14	25	45	45	63	24	**399**
08:30-09:30	34	18	20	17	79	9	13	25	41	42	61	24	**383**
08:45-09:45	37	19	15	17	79	10	11	26	42	43	58	30	**387**
09:00-10:00	38	21	18	20	75	11	8	29	41	39	55	34	**389**
09:15-10:15	41	23	21	21	66	13	10	30	43	39	60	40	**407**
09:30-10:30	33	23	24	16	63	17	16	26	43	31	58	44	**394**
09:45-10:45	33	24	25	14	60	17	20	24	41	36	58	38	**390**
10:00-11:00	28	19	20	12	70	15	24	18	34	34	67	34	**375**
10:15-11:15	34	16	16	14	78	13	22	15	30	35	65	31	**369**
10:30-11:30	34	14	13	18	81	14	16	17	26	41	69	27	**370**
10:45-11:45	35	14	12	23	75	11	14	13	26	34	72	27	**356**
11:00-12:00	42	11	15	22	69	11	10	15	28	35	68	26	**352**
11:15-12:15	33	15	14	26	66	11	12	14	30	31	68	19	**339**
11:30-12:30	35	16	15	25	60	7	13	12	29	26	75	22	**335**
11:45-12:45	31	16	17	23	76	9	12	17	26	28	74	24	**353**
12:00-13:00	26	15	19	20	78	13	12	12	33	28	69	32	**357**
12:15-13:15	23	12	25	15	77	12	13	13	30	37	64	44	**365**
12:30-13:30	22	13	32	14	83	13	17	16	33	43	54	44	**384**
12:45-13:45	28	18	38	14	76	15	14	12	32	41	61	48	**397**
13:00-14:00	25	25	41	15	71	14	17	17	32	47	64	48	**416**
13:15-14:15	28	24	39	17	71	17	13	21	39	47	64	43	**423**
13:30-14:30	30	24	33	19	68	20	8	18	39	49	73	45	**426**
13:45-14:45	27	18	30	21	71	22	16	19	51	53	75	41	**444**
14:00-15:00	31	13	27	24	87	30	23	15	50	54	79	40	**473**
14:15-15:15	30	18	28	26	98	30	31	12	62	61	86	38	**520**
14:30-15:30	30	15	31	25	112	30	37	13	70	61	86	34	**544**
14:45-15:45	30	18	27	25	122	27	31	13	66	60	81	32	**532**
15:00-16:00	35	20	23	28	117	22	25	13	65	58	76	29	**511**
15:15-16:15	35	18	22	26	109	17	21	14	54	44	82	41	**483**
15:30-16:30	33	25	20	24	99	17	18	16	51	49	92	42	**486**
15:45-16:45	34	23	24	23	101	15	20	21	53	53	98	50	**515**
16:00-17:00	28	28	34	25	96	9	20	23	57	51	97	50	**518**
16:15-17:15	33	27	36	23	93	11	20	24	55	63	92	40	**517**
16:30-17:30	31	23	41	27	94	7	21	23	53	61	79	47	**507**
16:45-17:45	31	25	41	25	88	11	18	21	56	69	81	52	**518**
17:00-18:00	36	19	39	23	87	14	15	26	54	84	89	51	**537**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

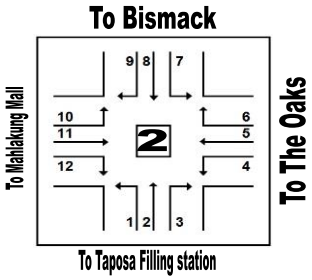


TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	73.68	90.91	61.54	87.50	71.93	75.00	77.78	87.50	75.68	72.41	62.32	65.00	**75.10**
06:15-07:15	75.00	93.75	68.18	82.14	73.24	62.96	80.56	89.47	77.08	71.15	67.78	70.83	**76.01**
06:30-07:30	71.43	85.00	73.08	78.13	75.31	68.97	80.95	82.61	78.13	68.85	72.73	75.00	**75.85**
06:45-07:45	71.43	84.21	76.92	84.38	73.40	70.37	73.53	88.00	73.91	66.10	73.68	62.86	**74.90**
07:00-08:00	68.89	76.92	75.86	84.00	67.44	70.83	79.31	85.00	66.15	67.27	69.88	63.33	**72.91**
07:15-08:15	72.50	75.00	81.82	92.59	67.86	84.62	75.00	84.00	60.00	67.50	59.09	60.00	**73.33**
07:30-08:30	76.32	81.25	71.43	88.46	67.06	87.50	69.23	88.00	67.92	72.97	55.36	60.71	**73.85**
07:45-08:45	84.38	87.50	58.33	86.96	62.96	88.89	76.92	84.62	67.31	71.43	50.88	68.18	**74.03**
08:00-09:00	86.21	91.30	57.14	83.33	63.29	77.78	80.00	82.76	74.00	73.33	50.00	69.23	**74.03**
08:15-09:15	83.33	89.47	57.14	66.67	57.83	91.67	71.43	88.00	82.22	71.11	57.14	75.00	**74.25**
08:30-09:30	82.35	94.44	70.00	64.71	49.37	88.89	69.23	92.00	78.05	69.05	55.74	66.67	**73.37**
08:45-09:45	78.38	89.47	80.00	64.71	53.16	80.00	63.64	92.31	83.33	72.09	58.62	80.00	**74.64**
09:00-10:00	81.58	90.48	77.78	70.00	52.00	81.82	50.00	93.10	82.93	74.36	58.18	82.35	**74.55**
09:15-10:15	82.93	95.65	80.95	80.95	51.52	76.92	70.00	93.33	86.05	69.23	56.67	77.50	**76.81**
09:30-10:30	84.85	95.65	79.17	93.75	57.14	82.35	56.25	92.31	86.05	64.52	58.62	81.82	**77.71**
09:45-10:45	90.91	100.00	80.00	92.86	50.00	76.47	55.00	91.67	85.37	72.22	60.34	78.95	**77.82**
10:00-11:00	82.14	100.00	75.00	83.33	51.43	80.00	58.33	88.89	82.35	58.82	64.18	76.47	**75.08**
10:15-11:15	70.59	93.75	68.75	71.43	56.41	76.92	54.55	66.67	76.67	68.57	66.15	80.65	**70.92**
10:30-11:30	67.65	92.86	46.15	72.22	53.09	71.43	62.50	70.59	76.92	73.17	62.32	77.78	**68.89**
10:45-11:45	62.86	92.86	41.67	60.87	58.67	81.82	57.14	69.23	73.08	70.59	58.33	77.78	**67.07**
11:00-12:00	69.05	90.91	60.00	59.09	60.87	81.82	60.00	66.67	67.86	71.43	54.41	80.77	**68.57**
11:15-12:15	75.76	86.67	64.29	69.23	59.09	90.91	58.33	78.57	73.33	67.74	52.94	78.95	**71.32**
11:30-12:30	80.00	81.25	73.33	68.00	66.67	100.00	61.54	75.00	72.41	65.38	58.67	72.73	**72.92**
11:45-12:45	80.65	68.75	64.71	73.91	63.16	88.89	83.33	82.35	76.92	60.71	63.51	70.83	**73.14**
12:00-13:00	88.46	66.67	57.89	80.00	61.54	84.62	83.33	91.67	87.88	75.00	66.67	75.00	**76.56**
12:15-13:15	91.30	66.67	60.00	80.00	62.34	58.33	84.62	92.31	86.67	81.08	67.19	77.27	**75.65**
12:30-13:30	86.36	76.92	65.63	78.57	59.04	61.54	76.47	81.25	81.82	76.74	61.11	79.55	**73.75**
12:45-13:45	92.86	88.89	68.42	92.86	60.53	66.67	78.57	75.00	81.25	80.49	55.74	81.25	**76.88**
13:00-14:00	92.00	80.00	65.85	93.33	57.75	71.43	64.71	58.82	78.13	80.85	51.56	72.92	**72.28**
13:15-14:15	92.86	75.00	66.67	94.12	57.75	94.12	61.54	66.67	74.36	80.85	57.81	69.77	**74.29**
13:30-14:30	93.33	75.00	63.64	89.47	60.29	85.00	50.00	66.67	74.36	77.55	63.01	73.33	**72.64**
13:45-14:45	88.89	61.11	70.00	90.48	63.38	90.91	43.75	68.42	68.63	77.36	65.33	68.29	**71.38**
14:00-15:00	87.10	61.54	77.78	87.50	65.52	80.00	47.83	86.67	64.00	77.78	72.15	75.00	**73.57**
14:15-15:15	86.67	77.78	78.57	76.92	67.35	76.67	54.84	91.67	70.97	72.13	72.09	76.32	**75.16**
14:30-15:30	86.67	66.67	77.42	80.00	68.75	83.33	62.16	92.31	74.29	75.41	76.74	70.59	**76.19**
14:45-15:45	86.67	77.78	77.78	72.00	68.03	81.48	70.97	92.31	78.79	73.33	81.48	78.13	**78.23**
15:00-16:00	82.86	85.00	78.26	67.86	69.23	95.45	76.00	92.31	81.54	65.52	78.95	82.76	**79.64**
15:15-16:15	77.14	88.89	72.73	76.92	68.81	100.00	76.19	85.71	75.93	63.64	74.39	78.05	**78.20**
15:30-16:30	81.82	88.00	70.00	75.00	69.70	100.00	72.22	87.50	74.51	67.35	71.74	78.57	**78.03**
15:45-16:45	82.35	91.30	70.83	82.61	66.34	100.00	70.00	90.48	75.47	64.15	69.39	74.00	**78.08**
16:00-17:00	78.57	85.71	76.47	84.00	65.63	100.00	85.00	86.96	75.44	64.71	69.07	72.00	**78.63**
16:15-17:15	84.85	74.07	72.22	78.26	68.82	100.00	85.00	87.50	76.36	73.02	70.65	67.50	**78.19**
16:30-17:30	83.87	69.57	78.05	85.19	67.02	100.00	90.48	86.96	75.47	75.41	72.15	68.09	**79.35**
16:45-17:45	83.87	64.00	73.17	80.00	68.18	100.00	94.44	85.71	78.57	78.26	74.07	71.15	**79.29**
17:00-18:00	88.89	57.89	71.79	82.61	68.97	100.00	86.67	84.62	74.07	83.33	73.03	70.59	**78.54**
AVERAGE PER MOVEMENT	**81.56**	**82.37**	**69.70**	**79.71**	**62.84**	**83.70**	**69.76**	**83.65**	**76.27**	**71.64**	**64.26**	**73.63**	**74.92**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

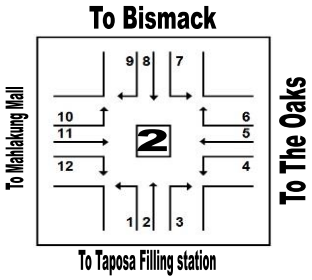


TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	21.05	0.00	30.77	8.33	28.07	25.00	22.22	6.25	21.62	27.59	30.43	25.00	**20.53**
06:15-07:15	21.43	0.00	22.73	14.29	26.76	37.04	19.44	5.26	20.83	28.85	25.56	20.83	**20.25**
06:30-07:30	22.86	10.00	15.38	18.75	24.69	31.03	19.05	13.04	18.75	26.23	20.20	10.71	**19.23**
06:45-07:45	16.67	15.79	11.54	12.50	25.53	29.63	26.47	12.00	21.74	28.81	18.95	14.29	**19.49**
07:00-08:00	20.00	23.08	13.79	16.00	31.40	29.17	20.69	15.00	29.23	25.45	20.48	16.67	**21.75**
07:15-08:15	15.00	18.75	9.09	7.41	29.76	7.69	25.00	12.00	33.33	22.50	27.27	16.67	**18.71**
07:30-08:30	10.53	12.50	9.52	7.69	29.41	0.00	30.77	4.00	26.42	24.32	33.93	17.86	**17.25**
07:45-08:45	9.38	6.25	25.00	8.70	33.33	0.00	15.38	7.69	26.92	26.19	36.84	22.73	**18.20**
08:00-09:00	10.34	4.35	28.57	12.50	29.11	0.00	13.33	10.34	20.00	26.67	38.33	23.08	**18.05**
08:15-09:15	13.33	10.53	28.57	22.22	31.33	0.00	21.43	8.00	15.56	24.44	36.51	20.83	**19.40**
08:30-09:30	17.65	5.56	30.00	29.41	35.44	0.00	23.08	8.00	17.07	23.81	34.43	25.00	**20.79**
08:45-09:45	16.22	5.26	20.00	29.41	30.38	0.00	27.27	7.69	11.90	20.93	29.31	10.00	**17.37**
09:00-10:00	13.16	4.76	16.67	25.00	33.33	0.00	37.50	3.45	12.20	15.38	25.45	8.82	**16.31**
09:15-10:15	12.20	0.00	14.29	19.05	34.85	0.00	20.00	3.33	9.30	23.08	25.00	15.00	**14.67**
09:30-10:30	9.09	0.00	16.67	6.25	33.33	0.00	25.00	3.85	11.63	29.03	25.86	15.91	**14.72**
09:45-10:45	9.09	0.00	16.00	7.14	38.33	11.76	30.00	0.00	12.20	22.22	25.86	21.05	**16.14**
10:00-11:00	14.29	0.00	25.00	16.67	35.71	13.33	29.17	5.56	14.71	35.29	23.88	23.53	**19.76**
10:15-11:15	26.47	6.25	31.25	28.57	30.77	15.38	31.82	26.67	16.67	25.71	20.00	19.35	**23.24**
10:30-11:30	29.41	7.14	53.85	22.22	29.63	14.29	31.25	23.53	11.54	21.95	26.09	18.52	**24.12**
10:45-11:45	34.29	7.14	50.00	34.78	26.67	0.00	35.71	30.77	11.54	23.53	26.39	18.52	**24.94**
11:00-12:00	28.57	9.09	33.33	31.82	24.64	0.00	30.00	33.33	17.86	22.86	29.41	11.54	**22.70**
11:15-12:15	21.21	6.67	28.57	19.23	25.76	0.00	33.33	21.43	13.33	29.03	29.41	10.53	**19.88**
11:30-12:30	14.29	12.50	20.00	20.00	25.00	0.00	30.77	25.00	17.24	30.77	22.67	22.73	**20.08**
11:45-12:45	12.90	18.75	35.29	8.70	26.32	0.00	16.67	17.65	19.23	32.14	24.32	25.00	**19.75**
12:00-13:00	7.69	20.00	36.84	5.00	28.21	7.69	16.67	8.33	9.09	21.43	23.19	25.00	**17.43**
12:15-13:15	4.35	25.00	36.00	6.67	28.57	16.67	7.69	7.69	13.33	16.22	25.00	22.73	**17.49**
12:30-13:30	13.64	15.38	31.25	14.29	26.51	15.38	17.65	18.75	15.15	18.60	31.48	20.45	**19.88**
12:45-13:45	7.14	11.11	28.95	7.14	26.32	13.33	14.29	25.00	15.63	17.07	29.51	18.75	**17.85**
13:00-14:00	8.00	16.00	34.15	6.67	29.58	7.14	17.65	35.29	15.63	17.02	31.25	22.92	**20.11**
13:15-14:15	7.14	16.67	33.33	5.88	30.99	0.00	23.08	28.57	17.95	17.02	28.13	23.26	**19.33**
13:30-14:30	3.33	16.67	36.36	5.26	33.82	10.00	25.00	27.78	17.95	20.41	23.29	20.00	**19.99**
13:45-14:45	7.41	27.78	30.00	4.76	32.39	9.09	43.75	26.32	21.57	20.75	24.00	21.95	**22.48**
14:00-15:00	9.68	30.77	18.52	8.33	28.74	20.00	47.83	13.33	26.00	20.37	18.99	17.50	**21.67**
14:15-15:15	10.00	22.22	17.86	19.23	27.55	23.33	41.94	8.33	20.97	21.31	18.60	18.42	**20.81**
14:30-15:30	13.33	33.33	19.35	20.00	25.89	16.67	35.14	7.69	18.57	18.03	16.28	23.53	**20.65**
14:45-15:45	13.33	22.22	18.52	24.00	23.77	18.52	25.81	7.69	16.67	20.00	12.35	18.75	**18.47**
15:00-16:00	11.43	15.00	21.74	25.00	23.08	4.55	24.00	7.69	15.38	27.59	17.11	17.24	**17.48**
15:15-16:15	17.14	11.11	22.73	15.38	21.10	0.00	23.81	14.29	22.22	34.09	21.95	19.51	**18.61**
15:30-16:30	12.12	12.00	25.00	12.50	20.20	0.00	27.78	12.50	23.53	30.61	22.83	19.05	**18.18**
15:45-16:45	11.76	8.70	25.00	8.70	25.74	0.00	30.00	9.52	22.64	30.19	27.55	24.00	**18.65**
16:00-17:00	21.43	14.29	20.59	12.00	28.13	0.00	15.00	13.04	22.81	29.41	27.84	26.00	**19.21**
16:15-17:15	15.15	25.93	27.78	17.39	26.88	0.00	15.00	12.50	21.82	22.22	26.09	32.50	**20.27**
16:30-17:30	16.13	26.09	21.95	14.81	27.66	0.00	9.52	13.04	24.53	21.31	26.58	29.79	**19.28**
16:45-17:45	16.13	32.00	26.83	16.00	23.86	0.00	5.56	14.29	21.43	21.74	22.22	26.92	**18.91**
17:00-18:00	8.33	36.84	28.21	8.70	18.39	0.00	13.33	15.38	22.22	15.48	23.60	27.45	**18.16**
AVERAGE PER MOVEMENT	**14.54**	**13.85**	**25.49**	**15.21**	**28.38**	**8.37**	**24.35**	**14.02**	**18.58**	**23.95**	**25.65**	**20.22**	**19.38**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

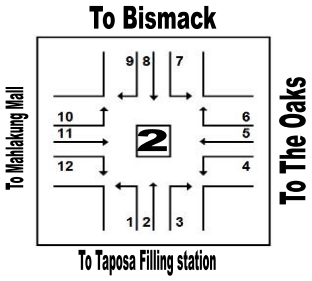


TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	5.26	9.09	7.69	4.17	0.00	0.00	0.00	6.25	2.70	0.00	5.80	10.00	**4.25**
06:15-07:15	3.57	6.25	9.09	3.57	0.00	0.00	0.00	5.26	2.08	0.00	4.44	8.33	**3.55**
06:30-07:30	5.71	5.00	11.54	3.13	0.00	0.00	0.00	4.35	3.13	4.92	6.06	14.29	**4.84**
06:45-07:45	11.90	0.00	11.54	3.13	1.06	0.00	0.00	0.00	4.35	5.08	6.32	22.86	**5.52**
07:00-08:00	11.11	0.00	10.34	0.00	1.16	0.00	0.00	0.00	4.62	7.27	8.43	20.00	**5.25**
07:15-08:15	12.50	6.25	9.09	0.00	2.38	7.69	0.00	4.00	5.00	10.00	13.64	23.33	**7.82**
07:30-08:30	13.16	6.25	19.05	3.85	3.53	12.50	0.00	8.00	3.77	2.70	10.71	21.43	**8.75**
07:45-08:45	6.25	6.25	16.67	4.35	3.70	11.11	7.69	7.69	3.85	2.38	12.28	9.09	**7.61**
08:00-09:00	3.45	4.35	14.29	4.17	7.59	22.22	6.67	6.90	4.00	0.00	11.67	7.69	**7.75**
08:15-09:15	3.33	0.00	14.29	11.11	10.84	8.33	7.14	4.00	2.22	4.44	6.35	4.17	**6.35**
08:30-09:30	0.00	0.00	0.00	5.88	13.92	11.11	7.69	0.00	4.88	7.14	9.84	8.33	**5.73**
08:45-09:45	5.41	5.26	0.00	5.88	15.19	20.00	9.09	0.00	4.76	6.98	12.07	10.00	**7.89**
09:00-10:00	5.26	4.76	5.56	5.00	13.33	18.18	12.50	3.45	4.88	10.26	16.36	8.82	**9.03**
09:15-10:15	4.88	4.35	4.76	0.00	12.12	23.08	10.00	3.33	4.65	7.69	18.33	7.50	**8.39**
09:30-10:30	6.06	4.35	4.17	0.00	9.52	17.65	18.75	3.85	2.33	6.45	15.52	2.27	**7.58**
09:45-10:45	0.00	0.00	4.00	0.00	11.67	11.76	15.00	8.33	2.44	5.56	13.79	0.00	**6.05**
10:00-11:00	3.57	0.00	0.00	0.00	12.86	6.67	12.50	5.56	2.94	5.88	11.94	0.00	**5.16**
10:15-11:15	2.94	0.00	0.00	0.00	11.54	7.69	13.64	6.67	6.67	5.71	13.85	0.00	**5.73**
10:30-11:30	2.94	0.00	0.00	5.56	16.05	7.14	6.25	5.88	11.54	4.88	10.14	3.70	**6.17**
10:45-11:45	2.86	0.00	8.33	4.35	13.33	9.09	0.00	0.00	15.38	5.88	13.89	3.70	**6.40**
11:00-12:00	2.38	0.00	6.67	9.09	13.04	9.09	0.00	0.00	14.29	5.71	14.71	7.69	**6.89**
11:15-12:15	3.03	6.67	7.14	11.54	15.15	0.00	0.00	0.00	13.33	3.23	16.18	10.53	**7.23**
11:30-12:30	5.71	6.25	6.67	12.00	8.33	0.00	0.00	0.00	10.34	3.85	18.67	4.55	**6.36**
11:45-12:45	6.45	12.50	0.00	17.39	10.53	11.11	0.00	0.00	3.85	7.14	12.16	4.17	**7.11**
12:00-13:00	3.85	13.33	5.26	15.00	10.26	7.69	0.00	0.00	3.03	3.57	10.14	0.00	**6.01**
12:15-13:15	4.35	8.33	4.00	13.33	9.09	25.00	7.69	0.00	0.00	2.70	7.81	0.00	**6.86**
12:30-13:30	0.00	7.69	3.13	7.14	14.46	23.08	5.88	0.00	3.03	4.65	7.41	0.00	**6.37**
12:45-13:45	0.00	0.00	2.63	0.00	13.16	20.00	7.14	0.00	3.13	2.44	14.75	0.00	**5.27**
13:00-14:00	0.00	4.00	0.00	0.00	12.68	21.43	17.65	5.88	6.25	2.13	17.19	4.17	**7.61**
13:15-14:15	0.00	8.33	0.00	0.00	11.27	5.88	15.38	4.76	7.69	2.13	14.06	6.98	**6.37**
13:30-14:30	3.33	8.33	0.00	5.26	5.88	5.00	25.00	5.56	7.69	2.04	13.70	6.67	**7.37**
13:45-14:45	3.70	11.11	0.00	4.76	4.23	0.00	12.50	5.26	9.80	1.89	10.67	9.76	**6.14**
14:00-15:00	3.23	7.69	3.70	4.17	4.60	0.00	4.35	0.00	10.00	1.85	8.86	7.50	**4.66**
14:15-15:15	3.33	0.00	3.57	3.85	4.08	0.00	3.23	0.00	8.06	6.56	8.14	5.26	**3.84**
14:30-15:30	0.00	0.00	3.23	0.00	4.46	0.00	2.70	0.00	5.71	6.56	5.81	5.88	**2.86**
14:45-15:45	0.00	0.00	3.70	4.00	7.38	0.00	3.23	0.00	3.03	6.67	4.94	3.13	**3.01**
15:00-16:00	5.71	0.00	0.00	7.14	7.69	0.00	0.00	0.00	1.54	6.90	2.63	0.00	**2.63**
15:15-16:15	5.71	0.00	4.55	7.69	10.09	0.00	0.00	0.00	0.00	2.27	3.66	2.44	**3.03**
15:30-16:30	6.06	0.00	5.00	12.50	10.10	0.00	0.00	0.00	1.96	0.00	5.43	2.38	**3.62**
15:45-16:45	5.88	0.00	4.17	8.70	7.92	0.00	0.00	0.00	1.89	1.89	3.06	2.00	**2.96**
16:00-17:00	0.00	0.00	2.94	4.00	6.25	0.00	0.00	0.00	1.75	1.96	3.09	2.00	**1.83**
16:15-17:15	0.00	0.00	0.00	4.35	4.30	0.00	0.00	0.00	1.82	1.59	3.26	0.00	**1.28**
16:30-17:30	0.00	4.35	0.00	0.00	4.26	0.00	0.00	0.00	0.00	1.64	1.27	2.13	**1.14**
16:45-17:45	0.00	4.00	0.00	4.00	6.82	0.00	0.00	0.00	0.00	0.00	3.70	1.92	**1.70**
17:00-18:00	2.78	5.26	0.00	8.70	11.49	0.00	0.00	0.00	3.70	1.19	3.37	1.96	**3.20**
AVERAGE PER MOVEMENT	**3.90**	**3.78**	**4.82**	**5.08**	**8.39**	**7.17**	**5.15**	**2.33**	**4.85**	**4.08**	**9.69**	**6.15**	**5.45**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Maruleng - Sekororo (Metz)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°15'41.28"S and 30°27'28.61"E

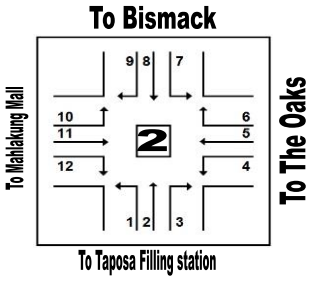
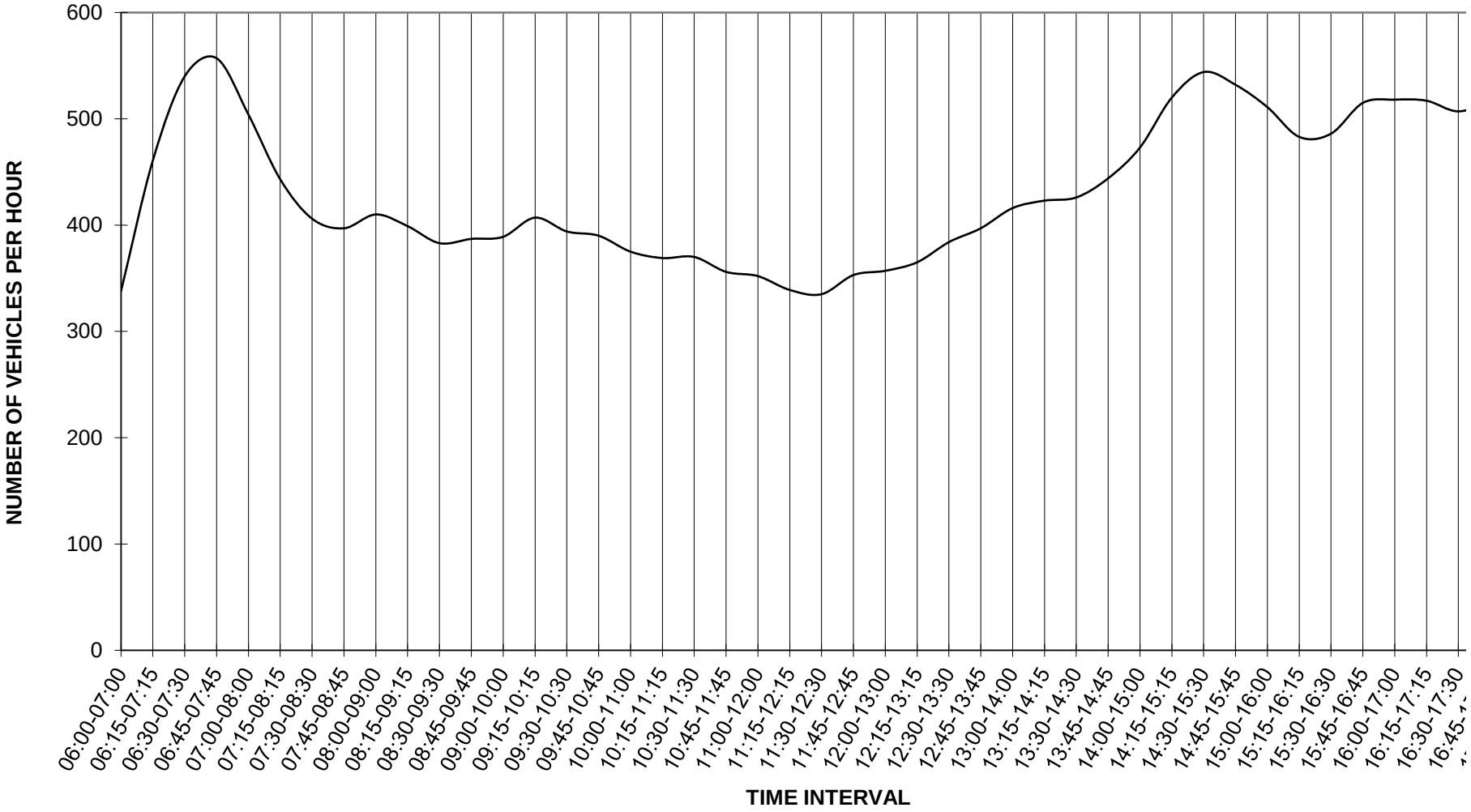


TABLE A-14: PERCENTAGE BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.45	0.00	**0.12**
06:15-07:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.22	0.00	**0.19**
06:30-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.01	0.00	**0.08**
06:45-07:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.05	0.00	**0.09**
07:00-08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	0.00	**0.10**
07:15-08:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.67	0.00	0.00	0.00	**0.14**
07:30-08:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.89	0.00	0.00	0.00	**0.16**
07:45-08:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.92	0.00	0.00	0.00	**0.16**
08:00-09:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	**0.17**
08:15-09:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
08:30-09:30	0.00	0.00	0.00	0.00	1.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.11**
08:45-09:45	0.00	0.00	0.00	0.00	1.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.11**
09:00-10:00	0.00	0.00	0.00	0.00	1.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.11**
09:15-10:15	0.00	0.00	0.00	0.00	1.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.13**
09:30-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
09:45-10:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:00-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:15-11:15	0.00	0.00	0.00	0.00	1.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.11**
10:30-11:30	0.00	0.00	0.00	0.00	1.23	7.14	0.00	0.00	0.00	0.00	1.45	0.00	**0.82**
10:45-11:45	0.00	0.00	0.00	0.00	1.33	9.09	7.14	0.00	0.00	0.00	1.39	0.00	**1.58**
11:00-12:00	0.00	0.00	0.00	0.00	1.45	9.09	10.00	0.00	0.00	0.00	1.47	0.00	**1.83**
11:15-12:15	0.00	0.00	0.00	0.00	0.00	9.09	8.33	0.00	0.00	0.00	1.47	0.00	**1.57**
11:30-12:30	0.00	0.00	0.00	0.00	0.00	0.00	7.69	0.00	0.00	0.00	0.00	0.00	**0.64**
11:45-12:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:00-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:15-13:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:30-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:45-13:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:00-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:15-14:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:30-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:45-14:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
14:00-15:00	0.00	0.00	0.00	0.00	1.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.10**
14:15-15:15	0.00	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.00	1.16	0.00	**0.18**
14:30-15:30	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.00	1.43	0.00	1.16	0.00	**0.29**
14:45-15:45	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.00	1.52	0.00	1.23	0.00	**0.30**
15:00-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	0.00	1.32	0.00	**0.24**
15:15-16:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.85	0.00	0.00	0.00	**0.15**
15:30-16:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.04	0.00	0.00	**0.17**
15:45-16:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.77	0.00	0.00	**0.31**
16:00-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.92	0.00	0.00	**0.33**
16:15-17:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.17	0.00	0.00	**0.26**
16:30-17:30	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.64	0.00	0.00	**0.23**
16:45-17:45	0.00	0.00	0.00	0.00	1.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.09**
17:00-18:00	0.00	0.00	0.00	0.00	1.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.10**
AVERAGE PER MOVEMENT	**0.00**	**0.00**	**0.00**	**0.00**	**0.40**	**0.76**	**0.74**	**0.00**	**0.31**	**0.32**	**0.39**	**0.00**	**0.24**

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (TUESDAY, 15 APRIL 2025)



12-HOUR MANUAL TRAFFIC COUNTS AT
Sekororo - Ba-Mins Cross (Maruleng)
Co-ordinates: 24°20'30.20"S and 30°33'43.65"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (15 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

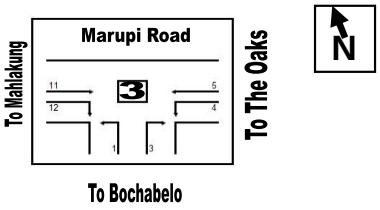


TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	2	2	1	8	0	13
06:15-06:30	0	2	3	4	7	6	22
06:30-06:45	6	6	2	10	10	3	37
06:45-07:00	8	5	8	21	27	4	73
07:00-07:15	10	5	10	7	15	9	56
07:15-07:30	6	2	5	20	21	10	64
07:30-07:45	4	6	2	8	10	4	34
07:45-08:00	3	2	3	6	4	3	21
08:00-08:15	2	6	2	15	5	4	34
08:15-08:30	6	6	1	8	4	2	27
08:30-08:45	1	2	5	13	8	3	32
08:45-09:00	4	2	3	8	9	5	31
09:00-09:15	3	5	5	4	11	2	30
09:15-09:30	2	4	4	5	7	0	22
09:30-09:45	2	7	1	7	8	3	28
09:45-10:00	4	2	2	5	8	3	24
10:00-10:15	2	3	1	4	6	6	22
10:15-10:30	3	3	1	7	7	2	23
10:30-10:45	2	2	2	6	8	3	23
10:45-11:00	5	3	5	8	6	1	28
11:00-11:15	3	4	1	9	11	2	30
11:15-11:30	1	3	4	5	9	1	23
11:30-11:45	5	2	5	6	5	2	25
11:45-12:00	2	4	3	13	11	3	36
12:00-12:15	5	7	3	8	8	5	36
12:15-12:30	3	4	2	6	10	1	26
12:30-12:45	4	1	2	16	5	5	33
12:45-13:00	1	3	1	5	5	5	20
13:00-13:15	8	4	2	4	10	2	30
13:15-13:30	3	3	3	10	5	3	27
13:30-13:45	2	0	1	8	13	1	25
13:45-14:00	4	2	2	14	8	2	32
14:00-14:15	1	0	7	10	8	4	30
14:15-14:30	2	2	2	5	8	2	21
14:30-14:45	7	1	3	8	13	2	34
14:45-15:00	10	8	5	15	12	2	52
15:00-15:15	9	6	6	14	15	5	55
15:15-15:30	6	4	2	10	16	7	45
15:30-15:45	6	3	5	16	17	5	52
15:45-16:00	2	3	4	11	13	5	38
16:00-16:15	5	4	5	17	10	1	42
16:15-16:30	2	4	6	16	10	8	46
16:30-16:45	3	4	6	12	12	5	42
16:45-17:00	5	2	6	16	10	6	45
17:00-17:15	3	4	4	14	8	1	34
17:15-17:30	5	4	6	11	10	6	42
17:30-17:45	3	1	5	22	10	5	46
17:45-18:00	2	5	6	12	12	9	46
TOTAL	185	167	174	480	473	178	1657

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

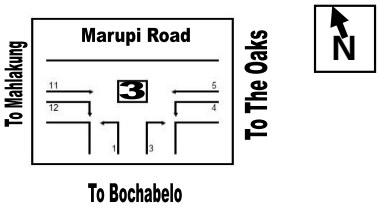


TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	2	0	1	1	0	4
06:15-06:30	2	1	1	3	5	1	13
06:30-06:45	1	1	1	2	3	0	8
06:45-07:00	4	1	0	7	4	1	17
07:00-07:15	4	1	0	4	1	0	10
07:15-07:30	1	0	0	6	7	1	15
07:30-07:45	0	0	1	2	4	0	7
07:45-08:00	0	0	0	5	5	0	10
08:00-08:15	2	0	1	2	3	1	9
08:15-08:30	1	0	0	3	3	1	8
08:30-08:45	1	1	0	2	3	0	7
08:45-09:00	0	1	0	3	5	0	9
09:00-09:15	0	0	1	6	7	0	14
09:15-09:30	1	0	1	4	2	0	8
09:30-09:45	1	0	0	4	4	1	10
09:45-10:00	0	0	0	3	0	0	3
10:00-10:15	0	0	0	2	2	1	5
10:15-10:30	1	1	0	2	1	1	6
10:30-10:45	0	0	0	4	1	0	5
10:45-11:00	4	0	0	1	2	1	8
11:00-11:15	1	0	0	2	6	1	10
11:15-11:30	0	1	0	1	1	0	3
11:30-11:45	2	0	0	3	2	1	8
11:45-12:00	1	1	0	0	2	2	6
12:00-12:15	0	0	0	2	1	1	4
12:15-12:30	0	2	0	4	1	2	9
12:30-12:45	1	0	0	3	2	2	8
12:45-13:00	2	0	0	3	5	1	11
13:00-13:15	0	0	0	1	2	1	4
13:15-13:30	0	0	0	3	1	1	5
13:30-13:45	1	1	1	2	2	0	7
13:45-14:00	1	0	0	8	3	0	12
14:00-14:15	0	0	0	2	1	1	4
14:15-14:30	1	0	1	2	4	1	9
14:30-14:45	0	1	1	3	3	0	8
14:45-15:00	0	0	0	2	3	0	5
15:00-15:15	0	2	0	1	4	1	8
15:15-15:30	2	1	0	3	3	4	13
15:30-15:45	2	0	0	4	2	0	8
15:45-16:00	1	1	0	3	1	2	8
16:00-16:15	1	0	0	1	2	1	5
16:15-16:30	0	0	1	6	3	0	10
16:30-16:45	0	0	0	1	1	1	3
16:45-17:00	2	1	0	2	3	2	10
17:00-17:15	0	0	0	7	5	1	13
17:15-17:30	1	2	1	3	1	0	8
17:30-17:45	0	0	2	6	2	1	11
17:45-18:00	2	0	1	5	3	5	16
TOTAL	44	22	14	149	132	41	402

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

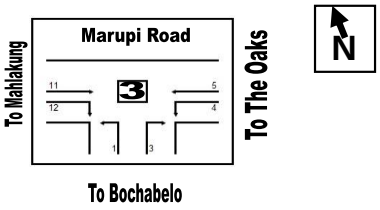


TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	0	0	1	1	0	2
06:15-06:30	1	0	1	2	0	0	4
06:30-06:45	0	1	0	1	5	0	7
06:45-07:00	0	0	0	0	5	2	7
07:00-07:15	0	3	0	0	1	0	4
07:15-07:30	0	0	0	2	1	0	3
07:30-07:45	0	0	0	0	2	0	2
07:45-08:00	0	0	0	1	0	0	1
08:00-08:15	0	0	0	0	2	0	2
08:15-08:30	1	0	1	1	3	1	7
08:30-08:45	1	0	1	2	0	0	4
08:45-09:00	0	0	1	0	0	0	1
09:00-09:15	0	0	0	1	0	-1	0
09:15-09:30	0	0	1	2	0	0	3
09:30-09:45	2	1	0	1	0	0	4
09:45-10:00	0	0	1	0	1	0	2
10:00-10:15	0	0	1	0	1	1	3
10:15-10:30	0	1	0	0	1	0	2
10:30-10:45	0	2	0	2	1	1	6
10:45-11:00	0	0	1	0	0	0	1
11:00-11:15	0	0	0	1	1	0	2
11:15-11:30	0	1	0	0	0	1	2
11:30-11:45	0	0	0	0	0	0	0
11:45-12:00	0	0	1	2	0	0	3
12:00-12:15	0	1	0	0	0	0	1
12:15-12:30	0	0	0	2	0	0	2
12:30-12:45	2	0	1	2	1	0	6
12:45-13:00	0	0	1	1	0	0	2
13:00-13:15	0	1	0	1	1	0	3
13:15-13:30	0	1	0	0	0	0	1
13:30-13:45	0	0	0	1	0	0	1
13:45-14:00	0	0	0	0	1	0	1
14:00-14:15	0	0	0	1	0	0	1
14:15-14:30	0	0	0	0	0	0	0
14:30-14:45	0	0	1	2	2	0	5
14:45-15:00	0	0	1	0	1	0	2
15:00-15:15	0	1	0	1	2	0	4
15:15-15:30	0	1	0	3	1	0	5
15:30-15:45	0	0	0	0	1	0	1
15:45-16:00	0	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0	0
16:15-16:30	1	0	0	1	1	0	3
16:30-16:45	0	0	2	1	1	0	4
16:45-17:00	0	0	0	0	0	0	0
17:00-17:15	1	0	0	1	0	1	3
17:15-17:30	1	0	0	2	0	0	3
17:30-17:45	0	1	0	3	0	0	4
17:45-18:00	0	0	0	2	1	0	3
TOTAL	10	15	15	43	38	6	127

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

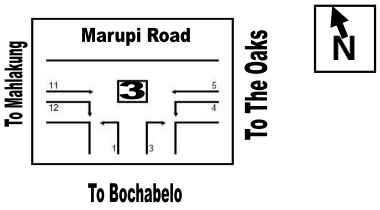


TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	0	0	1	1	1	3
06:15-06:30	0	0	0	0	0	0	0
06:30-06:45	0	1	0	1	0	0	2
06:45-07:00	0	0	2	2	1	0	5
07:00-07:15	0	0	1	0	0	0	1
07:15-07:30	0	0	1	1	1	0	3
07:30-07:45	0	1	0	0	0	0	1
07:45-08:00	0	1	0	0	0	0	1
08:00-08:15	0	0	0	0	0	0	0
08:15-08:30	0	1	0	0	0	0	1
08:30-08:45	0	0	1	1	0	0	2
08:45-09:00	0	1	0	0	0	0	1
09:00-09:15	0	1	0	0	0	1	2
09:15-09:30	0	0	0	0	0	0	0
09:30-09:45	0	1	0	0	0	0	1
09:45-10:00	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0
10:30-10:45	0	1	0	0	0	0	1
10:45-11:00	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0
12:00-12:15	0	0	0	1	0	0	1
12:15-12:30	0	0	0	0	0	1	1
12:30-12:45	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0
13:00-13:15	0	1	0	0	0	0	1
13:15-13:30	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0
14:00-14:15	0	0	1	0	0	0	1
14:15-14:30	0	0	0	0	1	0	1
14:30-14:45	0	0	0	0	0	0	0
14:45-15:00	0	0	1	0	0	0	1
15:00-15:15	0	0	0	0	0	0	0
15:15-15:30	0	1	1	0	0	0	2
15:30-15:45	0	0	0	0	1	0	1
15:45-16:00	0	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0	0
16:15-16:30	0	1	1	0	0	0	2
16:30-16:45	0	0	0	0	0	0	0
16:45-17:00	0	1	0	1	0	0	2
17:00-17:15	0	0	0	1	1	0	2
17:15-17:30	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0
17:45-18:00	0	1	0	2	0	1	4
TOTAL	0	13	9	11	6	4	43

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

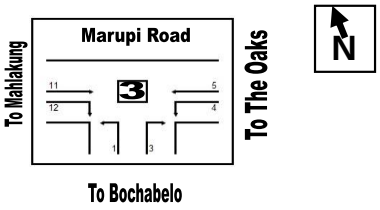


TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	4	2	4	11	1	22
06:15-06:30	3	3	5	9	12	7	39
06:30-06:45	7	9	3	14	18	3	54
06:45-07:00	12	6	10	30	37	7	102
07:00-07:15	14	9	11	11	17	9	71
07:15-07:30	7	2	6	29	30	11	85
07:30-07:45	4	7	3	10	16	4	44
07:45-08:00	3	3	3	12	9	3	33
08:00-08:15	4	6	3	17	10	5	45
08:15-08:30	8	7	2	12	10	4	43
08:30-08:45	3	3	7	18	11	3	45
08:45-09:00	4	4	4	11	14	5	42
09:00-09:15	3	6	6	11	18	2	46
09:15-09:30	3	4	6	11	9	0	33
09:30-09:45	5	9	1	12	12	4	43
09:45-10:00	4	2	3	8	9	3	29
10:00-10:15	2	3	2	6	9	8	30
10:15-10:30	4	5	1	9	9	3	31
10:30-10:45	2	5	2	12	10	4	35
10:45-11:00	9	3	6	9	8	2	37
11:00-11:15	4	4	1	12	18	3	42
11:15-11:30	1	5	4	6	10	2	28
11:30-11:45	7	2	5	9	7	3	33
11:45-12:00	3	5	4	15	13	5	45
12:00-12:15	5	8	3	11	9	6	42
12:15-12:30	3	6	2	12	11	4	38
12:30-12:45	7	1	3	21	8	7	47
12:45-13:00	3	3	2	9	10	6	33
13:00-13:15	8	6	2	6	13	3	38
13:15-13:30	3	4	3	13	6	4	33
13:30-13:45	3	1	2	11	15	1	33
13:45-14:00	5	2	2	22	12	2	45
14:00-14:15	1	0	8	13	9	5	36
14:15-14:30	3	2	3	7	13	3	31
14:30-14:45	7	2	5	13	18	2	47
14:45-15:00	10	8	7	17	16	2	60
15:00-15:15	9	9	6	16	21	6	67
15:15-15:30	8	7	3	16	20	11	65
15:30-15:45	8	3	5	20	21	5	62
15:45-16:00	3	4	4	14	14	7	46
16:00-16:15	6	4	5	18	12	2	47
16:15-16:30	3	5	8	23	14	8	61
16:30-16:45	3	4	8	14	14	6	49
16:45-17:00	7	4	6	19	13	8	57
17:00-17:15	4	4	4	23	14	3	52
17:15-17:30	7	6	7	16	11	6	53
17:30-17:45	3	2	7	31	12	6	61
17:45-18:00	4	6	7	21	16	15	69
TOTAL	239	217	212	683	649	229	2229

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

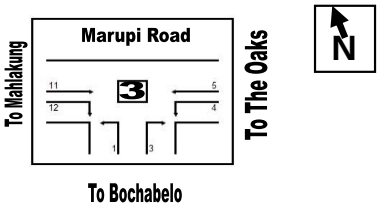


TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	14	15	15	36	52	13	145
06:15-07:15	24	18	23	42	59	22	188
06:30-07:30	30	18	25	58	73	26	230
06:45-07:45	28	18	25	56	73	27	227
07:00-08:00	23	15	20	41	50	26	175
07:15-08:15	15	16	12	49	40	21	153
07:30-08:30	15	20	8	37	23	13	116
07:45-08:45	12	16	11	42	21	12	114
08:00-09:00	13	16	11	44	26	14	124
08:15-09:15	14	15	14	33	32	12	120
08:30-09:30	10	13	17	30	35	10	115
08:45-09:45	11	18	13	24	35	10	111
09:00-10:00	11	18	12	21	34	8	104
09:15-10:15	10	16	8	21	29	12	96
09:30-10:30	11	15	5	23	29	14	97
09:45-10:45	11	10	6	22	29	14	92
10:00-11:00	12	11	9	25	27	12	96
10:15-11:15	13	12	9	30	32	8	104
10:30-11:30	11	12	12	28	34	7	104
10:45-11:45	14	12	15	28	31	6	106
11:00-12:00	11	13	13	33	36	8	114
11:15-12:15	13	16	15	32	33	11	120
11:30-12:30	15	17	13	33	34	11	123
11:45-12:45	14	16	10	43	34	14	131
12:00-13:00	13	15	8	35	28	16	115
12:15-13:15	16	12	7	31	30	13	109
12:30-13:30	16	11	8	35	25	15	110
12:45-13:45	14	10	7	27	33	11	102
13:00-14:00	17	9	8	36	36	8	114
13:15-14:15	10	5	13	42	34	10	114
13:30-14:30	9	4	12	37	37	9	108
13:45-14:45	14	5	14	37	37	10	117
14:00-15:00	20	11	17	38	41	10	137
14:15-15:15	28	17	16	42	48	11	162
14:30-15:30	32	19	16	47	56	16	186
14:45-15:45	31	21	18	55	60	19	204
15:00-16:00	23	16	17	51	61	22	190
15:15-16:15	19	14	16	54	56	18	177
15:30-16:30	15	14	20	60	50	19	178
15:45-16:45	12	15	21	56	45	19	168
16:00-17:00	15	14	23	61	42	20	175
16:15-17:15	13	14	22	58	40	20	167
16:30-17:30	16	14	22	53	40	18	163
16:45-17:45	16	11	21	63	38	18	167
17:00-18:00	13	14	21	59	40	21	168

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

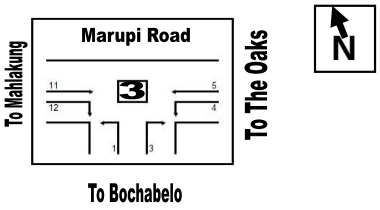


TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	7	5	2	13	13	2	42
06:15-07:15	11	4	2	16	13	2	48
06:30-07:30	10	3	1	19	15	2	50
06:45-07:45	9	2	1	19	16	2	49
07:00-08:00	5	1	1	17	17	1	42
07:15-08:15	3	0	2	15	19	2	41
07:30-08:30	3	0	2	12	15	2	34
07:45-08:45	4	1	1	12	14	2	34
08:00-09:00	4	2	1	10	14	2	33
08:15-09:15	2	2	1	14	18	1	38
08:30-09:30	2	2	2	15	17	0	38
08:45-09:45	2	1	2	17	18	1	41
09:00-10:00	2	0	2	17	13	1	35
09:15-10:15	2	0	1	13	8	2	26
09:30-10:30	2	1	0	11	7	3	24
09:45-10:45	1	1	0	11	4	2	19
10:00-11:00	5	1	0	9	6	3	24
10:15-11:15	6	1	0	9	10	3	29
10:30-11:30	5	1	0	8	10	2	26
10:45-11:45	7	1	0	7	11	3	29
11:00-12:00	4	2	0	6	11	4	27
11:15-12:15	3	2	0	6	6	4	21
11:30-12:30	3	3	0	9	6	6	27
11:45-12:45	2	3	0	9	6	7	27
12:00-13:00	3	2	0	12	9	6	32
12:15-13:15	3	2	0	11	10	6	32
12:30-13:30	3	0	0	10	10	5	28
12:45-13:45	3	1	1	9	10	3	27
13:00-14:00	2	1	1	14	8	2	28
13:15-14:15	2	1	1	15	7	2	28
13:30-14:30	3	1	2	14	10	2	32
13:45-14:45	2	1	2	15	11	2	33
14:00-15:00	1	1	2	9	11	2	26
14:15-15:15	1	3	2	8	14	2	30
14:30-15:30	2	4	1	9	13	5	34
14:45-15:45	4	3	0	10	12	5	34
15:00-16:00	5	4	0	11	10	7	37
15:15-16:15	6	2	0	11	8	7	34
15:30-16:30	4	1	1	14	8	3	31
15:45-16:45	2	1	1	11	7	4	26
16:00-17:00	3	1	1	10	9	4	28
16:15-17:15	2	1	1	16	12	4	36
16:30-17:30	3	3	1	13	10	4	34
16:45-17:45	3	3	3	18	11	4	42
17:00-18:00	3	2	4	21	11	7	48

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

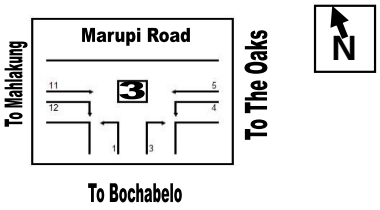


TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	1	1	1	4	11	2	20
06:15-07:15	1	4	1	3	11	2	22
06:30-07:30	0	4	0	3	12	2	21
06:45-07:45	0	3	0	2	9	2	16
07:00-08:00	0	3	0	3	4	0	10
07:15-08:15	0	0	0	3	5	0	8
07:30-08:30	1	0	1	2	7	1	12
07:45-08:45	2	0	2	4	5	1	14
08:00-09:00	2	0	3	3	5	1	14
08:15-09:15	2	0	3	4	3	0	12
08:30-09:30	1	0	3	5	0	-1	8
08:45-09:45	2	1	2	4	0	-1	8
09:00-10:00	2	1	2	4	1	-1	9
09:15-10:15	2	1	3	3	2	1	12
09:30-10:30	2	2	2	1	3	1	11
09:45-10:45	0	3	2	2	4	2	13
10:00-11:00	0	3	2	2	3	2	12
10:15-11:15	0	3	1	3	3	1	11
10:30-11:30	0	3	1	3	2	2	11
10:45-11:45	0	1	1	1	1	1	5
11:00-12:00	0	1	1	3	1	1	7
11:15-12:15	0	2	1	2	0	1	6
11:30-12:30	0	1	1	4	0	0	6
11:45-12:45	2	1	2	6	1	0	12
12:00-13:00	2	1	2	5	1	0	11
12:15-13:15	2	1	2	6	2	0	13
12:30-13:30	2	2	2	4	2	0	12
12:45-13:45	0	2	1	3	1	0	7
13:00-14:00	0	2	0	2	2	0	6
13:15-14:15	0	1	0	2	1	0	4
13:30-14:30	0	0	0	2	1	0	3
13:45-14:45	0	0	1	3	3	0	7
14:00-15:00	0	0	2	3	3	0	8
14:15-15:15	0	1	2	3	5	0	11
14:30-15:30	0	2	2	6	6	0	16
14:45-15:45	0	2	1	4	5	0	12
15:00-16:00	0	2	0	4	4	0	10
15:15-16:15	0	1	0	3	2	0	6
15:30-16:30	1	0	0	1	2	0	4
15:45-16:45	1	0	2	2	2	0	7
16:00-17:00	1	0	2	2	2	0	7
16:15-17:15	2	0	2	3	2	1	10
16:30-17:30	2	0	2	4	1	1	10
16:45-17:45	2	1	0	6	0	1	10
17:00-18:00	2	1	0	8	1	1	13

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

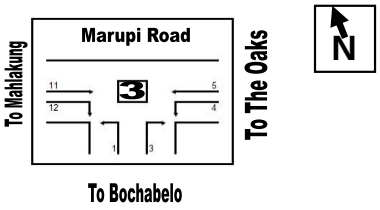


TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0	1	2	4	2	1	10
06:15-07:15	0	1	3	3	1	0	8
06:30-07:30	0	1	4	4	2	0	11
06:45-07:45	0	1	4	3	2	0	10
07:00-08:00	0	2	2	1	1	0	6
07:15-08:15	0	2	1	1	1	0	5
07:30-08:30	0	3	0	0	0	0	3
07:45-08:45	0	2	1	1	0	0	4
08:00-09:00	0	2	1	1	0	0	4
08:15-09:15	0	3	1	1	0	1	6
08:30-09:30	0	2	1	1	0	1	5
08:45-09:45	0	3	0	0	0	1	4
09:00-10:00	0	2	0	0	0	1	3
09:15-10:15	0	1	0	0	0	0	1
09:30-10:30	0	1	0	0	0	0	1
09:45-10:45	0	1	0	0	0	0	1
10:00-11:00	0	1	0	0	0	0	1
10:15-11:15	0	1	0	0	0	0	1
10:30-11:30	0	1	0	0	0	0	1
10:45-11:45	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0
11:15-12:15	0	0	0	1	0	0	1
11:30-12:30	0	0	0	1	0	1	2
11:45-12:45	0	0	0	1	0	1	2
12:00-13:00	0	0	0	1	0	1	2
12:15-13:15	0	1	0	0	0	1	2
12:30-13:30	0	1	0	0	0	0	1
12:45-13:45	0	1	0	0	0	0	1
13:00-14:00	0	1	0	0	0	0	1
13:15-14:15	0	0	1	0	0	0	1
13:30-14:30	0	0	1	0	1	0	2
13:45-14:45	0	0	1	0	1	0	2
14:00-15:00	0	0	2	0	1	0	3
14:15-15:15	0	0	1	0	1	0	2
14:30-15:30	0	1	2	0	0	0	3
14:45-15:45	0	1	2	0	1	0	4
15:00-16:00	0	1	1	0	1	0	3
15:15-16:15	0	1	1	0	1	0	3
15:30-16:30	0	1	1	0	1	0	3
15:45-16:45	0	1	1	0	0	0	2
16:00-17:00	0	2	1	1	0	0	4
16:15-17:15	0	2	1	2	1	0	6
16:30-17:30	0	1	0	2	1	0	4
16:45-17:45	0	1	0	2	1	0	4
17:00-18:00	0	1	0	3	1	1	6

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

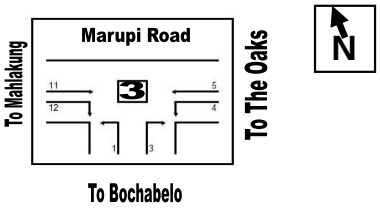


TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	22	22	20	57	78	18	217
06:15-07:15	36	27	29	64	84	26	266
06:30-07:30	40	26	30	84	102	30	312
06:45-07:45	37	24	30	80	100	31	302
07:00-08:00	28	21	23	62	72	27	233
07:15-08:15	18	18	15	68	65	23	207
07:30-08:30	19	23	11	51	45	16	165
07:45-08:45	18	19	15	59	40	15	166
08:00-09:00	19	20	16	58	45	17	175
08:15-09:15	18	20	19	52	53	14	176
08:30-09:30	13	17	23	51	52	10	166
08:45-09:45	15	23	17	45	53	11	164
09:00-10:00	15	21	16	42	48	9	151
09:15-10:15	14	18	12	37	39	15	135
09:30-10:30	15	19	7	35	39	18	133
09:45-10:45	12	15	8	35	37	18	125
10:00-11:00	17	16	11	36	36	17	133
10:15-11:15	19	17	10	42	45	12	145
10:30-11:30	16	17	13	39	46	11	142
10:45-11:45	21	14	16	36	43	10	140
11:00-12:00	15	16	14	42	48	13	148
11:15-12:15	16	20	16	41	39	16	148
11:30-12:30	18	21	14	47	40	18	158
11:45-12:45	18	20	12	59	41	22	172
12:00-13:00	18	18	10	53	38	23	160
12:15-13:15	21	16	9	48	42	20	156
12:30-13:30	21	14	10	49	37	20	151
12:45-13:45	17	14	9	39	44	14	137
13:00-14:00	19	13	9	52	46	10	149
13:15-14:15	12	7	15	59	42	12	147
13:30-14:30	12	5	15	53	49	11	145
13:45-14:45	16	6	18	55	52	12	159
14:00-15:00	21	12	23	50	56	12	174
14:15-15:15	29	21	21	53	68	13	205
14:30-15:30	34	26	21	62	75	21	239
14:45-15:45	35	27	21	69	78	24	254
15:00-16:00	28	23	18	66	76	29	240
15:15-16:15	25	18	17	68	67	25	220
15:30-16:30	20	16	22	75	61	22	216
15:45-16:45	15	17	25	69	54	23	203
16:00-17:00	19	17	27	74	53	24	214
16:15-17:15	17	17	26	79	55	25	219
16:30-17:30	21	18	25	72	52	23	211
16:45-17:45	21	16	24	89	50	23	223
17:00-18:00	18	18	25	91	53	30	235

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

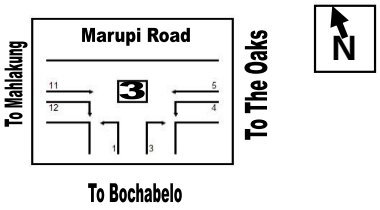


TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	63.64	68.18	75.00	63.16	66.67	72.22	**68.14**
06:15-07:15	66.67	66.67	79.31	65.63	70.24	84.62	**72.19**
06:30-07:30	75.00	69.23	83.33	69.05	71.57	86.67	**75.81**
06:45-07:45	75.68	75.00	83.33	70.00	73.00	87.10	**77.35**
07:00-08:00	82.14	71.43	86.96	66.13	69.44	96.30	**78.73**
07:15-08:15	83.33	88.89	80.00	72.06	61.54	91.30	**79.52**
07:30-08:30	78.95	86.96	72.73	72.55	51.11	81.25	**73.92**
07:45-08:45	66.67	84.21	73.33	71.19	52.50	80.00	**71.32**
08:00-09:00	68.42	80.00	68.75	75.86	57.78	82.35	**72.19**
08:15-09:15	77.78	75.00	73.68	63.46	60.38	85.71	**72.67**
08:30-09:30	76.92	76.47	73.91	58.82	67.31	100.00	**75.57**
08:45-09:45	73.33	78.26	76.47	53.33	66.04	90.91	**73.06**
09:00-10:00	73.33	85.71	75.00	50.00	70.83	88.89	**73.96**
09:15-10:15	71.43	88.89	66.67	56.76	74.36	80.00	**73.02**
09:30-10:30	73.33	78.95	71.43	65.71	74.36	77.78	**73.59**
09:45-10:45	91.67	66.67	75.00	62.86	78.38	77.78	**75.39**
10:00-11:00	70.59	68.75	81.82	69.44	75.00	70.59	**72.70**
10:15-11:15	68.42	70.59	90.00	71.43	71.11	66.67	**73.04**
10:30-11:30	68.75	70.59	92.31	71.79	73.91	63.64	**73.50**
10:45-11:45	66.67	85.71	93.75	77.78	72.09	60.00	**76.00**
11:00-12:00	73.33	81.25	92.86	78.57	75.00	61.54	**77.09**
11:15-12:15	81.25	80.00	93.75	78.05	84.62	68.75	**81.07**
11:30-12:30	83.33	80.95	92.86	70.21	85.00	61.11	**78.91**
11:45-12:45	77.78	80.00	83.33	72.88	82.93	63.64	**76.76**
12:00-13:00	72.22	83.33	80.00	66.04	73.68	69.57	**74.14**
12:15-13:15	76.19	75.00	77.78	64.58	71.43	65.00	**71.66**
12:30-13:30	76.19	78.57	80.00	71.43	67.57	75.00	**74.79**
12:45-13:45	82.35	71.43	77.78	69.23	75.00	78.57	**75.73**
13:00-14:00	89.47	69.23	88.89	69.23	78.26	80.00	**79.18**
13:15-14:15	83.33	71.43	86.67	71.19	80.95	83.33	**79.48**
13:30-14:30	75.00	80.00	80.00	69.81	75.51	81.82	**77.02**
13:45-14:45	87.50	83.33	77.78	67.27	71.15	83.33	**78.40**
14:00-15:00	95.24	91.67	73.91	76.00	73.21	83.33	**82.23**
14:15-15:15	96.55	80.95	76.19	79.25	70.59	84.62	**81.36**
14:30-15:30	94.12	73.08	76.19	75.81	74.67	76.19	**78.34**
14:45-15:45	88.57	77.78	85.71	79.71	76.92	79.17	**81.31**
15:00-16:00	82.14	69.57	94.44	77.27	80.26	75.86	**79.93**
15:15-16:15	76.00	77.78	94.12	79.41	83.58	72.00	**80.48**
15:30-16:30	75.00	87.50	90.91	80.00	81.97	86.36	**83.62**
15:45-16:45	80.00	88.24	84.00	81.16	83.33	82.61	**83.22**
16:00-17:00	78.95	82.35	85.19	82.43	79.25	83.33	**81.92**
16:15-17:15	76.47	82.35	84.62	73.42	72.73	80.00	**78.26**
16:30-17:30	76.19	77.78	88.00	73.61	76.92	78.26	**78.46**
16:45-17:45	76.19	68.75	87.50	70.79	76.00	78.26	**76.25**
17:00-18:00	72.22	77.78	84.00	64.84	75.47	70.00	**74.05**
AVERAGE PER MOVEMENT	**77.74**	**77.92**	**81.98**	**70.43**	**72.97**	**78.34**	**76.56**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

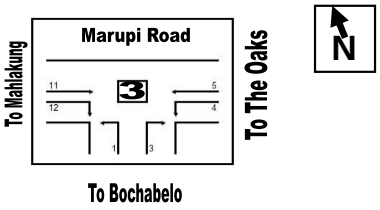


TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	31.82	22.73	10.00	22.81	16.67	11.11	19.19
06:15-07:15	30.56	14.81	6.90	25.00	15.48	7.69	16.74
06:30-07:30	25.00	11.54	3.33	22.62	14.71	6.67	13.98
06:45-07:45	24.32	8.33	3.33	23.75	16.00	6.45	13.70
07:00-08:00	17.86	4.76	4.35	27.42	23.61	3.70	13.62
07:15-08:15	16.67	0.00	13.33	22.06	29.23	8.70	15.00
07:30-08:30	15.79	0.00	18.18	23.53	33.33	12.50	17.22
07:45-08:45	22.22	5.26	6.67	20.34	35.00	13.33	17.14
08:00-09:00	21.05	10.00	6.25	17.24	31.11	11.76	16.24
08:15-09:15	11.11	10.00	5.26	26.92	33.96	7.14	15.73
08:30-09:30	15.38	11.76	8.70	29.41	32.69	0.00	16.32
08:45-09:45	13.33	4.35	11.76	37.78	33.96	9.09	18.38
09:00-10:00	13.33	0.00	12.50	40.48	27.08	11.11	17.42
09:15-10:15	14.29	0.00	8.33	35.14	20.51	13.33	15.27
09:30-10:30	13.33	5.26	0.00	31.43	17.95	16.67	14.11
09:45-10:45	8.33	6.67	0.00	31.43	10.81	11.11	11.39
10:00-11:00	29.41	6.25	0.00	25.00	16.67	17.65	15.83
10:15-11:15	31.58	5.88	0.00	21.43	22.22	25.00	17.69
10:30-11:30	31.25	5.88	0.00	20.51	21.74	18.18	16.26
10:45-11:45	33.33	7.14	0.00	19.44	25.58	30.00	19.25
11:00-12:00	26.67	12.50	0.00	14.29	22.92	30.77	17.86
11:15-12:15	18.75	10.00	0.00	14.63	15.38	25.00	13.96
11:30-12:30	16.67	14.29	0.00	19.15	15.00	33.33	16.41
11:45-12:45	11.11	15.00	0.00	15.25	14.63	31.82	14.64
12:00-13:00	16.67	11.11	0.00	22.64	23.68	26.09	16.70
12:15-13:15	14.29	12.50	0.00	22.92	23.81	30.00	17.25
12:30-13:30	14.29	0.00	0.00	20.41	27.03	25.00	14.45
12:45-13:45	17.65	7.14	11.11	23.08	22.73	21.43	17.19
13:00-14:00	10.53	7.69	11.11	26.92	17.39	20.00	15.61
13:15-14:15	16.67	14.29	6.67	25.42	16.67	16.67	16.06
13:30-14:30	25.00	20.00	13.33	26.42	20.41	18.18	20.56
13:45-14:45	12.50	16.67	11.11	27.27	21.15	16.67	17.56
14:00-15:00	4.76	8.33	8.70	18.00	19.64	16.67	12.68
14:15-15:15	3.45	14.29	9.52	15.09	20.59	15.38	13.05
14:30-15:30	5.88	15.38	4.76	14.52	17.33	23.81	13.61
14:45-15:45	11.43	11.11	0.00	14.49	15.38	20.83	12.21
15:00-16:00	17.86	17.39	0.00	16.67	13.16	24.14	14.87
15:15-16:15	24.00	11.11	0.00	16.18	11.94	28.00	15.20
15:30-16:30	20.00	6.25	4.55	18.67	13.11	13.64	12.70
15:45-16:45	13.33	5.88	4.00	15.94	12.96	17.39	11.59
16:00-17:00	15.79	5.88	3.70	13.51	16.98	16.67	12.09
16:15-17:15	11.76	5.88	3.85	20.25	21.82	16.00	13.26
16:30-17:30	14.29	16.67	4.00	18.06	19.23	17.39	14.94
16:45-17:45	14.29	18.75	12.50	20.22	22.00	17.39	17.53
17:00-18:00	16.67	11.11	16.00	23.08	20.75	23.33	18.49
AVERAGE PER MOVEMENT	17.65	9.55	5.42	22.37	20.98	17.48	15.58

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

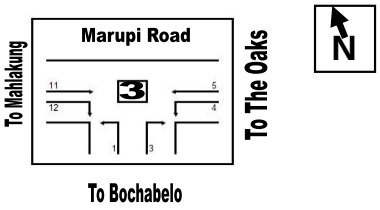


TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	4.55	4.55	5.00	7.02	14.10	11.11	**7.72**
06:15-07:15	2.78	14.81	3.45	4.69	13.10	7.69	**7.75**
06:30-07:30	0.00	15.38	0.00	3.57	11.76	6.67	**6.23**
06:45-07:45	0.00	12.50	0.00	2.50	9.00	6.45	**5.08**
07:00-08:00	0.00	14.29	0.00	4.84	5.56	0.00	**4.11**
07:15-08:15	0.00	0.00	0.00	4.41	7.69	0.00	**2.02**
07:30-08:30	5.26	0.00	9.09	3.92	15.56	6.25	**6.68**
07:45-08:45	11.11	0.00	13.33	6.78	12.50	6.67	**8.40**
08:00-09:00	10.53	0.00	18.75	5.17	11.11	5.88	**8.57**
08:15-09:15	11.11	0.00	15.79	7.69	5.66	0.00	**6.71**
08:30-09:30	7.69	0.00	13.04	9.80	0.00	-10.00	**3.42**
08:45-09:45	13.33	4.35	11.76	8.89	0.00	-9.09	**4.87**
09:00-10:00	13.33	4.76	12.50	9.52	2.08	-11.11	**5.18**
09:15-10:15	14.29	5.56	25.00	8.11	5.13	6.67	**10.79**
09:30-10:30	13.33	10.53	28.57	2.86	7.69	5.56	**11.42**
09:45-10:45	0.00	20.00	25.00	5.71	10.81	11.11	**12.11**
10:00-11:00	0.00	18.75	18.18	5.56	8.33	11.76	**10.43**
10:15-11:15	0.00	17.65	10.00	7.14	6.67	8.33	**8.30**
10:30-11:30	0.00	17.65	7.69	7.69	4.35	18.18	**9.26**
10:45-11:45	0.00	7.14	6.25	2.78	2.33	10.00	**4.75**
11:00-12:00	0.00	6.25	7.14	7.14	2.08	7.69	**5.05**
11:15-12:15	0.00	10.00	6.25	4.88	0.00	6.25	**4.56**
11:30-12:30	0.00	4.76	7.14	8.51	0.00	0.00	**3.40**
11:45-12:45	11.11	5.00	16.67	10.17	2.44	0.00	**7.56**
12:00-13:00	11.11	5.56	20.00	9.43	2.63	0.00	**8.12**
12:15-13:15	9.52	6.25	22.22	12.50	4.76	0.00	**9.21**
12:30-13:30	9.52	14.29	20.00	8.16	5.41	0.00	**9.56**
12:45-13:45	0.00	14.29	11.11	7.69	2.27	0.00	**5.89**
13:00-14:00	0.00	15.38	0.00	3.85	4.35	0.00	**3.93**
13:15-14:15	0.00	14.29	0.00	3.39	2.38	0.00	**3.34**
13:30-14:30	0.00	0.00	0.00	3.77	2.04	0.00	**0.97**
13:45-14:45	0.00	0.00	5.56	5.45	5.77	0.00	**2.80**
14:00-15:00	0.00	0.00	8.70	6.00	5.36	0.00	**3.34**
14:15-15:15	0.00	4.76	9.52	5.66	7.35	0.00	**4.55**
14:30-15:30	0.00	7.69	9.52	9.68	8.00	0.00	**5.82**
14:45-15:45	0.00	7.41	4.76	5.80	6.41	0.00	**4.06**
15:00-16:00	0.00	8.70	0.00	6.06	5.26	0.00	**3.34**
15:15-16:15	0.00	5.56	0.00	4.41	2.99	0.00	**2.16**
15:30-16:30	5.00	0.00	0.00	1.33	3.28	0.00	**1.60**
15:45-16:45	6.67	0.00	8.00	2.90	3.70	0.00	**3.54**
16:00-17:00	5.26	0.00	7.41	2.70	3.77	0.00	**3.19**
16:15-17:15	11.76	0.00	7.69	3.80	3.64	4.00	**5.15**
16:30-17:30	9.52	0.00	8.00	5.56	1.92	4.35	**4.89**
16:45-17:45	9.52	6.25	0.00	6.74	0.00	4.35	**4.48**
17:00-18:00	11.11	5.56	0.00	8.79	1.89	3.33	**5.11**
AVERAGE PER MOVEMENT	**4.61**	**6.89**	**8.96**	**6.07**	**5.36**	**2.71**	**5.77**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 15 April 2025
DAY OF THE WEEK: Tuesday
LOCATION: Sekororo - Ba-Mins Cross (Maruleng)
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'30.20"S and 30°33'43.65"E

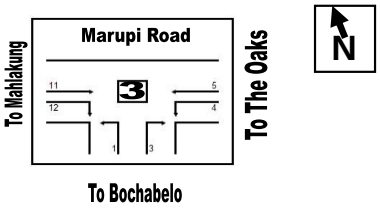
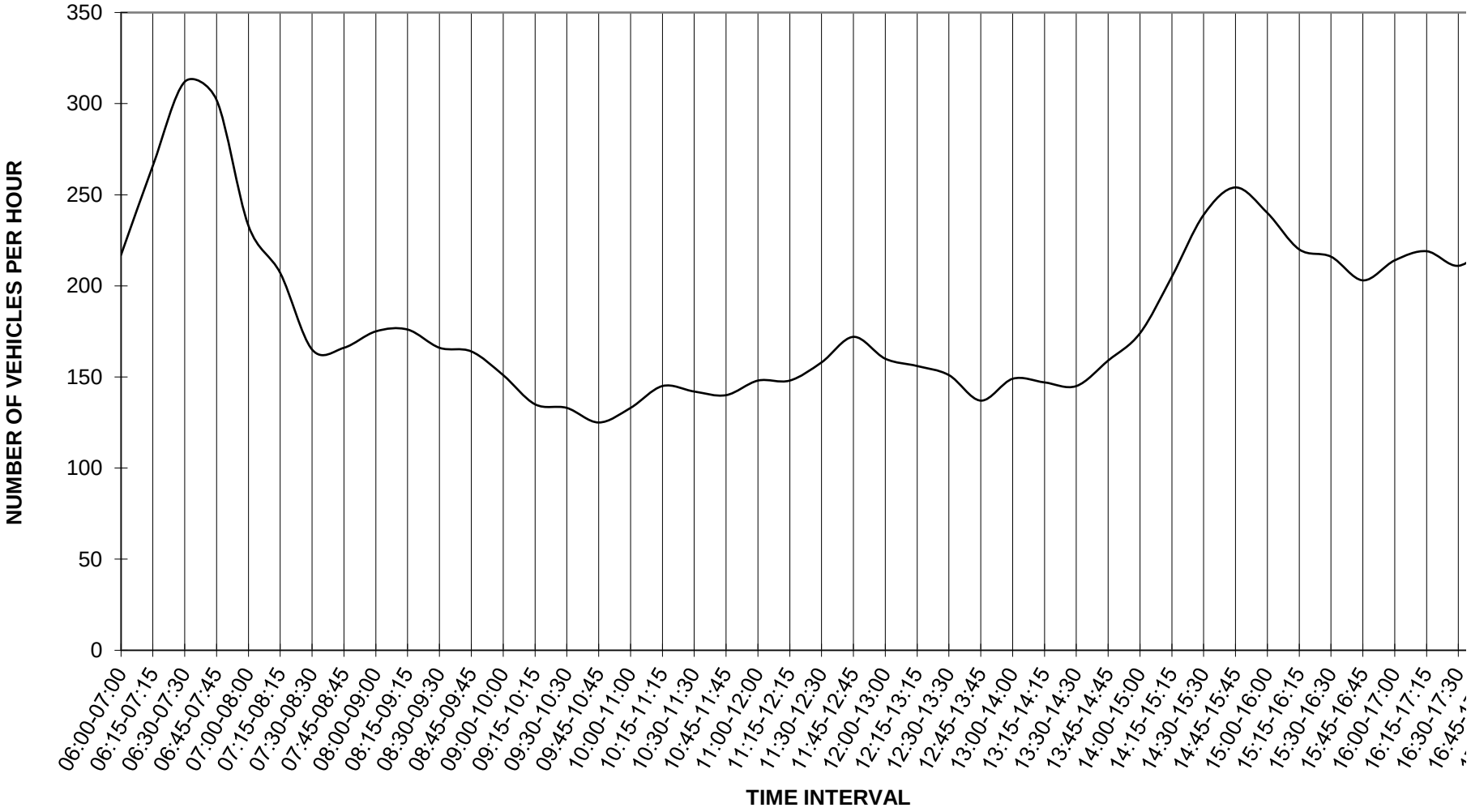


TABLE A-14: PERCENTAGE BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0.00	4.55	10.00	7.02	2.56	5.56	4.95
06:15-07:15	0.00	3.70	10.34	4.69	1.19	0.00	3.32
06:30-07:30	0.00	3.85	13.33	4.76	1.96	0.00	3.98
06:45-07:45	0.00	4.17	13.33	3.75	2.00	0.00	3.88
07:00-08:00	0.00	9.52	8.70	1.61	1.39	0.00	3.54
07:15-08:15	0.00	11.11	6.67	1.47	1.54	0.00	3.46
07:30-08:30	0.00	13.04	0.00	0.00	0.00	0.00	2.17
07:45-08:45	0.00	10.53	6.67	1.69	0.00	0.00	3.15
08:00-09:00	0.00	10.00	6.25	1.72	0.00	0.00	3.00
08:15-09:15	0.00	15.00	5.26	1.92	0.00	7.14	4.89
08:30-09:30	0.00	11.76	4.35	1.96	0.00	10.00	4.68
08:45-09:45	0.00	13.04	0.00	0.00	0.00	9.09	3.69
09:00-10:00	0.00	9.52	0.00	0.00	0.00	11.11	3.44
09:15-10:15	0.00	5.56	0.00	0.00	0.00	0.00	0.93
09:30-10:30	0.00	5.26	0.00	0.00	0.00	0.00	0.88
09:45-10:45	0.00	6.67	0.00	0.00	0.00	0.00	1.11
10:00-11:00	0.00	6.25	0.00	0.00	0.00	0.00	1.04
10:15-11:15	0.00	5.88	0.00	0.00	0.00	0.00	0.98
10:30-11:30	0.00	5.88	0.00	0.00	0.00	0.00	0.98
10:45-11:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11:00-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11:15-12:15	0.00	0.00	0.00	2.44	0.00	0.00	0.41
11:30-12:30	0.00	0.00	0.00	2.13	0.00	5.56	1.28
11:45-12:45	0.00	0.00	0.00	1.69	0.00	4.55	1.04
12:00-13:00	0.00	0.00	0.00	1.89	0.00	4.35	1.04
12:15-13:15	0.00	6.25	0.00	0.00	0.00	5.00	1.88
12:30-13:30	0.00	7.14	0.00	0.00	0.00	0.00	1.19
12:45-13:45	0.00	7.14	0.00	0.00	0.00	0.00	1.19
13:00-14:00	0.00	7.69	0.00	0.00	0.00	0.00	1.28
13:15-14:15	0.00	0.00	6.67	0.00	0.00	0.00	1.11
13:30-14:30	0.00	0.00	6.67	0.00	2.04	0.00	1.45
13:45-14:45	0.00	0.00	5.56	0.00	1.92	0.00	1.25
14:00-15:00	0.00	0.00	8.70	0.00	1.79	0.00	1.75
14:15-15:15	0.00	0.00	4.76	0.00	1.47	0.00	1.04
14:30-15:30	0.00	3.85	9.52	0.00	0.00	0.00	2.23
14:45-15:45	0.00	3.70	9.52	0.00	1.28	0.00	2.42
15:00-16:00	0.00	4.35	5.56	0.00	1.32	0.00	1.87
15:15-16:15	0.00	5.56	5.88	0.00	1.49	0.00	2.16
15:30-16:30	0.00	6.25	4.55	0.00	1.64	0.00	2.07
15:45-16:45	0.00	5.88	4.00	0.00	0.00	0.00	1.65
16:00-17:00	0.00	11.76	3.70	1.35	0.00	0.00	2.80
16:15-17:15	0.00	11.76	3.85	2.53	1.82	0.00	3.33
16:30-17:30	0.00	5.56	0.00	2.78	1.92	0.00	1.71
16:45-17:45	0.00	6.25	0.00	2.25	2.00	0.00	1.75
17:00-18:00	0.00	5.56	0.00	3.30	1.89	3.33	2.35
AVERAGE PER MOVEMENT	0.00	5.64	3.64	1.13	0.69	1.46	2.10

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (FRIDAY, 15 APRIL 2025)



12-HOUR MANUAL TRAFFIC COUNTS AT
Hoedspruit - R40 and R527 Rd
Co-ordinates: 24°20'56.38"S and 30°57'15.66"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (16 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

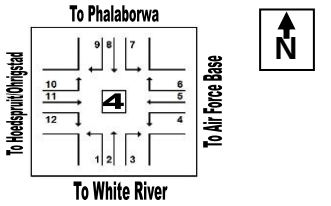


TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	25	5	0	1	0	0	0	6	1	1	5	30	74
06:15-06:30	64	6	2	2	2	0	0	11	9	5	5	62	168
06:30-06:45	86	13	14	0	0	0	0	19	8	2	5	84	231
06:45-07:00	129	13	7	1	2	0	12	14	0	6	20	94	298
07:00-07:15	135	12	9	0	9	1	0	15	7	11	18	176	393
07:15-07:30	98	18	3	0	7	3	0	13	10	8	16	205	381
07:30-07:45	100	20	6	0	5	4	0	20	8	14	23	189	389
07:45-08:00	105	8	14	0	10	3	0	7	5	10	19	205	386
08:00-08:15	76	15	4	4	6	4	0	6	5	13	9	87	229
08:15-08:30	73	26	2	5	4	3	0	14	16	9	15	89	256
08:30-08:45	60	24	4	4	8	6	0	12	9	8	17	91	243
08:45-09:00	95	14	5	7	12	7	0	10	14	13	15	147	339
09:00-09:15	88	15	3	8	10	4	0	8	7	15	24	163	345
09:15-09:30	93	17	0	7	8	5	13	16	0	17	19	221	416
09:30-09:45	98	12	3	5	12	6	19	24	1	18	14	220	432
09:45-10:00	86	10	7	4	9	3	0	11	11	14	10	76	241
10:00-10:15	98	10	4	3	8	2	0	16	12	16	13	82	264
10:15-10:30	99	21	3	2	4	3	0	24	9	14	10	122	311
10:30-10:45	105	15	2	1	3	2	0	13	15	12	11	132	311
10:45-11:00	86	17	4	4	5	7	0	14	22	13	15	142	329
11:00-11:15	106	26	2	3	4	3	0	27	18	11	14	166	380
11:15-11:30	106	25	3	5	6	5	0	24	14	8	12	154	362
11:30-11:45	103	19	4	2	4	2	0	18	9	9	13	132	315
11:45-12:00	105	23	0	3	3	1	0	28	23	5	16	135	342
12:00-12:15	157	11	7	2	0	3	0	23	11	6	8	106	334
12:15-12:30	146	12	4	5	2	2	0	22	7	7	9	96	312
12:30-12:45	157	21	4	0	3	1	0	20	8	12	17	109	352
12:45-13:00	168	18	8	1	2	3	0	20	14	6	10	177	427
13:00-13:15	171	32	4	3	0	4	0	29	15	10	8	185	461
13:15-13:30	107	28	2	1	2	5	0	14	11	6	11	201	388
13:30-13:45	132	25	3	0	5	0	1	4	10	12	5	106	303
13:45-14:00	147	19	4	1	3	2	0	21	12	6	6	100	321
14:00-14:15	191	21	2	0	2	4	0	15	14	7	7	106	369
14:15-14:30	173	23	2	3	5	3	0	8	27	9	9	115	377
14:30-14:45	164	24	0	5	4	4	0	24	11	12	7	128	383
14:45-15:00	145	20	1	1	3	5	0	27	12	12	9	203	438
15:00-15:15	121	19	0	1	2	3	0	31	4	6	10	158	355
15:15-15:30	109	16	5	2	6	4	0	20	17	7	12	140	338
15:30-15:45	110	14	5	0	4	5	0	12	8	4	8	192	362
15:45-16:00	145	18	4	0	2	3	2	13	14	13	7	151	372
16:00-16:15	193	18	6	0	6	2	0	11	11	10	15	158	430
16:15-16:30	101	16	4	0	7	10	2	17	14	13	6	128	318
16:30-16:45	110	13	2	0	5	8	2	20	15	8	16	103	302
16:45-17:00	105	22	0	1	4	9	3	18	6	5	11	97	281
17:00-17:15	153	17	0	2	6	11	0	15	4	4	19	91	322
17:15-17:30	100	15	0	0	3	7	2	13	6	14	12	86	258
17:30-17:45	118	14	5	1	7	8	0	18	9	13	10	90	293
17:45-18:00	161	13	0	1	2	4	0	22	7	3	3	57	273
TOTAL	5603	833	177	101	226	184	56	807	500	457	573	6287	15804

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

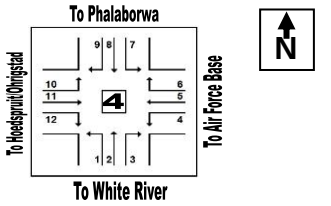


TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	8	1	0	0	0	0	0	0	0	1	0	3	13
06:15-06:30	16	0	0	0	0	0	0	0	0	1	0	6	23
06:30-06:45	15	1	0	0	0	0	0	0	0	0	0	16	32
06:45-07:00	23	0	0	0	2	0	0	0	0	0	0	12	37
07:00-07:15	9	1	0	1	0	0	0	0	0	0	0	15	26
07:15-07:30	7	0	0	0	0	0	0	0	0	1	0	10	18
07:30-07:45	5	1	0	0	0	0	0	0	0	0	0	11	17
07:45-08:00	8	2	0	0	0	0	0	0	0	0	0	5	15
08:00-08:15	2	2	0	0	0	0	0	0	0	0	0	3	7
08:15-08:30	2	0	0	0	0	0	0	0	0	0	0	6	8
08:30-08:45	2	1	0	0	0	0	0	0	1	0	0	7	11
08:45-09:00	2	0	0	0	0	0	1	0	0	0	0	8	11
09:00-09:15	5	0	0	0	0	0	0	0	2	0	0	4	11
09:15-09:30	5	0	0	0	0	0	0	0	0	0	0	2	7
09:30-09:45	5	0	1	0	0	0	0	0	0	0	0	5	11
09:45-10:00	2	3	0	0	0	0	0	1	0	0	0	8	14
10:00-10:15	4	1	0	0	0	0	0	0	0	0	0	5	10
10:15-10:30	2	0	0	0	0	0	0	0	0	0	0	6	8
10:30-10:45	5	0	0	0	0	0	0	0	0	0	0	2	7
10:45-11:00	6	1	0	0	0	0	0	0	0	0	0	2	9
11:00-11:15	1	1	0	0	0	0	0	0	0	0	0	1	3
11:15-11:30	3	2	0	0	0	0	0	3	0	0	0	2	10
11:30-11:45	5	0	0	0	0	0	2	2	0	0	0	1	10
11:45-12:00	2	0	0	1	0	0	0	1	1	2	0	0	7
12:00-12:15	9	2	0	1	0	0	0	1	0	3	0	2	18
12:15-12:30	5	1	0	0	0	0	1	1	0	0	0	15	23
12:30-12:45	3	2	0	0	0	0	1	3	0	0	0	6	15
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	9	9
13:00-13:15	4	3	0	0	0	0	0	0	0	0	0	8	15
13:15-13:30	3	1	0	0	0	0	0	0	0	1	0	4	9
13:30-13:45	3	1	0	0	0	0	0	4	0	1	0	4	13
13:45-14:00	8	1	0	0	0	0	0	1	0	0	0	5	15
14:00-14:15	7	1	0	0	0	0	0	1	0	1	2	10	22
14:15-14:30	5	0	0	0	0	0	0	2	0	1	1	8	17
14:30-14:45	3	0	2	0	0	0	0	1	0	2	2	6	16
14:45-15:00	4	0	1	0	0	0	0	3	0	3	2	9	22
15:00-15:15	2	1	1	0	0	0	0	2	0	2	3	7	18
15:15-15:30	6	2	0	0	0	0	0	1	0	2	2	5	18
15:30-15:45	3	2	1	0	0	0	0	3	0	1	0	6	16
15:45-16:00	9	1	0	0	0	0	0	1	0	0	3	2	16
16:00-16:15	5	0	0	0	0	0	0	2	0	1	0	9	17
16:15-16:30	4	1	0	0	0	0	0	1	0	1	2	4	13
16:30-16:45	3	2	0	0	0	0	0	3	0	0	1	2	11
16:45-17:00	2	0	1	0	0	0	0	2	0	1	2	1	9
17:00-17:15	1	2	1	0	0	0	0	2	0	1	1	1	9
17:15-17:30	1	2	1	0	0	0	0	2	0	1	1	1	9
17:30-17:45	5	1	0	0	0	0	1	1	0	0	0	3	11
17:45-18:00	2	1	0	0	0	0	0	1	1	0	0	4	9
TOTAL	241	44	9	3	2	0	6	45	5	27	22	271	675

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

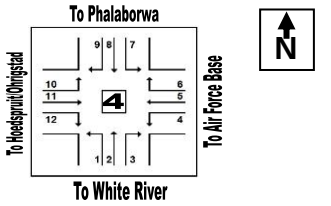


TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	0	10	0	0	0	0	0	7	0	2	0	0	19
06:15-06:30	1	1	0	0	0	0	0	5	0	0	1	1	9
06:30-06:45	0	3	0	0	0	0	0	11	0	1	0	3	18
06:45-07:00	13	4	0	0	0	0	0	5	0	0	0	0	22
07:00-07:15	7	4	0	0	0	0	0	3	1	4	5	7	31
07:15-07:30	10	4	0	0	0	0	0	6	6	2	6	8	42
07:30-07:45	2	3	0	0	0	0	0	6	2	1	5	5	24
07:45-08:00	6	2	0	0	0	0	1	8	0	5	3	3	28
08:00-08:15	9	9	0	0	0	0	0	4	0	6	2	7	37
08:15-08:30	4	5	1	0	0	0	0	14	3	3	6	2	38
08:30-08:45	8	11	0	0	0	0	3	14	3	6	4	2	51
08:45-09:00	6	3	0	0	0	0	2	9	0	5	8	5	38
09:00-09:15	3	7	0	0	0	0	0	10	4	5	7	2	38
09:15-09:30	11	5	0	0	0	0	0	4	0	4	4	5	33
09:30-09:45	4	1	1	0	0	0	1	4	0	3	5	5	24
09:45-10:00	7	7	0	0	0	0	0	5	2	5	6	4	36
10:00-10:15	13	7	0	0	0	0	0	16	2	1	3	5	47
10:15-10:30	2	7	0	1	0	0	0	3	4	0	1	5	23
10:30-10:45	3	7	0	0	0	0	0	5	3	3	4	4	29
10:45-11:00	3	5	0	0	0	0	0	13	0	2	2	1	26
11:00-11:15	4	4	0	0	0	0	0	8	4	3	3	5	31
11:15-11:30	6	4	0	0	0	0	0	4	2	3	2	5	26
11:30-11:45	9	0	0	0	0	0	0	9	2	0	3	3	26
11:45-12:00	5	4	0	0	0	0	0	5	0	0	2	2	18
12:00-12:15	2	7	0	0	0	0	0	4	3	0	5	3	24
12:15-12:30	3	5	4	0	0	0	0	6	2	0	3	2	25
12:30-12:45	4	4	0	0	0	0	2	2	0	0	4	3	19
12:45-13:00	5	5	0	0	0	0	0	9	4	0	2	6	31
13:00-13:15	4	4	0	0	0	0	0	7	2	2	3	5	27
13:15-13:30	3	2	1	0	0	0	0	2	1	3	4	3	19
13:30-13:45	4	3	0	0	0	0	5	7	1	2	2	5	29
13:45-14:00	6	9	2	0	0	0	0	9	0	0	1	7	34
14:00-14:15	8	11	0	0	0	0	0	10	14	0	2	4	49
14:15-14:30	7	3	1	0	0	0	0	5	11	2	3	1	33
14:30-14:45	9	7	0	0	0	0	0	17	1	4	4	3	45
14:45-15:00	6	4	4	0	0	0	0	12	0	2	2	5	35
15:00-15:15	4	9	0	0	0	0	0	14	2	5	2	3	39
15:15-15:30	7	7	0	0	0	0	0	9	6	2	1	4	36
15:30-15:45	4	3	0	0	0	0	0	2	0	3	0	3	15
15:45-16:00	0	7	0	0	0	0	0	7	2	3	0	4	23
16:00-16:15	3	4	2	0	0	0	0	0	0	0	0	6	15
16:15-16:30	2	2	0	0	0	0	0	6	8	0	1	4	23
16:30-16:45	0	9	1	0	0	0	2	3	2	0	2	3	22
16:45-17:00	5	4	1	0	0	0	2	9	0	0	1	1	23
17:00-17:15	0	6	2	0	0	0	0	5	0	0	1	5	19
17:15-17:30	2	3	0	0	0	0	0	8	6	0	2	5	26
17:30-17:45	0	4	0	0	0	0	0	7	4	0	2	3	20
17:45-18:00	0	4	0	0	0	0	0	9	2	0	1	1	17
TOTAL	224	243	20	1	0	0	18	347	109	92	130	178	1362

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

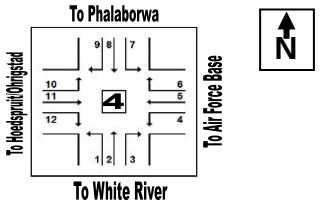


TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	4	0	0	0	0	0	0	0	0	0	0	0	4
06:15-06:30	0	2	0	0	0	0	0	0	0	0	0	2	4
06:30-06:45	2	0	0	0	0	0	0	0	0	0	2	1	5
06:45-07:00	1	0	0	0	1	0	0	0	0	0	2	1	5
07:00-07:15	2	0	0	0	0	0	0	0	0	0	0	1	3
07:15-07:30	0	0	0	0	1	0	0	0	0	0	0	1	2
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00-08:15	6	0	0	0	0	0	0	0	0	0	0	1	7
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45-09:00	1	0	0	0	0	0	0	0	0	0	0	1	2
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	2	2
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	2	2
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	1	1
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	2	2
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	2	2
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	1	1
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	1	1
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	1	1
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	1	1
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	2	2
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	1	1
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	1	1
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	1	1
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	1	1
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15-16:30	0	0	0	0	0	0	0	0	0	0	1	1	2
16:30-16:45	0	0	0	0	0	0	0	0	0	0	1	1	2
16:45-17:00	0	0	0	0	0	0	0	0	0	0	1	2	3
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15-17:30	0	0	0	0	0	0		0	0		1	2	3
17:30-17:45	0	1	0	0	0	0	1	0	0	0	0	1	3
17:45-18:00	1	1	0	0	0	0	0	0	0	0	0	1	3
TOTAL	17	4	0	0	2	0	2	0	0	0	8	47	80

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

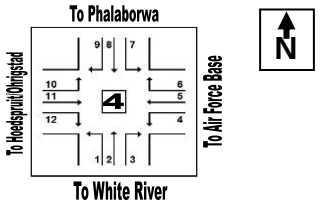


TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-06:15	37	16	0	1	0	0	0	13	1	4	5	33	110
06:15-06:30	81	9	2	2	2	0	0	16	9	6	6	71	204
06:30-06:45	103	17	14	0	0	0	0	30	8	3	7	104	286
06:45-07:00	166	17	7	1	5	0	12	19	0	6	22	107	362
07:00-07:15	153	17	9	1	9	1	0	18	8	15	23	199	453
07:15-07:30	115	22	3	0	8	3	0	19	16	11	22	224	443
07:30-07:45	107	24	6	0	5	4	0	26	10	15	28	207	432
07:45-08:00	119	12	14	0	10	3	1	15	5	15	22	215	431
08:00-08:15	93	26	4	4	6	4	0	10	5	19	11	98	280
08:15-08:30	79	31	3	5	4	3	0	28	19	12	21	99	304
08:30-08:45	70	36	4	4	8	6	3	26	13	14	21	101	306
08:45-09:00	104	17	5	7	12	7	3	19	14	18	23	161	390
09:00-09:15	96	22	3	8	10	4	0	18	13	20	31	171	396
09:15-09:30	109	22	0	7	8	5	13	20	0	21	23	230	458
09:30-09:45	107	13	5	5	12	6	20	28	1	21	19	231	468
09:45-10:00	95	20	7	4	9	3	0	17	13	19	16	88	291
10:00-10:15	115	18	4	3	8	2	0	32	14	17	16	92	321
10:15-10:30	103	28	3	3	4	3	0	27	13	14	11	135	344
10:30-10:45	113	22	2	1	3	2	0	18	18	15	15	139	348
10:45-11:00	95	23	4	4	5	7	0	27	22	15	17	147	366
11:00-11:15	111	31	2	3	4	3	0	35	22	14	17	173	415
11:15-11:30	115	31	3	5	6	5	0	31	16	11	14	161	398
11:30-11:45	117	19	4	2	4	2	2	29	11	9	16	137	352
11:45-12:00	112	27	0	4	3	1	0	34	24	7	18	138	368
12:00-12:15	168	20	7	3	0	3	0	28	14	9	13	112	377
12:15-12:30	154	18	8	5	2	2	1	29	9	7	12	113	360
12:30-12:45	164	27	4	0	3	1	3	25	8	12	21	118	386
12:45-13:00	173	23	8	1	2	3	0	29	18	6	12	192	467
13:00-13:15	179	39	4	3	0	4	0	36	17	12	11	198	503
13:15-13:30	113	31	3	1	2	5	0	16	12	10	15	208	416
13:30-13:45	139	29	3	0	5	0	6	15	11	15	7	116	346
13:45-14:00	161	29	6	1	3	2	0	31	12	6	7	113	371
14:00-14:15	206	33	2	0	2	4	0	26	28	8	11	121	441
14:15-14:30	185	26	3	3	5	3	0	15	38	12	13	126	429
14:30-14:45	176	31	2	5	4	4	0	42	12	18	13	138	445
14:45-15:00	155	24	6	1	3	5	0	42	12	17	13	218	496
15:00-15:15	127	29	1	1	2	3	0	47	6	13	15	169	413
15:15-15:30	122	25	5	2	6	4	0	30	23	11	15	150	393
15:30-15:45	117	19	6	0	4	5	0	17	8	8	8	201	393
15:45-16:00	154	26	4	0	2	3	2	21	16	16	10	157	411
16:00-16:15	201	22	8	0	6	2	1	13	11	11	15	173	463
16:15-16:30	107	19	4	0	7	10	2	24	22	14	10	137	356
16:30-16:45	113	24	3	0	5	8	4	26	17	8	20	109	337
16:45-17:00	112	26	2	1	4	9	5	29	6	6	15	101	316
17:00-17:15	154	25	3	2	6	11	0	22	4	5	21	98	351
17:15-17:30	103	20	1	0	3	7	2	23	12	15	16	94	296
17:30-17:45	123	20	5	1	7	8	2	26	13	13	12	97	327
17:45-18:00	164	19	0	1	2	4	0	32	10	3	4	63	302
TOTAL	6085	1124	206	105	230	184	82	1199	614	576	733	6783	17921

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

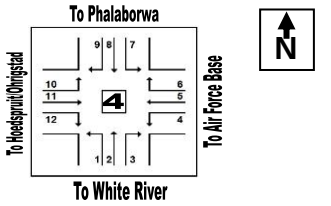


TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	304	37	23	4	4	0	12	50	18	14	35	270	**771**
06:15-07:15	414	44	32	3	13	1	12	59	24	24	48	416	**1090**
06:30-07:30	448	56	33	1	18	4	12	61	25	27	59	559	**1303**
06:45-07:45	462	63	25	1	23	8	12	62	25	39	77	664	**1461**
07:00-08:00	438	58	32	0	31	11	0	55	30	43	76	775	**1549**
07:15-08:15	379	61	27	4	28	14	0	46	28	45	67	686	**1385**
07:30-08:30	354	69	26	9	25	14	0	47	34	46	66	570	**1260**
07:45-08:45	314	73	24	13	28	16	0	39	35	40	60	472	**1114**
08:00-09:00	304	79	15	20	30	20	0	42	44	43	56	414	**1067**
08:15-09:15	316	79	14	24	34	20	0	44	46	45	71	490	**1183**
08:30-09:30	336	70	12	26	38	22	13	46	30	53	75	622	**1343**
08:45-09:45	374	58	11	27	42	22	32	58	22	63	72	751	**1532**
09:00-10:00	365	54	13	24	39	18	32	59	19	64	67	680	**1434**
09:15-10:15	375	49	14	19	37	16	32	67	24	65	56	599	**1353**
09:30-10:30	381	53	17	14	33	14	19	75	33	62	47	500	**1248**
09:45-10:45	388	56	16	10	24	10	0	64	47	56	44	412	**1127**
10:00-11:00	388	63	13	10	20	14	0	67	58	55	49	478	**1215**
10:15-11:15	396	79	11	10	16	15	0	78	64	50	50	562	**1331**
10:30-11:30	403	83	11	13	18	17	0	78	69	44	52	594	**1382**
10:45-11:45	401	87	13	14	19	17	0	83	63	41	54	594	**1386**
11:00-12:00	420	93	9	13	17	11	0	97	64	33	55	587	**1399**
11:15-12:15	471	78	14	12	13	11	0	93	57	28	49	527	**1353**
11:30-12:30	511	65	15	12	9	8	0	91	50	27	46	469	**1303**
11:45-12:45	565	67	15	10	8	7	0	93	49	30	50	446	**1340**
12:00-13:00	628	62	23	8	7	9	0	85	40	31	44	488	**1425**
12:15-13:15	642	83	20	9	7	10	0	91	44	35	44	567	**1552**
12:30-13:30	603	99	18	5	7	13	0	83	48	34	46	672	**1628**
12:45-13:45	578	103	17	5	9	12	1	67	50	34	34	669	**1579**
13:00-14:00	557	104	13	5	10	11	1	68	48	34	30	592	**1473**
13:15-14:15	577	93	11	2	12	11	1	54	47	31	29	513	**1381**
13:30-14:30	643	88	11	4	15	9	1	48	63	34	27	427	**1370**
13:45-14:45	675	87	8	9	14	13	0	68	64	34	29	449	**1450**
14:00-15:00	673	88	5	9	14	16	0	74	64	40	32	552	**1567**
14:15-15:15	603	86	3	10	14	15	0	90	54	39	35	604	**1553**
14:30-15:30	539	79	6	9	15	16	0	102	44	37	38	629	**1514**
14:45-15:45	485	69	11	4	15	17	0	90	41	29	39	693	**1493**
15:00-16:00	485	67	14	3	14	15	2	76	43	30	37	641	**1427**
15:15-16:15	557	66	20	2	18	14	2	56	50	34	42	641	**1502**
15:30-16:30	549	66	19	0	19	20	4	53	47	40	36	629	**1482**
15:45-16:45	549	65	16	0	20	23	6	61	54	44	44	540	**1422**
16:00-17:00	509	69	12	1	22	29	7	66	46	36	48	486	**1331**
16:15-17:15	469	68	6	3	22	38	7	70	39	30	52	419	**1223**
16:30-17:30	468	67	2	3	18	35	7	66	31	31	58	377	**1163**
16:45-17:45	476	68	5	4	20	35	5	64	25	36	52	364	**1154**
17:00-18:00	532	59	5	4	18	30	2	68	26	34	44	324	**1146**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

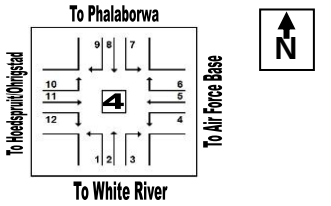


TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	62	2	0	0	2	0	0	0	0	2	0	37	105
06:15-07:15	63	2	0	1	2	0	0	0	0	1	0	49	118
06:30-07:30	54	2	0	1	2	0	0	0	0	1	0	53	113
06:45-07:45	44	2	0	1	2	0	0	0	0	1	0	48	98
07:00-08:00	29	4	0	1	0	0	0	0	0	1	0	41	76
07:15-08:15	22	5	0	0	0	0	0	0	0	1	0	29	57
07:30-08:30	17	5	0	0	0	0	0	0	0	0	0	25	47
07:45-08:45	14	5	0	0	0	0	0	0	1	0	0	21	41
08:00-09:00	8	3	0	0	0	0	1	0	1	0	0	24	37
08:15-09:15	11	1	0	0	0	0	1	0	3	0	0	25	41
08:30-09:30	14	1	0	0	0	0	1	0	3	0	0	21	40
08:45-09:45	17	0	1	0	0	0	1	0	2	0	0	19	40
09:00-10:00	17	3	1	0	0	0	0	1	2	0	0	19	43
09:15-10:15	16	4	1	0	0	0	0	1	0	0	0	20	42
09:30-10:30	13	4	1	0	0	0	0	1	0	0	0	24	43
09:45-10:45	13	4	0	0	0	0	0	1	0	0	0	21	39
10:00-11:00	17	2	0	0	0	0	0	0	0	0	0	15	34
10:15-11:15	14	2	0	0	0	0	0	0	0	0	0	11	27
10:30-11:30	15	4	0	0	0	0	0	3	0	0	0	7	29
10:45-11:45	15	4	0	0	0	0	2	5	0	0	0	6	32
11:00-12:00	11	3	0	1	0	0	2	6	1	2	0	4	30
11:15-12:15	19	4	0	2	0	0	2	7	1	5	0	5	45
11:30-12:30	21	3	0	2	0	0	3	5	1	5	0	18	58
11:45-12:45	19	5	0	2	0	0	2	6	1	5	0	23	63
12:00-13:00	17	5	0	1	0	0	2	5	0	3	0	32	65
12:15-13:15	12	6	0	0	0	0	2	4	0	0	0	38	62
12:30-13:30	10	6	0	0	0	0	1	3	0	1	0	27	48
12:45-13:45	10	5	0	0	0	0	0	4	0	2	0	25	46
13:00-14:00	18	6	0	0	0	0	0	5	0	2	0	21	52
13:15-14:15	21	4	0	0	0	0	0	6	0	3	2	23	59
13:30-14:30	23	3	0	0	0	0	0	8	0	3	3	27	67
13:45-14:45	23	2	2	0	0	0	0	5	0	4	5	29	70
14:00-15:00	19	1	3	0	0	0	0	7	0	7	7	33	77
14:15-15:15	14	1	4	0	0	0	0	8	0	8	8	30	73
14:30-15:30	15	3	4	0	0	0	0	7	0	9	9	27	74
14:45-15:45	15	5	3	0	0	0	0	9	0	8	7	27	74
15:00-16:00	20	6	2	0	0	0	0	7	0	5	8	20	68
15:15-16:15	23	5	1	0	0	0	0	7	0	4	5	22	67
15:30-16:30	21	4	1	0	0	0	0	7	0	3	5	21	62
15:45-16:45	21	4	0	0	0	0	0	7	0	2	6	17	57
16:00-17:00	14	3	1	0	0	0	0	8	0	3	5	16	50
16:15-17:15	10	5	2	0	0	0	0	8	0	3	6	8	42
16:30-17:30	7	6	3	0	0	0	0	9	0	3	5	5	38
16:45-17:45	9	5	3	0	0	0	1	7	0	3	4	6	38
17:00-18:00	9	6	2	0	0	0	1	6	1	2	2	9	38

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

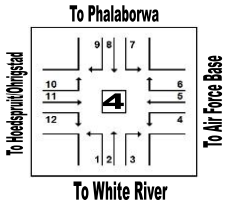


TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	14	18	0	0	0	0	0	28	0	3	1	4	68
06:15-07:15	21	12	0	0	0	0	0	24	1	5	6	11	80
06:30-07:30	30	15	0	0	0	0	0	25	7	7	11	18	113
06:45-07:45	32	15	0	0	0	0	0	20	9	7	16	20	119
07:00-08:00	25	13	0	0	0	0	1	23	9	12	19	23	125
07:15-08:15	27	18	0	0	0	0	1	24	8	14	16	23	131
07:30-08:30	21	19	1	0	0	0	1	32	5	15	16	17	127
07:45-08:45	27	27	1	0	0	0	4	40	6	20	15	14	154
08:00-09:00	27	28	1	0	0	0	5	41	6	20	20	16	164
08:15-09:15	21	26	1	0	0	0	5	47	10	19	25	11	165
08:30-09:30	28	26	0	0	0	0	5	37	7	20	23	14	160
08:45-09:45	24	16	1	0	0	0	3	27	4	17	24	17	133
09:00-10:00	25	20	1	0	0	0	1	23	6	17	22	16	131
09:15-10:15	35	20	1	0	0	0	1	29	4	13	18	19	140
09:30-10:30	26	22	1	1	0	0	1	28	8	9	15	19	130
09:45-10:45	25	28	0	1	0	0	0	29	11	9	14	18	135
10:00-11:00	21	26	0	1	0	0	0	37	9	6	10	15	125
10:15-11:15	12	23	0	1	0	0	0	29	11	8	10	15	109
10:30-11:30	16	20	0	0	0	0	0	30	9	11	11	15	112
10:45-11:45	22	13	0	0	0	0	0	34	8	8	10	14	109
11:00-12:00	24	12	0	0	0	0	0	26	8	6	10	15	101
11:15-12:15	22	15	0	0	0	0	0	22	7	3	12	13	94
11:30-12:30	19	16	4	0	0	0	0	24	7	0	13	10	93
11:45-12:45	14	20	4	0	0	0	2	17	5	0	14	10	86
12:00-13:00	14	21	4	0	0	0	2	21	9	0	14	14	99
12:15-13:15	16	18	4	0	0	0	2	24	8	2	12	16	102
12:30-13:30	16	15	1	0	0	0	2	20	7	5	13	17	96
12:45-13:45	16	14	1	0	0	0	5	25	8	7	11	19	106
13:00-14:00	17	18	3	0	0	0	5	25	4	7	10	20	109
13:15-14:15	21	25	3	0	0	0	5	28	16	5	9	19	131
13:30-14:30	25	26	3	0	0	0	5	31	26	4	8	17	145
13:45-14:45	30	30	3	0	0	0	0	41	26	6	10	15	161
14:00-15:00	30	25	5	0	0	0	0	44	26	8	11	13	162
14:15-15:15	26	23	5	0	0	0	0	48	14	13	11	12	152
14:30-15:30	26	27	4	0	0	0	0	52	9	13	9	15	155
14:45-15:45	21	23	4	0	0	0	0	37	8	12	5	15	125
15:00-16:00	15	26	0	0	0	0	0	32	10	13	3	14	113
15:15-16:15	14	21	2	0	0	0	0	18	8	8	1	17	89
15:30-16:30	9	16	2	0	0	0	0	15	10	6	1	17	76
15:45-16:45	5	22	3	0	0	0	2	16	12	3	3	17	83
16:00-17:00	10	19	4	0	0	0	4	18	10	0	4	14	83
16:15-17:15	7	21	4	0	0	0	4	23	10	0	5	13	87
16:30-17:30	7	22	4	0	0	0	4	25	8	0	6	14	90
16:45-17:45	7	17	3	0	0	0	2	29	10	0	6	14	88
17:00-18:00	2	17	2	0	0	0	0	29	12	0	6	14	82

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

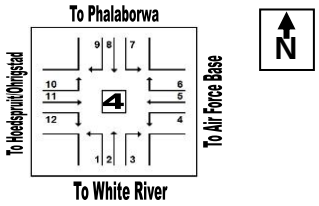


TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	7	2	0	0	1	0	0	0	0	0	4	4	18
06:15-07:15	5	2	0	0	1	0	0	0	0	0	4	5	17
06:30-07:30	5	0	0	0	2	0	0	0	0	0	4	4	15
06:45-07:45	3	0	0	0	2	0	0	0	0	0	2	5	12
07:00-08:00	2	0	0	0	1	0	0	0	0	0	0	6	9
07:15-08:15	6	0	0	0	1	0	0	0	0	0	0	6	13
07:30-08:30	6	0	0	0	0	0	0	0	0	0	0	7	13
07:45-08:45	6	0	0	0	0	0	0	0	0	0	0	6	12
08:00-09:00	7	0	0	0	0	0	0	0	0	0	0	5	12
08:15-09:15	1	0	0	0	0	0	0	0	0	0	0	6	7
08:30-09:30	1	0	0	0	0	0	0	0	0	0	0	6	7
08:45-09:45	1	0	0	0	0	0	0	0	0	0	0	6	7
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0	5	5
09:15-10:15	0	0	0	0	0	0	0	0	0	0	0	3	3
09:30-10:30	0	0	0	0	0	0	0	0	0	0	0	3	3
09:45-10:45	0	0	0	0	0	0	0	0	0	0	0	3	3
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	5	5
10:15-11:15	0	0	0	0	0	0	0	0	0	0	0	6	6
10:30-11:30	0	0	0	0	0	0	0	0	0	0	0	4	4
10:45-11:45	0	0	0	0	0	0	0	0	0	0	0	4	4
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0	3	3
11:15-12:15	0	0	0	0	0	0	0	0	0	0	0	3	3
11:30-12:30	0	0	0	0	0	0	0	0	0	0	0	3	3
11:45-12:45	0	0	0	0	0	0	0	0	0	0	0	2	2
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:45	0	0	0	0	0	0	0	0	0	0	0	1	1
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0	2	2
13:15-14:15	0	0	0	0	0	0	0	0	0	0	0	3	3
13:30-14:30	0	0	0	0	0	0	0	0	0	0	0	5	5
13:45-14:45	0	0	0	0	0	0	0	0	0	0	0	5	5
14:00-15:00	0	0	0	0	0	0	0	0	0	0	0	5	5
14:15-15:15	0	0	0	0	0	0	0	0	0	0	0	5	5
14:30-15:30	0	0	0	0	0	0	0	0	0	0	0	4	4
14:45-15:45	0	0	0	0	0	0	0	0	0	0	0	3	3
15:00-16:00	0	0	0	0	0	0	0	0	0	0	0	2	2
15:15-16:15	0	0	0	0	0	0	1	0	0	0	0	1	2
15:30-16:30	0	0	0	0	0	0	1	0	0	0	1	1	3
15:45-16:45	0	0	0	0	0	0	1	0	0	0	2	2	5
16:00-17:00	0	0	0	0	0	0	1	0	0	0	3	4	8
16:15-17:15	0	0	0	0	0	0	0	0	0	0	3	5	8
16:30-17:30	0	0	0	0	0	0	0	0	0	0	3	6	9
16:45-17:45	0	1	0	0	0	0	1	0	0	0	2	6	10
17:00-18:00	1	2	0	0	0	0	1	0	0	0	1	5	10

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

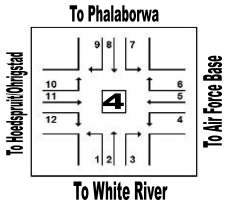


TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	387	59	23	4	7	0	12	78	18	19	40	315	**962**
06:15-07:15	503	60	32	4	16	1	12	83	25	30	58	481	**1305**
06:30-07:30	537	73	33	2	22	4	12	86	32	35	74	634	**1544**
06:45-07:45	541	80	25	2	27	8	12	82	34	47	95	737	**1690**
07:00-08:00	494	75	32	1	32	11	1	78	39	56	95	845	**1759**
07:15-08:15	434	84	27	4	29	14	1	70	36	60	83	744	**1586**
07:30-08:30	398	93	27	9	25	14	1	79	39	61	82	619	**1447**
07:45-08:45	361	105	25	13	28	16	4	79	42	60	75	513	**1321**
08:00-09:00	346	110	16	20	30	20	6	83	51	63	76	459	**1280**
08:15-09:15	349	106	15	24	34	20	6	91	59	64	96	532	**1396**
08:30-09:30	379	97	12	26	38	22	19	83	40	73	98	663	**1550**
08:45-09:45	416	74	13	27	42	22	36	85	28	80	96	793	**1712**
09:00-10:00	407	77	15	24	39	18	33	83	27	81	89	720	**1613**
09:15-10:15	426	73	16	19	37	16	33	97	28	78	74	641	**1538**
09:30-10:30	420	79	19	15	33	14	20	104	41	71	62	546	**1424**
09:45-10:45	426	88	16	11	24	10	0	94	58	65	58	454	**1304**
10:00-11:00	426	91	13	11	20	14	0	104	67	61	59	513	**1379**
10:15-11:15	422	104	11	11	16	15	0	107	75	58	60	594	**1473**
10:30-11:30	434	107	11	13	18	17	0	111	78	55	63	620	**1527**
10:45-11:45	438	104	13	14	19	17	2	122	71	49	64	618	**1531**
11:00-12:00	455	108	9	14	17	11	2	129	73	41	65	609	**1533**
11:15-12:15	512	97	14	14	13	11	2	122	65	36	61	548	**1495**
11:30-12:30	551	84	19	14	9	8	3	120	58	32	59	500	**1457**
11:45-12:45	598	92	19	12	8	7	4	116	55	35	64	481	**1491**
12:00-13:00	659	88	27	9	7	9	4	111	49	34	58	535	**1590**
12:15-13:15	670	107	24	9	7	10	4	119	52	37	56	621	**1716**
12:30-13:30	629	120	19	5	7	13	3	106	55	40	59	716	**1772**
12:45-13:45	604	122	18	5	9	12	6	96	58	43	45	714	**1732**
13:00-14:00	592	128	16	5	10	11	6	98	52	43	40	635	**1636**
13:15-14:15	619	122	14	2	12	11	6	88	63	39	40	558	**1574**
13:30-14:30	691	117	14	4	15	9	6	87	89	41	38	476	**1587**
13:45-14:45	728	119	13	9	14	13	0	114	90	44	44	498	**1686**
14:00-15:00	722	114	13	9	14	16	0	125	90	55	50	603	**1811**
14:15-15:15	643	110	12	10	14	15	0	146	68	60	54	651	**1783**
14:30-15:30	580	109	14	9	15	16	0	161	53	59	56	675	**1747**
14:45-15:45	521	97	18	4	15	17	0	136	49	49	51	738	**1695**
15:00-16:00	520	99	16	3	14	15	2	115	53	48	48	677	**1610**
15:15-16:15	594	92	23	2	18	14	3	81	58	46	48	681	**1660**
15:30-16:30	579	86	22	0	19	20	5	75	57	49	43	668	**1623**
15:45-16:45	575	91	19	0	20	23	9	84	66	49	55	576	**1567**
16:00-17:00	533	91	17	1	22	29	12	92	56	39	60	520	**1472**
16:15-17:15	486	94	12	3	22	38	11	101	49	33	66	445	**1360**
16:30-17:30	482	95	9	3	18	35	11	100	39	34	72	402	**1300**
16:45-17:45	492	91	11	4	20	35	9	100	35	39	64	390	**1290**
17:00-18:00	544	84	9	4	18	30	4	103	39	36	53	352	**1276**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

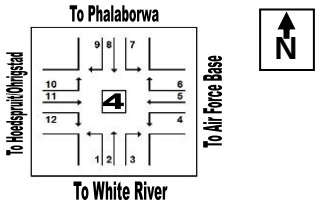


TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	78.55	62.71	100.00	100.00	57.14	0.00	100.00	64.10	100.00	73.68	87.50	85.71	**82.67**
06:15-07:15	82.31	73.33	100.00	75.00	81.25	100.00	100.00	71.08	96.00	80.00	82.76	86.49	**85.68**
06:30-07:30	83.43	76.71	100.00	50.00	81.82	100.00	100.00	70.93	78.13	77.14	79.73	88.17	**82.17**
06:45-07:45	85.40	78.75	100.00	50.00	85.19	100.00	100.00	75.61	73.53	82.98	81.05	90.09	**83.55**
07:00-08:00	88.66	77.33	100.00	0.00	96.88	100.00	0.00	70.51	76.92	76.79	80.00	91.72	**71.57**
07:15-08:15	87.33	72.62	100.00	100.00	96.55	100.00	0.00	65.71	77.78	75.00	80.72	92.20	**78.99**
07:30-08:30	88.94	74.19	96.30	100.00	100.00	100.00	0.00	59.49	87.18	75.41	80.49	92.08	**79.51**
07:45-08:45	86.98	69.52	96.00	100.00	100.00	100.00	0.00	49.37	83.33	66.67	80.00	92.01	**76.99**
08:00-09:00	87.86	71.82	93.75	100.00	100.00	100.00	0.00	50.60	86.27	68.25	73.68	90.20	**76.87**
08:15-09:15	90.54	74.53	93.33	100.00	100.00	100.00	0.00	48.35	77.97	70.31	73.96	92.11	**76.76**
08:30-09:30	88.65	72.16	100.00	100.00	100.00	100.00	68.42	55.42	75.00	72.60	76.53	93.82	**83.55**
08:45-09:45	89.90	78.38	84.62	100.00	100.00	100.00	88.89	68.24	78.57	78.75	75.00	94.70	**86.42**
09:00-10:00	89.68	70.13	86.67	100.00	100.00	100.00	96.97	71.08	70.37	79.01	75.28	94.44	**86.14**
09:15-10:15	88.03	67.12	87.50	100.00	100.00	100.00	96.97	69.07	85.71	83.33	75.68	93.45	**87.24**
09:30-10:30	90.71	67.09	89.47	93.33	100.00	100.00	95.00	72.12	80.49	87.32	75.81	91.58	**86.91**
09:45-10:45	91.08	63.64	100.00	90.91	100.00	100.00	0.00	68.09	81.03	86.15	75.86	90.75	**86.14**
10:00-11:00	91.08	69.23	100.00	90.91	100.00	100.00	0.00	64.42	86.57	90.16	83.05	93.18	**88.05**
10:15-11:15	93.84	75.96	100.00	90.91	100.00	100.00	0.00	72.90	85.33	86.21	83.33	94.61	**89.37**
10:30-11:30	92.86	77.57	100.00	100.00	100.00	100.00	0.00	70.27	88.46	80.00	82.54	95.81	**89.77**
10:45-11:45	91.55	83.65	100.00	100.00	100.00	100.00	0.00	68.03	88.73	83.67	84.38	96.12	**83.01**
11:00-12:00	92.31	86.11	100.00	92.86	100.00	100.00	0.00	75.19	87.67	80.49	84.62	96.39	**82.97**
11:15-12:15	91.99	80.41	100.00	85.71	100.00	100.00	0.00	76.23	87.69	77.78	80.33	96.17	**81.36**
11:30-12:30	92.74	77.38	78.95	85.71	100.00	100.00	0.00	75.83	86.21	84.38	77.97	93.80	**79.41**
11:45-12:45	94.48	72.83	78.95	83.33	100.00	100.00	0.00	80.17	89.09	85.71	78.13	92.72	**79.62**
12:00-13:00	95.30	70.45	85.19	88.89	100.00	100.00	0.00	76.58	81.63	91.18	75.86	91.21	**79.69**
12:15-13:15	95.82	77.57	83.33	100.00	100.00	100.00	0.00	76.47	84.62	94.59	78.57	91.30	**81.86**
12:30-13:30	95.87	82.50	94.74	100.00	100.00	100.00	0.00	78.30	87.27	85.00	77.97	93.85	**82.96**
12:45-13:45	95.70	84.43	94.44	100.00	100.00	100.00	16.67	69.79	86.21	79.07	75.56	93.70	**82.96**
13:00-14:00	94.09	81.25	81.25	100.00	100.00	100.00	16.67	69.39	92.31	79.07	75.00	93.23	**81.85**
13:15-14:15	93.21	76.23	78.57	100.00	100.00	100.00	16.67	61.36	74.60	79.49	72.50	91.94	**78.71**
13:30-14:30	93.05	75.21	78.57	100.00	100.00	100.00	16.67	55.17	70.79	82.93	71.05	89.71	**77.76**
13:45-14:45	92.72	73.11	61.54	100.00	100.00	100.00	0.00	59.65	71.11	77.27	65.91	90.16	**81.04**
14:00-15:00	93.21	77.19	38.46	100.00	100.00	100.00	0.00	59.20	71.11	72.73	64.00	91.54	**78.86**
14:15-15:15	93.78	78.18	25.00	100.00	100.00	100.00	0.00	61.64	79.41	65.00	64.81	92.78	**78.24**
14:30-15:30	92.93	72.48	42.86	100.00	100.00	100.00	0.00	63.35	83.02	62.71	67.86	93.19	**79.85**
14:45-15:45	93.09	71.13	61.11	100.00	100.00	100.00	0.00	66.18	83.67	59.18	76.47	93.90	**82.25**
15:00-16:00	93.27	67.68	87.50	100.00	100.00	100.00	100.00	66.09	81.13	62.50	77.08	94.68	**85.83**
15:15-16:15	93.77	71.74	86.96	100.00	100.00	100.00	66.67	69.14	86.21	73.91	87.50	94.13	**85.83**
15:30-16:30	94.82	76.74	86.36	0.00	100.00	100.00	80.00	70.67	82.46	81.63	83.72	94.16	**86.41**
15:45-16:45	95.48	71.43	84.21	0.00	100.00	100.00	66.67	72.62	81.82	89.80	80.00	93.75	**85.07**
16:00-17:00	95.50	75.82	70.59	100.00	100.00	100.00	58.33	71.74	82.14	92.31	80.00	93.46	**84.99**
16:15-17:15	96.50	72.34	50.00	100.00	100.00	100.00	63.64	69.31	79.59	90.91	78.79	94.16	**82.94**
16:30-17:30	97.10	70.53	22.22	100.00	100.00	100.00	63.64	66.00	79.49	91.18	80.56	93.78	**80.37**
16:45-17:45	96.75	74.73	45.45	100.00	100.00	100.00	55.56	64.00	71.43	92.31	81.25	93.33	**81.23**
17:00-18:00	97.79	70.24	55.56	100.00	100.00	100.00	50.00	66.02	66.67	94.44	83.02	92.05	**81.32**
AVERAGE PER MOVEMENT	**91.75**	**74.31**	**82.21**	**92.50**	**97.75**	**100.00**	**42.15**	**67.23**	**81.88**	**79.98**	**77.91**	**92.63**	**81.69**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

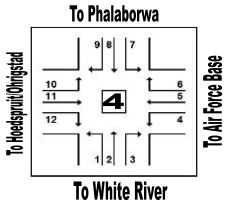


TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	16.02	3.39	0.00	0.00	28.57	0.00	0.00	0.00	0.00	10.53	0.00	11.75	6.39
06:15-07:15	12.52	3.33	0.00	25.00	12.50	0.00	0.00	0.00	0.00	3.33	0.00	10.19	5.57
06:30-07:30	10.06	2.74	0.00	50.00	9.09	0.00	0.00	0.00	0.00	2.86	0.00	8.36	6.93
06:45-07:45	8.13	2.50	0.00	50.00	7.41	0.00	0.00	0.00	0.00	2.13	0.00	6.51	6.39
07:00-08:00	5.87	5.33	0.00	100.00	0.00	0.00	0.00	0.00	0.00	1.79	0.00	4.85	9.82
07:15-08:15	5.07	5.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.67	0.00	3.90	1.38
07:30-08:30	4.27	5.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.04	1.14
07:45-08:45	3.88	4.76	0.00	0.00	0.00	0.00	0.00	0.00	2.38	0.00	0.00	4.09	1.26
08:00-09:00	2.31	2.73	0.00	0.00	0.00	0.00	16.67	0.00	1.96	0.00	0.00	5.23	2.41
08:15-09:15	3.15	0.94	0.00	0.00	0.00	0.00	16.67	0.00	5.08	0.00	0.00	4.70	2.55
08:30-09:30	3.69	1.03	0.00	0.00	0.00	0.00	5.26	0.00	7.50	0.00	0.00	3.17	1.72
08:45-09:45	4.09	0.00	7.69	0.00	0.00	0.00	2.78	0.00	7.14	0.00	0.00	2.40	2.01
09:00-10:00	4.18	3.90	6.67	0.00	0.00	0.00	0.00	1.20	7.41	0.00	0.00	2.64	2.17
09:15-10:15	3.76	5.48	6.25	0.00	0.00	0.00	0.00	1.03	0.00	0.00	0.00	3.12	1.64
09:30-10:30	3.10	5.06	5.26	0.00	0.00	0.00	0.00	0.96	0.00	0.00	0.00	4.40	1.56
09:45-10:45	3.05	4.55	0.00	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.00	4.63	1.21
10:00-11:00	3.99	2.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92	0.83
10:15-11:15	3.32	1.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.85	0.64
10:30-11:30	3.46	3.74	0.00	0.00	0.00	0.00	0.00	2.70	0.00	0.00	0.00	1.13	1.00
10:45-11:45	3.42	3.85	0.00	0.00	0.00	0.00	100.00	4.10	0.00	0.00	0.00	0.97	9.36
11:00-12:00	2.42	2.78	0.00	7.14	0.00	0.00	100.00	4.65	1.37	4.88	0.00	0.66	10.32
11:15-12:15	3.71	4.12	0.00	14.29	0.00	0.00	100.00	5.74	1.54	13.89	0.00	0.91	12.02
11:30-12:30	3.81	3.57	0.00	14.29	0.00	0.00	100.00	4.17	1.72	15.63	0.00	3.60	12.23
11:45-12:45	3.18	5.43	0.00	16.67	0.00	0.00	50.00	5.17	1.82	14.29	0.00	4.78	8.44
12:00-13:00	2.58	5.68	0.00	11.11	0.00	0.00	50.00	4.50	0.00	8.82	0.00	5.98	7.39
12:15-13:15	1.79	5.61	0.00	0.00	0.00	0.00	50.00	3.36	0.00	0.00	0.00	6.12	5.57
12:30-13:30	1.59	5.00	0.00	0.00	0.00	0.00	33.33	2.83	0.00	2.50	0.00	3.77	4.09
12:45-13:45	1.66	4.10	0.00	0.00	0.00	0.00	0.00	4.17	0.00	4.65	0.00	3.50	1.51
13:00-14:00	3.04	4.69	0.00	0.00	0.00	0.00	0.00	5.10	0.00	4.65	0.00	3.31	1.73
13:15-14:15	3.39	3.28	0.00	0.00	0.00	0.00	0.00	6.82	0.00	7.69	5.00	4.12	2.53
13:30-14:30	3.33	2.56	0.00	0.00	0.00	0.00	0.00	9.20	0.00	7.32	7.89	5.67	3.00
13:45-14:45	3.16	1.68	15.38	0.00	0.00	0.00	0.00	4.39	0.00	9.09	11.36	5.82	4.63
14:00-15:00	2.63	0.88	23.08	0.00	0.00	0.00	0.00	5.60	0.00	12.73	14.00	5.47	5.85
14:15-15:15	2.18	0.91	33.33	0.00	0.00	0.00	0.00	5.48	0.00	13.33	14.81	4.61	6.79
14:30-15:30	2.59	2.75	28.57	0.00	0.00	0.00	0.00	4.35	0.00	15.25	16.07	4.00	6.69
14:45-15:45	2.88	5.15	16.67	0.00	0.00	0.00	0.00	6.62	0.00	16.33	13.73	3.66	5.91
15:00-16:00	3.85	6.06	12.50	0.00	0.00	0.00	0.00	6.09	0.00	10.42	16.67	2.95	4.88
15:15-16:15	3.87	5.43	4.35	0.00	0.00	0.00	0.00	8.64	0.00	8.70	10.42	3.23	3.72
15:30-16:30	3.63	4.65	4.55	0.00	0.00	0.00	0.00	9.33	0.00	6.12	11.63	3.14	3.91
15:45-16:45	3.65	4.40	0.00	0.00	0.00	0.00	0.00	8.33	0.00	4.08	10.91	2.95	3.12
16:00-17:00	2.63	3.30	5.88	0.00	0.00	0.00	0.00	8.70	0.00	7.69	8.33	3.08	3.30
16:15-17:15	2.06	5.32	16.67	0.00	0.00	0.00	0.00	7.92	0.00	9.09	9.09	1.80	4.33
16:30-17:30	1.45	6.32	33.33	0.00	0.00	0.00	0.00	9.00	0.00	8.82	6.94	1.24	5.59
16:45-17:45	1.83	5.49	27.27	0.00	0.00	0.00	11.11	7.00	0.00	7.69	6.25	1.54	5.68
17:00-18:00	1.65	7.14	22.22	0.00	0.00	0.00	25.00	5.83	2.56	5.56	3.77	2.56	6.36
AVERAGE PER MOVEMENT	3.91	3.89	5.99	6.71	1.28	0.00	18.36	3.65	0.90	5.37	3.71	3.98	4.81

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

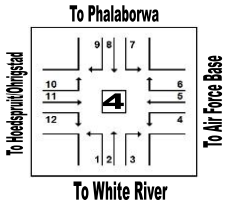


TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	3.62	30.51	0.00	0.00	0.00	0.00	0.00	35.90	0.00	15.79	2.50	1.27	8.14
06:15-07:15	4.17	20.00	0.00	0.00	0.00	0.00	0.00	28.92	4.00	16.67	10.34	2.29	7.20
06:30-07:30	5.59	20.55	0.00	0.00	0.00	0.00	0.00	29.07	21.88	20.00	14.86	2.84	9.57
06:45-07:45	5.91	18.75	0.00	0.00	0.00	0.00	0.00	24.39	26.47	14.89	16.84	2.71	9.16
07:00-08:00	5.06	17.33	0.00	0.00	0.00	0.00	100.00	29.49	23.08	21.43	20.00	2.72	18.26
07:15-08:15	6.22	21.43	0.00	0.00	0.00	0.00	100.00	34.29	22.22	23.33	19.28	3.09	19.15
07:30-08:30	5.28	20.43	3.70	0.00	0.00	0.00	100.00	40.51	12.82	24.59	19.51	2.75	19.13
07:45-08:45	7.48	25.71	4.00	0.00	0.00	0.00	100.00	50.63	14.29	33.33	20.00	2.73	21.51
08:00-09:00	7.80	25.45	6.25	0.00	0.00	0.00	83.33	49.40	11.76	31.75	26.32	3.49	20.46
08:15-09:15	6.02	24.53	6.67	0.00	0.00	0.00	83.33	51.65	16.95	29.69	26.04	2.07	20.58
08:30-09:30	7.39	26.80	0.00	0.00	0.00	0.00	26.32	44.58	17.50	27.40	23.47	2.11	14.63
08:45-09:45	5.77	21.62	7.69	0.00	0.00	0.00	8.33	31.76	14.29	21.25	25.00	2.14	11.49
09:00-10:00	6.14	25.97	6.67	0.00	0.00	0.00	3.03	27.71	22.22	20.99	24.72	2.22	11.64
09:15-10:15	8.22	27.40	6.25	0.00	0.00	0.00	3.03	29.90	14.29	16.67	24.32	2.96	11.09
09:30-10:30	6.19	27.85	5.26	6.67	0.00	0.00	5.00	26.92	19.51	12.68	24.19	3.48	11.48
09:45-10:45	5.87	31.82	0.00	9.09	0.00	0.00	0.00	30.85	18.97	13.85	24.14	3.96	12.59
10:00-11:00	4.93	28.57	0.00	9.09	0.00	0.00	0.00	35.58	13.43	9.84	16.95	2.92	11.03
10:15-11:15	2.84	22.12	0.00	9.09	0.00	0.00	0.00	27.10	14.67	13.79	16.67	2.53	9.89
10:30-11:30	3.69	18.69	0.00	0.00	0.00	0.00	0.00	27.03	11.54	20.00	17.46	2.42	9.17
10:45-11:45	5.02	12.50	0.00	0.00	0.00	0.00	0.00	27.87	11.27	16.33	15.63	2.27	7.57
11:00-12:00	5.27	11.11	0.00	0.00	0.00	0.00	0.00	20.16	10.96	14.63	15.38	2.46	6.67
11:15-12:15	4.30	15.46	0.00	0.00	0.00	0.00	0.00	18.03	10.77	8.33	19.67	2.37	6.58
11:30-12:30	3.45	19.05	21.05	0.00	0.00	0.00	0.00	20.00	12.07	0.00	22.03	2.00	8.30
11:45-12:45	2.34	21.74	21.05	0.00	0.00	0.00	50.00	14.66	9.09	0.00	21.88	2.08	11.90
12:00-13:00	2.12	23.86	14.81	0.00	0.00	0.00	50.00	18.92	18.37	0.00	24.14	2.62	12.90
12:15-13:15	2.39	16.82	16.67	0.00	0.00	0.00	50.00	20.17	15.38	5.41	21.43	2.58	12.57
12:30-13:30	2.54	12.50	5.26	0.00	0.00	0.00	66.67	18.87	12.73	12.50	22.03	2.37	12.96
12:45-13:45	2.65	11.48	5.56	0.00	0.00	0.00	83.33	26.04	13.79	16.28	24.44	2.66	15.52
13:00-14:00	2.87	14.06	18.75	0.00	0.00	0.00	83.33	25.51	7.69	16.28	25.00	3.15	16.39
13:15-14:15	3.39	20.49	21.43	0.00	0.00	0.00	83.33	31.82	25.40	12.82	22.50	3.41	18.72
13:30-14:30	3.62	22.22	21.43	0.00	0.00	0.00	83.33	35.63	29.21	9.76	21.05	3.57	19.15
13:45-14:45	4.12	25.21	23.08	0.00	0.00	0.00	0.00	35.96	28.89	13.64	22.73	3.01	14.24
14:00-15:00	4.16	21.93	38.46	0.00	0.00	0.00	0.00	35.20	28.89	14.55	22.00	2.16	15.21
14:15-15:15	4.04	20.91	41.67	0.00	0.00	0.00	0.00	32.88	20.59	21.67	20.37	1.84	14.91
14:30-15:30	4.48	24.77	28.57	0.00	0.00	0.00	0.00	32.30	16.98	22.03	16.07	2.22	13.40
14:45-15:45	4.03	23.71	22.22	0.00	0.00	0.00	0.00	27.21	16.33	24.49	9.80	2.03	11.80
15:00-16:00	2.88	26.26	0.00	0.00	0.00	0.00	0.00	27.83	18.87	27.08	6.25	2.07	9.27
15:15-16:15	2.36	22.83	8.70	0.00	0.00	0.00	0.00	22.22	13.79	17.39	2.08	2.50	7.66
15:30-16:30	1.55	18.60	9.09	0.00	0.00	0.00	0.00	20.00	17.54	12.24	2.33	2.54	7.63
15:45-16:45	0.87	24.18	15.79	0.00	0.00	0.00	22.22	19.05	18.18	6.12	5.45	2.95	10.44
16:00-17:00	1.88	20.88	23.53	0.00	0.00	0.00	33.33	19.57	17.86	0.00	6.67	2.69	10.53
16:15-17:15	1.44	22.34	33.33	0.00	0.00	0.00	36.36	22.77	20.41	0.00	7.58	2.92	12.26
16:30-17:30	1.45	23.16	44.44	0.00	0.00	0.00	36.36	25.00	20.51	0.00	8.33	3.48	13.56
16:45-17:45	1.42	18.68	27.27	0.00	0.00	0.00	22.22	29.00	28.57	0.00	9.38	3.59	11.68
17:00-18:00	0.37	20.24	22.22	0.00	0.00	0.00	0.00	28.16	30.77	0.00	11.32	3.98	9.75
AVERAGE PER MOVEMENT	**4.07**	**21.57**	**11.80**	**0.79**	**0.00**	**0.00**	**36.47**	**29.12**	**17.22**	**14.65**	**17.29**	**2.67**	**12.97**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R527 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°20'56.38"S and 30°57'15.66"E

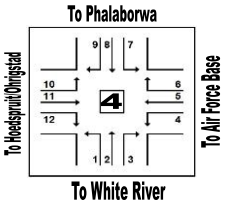
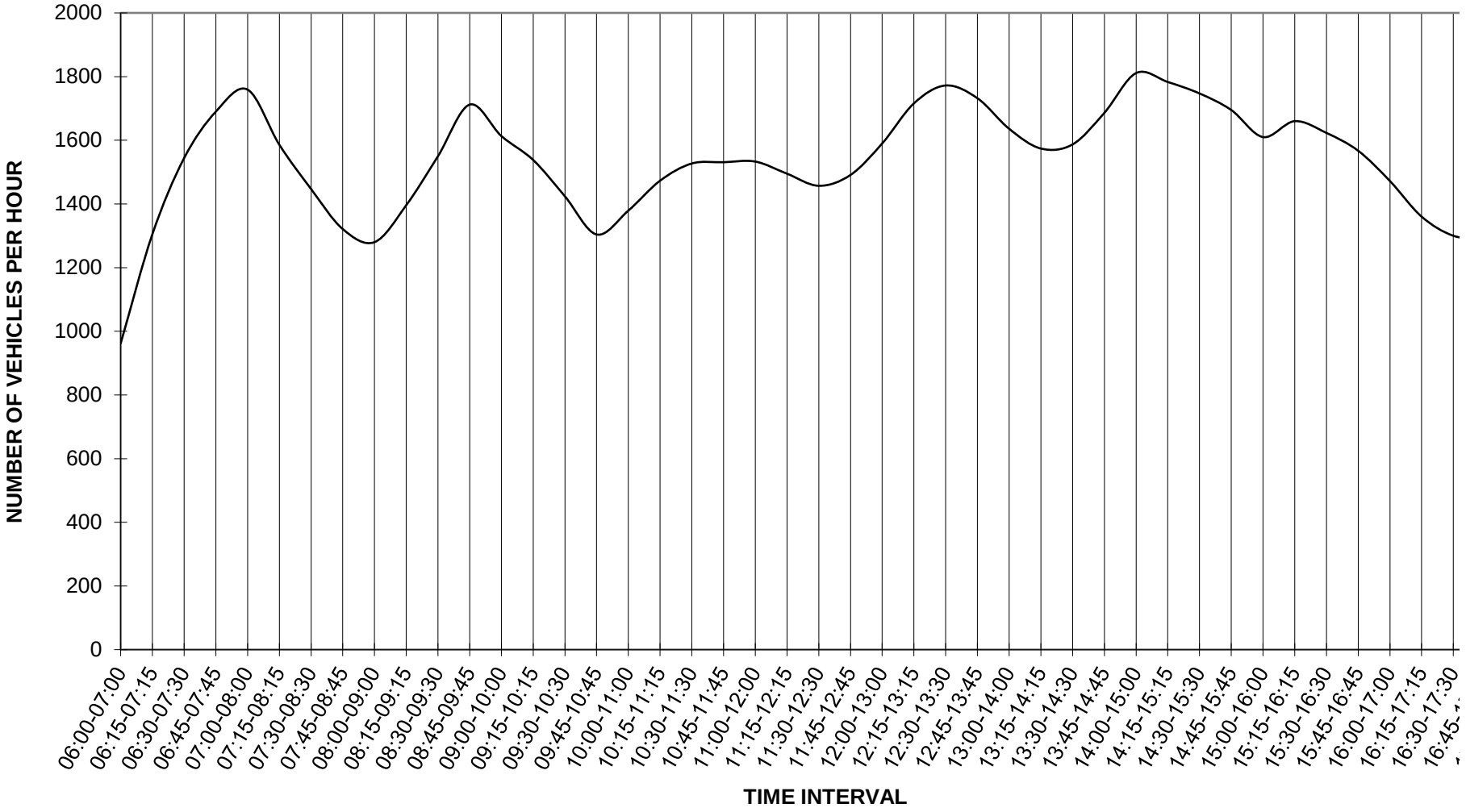


TABLE A-14: PERCENTAGE BUSSES

TIME INTERVALS	MOVEMENTS												
	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
06:00-07:00	1.81	3.39	0.00	0.00	14.29	0.00	0.00	0.00	0.00	0.00	10.00	1.27	**2.80**
06:15-07:15	0.99	3.33	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.00	6.90	1.04	**1.54**
06:30-07:30	0.93	0.00	0.00	0.00	9.09	0.00	0.00	0.00	0.00	0.00	5.41	0.63	**1.34**
06:45-07:45	0.55	0.00	0.00	0.00	7.41	0.00	0.00	0.00	0.00	0.00	2.11	0.68	**0.90**
07:00-08:00	0.40	0.00	0.00	0.00	3.13	0.00	0.00	0.00	0.00	0.00	0.00	0.71	**0.35**
07:15-08:15	1.38	0.00	0.00	0.00	3.45	0.00	0.00	0.00	0.00	0.00	0.00	0.81	**0.47**
07:30-08:30	1.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.13	**0.22**
07:45-08:45	1.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17	**0.24**
08:00-09:00	2.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09	**0.26**
08:15-09:15	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.13	**0.12**
08:30-09:30	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90	**0.10**
08:45-09:45	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	**0.08**
09:00-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	**0.06**
09:15-10:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	**0.04**
09:30-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	**0.05**
09:45-10:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66	**0.06**
10:00-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	**0.09**
10:15-11:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.01	**0.09**
10:30-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	**0.06**
10:45-11:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	**0.05**
11:00-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	**0.04**
11:15-12:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	**0.05**
11:30-12:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	**0.05**
11:45-12:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	**0.03**
12:00-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	**0.02**
12:15-13:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:30-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:45-13:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	**0.01**
13:00-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	**0.03**
13:15-14:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	**0.04**
13:30-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.05	**0.09**
13:45-14:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	**0.09**
14:00-15:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	**0.08**
14:15-15:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	**0.07**
14:30-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	**0.05**
14:45-15:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	**0.04**
15:00-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	**0.02**
15:15-16:15	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.15	**2.79**
15:30-16:30	0.00	0.00	0.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	2.33	0.15	**2.04**
15:45-16:45	0.00	0.00	0.00	0.00	0.00	0.00	11.11	0.00	0.00	0.00	3.64	0.35	**1.37**
16:00-17:00	0.00	0.00	0.00	0.00	0.00	0.00	8.33	0.00	0.00	0.00	5.00	0.77	**1.18**
16:15-17:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.55	1.12	**0.47**
16:30-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.17	1.49	**0.47**
16:45-17:45	0.00	1.10	0.00	0.00	0.00	0.00	11.11	0.00	0.00	0.00	3.13	1.54	**1.41**
17:00-18:00	0.18	2.38	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	1.89	1.42	**2.57**
AVERAGE PER MOVEMENT	**0.27**	**0.23**	**0.00**	**0.00**	**0.97**	**0.00**	**3.02**	**0.00**	**0.00**	**0.00**	**1.09**	**0.71**	**0.52**

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (WEDNESDAY 16 APRIL 2025)



12-HOUR MANUAL TRAFFIC COUNTS AT
Hoedspruit - Driehoek
Co-ordinates: 24°23'18.00"S and 30°51'44.10"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (16 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

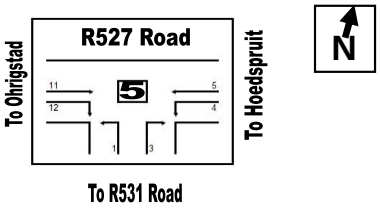


TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	1	16	3	6	10	0	36
06:15-06:30	2	17	1	11	19	1	51
06:30-06:45	1	41	24	12	39	0	117
06:45-07:00	0	43	18	18	39	2	120
07:00-07:15	0	20	19	18	37	0	94
07:15-07:30	1	25	10	26	38	0	100
07:30-07:45	0	24	13	19	29	1	86
07:45-08:00	0	30	15	23	32	0	100
08:00-08:15	1	18	10	21	19	0	69
08:15-08:30	2	22	8	16	21	2	71
08:30-08:45	2	19	13	22	24	3	83
08:45-09:00	11	16	10	11	23	0	71
09:00-09:15	8	25	7	13	18	2	73
09:15-09:30	1	19	14	14	18	1	67
09:30-09:45	0	25	22	16	15	0	78
09:45-10:00	2	18	21	19	19	3	82
10:00-10:15	3	20	10	10	24	0	67
10:15-10:30	1	18	14	15	17	0	65
10:30-10:45	2	23	28	19	12	0	84
10:45-11:00	2	18	15	21	23	0	79
11:00-11:15	1	14	9	17	20	0	61
11:15-11:30	0	16	18	20	29	1	84
11:30-11:45	1	18	18	18	28	0	83
11:45-12:00	2	24	22	23	25	2	98
12:00-12:15	2	24	15	20	29	1	91
12:15-12:30	3	21	21	18	13	3	79
12:30-12:45	0	21	18	14	21	1	75
12:45-13:00	0	15	16	21	20	2	74
13:00-13:15	0	13	24	17	14	3	71
13:15-13:30	0	14	27	20	15	4	80
13:30-13:45	1	20	22	17	9	5	74
13:45-14:00	0	19	15	13	19	2	68
14:00-14:15	0	17	27	13	21	3	81
14:15-14:30	2	24	24	15	21	1	87
14:30-14:45	5	24	18	12	25	4	88
14:45-15:00	3	14	16	23	10	2	68
15:00-15:15	0	13	14	24	16	0	67
15:15-15:30	0	11	17	13	13	0	54
15:30-15:45	1	8	22	18	9	0	58
15:45-16:00	0	16	16	12	15	5	64
16:00-16:15	1	14	20	17	16	3	71
16:15-16:30	0	14	21	18	18	4	75
16:30-16:45	1	9	23	15	17	2	67
16:45-17:00	3	18	16	12	22	1	72
17:00-17:15	2	16	10	7	16	0	51
17:15-17:30	2	17	18	26	19	1	83
17:30-17:45	0	6	26	20	14	0	66
17:45-18:00	0	13	12	21	9	0	55
TOTAL	70	910	800	814	979	65	3638

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

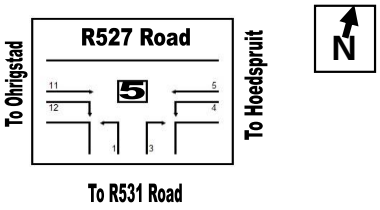


TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	2	0	3	7	0	12
06:15-06:30	0	12	3	2	15	0	32
06:30-06:45	0	7	7	10	6	0	30
06:45-07:00	0	15	11	4	9	0	39
07:00-07:15	0	3	1	2	1	0	7
07:15-07:30	0	2	1	2	2	0	7
07:30-07:45	0	1	2	0	0	0	3
07:45-08:00	0	0	0	0	1	0	1
08:00-08:15	0	1	0	2	1	0	4
08:15-08:30	0	0	1	0	0	0	1
08:30-08:45	0	0	0	0	1	0	1
08:45-09:00	0	0	1	1	0	0	2
09:00-09:15	0	0	0	1	2	0	3
09:15-09:30	0	0	0	1	0	0	1
09:30-09:45	0	1	0	0	0	0	1
09:45-10:00	0	0	1	0	3	0	4
10:00-10:15	0	0	0	2	0	0	2
10:15-10:30	0	0	1	1	0	0	2
10:30-10:45	0	0	0	1	2	0	3
10:45-11:00	0	0	0	0	3	0	3
11:00-11:15	0	0	0	2	2	0	4
11:15-11:30	0	1	0	4	0	0	5
11:30-11:45	0	1	0	2	0	0	3
11:45-12:00	0	0	2	2	3	0	7
12:00-12:15	0	2	0	3	2	0	7
12:15-12:30	0	1	0	1	1	0	3
12:30-12:45	0	0	1	1	4	0	6
12:45-13:00	0	0	0	1	6	0	7
13:00-13:15	0	0	1	1	5	0	7
13:15-13:30	0	0	0	1	7	0	8
13:30-13:45	0	0	0	2	8	0	10
13:45-14:00	0	0	0	1	3	0	4
14:00-14:15	0	1	1	2	5	0	9
14:15-14:30	0	0	0	1	3	0	4
14:30-14:45	0	1	3	1	2	0	7
14:45-15:00	0	1	3	0	8	0	12
15:00-15:15	0	0	1	0	3	0	4
15:15-15:30	0	0	0	1	4	0	5
15:30-15:45	0	0	0	1	6	0	7
15:45-16:00	0	2	2	3	5	0	12
16:00-16:15	0	2	2	3	3	0	10
16:15-16:30	0	1	2	1	4	0	8
16:30-16:45	0	3	1	3	4	0	11
16:45-17:00	0	3	5	9	3	0	20
17:00-17:15	0	3	7	10	1	0	21
17:15-17:30	0	1	4	2	3	0	10
17:30-17:45	0	0	1	1	0	0	2
17:45-18:00	0	0	1	2	0	0	3
TOTAL	0	67	66	93	148	0	374

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

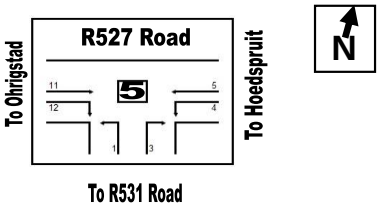


TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	0	0	2	4	0	6
06:15-06:30	0	0	2	0	3	0	5
06:30-06:45	0	1	0	0	7	0	8
06:45-07:00	0	1	1	0	0	0	2
07:00-07:15	0	2	0	1	0	0	3
07:15-07:30	0	0	1	2	2	0	5
07:30-07:45	0	0	0	3	5	0	8
07:45-08:00	0	0	0	4	3	0	7
08:00-08:15	1	2	0	3	8	0	14
08:15-08:30	0	3	0	5	1	0	9
08:30-08:45	0	1	0	3	9	0	13
08:45-09:00	0	1	0	1	3	0	5
09:00-09:15	0	2	0	5	5	0	12
09:15-09:30	0	1	3	3	3	0	10
09:30-09:45	0	3	2	5	6	0	16
09:45-10:00	0	1	2	7	8	0	18
10:00-10:15	0	1	1	3	5	0	10
10:15-10:30	0	0	1	3	4	0	8
10:30-10:45	2	0	1	2	1	0	6
10:45-11:00	0	0	6	7	6	1	20
11:00-11:15	0	1	0	4	2	0	7
11:15-11:30	0	5	1	0	1	0	7
11:30-11:45	0	-1	2	0	2	0	3
11:45-12:00	0	3	3	0	3	0	9
12:00-12:15	0	5	3	5	3	1	17
12:15-12:30	0	6	0	3	6	0	15
12:30-12:45	0	3	5	2	7	0	17
12:45-13:00	0	2	3	1	4	0	10
13:00-13:15	0	4	2	5	2	0	13
13:15-13:30	0	5	6	2	7	0	20
13:30-13:45	0	2	1	1	4	0	8
13:45-14:00	1	1	3	5	6	0	16
14:00-14:15	1	5	2	7	5	0	20
14:15-14:30	2	2	1	4	3	0	12
14:30-14:45	3	2	4	1	1	0	11
14:45-15:00	0	0	2	1	2	0	5
15:00-15:15	0	3	2	1	3	0	9
15:15-15:30	0	2	1	2	4	0	9
15:30-15:45	0	0	4	0	1	0	5
15:45-16:00	0	3	2	4	3	0	12
16:00-16:15	0	0	2	5	0	0	7
16:15-16:30	0	1	0	5	0	0	6
16:30-16:45	0	0	3	3	2	0	8
16:45-17:00	0	0	0	1	5	0	6
17:00-17:15	0	0	0	0	3	0	3
17:15-17:30	0	2	3	2	2	0	9
17:30-17:45	0	2	1	6	-1	0	8
17:45-18:00	0	0	2	1	1	0	4
TOTAL	10	77	78	130	164	2	461

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

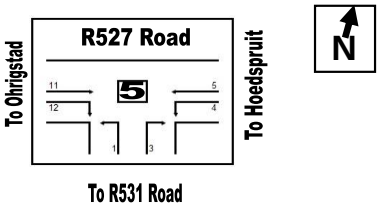


TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	0	1	1	0	6	0	8
06:15-06:30	0	1	0	3	3	0	7
06:30-06:45	0	0	3	1	0	0	4
06:45-07:00	0	0	1	0	0	0	1
07:00-07:15	0	0	0	2	0	0	2
07:15-07:30	0	0	0	2	0	0	2
07:30-07:45	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0
08:15-08:30	0	0	0	0	1	0	1
08:30-08:45	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0
09:00-09:15	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0
09:30-09:45	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	0	0	0
10:00-10:15	0	0	0	1	0	0	1
10:15-10:30	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0
11:15-11:30	0	0	1	1	0	0	2
11:30-11:45	0	1	0	0	0	0	1
11:45-12:00	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0
13:00-13:15	0	0	0	1	0	0	1
13:15-13:30	0	0	0	1	0	0	1
13:30-13:45	0	0	0	1	0	0	1
13:45-14:00	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0
14:15-14:30	0	1	0	0	0	0	1
14:30-14:45	0	0	0	1	0	0	1
14:45-15:00	0	1	1	0	0	0	2
15:00-15:15	0	0	0	0	0	0	0
15:15-15:30	0	0	0	1	0	0	1
15:30-15:45	0	1	0	0	0	0	1
15:45-16:00	0	0	0	1	0	0	1
16:00-16:15	0	0	1	1	0	0	2
16:15-16:30	0	0	0	0	0	0	0
16:30-16:45	0	1	0	1	0	0	2
16:45-17:00	0	0	1	2	0	0	3
17:00-17:15	0	0	1	5	0	0	6
17:15-17:30	0	1	1	2	0	0	4
17:30-17:45	0	0	0	2	2	0	4
17:45-18:00	0	1	1	1	1	0	4
TOTAL	0	9	12	30	13	0	64

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

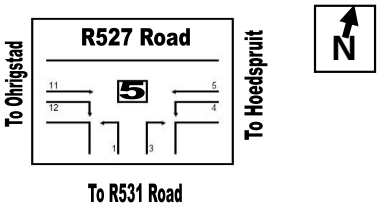


TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-06:15	1	19	4	11	27	0	62
06:15-06:30	2	30	6	16	40	1	95
06:30-06:45	1	49	34	23	52	0	159
06:45-07:00	0	59	31	22	48	2	162
07:00-07:15	0	25	20	23	38	0	106
07:15-07:30	1	27	12	32	42	0	114
07:30-07:45	0	25	15	22	34	1	97
07:45-08:00	0	30	15	27	36	0	108
08:00-08:15	2	21	10	26	28	0	87
08:15-08:30	2	25	9	21	23	2	82
08:30-08:45	2	20	13	25	34	3	97
08:45-09:00	11	17	11	13	26	0	78
09:00-09:15	8	27	7	19	25	2	88
09:15-09:30	1	20	17	18	21	1	78
09:30-09:45	0	29	24	21	21	0	95
09:45-10:00	2	19	24	26	30	3	104
10:00-10:15	3	21	11	16	29	0	80
10:15-10:30	1	18	16	19	21	0	75
10:30-10:45	4	23	29	22	15	0	93
10:45-11:00	2	18	21	28	32	1	102
11:00-11:15	1	15	9	23	24	0	72
11:15-11:30	0	22	20	25	30	1	98
11:30-11:45	1	19	20	20	30	0	90
11:45-12:00	2	27	27	25	31	2	114
12:00-12:15	2	31	18	28	34	2	115
12:15-12:30	3	28	21	22	20	3	97
12:30-12:45	0	24	24	17	32	1	98
12:45-13:00	0	17	19	23	30	2	91
13:00-13:15	0	17	27	24	21	3	92
13:15-13:30	0	19	33	24	29	4	109
13:30-13:45	1	22	23	21	21	5	93
13:45-14:00	1	20	18	19	28	2	88
14:00-14:15	1	23	30	22	31	3	110
14:15-14:30	4	27	25	20	27	1	104
14:30-14:45	8	27	25	15	28	4	107
14:45-15:00	3	16	22	24	20	2	87
15:00-15:15	0	16	17	25	22	0	80
15:15-15:30	0	13	18	17	21	0	69
15:30-15:45	1	9	26	19	16	0	71
15:45-16:00	0	21	20	20	23	5	89
16:00-16:15	1	16	25	26	19	3	90
16:15-16:30	0	16	23	24	22	4	89
16:30-16:45	1	13	27	22	23	2	88
16:45-17:00	3	21	22	24	30	1	101
17:00-17:15	2	19	18	22	20	0	81
17:15-17:30	2	21	26	32	24	1	106
17:30-17:45	0	8	28	29	15	0	80
17:45-18:00	0	14	16	25	11	0	66
TOTAL	80	1063	956	1067	1304	67	4537

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

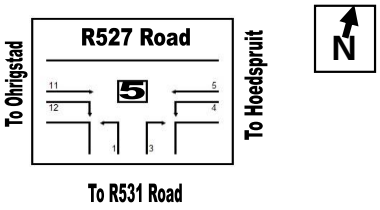


TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	4	117	46	47	107	3	324
06:15-07:15	3	121	62	59	134	3	382
06:30-07:30	2	129	71	74	153	2	431
06:45-07:45	1	112	60	81	143	3	400
07:00-08:00	1	99	57	86	136	1	380
07:15-08:15	2	97	48	89	118	1	355
07:30-08:30	3	94	46	79	101	3	326
07:45-08:45	5	89	46	82	96	5	323
08:00-09:00	16	75	41	70	87	5	294
08:15-09:15	23	82	38	62	86	7	298
08:30-09:30	22	79	44	60	83	6	294
08:45-09:45	20	85	53	54	74	3	289
09:00-10:00	11	87	64	62	70	6	300
09:15-10:15	6	82	67	59	76	4	294
09:30-10:30	6	81	67	60	75	3	292
09:45-10:45	8	79	73	63	72	3	298
10:00-11:00	8	79	67	65	76	0	295
10:15-11:15	6	73	66	72	72	0	289
10:30-11:30	5	71	70	77	84	1	308
10:45-11:45	4	66	60	76	100	1	307
11:00-12:00	4	72	67	78	102	3	326
11:15-12:15	5	82	73	81	111	4	356
11:30-12:30	8	87	76	79	95	6	351
11:45-12:45	7	90	76	75	88	7	343
12:00-13:00	5	81	70	73	83	7	319
12:15-13:15	3	70	79	70	68	9	299
12:30-13:30	0	63	85	72	70	10	300
12:45-13:45	1	62	89	75	58	14	299
13:00-14:00	1	66	88	67	57	14	293
13:15-14:15	1	70	91	63	64	14	303
13:30-14:30	3	80	88	58	70	11	310
13:45-14:45	7	84	84	53	86	10	324
14:00-15:00	10	79	85	63	77	10	324
14:15-15:15	10	75	72	74	72	7	310
14:30-15:30	8	62	65	72	64	6	277
14:45-15:45	4	46	69	78	48	2	247
15:00-16:00	1	48	69	67	53	5	243
15:15-16:15	2	49	75	60	53	8	247
15:30-16:30	2	52	79	65	58	12	268
15:45-16:45	2	53	80	62	66	14	277
16:00-17:00	5	55	80	62	73	10	285
16:15-17:15	6	57	70	52	73	7	265
16:30-17:30	8	60	67	60	74	4	273
16:45-17:45	7	57	70	65	71	2	272
17:00-18:00	4	52	66	74	58	1	255

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

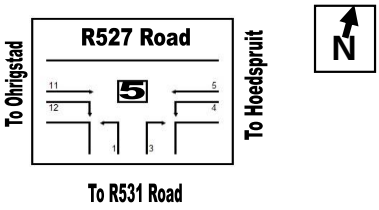


TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0	36	21	19	37	0	113
06:15-07:15	0	37	22	18	31	0	108
06:30-07:30	0	27	20	18	18	0	83
06:45-07:45	0	21	15	8	12	0	56
07:00-08:00	0	6	4	4	4	0	18
07:15-08:15	0	4	3	4	4	0	15
07:30-08:30	0	2	3	2	2	0	9
07:45-08:45	0	1	1	2	3	0	7
08:00-09:00	0	1	2	3	2	0	8
08:15-09:15	0	0	2	2	3	0	7
08:30-09:30	0	0	1	3	3	0	7
08:45-09:45	0	1	1	3	2	0	7
09:00-10:00	0	1	1	2	5	0	9
09:15-10:15	0	1	1	3	3	0	8
09:30-10:30	0	1	2	3	3	0	9
09:45-10:45	0	0	2	4	5	0	11
10:00-11:00	0	0	1	4	5	0	10
10:15-11:15	0	0	1	4	7	0	12
10:30-11:30	0	1	0	7	7	0	15
10:45-11:45	0	2	0	8	5	0	15
11:00-12:00	0	2	2	10	5	0	19
11:15-12:15	0	4	2	11	5	0	22
11:30-12:30	0	4	2	8	6	0	20
11:45-12:45	0	3	3	7	10	0	23
12:00-13:00	0	3	1	6	13	0	23
12:15-13:15	0	1	2	4	16	0	23
12:30-13:30	0	0	2	4	22	0	28
12:45-13:45	0	0	1	5	26	0	32
13:00-14:00	0	0	1	5	23	0	29
13:15-14:15	0	1	1	6	23	0	31
13:30-14:30	0	1	1	6	19	0	27
13:45-14:45	0	2	4	5	13	0	24
14:00-15:00	0	3	7	4	18	0	32
14:15-15:15	0	2	7	2	16	0	27
14:30-15:30	0	2	7	2	17	0	28
14:45-15:45	0	1	4	2	21	0	28
15:00-16:00	0	2	3	5	18	0	28
15:15-16:15	0	4	4	8	18	0	34
15:30-16:30	0	5	6	8	18	0	37
15:45-16:45	0	8	7	10	16	0	41
16:00-17:00	0	9	10	16	14	0	49
16:15-17:15	0	10	15	23	12	0	60
16:30-17:30	0	10	17	24	11	0	62
16:45-17:45	0	7	17	22	7	0	53
17:00-18:00	0	4	13	15	4	0	36

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

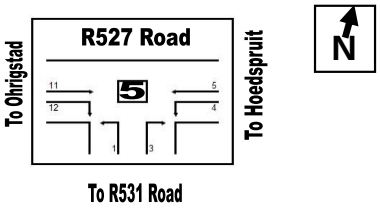


TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0	2	3	2	14	0	21
06:15-07:15	0	4	3	1	10	0	18
06:30-07:30	0	4	2	3	9	0	18
06:45-07:45	0	3	2	6	7	0	18
07:00-08:00	0	2	1	10	10	0	23
07:15-08:15	1	2	1	12	18	0	34
07:30-08:30	1	5	0	15	17	0	38
07:45-08:45	1	6	0	15	21	0	43
08:00-09:00	1	7	0	12	21	0	41
08:15-09:15	0	7	0	14	18	0	39
08:30-09:30	0	5	3	12	20	0	40
08:45-09:45	0	7	5	14	17	0	43
09:00-10:00	0	7	7	20	22	0	56
09:15-10:15	0	6	8	18	22	0	54
09:30-10:30	0	5	6	18	23	0	52
09:45-10:45	2	2	5	15	18	0	42
10:00-11:00	2	1	9	15	16	1	44
10:15-11:15	2	1	8	16	13	1	41
10:30-11:30	2	6	8	13	10	1	40
10:45-11:45	0	5	9	11	11	1	37
11:00-12:00	0	8	6	4	8	0	26
11:15-12:15	0	12	9	5	9	1	36
11:30-12:30	0	13	8	8	14	1	44
11:45-12:45	0	17	11	10	19	1	58
12:00-13:00	0	16	11	11	20	1	59
12:15-13:15	0	15	10	11	19	0	55
12:30-13:30	0	14	16	10	20	0	60
12:45-13:45	0	13	12	9	17	0	51
13:00-14:00	1	12	12	13	19	0	57
13:15-14:15	2	13	12	15	22	0	64
13:30-14:30	4	10	7	17	18	0	56
13:45-14:45	7	10	10	17	15	0	59
14:00-15:00	6	9	9	13	11	0	48
14:15-15:15	5	7	9	7	9	0	37
14:30-15:30	3	7	9	5	10	0	34
14:45-15:45	0	5	9	4	10	0	28
15:00-16:00	0	8	9	7	11	0	35
15:15-16:15	0	5	9	11	8	0	33
15:30-16:30	0	4	8	14	4	0	30
15:45-16:45	0	4	7	17	5	0	33
16:00-17:00	0	1	5	14	7	0	27
16:15-17:15	0	1	3	9	10	0	23
16:30-17:30	0	2	6	6	12	0	26
16:45-17:45	0	4	4	9	9	0	26
17:00-18:00	0	4	6	9	5	0	24

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

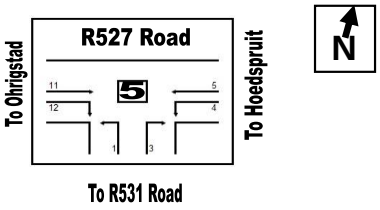


TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0	2	5	4	9	0	20
06:15-07:15	0	1	4	6	3	0	14
06:30-07:30	0	0	4	5	0	0	9
06:45-07:45	0	0	1	4	0	0	5
07:00-08:00	0	0	0	4	0	0	4
07:15-08:15	0	0	0	2	0	0	2
07:30-08:30	0	0	0	0	1	0	1
07:45-08:45	0	0	0	0	1	0	1
08:00-09:00	0	0	0	0	1	0	1
08:15-09:15	0	0	0	0	1	0	1
08:30-09:30	0	0	0	0	0	0	0
08:45-09:45	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0
09:15-10:15	0	0	0	1	0	0	1
09:30-10:30	0	0	0	1	0	0	1
09:45-10:45	0	0	0	1	0	0	1
10:00-11:00	0	0	0	1	0	0	1
10:15-11:15	0	0	0	0	0	0	0
10:30-11:30	0	0	1	1	0	0	2
10:45-11:45	0	1	1	1	0	0	3
11:00-12:00	0	1	1	1	0	0	3
11:15-12:15	0	1	1	1	0	0	3
11:30-12:30	0	1	0	0	0	0	1
11:45-12:45	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0
12:15-13:15	0	0	0	1	0	0	1
12:30-13:30	0	0	0	2	0	0	2
12:45-13:45	0	0	0	3	0	0	3
13:00-14:00	0	0	0	3	0	0	3
13:15-14:15	0	0	0	2	0	0	2
13:30-14:30	0	1	0	1	0	0	2
13:45-14:45	0	1	0	1	0	0	2
14:00-15:00	0	2	1	1	0	0	4
14:15-15:15	0	2	1	1	0	0	4
14:30-15:30	0	1	1	2	0	0	4
14:45-15:45	0	2	1	1	0	0	4
15:00-16:00	0	1	0	2	0	0	3
15:15-16:15	0	1	1	3	0	0	5
15:30-16:30	0	1	1	2	0	0	4
15:45-16:45	0	1	1	3	0	0	5
16:00-17:00	0	1	2	4	0	0	7
16:15-17:15	0	1	2	8	0	0	11
16:30-17:30	0	2	3	10	0	0	15
16:45-17:45	0	1	3	11	2	0	17
17:00-18:00	0	2	3	10	3	0	18

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

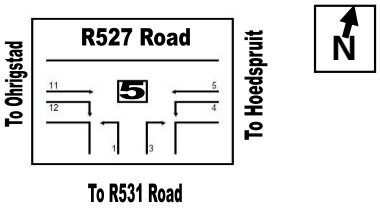


TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	4	157	75	72	167	3	478
06:15-07:15	3	163	91	84	178	3	522
06:30-07:30	2	160	97	100	180	2	541
06:45-07:45	1	136	78	99	162	3	479
07:00-08:00	1	107	62	104	150	1	425
07:15-08:15	3	103	52	107	140	1	406
07:30-08:30	4	101	49	96	121	3	374
07:45-08:45	6	96	47	99	121	5	374
08:00-09:00	17	83	43	85	111	5	344
08:15-09:15	23	89	40	78	108	7	345
08:30-09:30	22	84	48	75	106	6	341
08:45-09:45	20	93	59	71	93	3	339
09:00-10:00	11	95	72	84	97	6	365
09:15-10:15	6	89	76	81	101	4	357
09:30-10:30	6	87	75	82	101	3	354
09:45-10:45	10	81	80	83	95	3	352
10:00-11:00	10	80	77	85	97	1	350
10:15-11:15	8	74	75	92	92	1	342
10:30-11:30	7	78	79	98	101	2	365
10:45-11:45	4	74	70	96	116	2	362
11:00-12:00	4	83	76	93	115	3	374
11:15-12:15	5	99	85	98	125	5	417
11:30-12:30	8	105	86	95	115	7	416
11:45-12:45	7	110	90	92	117	8	424
12:00-13:00	5	100	82	90	116	8	401
12:15-13:15	3	86	91	86	103	9	378
12:30-13:30	0	77	103	88	112	10	390
12:45-13:45	1	75	102	92	101	14	385
13:00-14:00	2	78	101	88	99	14	382
13:15-14:15	3	84	104	86	109	14	400
13:30-14:30	7	92	96	82	107	11	395
13:45-14:45	14	97	98	76	114	10	409
14:00-15:00	16	93	102	81	106	10	408
14:15-15:15	15	86	89	84	97	7	378
14:30-15:30	11	72	82	81	91	6	343
14:45-15:45	4	54	83	85	79	2	307
15:00-16:00	1	59	81	81	82	5	309
15:15-16:15	2	59	89	82	79	8	319
15:30-16:30	2	62	94	89	80	12	339
15:45-16:45	2	66	95	92	87	14	356
16:00-17:00	5	66	97	96	94	10	368
16:15-17:15	6	69	90	92	95	7	359
16:30-17:30	8	74	93	100	97	4	376
16:45-17:45	7	69	94	107	89	2	368
17:00-18:00	4	62	88	108	70	1	333

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

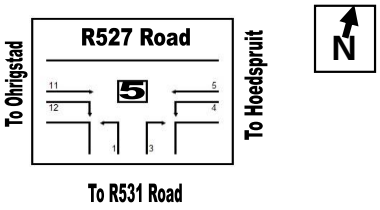


TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	100.00	74.52	61.33	65.28	64.07	100.00	**77.53**
06:15-07:15	100.00	74.23	68.13	70.24	75.28	100.00	**81.31**
06:30-07:30	100.00	80.63	73.20	74.00	85.00	100.00	**85.47**
06:45-07:45	100.00	82.35	76.92	81.82	88.27	100.00	**88.23**
07:00-08:00	100.00	92.52	91.94	82.69	90.67	100.00	**92.97**
07:15-08:15	66.67	94.17	92.31	83.18	84.29	100.00	**86.77**
07:30-08:30	75.00	93.07	93.88	82.29	83.47	100.00	**87.95**
07:45-08:45	83.33	92.71	97.87	82.83	79.34	100.00	**89.35**
08:00-09:00	94.12	90.36	95.35	82.35	78.38	100.00	**90.09**
08:15-09:15	100.00	92.13	95.00	79.49	79.63	100.00	**91.04**
08:30-09:30	100.00	94.05	91.67	80.00	78.30	100.00	**90.67**
08:45-09:45	100.00	91.40	89.83	76.06	79.57	100.00	**89.48**
09:00-10:00	100.00	91.58	88.89	73.81	72.16	100.00	**87.74**
09:15-10:15	100.00	92.13	88.16	72.84	75.25	100.00	**88.06**
09:30-10:30	100.00	93.10	89.33	73.17	74.26	100.00	**88.31**
09:45-10:45	80.00	97.53	91.25	75.90	75.79	100.00	**86.75**
10:00-11:00	80.00	98.75	87.01	76.47	78.35	0.00	**70.10**
10:15-11:15	75.00	98.65	88.00	78.26	78.26	0.00	**69.70**
10:30-11:30	71.43	91.03	88.61	78.57	83.17	50.00	**77.13**
10:45-11:45	100.00	89.19	85.71	79.17	86.21	50.00	**81.71**
11:00-12:00	100.00	86.75	88.16	83.87	88.70	100.00	**91.25**
11:15-12:15	100.00	82.83	85.88	82.65	88.80	80.00	**86.69**
11:30-12:30	100.00	82.86	88.37	83.16	82.61	85.71	**87.12**
11:45-12:45	100.00	81.82	84.44	81.52	75.21	87.50	**85.08**
12:00-13:00	100.00	81.00	85.37	81.11	71.55	87.50	**84.42**
12:15-13:15	100.00	81.40	86.81	81.40	66.02	100.00	**85.94**
12:30-13:30	0.00	81.82	82.52	81.82	62.50	100.00	**81.73**
12:45-13:45	100.00	82.67	87.25	81.52	57.43	100.00	**84.81**
13:00-14:00	50.00	84.62	87.13	76.14	57.58	100.00	**75.91**
13:15-14:15	33.33	83.33	87.50	73.26	58.72	100.00	**72.69**
13:30-14:30	42.86	86.96	91.67	70.73	65.42	100.00	**76.27**
13:45-14:45	50.00	86.60	85.71	69.74	75.44	100.00	**77.91**
14:00-15:00	62.50	84.95	83.33	77.78	72.64	100.00	**80.20**
14:15-15:15	66.67	87.21	80.90	88.10	74.23	100.00	**82.85**
14:30-15:30	72.73	86.11	79.27	88.89	70.33	100.00	**82.89**
14:45-15:45	100.00	85.19	83.13	91.76	60.76	100.00	**86.81**
15:00-16:00	100.00	81.36	85.19	82.72	64.63	100.00	**85.65**
15:15-16:15	100.00	83.05	84.27	73.17	67.09	100.00	**84.60**
15:30-16:30	100.00	83.87	84.04	73.03	72.50	100.00	**85.57**
15:45-16:45	100.00	80.30	84.21	67.39	75.86	100.00	**84.63**
16:00-17:00	100.00	83.33	82.47	64.58	77.66	100.00	**84.68**
16:15-17:15	100.00	82.61	77.78	56.52	76.84	100.00	**82.29**
16:30-17:30	100.00	81.08	72.04	60.00	76.29	100.00	**81.57**
16:45-17:45	100.00	82.61	74.47	60.75	79.78	100.00	**82.93**
17:00-18:00	100.00	83.87	75.00	68.52	82.86	100.00	**85.04**
AVERAGE PER MOVEMENT	**88.72**	**86.50**	**84.92**	**76.63**	**75.36**	**92.02**	**84.02**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

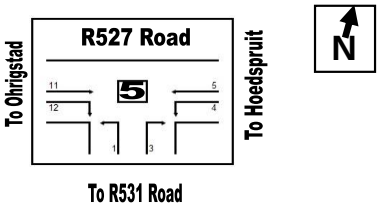


TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0.00	22.93	28.00	26.39	22.16	0.00	16.58
06:15-07:15	0.00	22.70	24.18	21.43	17.42	0.00	14.29
06:30-07:30	0.00	16.88	20.62	18.00	10.00	0.00	10.92
06:45-07:45	0.00	15.44	19.23	8.08	7.41	0.00	8.36
07:00-08:00	0.00	5.61	6.45	3.85	2.67	0.00	3.10
07:15-08:15	0.00	3.88	5.77	3.74	2.86	0.00	2.71
07:30-08:30	0.00	1.98	6.12	2.08	1.65	0.00	1.97
07:45-08:45	0.00	1.04	2.13	2.02	2.48	0.00	1.28
08:00-09:00	0.00	1.20	4.65	3.53	1.80	0.00	1.86
08:15-09:15	0.00	0.00	5.00	2.56	2.78	0.00	1.72
08:30-09:30	0.00	0.00	2.08	4.00	2.83	0.00	1.49
08:45-09:45	0.00	1.08	1.69	4.23	2.15	0.00	1.52
09:00-10:00	0.00	1.05	1.39	2.38	5.15	0.00	1.66
09:15-10:15	0.00	1.12	1.32	3.70	2.97	0.00	1.52
09:30-10:30	0.00	1.15	2.67	3.66	2.97	0.00	1.74
09:45-10:45	0.00	0.00	2.50	4.82	5.26	0.00	2.10
10:00-11:00	0.00	0.00	1.30	4.71	5.15	0.00	1.86
10:15-11:15	0.00	0.00	1.33	4.35	7.61	0.00	2.21
10:30-11:30	0.00	1.28	0.00	7.14	6.93	0.00	2.56
10:45-11:45	0.00	2.70	0.00	8.33	4.31	0.00	2.56
11:00-12:00	0.00	2.41	2.63	10.75	4.35	0.00	3.36
11:15-12:15	0.00	4.04	2.35	11.22	4.00	0.00	3.60
11:30-12:30	0.00	3.81	2.33	8.42	5.22	0.00	3.30
11:45-12:45	0.00	2.73	3.33	7.61	8.55	0.00	3.70
12:00-13:00	0.00	3.00	1.22	6.67	11.21	0.00	3.68
12:15-13:15	0.00	1.16	2.20	4.65	15.53	0.00	3.92
12:30-13:30	0.00	0.00	1.94	4.55	19.64	0.00	5.23
12:45-13:45	0.00	0.00	0.98	5.43	25.74	0.00	5.36
13:00-14:00	0.00	0.00	0.99	5.68	23.23	0.00	4.98
13:15-14:15	0.00	1.19	0.96	6.98	21.10	0.00	5.04
13:30-14:30	0.00	1.09	1.04	7.32	17.76	0.00	4.53
13:45-14:45	0.00	2.06	4.08	6.58	11.40	0.00	4.02
14:00-15:00	0.00	3.23	6.86	4.94	16.98	0.00	5.33
14:15-15:15	0.00	2.33	7.87	2.38	16.49	0.00	4.84
14:30-15:30	0.00	2.78	8.54	2.47	18.68	0.00	5.41
14:45-15:45	0.00	1.85	4.82	2.35	26.58	0.00	5.93
15:00-16:00	0.00	3.39	3.70	6.17	21.95	0.00	5.87
15:15-16:15	0.00	6.78	4.49	9.76	22.78	0.00	7.30
15:30-16:30	0.00	8.06	6.38	8.99	22.50	0.00	7.66
15:45-16:45	0.00	12.12	7.37	10.87	18.39	0.00	8.13
16:00-17:00	0.00	13.64	10.31	16.67	14.89	0.00	9.25
16:15-17:15	0.00	14.49	16.67	25.00	12.63	0.00	11.47
16:30-17:30	0.00	13.51	18.28	24.00	11.34	0.00	11.19
16:45-17:45	0.00	10.14	18.09	20.56	7.87	0.00	9.44
17:00-18:00	0.00	6.45	14.77	13.89	5.71	0.00	6.80
AVERAGE PER MOVEMENT	0.00	4.90	6.41	8.29	11.14	0.00	5.12

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

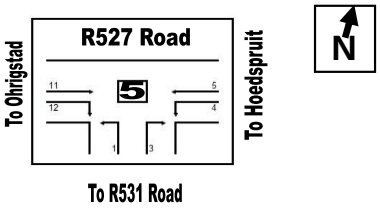


TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0.00	1.27	4.00	2.78	8.38	0.00	2.74
06:15-07:15	0.00	2.45	3.30	1.19	5.62	0.00	2.09
06:30-07:30	0.00	2.50	2.06	3.00	5.00	0.00	2.09
06:45-07:45	0.00	2.21	2.56	6.06	4.32	0.00	2.53
07:00-08:00	0.00	1.87	1.61	9.62	6.67	0.00	3.29
07:15-08:15	33.33	1.94	1.92	11.21	12.86	0.00	10.21
07:30-08:30	25.00	4.95	0.00	15.63	14.05	0.00	9.94
07:45-08:45	16.67	6.25	0.00	15.15	17.36	0.00	9.24
08:00-09:00	5.88	8.43	0.00	14.12	18.92	0.00	7.89
08:15-09:15	0.00	7.87	0.00	17.95	16.67	0.00	7.08
08:30-09:30	0.00	5.95	6.25	16.00	18.87	0.00	7.85
08:45-09:45	0.00	7.53	8.47	19.72	18.28	0.00	9.00
09:00-10:00	0.00	7.37	9.72	23.81	22.68	0.00	10.60
09:15-10:15	0.00	6.74	10.53	22.22	21.78	0.00	10.21
09:30-10:30	0.00	5.75	8.00	21.95	22.77	0.00	9.75
09:45-10:45	20.00	2.47	6.25	18.07	18.95	0.00	10.96
10:00-11:00	20.00	1.25	11.69	17.65	16.49	100.00	27.85
10:15-11:15	25.00	1.35	10.67	17.39	14.13	100.00	28.09
10:30-11:30	28.57	7.69	10.13	13.27	9.90	50.00	19.93
10:45-11:45	0.00	6.76	12.86	11.46	9.48	50.00	15.09
11:00-12:00	0.00	9.64	7.89	4.30	6.96	0.00	4.80
11:15-12:15	0.00	12.12	10.59	5.10	7.20	20.00	9.17
11:30-12:30	0.00	12.38	9.30	8.42	12.17	14.29	9.43
11:45-12:45	0.00	15.45	12.22	10.87	16.24	12.50	11.21
12:00-13:00	0.00	16.00	13.41	12.22	17.24	12.50	11.90
12:15-13:15	0.00	17.44	10.99	12.79	18.45	0.00	9.94
12:30-13:30	0.00	18.18	15.53	11.36	17.86	0.00	12.59
12:45-13:45	0.00	17.33	11.76	9.78	16.83	0.00	9.29
13:00-14:00	50.00	15.38	11.88	14.77	19.19	0.00	18.54
13:15-14:15	66.67	15.48	11.54	17.44	20.18	0.00	21.88
13:30-14:30	57.14	10.87	7.29	20.73	16.82	0.00	18.81
13:45-14:45	50.00	10.31	10.20	22.37	13.16	0.00	17.67
14:00-15:00	37.50	9.68	8.82	16.05	10.38	0.00	13.74
14:15-15:15	33.33	8.14	10.11	8.33	9.28	0.00	11.53
14:30-15:30	27.27	9.72	10.98	6.17	10.99	0.00	10.86
14:45-15:45	0.00	9.26	10.84	4.71	12.66	0.00	6.24
15:00-16:00	0.00	13.56	11.11	8.64	13.41	0.00	7.79
15:15-16:15	0.00	8.47	10.11	13.41	10.13	0.00	7.02
15:30-16:30	0.00	6.45	8.51	15.73	5.00	0.00	5.95
15:45-16:45	0.00	6.06	7.37	18.48	5.75	0.00	6.28
16:00-17:00	0.00	1.52	5.15	14.58	7.45	0.00	4.78
16:15-17:15	0.00	1.45	3.33	9.78	10.53	0.00	4.18
16:30-17:30	0.00	2.70	6.45	6.00	12.37	0.00	4.59
16:45-17:45	0.00	5.80	4.26	8.41	10.11	0.00	4.76
17:00-18:00	0.00	6.45	6.82	8.33	7.14	0.00	4.79
AVERAGE PER MOVEMENT	11.28	7.83	7.70	12.60	13.13	7.98	10.09

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - Driehoek
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°23'18.00"S and 30°51'44.10"E

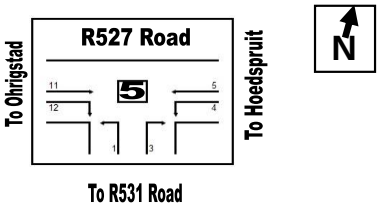
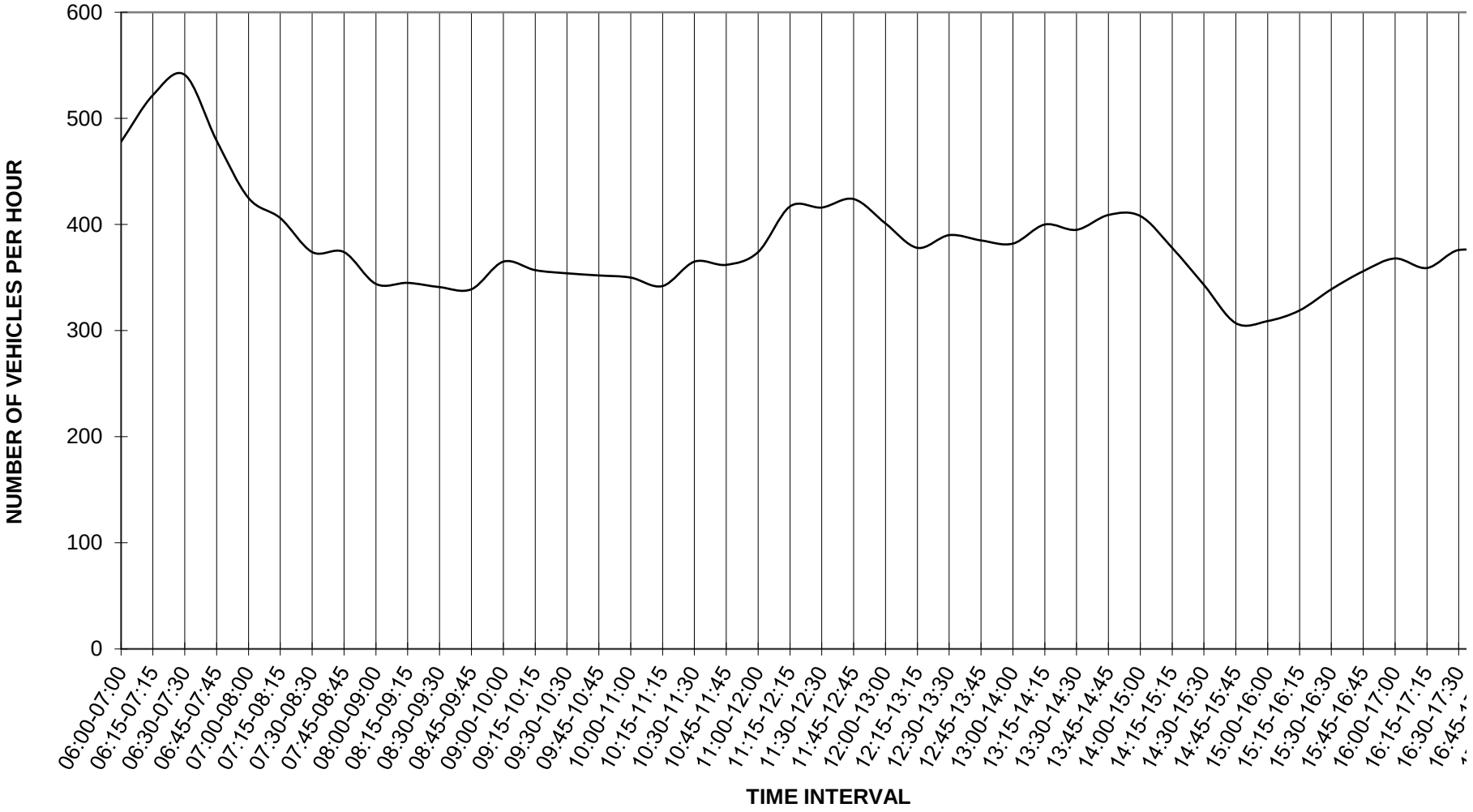


TABLE A-14: PERCENTAGE BUSSES

TIME INTERVALS	MOVEMENTS						
	1	3	4	5	11	12	TOTAL
06:00-07:00	0.00	1.27	6.67	5.56	5.39	0.00	3.15
06:15-07:15	0.00	0.61	4.40	7.14	1.69	0.00	2.31
06:30-07:30	0.00	0.00	4.12	5.00	0.00	0.00	1.52
06:45-07:45	0.00	0.00	1.28	4.04	0.00	0.00	0.89
07:00-08:00	0.00	0.00	0.00	3.85	0.00	0.00	0.64
07:15-08:15	0.00	0.00	0.00	1.87	0.00	0.00	0.31
07:30-08:30	0.00	0.00	0.00	0.00	0.83	0.00	0.14
07:45-08:45	0.00	0.00	0.00	0.00	0.83	0.00	0.14
08:00-09:00	0.00	0.00	0.00	0.00	0.90	0.00	0.15
08:15-09:15	0.00	0.00	0.00	0.00	0.93	0.00	0.15
08:30-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08:45-09:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
09:00-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
09:15-10:15	0.00	0.00	0.00	1.23	0.00	0.00	0.21
09:30-10:30	0.00	0.00	0.00	1.22	0.00	0.00	0.20
09:45-10:45	0.00	0.00	0.00	1.20	0.00	0.00	0.20
10:00-11:00	0.00	0.00	0.00	1.18	0.00	0.00	0.20
10:15-11:15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10:30-11:30	0.00	0.00	1.27	1.02	0.00	0.00	0.38
10:45-11:45	0.00	1.35	1.43	1.04	0.00	0.00	0.64
11:00-12:00	0.00	1.20	1.32	1.08	0.00	0.00	0.60
11:15-12:15	0.00	1.01	1.18	1.02	0.00	0.00	0.53
11:30-12:30	0.00	0.95	0.00	0.00	0.00	0.00	0.16
11:45-12:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12:00-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12:15-13:15	0.00	0.00	0.00	1.16	0.00	0.00	0.19
12:30-13:30	0.00	0.00	0.00	2.27	0.00	0.00	0.45
12:45-13:45	0.00	0.00	0.00	3.26	0.00	0.00	0.54
13:00-14:00	0.00	0.00	0.00	3.41	0.00	0.00	0.57
13:15-14:15	0.00	0.00	0.00	2.33	0.00	0.00	0.39
13:30-14:30	0.00	1.09	0.00	1.22	0.00	0.00	0.38
13:45-14:45	0.00	1.03	0.00	1.32	0.00	0.00	0.39
14:00-15:00	0.00	2.15	0.98	1.23	0.00	0.00	0.73
14:15-15:15	0.00	2.33	1.12	1.19	0.00	0.00	0.77
14:30-15:30	0.00	1.39	1.22	2.47	0.00	0.00	0.85
14:45-15:45	0.00	3.70	1.20	1.18	0.00	0.00	1.01
15:00-16:00	0.00	1.69	0.00	2.47	0.00	0.00	0.69
15:15-16:15	0.00	1.69	1.12	3.66	0.00	0.00	1.08
15:30-16:30	0.00	1.61	1.06	2.25	0.00	0.00	0.82
15:45-16:45	0.00	1.52	1.05	3.26	0.00	0.00	0.97
16:00-17:00	0.00	1.52	2.06	4.17	0.00	0.00	1.29
16:15-17:15	0.00	1.45	2.22	8.70	0.00	0.00	2.06
16:30-17:30	0.00	2.70	3.23	10.00	0.00	0.00	2.65
16:45-17:45	0.00	1.45	3.19	10.28	2.25	0.00	2.86
17:00-18:00	0.00	3.23	3.41	9.26	4.29	0.00	3.36
AVERAGE PER MOVEMENT	0.00	0.78	0.97	2.48	0.38	0.00	0.77

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (FRIDAY, 16 APRIL 2025)



12-HOUR MANUAL TRAFFIC COUNTS AT
Hoedspruit - R40 and R531 Rd
Co-ordinates: 24°32'25.03"S and 31° 1'52.08"E

INDEX

TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS
TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES
TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES
TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS
TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES
TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES
TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TABLE A-11: PERCENTAGE LIGHT VEHICLES
TABLE A-12: PERCENTAGE TAXIS
TABLE A-13: PERCENTAGE HEAVY VEHICLES
TABLE A-14: PERCENTAGE BUSSES

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (16 APRIL 2025)

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-1: 15-MINUTE TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-06:15	21	69	13	0	8	5	116
06:15-06:30	18	124	14	3	2	12	173
06:30-06:45	14	95	13	6	10	17	155
06:45-07:00	21	66	18	1	4	20	130
07:00-07:15	13	53	33	3	4	19	125
07:15-07:30	9	42	22	4	2	12	91
07:30-07:45	14	33	36	1	4	24	112
07:45-08:00	15	34	31	0	1	13	94
08:00-08:15	9	22	22	2	2	12	69
08:15-08:30	9	38	17	0	3	11	78
08:30-08:45	14	30	30	0	1	5	80
08:45-09:00	9	16	22	2	0	6	55
09:00-09:15	7	23	25	2	1	14	72
09:15-09:30	13	38	13	0	2	13	79
09:30-09:45	11	19	26	3	1	11	71
09:45-10:00	13	27	22	2	2	16	82
10:00-10:15	6	27	33	3	0	10	79
10:15-10:30	10	12	19	1	0	11	53
10:30-10:45	9	31	22	1	1	7	71
10:45-11:00	17	41	16	0	1	14	89
11:00-11:15	13	34	19	2	2	13	83
11:15-11:30	9	38	28	3	5	6	89
11:30-11:45	11	28	25	1	3	11	79
11:45-12:00	15	28	30	1	1	9	84
12:00-12:15	11	27	41	1	1	10	91
12:15-12:30	10	26	35	1	2	15	89
12:30-12:45	13	40	29	1	1	6	90
12:45-13:00	10	36	28	1	0	9	84
13:00-13:15	13	37	19	2	1	8	80
13:15-13:30	13	26	24	2	1	5	71
13:30-13:45	17	37	32	5	4	8	103
13:45-14:00	16	48	32	1	2	11	110
14:00-14:15	19	25	29	5	2	10	90
14:15-14:30	12	38	39	3	6	20	118
14:30-14:45	10	36	37	3	2	17	105
14:45-15:00	12	25	24	2	3	13	79
15:00-15:15	11	33	41	4	2	10	101
15:15-15:30	10	31	45	0	4	20	110
15:30-15:45	14	41	52	1	0	12	120
15:45-16:00	17	30	50	1	3	11	112
16:00-16:15	18	37	32	7	2	10	106
16:15-16:30	13	31	44	3	1	22	114
16:30-16:45	14	37	60	5	4	28	148
16:45-17:00	19	25	70	3	2	10	129
17:00-17:15	13	22	69	0	4	22	130
17:15-17:30	18	32	92	7	0	32	181
17:30-17:45	12	21	67	0	0	26	126
17:45-18:00	14	30	67	1	4	28	144
TOTAL	629	1739	1607	100	111	654	4840

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-2: 15-MINUTE TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-06:15	26	21	1	0	0	3	51
06:15-06:30	11	25	4	0	0	1	41
06:30-06:45	3	10	5	0	0	5	23
06:45-07:00	2	2	10	0	0	9	23
07:00-07:15	3	5	10	1	0	9	28
07:15-07:30	1	6	3	0	0	7	17
07:30-07:45	1	2	10	0	0	1	14
07:45-08:00	1	3	6	0	0	1	11
08:00-08:15	1	1	0	1	0	0	3
08:15-08:30	2	0	6	0	0	2	10
08:30-08:45	2	2	2	0	0	1	7
08:45-09:00	0	0	2	0	0	0	2
09:00-09:15	0	2	2	0	0	0	4
09:15-09:30	0	3	2	0	0	0	5
09:30-09:45	0	2	0	0	0	0	2
09:45-10:00	1	1	2	0	0	0	4
10:00-10:15	1	1	2	0	0	0	4
10:15-10:30	1	1	1	0	0	0	3
10:30-10:45	0	3	0	0	0	0	3
10:45-11:00	0	2	2	0	0	0	4
11:00-11:15	1	3	3	0	0	0	7
11:15-11:30	1	3	1	0	0	1	6
11:30-11:45	1	3	4	0	0	2	10
11:45-12:00	0	3	4	0	0	0	7
12:00-12:15	1	3	4	0	0	2	10
12:15-12:30	1	3	3	0	0	2	9
12:30-12:45	1	2	2	0	0	0	5
12:45-13:00	0	1	1	0	0	1	3
13:00-13:15	0	5	1	0	0	2	8
13:15-13:30	0	3	2	0	0	0	5
13:30-13:45	2	1	5	0	0	1	9
13:45-14:00	0	4	4	0	0	2	10
14:00-14:15	1	3	5	0	0	1	10
14:15-14:30	1	2	1	0	0	0	4
14:30-14:45	0	1	6	0	0	1	8
14:45-15:00	0	4	1	0	0	0	5
15:00-15:15	5	4	9	1	0	1	20
15:15-15:30	2	4	10	1	0	2	19
15:30-15:45	6	7	10	0	0	1	24
15:45-16:00	4	3	7	0	0	5	19
16:00-16:15							0
16:15-16:30	7	6	5	0	1	1	20
16:30-16:45	5	6	5	0	0	2	18
16:45-17:00	3	6	9	0	1	5	24
17:00-17:15	2	2	7	0	0	11	22
17:15-17:30	2	6	13	0	0	15	36
17:30-17:45	9	8	12	0	0	25	54
17:45-18:00	6	4	11	0	0	9	30
TOTAL	117	192	215	4	2	131	661

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-3: 15-MINUTE TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-06:15	2	5	3	0	0	3	13
06:15-06:30	3	10	2	0	0	4	19
06:30-06:45	2	12	4	0	0	2	20
06:45-07:00	4	12	6	0	0	1	23
07:00-07:15	0	3	10	0	0	2	15
07:15-07:30	1	13	5	0	0	2	21
07:30-07:45	4	7	11	0	1	2	25
07:45-08:00	0	3	7	0	0	2	12
08:00-08:15	3	14	7	0	0	0	24
08:15-08:30	4	13	7	0	0	3	27
08:30-08:45	1	7	10	0	0	2	20
08:45-09:00	0	10	14	0	1	2	27
09:00-09:15	4	10	11	1	0	2	28
09:15-09:30	2	6	8	1	0	1	18
09:30-09:45	4	8	14	0	0	1	27
09:45-10:00	1	6	3	0	1	0	11
10:00-10:15	1	9	6	0	0	1	17
10:15-10:30	2	5	2	0	0	0	9
10:30-10:45	3	6	6	0	1	5	21
10:45-11:00	1	7	7	0	1	5	21
11:00-11:15	2	4	10	1	0	4	21
11:15-11:30	1	7	5	0	0	1	14
11:30-11:45	5	6	4	0	0	1	16
11:45-12:00	4	9	6	3	0	2	24
12:00-12:15	0	7	13	0	0	2	22
12:15-12:30	2	8	5	0	0	3	18
12:30-12:45	1	8	6	0	0	2	17
12:45-13:00	1	8	5	0	0	1	15
13:00-13:15	2	8	6	0	0	1	17
13:15-13:30	2	6	8	0	0	3	19
13:30-13:45	3	11	10	1	0	3	28
13:45-14:00	2	8	7	0	0	3	20
14:00-14:15	1	9	10	0	1	0	21
14:15-14:30	1	7	7	0	0	0	15
14:30-14:45	3	10	14	0	0	2	29
14:45-15:00	0	8	14	0	1	0	23
15:00-15:15	5	7	14	0	0	1	27
15:15-15:30	3	5	18	0	0	3	29
15:30-15:45	5	8	12	1	0	1	27
15:45-16:00	2	6	13	0	0	1	22
16:00-16:15	1	3	8	0	0	2	14
16:15-16:30	4	16	4	0	0	2	26
16:30-16:45	3	7	9	1	1	2	23
16:45-17:00	2	3	7	0	0	3	15
17:00-17:15	1	4	7	0	0	5	17
17:15-17:30	1	8	10	0	0	5	24
17:30-17:45	0	5	7	0	0	11	23
17:45-18:00	1	9	14	0	0	2	26
TOTAL	100	371	396	9	8	106	990

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-4: 15-MINUTE TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-06:15	1	1	0	0	0	0	2
06:15-06:30	0	2	0	0	0	0	2
06:30-06:45	0	1	2	0	0	0	3
06:45-07:00	0	0	0	0	0	0	0
07:00-07:15	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0
07:30-07:45	0	2	0	0	0	0	2
07:45-08:00	0	0	0	0	0	0	0
08:00-08:15	3	0	0	0	0	0	3
08:15-08:30	2	0	1	0	0	0	3
08:30-08:45	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0
09:00-09:15	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0
09:30-09:45	0	2	0	0	0	0	2
09:45-10:00	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0
14:00-14:15	0	0	1	0	0	0	1
14:15-14:30	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0
14:45-15:00	0	0	1	0	0	0	1
15:00-15:15	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0
15:30-15:45	0	1	1	0	0	0	2
15:45-16:00	0	0	1	0	0	0	1
16:00-16:15	0	0	0	0	0	0	0
16:15-16:30	0	0	1	0	0	0	1
16:30-16:45	0	0	0	0	0	1	1
16:45-17:00	0	1	0	0	0	0	1
17:00-17:15	1	0	0	0	0	0	1
17:15-17:30	2	1	1	0	0	0	4
17:30-17:45	0	2	0	0	0	4	6
17:45-18:00	1	0	0	0	0	1	2
TOTAL	10	13	9	0	0	6	38

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-5: 15-MINUTE TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-06:15	50	96	17	0	8	11	182
06:15-06:30	32	161	20	3	2	17	235
06:30-06:45	19	118	24	6	10	24	201
06:45-07:00	27	80	34	1	4	30	176
07:00-07:15	16	61	53	4	4	30	168
07:15-07:30	11	61	30	4	2	21	129
07:30-07:45	19	44	57	1	5	27	153
07:45-08:00	16	40	44	0	1	16	117
08:00-08:15	16	37	29	3	2	12	99
08:15-08:30	17	51	31	0	3	16	118
08:30-08:45	17	39	42	0	1	8	107
08:45-09:00	9	26	38	2	1	8	84
09:00-09:15	11	35	38	3	1	16	104
09:15-09:30	15	47	23	1	2	14	102
09:30-09:45	15	31	40	3	1	12	102
09:45-10:00	15	34	27	2	3	16	97
10:00-10:15	8	37	41	3	0	11	100
10:15-10:30	13	18	22	1	0	11	65
10:30-10:45	12	40	28	1	2	12	95
10:45-11:00	18	50	25	0	2	19	114
11:00-11:15	16	41	32	3	2	17	111
11:15-11:30	11	48	34	3	5	8	109
11:30-11:45	17	37	33	1	3	14	105
11:45-12:00	19	40	40	4	1	11	115
12:00-12:15	12	37	58	1	1	14	123
12:15-12:30	13	37	43	1	2	20	116
12:30-12:45	15	50	37	1	1	8	112
12:45-13:00	11	45	34	1	0	11	102
13:00-13:15	15	50	26	2	1	11	105
13:15-13:30	15	35	34	2	1	8	95
13:30-13:45	22	49	47	6	4	12	140
13:45-14:00	18	60	43	1	2	16	140
14:00-14:15	21	37	45	5	3	11	122
14:15-14:30	14	47	47	3	6	20	137
14:30-14:45	13	47	57	3	2	20	142
14:45-15:00	12	37	40	2	4	13	108
15:00-15:15	21	44	64	5	2	12	148
15:15-15:30	15	40	73	1	4	25	158
15:30-15:45	25	57	75	2	0	14	173
15:45-16:00	23	39	71	1	3	17	154
16:00-16:15	19	40	40	7	2	12	120
16:15-16:30	24	53	54	3	2	25	161
16:30-16:45	22	50	74	6	5	33	190
16:45-17:00	24	35	86	3	3	18	169
17:00-17:15	17	28	83	0	4	38	170
17:15-17:30	23	47	116	7	0	52	245
17:30-17:45	21	36	86	0	0	66	209
17:45-18:00	22	43	92	1	4	40	202
TOTAL	856	2315	2227	113	121	897	6529

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-6: HOURLY TRAFFIC COUNTS FOR LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	74	354	58	10	24	54	574
06:15-07:15	66	338	78	13	20	68	583
06:30-07:30	57	256	86	14	20	68	501
06:45-07:45	57	194	109	9	14	75	458
07:00-08:00	51	162	122	8	11	68	422
07:15-08:15	47	131	111	7	9	61	366
07:30-08:30	47	127	106	3	10	60	353
07:45-08:45	47	124	100	2	7	41	321
08:00-09:00	41	106	91	4	6	34	282
08:15-09:15	39	107	94	4	5	36	285
08:30-09:30	43	107	90	4	4	38	286
08:45-09:45	40	96	86	7	4	44	277
09:00-10:00	44	107	86	7	6	54	304
09:15-10:15	43	111	94	8	5	50	311
09:30-10:30	40	85	100	9	3	48	285
09:45-10:45	38	97	96	7	3	44	285
10:00-11:00	42	111	90	5	2	42	292
10:15-11:15	49	118	76	4	4	45	296
10:30-11:30	48	144	85	6	9	40	332
10:45-11:45	50	141	88	6	11	44	340
11:00-12:00	48	128	102	7	11	39	335
11:15-12:15	46	121	124	6	10	36	343
11:30-12:30	47	109	131	4	7	45	343
11:45-12:45	49	121	135	4	5	40	354
12:00-13:00	44	129	133	4	4	40	354
12:15-13:15	46	139	111	5	4	38	343
12:30-13:30	49	139	100	6	3	28	325
12:45-13:45	53	136	103	10	6	30	338
13:00-14:00	59	148	107	10	8	32	364
13:15-14:15	65	136	117	13	9	34	374
13:30-14:30	64	148	132	14	14	49	421
13:45-14:45	57	147	137	12	12	58	423
14:00-15:00	53	124	129	13	13	60	392
14:15-15:15	45	132	141	12	13	60	403
14:30-15:30	43	125	147	9	11	60	395
14:45-15:45	47	130	162	7	9	55	410
15:00-16:00	52	135	188	6	9	53	443
15:15-16:15	59	139	179	9	9	53	448
15:30-16:30	62	139	178	12	6	55	452
15:45-16:45	62	135	186	16	10	71	480
16:00-17:00	64	130	206	18	9	70	497
16:15-17:15	59	115	243	11	11	82	521
16:30-17:30	64	116	291	15	10	92	588
16:45-17:45	62	100	298	10	6	90	566
17:00-18:00	57	105	295	8	8	108	581

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-7: HOURLY TRAFFIC COUNTS FOR TAXIS

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	42	58	20	0	0	18	138
06:15-07:15	19	42	29	1	0	24	115
06:30-07:30	9	23	28	1	0	30	91
06:45-07:45	7	15	33	1	0	26	82
07:00-08:00	6	16	29	1	0	18	70
07:15-08:15	4	12	19	1	0	9	45
07:30-08:30	5	6	22	1	0	4	38
07:45-08:45	6	6	14	1	0	4	31
08:00-09:00	5	3	10	1	0	3	22
08:15-09:15	4	4	12	0	0	3	23
08:30-09:30	2	7	8	0	0	1	18
08:45-09:45	0	7	6	0	0	0	13
09:00-10:00	1	8	6	0	0	0	15
09:15-10:15	2	7	6	0	0	0	15
09:30-10:30	3	5	5	0	0	0	13
09:45-10:45	3	6	5	0	0	0	14
10:00-11:00	2	7	5	0	0	0	14
10:15-11:15	2	9	6	0	0	0	17
10:30-11:30	2	11	6	0	0	1	20
10:45-11:45	3	11	10	0	0	3	27
11:00-12:00	3	12	12	0	0	3	30
11:15-12:15	3	12	13	0	0	5	33
11:30-12:30	3	12	15	0	0	6	36
11:45-12:45	3	11	13	0	0	4	31
12:00-13:00	3	9	10	0	0	5	27
12:15-13:15	2	11	7	0	0	5	25
12:30-13:30	1	11	6	0	0	3	21
12:45-13:45	2	10	9	0	0	4	25
13:00-14:00	2	13	12	0	0	5	32
13:15-14:15	3	11	16	0	0	4	34
13:30-14:30	4	10	15	0	0	4	33
13:45-14:45	2	10	16	0	0	4	32
14:00-15:00	2	10	13	0	0	2	27
14:15-15:15	6	11	17	1	0	2	37
14:30-15:30	7	13	26	2	0	4	52
14:45-15:45	13	19	30	2	0	4	68
15:00-16:00	17	18	36	2	0	9	82
15:15-16:15	12	14	27	1	0	8	62
15:30-16:30	17	16	22	0	1	7	63
15:45-16:45	16	15	17	0	1	8	57
16:00-17:00	15	18	19	0	2	8	62
16:15-17:15	17	20	26	0	2	19	84
16:30-17:30	12	20	34	0	1	33	100
16:45-17:45	16	22	41	0	1	56	136
17:00-18:00	19	20	43	0	0	60	142

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-8: HOURLY TRAFFIC COUNTS FOR HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	11	39	15	0	0	10	75
06:15-07:15	9	37	22	0	0	9	77
06:30-07:30	7	40	25	0	0	7	79
06:45-07:45	9	35	32	0	1	7	84
07:00-08:00	5	26	33	0	1	8	73
07:15-08:15	8	37	30	0	1	6	82
07:30-08:30	11	37	32	0	1	7	88
07:45-08:45	8	37	31	0	0	7	83
08:00-09:00	8	44	38	0	1	7	98
08:15-09:15	9	40	42	1	1	9	102
08:30-09:30	7	33	43	2	1	7	93
08:45-09:45	10	34	47	2	1	6	100
09:00-10:00	11	30	36	2	1	4	84
09:15-10:15	8	29	31	1	1	3	73
09:30-10:30	8	28	25	0	1	2	64
09:45-10:45	7	26	17	0	2	6	58
10:00-11:00	7	27	21	0	2	11	68
10:15-11:15	8	22	25	1	2	14	72
10:30-11:30	7	24	28	1	2	15	77
10:45-11:45	9	24	26	1	1	11	72
11:00-12:00	12	26	25	4	0	8	75
11:15-12:15	10	29	28	3	0	6	76
11:30-12:30	11	30	28	3	0	8	80
11:45-12:45	7	32	30	3	0	9	81
12:00-13:00	4	31	29	0	0	8	72
12:15-13:15	6	32	22	0	0	7	67
12:30-13:30	6	30	25	0	0	7	68
12:45-13:45	8	33	29	1	0	8	79
13:00-14:00	9	33	31	1	0	10	84
13:15-14:15	8	34	35	1	1	9	88
13:30-14:30	7	35	34	1	1	6	84
13:45-14:45	7	34	38	0	1	5	85
14:00-15:00	5	34	45	0	2	2	88
14:15-15:15	9	32	49	0	1	3	94
14:30-15:30	11	30	60	0	1	6	108
14:45-15:45	13	28	58	1	1	5	106
15:00-16:00	15	26	57	1	0	6	105
15:15-16:15	11	22	51	1	0	7	92
15:30-16:30	12	33	37	1	0	6	89
15:45-16:45	10	32	34	1	1	7	85
16:00-17:00	10	29	28	1	1	9	78
16:15-17:15	10	30	27	1	1	12	81
16:30-17:30	7	22	33	1	1	15	79
16:45-17:45	4	20	31	0	0	24	79
17:00-18:00	3	26	38	0	0	23	90

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-9: HOURLY TRAFFIC COUNTS FOR BUSSES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	1	4	2	0	0	0	7
06:15-07:15	0	3	2	0	0	0	5
06:30-07:30	0	1	2	0	0	0	3
06:45-07:45	0	2	0	0	0	0	2
07:00-08:00	0	2	0	0	0	0	2
07:15-08:15	3	2	0	0	0	0	5
07:30-08:30	5	2	1	0	0	0	8
07:45-08:45	5	0	1	0	0	0	6
08:00-09:00	5	0	1	0	0	0	6
08:15-09:15	2	0	1	0	0	0	3
08:30-09:30	0	0	0	0	0	0	0
08:45-09:45	0	2	0	0	0	0	2
09:00-10:00	0	2	0	0	0	0	2
09:15-10:15	0	2	0	0	0	0	2
09:30-10:30	0	2	0	0	0	0	2
09:45-10:45	0	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0	0
10:15-11:15	0	0	0	0	0	0	0
10:30-11:30	0	0	0	0	0	0	0
10:45-11:45	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0
11:15-12:15	0	0	0	0	0	0	0
11:30-12:30	0	0	0	0	0	0	0
11:45-12:45	0	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0	0
12:15-13:15	0	0	0	0	0	0	0
12:30-13:30	0	0	0	0	0	0	0
12:45-13:45	0	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0	0
13:15-14:15	0	0	1	0	0	0	1
13:30-14:30	0	0	1	0	0	0	1
13:45-14:45	0	0	1	0	0	0	1
14:00-15:00	0	0	2	0	0	0	2
14:15-15:15	0	0	1	0	0	0	1
14:30-15:30	0	0	1	0	0	0	1
14:45-15:45	0	1	2	0	0	0	3
15:00-16:00	0	1	2	0	0	0	3
15:15-16:15	0	1	2	0	0	0	3
15:30-16:30	0	1	3	0	0	0	4
15:45-16:45	0	0	2	0	0	1	3
16:00-17:00	0	1	1	0	0	1	3
16:15-17:15	1	1	1	0	0	1	4
16:30-17:30	3	2	1	0	0	1	7
16:45-17:45	3	4	1	0	0	4	12
17:00-18:00	4	3	1	0	0	5	13

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
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TABLE A-10: HOURLY TRAFFIC COUNTS FOR ALL VEHICLES TOGETHER

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	128	455	95	10	24	82	**794**
06:15-07:15	94	420	131	14	20	101	**780**
06:30-07:30	73	320	141	15	20	105	**674**
06:45-07:45	73	246	174	10	15	108	**626**
07:00-08:00	62	206	184	9	12	94	**567**
07:15-08:15	62	182	160	8	10	76	**498**
07:30-08:30	68	172	161	4	11	71	**487**
07:45-08:45	66	167	146	3	7	52	**441**
08:00-09:00	59	153	140	5	7	44	**408**
08:15-09:15	54	151	149	5	6	48	**413**
08:30-09:30	52	147	141	6	5	46	**397**
08:45-09:45	50	139	139	9	5	50	**392**
09:00-10:00	56	147	128	9	7	58	**405**
09:15-10:15	53	149	131	9	6	53	**401**
09:30-10:30	51	120	130	9	4	50	**364**
09:45-10:45	48	129	118	7	5	50	**357**
10:00-11:00	51	145	116	5	4	53	**374**
10:15-11:15	59	149	107	5	6	59	**385**
10:30-11:30	57	179	119	7	11	56	**429**
10:45-11:45	62	176	124	7	12	58	**439**
11:00-12:00	63	166	139	11	11	50	**440**
11:15-12:15	59	162	165	9	10	47	**452**
11:30-12:30	61	151	174	7	7	59	**459**
11:45-12:45	59	164	178	7	5	53	**466**
12:00-13:00	51	169	172	4	4	53	**453**
12:15-13:15	54	182	140	5	4	50	**435**
12:30-13:30	56	180	131	6	3	38	**414**
12:45-13:45	63	179	141	11	6	42	**442**
13:00-14:00	70	194	150	11	8	47	**480**
13:15-14:15	76	181	169	14	10	47	**497**
13:30-14:30	75	193	182	15	15	59	**539**
13:45-14:45	66	191	192	12	13	67	**541**
14:00-15:00	60	168	189	13	15	64	**509**
14:15-15:15	60	175	208	13	14	65	**535**
14:30-15:30	61	168	234	11	12	70	**556**
14:45-15:45	73	178	252	10	10	64	**587**
15:00-16:00	84	180	283	9	9	68	**633**
15:15-16:15	82	176	259	11	9	68	**605**
15:30-16:30	91	189	240	13	7	68	**608**
15:45-16:45	88	182	239	17	12	87	**625**
16:00-17:00	89	178	254	19	12	88	**640**
16:15-17:15	87	166	297	12	14	114	**690**
16:30-17:30	86	160	359	16	12	141	**774**
16:45-17:45	85	146	371	10	7	174	**793**
17:00-18:00	83	154	377	8	8	196	**826**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-11: PERCENTAGE LIGHT VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	57.81	77.80	61.05	100.00	100.00	65.85	77.09
06:15-07:15	70.21	80.48	59.54	92.86	100.00	67.33	78.40
06:30-07:30	78.08	80.00	60.99	93.33	100.00	64.76	79.53
06:45-07:45	78.08	78.86	62.64	90.00	93.33	69.44	78.73
07:00-08:00	82.26	78.64	66.30	88.89	91.67	72.34	80.02
07:15-08:15	75.81	71.98	69.38	87.50	90.00	80.26	79.15
07:30-08:30	69.12	73.84	65.84	75.00	90.91	84.51	76.53
07:45-08:45	71.21	74.25	68.49	66.67	100.00	78.85	76.58
08:00-09:00	69.49	69.28	65.00	80.00	85.71	77.27	74.46
08:15-09:15	72.22	70.86	63.09	80.00	83.33	75.00	74.08
08:30-09:30	82.69	72.79	63.83	66.67	80.00	82.61	74.76
08:45-09:45	80.00	69.06	61.87	77.78	80.00	88.00	76.12
09:00-10:00	78.57	72.79	67.19	77.78	85.71	93.10	79.19
09:15-10:15	81.13	74.50	71.76	88.89	83.33	94.34	82.32
09:30-10:30	78.43	70.83	76.92	100.00	75.00	96.00	82.86
09:45-10:45	79.17	75.19	81.36	100.00	60.00	88.00	80.62
10:00-11:00	82.35	76.55	77.59	100.00	50.00	79.25	77.62
10:15-11:15	83.05	79.19	71.03	80.00	66.67	76.27	76.04
10:30-11:30	84.21	80.45	71.43	85.71	81.82	71.43	79.17
10:45-11:45	80.65	80.11	70.97	85.71	91.67	75.86	80.83
11:00-12:00	76.19	77.11	73.38	63.64	100.00	78.00	78.05
11:15-12:15	77.97	74.69	75.15	66.67	100.00	76.60	78.51
11:30-12:30	77.05	72.19	75.29	57.14	100.00	76.27	76.32
11:45-12:45	83.05	73.78	75.84	57.14	100.00	75.47	77.55
12:00-13:00	86.27	76.33	77.33	100.00	100.00	75.47	85.90
12:15-13:15	85.19	76.37	79.29	100.00	100.00	76.00	86.14
12:30-13:30	87.50	77.22	76.34	100.00	100.00	73.68	85.79
12:45-13:45	84.13	75.98	73.05	90.91	100.00	71.43	82.58
13:00-14:00	84.29	76.29	71.33	90.91	100.00	68.09	81.82
13:15-14:15	85.53	75.14	69.23	92.86	90.00	72.34	80.85
13:30-14:30	85.33	76.68	72.53	93.33	93.33	83.05	84.04
13:45-14:45	86.36	76.96	71.35	100.00	92.31	86.57	85.59
14:00-15:00	88.33	73.81	68.25	100.00	86.67	93.75	85.14
14:15-15:15	75.00	75.43	67.79	92.31	92.86	92.31	82.61
14:30-15:30	70.49	74.40	62.82	81.82	91.67	85.71	77.82
14:45-15:45	64.38	73.03	64.29	70.00	90.00	85.94	74.61
15:00-16:00	61.90	75.00	66.43	66.67	100.00	77.94	74.66
15:15-16:15	71.95	78.98	69.11	81.82	100.00	77.94	79.97
15:30-16:30	68.13	73.54	74.17	92.31	85.71	80.88	79.12
15:45-16:45	70.45	74.18	77.82	94.12	83.33	81.61	80.25
16:00-17:00	71.91	73.03	81.10	94.74	75.00	79.55	79.22
16:15-17:15	67.82	69.28	81.82	91.67	78.57	71.93	76.85
16:30-17:30	74.42	72.50	81.06	93.75	83.33	65.25	78.38
16:45-17:45	72.94	68.49	80.32	100.00	85.71	51.72	76.53
17:00-18:00	68.67	68.18	78.25	100.00	100.00	55.10	78.37
AVERAGE PER MOVEMENT	76.88	74.80	71.10	86.41	89.28	77.62	79.35

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-12: PERCENTAGE TAXIS

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	32.81	12.75	21.05	0.00	0.00	21.95	**14.76**
06:15-07:15	20.21	10.00	22.14	7.14	0.00	23.76	**13.88**
06:30-07:30	12.33	7.19	19.86	6.67	0.00	28.57	**12.44**
06:45-07:45	9.59	6.10	18.97	10.00	0.00	24.07	**11.45**
07:00-08:00	9.68	7.77	15.76	11.11	0.00	19.15	**10.58**
07:15-08:15	6.45	6.59	11.88	12.50	0.00	11.84	**8.21**
07:30-08:30	7.35	3.49	13.66	25.00	0.00	5.63	**9.19**
07:45-08:45	9.09	3.59	9.59	33.33	0.00	7.69	**10.55**
08:00-09:00	8.47	1.96	7.14	20.00	0.00	6.82	**7.40**
08:15-09:15	7.41	2.65	8.05	0.00	0.00	6.25	**4.06**
08:30-09:30	3.85	4.76	5.67	0.00	0.00	2.17	**2.74**
08:45-09:45	0.00	5.04	4.32	0.00	0.00	0.00	**1.56**
09:00-10:00	1.79	5.44	4.69	0.00	0.00	0.00	**1.99**
09:15-10:15	3.77	4.70	4.58	0.00	0.00	0.00	**2.18**
09:30-10:30	5.88	4.17	3.85	0.00	0.00	0.00	**2.32**
09:45-10:45	6.25	4.65	4.24	0.00	0.00	0.00	**2.52**
10:00-11:00	3.92	4.83	4.31	0.00	0.00	0.00	**2.18**
10:15-11:15	3.39	6.04	5.61	0.00	0.00	0.00	**2.51**
10:30-11:30	3.51	6.15	5.04	0.00	0.00	1.79	**2.75**
10:45-11:45	4.84	6.25	8.06	0.00	0.00	5.17	**4.05**
11:00-12:00	4.76	7.23	8.63	0.00	0.00	6.00	**4.44**
11:15-12:15	5.08	7.41	7.88	0.00	0.00	10.64	**5.17**
11:30-12:30	4.92	7.95	8.62	0.00	0.00	10.17	**5.28**
11:45-12:45	5.08	6.71	7.30	0.00	0.00	7.55	**4.44**
12:00-13:00	5.88	5.33	5.81	0.00	0.00	9.43	**4.41**
12:15-13:15	3.70	6.04	5.00	0.00	0.00	10.00	**4.12**
12:30-13:30	1.79	6.11	4.58	0.00	0.00	7.89	**3.40**
12:45-13:45	3.17	5.59	6.38	0.00	0.00	9.52	**4.11**
13:00-14:00	2.86	6.70	8.00	0.00	0.00	10.64	**4.70**
13:15-14:15	3.95	6.08	9.47	0.00	0.00	8.51	**4.67**
13:30-14:30	5.33	5.18	8.24	0.00	0.00	6.78	**4.26**
13:45-14:45	3.03	5.24	8.33	0.00	0.00	5.97	**3.76**
14:00-15:00	3.33	5.95	6.88	0.00	0.00	3.13	**3.21**
14:15-15:15	10.00	6.29	8.17	7.69	0.00	3.08	**5.87**
14:30-15:30	11.48	7.74	11.11	18.18	0.00	5.71	**9.04**
14:45-15:45	17.81	10.67	11.90	20.00	0.00	6.25	**11.11**
15:00-16:00	20.24	10.00	12.72	22.22	0.00	13.24	**13.07**
15:15-16:15	14.63	7.95	10.42	9.09	0.00	11.76	**8.98**
15:30-16:30	18.68	8.47	9.17	0.00	14.29	10.29	**10.15**
15:45-16:45	18.18	8.24	7.11	0.00	8.33	9.20	**8.51**
16:00-17:00	16.85	10.11	7.48	0.00	16.67	9.09	**10.03**
16:15-17:15	19.54	12.05	8.75	0.00	14.29	16.67	**11.88**
16:30-17:30	13.95	12.50	9.47	0.00	8.33	23.40	**11.28**
16:45-17:45	18.82	15.07	11.05	0.00	14.29	32.18	**15.24**
17:00-18:00	22.89	12.99	11.41	0.00	0.00	30.61	**12.98**
AVERAGE PER MOVEMENT	**9.26**	**7.06**	**9.16**	**4.51**	**1.69**	**9.84**	**6.92**

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12-HOUR MANUAL TRAFFIC COUNTS

DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-13: PERCENTAGE HEAVY VEHICLES

TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	8.59	8.57	15.79	0.00	0.00	12.20	**7.52**
06:15-07:15	9.57	8.81	16.79	0.00	0.00	8.91	**7.35**
06:30-07:30	9.59	12.50	17.73	0.00	0.00	6.67	**7.75**
06:45-07:45	12.33	14.23	18.39	0.00	6.67	6.48	**9.68**
07:00-08:00	8.06	12.62	17.93	0.00	8.33	8.51	**9.24**
07:15-08:15	12.90	20.33	18.75	0.00	10.00	7.89	**11.65**
07:30-08:30	16.18	21.51	19.88	0.00	9.09	9.86	**12.75**
07:45-08:45	12.12	22.16	21.23	0.00	0.00	13.46	**11.50**
08:00-09:00	13.56	28.76	27.14	0.00	14.29	15.91	**16.61**
08:15-09:15	16.67	26.49	28.19	20.00	16.67	18.75	**21.13**
08:30-09:30	13.46	22.45	30.50	33.33	20.00	15.22	**22.49**
08:45-09:45	20.00	24.46	33.81	22.22	20.00	12.00	**22.08**
09:00-10:00	19.64	20.41	28.13	22.22	14.29	6.90	**18.60**
09:15-10:15	15.09	19.46	23.66	11.11	16.67	5.66	**15.28**
09:30-10:30	15.69	23.33	19.23	0.00	25.00	4.00	**14.54**
09:45-10:45	14.58	20.16	14.41	0.00	40.00	12.00	**16.86**
10:00-11:00	13.73	18.62	18.10	0.00	50.00	20.75	**20.20**
10:15-11:15	13.56	14.77	23.36	20.00	33.33	23.73	**21.46**
10:30-11:30	12.28	13.41	23.53	14.29	18.18	26.79	**18.08**
10:45-11:45	14.52	13.64	20.97	14.29	8.33	18.97	**15.12**
11:00-12:00	19.05	15.66	17.99	36.36	0.00	16.00	**17.51**
11:15-12:15	16.95	17.90	16.97	33.33	0.00	12.77	**16.32**
11:30-12:30	18.03	19.87	16.09	42.86	0.00	13.56	**18.40**
11:45-12:45	11.86	19.51	16.85	42.86	0.00	16.98	**18.01**
12:00-13:00	7.84	18.34	16.86	0.00	0.00	15.09	**9.69**
12:15-13:15	11.11	17.58	15.71	0.00	0.00	14.00	**9.73**
12:30-13:30	10.71	16.67	19.08	0.00	0.00	18.42	**10.81**
12:45-13:45	12.70	18.44	20.57	9.09	0.00	19.05	**13.31**
13:00-14:00	12.86	17.01	20.67	9.09	0.00	21.28	**13.48**
13:15-14:15	10.53	18.78	20.71	7.14	10.00	19.15	**14.39**
13:30-14:30	9.33	18.13	18.68	6.67	6.67	10.17	**11.61**
13:45-14:45	10.61	17.80	19.79	0.00	7.69	7.46	**10.56**
14:00-15:00	8.33	20.24	23.81	0.00	13.33	3.13	**11.47**
14:15-15:15	15.00	18.29	23.56	0.00	7.14	4.62	**11.43**
14:30-15:30	18.03	17.86	25.64	0.00	8.33	8.57	**13.07**
14:45-15:45	17.81	15.73	23.02	10.00	10.00	7.81	**14.06**
15:00-16:00	17.86	14.44	20.14	11.11	0.00	8.82	**12.06**
15:15-16:15	13.41	12.50	19.69	9.09	0.00	10.29	**10.83**
15:30-16:30	13.19	17.46	15.42	7.69	0.00	8.82	**10.43**
15:45-16:45	11.36	17.58	14.23	5.88	8.33	8.05	**10.91**
16:00-17:00	11.24	16.29	11.02	5.26	8.33	10.23	**10.40**
16:15-17:15	11.49	18.07	9.09	8.33	7.14	10.53	**10.78**
16:30-17:30	8.14	13.75	9.19	6.25	8.33	10.64	**9.38**
16:45-17:45	4.71	13.70	8.36	0.00	0.00	13.79	**6.76**
17:00-18:00	3.61	16.88	10.08	0.00	0.00	11.73	**7.05**
AVERAGE PER MOVEMENT	**12.84**	**17.67**	**19.35**	**9.08**	**9.03**	**12.35**	**13.39**

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12-HOUR MANUAL TRAFFIC COUNTS

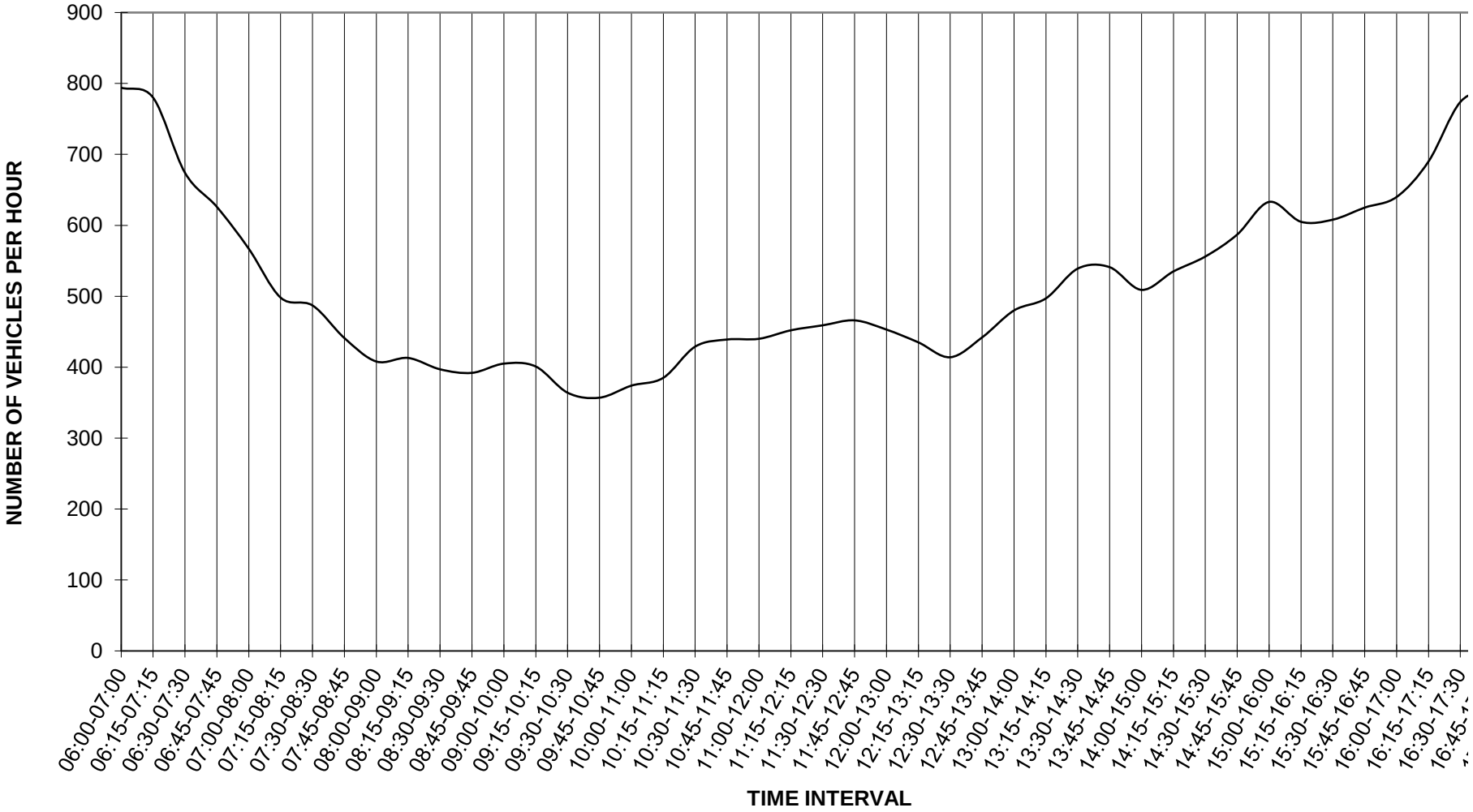
DATE: 16 April 2025
DAY OF THE WEEK: Wednesday
LOCATION: Hoedspruit - R40 and R531 Rd
PROJECT NUM: 23059
OFFICE: SIYAZI LIMPOPO
CO-ORDINATES: 24°32'25.03"S and 31° 1'52.08"E



TABLE A-14: PERCENTAGE BUSSES

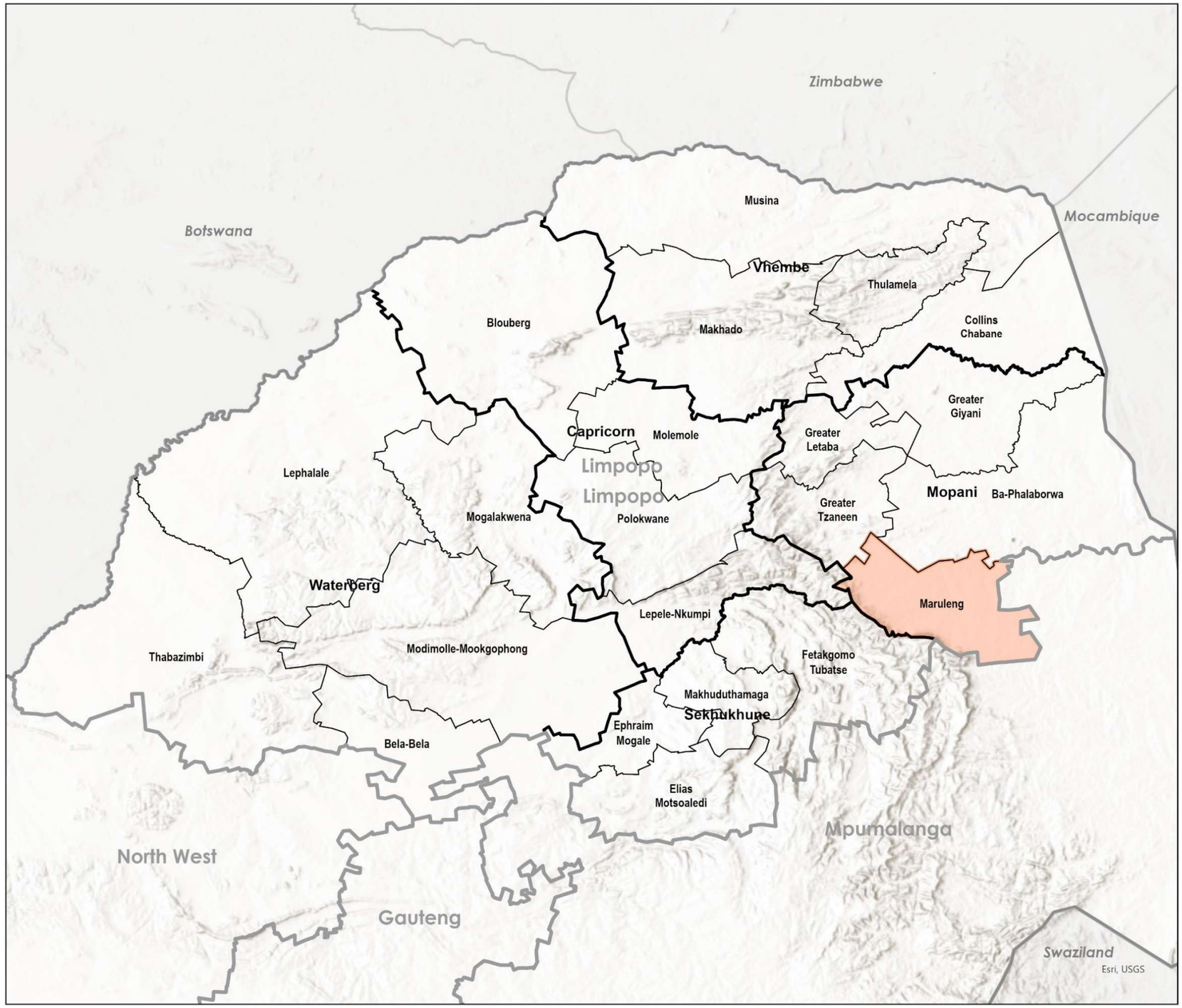
TIME INTERVALS	MOVEMENTS						
	5	6	7	9	10	11	TOTAL
06:00-07:00	0.78	0.88	2.11	0.00	0.00	0.00	**0.63**
06:15-07:15	0.00	0.71	1.53	0.00	0.00	0.00	**0.37**
06:30-07:30	0.00	0.31	1.42	0.00	0.00	0.00	**0.29**
06:45-07:45	0.00	0.81	0.00	0.00	0.00	0.00	**0.14**
07:00-08:00	0.00	0.97	0.00	0.00	0.00	0.00	**0.16**
07:15-08:15	4.84	1.10	0.00	0.00	0.00	0.00	**0.99**
07:30-08:30	7.35	1.16	0.62	0.00	0.00	0.00	**1.52**
07:45-08:45	7.58	0.00	0.68	0.00	0.00	0.00	**1.38**
08:00-09:00	8.47	0.00	0.71	0.00	0.00	0.00	**1.53**
08:15-09:15	3.70	0.00	0.67	0.00	0.00	0.00	**0.73**
08:30-09:30	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
08:45-09:45	0.00	1.44	0.00	0.00	0.00	0.00	**0.24**
09:00-10:00	0.00	1.36	0.00	0.00	0.00	0.00	**0.23**
09:15-10:15	0.00	1.34	0.00	0.00	0.00	0.00	**0.22**
09:30-10:30	0.00	1.67	0.00	0.00	0.00	0.00	**0.28**
09:45-10:45	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:00-11:00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:15-11:15	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:30-11:30	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
10:45-11:45	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
11:00-12:00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
11:15-12:15	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
11:30-12:30	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
11:45-12:45	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:00-13:00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:15-13:15	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:30-13:30	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
12:45-13:45	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:00-14:00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**
13:15-14:15	0.00	0.00	0.59	0.00	0.00	0.00	**0.10**
13:30-14:30	0.00	0.00	0.55	0.00	0.00	0.00	**0.09**
13:45-14:45	0.00	0.00	0.52	0.00	0.00	0.00	**0.09**
14:00-15:00	0.00	0.00	1.06	0.00	0.00	0.00	**0.18**
14:15-15:15	0.00	0.00	0.48	0.00	0.00	0.00	**0.08**
14:30-15:30	0.00	0.00	0.43	0.00	0.00	0.00	**0.07**
14:45-15:45	0.00	0.56	0.79	0.00	0.00	0.00	**0.23**
15:00-16:00	0.00	0.56	0.71	0.00	0.00	0.00	**0.21**
15:15-16:15	0.00	0.57	0.77	0.00	0.00	0.00	**0.22**
15:30-16:30	0.00	0.53	1.25	0.00	0.00	0.00	**0.30**
15:45-16:45	0.00	0.00	0.84	0.00	0.00	1.15	**0.33**
16:00-17:00	0.00	0.56	0.39	0.00	0.00	1.14	**0.35**
16:15-17:15	1.15	0.60	0.34	0.00	0.00	0.88	**0.49**
16:30-17:30	3.49	1.25	0.28	0.00	0.00	0.71	**0.95**
16:45-17:45	3.53	2.74	0.27	0.00	0.00	2.30	**1.47**
17:00-18:00	4.82	1.95	0.27	0.00	0.00	2.55	**1.60**
AVERAGE PER MOVEMENT	**1.02**	**0.47**	**0.38**	**0.00**	**0.00**	**0.19**	**0.34**

FIGURE A-1: HOURLY TRAFFIC PATTERN PER 15 MINUTES INTERVAL FOR ALL MODES OF VEHICLES BETWEEN 06:00 AND 18:00 (WEDNESDAY 16 APRIL 2025)



APPENDIX A-9

GIS MAPS



Client:

LOCALITY PLAN

Legend

- Neighbouring Countries
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality

Scale (A3) - 1:1,800,000

0 50 100 Km

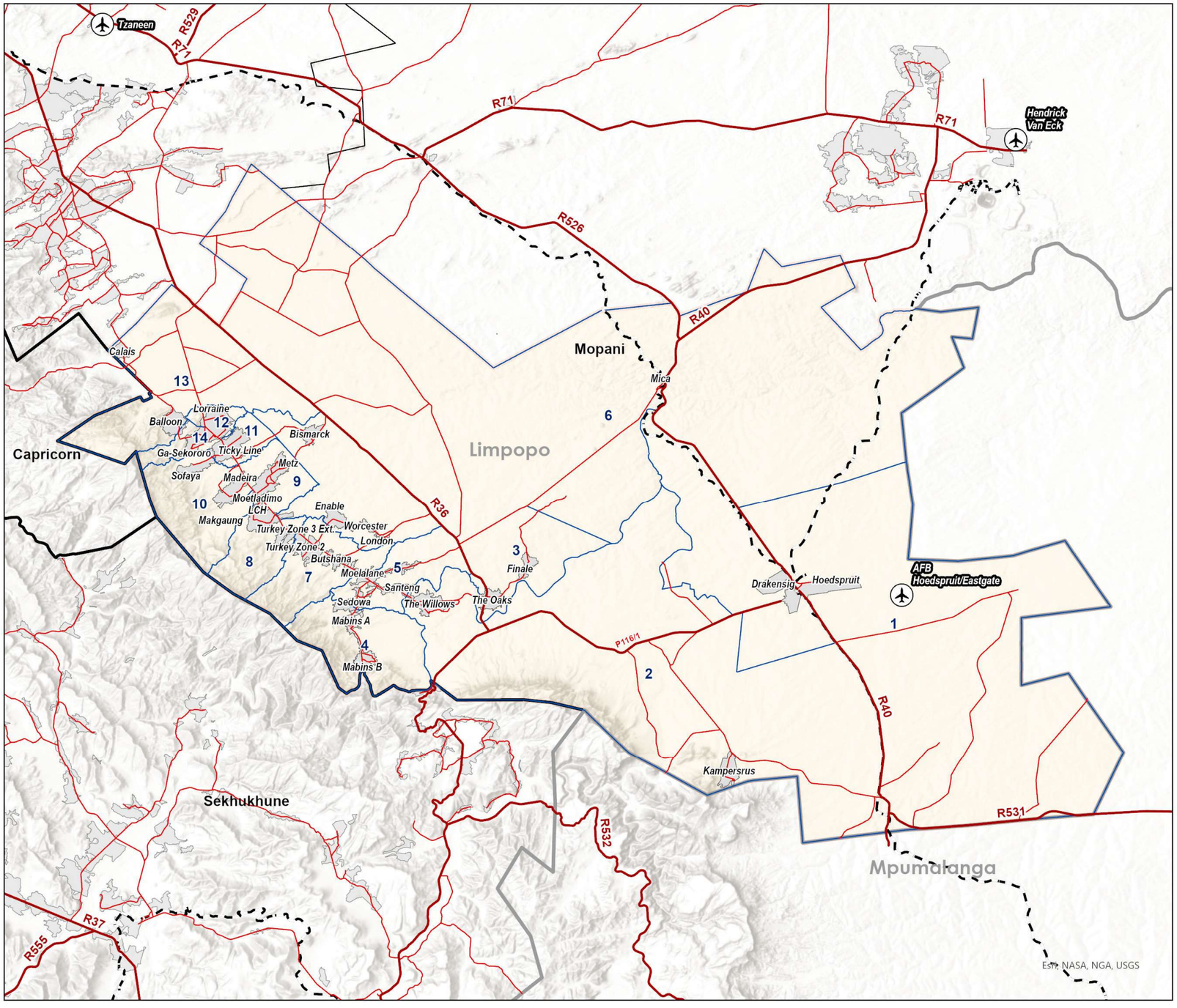
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

Siyazi Limpopo Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: November 2024

FIGURE A-9.1: MARULENG LOCAL MUNICIPALITY LOCALITY PLAN



Client:

WARDS

Legend

- Airports
- Main Roads
- Secondary Roads
- Railways
- Wards
- Settlements
- Local Municipalities
- District Municipalities
- Provincial Boundaries
- Maruleng Local Municipality
- Settlements

Scale (A3) - 1:350,000

0 10.5 21 Km

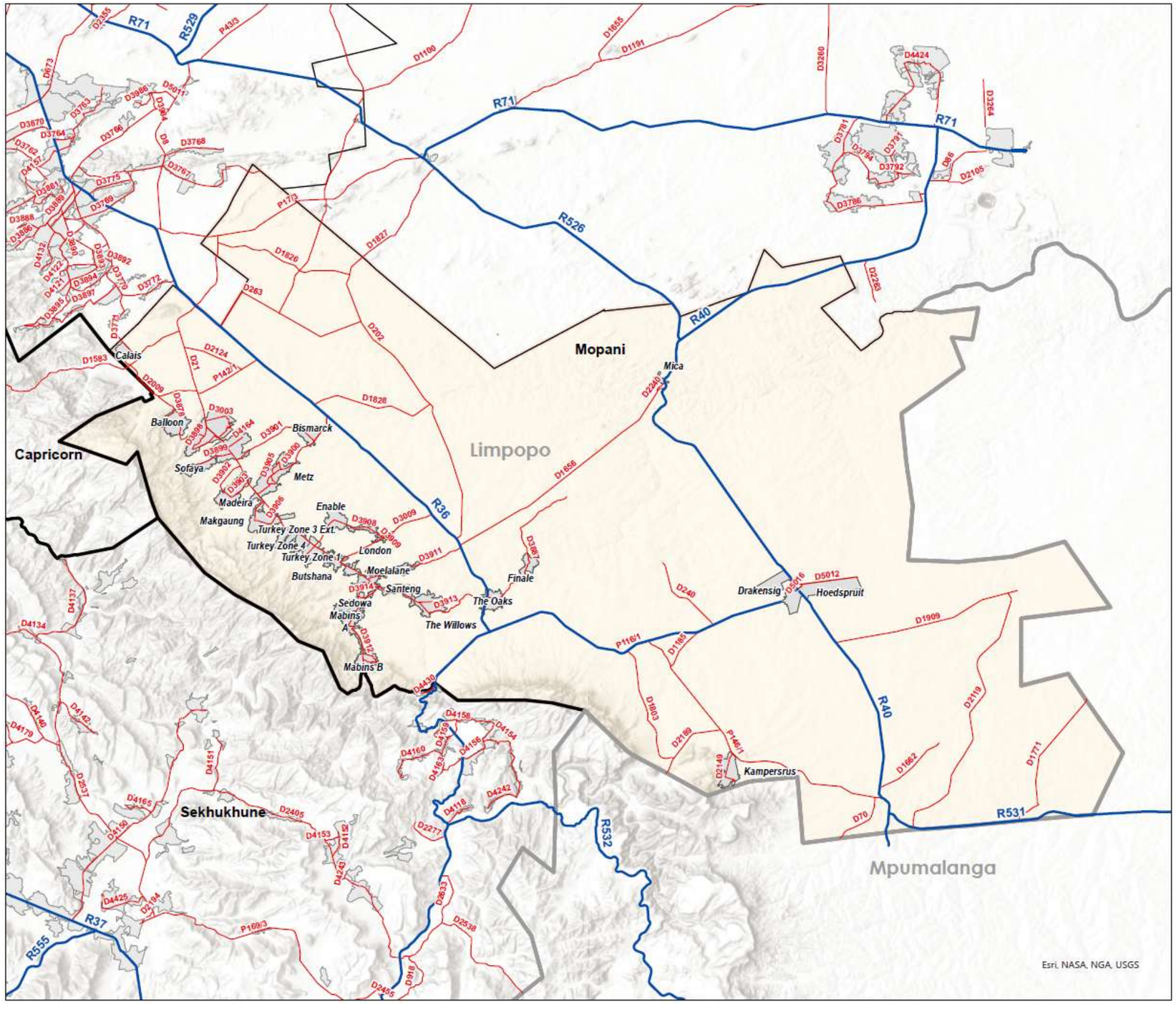
Maruleng Local Municipality Integrated Transport Plan (ITP)

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0699

Date: November 2024

FIGURE A-9.2: MARULENG LOCAL MUNICIPALITY CLUSTERS



Client:

ROAD OWNERSHIP

Legend

- SANRAL Roads
- RAL Roads
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality

Scale (A3) - 1:350,000

0 10.5 21 Km

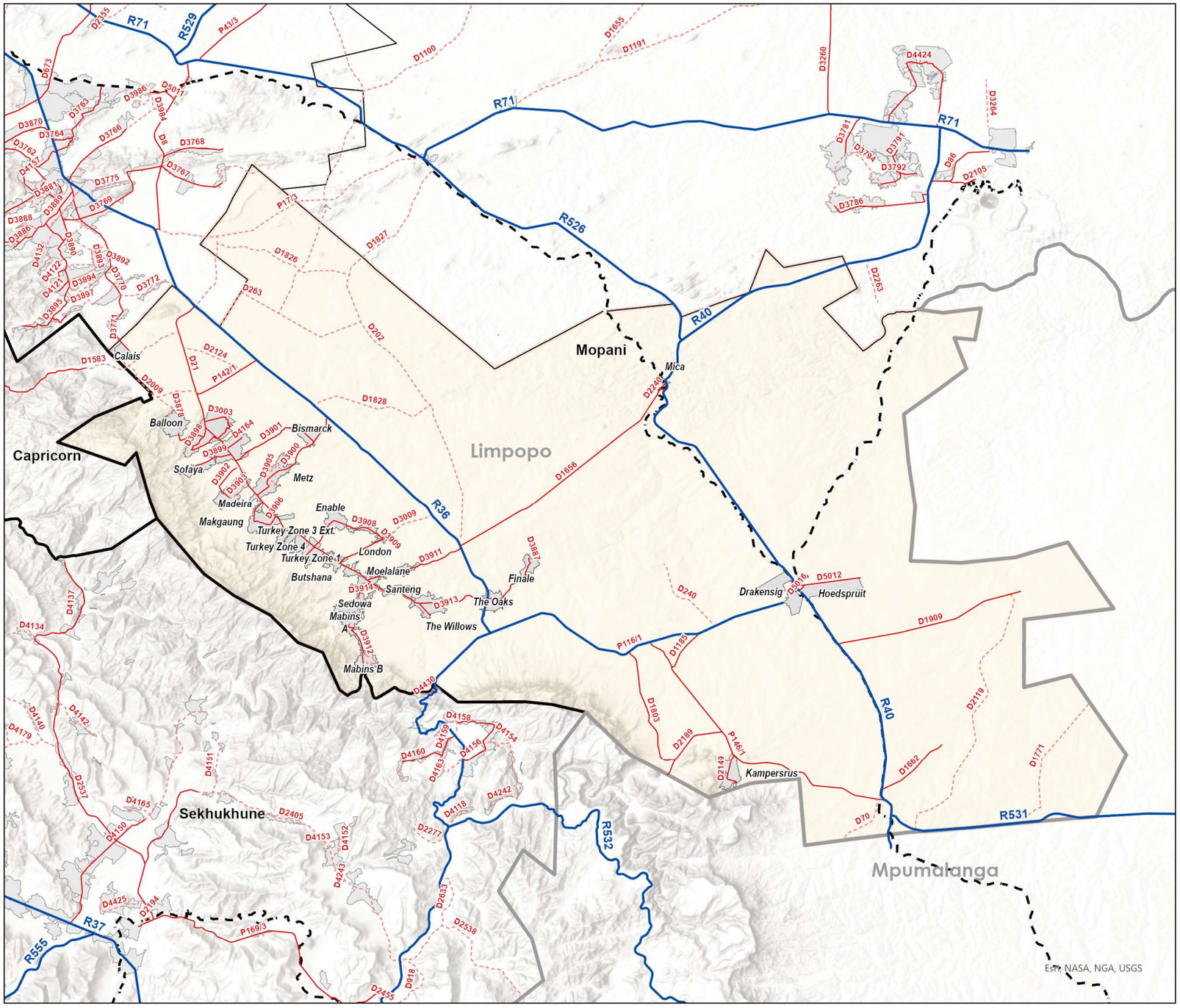
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

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Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: November 2024

FIGURE A-9.3: MARULENG LOCAL MUNICIPALITY ROAD OWNERSHIP



Client:

MARULENG MUNICIPALITY

ROAD SURFACE

Legend

SANRAL Roads
- Paved

RAL Roads
- Paved
- Unpaved

Railways

Settlements

Provincial Boundaries

District Municipalities

Local Municipalities

Maruleng Local Municipality

Settlements

Scale (A3) - 1:350,000

0 10.5 21 Km

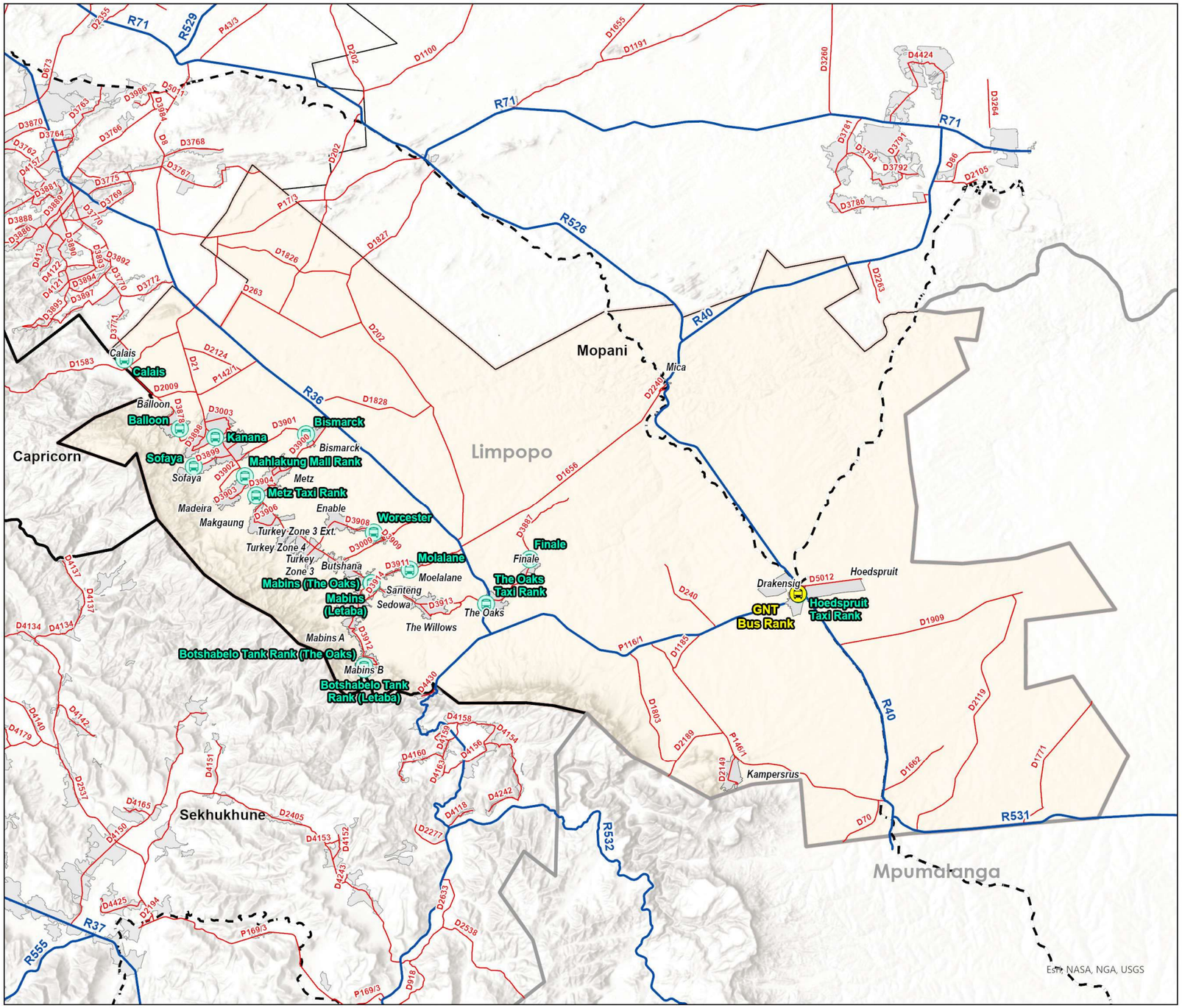
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

Siyazi Limpopo Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: November 2024

FIGURE A-9.4: MARULENG LOCAL MUNICIPALITY ROAD SURFACE



Client:

PUBLIC TRANSPORT FACILITIES

Legend

Public Transport Facilities

- Taxi Rank
- Bus Rank
- Main Roads
- Secondary Roads
- Railways
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality

Scale (A3) - 1:350,000

0 10.5 21 Km

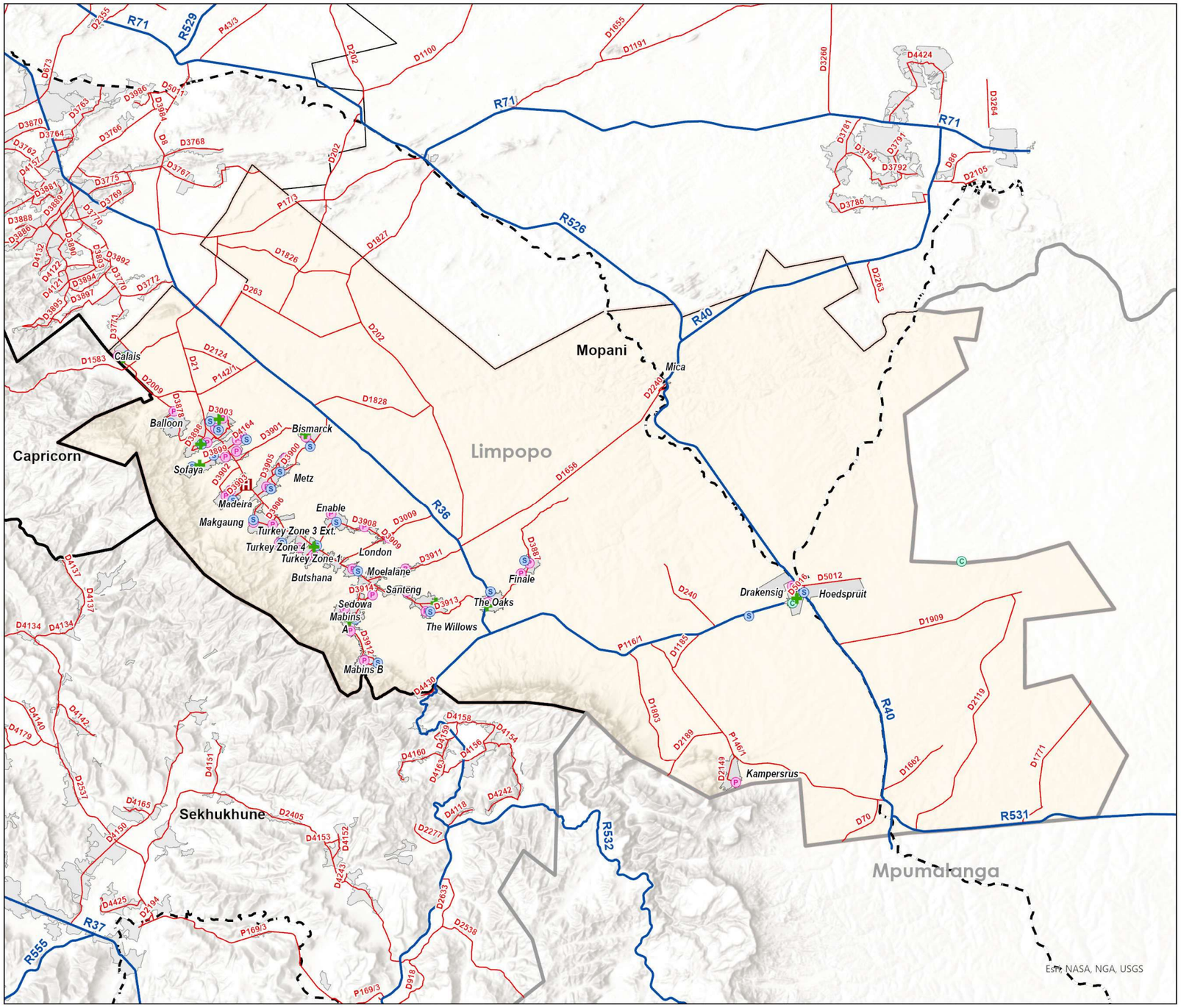
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

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Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: April 2025

FIGURE A-9.5: MARULENG LOCAL MUNICIPALITY PUBLIC TRANSPORT FACILITIES



Client:

MARULENG MUNICIPALITY

SOCIAL SERVICES

Legend

- Hospitals
- Clinics

Schools

- Combined School
- Primary School
- Secondary School

- Main Roads
- Secondary Roads
- Railways
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality
- Settlements

Scale (A3) - 1:350,000

0 10.5 21 Km

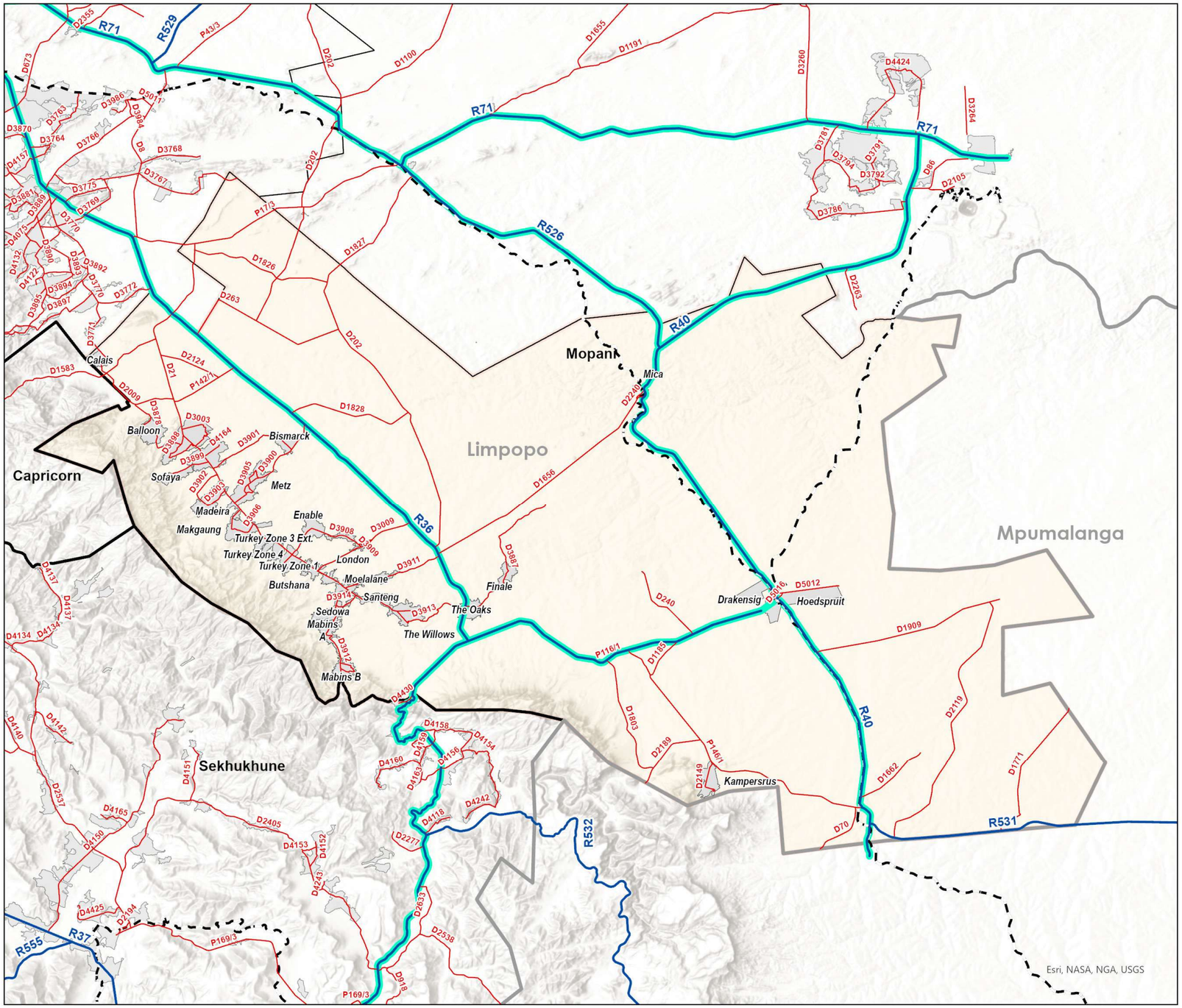
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

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P O Box 11182
Bendor
0699

Date: November 2024

FIGURE A-9.6: MARULENG LOCAL MUNICIPALITY SOCIAL SERVICES



Client:

FREIGHT & DANGEROUS GOODS ROAD NETWORK

Legend

- Freight & Dangerous Goods Road Network
- Main Roads
- Secondary Roads
- Railways
- Settlements
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality

Scale (A3) - 1:350,000

0 10.5 21 Km

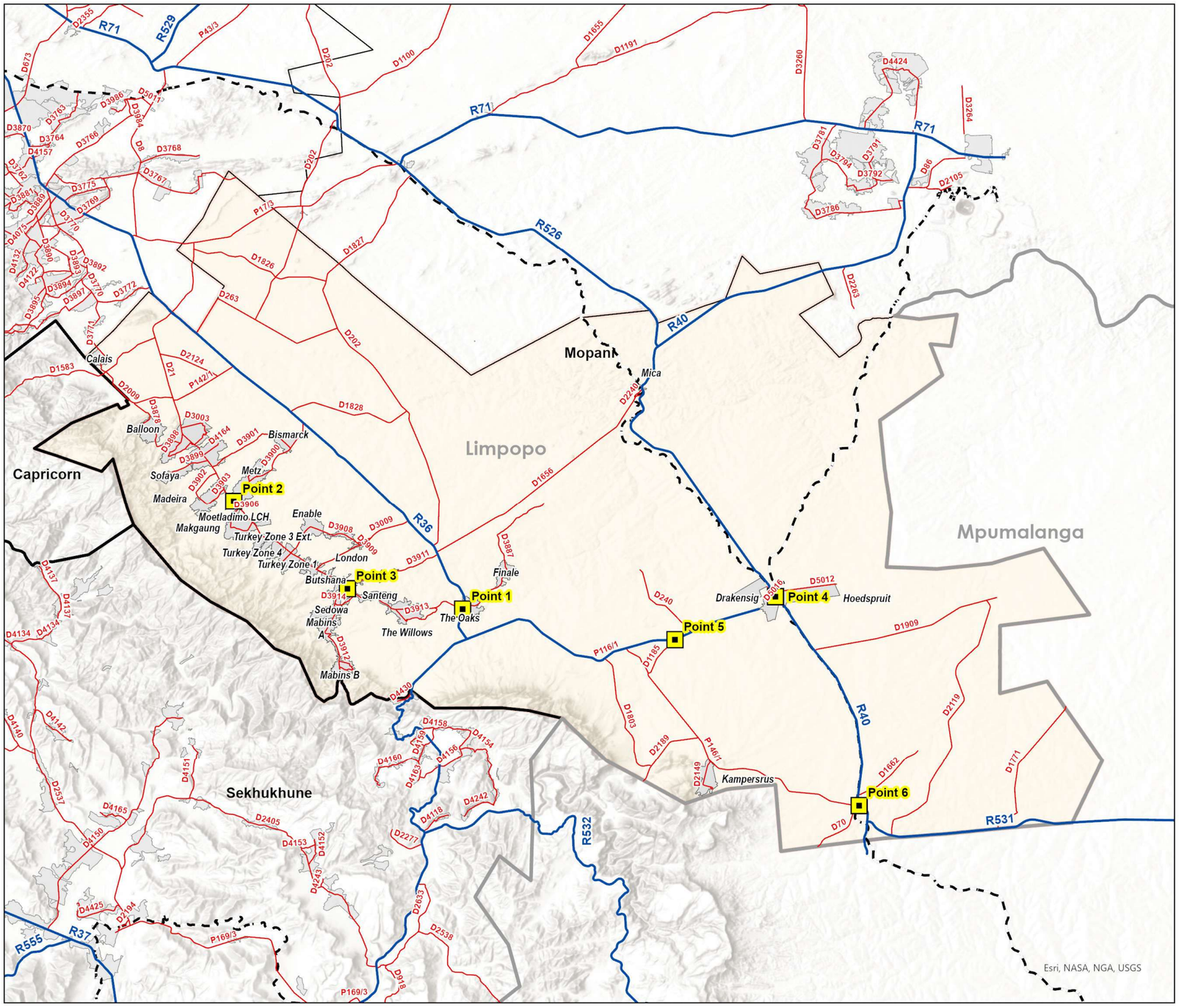
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

Siyazi Limpopo
Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: April 2025

FIGURE A-9.7: MARULENG LOCAL MUNICIPALITY FREIGHT AND DANGEROUS GOOD ROAD NETWORK



Client:

MARULENG MUNICIPALITY

12 HOUR MANUAL TRAFFIC COUNTS

Legend

- 12 Hour Manual Traffic Counts
- Main Roads
- Secondary Roads
- Railways
- Settlements
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality
- Settlements

Scale (A3) - 1:350,000

0 10.5 21 Km

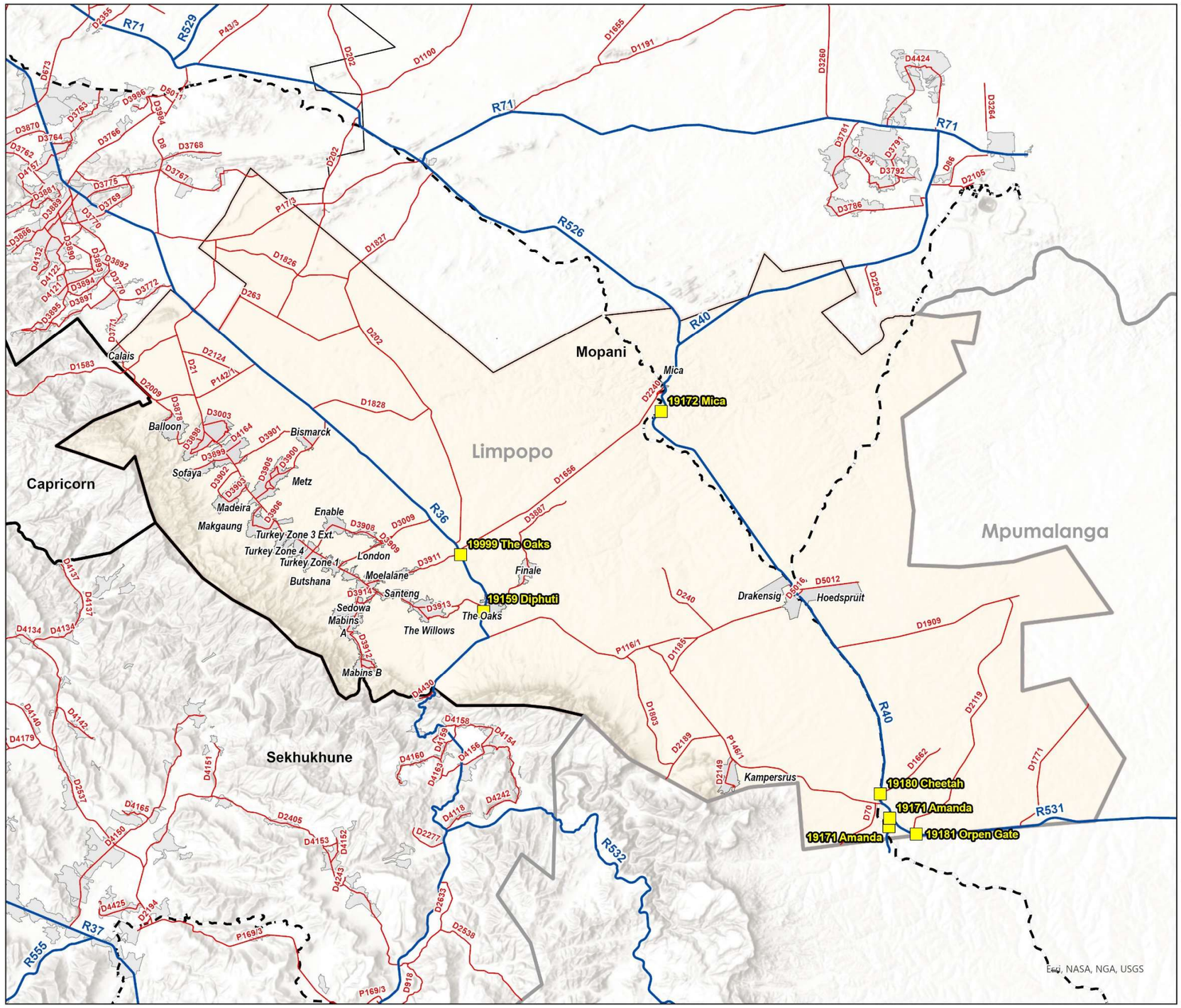
Maruleng Local Municipality Integrated Transport Plan (ITP)

Compiled By:

Siyazi Limpopo Consulting Services (Pty) Ltd
P O Box 11182
Bendor
0699

Date: April 2025

FIGURE A-9.8: MARULENG LOCAL MUNICIPALITY 12 HOUR MANUAL COUNT'S LOCATIONS



Client:

SANRAL ELECTRONIC COUNTS

Legend

- SANRAL Electronic Counts
- Main Roads
- Secondary Roads
- Railways
- Settlements
- Settlements
- Provincial Boundaries
- District Municipalities
- Local Municipalities
- Maruleng Local Municipality

Scale (A3) - 1:350,000

0 10.5 21 Km

Maruleng Local Municipality Integrated Transport Plan (ITP)

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P O Box 11182
Bendor
0699

Date: April 2025

FIGURE A-9.9: MARULENG LOCAL MUNICIPALITY SANRAL ELECTRONIC COUNTS

LIMPOPO PROVINCE - RAILWAYS

B - 5.10

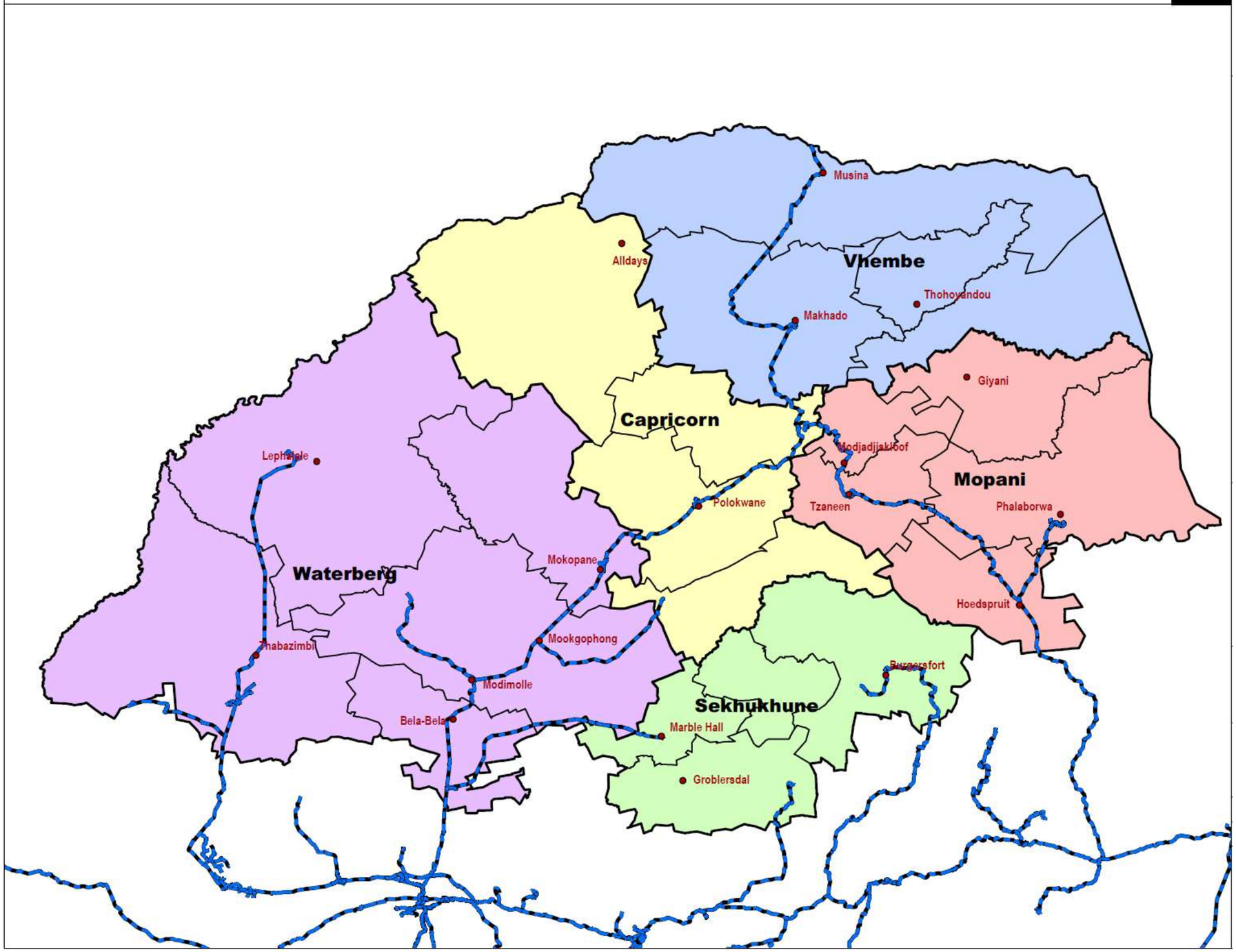


FIGURE A-9.10: LIMPOPO RAILWAY NETWORK

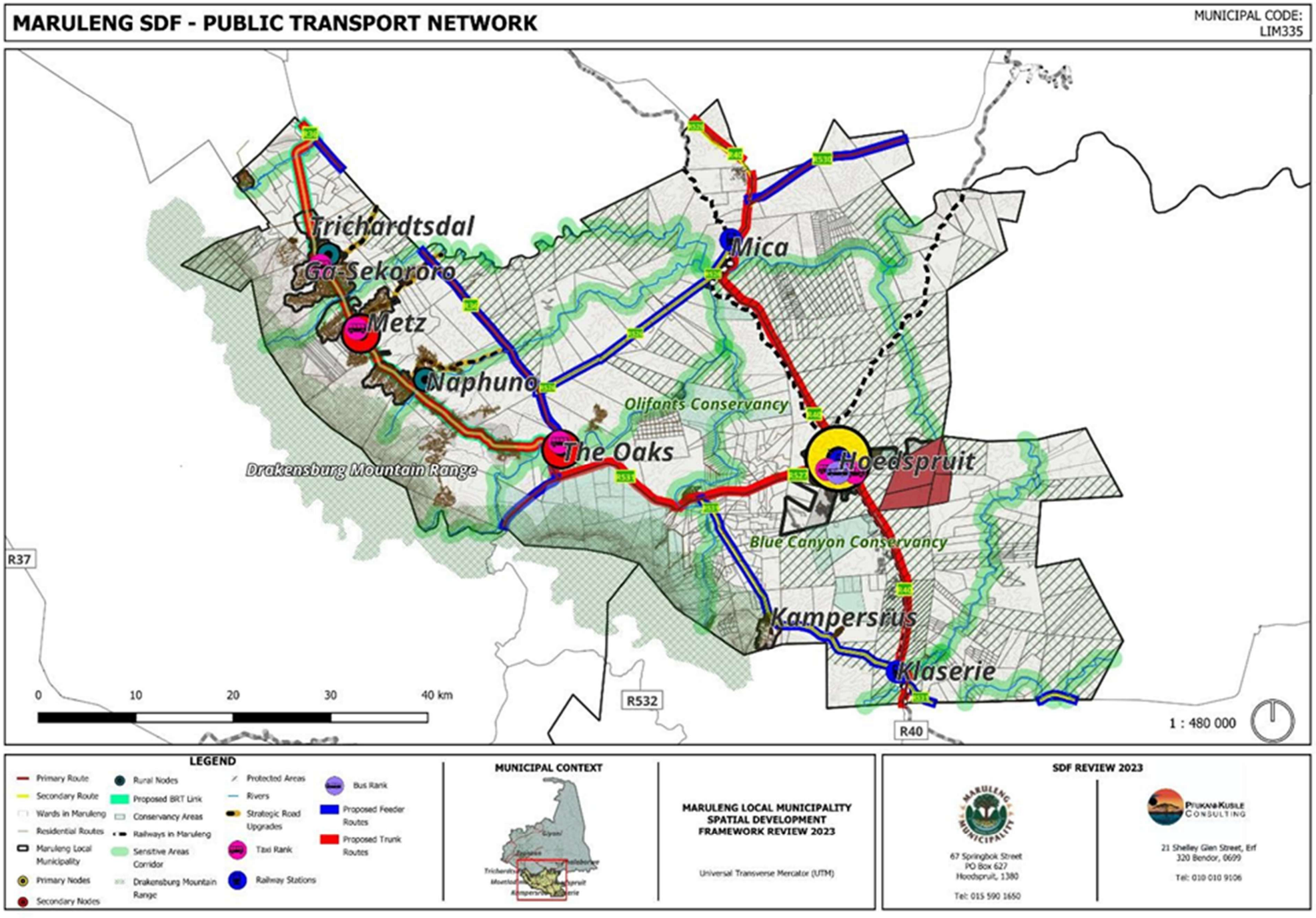


FIGURE A-9.11: MARULENG LOCAL MUNICIPALITY TRAIN STATIONS

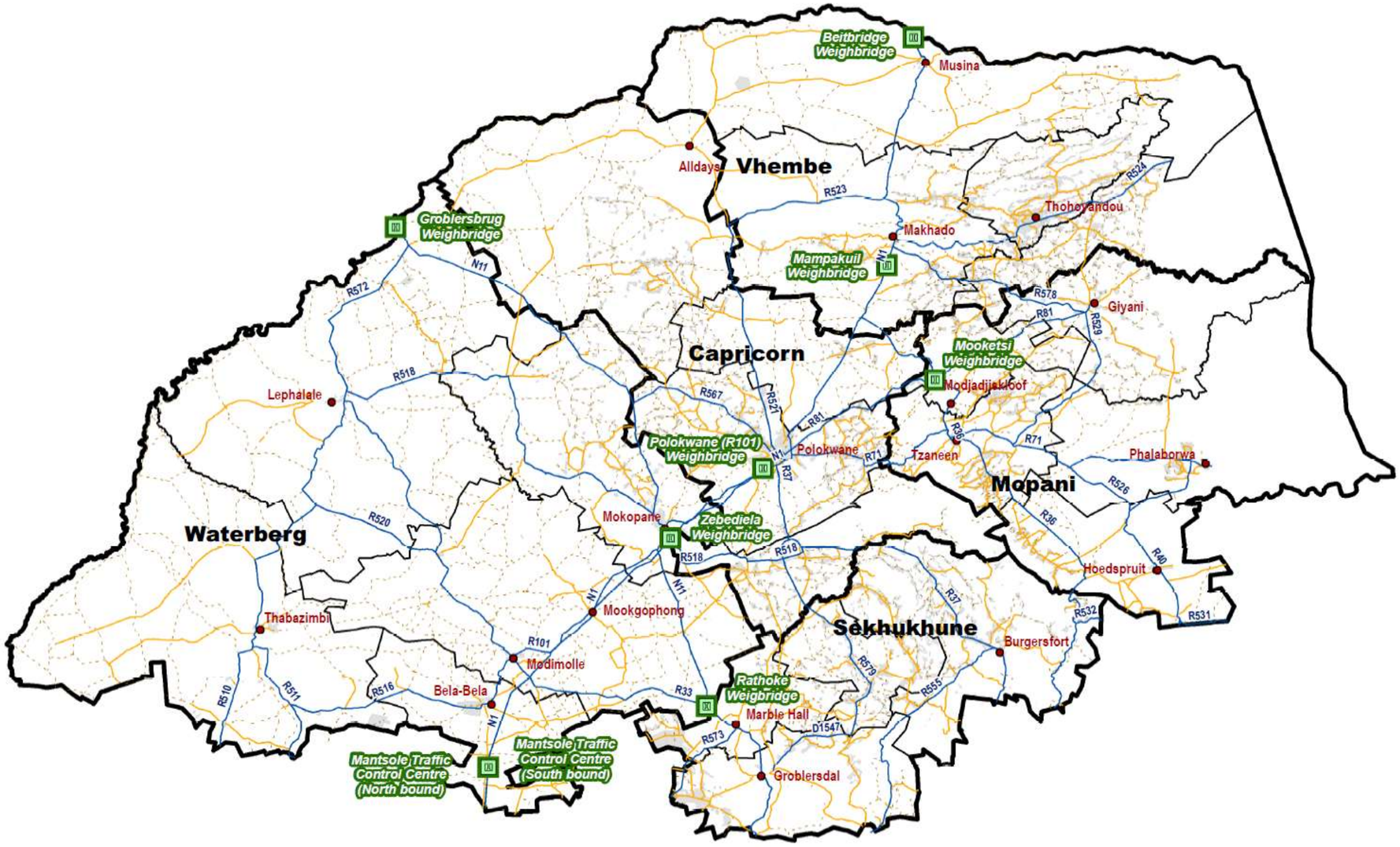


FIGURE A-9.12: WEIGBRIDGES IN LIMPOPO

Appendix B-1

Operating Licence Plan (OLP)



LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

OPERATING LICENCE PLAN (OLP)



PREPARED FOR:	ADDRESS:
MARULENG LOCAL MUNICIPALITY	64 SPRINGBOK STREET HOEDSPRUIT

Table Of Contents

1. INTRODUCTION 1
2. OPERATING LICENCES 2
2.1 Granting of Operating Licences 2
2.2 Undersupply of Operating Licences 4
2.3 Oversupply of Operating Licences 4
2.4 Granting of Operating Licences 4
3. ACCESS TO PUBLIC TRANSPORT FACILITIES 7
3.1 The Issuing of Proof of Rank Letter by MLM 7
4. OPERATING LICENCES FOR NON-REGULAR MODES OF TRANSPORT 9
4.1 Metered Taxis 9
4.2 Pedicabs 9
4.3 Long-distance Public Transport (LDPT) 10
4.4 Tuk-tuks 10
5. CONDITIONS FOR EVALUATION OF OPERATING LICENCES 12
5.1 Conditions for Non-contracted Services 12
5.2 Chartered Services 20
5.3 Scholar Transport 20
5.4 Staff Services 20
5.5 Long-distance Public Transport Services 20
5.6 Metered Taxis 21
5.7 Tourist Services 22
5.8 Special Events and Major Special Events 22
5.9 Courtesy Services 22
5.10 Tuk-tuks 22
5.11 Exemptions 22
6. OPERATING LICENCES ADMINISTRATION SYSTEM 23
6.1 Ring-fencing of Members per TA 24
6.2 Real-time Operational Strategy for OLAS in Limpopo Province 26
6.3 Potential Formalisation of Ring-fencing of TA Members 26
7. ENFORCEMENT STRATEGIES 27
7.1 Institutional Arrangements 27
7.2 Interrelationship with Traffic Law Enforcement 27
7.3 Target and Measuring Performance 27
8. CONCLUSION 28

List of Tables

TABLE 3.1: SUMMARY OF PUBLIC TRANSPORT FACILITIES IN MLM
TABLE 5.1: CALCULATED ESTIMATED MONTHLY INCOME FOR THE LETABA TAXI ASSOCIATION
TABLE 5.2: CALCULATED ESTIMATED MONTHLY INCOME FOR THE OAKS TAXI ASSOCIATION
TABLE 5.3: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES
TABLE 5.4: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES
TABLE 6.1: PROCESS TO RING-FENCE MEMBERS AND OLs RELATED TO MEMBERS FOR TAs WITH A POINT "A" IN MLM
TABLE A-1: TAXI ASSOCIATION MEMBERSHIP INFORMAtION
TABLE B-1: SUMMARY OF LETABA TAXI ASSOCIATION ROUTES AND FARES PER FACILITY
TABLE B-2: SUMMARY OF THE OAKS TAXI ASSOCIATION ROUTES AND FARES PER FACILITY
TABLE B-3: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG
TABLE B-4: NUMBER OF TRIPS PER DESTINATION
TABLE B-5: NUMBER OF PASSENGER SERVED PER DESTINATION
TABLE B-6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION
TABLE B-7: THE OAKS TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION
TABLE B-8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION

List of Abbreviations

Abbreviation	Description
AM	Ante Meridiem, meaning is "before noon"
CA	Controlling Authority
MDM	Mopani District Municipality
IPTN	Integrated Public Transport Network
LDPT	Long-distance Public Transport
LDTCS	Limpopo Province Department of Transport and Community Safety
LPRE	Limpopo Provincial Regulatory Entity
LPTC	Limpopo Provincial Taxi Council
MLM	Maruleng Local Municipality
MSA	Municipal Structures Act
MTS	Metered Taxi Strategy
NLTA	National Land Transport Act 2009, (Act No. 5 of 2009)
NLTA (Amended)	Amended National Land Transport Act 2009, (Act No. 23 of 2023)
NLTR	National Land Transport Regulator
NPTR	National Public Transport Regulator
OLAS	Operating Licences Administration System
OLF	Operating Licence Functions
OLP	Operating Licence Plan
PA	Planning Authority
PM	Post Meridiem, meaning is “after midday”
PRE	Provincial Regulatory Entity
PT	Public Transport
PTP	Public Transport Plan
RE	Regulatory Entity
SANTACO	South African National Taxi Council
SAPS	South African Police Service
TA	Taxi Association
TI	Taxi Industry
TR	Transport Register

1. INTRODUCTION

An operating licence is defined as a licence required in terms of Section 50 of the National Land Transport Act (NLTA, Act 5 of 2009), granted and issued in accordance with such act.

Types of applications requiring Operating Licences (OLs) include:

a) New applications.
b) Amendments.
c) Cancellation.
d) Transfers.

The Operating Licence Plan (OLP) guides the awarding of OLs for contracted and non-contracted services.

a) Non-contracted services include the following services:

   i) Learner Services.
   ii) Staff Services.
   iii) Long-distance Services.
   iv) Metered Taxis.
   v) Charter Services.
   vi) Tourist Services.

b) Contracted services include the following:

   i) Special Events and Major Special Events.
   ii) Tuk-tuks.

2. OPERATING LICENCES

Chapter 2 contains the following:

a) Granting of OLs.
b) Ring-fencing of TA Members and OLs.
c) Undersupply of OLs.
d) Oversupply of OLs.
e) Issuing OLs on Groups/Network of Routes.

2.1 Granting of Operating Licences

In terms of the requirements of the NLTA, under Section 55, the municipality as the Planning Authority (PA) must be notified by the relevant Provincial Regulatory Entity (PRE) and the National Public Transport Regulator (NPTR) to submit comments on the granting, renewal, amendment or transfer of OLs affecting its area of jurisdiction.

Maruleng Local Municipality (MLM) considers the support and the refusal to support operating licence (OL) applications, in line with its approved 2025 MLM Local Integrated Transport Plan (LITP) that includes the Operating Licence Plan (OLP). As an outcome, Limpopo Province Regulatory Entity (LPRE) is bounded to comply with the MLM's refusal of an application in their dispensing of OLs. This approach applies to both contracted and non-contracted services applications. The granting of operating licences in the main directly impacts public transport routes and groups or networks of routes.

The LPRE facilitated the following process to attend to backlogs for the issuing of OLs:

a) Introduction

The granting of OLs begins with Enquiry Teams tasked with enabling the Planning Authority to direct the adjudication of applications. This process includes the following:

i) Enquiry Teams should confirm the Transport Register (TR).
ii) The local transport forum should prioritise routes that may need additional public transport.
iii) Enquiry Teams must report to Transport Forums.
iv) Transport Forums must subsequently recommend to the Municipal Council.
v) The Municipal Council will then consider the recommendations which, if adopted, will adopt a resolution that will form part of the ITP and Maruleng OLS.

b) Technical Considerations

Firstly, Transport Register (TR):

i) Taxi Associations, origins and destinations.
ii) Bus companies – scheduled/unscheduled, subsidised/not subsidised.
iii) Active Members.
iv) Members with permits/OLs.
v) Members without permits/OLs.
vi) Vehicles.
vii) Vehicles with permits/OLs.
viii) Vehicles without permits/OLs.
ix) Public Transport Facilities/Taxi Ranks and holding areas – status formal/informal.

Secondly, prioritised routes, corridors and ranking facilities by Transport Forums:

i) Develop new public transport routes in line with Operating Licence Strategy (OLS).
ii) Conduct public transport demand study to determine requirements for public transport, route network and facilities, and effectiveness and efficiency of the current system/service.
iii) Public transport travel demand strategy should include scholar transport.

Thirdly, Stakeholder Engagement:

i) SANTACO.
ii) NTA.
iii) Scholar Transport.
iv) Bus Companies.
v) Schools.
vi) Commuter Forums.

Other Technical Considerations:

i) Household travel surveys.
ii) Public transport services.
iii) Scholar transport, educational facilities.
iv) Contract OLS.
v) Illegal operations and law enforcement.

The Municipal Enquiry Teams will assist MLM to validate Public Transport Travel Demand, necessary for processing applications for OLS.

c) Municipal Enquiry Teams consist of the following:

i) A Chairperson who will co-chair with the Chairperson of the Mopani District Enquiry Team.
ii) A representative of the Mopani District Municipality.
iii) A representative of the Mopani District of the Department of Transport and Community Safety.
iv) Seven additional officials from MLM.

d) District Enquiry Teams will consist of the following:

i) Mopani District LPDCS, Director as Chairperson.
ii) Deputy Director LPDCS, Transport Operations.
iii) Assistant Director LPDCS, Transport Operations.
iv) One member from Transport Regulations, (preferably Public Transport Unit).
v) One representative from the Mopani District Municipality.

The conditions for the evaluation of operating licences are expounded upon in detail in Section 5 of the OLP.

2.2 Undersupply of Operating Licences

With respect to undersupply, the MLM responds by supporting the supply of more OLs where evidence through surveys and data collection on the transport network indicates a positive trend favouring public transport usage.

2.3 Oversupply of Operating Licences

Concerning the oversupply of OLs, a key principle in guiding the supply is that MLM does not support applications for operating licences which will result in the overtrading of routes. In some cases, the oversupply has been exacerbated by dormant licences which included the conversion of radius to route permits and the current use of charter services operating licences for minibus taxi services.

2.4 Granting of Operating Licences

The following conditions are applicable when issuing OLs for groups/networks of routes:

a) Operators having to rotate between routes to enhance equity.
b) Flexibility in case of vehicle breakdowns to augment customers' services.
c) Setting out the maximum vehicle requirements with respect to each route group.
d) Constructive engagement with the relevant stakeholders to achieve agreement.
e) Continuous rotational operation for 180 days on all routes that form part of the network.
f) Vehicle tracking to ensure that all authorities on OLs are operated on by operators with the authority to do so. Vehicles not operated will be removed from the OLs.
g) Renewal would be dependent on the demand for such a service.

2.5 Challenges in issuing new Operating Licences

The following have been identified as bottlenecks in the issuance of new OLs by the LPRE:

a) Background

i) The impact of decades of non-issuance of new operating licences for mini-bus taxis.
ii) This period was characterised by non-processing of applications for new operating licences and slowness in dealing with route amendments and applications for new routes.
iii) Failure to adequately respond to developmental needs and lack of a coordinated approach, non-responsive Planning Authorities.
iv) Continued recruitment of new members into taxi associations, ballooning the number of illegal operators.
v) In some cases, groupings demand for registration as new taxi associations, hoping to use the status to demand new OLs.
vi) Enactment of the National Land Transport Act, 05 of 2009 and its attendant regulations.
vii) Municipalities as Planning Authorities at the centre of processing applications for OLs.
viii) All regulatory entities (PREs) are bound to seek comments and directions from Planning Authorities (NLTA, Section 55).
ix) Although the Act provides in Section 55(6) that in cases where Planning Authorities fail to respond within the prescribed period, PRE may dispose of the applications, PREs couldn't exercise the provision recklessly without regard of possible over supply on the ground.
x) Equally the absence of reliable up to date LITPs and DITPs could be the reason for delays in commenting by Planning Authorities.
xi) This period, unintentionally led to an increase on the number of illegal operations.

b) Solutions

Limpopo Department of Transport and Community Safety has engaged in a coordinated response to these challenges and implemented the following:

i) Planning Authorities to be assisted to collect and have reliable data.
ii) Taxi Industry buy in.
iii) Cut off was 31 March 2024 for recruitment of new members.
iv) Lobbied OTP and COGHSTA, ensuring that IDP's have Sectoral Plans (ITP).
v) Assistance in establishing and resuscitation of Transport Forums.
vi) Enquiries and Investigations on the ground guided by priorities adopted by Transport Forums.
vii) Joint Briefing of Taxi Industry (SANTACO and NTA) completed in May 2024.

viii) Establishment of Project Steering Committee, Chaired by Chief Director: Transport Operations, PRE-Support, Transport Planning, SALGA, Taxi Industry.
ix) MEC met Transport Councillors and MMC's for Transport in July 2024.
x) Establishment of Enquiry Teams, Chaired by Director PRE-Support Services – District Streams, mainly LDTCS officials from Head Office and District Offices and Representatives from all Municipalities.
xi) Further consultation of the plan took place with Municipalities.
xii) Municipal Enquiry Teams were scheduled to be finalised.
xiii) Enquiry and investigations.
xiv) Presentation of reports and adoption by MLM.
xv) MLM advertising.
xvi) Applications and processing by PRE, scheduled to take place by May 2025.

3. ACCESS TO PUBLIC TRANSPORT FACILITIES

The role of Public Transport (PT) facilities in the issuing of OLs bears on the availability of space for legal operators to load and offload passengers. In turn, the number of OLs issued is informed by the present and future design and upgrading of facilities based on future potential demand. One of the key conditions for the support and rejection of applications for OLs is the availability of currently operating space at interchanges to set down and load passengers.

MLM shall issue proof of rank space availability which informs the support or rejection of applications for OLs. Interchange points cater for both scheduled and unscheduled services where passengers must also interchange safely and relatively easily between various modes.

Table 3.1 provides a summary of Public Transport Facilities in MLM.

TABLE 3.1: SUMMARY OF PUBLIC TRANSPORT FACILITIES IN MLM

Public Transport	Formal	Informal	Total
Bus	0	1	1
\Taxi	4	12	16
Airports	3	0	3
Railway	3	0	3
Total	**10**	**13**	**23**

In many locations, facilities for one mode are located adjacent to facilities for another mode. This allows passengers to interchange relatively easily between modes.

There are facilities from which long-distance road-based services operate.

Metered taxi ranks should be provided by MLM, other governmental institutions and private organisations.

The capacity of the routes, as determined by route utilisation in the Transport Register (TR) will also be considered, when considering OL applications.

3.1 The Issuing of Proof of Rank Letter by MLM

The issuing of rank tokens and rank letters on city-owned facilities shall be regulated by the MLM Traffic By-law.

Letters are required by the LPRE after an application has been granted and failure by the applicant to submit this document will lead to the lapsing of the approval. An applicant cannot uplift his/her operating licence unless he/she obtains a proof of rank letter from MLM. Operators are normally given 60 days to submit this document, although they can apply for an extension of the period.

Section 57 (1) of the NLTA and Amended NLTA stipulates:

"Where any application is made to the NPTR or PRE for the granting, renewal, amendment or transfer of an operating licence in respect of a non-contracted service other than a tourist transport service, the PRE may grant or refuse the application after having considered," and in the case of proof of rank letters:

a) The availability of ranks or terminals or other facilities, based on the recommendations of the relevantplanning authority or other information at its disposal.
b) Whether the vehicle or type of vehicle by means of which the service is to be operated is suitable for that purpose.

4. OPERATING LICENCES FOR NON-REGULAR MODES OF TRANSPORT

This section guides the principles applicable for the support of OLs for non-regular modes of road-based public transport. These modes include:

a) Metered Taxis.
b) Pedicabs.
c) Long-distance Public Transport.
d) Tuk-tuks.

4.1 Metered Taxis

MLM does not have a Metered Taxi Strategy (MTS). It is recommended that metered taxis' OLs are divided into three categories as part of the development of MLM Metered Taxi Strategy, namely:

a) E-hailing OLs.
b) Base Ols.
c) Rank OLs.

The following are important based on TR:

a) No metered Taxi operations are currently relevant in MLM.
b) Metered taxis should operate 24-hours a day.
c) No OLs have been issued to date.
d) No metered taxi facilities are provided.

No information could be obtained concerning the statistics related to e-hailing.

Specific guidelines must be developed pertaining to metered taxi OLs as part of the development of the MTS. The last-mentioned will also determine the demand.

4.2 Pedicabs

Pedicabs are regarded as a non-motorised cycle mode of transport, although battery assisted. This mode would require OLs to operate public transport services.

To date, no operating licences for pedicab public transport purposes have been supported by the MLM. The pedicab mode is not clearly defined by legislation yet, and therefor cannot be viewed in line with normal public transport vehicles.

4.3 Long-distance Public Transport (LDPT)

This road-based service is currently mainly provided by bus, midi-bus and minibus modes. The cumulative operating licences for these three modes need to be confirmed.

Specific guidelines for recommendations pertaining to long-distance public transport service OLs are as follows:

a) An intermodal facility that incorporates all long-distance modes of transport needs to be developed for MLM.
b) Dedicated long-distance services that take place from a business address shall be subject to a business plan substantiating the demand for such a service where the land use can accommodate such activity.
c) In addition to the transport operation conditions allowed by an OL, the appropriate passenger facilities and considerations must be established whether in transit or at pick-up/drop-off facilities and waiting areas.
d) Supporting the appropriate licencing mechanism to avoid overtrading of other routes given that long-distance services have peak and slump periods.

4.4 Tuk-tuks

Section 1 of NLTA of 2009 defines a Tuk-tuk as “a three-wheeled motor vehicle designed or modified solely or principally for conveying not more than three seated persons, including the driver.”

MLM should explore the possibility of Tuk-tuk services and define the areas where the service will be sustainable and in collaboration with the taxi industry as part of the development of the MTS.

Specific guidelines for recommendations pertaining to Tuk-tuks:

a) Tuk-tuks to operate as a short-distance mode.
b) The service should be limited to one area or neighbourhood only, with a dedicated route description, not longer than 3 km and must be incorporated into the MDM Integrated Public Transport Network (IPTN).
c) Maximum speed of 30 km/hour.
d) Children under the age of 13 years must be accompanied by an adult when travelling on a Tuk-tuk.
e) No Tuk-tuk OL can be converted to another mode of transport if the business case does not prove viable.
f) Vehicles will be subject to regular inspection.
g) A maximum of three persons (including the driver) to be conveyed at any one time.
h) Tuk-tuks may use normal road facilities for parking, safe stopping and/or loading areas in terms of the Road Traffic Act.

i) The OL shall be immediately withdrawn in the following cases:

i) Overloading.
ii) Operations on illegal routes.
iii) Vehicle standards did not adhere to.
iv) When the service is not in operation for a six (6) month or 180-day period.

5. CONDITIONS FOR EVALUATION OF OPERATING LICENCES

This section gives an outline of the conditions for the evaluation and assessment of OLs applications and includes route descriptions, duration, etc. This considers the undersupply and oversupply of services on routes, proposed plans to reduce oversupply and the relationship of public transport facilities.

The conditions consist of general conditions applicable to all transactions as well as conditions specific to public modes of transport and the affected applicants. These modes include minibus taxis, private bus, learner, staff, long-distance public transport, metered taxis, charter, tourist, special events and major special events, courtesy and Tuk-tuk services.

A key principle guiding the granting of transport operating licences to service providers by Regulating Entities (RE) is not to grant operating licences when the city does not support an application. This is based on the NLTA and Amended NLTA Section 55 (that relates to Transport Plans), Section 56 (that relates to contracted services) and Section 57 (non-contracted service).

The remainder of Chapter 5 will elaborate on the following:

a) Conditions for non-contracted services.
b) Charter services.
c) Scholar transport.
d) Staff services.
e) Long-distance Public Transport Services.
f) Metered taxis.
g) Tourist services.
h) Special events and major special events.
i) Courtesy services.
j) Tuk-tuks.
k) Exemptions.

5.1 Conditions for Non-contracted Services

To grant, renew, amend or transfer an operating licence for a non-contracted service, the following conditions apply:

a) The service must be encapsulated in the municipality's LITP. (NLTA and Amended NLTA Section 57 (1) (a)).
b) The vehicle to provide the service must be suitable for that purpose (NLTA and Amended NLTA Section 57 (1) (b)).
c) Official facilities, terminals, ranks or interchanges for boarding or alighting and for holding or parking vehicles engaged in the operation of that service must be available (NLTA and Amended NLTA Section 57 (1) (c)).

d) Compliance with the city's by-laws and any regulations, prohibitions, limitations or restrictions (NLTA and Amended NLTA Section 57 (1) (d)).
e) That the applicant has no previous convictions of any offences as prescribed in the NLTA and Amended NLTA Section 57 (1) (e), the National Land Transport Regulations (NLTR) Regulation (18). Limpopo Province does not have any regulations for Operating Licences currently:

i) The municipality considers that the applicant can operate the service in a manner satisfactory to the public (NLTA and Amended NLTA Section 57 (1) (f)).
ii) In terms of Section 55 (1) of the NLTA, the Planning Authority directs the RE with respect to the issuing of OLs and that the RE may not grant an OL that is contrary to the LITP.
iii) The transfer of any OL will only be supported by the city if converted to a definite OL (Section 58 (2) of the NLTA).
iv) Operating licences will not be allowed to be ceded, alienated or hired out (Section 77 of the NLTA).
v) Proof of operation within 180 days period, must be confirmed with a letter unless safe-keeping provisions are arranged.
vi) Transfers must be supported by an affected Taxi Association (TA).
vii) Detailed route descriptions must be submitted.
viii) With transfers in the case of death, the Master of High Court must confirm the distribution of assets.
ix) Renewals will be considered in terms of Regulation 25 of the NLTR.
x) Conversions will be considered in terms of Regulation 14 of the NLTR.
xi) Amendments consisting of the replacement of vehicles and the application for additional authority will be considered in terms of Section 64 and 77 of the NLTA and Amended NLTA.
xii) With respect to routes, should inter-association agreements on the same routes be breached, then authorities will summarily be cancelled in terms of Section 79 of the NLTA and Amended NLTA.
xiii) Applications on routes that will lead to destructive competition will be rejected.
xiv) The applications for all new operating licences are subject to Section 54 of the NLTA and Amended NLTA.
xv) The OL must explicitly stipulate the official ranks/facilities/interchanges/spaces where loading/ranking can takeplace and facilities where passengers will be set down.
xvi) The service must be provided on all the routes authorised by the OL.
xvii) The authorised vehicle must be operated in accordance with any management procedures and/or regulations and/or by-laws to be developed by MLM.
xviii) Rank tokens will be suspended in the event of non-compliance to the management procedures and/or regulations and/or by-laws to be developed by MLM.
xix) The operator must sign an Operations Agreement with MLM for the use of its facilities, before uplifting an OL.

The subsequent sections elaborate on two scenarios for the determination of the required number of Operating Licences per Taxi Association Operating in MLM:

a) With well-defined routes/s with dedicated A and B Points respectively.
b) Based on a group of A and B Points where operators operate on a rotational basis, and the distance for a specific route/s may varies depending on the time of the day and week.

4.1.1 Determination of the required number of Operating Licences per Taxi Association with well-defined route/s with dedicated A and B Points

The following criteria are relevant to evaluate the need for issuing of OLs in terms of route capacity:

The following formulas should be used when calculating the number of operating licences required for the respective AM and PM peak periods per route for 15, 18 and 35-seater vehicles in line with results of route utilisation surveys conducted for TR or route utilisation conducted on an ad hoc basis for a specific application:

Firstly, calculate the estimated number of return trips that could be made per taxi per peak period:

$$= \frac{\text{Assumed duration of the relevant peak period}}{\text{Estimated time required per taxi vehicle to complete one inbound and outbound trip (return trip), including waiting times at rank or loading points}}$$

Secondly, calculate the required number of OLs per route per TA for the relevant peak period:

$$= \frac{\text{Total number of passengers per peak period}}{(\text{Number of estimated trips per taxi per peak period} * \text{Average passenger capacity per vehicle})} \text{ x Adjustment Factor}$$

THEN

If the *"calculated required number of OLs per route or per TA for the relevant peak period"* is more than the *"number of active OLs registered per TA for the route based on OLAS information"* then additional/new OLs can be recommended.

The following further assumptions are relevant to perform the calculations:

a) The adjustment factors can be applied to accommodate the following:

Item	Min	Max	Description
1.	1.10	1.15	12-hour to 24-hours.
2.	1.05	1.10	Survey accuracy.
3.	1.05	1.10	Local / internal operations.
4.	1.20	1.25	Passengers that are loaded along the route and not at the taxi rank.
5.	1.10	1.15	Increased vehicle trips during weekend.
6.	1.10	1.20	Increased vehicle trips during for month ends, SASSA payment days and festive seasons.
Total	**1.40**	**1.95**	

b) The shorter the peak period, the higher number of Taxi Operating Licences will be required.

A peak period of three (3) hours is recommended to be assumed.

c) An average operating speed for minibus-taxis:

i) To allow for the possibility that operating speeds may differ on the various routes, the following operating speeds were assumed:

- ✓ Short-distance routes (< 5 km) = 50 km/h
- ✓ Medium-distance routes (> 5 km <30 km) = 60 km/h
- ✓ Long-distance routes (> 30 km) = 90 km/h.

d) To allow for the time that taxis wait at the rank before loading, the following times are assumed:

i) Short-distance routes (< 30 km) = 15 minutes
ii) Long-distance routes (> 30 km) = 30 minutes.

The following factors can also be considered as part of the analysis of corridors and routes for the purpose of formulating recommendations on the disposal of applications for OLs:

a) Capacity utilisation per route.
b) Trips per vehicle during a peak period, in comparison with the potential number of trips that could be operated.
c) Passengers' waiting times.
d) Capacity utilisation at origin rank.
e) Capacity utilisation at destination rank.
f) Parallel and/or preferred modes.

g) The IPTN phases to be rolled out.

4.1.2 Determination of the required number of Operating Licences per Taxi Association based on a group of A and B Points where operators operate on a rotational basis, and the distance for a specific route may varies depending on the time of the day and week.

The following criteria are relevant to evaluate the need for issuing of OLs in terms of potential income for all operations of the relevant Taxi Association versus operation cost per taxi business (1 vehicle and Operating Licence):

The calculation for this scenario is based on estimated Monthly Income by the relevant Taxi Association versus the expected income per month per Vehicle with an Operating Licence. The scenario is relevant for both Letaba Taxi and The Oaks Taxi Associations.

Firstly, calculate the estimated monthly income for the relevant Taxi Association:

The following steps are relevant:

a) Conduct 12-Hour surveys route utilisation and waiting time surveys for the mid-week mid-month.
b) Determine the total income for the 12-hour period.
c) Convert the daily income to monthly income by multiplying the number of operational days per taxi with the daily income.
d) Apply correction factors to obtain 24-hour monthly and yearly income. The following correction factors are relevant:

    i) 12-hour to 24-hours.
    ii) Survey accuracy.
    iii) Local internal operations.
    iv) Passengers that are loaded along the route and not at the taxi rank.
    v) Increased Vehicle trips during weekend.
    vi) Increased Vehicle trips during for month ends, SASSA payment days and festive seasons.

e) **Table 5.1** contains the calculated estimated monthly income for the Letaba Taxi Association.
f) **Table 5.2** contains the calculated estimated monthly income for The Oaks Taxi Association.

TABLE 5.1: CALCULATED ESTIMATED MONTHLY INCOME FOR THE LETABA TAXI ASSOCIATION						
Summary of Survey						
Count of Taxi Registration	**Average of Wait Time Queue**	**Average of Wait Time in Taxi**	**Average of Total Wait Time**	**Passengers on Departed**	**Sum of Capacity**	**Income**
328	00:04	00:12	00:16	3157	4878	R82,100
Detailed Calculations						
Assumed number of operational days per month.					24	
Calculated income per month for 12-hour period (from 06:00 to 18:00) without any adjustment factor.						**R1,970,400**
Apply correction in percentage to obtain 24-hour monthly and yearly income:						
12-hour to 24-hours.					15%	
Survey accuracy.					10%	
Local / internal operations.					10%	
Passengers that are loaded along the route and not at the taxi rank.					25%	
Increased vehicle trips during weekend.					15%	
Increased vehicle trips during for month ends, SASSA payment days and festive seasons.					20%	
Combined correction in percentage.					**95%**	
Adjustment factor for potential increase in income.					**1.95**	
Calculated income per month for the full operations.					-	**R 3,842,280**
Calculated income per month per taxi vehicle based on number of vehicles:						
As part of Taxi Association Records.					69	**R 55,685**
As part of LPRE Records.					62	**R 61,972**
As Part of Surveyed Records.					170	**R 22,602**

TABLE 5.2: CALCULATED ESTIMATED MONTHLY INCOME FOR THE OAKS TAXI ASSOCIATION						
Summary of Survey						
Count of Taxi Registration	**Average of Wait Time Queue**	**Average of Wait Time in Taxi**	**Average of Total Wait Time**	**Passengers on Departed**	**Sum of Capacity**	**Income**
120	**00:13**	**00:47**	**01:01**	**760**	**1978**	**R39,065.00**
Detailed Calculations						
Assumed number of operational days per month.					24	
Calculated income per month for 12-hour period (from 06:00 to 18:00) without any adjustment factor.						R 937,560
Apply correction in percentage to obtain 24-hour monthly and yearly income:						
12-hour to 24-hours.					15%	
Survey accuracy.					10%	
Local / internal operations.					10%	
Passengers that are loaded along the route and not at the taxi rank.					25%	
Increased vehicle trips during weekend.					15%	
Increased vehicle trips during for month ends, SASSA payment days and festive seasons.					20%	
Combined correction in percentage.					**95%**	
Adjustment factor for potential increase in income.					1.95	
Calculated income per month for the full operations.					-	R 1,828,242
Calculated income per month per taxi vehicle based on number of vehicles:						
As part of Taxi Association Records.					101	R 18,101
As part of LPRE Records.					38	R 48,112
As Part of Surveyed Records.					62	R 29,488

Secondly, develop total monthly cost alternatives that is relevant for the area where the Taxi Association is located.

The following are relevant:

a) **Table 5.1** contains the typical relevant items to determine the total monthly costs.

TABLE 5.1: MONTHLY VEHICLE COSTS	
Item Number	**Description of Item**
1.	**1. Variable Costs**
1.1	Maintenance
1.2	Tyres
1.3	Fuel
1.4	Contingencies
2	**Fixed Costs**
2.1	Monthly instalment for vehicle
2.2	Insurance for Vehicle and Passengers
2.3	Satellite Tracking
2.4	Driver
2.5	UIF
2.6	Ranking
2.7	Licence
2.8	Cleaning of Vehicle
2.9	Premises Rental
2.10	Accountant/Bookkeeper
2.11	Cell/Tel
2.12	Overheads
2.13	Bank Charges
3.	**Profit**

b) Workshopped alternatives with the relevant Taxi Associations member to test relevant values.
c) **Table 5.3** contains the recommended number of Operating Licences relevant to Letaba Taxi Association.
d) **Table 5.4** contains the recommended number of Operating Licences relevant to The Oaks Taxi Association.

TABLE 5.3: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licences to be issued.	**92**	**66**	**48**

TABLE 5.4: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licences to be issued	**35**	**23**	**14**

5.2 Chartered Services

Section 67 of the NLTA and Amended NLTA provides for the conditions of Charter Services.

5.3 Scholar Transport

Section 72 of the NLTA and Regulation 42 of the NLTA provides for the conditions of this type of service.

5.4 Staff Services

Section 68 of the NLTA and Amended NLTA regulates Staff services.

5.5 Long-distance Public Transport Services

Section 65 of the NLTA provides for the conditions of Long-distance Transport Services.

5.6 Metered Taxis

Section 66 of the NLTA and Amended NLTA provides for the conditions of Long-distance Transport Services.

5.7 Tourist Services

Sections 80, 81, 82, 83 and 84 of the NLTA and Amended NLTA provide conditions of Tourist Transport Services and are mainly dealt with by the NPTR.

5.8 Special Events and Major Special Events

Sections 60 and 61 of the NLTA and Amended NLTA and Regulation 20 of the National Land Transport Regulations (NLTR) deal with issues surrounding the application and granting of temporary licences for special and major special events.

5.9 Courtesy Services

Section 53 (1)(a) of the NLTA exempts courtesy services from needing an OL if the operator operates fewer than the prescribed number of and types of vehicles. NLTR, Regulation 29 prescribes that a maximum of two motor cars can be exempt from applying for OLs. However, if minibuses, midi-buses and buses are used they will need to be in possession of licences, the application which must be done through the relevant RE.

5.10 Tuk-tuks

Section 70 of the NLTA provides for Tuk-tuk services in addition to a set of conditions that was published.

5.11 Exemptions

Exemptions from the requirement of operating licences are provided for in Section 53 of the NLTA and Amended NLTA.

6. OPERATING LICENCES ADMINISTRATION SYSTEM

This section of the document outlines the critical importance of an information management system to inform the balancing of supply and demand of public transport services.

Tables A-1 and **A-2** of this **Annexure A** respectively contain the following information:

TABLE A-1: NUMBER OF VEHICLES PER MODE PER OPERATOR (INFORMATION OBTAINED FROM LPRE AND TAs).
TABLE A-2: NUMBER OF VEHICLES AND OPERATING LICENCES AS OBTAINED FROM LPRE.

The function of the Operating Licence Administrative System (OLAS) is to maintain an active record of all operating licencing data, related records of decisions and all public transport route information. A well-managed administration system would assist the balancing of the supply and demand of public transport services as a basis, as well as assisting with enforcement processes. The OLAS is a supplementary system to the OLP.

At this stage, the LPRE is responsible for the administration of the OLAS. The key objective of OLAS is to have a database that accurately and reliably reflects the details of all active OLs pertaining to the area at the time any new application is being considered. It is required that the OLAS is made available to the relevant PA so that they can have access to the information base and to make informed decisions in the evaluation andassessment of the applications.

From data processing related to the OLAS as part other Municipalities in the Limpopo Province, it is evident that the OLAS data are not 100% up to date. The typical inaccurate information related to information that should have been updated or information that is not removed from the OLAS are:

a) Replacement of vehicles (old data not removed from OLAS).
b) Transfer of OLs.
c) Renewal of OLs (old data not necessarily removed from OLAS).
d) Updated information provided by Taxi Associations (TA) not captured.
e) Lack of communication between LPRE, TAs and MLM.
f) TAs not providing updated information.
g) Information related to deceased.

An effective formal process to update the OLAS information is to:

a) Firstly, to complete a process that involves the ring-fencing of members and OLs per TA.
b) Secondly, to develop a Real-time Operational Strategy for OLAS for the Limpopo Province.
c) Thirdly, to consult and determine a way forward for members that do not comply with the requirements in terms of membership and OLs.

6.1 Ring-fencing of Members per TA

Table 6.1 contains the process to be followed between the LPRE, MLM and respective TAs that have a Point "A" of operation within MLM.

TABLE 6.1: PROCESS TO RING-FENCE MEMBERS AND OLS RELATED TO MEMBERS FOR TAS WITH A POINT "A" IN MLM

Actions	Related Tasks to Action	Responsibility
Step 1: **Verify all current taxi routes operated per TA.**	a) Obtain the latest route descriptions of relevant TA from LPRE. b) Obtain the latest route description of routes serviced by the relevant TA (TA members and TA's Executives Committee Members to approve). c) The relevant TA to meet as part of the verification of routes. d) MLM to provide information related to future planning that may affects any public transport operations in future. e) OLAS information to serve as a basis for verifying routes.	MLM/LPRE & TI
Step 2: **Confirm any taxi route/s that might be affected by the implementation of MDM-IPTN in future.**	a) Confirm network of routes served by respective affected TAs. b) Identify if routes served by relevant TAs might be affected by MDM-IPTN during any phase of implementation.	MLM/LPRE & TI
Step 3: **Verify the status of all TAs**.	a) Confirm if TA is registered at the LPRE.	MLM/LPRE & TI
Step 4: **Create OL database per TA.**	a) Identify and record all members per relevant TA. b) TAs to provide lists and details of their membership. c) LPRE to provide a list of registered members from the OLAS. d) LPRE to provide a list of expired/non-renewed OLs. e) Obtain copies of all active permits (OLs) per relevant TAs (complete network of routes). f) Identify following: i) OLs without a vehicle that is not used. ii) Uplifted OLs not used. iii) OLs not yet uplifted. iv) Operators with vehicles and no OLs. v) Identify unused and/or suitcase permits. vi) Identify any other categories that might arise. Should be agreed between parties that information will be used for the purpose of the ring-fencing and not to conduct law enforcement. g) Incorporated above.	MLM/LPRE & TI

TABLE 6.1: PROCESS TO RING-FENCE MEMBERS AND OLS RELATED TO MEMBERS FOR TAS WITH A POINT "A" IN MLM		
Actions	**Related Tasks to Action**	**Responsibility**
Step 5: **Update MLM and LPRE OLAS database.**	a) Identify potential corrections to update MLM database. b) Identify potential corrections to update the LPRE database. c) Update and correct LPRE Database where relevant. d) Relevant TA to assist MLM and LPRE in correcting their databases.	MLM/LPRE & TI
Step 6: **Inform relevant TA of need for and rationale behind OL verification process.**	a) Compile a programme through the working group for meeting with the relevant TA. b) Meet and explain process steps to unfold with all affected TA members and explain process and requirements. c) In all engagements with relevant operators, the MLM and TI must have a joint approach in going to meet members.	MLM/LPRE & TI
Step 7: **Verify OL data with LPRE OLAS.**	a) Verify and sign-off active OLs at LPRE. b) Verify and sign-off non-renewed OLs at MLM and LPRE. c) Verify and sign-off un-uplifted OLs at LPRE. d) Verify and sign-off suite case permits with LPRE. e) Data must be collected with the assistance of the Mopani District Taxi Council. (All data related to Step 4.)	MLM/LPRE & TI
Step 8: **Sign off the initial OL/ DATA lists agreed between MLM and TA**.	a) Complete correlation exercise and see if there is a relationship between the list of the TA, of the MLM and LPRE. b) Associations to sign off on the initial agreed membership list after corrections are completed.	MLM/LPRE & TI
Step 9 **Advertising to invite potentially affected operators to register with the municipality.**	a) Place advertisement and set up an internal procedure to create a database of the potential operators that might have been excluded to register with the MLM. b) Run this process in terms of PAJA requirements (to be verified by the municipal team). c) Categorise the list in terms of the TA. d) Engage executive of the relevant TA with the view to update and achieve final sign off on the list.	MLM/LPRE & TI
Step 10 **Membership ring-fencing.**	a) Membership and OL ring-fencing completed. b) No new members will be added to the signed database. c) Clear guidelines on OL and vehicle transfer to be provided as part of membership ring-fencing with specific reference to deceased members' family affairs.	MLM/LPRE & TI

6.2 Real-time Operational Strategy for OLAS in Limpopo Province

To sustain the key objective of OLAS to have a database that accurately and reliably reflects the details of all active OLs pertaining to the MLM at the time any new application is being considered, the following are required:

a) The development of a Real-time Operational Strategy for OLAS for the Limpopo Province (14 days buffer to allow for administrative processes).
b) The key role-players as part of the development of the strategy should include LPRE, district municipalities, local municipalities, taxi industry on provincial, district and local levels.
c) The Real-time Operational Strategy for OLAS for the Limpopo Province should be incorporated as part of the LPTF.

6.3 Potential Formalisation of Ring-fencing of TA Members

It will be necessary to consult with Taxi Industry Structures to determine the way forward for members who do not comply with the requirements in terms of membership and OLs. These members will be identified as part of the ring-fencing process for members with associated OLs.

It is recommended that a process should be negotiated between LPRE, Limpopo Provincial Taxi Council (LPTC) and SANTACO Mopani since the outcome of the negotiations will impact operators related to the Limpopo Province.

7. ENFORCEMENT STRATEGIES

This section of the document outlines the law enforcement strategies for ensuring compliance and enforcing the conditions on operating licences. It also includes institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance and contains the following:

a) Institutional arrangements.
b) Interrelationship with traffic law enforcement.
c) Targets and measuring performance.

7.1 Institutional Arrangements

The current enforcement agencies comprise the following institutions, namely:

a) The South African Police Services (SAPS).
b) Limpopo Provincial Traffic.
c) MLM Traffic Department.
d) Cross Border Road Transport Agency Law Enforcers.

These four agencies should form a committee and regularly meet to discuss operational issues regarding compliance and enforcement ofconditions on the Operating Licences.

7.2 Interrelationship with Traffic Law Enforcement

The law enforcement agencies primarily involved in enforcing the requirements of both the NLTA, Amended NLTA and the National Road Traffic Act No. 93 of 1996 are the Traffic Inspectorates of both the MLM and the LDTCS, assisted where appropriate, by the South African Police Service (SAPS).

7.3 Target and Measuring Performance

Based on resource priorities, the setting of targets and measuring performance in relation to operating licence enforcement involves:

a) Reducing illegal public transport operations.
b) Addressing current overtrading of minibus taxi routes.
c) Resolving the issue of destructive competition between different services on the same routes or corridors.
d) More visible enforcement.
e) Improved enforcement of the public transport infrastructure priority measures.

8. CONCLUSION & RECOMMENDATIONS

This OLP guides the National Public Transport Regulator (NPTR) and the relevant regulating entities in the award of operating licences for contracted and non-contracted services within the jurisdictional and functional area, in concurrency with affected municipalities.

Based on the requirements of the NLTA no. 5 of 2009, Amended NLTA no. 23 of 2023 and the related NLTA Regulations, the MLM sets conditions for the granting of OLs by the NPTR and regulating entities. These conditions consist of general conditions applicable to all transactions as well as conditions specific to public transport services. These services include minibus taxis services, private bus services, learner services, staff services, long-distance public transport services, metered taxis services, charter services, tourist services, special events and major special events, courtesy services and Tuk-tuk services on which public transport services applications for OLs are transacted. When the city rejects an application, the granting authority must comply.

All data and information regarding operating licences must be reflected accurately and reliably in the OLAS to inform public transport transactions for all applications. At this stage, the LPRE is responsible for the OLAS. The data and information must be made accessible to MLM.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

The OLP forms part of the Public Transport Plan (PTP) and the MLM 2025-2030 LITP. On approval of the LITP and in terms of Section 36 (6) of the NLTA, the Planning Authority will make its integrated transport plan available to the NPTR and the LPRE and make recommendations to them relevant to applications for new operating licences in the prescribed manner.

a) **Table 8.1** contains the recommended number of Operating Licences relevant to Letaba Taxi Association.
b) **Table 8.2** contains the recommended number of Operating Licences relevant to The Oaks Taxi Association.

TABLE 8.1: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licences to be issued.	**92**	**66**	**48**

TABLE 8.2: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licences to be issued	**35**	**23**	**14**

The following are important prior to issuing the calculated the recommended number of Operating Licences per Taxi Association:

a) The Mopani District Municipality Enquiry and Maruleng Municipality Enquiry Teams, needs to play a leading role with the process of issuing new operating licences.
b) A process be followed between the LPRE, MLM (Enquiry Teams) and respective TAs that have a Point “A” of operation within MLM, to ring fence operators that could potentially qualify to obtain Operating Licences.
c) The Mopani District Taxi Council and the Limpopo Provincial Taxi Council should also sign off ring fenced operators and the plan to issue the additional Operating Licences.
d) The Mopani District Municipal and Maruleng Municipality Enquiry Teams should treat Operating Licences applications with Destinations (Point “B”) outside MLM borders with the necessary care to avoid possible conflict. Amongst other current Agreements between Taxi Associations, should be taken in consideration.

It is recommended that a dedicated post should be created for a Public Transport Regulation and Compliance official to be a dedicated position to administrate and facilitate the processes and activities between MLM, the Operators and LPRE or NPTR.

ANNEXURE A

VEHICLE INFORMATION FOR ALL MODES OF TRANSPORT

TABLE A-1: TAXI ASSOCIATION MEMBERSHIP INFORMATION								
NO	ASSOCIATION	NUMBER OF OPERATORS FROM LPRE			NUMBER OF OPERATORS FROM ASSOCIATIONS			NUMBER OF OPERATORS AS PART OF THE SURVEY
		NUMBER OF OPERATORS WITH OL	NUMBER OF OPERATORS UNLINKED	TOTAL NUMBER OF OPERATORS	NUMBER OF OPERATORS OL PROVIDED	NUMBER OF OPERATORS RAS NUMBER PROVIDED	TOTAL NUMBER OF OPERATORS	
1	LETABA TAXI ASSOCIATION	62	0	62	69	48	69	170
2	THE OAKS TAXI ASSOCIATION	35	3	38	27	26	101	62
3	BUSHBUCK RIDGE	N/A	N/A	N/A	N/A	N/A	N/A	6
TOTAL		**97**	**3**	**100**	**96**	**74**	**170**	**238**

ANNEXURE B

SUMMARY OF ROUTE AND RANK UTILIZATION SURVEYS

TABLE B-1: SUMMARY OF LETABA TAXI ASSOCIATION ROUTES AND FARES PER FACILITY

FACILITY (BOTSHABELO INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE1	Mahlakung	Letaba TA	R	30.00	Local

FACILITY (MA-BEANS INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE2	Mahlakung	Letaba TA	R	20.00	Local

FACILITY (MOLALANE INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE3	Mahlakung	Letaba TA	R	25.00	Local

FACILITY (WORSTA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE4	Mahlakung	Letaba TA	R	20.00	Local

FACILITY (METZ FORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE5	Johannesburg	LTA, MATA, NALDTA	R	350.00	Inter Provincial
2	F00LE5	Pretoria	LTA, MATA, NALDTA	R	350.00	Inter Provincial
3	F00LE5	Phalaborwa	LTA and LULEKANI TA	R	90.00	Local

FACILITY (BISMARK INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F00LE6	Local and	Letaba TA	R	15.00	Local
1		Mahlakung		R	20.00	

FACILITY (MAHLAKUNG MALL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE7	Sofaya	Letaba TA	R	20.00	Local
2	F00LE7	Mahlomelong	Letaba TA	R	20.00	Local
3	F00LE7	Loss & Bjele	Letaba TA	R	20.00	Local

FACILITY (SOFAYA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F00LE8	Local, Mahlakung	Letaba TA	R	10.00	Local
1				R	20.00	

FACILITY (KANANA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE9	Tzaneen	Letaba TA	R	50.00	Local

FACILITY (BALON INFROMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F0LE10	Mahlakung,	Letaba TA	R	20.00	Local
1		Tzaneen		R	50.00	

FACILITY (CALAIS INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F0LE11	Mahlakung	Letaba TA	R	25.00	Local

TABLE B-2: SUMMARY OF THE OAKS TAXI ASSOCIATION ROUTES AND FARES PER FACILITY						
FACILITY (BOTSHABELO INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS1	The Oaks	The Oaks TA	R	30.00	Local
2	F0OKS1	Hoedspruit	The Oaks TA	R	50.00	Local
FACILITY (MA-BEANS INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS2	The Oaks	The Oaks TA	R	20.00	Local
FACILITY (HOEDSPRUIT FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS3	The Oaks	The Oaks TA	R	50.00	Local
FACILITY (FINALE INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS4	Mahlakung	The Oaks TA	R	20.00	Local
FACILITY (THE OAKS FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS5	Botshabelo	The Oaks TA	R	30.00	Local
2	F0OKS5	Finale	The Oaks TA	R	15.00	Local
3	F0OKS5	Hoedspruit	The Oaks TA	R	35.00	Local
4	F0OKS5	Acornhoek	The Oaks TA	R	70.00	Inter District
5	F0OKS5	Burgersfort	The Oaks TA	R	120.00	Inter District
6	F0OKS5	Lydenburg	The Oaks TA	R	120.00	Local
7	F0OKS5	Tzaneen	The Oaks TA, Greater Tzaneen TA	R	70.00	Local
8	F0OKS5	Phalaborwa	The Oaks TA, Phalaborwa TA	R	70.00	Local
9	F0OKS5	Johannesburg	The Oaks TA, De OX TA	R	340.00	Inter Provincial
10	F0OKS5	Pretoria, Witbank	The Oaks TA, UNLDTA	R	340.00	Inter Provincial

TABLE B-3: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG						
Facility	**Total Passengers**	**Total Taxi Capacity**	**Total taxi Trips**	**Unique Taxi Trips**	**Average Occupation per Vehicle**	**Average No. of Trips per Taxi**
Balloon	166	310	21	18	7.9	1.16
Bismark Taxi Rank	92	495	33	23	2.8	1.43
Bochabelo Taxi Rank	110	454	27	20	4.1	1.35
Calias Taxi Rank	53	210	14	13	3.8	1.08
Finale	14	90	6	6	2.3	1.00
Kanana Taxi Rank	535	550	38	38	14.1	1.00
Lebamba	13	110	5	4	2.6	1.25
Mabins Taxi Rank	286	732	50	32	5.7	1.56
Mahlakung Taxi Rank	1599	1780	118	85	13.6	1.39
Main Rank	96	176	8	4	12.0	2.00
Metz Taxi Rank	184	360	24	20	7.7	1.20
Pick n Pay	186	406	27	11	6.9	2.45
Sofaya Taxi Rank	340	525	35	26	9.7	1.35
Spar	108	150	10	4	10.8	2.50
The Oaks Taxi Rank	284	505	34	25	8.4	1.36
Worcester Taxi Rank	7	90	6	6	1.2	1.00

TABLE B-4: NUMBER OF TRIPS PER DESTINATION					
Destination	**Bushbuckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	12		5		17
Balloon		1			1
Bismarck		1			1
Botshabelo		1	8		9
Burgersfort			7		7
Cash Store			12		12
Ga Masokisi		27			27
Ga Sekororo		5			5
Hoedspruit			16		16
Johannesburg		2	1		3
Kanana		4			4
Local and Mahlakung		11	14		25
Lorraine		13			13
Loss & Bjele		1			1
Lydenburg			3		3
Mabins Crossing		39			39
Mahaune		1			1
Mahlakung Mall		120	1		121
Mahlomelong		2			2
Main Rank			10		10
Masokisi		1			1
Metz		43			43
Phalaborwa			3		3
Pretoria				1	1
Spar		1	11		12
The Oaks		16	25		41
Tzaneen		38	4		42
Wercester		1			1
Grand Total	**12**	**328**	**120**	**1**	**461**

TABLE B-5: NUMBER OF PASSENGER SERVED PER DESTINATION					
Destination	**Bush-Buckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	152		42		194
Balloon		12			12
Bismarck		15			15
Botshabelo		11	96		107
Burgersfort			85		85
Cash Store			66		66
Ga Masokisi		81			81
Ga Sekororo		9			9
Hoedspruit			82		82
Johannesburg		21	10		31
Kanana		34			34
Local and Mahlakung		77	99		176
Lorraine		105			105
Loss & Bjele		13			13
Lydenburg			36		36
Mabins Crossing		585			585
Mahaune		6			6
Mahlakung Mall		1092	2		1094
Mahlomelong		24			24
Main Rank			13		13
Masokisi		2			2
Metz		437			437
Phalaborwa			28		28
Pretoria				4	4
Spar		3	17		20
The Oaks		93	159		252
Tzaneen		522	25		547
Wercester		15			15
Grand Total	**152**	**3157**	**760**	**4**	**4073**

TABLE B-6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Balloon	Mahlakung Mall	21
	Total Trips for Balloon	**21**
Bismark Taxi Rank	Ga Masokisi	27
Bismark Taxi Rank	Ga Sekororo	5
Bismark Taxi Rank	Masokisi	1
	Total Trips for Bismark Taxi Rank	**33**
Bochabelo Taxi Rank	Kanana	1
Bochabelo Taxi Rank	Lorraine	6
Bochabelo Taxi Rank	Mahlakung Mall	4
Bochabelo Taxi Rank	Metz	2
	Total Trips for Bochabelo Taxi Rank	**13**
Calias Taxi Rank	Mahlakung Mall	13
Calias Taxi Rank	Tzaneen	1
	Total Trips for Calias Taxi Rank	**14**
Kanana Taxi Rank	Kanana	1
Kanana Taxi Rank	Tzaneen	37
	Total Trips for Kanana Taxi Rank	**38**
Mabins Taxi Rank	Mahlakung Mall	31
Mabins Taxi Rank	The Oaks	16
	Total Trips for Mabins Taxi Rank	**47**
Mahlakung Taxi Rank	Mahlakung Mall	1
Mahlakung Taxi Rank	The Oaks	1
Mahlakung Taxi Rank	Mahlakung Mall	2
Mahlakung Taxi Rank	The Oaks	39
Mahlakung Taxi Rank	Mahlakung Mall	37
Mahlakung Taxi Rank	The Oaks	17
	Total Trips for Mahlakung Taxi Rank	**97**
Metz Taxi Rank	Mahlakung Mall	2
Metz Taxi Rank	The Oaks	22
	Total Trips for Metz Taxi Rank	**24**
Pick n Pay	Spar	1
	Total Trips for Pick n Pay	**1**
Sofaya Taxi Rank	Balloon	1
Sofaya Taxi Rank	Botshabelo	1
Sofaya Taxi Rank	Kanana	2
Sofaya Taxi Rank	Local and Mahlakung	8
Sofaya Taxi Rank	Lorraine	5
Sofaya Taxi Rank	Loss & Bjele	1
Sofaya Taxi Rank	Mahaune	1
Sofaya Taxi Rank	Mahlakung Mall	11
Sofaya Taxi Rank	Mahlomelong	2

TABLE B-6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Sofaya Taxi Rank	Metz	2
Sofaya Taxi Rank	Wercester	1
Total Trips for Sofaya Taxi Rank		**35**
Worcester Taxi Rank	Local and Mahlakung	2
Worcester Taxi Rank	Mahlakung Mall	3
Total Trips for Worcester Taxi Rank		**5**
Grand Total		**328**

TABLE B-7: THE OAKS TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Bochabelo Taxi Rank	Hoedspruit	10
Bochabelo Taxi Rank	The Oaks	4
	Total Trips for Bochabelo Taxi Rank	**14**
Finale	The Oaks	6
	Total Trips for Finale	**6**
Lebamba	Main Rank	10
	Total Trips for Lebamba	**10**
Mabins Taxi Rank	The Oaks	3
	Total Trips for Mabins Taxi Rank	**3**
Mahlakung Taxi Rank	Local and Mahlakung	14
Mahlakung Taxi Rank	Phalaborwa	3
Mahlakung Taxi Rank	Tzaneen	4
	Total Trips for Mabins Taxi Rank	**21**
Main Rank	Botshabelo	8
	Total Trips for Mabins Main Rank	**8**
Pick n Pay	Hoedspruit	1
Pick n Pay	Spar	11
Pick n Pay	The Oaks	2
	Total Trips for Pick n Pay	**14**
	The Oaks	10
	Total Trips for Spar	**10**
The Oaks Taxi Rank	Acornhoek	5
The Oaks Taxi Rank	Burgersfort	7
The Oaks Taxi Rank	Cash Store	12
The Oaks Taxi Rank	Hoedspruit	5
The Oaks Taxi Rank	Johannesburg	1
The Oaks Taxi Rank	Lydenburg	3
	Total Trips for The Oaks Taxi Rank	**33**
Worcester Taxi Rank	Mahlakung Mall	1
	Total Trips for Worcester Taxi Rank	**1**
	Grand Total	**120**

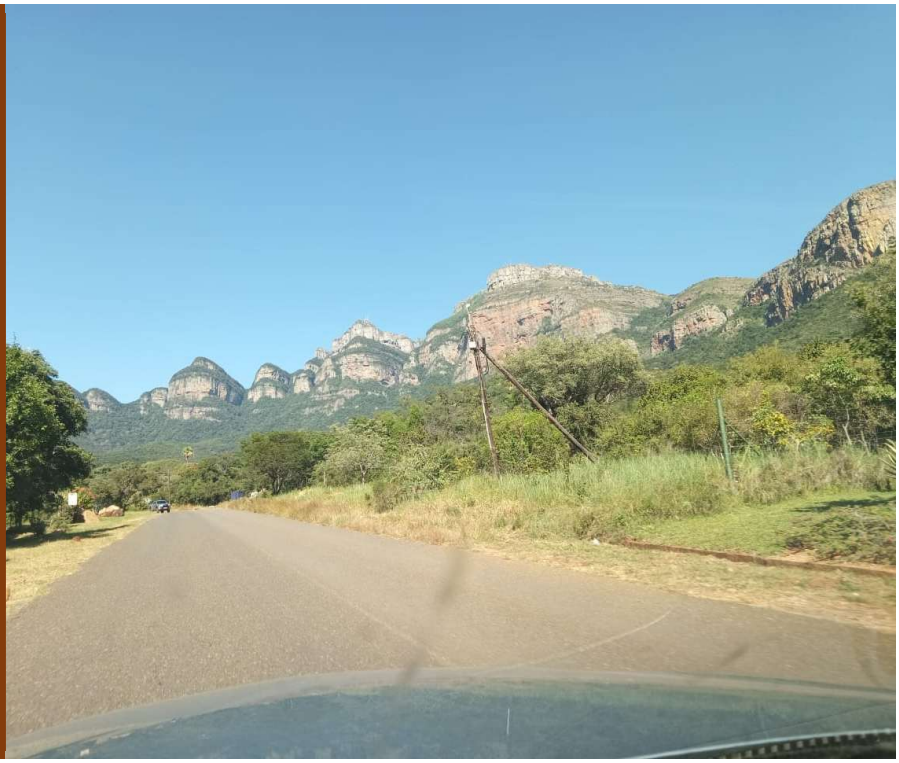
TABLE B-8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Balloon	**21**	**0:02**	**0:07**	**0:10**	**166**	**310**	**R3,320.00**
Mahlakung Mall	21	0:02	0:07	0:10	166	310	R3,320.00
Bismark Taxi Rank	**33**	**0:06**	**0:06**	**0:12**	**92**	**495**	**R1,840.00**
Ga Masokisi	27	0:07	0:06	0:13	81	405	R1,620.00
Ga Sekororo	5	0:03	0:05	0:08	9	75	R180.00
Masokisi	1	0:00	0:01	0:01	2	15	R40.00
Bochabelo Taxi Rank	**13**	**0:01**	**0:03**	**0:05**	**61**	**195**	**R1,980.00**
Kanana	1	0:04	0:00	0:04	3	15	R105.00
Lorraine	6	0:01	0:03	0:05	27	90	R945.00
Mahlakung Mall	4	0:00	0:05	0:05	24	60	R720.00
Metz	2	0:04	0:02	0:06	7	30	R210.00
Calias Taxi Rank	**14**	**0:00**	**0:02**	**0:03**	**53**	**210**	**R1,100.00**
Mahlakung Mall	13	0:00	0:02	0:02	51	195	R1,020.00
Tzaneen	1	0:00	0:04	0:04	2	15	R80.00
Kanana Taxi Rank	**38**	**0:00**	**0:11**	**0:12**	**535**	**550**	**R26,750.00**
Kanana	1	0:00	0:06	0:06	15	15	R750.00
Tzaneen	37	0:00	0:11	0:12	520	535	R26,000.00
Mabins Taxi Rank	**47**	**0:10**	**0:08**	**0:18**	**271**	**690**	**R5,420.00**
Mahlakung Mall	31	0:09	0:06	0:15	178	465	R3,560.00
The Oaks	16	0:12	0:13	0:25	93	225	R1,860.00
Mahlakung Taxi Rank	**97**	**0:03**	**0:17**	**0:20**	**1447**	**1453**	**R24,405.00**
Bismarck	1	1:17	1:29	2:46	15	15	R225.00
Local and Mahlakung	1	0:05	0:52	0:57	9	13	R135.00
Lorraine	2	0:01	0:14	0:15	28	30	R420.00
Mabins Crossing	39	0:02	0:12	0:15	585	585	R11,700.00
Mahlakung Mall	37	0:03	0:15	0:19	555	555	R8,100.00
Metz	17	0:00	0:25	0:25	255	255	R3,825.00
Metz Taxi Rank	**24**	**0:05**	**0:29**	**0:34**	**184**	**360**	**R9,795.00**
Johannesburg	2	0:02	2:59	3:01	21	30	R7,350.00
Metz	22	0:05	0:15	0:21	163	330	R2,445.00
Pick n Pay	**1**	**1:28**	**0:39**	**2:07**	**3**	**15**	**R30.00**
Spar	1	1:28	0:39	2:07	3	15	R30.00
Sofaya Taxi Rank	**35**	**0:01**	**0:06**	**0:07**	**340**	**525**	**R7,360.00**
Balloon	1	0:01	0:03	0:04	12	15	R240.00
Botshabelo	1	0:09	0:05	0:14	11	15	R385.00
Kanana	2	0:00	0:06	0:06	16	30	R320.00

TABLE B-8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Local and Mahlakung	8	0:00	0:07	0:07	67	120	R1,340.00
Lorraine	5	0:01	0:08	0:09	50	75	R1,000.00
Loss & Bjele	1	0:05	0:06	0:11	13	15	R260.00
Mahaune	1	0:00	0:01	0:01	6	15	R120.00
Mahlakung Mall	11	0:01	0:06	0:07	114	165	R2,280.00
Mahlomelong	2	0:00	0:03	0:04	24	30	R630.00
Metz	2	0:00	0:10	0:11	12	30	R260.00
Worcester	1	0:00	0:00	0:00	15	15	R525.00
Worcester Taxi Rank	**5**	**0:01**	**0:04**	**0:05**	**5**	**75**	**R100.00**
Local and Mahlakung	2	0:00	0:09	0:09	1	30	R20.00
Mahlakung Mall	3	0:02	0:01	0:03	4	45	R80.00
Grand Total	**328**	**0:04**	**0:12**	**0:16**	**3157**	**4878**	**R82,100.00**

TABLE B-9: SUMMARY OF WAITING AND SUM OF INCOME FOR THE OAKS ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Bochabelo Taxi Rank	**14**	**0:09**	**0:07**	**0:16**	**49**	**259**	**R2,135.00**
Hoedspruit	6	0:09	0:04	0:13	17	118	R850.00
Hoedspruit	4	0:17	0:12	0:29	16	81	R725.00
The Oaks	4	0:00	0:06	0:07	16	60	R560.00
Finale	**6**	**0:12**	**0:10**	**0:22**	**14**	**90**	**R210.00**
The Oaks	6	0:12	0:10	0:22	14	90	R210.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**11**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	11	110	R0.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**2**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	2	110	R0.00
Mabins Taxi Rank	**3**	**0:03**	**0:06**	**0:09**	**15**	**42**	**R300.00**
The Oaks	3	0:03	0:06	0:09	15	42	R300.00
Mahlakung Taxi Rank	**21**	**0:19**	**1:06**	**1:26**	**152**	**327**	**R5,195.00**
Local and Mahlakung	14	0:17	0:25	0:42	99	222	R1,485.00
Phalaborwa	3	0:15	2:52	3:07	28	45	R1,960.00
Tzaneen	4	0:32	2:13	2:45	25	60	R1,750.00
Main Rank	**8**	**0:27**	**1:16**	**1:43**	**96**	**176**	**R4,800.00**
Botshabelo	8	0:27	1:16	1:43	96	176	R4,800.00
Pick n Pay	**14**	**0:11**	**0:27**	**0:38**	**31**	**209**	**R510.00**
Hoedspruit	1	0:17	0:25	0:42	8	14	R280.00
Spar	11	0:12	0:27	0:40	17	165	R170.00
The Oaks	2	0:01	0:29	0:30	6	30	R60.00
Spar	**10**	**0:09**	**1:35**	**1:45**	**108**	**150**	**R3,780.00**
The Oaks	10	0:09	1:35	1:45	108	150	R3,780.00
The Oaks Taxi Rank	**33**	**0:15**	**0:55**	**1:10**	**280**	**490**	**R22,095.00**
Acornhoek	5	0:13	1:03	1:17	42	75	R2,940.00
Burgersfort	7	0:24	0:50	1:14	85	102	R10,200.00
Cash Store	11	0:11	0:23	0:34	61	163	R0.00
Cash Store	1	0:00	0:22	0:22	5	15	R0.00
Hoedspruit	5	0:06	0:59	1:06	41	75	R1,235.00
Johannesburg	1	0:00	5:17	5:17	10	15	R3,400.00
Lydenburg	3	0:34	1:27	2:01	36	45	R4,320.00
Worcester Taxi Rank	**1**	**0:01**	**0:00**	**0:01**	**2**	**15**	**R40.00**
Mahlakung Mall	1	0:01	0:00	0:01	2	15	R40.00
Grand Total	**120**	**0:13**	**0:47**	**1:01**	**760**	**1978**	**R39,065.00**

Appendix B-2

Rationalisation Plan (RatPlan)



LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

2025-2030 RATIONALISATION PLAN (RATPLAN)



PREPARED FOR:	ADDRESS:
MARULENG LOCAL MUNICIPALITY	64 SPRINGBOK STREET HOEDSPRUIT

Table of Contents

1 INTRODUCTION 1
2 STATUS QUO OF PUBLIC TRANSPORT IN MLM 2
2.1 Demand Side Analysis 2
2.2 SUPPLY SIDE ANALYSIS 6
2.3 Data Collection 9
2.4 Bus and Railway Services 9
2.5 Scholar Transport 9
2.6 Public Transport Trip Patterns 9
3 OPERATIONAL PLAN 12
3.1 Minimum Quality of Service 12
3.2 Corridor and Network Development 12
3.3 Operational and Infrastructure Plan 16
4 NON-MOTORISED TRANSPORT INTEGRATION 20
4.1 Proposed NMT Links 20
5 FINANCIAL MODEL 23
5.1 Public Transport Operations 23
5.2 Public Transport Related Infrastructure 25
6 BUSINESS AND FINANCIAL PLAN 27
6.1 Revenue And Cost Analysis 27
6.2 Public Transport Operations Implementation Plan 29
6.3 Infrastructure Implementation Plan 29
6.4 Operational Subsidy 34
7 OPERATIONAL PLAN 35
8 IMPLEMENTED CONTRACT DURING 2025 37

List of Tables

TABLE 2.1: MAJOR ROADS FOR MLM WITHIN MDM (SEE TABLE 3-3 AS PART MDM-IPTN)
TABLE 2.2: SUMMARY PAVEMENT TYPES FOR MAJOR ROADS FOR MLM WITHIN THE MDM (SEE TABLE 3.4 AS PART MDM-IPTN)
TABLE 2.3: FOR SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)
TABLE 3.1: DERIVED DEMAND MLM CORRIDORS (SEE TABLE 5.7 AS PART MDM-IPTN)
TABLE 3.2: MLM NETWORK ROUTES (SEE FIGURE 5.8 AS PART MDM-IPTN)
TABLE 3.3: PUBLIC TRANSPORT SERVICES WITHIN MDM (SEE TABLE 5.14 AS PART MDM-IPTN)
TABLE 3.4: PROPOSED ALLOCATION OF PUBLIC TRANSPORT MODES PER NETWORK ROUTE WITHIN MLM (SEE FIGURE 5.18 AS PART MDM-IPTN)
TABLE 4.1: STATE OF NMT FACILITIES ALONG TRUNK ROUTES (SEE TABLE 6.10 AS PART MDM-IPTN)
TABLE 4.2: STATE OF NMT FACILITIES ALONG FEEDER ROUTES (SEE TABLE 6.11 AS PART MDM-IPTN)
TABLE 4.3: PROPOSED NMT LINKS WITHIN MLM (SEE TABLE 6.12 AS PART OF MDM-IPTN)
TABLE 5.1: FLEET REQUIREMENT FOR MLM BASED ON A 10% PASSENGER DEMAND GROWTH FACTOR (SEE TABLE 7.1 AS PART MDM-IPTN)
TABLE 5.2: MLM AVERAGE TRIP DISTANCES WITHIN MDM (SEE TABLE 7.2 AS PART MDM-IPTN)
TABLE 5-3: FLEET AND OPERATING COSTS PER PUBLIC TRANSPORT MODE (SEE TABLE 7.3 AS PART MDM-IPTN)
TABLE 5.4: MLM GRAVEL ROADS UPGRADE WITHIN MDM: ESTIMATED COSTS (SEE TABLE 7-3 AS PART MDM-IPTN)
TABLE 5.5: MOPANI AND LOCAL MUNICIPALITIES EQUITABLE SHARE ALLOCATION (DORA 2023 AS BASE YEAR) (SEE TABLE 7-6 AS PART MDM-IPTN)
TABLE 5.6: ESTIMATION OF COSTS (2023 MONITORY VALUE) FOR PUBLIC TRANSPORT STOPS. (SEE TABLE 7-7 AS PART MDM-IPTN)
TABLE 5.7: ESTIMATED NUMBER OF RANKS AND INTERMODAL FACILITIES PER LM WITHIN MLM AND THE ESTIMATED COSTS, 2023 MONITORY VALUE. (SEE TABLE 7.7 AS PART MDM-IPTN)
TABLE 5.8: 5-YEAR RANK AND INTERMODAL FACILITIES PROPOSED IMPLEMENTATION AT 2023 MONITORY VALUE. (SEE TABLE 7.9 AS PART MDM-IPTN)
TABLE 6.1: MODAL UPGRADE: REPLACE THE OLD MINIBUS WITH NEW MINI AND MIDI-BUSES. (SEE TABLE 8.1 AS PART MDM-IPTN)
TABLE 6.2: BUS REPLACEMENT PROGRAMME (SEE TABLE 8.2 AS PART MDM-IPTN)
TABLE 6.3: ESTIMATED FARE REVENUE FOR MARULENG (SEE TABLE 8.8 AS PART MDM-IPTN)

TABLE 6.4: SUMMARY OF ESTIMATED MONTHLY AND ANNUAL FARE REVENUE AND FLEET (SEE TABLE 8.9 AS PART MDM-IPTN)
TABLE 6.5: MARULENG OPERATIONS ROLL OUT (SEE TABLE 8.14 AS PART MDM-IPTN)
TABLE 6.6: GRAVEL ROAD PER NETWORK PER LOCAL MUNICIPALITY IN THE MDM (SEE TABLE 8.16 AS PART MDM-IPTN)
TABLE 6.7: INDICATES THE EXTENT OF GRAVELS ROADS THAT WILL BE UPGRADED IN MLM AS PART OF THE MDM-IDP. (SEE TABLE 8.17 AS PART MDM-IPTN)
TABLE 6.8: PUBLIC TRANSPORT RANKS ALONG THE MDM-IPTN (SEE TABLE 8.20 AS PART MDM-IPTN)
TABLE 6.9: FIVE-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (BEST-CASE SCENARIO) (SEE TABLE 8.21 AS PART MDM-IPTN)
TABLE 6.10: SEVEN-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (WORST-CASE SCENARIO) (SEE TABLE 8.22 AS PART MDM-IPTN)
TABLE 6.11: COST ESTIMATES FOR PUBLIC TRANSPORT RANKS (SEE TABLE 8.23 AS PART MDM-IPTN)
TABLE 6.12: INTER-MODAL FACILITIES FOR MDM -IPTN (SEE TABLE 8.26 AS PART MDM-IPTN)
TABLE 6.13: IMPLEMENTATION ROLLOUT OF INTER-MODAL FACILITIES (SEE TABLE 8.27 AS PART MDM-IPTN)
TABLE 6.14: INTER-MODAL FACILITIES QUANTITY, SIZE, AND ESTIMATED COSTS. (SEE TABLE 8-28 AS PART MDM-IPTN)
TABLE 6.16: MODELLED SUBSIDY RATE SCENARIOS PER KM PER MONTH TO BREAKEVEN. (SEE TABLE 8-31 AS PART MDM-IPTN)
TABLE 7.1: INCREMENTAL APPROACH TO INFRASTRUCTURE UPGRADING WITHIN MLM AS PART OF THE MDM-IPTN (SEE TABLE 9.2 AS PART MDM-IPTN)
TABLE 8.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025
TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025

List of Figures

FIGURE 2.1: MLM IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY (SEE FIGURE 3-1 AS PART MDM-IPTN)
FIGURE 2.2: MLM POPULATION IN RELATION TO OTHER LOCAL MUNICIPALITIES IN MDM (SEE FIGURE 3.2 AS PART MDM-IPTN)
FIGURE 2.3: PROVIDES AN OVERVIEW OF THE NATIONAL TRANSPORT ACCESS ROUTES FROM AND TO MLM WITHIN MDM. (SEE FIGURE 3.3 AS PART MDM-IPTN)
FIGURE 2.4: GRAPHICAL PRESENTATION OF PAVED AND GRAVEL ROADS WITHIN MDM (SEE FIGURE 3.6 AS PART MDM-IPTN)
FIGURE 2.5: PROVIDES THE PUBLIC TRANSPORT ROUTE COVERAGE WITHIN THE MDM (SEE FIGURE 3.8 AS PART MDM-IPTN)
FIGURE 2.6: MLM SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)
FIGURE 2.7: PROVIDES MLM PASSENGER DEMAND/O-D PATTERNS FOR SUBSIDISED BUS SERVICES WITHIN MDM. (SEE FIGURE 3.11 AS PART MDM-IPTN)
FIGURE 3.1: PROPOSED MLM-IPTN NETWORK AND ROUTES (PRIMARY, TRUNK AND FEEDER) WITHIN MDM. (SEE FIGURE 5.2 AS PART MDM-IPTN).
FIGURE 3.2: MLM NETWORK ROUTES WITHIN MDM (SEE FIGURE 5.6 AS PART MDM-IPTN)
FIGURE 4.1: MARULENG LOCAL MUNICIPALITY NMT LINKS (SEE FIGURE 6.6 AS PART MDM-IPTN)
FIGURE 8.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM
FIGURE 8.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

List of Abbreviations

Abbreviation	Description
AM	Ante Meridiem, meaning is "before noon"
CA	Controlling Authority
MDM	Mopani District Municipality
IPTN	Integrated Public Transport Network
LDPT	Long-distance Public Transport
LDTCS	Limpopo Province Department of Transport and Community Safety
LPRE	Limpopo Provincial Regulatory Entity
LPTC	Limpopo Provincial Taxi Council
MLM	Maruleng Local Municipality
MSA	Municipal Structures Act
MTS	Metered Taxi Strategy
NLTA	National Land Transport Act 2009, (Act No. 5 of 2009)
NLTA (Amended)	Amended National Land Transport Act 2009, (Act No. 23 of 2023)
NLTR	National Land Transport Regulator
NPTR	National Public Transport Regulator
OLAS	Operating Licences Administration System
OLF	Operating Licence Functions
OLP	Operating Licence Plan
PA	Planning Authority
PM	Post Meridiem, meaning is “after midday”
PRE	Provincial Regulatory Entity
PT	Public Transport
PTP	Public Transport Plan
RE	Regulatory Entity
SANTACO	South African National Taxi Council
SAPS	South African Police Service
TA	Taxi Association
TI	Taxi Industry
TR	Transport Register

1 INTRODUCTION

This document is based on an extraction from the Mopani District Municipality (MDM) Integrated Public Transport Network (IPTN), December 2023, specifically in terms of that which is relevant to Maruleng Local Municipality (MLM) and includes the following:

a) **Status Quo** including Demand Side Analysis, Supply Side Analysis, Data Collection, Bus and Railway Services, Scholar Transport and Public Transport Patterns.
b) **Operational Plan** including Minimum Quality of Service, Corridor and Network Development and Operational and Infrastructure Plan.
c) **Non-Motorised Transport.**
d) **Financial Model** including Public Transport Operations and Public Transport Related Infrastructure.
e) **Business and Financial Plan** including Revenue and Cost Analysis, Public Transport Operations Implementation Plan, Infrastructure Implementation Plan and Operational Subsidy.
f) **Conclusions.**

It should be noted that during April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province".* The subsidised bus services in the Limpopo Province, which include MLM, were rationalised as part of the preparation of the Document. The results should therefore be incorporated as part of the development of District and Local Municipalities IPTNs and ITPs.

As of the 1st of April 2025, new bus contracts were implemented across MDM. Section 8 of the MDM Rationalisation Plan provides detailed information related to the relevant new bus contracts.

2 STATUS QUO OF PUBLIC TRANSPORT IN MLM

The subsequent sections will elaborate on:

a) Demand Side Analysis.
b) Supply Side Analyses.
c) Data Collection.
d) Bus and Railway Services.
e) Scholar Transport.
f) Public Transport Trip Patterns.

2.1 Demand Side Analysis

The subsequent subsections related to the Demand Side Analysis refer to:

a) Geographical Location.
b) Demographics.
c) District Access Routes.

2.1.1 Geographical Location

Figure 2.1 shows MLM in relation to the Mopani District Municipality (see **Figure 3-1** as part MDM-IPTN).

2.1.2 Demographics

Mopani District Municipality has a total population of 1 372 872 (Census 2022) which contributes 20,9% to Limpopo province's total population. The population of each local municipality is displayed in **Figure 2.2**. MLM has the least urbanised population at 8.5%, whilst it has the greatest unemployment at 62%.

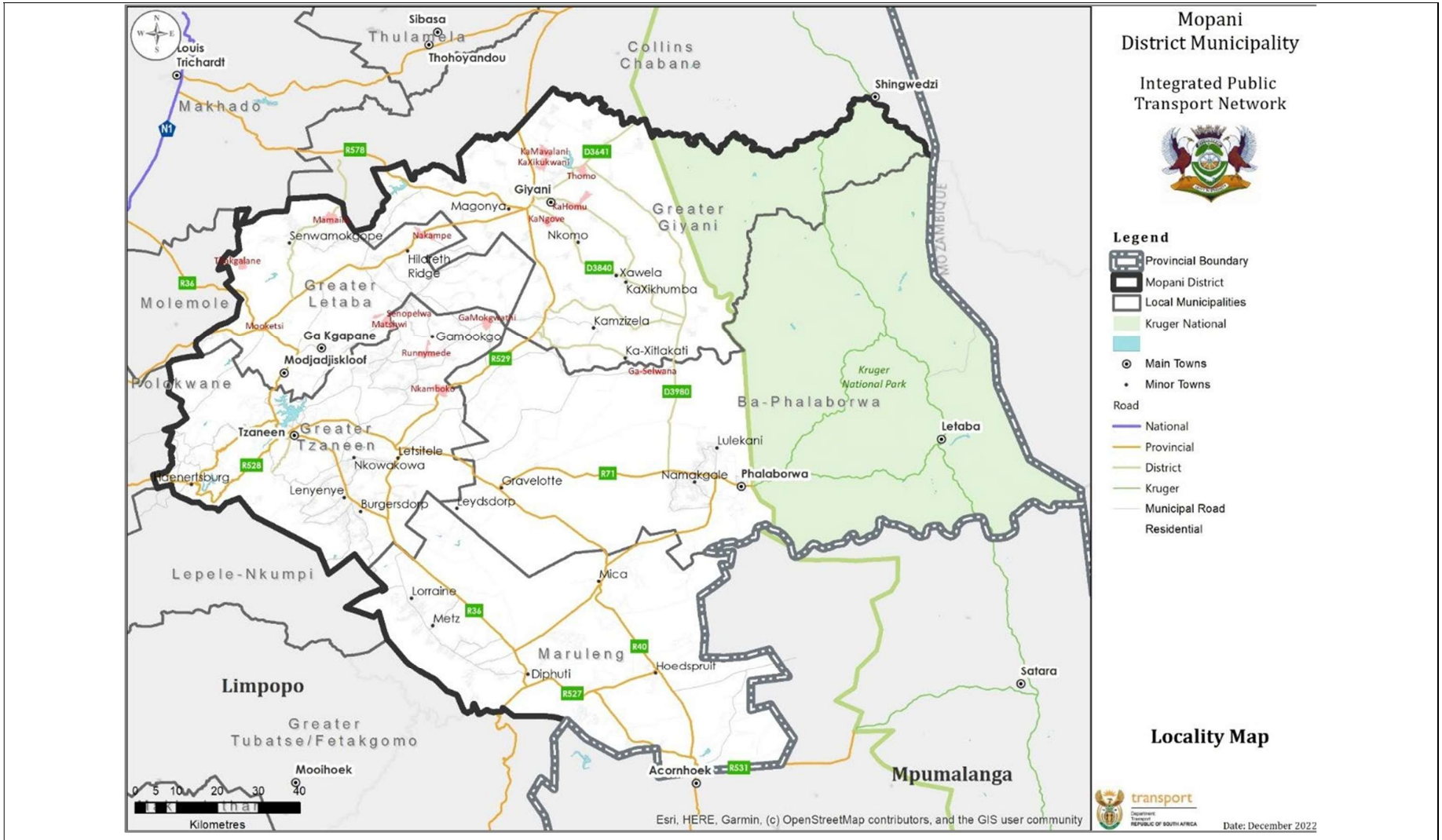


FIGURE 2.1: MLM IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY (SEE FIGURE 3-1 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

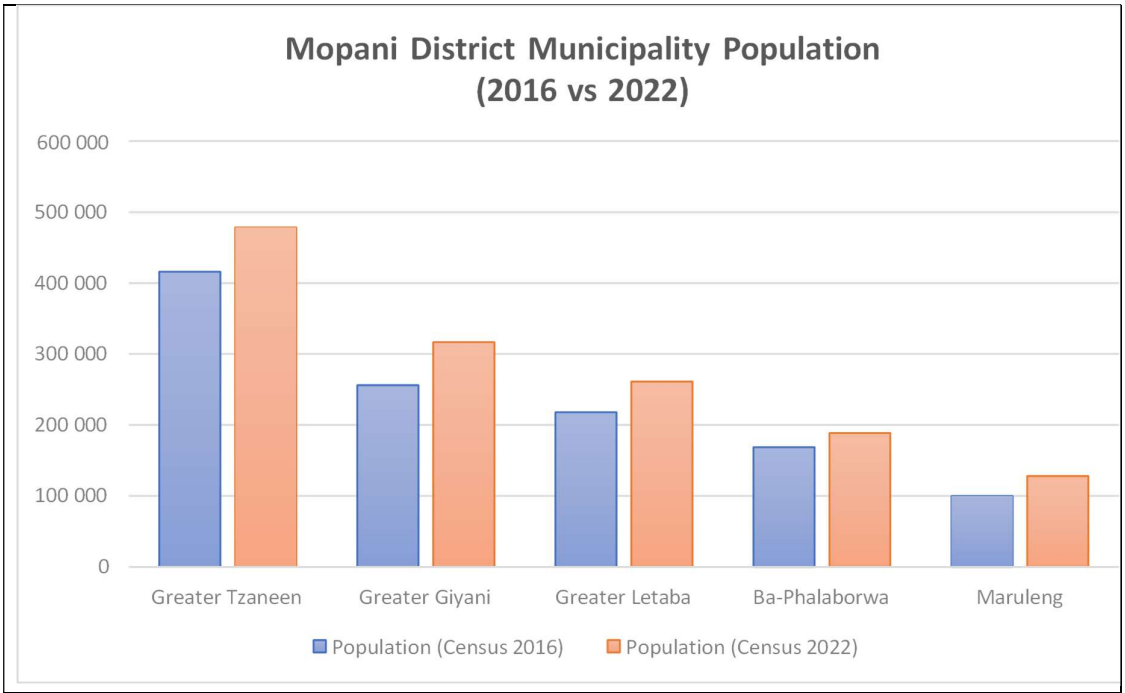


FIGURE 2.2: MLM POPULATION IN RELATION TO OTHER LOCAL MUNICIPALITIES IN MDM (SEE FIGURE 3.2 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.1.3 Demographics

Figure 2.3 provides an overview of "National Transport Access Routes" from and to MLM.

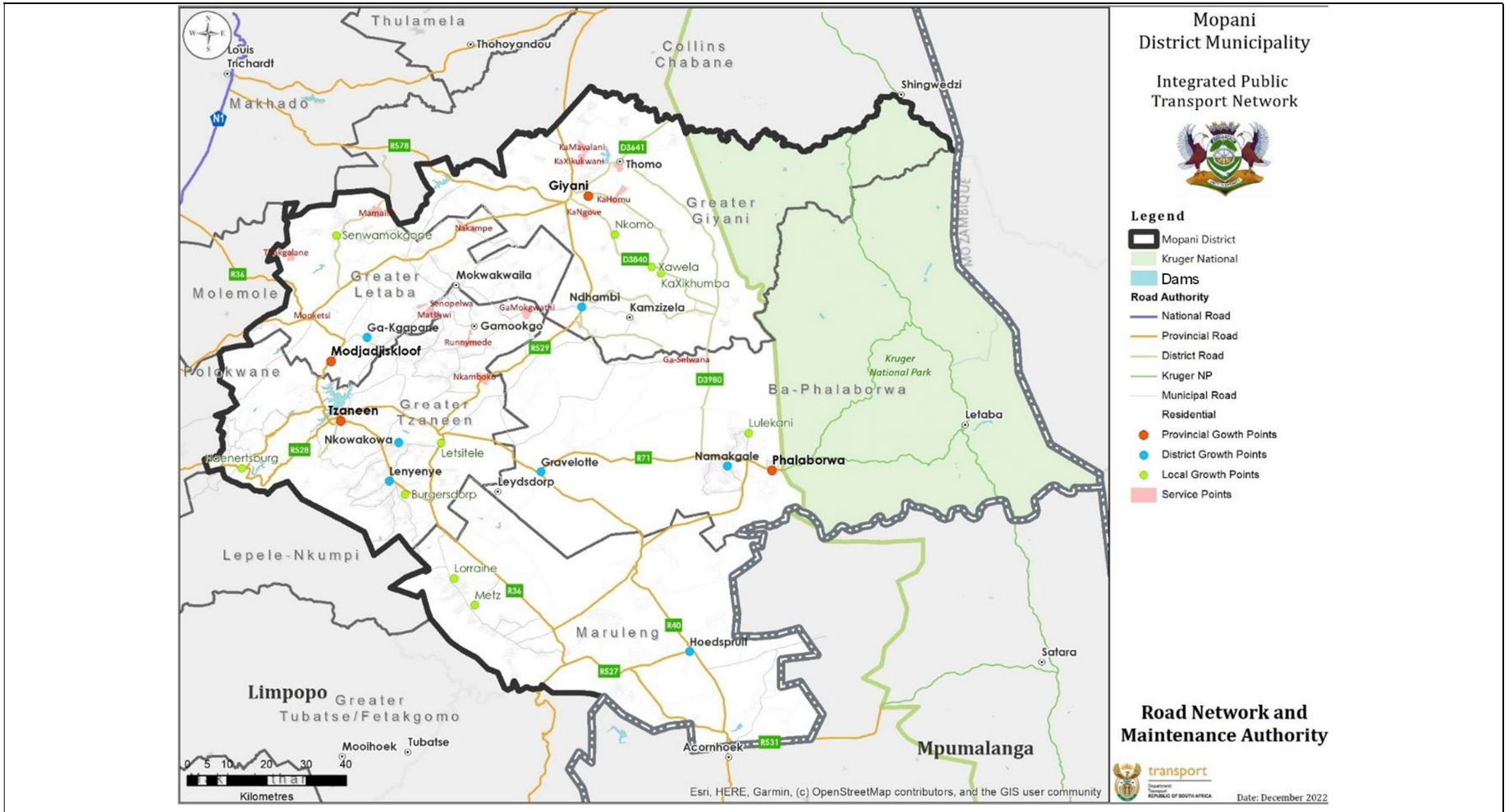


FIGURE 2.3: PROVIDES AN OVERVIEW OF THE NATIONAL TRANSPORT ACCESS ROUTES FROM AND TO MLM WITHIN MDM. (SEE FIGURE 3.3 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.2 SUPPLY SIDE ANALYSIS

The subsequent subsections related to the Supply Side Analysis will elaborate on:

a) Major Roads within MLM.
b) Pavement Conditions.
c) Public Transport Services and Coverage.
d) Public Transport Challenges.

2.2.1 Major Roads with MLM.

The major roads within the MLM within MDM are shown in **Table 2.1**.

TABLE 2.1: MAJOR ROADS FOR MLM WITHIN MDM (SEE TABLE 3-3 AS PART MDM-IPTN)

ID	Corridor	Description
9.	Hoedspruit towards Acornhoek	Road R40 runs from the border of Ba-Phalaborwa to Hoedspruit to Acornhoek.
10.	Hoedspruit to The Oaks	Road R527 runs from R40 towards The Oaks into the R36 towards Ohrigstad and N4.

Source: MDM-IPTN, 2023

2.2.2 Pavement Conditions.

Table 2.2 provides a summary of the pavement types for major roads for MLM within the MDM (see Table 3-4 as part **MDM-IPTN**).

TABLE 2.2: SUMMARY PAVEMENT TYPES FOR MAJOR ROADS FOR MLM WITHIN THE MDM (SEE TABLE 3.4 AS PART MDM-IPTN)

Name of Local Municipality	Paved road network (km)	Unpaved road Network (km)	Total road network per LM (km)
Greater Tzaneen LM	301,6	2789,76	3091,36
Ba-Phalaborwa LM	269,95	528,55	798,5
Greater Letaba LM	591,2	621,8	1213
Greater Giyani LM	314,6	3200,08	3514,68
Maruleng local municipality	**89,5**	**1310,71**	**1400,21**
Total municipal road network for MDM	1566,85	8450,9	10017,75
Total road network owned by RAL in MDM	1243,00	1491,00	2734,00
Total road network owned by SANRAL in MDM	677,90	0	677,90

Source: MDM-IPTN, 2023

Table 2.2 and **Figure 2.4** show that a high percentage of the roads, more than 70%, leading to the rural population of the MLM, are not tarred / paved. Therefore, the mobility and accessibility of people, goods and services to these areas is hindered.

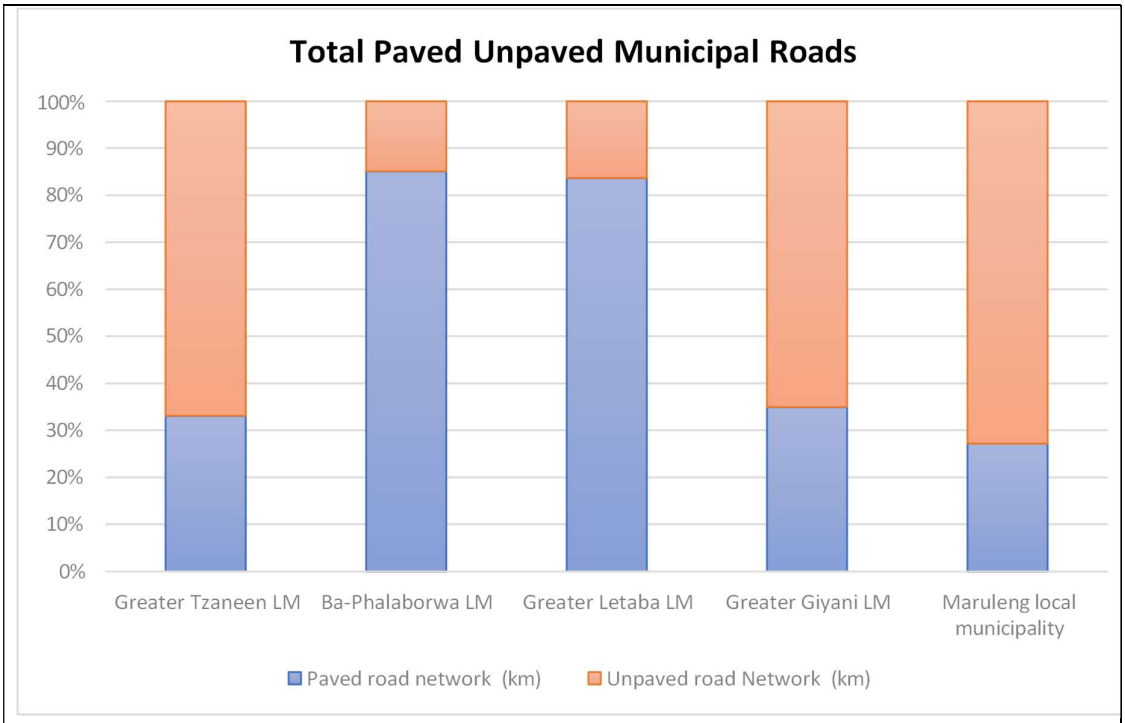


FIGURE 2.4: GRAPHICAL PRESENTATION OF PAVED AND GRAVEL ROADS WITHIN MDM (SEE FIGURE 3.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.2.3 Public Transport Services and Coverage.

Figure 2.5 provides the Public Transport Route Coverage within the MDM that includes MLM. (see Figure 3.8 as part MDM-IPTN)

2.2.4 Public Transport Challenges.

Based on MDM-IPTN there is a lack of formal farm workers transport from the MLM villages to farms located in MLM, as opposed to the formal transport system from Mpumalanga to MLM farms.

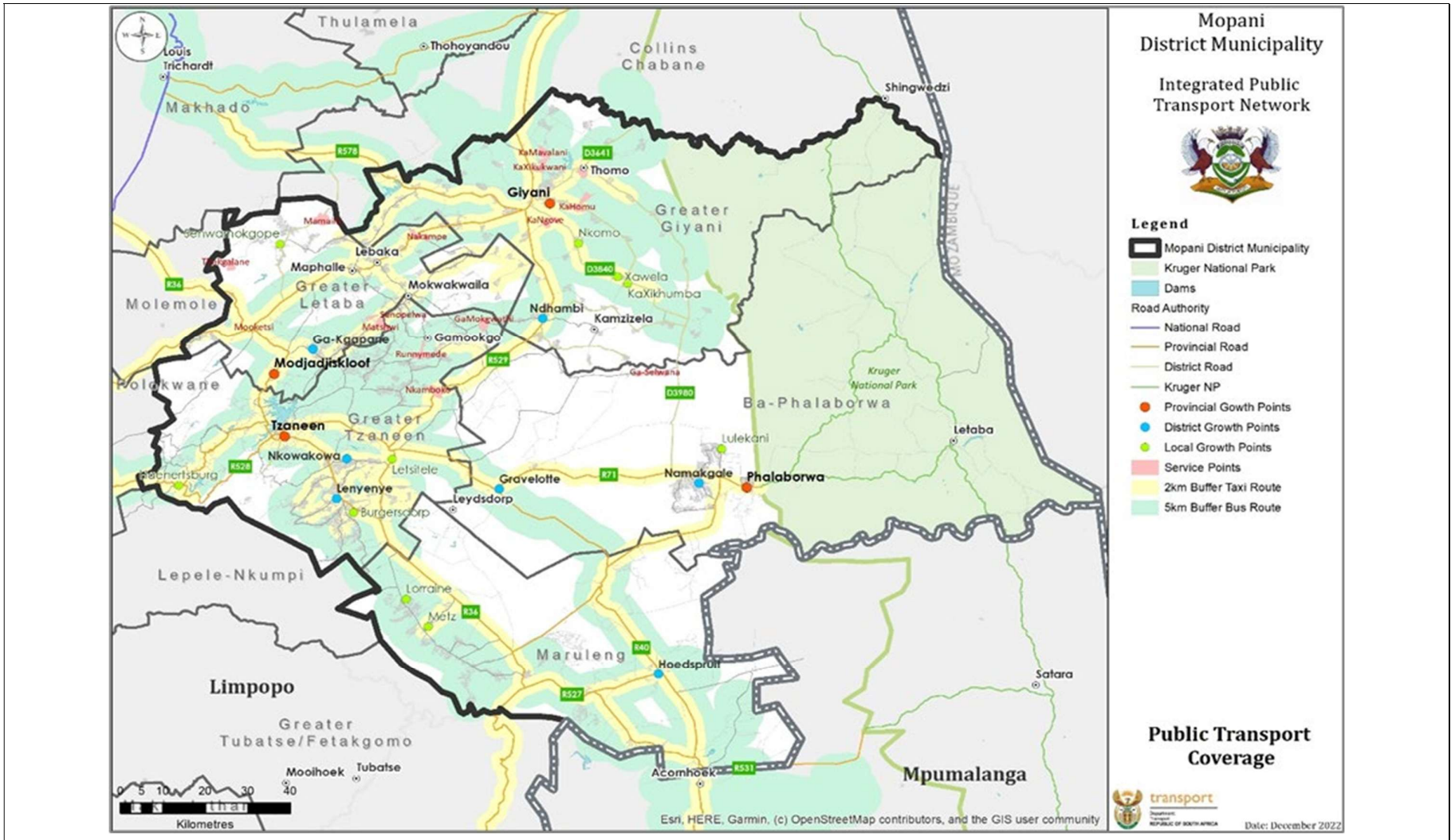


FIGURE 2.5: PROVIDES THE PUBLIC TRANSPORT ROUTE COVERAGE WITHIN THE MDM (SEE FIGURE 3.8 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.3 Data Collection

See **Chapter 2**, Transport Records, of the MLM-LITP 2025-2030 that provides additional Transport Records related to MLM-LITP.

2.4 Bus and Railway Services

Based on the MDM-IPTN there are five bus companies operating within MDM. The operations of 3 Companies are scheduled and subsidized, the remaining 2 buses are not subsidised. See **Table 2.3** for subsidised bus services within MDM.

TABLE 2.3: FOR SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)

Local Municipality	Operator	CONTRACT No.	Initial Commencement Date (Interim Contracts)	Contract Duration	Contract Duration (Interim)	Contract Expiry Date (Extended Contracts)
Greater Giyani	Great North Transport (Pty) Ltd, Giyani	ICNP17/97	1997/10/27	-	3 Years	31-Mar-2024
Maruleng	Great North Transport (Pty) Ltd, Hoedspruit	ICNP17/97 (N8328)	2001/09/01	5 years	3 Years	31-Mar-2024
Tzaneen	Great North Transport (Pty) Ltd, Tzaneen	ICNP17/97	1997/05/01	182 Weeks	3 Years	31-Mar-2024
Greater	Mathole Bus Services Cc, Modjadjiskloof	ICNP17/97	1997/10/27	-	3 Years	31-Mar-2024
Tzaneen	Kalamazu Risaba Transport	ICNP15/97	1997/04/01	82 Weeks	3 Years	31-Mar-2024

Source: MDM-IPTN, 2023

The subsidised bus network for MLM in relation to the MDM is shown in **Figure 2-6.**

2.5 Scholar Transport

Schoolchildren in MLM are mostly transported by means of LDVs which are mainly overloaded.

2.6 Public Transport Trip Patterns

Figure 2.7 provides MLM Passenger Demand / O-D patterns for subsidised bus services within MDM. (see Figure 3.11 as part MDM-IPTN)

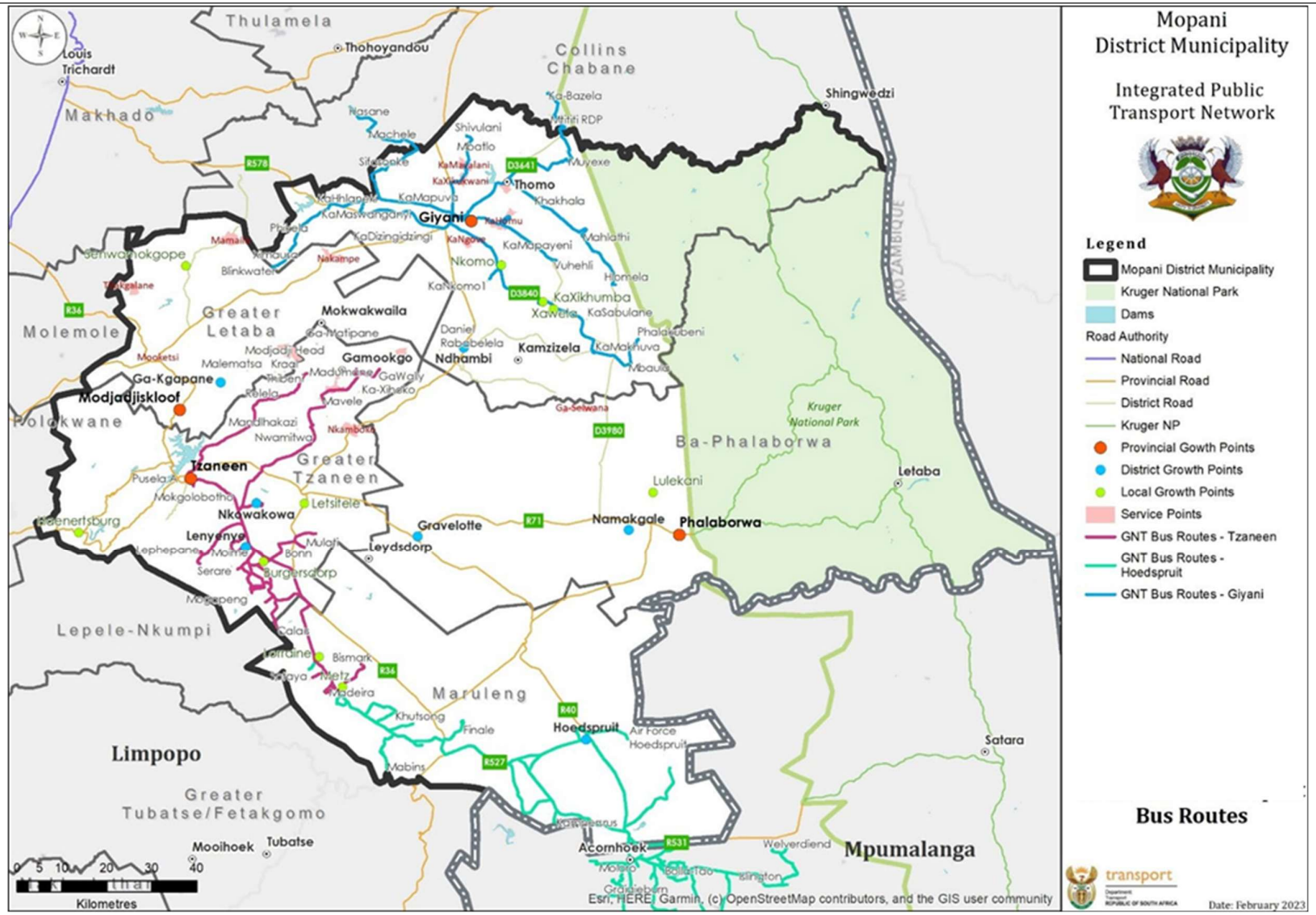


FIGURE 2.6: MLM SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

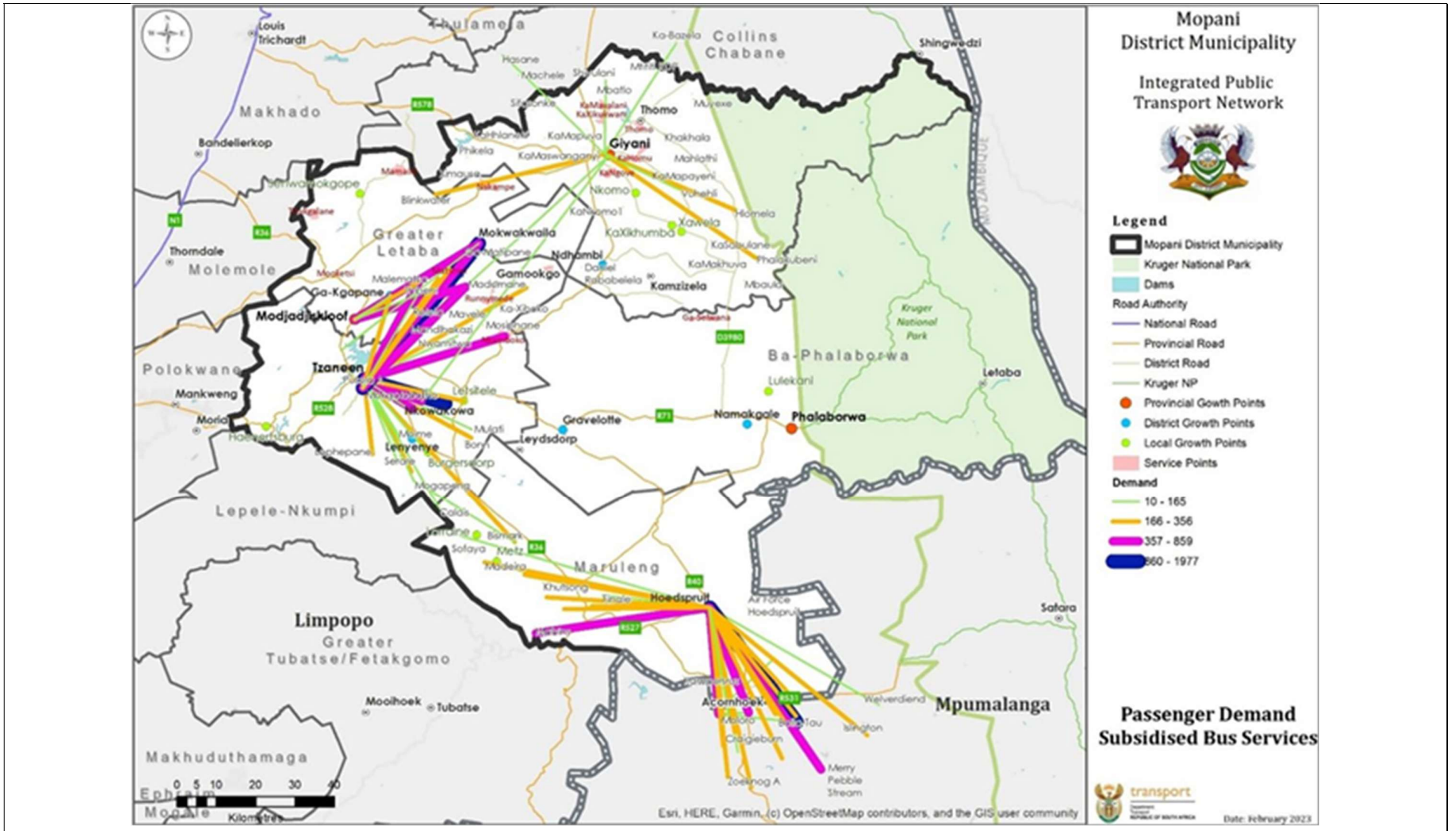


FIGURE 2.7: PROVIDES MLM PASSENGER DEMAND/O-D PATTERNS FOR SUBSIDISED BUS SERVICES WITHIN MDM. (SEE FIGURE 3.11 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

3 OPERATIONAL PLAN

The subsequent sections related to the MDM-IPTN Operational Plan, will elaborate on with specific reference to MLM:

a) Minimum Quality of Service (specifically relating to NMT routes).
b) Corridor and Network Development.
c) Operational and Infrastructure Plan.

3.1 MINIMUM QUALITY OF SERVICE

3.1.1 NMT Routes

These are NMT routes which supply the feeder routes and links of the MDM-IPTN routes to remote villages for accessibility in MLM. **Figure 3.1** provides the MLM proposed IPTN network and routes (Primary, Trunk and Feeder) within MDM (see Figure 5.2 as part MDM-IPTN).

3.2 CORRIDOR AND NETWORK DEVELOPMENT

3.2.1 Maruleng Local Municipality

Based on the assessments of the survey data related to the MDM-IPTN it shows that there are two primary corridors, and seven network routes which were identified and indicated in **Figure 3.2** (see Figure 5.6 as part MDM-IPTN).

The following subsections will elaborate on:

a) The Corridor Plan.
b) The Network Routes.

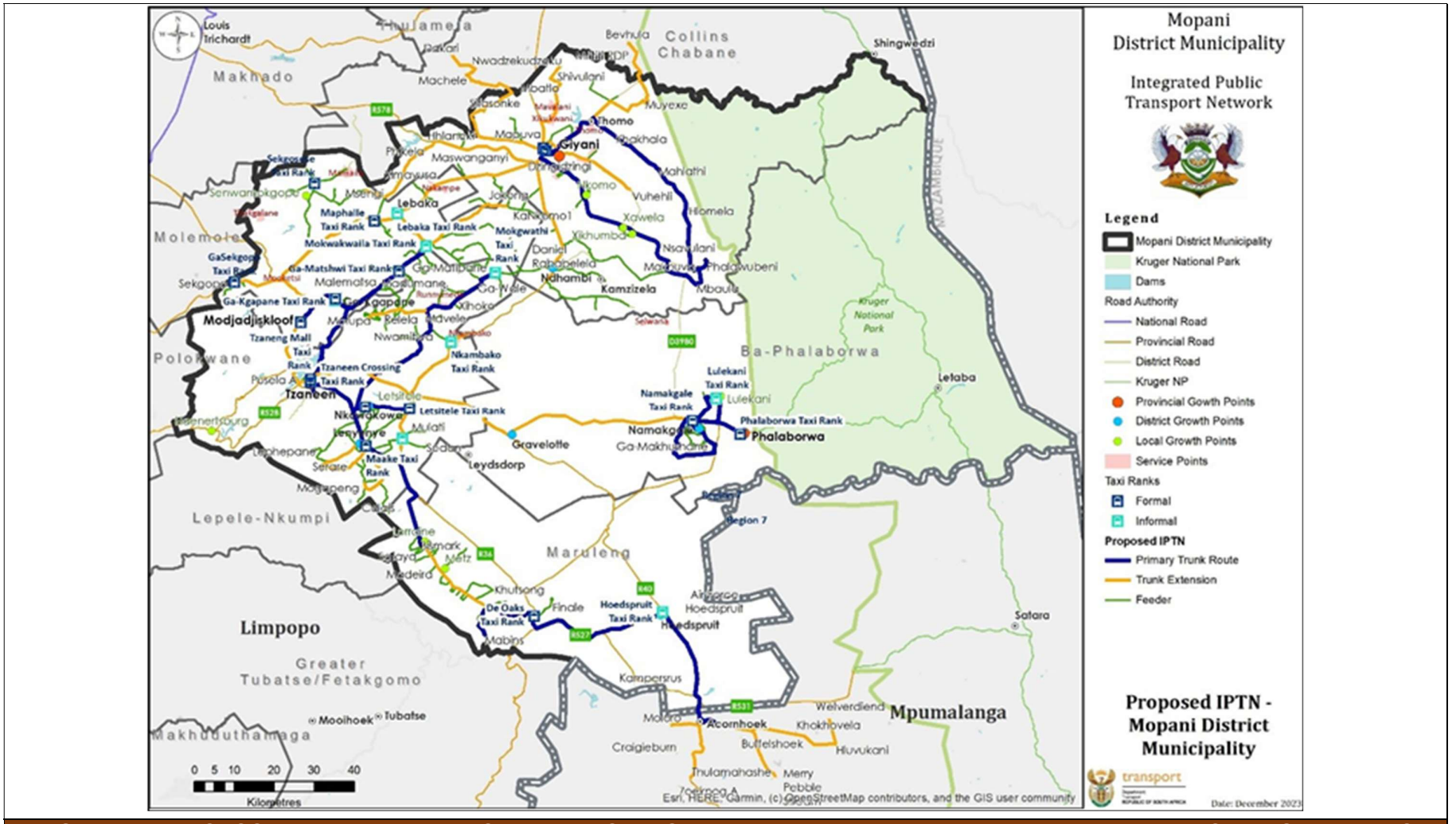


FIGURE 3.1: PROPOSED MLM-IPTN NETWORK AND ROUTES (PRIMARY, TRUNK AND FEEDER) WITHIN MDM. (SEE FIGURE 5.2 AS PART MDM-IPTN).

Source: MDM-IPTN, 2023

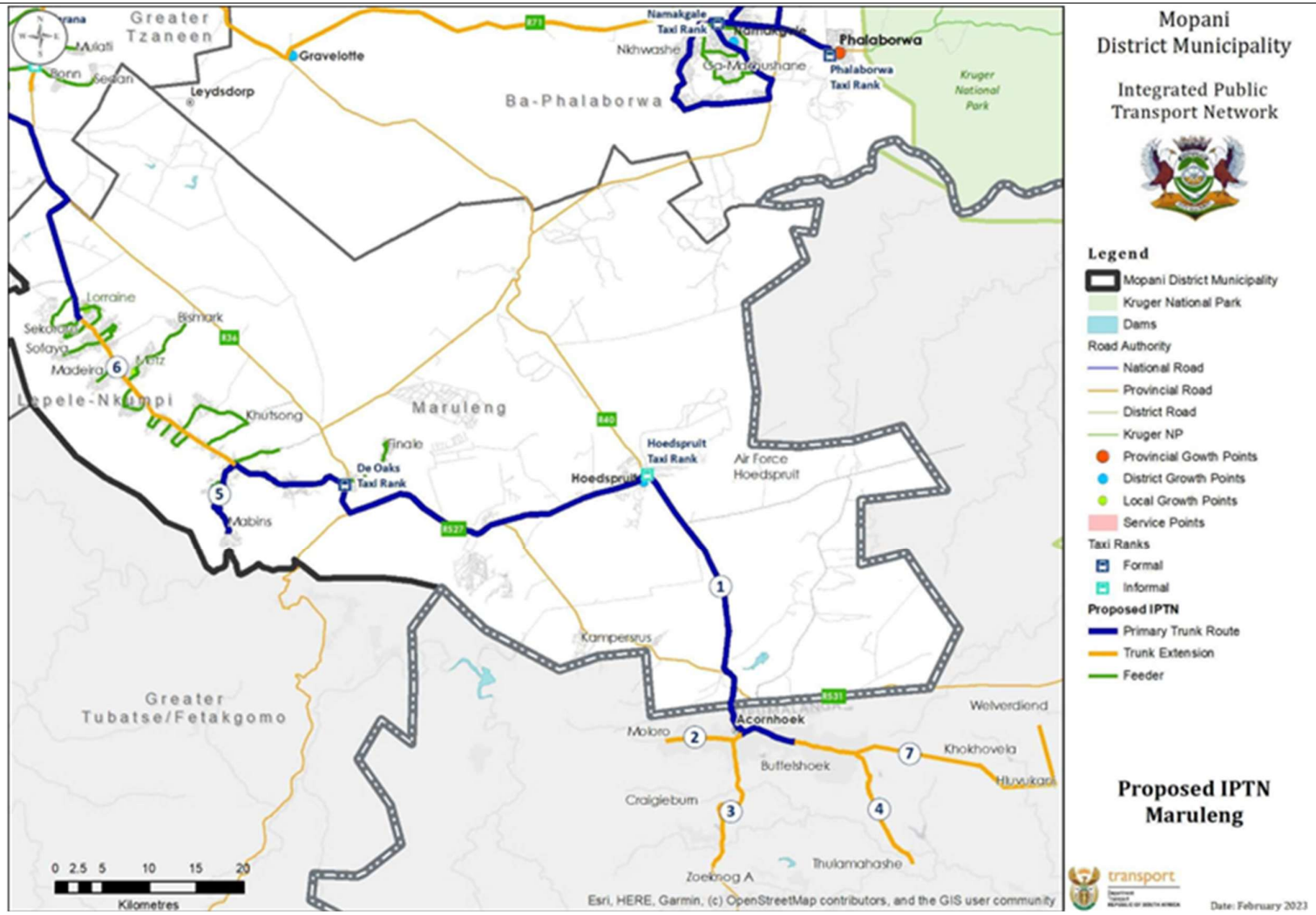


FIGURE 3.2: MLM NETWORK ROUTES WITHIN MDM (SEE FIGURE 5.6 AS PART MDM-IPTN)

3.2.1.1 Corridor Plan

The average daily passenger demand was derived from the survey data related to the MDM-IPTN, for the two corridors in MLM and is shown in **Table 3.1**.

TABLE 3.1: DERIVED DEMAND MLM CORRIDORS (SEE TABLE 5.7 AS PART MDM-IPTN)

Corridor	Corridor Description
Primary Corridor 1	This is the corridor between Hoedspruit and Acornhoek.
Primary Corridor 2	This is the corridor between Hoedspruit and Bochabelo.

Source: MDM-IPTN, 2023

3.2.1.2 Network Routes

The MLM-IPTN will consist of seven network routes which are described in **Table 3.2.** A network of feeder routes was further developed as part of the MLM-IPTN to improve accessibility.

TABLE 3.2: MLM NETWORK ROUTES (SEE FIGURE 5.8 AS PART MDM-IPTN)

Corridor	Route	Route Description	Length(km)
Primary 1	Route 1	This route will extend from Hoedspruit to Acornhoek and Buffelshoek along R40 and D3930.	36,6
Primary 1	Route 2	This route will extend from Hoedspruit to Boelang, passing by green valley, Brooklyn, GaMaotele, and Moloro along R40.	38,6
Primary 1	Route 3	This route will extend from Hoedspruit to Zoeknog, passing by Tsakani, Sefoma, Arthur's Seat, Violet Bank and Casteel along the R40.	47,7
Primary 1	Route 4	This route will extend from Hoedspruit to Thulamahashe, passing by Songeni, Dingleydale and Akani along R40, D3930 and D461.	56,3
Primary 2	Route 5	This route will extend from Hoedspruit to Kgopong / Ga Mabin, passing by The Oaks, Dingapong, The Willows, Sedawa and GaMametja along R527, R36, D21 and D3192.	56,7
Primary 2	Route 6	This route will extend from Hoedspruit to Ga Sekororo, passing by The Willows, Worcester, Naphumo, Turkey, Setjupereng, Ntswelemetse, Enable, Sefikeng, Makgaung, Moetladimo, Sofaya and Hlohlokwe along R527, R36 and D21.	69,3
Primary 1	Route 7	This route will extend from Buffelshoek to Welverdiend, passing by Burlington, Khokhovela, Clare and Hluvukani along R40 and D3930.	27,0

Source: MDM-IPTN, 2023

3.3 OPERATIONAL AND INFRASTRUCTURE PLAN

Table 3.3 provides the Public Transport Services within MDM (see Table 5.14 as part MDM-IPTN), while **Table 3.4** provides the proposed allocation of public transport modes per network route within MLM. (see Table 5.8 as part MDM-IPTN)

TABLE 3.3: PUBLIC TRANSPORT SERVICES WITHIN MDM (SEE TABLE 5.14 AS PART MDM-IPTN)					
Location Intermodal Interchange	**Growth Node**	**Public Transport Service**	**Proposed Interchange**	**Definition based on function**	**Type of Facility**
Giyani	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major Public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Tzaneen	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Modjadjiskloof	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Phalaborwa	Provincial	MBT: local, regional, long-distance: Bus long-distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Hoedspruit	District	Bus and MBT: local, regional, long- distance, and cross-provincial (commuter services).	Minor Public Transport Rank.	Acts as an origin point mainly during the peak periods from where destinations can be reached, or other modes accessed.	Off-street facility mainly found in rural areas.
Mokwakwaila	Local	Bus and MBT: local and regional services.	Embayment on Major routes.	Provides public transport stops on major routes where passengers can be picked up or dropped off.	On Street facility located nearby an intersection or mid- block thereof.
Lenyenye	District	Bus and MBT: local and regional services.	Minor Public Transport Rank.	Acts as an origin point mainly during the peak periods from where destinations can be reached or other modes accessed.	Off-street facility mainly found in rural areas.

Source: MDM-IPTN, 2023

TABLE 3.4: PROPOSED ALLOCATION OF PUBLIC TRANSPORT MODES PER NETWORK ROUTE WITHIN MLM (SEE TABLE 5.18 AS PART MDM-IPTN)						
Corridor	**Network Route and Length (km)**	**Route Description and Current Mode/s**	**Approx Daily Pax Pax share %**	**Mode/s Fleet size**	**Road Upgrades Required**	**No of Major Stops Required (One-way)**
Primary 1	Route 1: 36,6	This route extends from Hoedspruit to Acornhoek and Buffelshoek along R40 and D3930. **MBT and Bus**	2446 (70%) 1048 (30%)	20 Bus 20 Midibuses	N/A	2
Primary 1	Route 2: 38,6	This route will extend from Hoedspruit to Boelang, Moloro along R40. **Bus**	1380 (100%)	30 Midibuses	N/A	5
Primary 1	Route 3: 47,7	This route extends from Hoedspruit to Zoeknog, along the R40. **Bus**	1120 (100%)	24 Midibus	N/A	6
Primary 1	Route 4: 56,3	This route extends from Hoedspruit to Thulamahashe, along R40, D3930 and D461, and across the provincial border. **Bus**	656 (100%)	15 Midibuses	N/A	4
Primary 2	Route 5: 56,7	This route will extend from Hoedspruit to Bochabelo/GaMabin, along R527, R36 and D21 and D3192. **MBT and Bus**	1205 (100%)	26 Midibuses	Pavement of gravel roads	6
Primary 2	Route 6: 69,3	This route will extend from Hoedspruit to Ga Sekororo R527, R36 and D21. **MBT and Bus**	788 (100%)	33 Midibuses	N/A	11
Primary 1	Route 7: 27	This route will extend from Buffelshoek to Welverdiend along the R40 and D3930. **Bus**	368 (100%)	10 MBT	Pavement of gravel roads	5

Source: MDM-IPTN, 2023

3.3.1.1 Commuter Services

All the routes are currently operated until 2024 on subsidised bus contracts which were designed and developed in 1998. These contracts serve areas in Maruleng as well as cross-border services into Mpumalanga province. The highest number of passenger trips are cross-border trips connecting Hoedspruit (Limpopo Province) to Acornhoek, Buffelshoek and Thulamahashe (Mpumalanga Province).

Based on the MDM-LITP the MBT passenger trips are low because of the sparse population distribution in Maruleng and higher population numbers across the provincial border in Mpumalanga. Whilst recommendations have been made in respect of modes on the network routes, there is a dire need for both provinces to determine clear roles, responsibilities, and funding for cross-border services.

During April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province".* The subsidised bus services in the Limpopo Province, which include MLM, were rationalised as part of the preparation of the Document. **Chapter 8** contains more information related to the recently implemented subsidised services with in MLM.

3.3.1.2 Public Transport Facilities

An intermodal facility should be provided at Hoedspruit as this is a District Growth Node. The proposed routes traverse residential areas. Therefore, public transport laybys and stops should be provided along these residential areas.

4 NON-MOTORISED TRANSPORT INTEGRATION

This section extracted from the MDM-IPTN, covers the Proposed NMT Links and associated NMT Facilities within MLM. The existing NMT infrastructure, which mainly includes pedestrian sidewalks, is concentrated in Hoedspruit along the R40 road, providing access to retail shops and the informal taxi rank along the R40.

4.1 PROPOSED NMT LINKS

The following subsections will elaborate on:

a) NMT Facilities along the proposed IPTN
b) MLM NMT Links.

4.1.1 NMT Facilities Along the Proposed IPTN

The proposed network routes within MLM are shown in **Figure 4.1**. The network routes comprised of trunk routes and feeder routes. The assessment of NMT facilities along the trunk routes is summarised in **Table 4.1**. Most of the trunk routes do not have NMT Facilities provided. NMT facilities are mostly provided along the R40 in Hoedspruit.

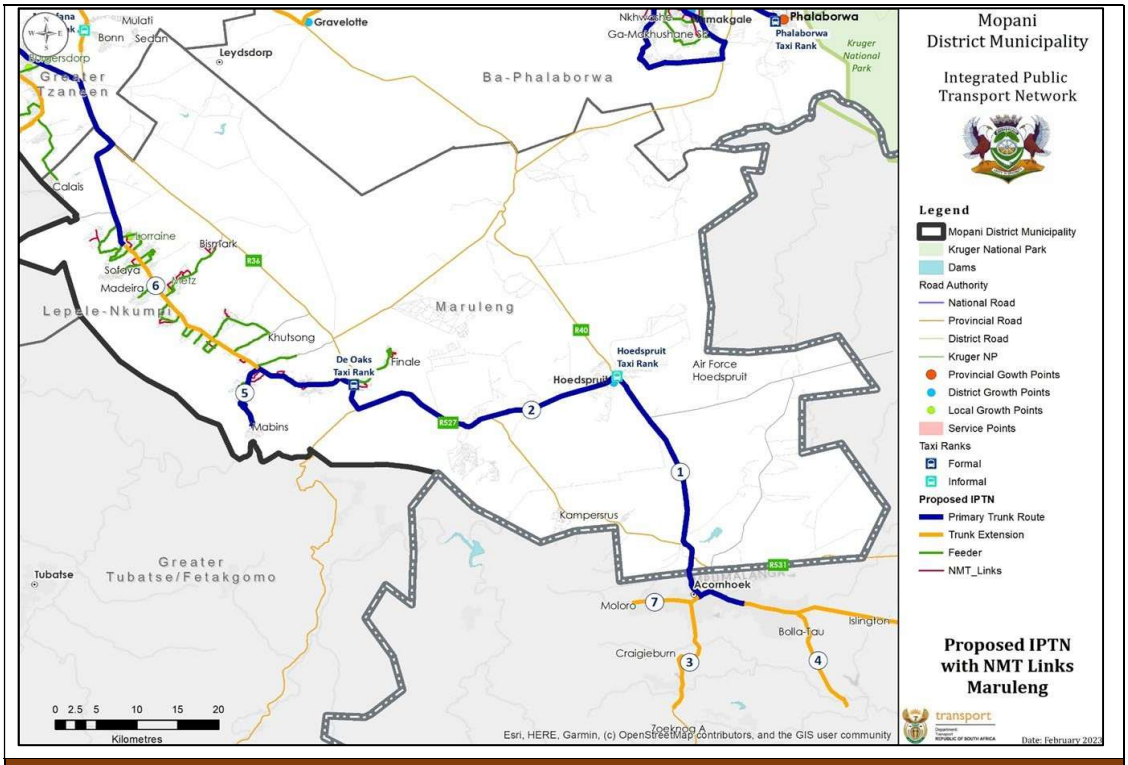


FIGURE 4.1: MARULENG LOCAL MUNICIPALITY NMT LINKS (SEE FIGURE 6.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

TABLE 4.1: STATE OF NMT FACILITIES ALONG TRUNK ROUTES (SEE TABLE 6.10 AS PART MDM-IPTN)			
Route	**Route Description**	**Road Surface**	**NMT Facilities**
Route 1	This route will extend from Hoedspruit to Acornhoek and Buffelshoek along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 2	This route will extend from Hoedspruit to Boelang, along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 3	This route will extend from Hoedspruit to Zoeknog, along the R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 4	This route will extend from Hoedspruit to Thulamahashe, along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 5	This route will extend from Hoedspruit to Bochabelo/ Ga Mabin, along R527, R36 and Morupu Mmola Rd.	Mostly paved, some parts are gravel	Sidewalks provided along the R40, in Hoedspruit only.
Route 6	This route will extend from Hoedspruit to Ga Sekororo, along R527, R36 and Morupu Mmola Rd.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 7	This route will extend from Buffelshoek to Welverdiend, along R40.	Mostly paved, some parts are gravel	No NMT facilities.

The assessment of NMT facilities along the feeder routes is summarised in **Table 4.2**. Most of the feeder routes do not have NMT facilities provided, while most of the feeder routes are paved.

TABLE 4.2: STATE OF NMT FACILITIES ALONG FEEDER ROUTES (SEE TABLE 6.11 AS PART MDM-IPTN)			
Feeder	**Feeder Description**	**Road Surface**	**NMT Facilities**
Feeder 1	Enable	Paved	No NMT facilities
Feeder 2	Bismark	Gravel	No NMT facilities
Feeder 3	Lorraine	Paved	No NMT facilities
Feeder 4	Hlohlokwe	Paved	No NMT facilities
Feeder 5	Sofaya	Paved	No NMT facilities
Feeder 6	Balloon	Paved	No NMT facilities
Feeder 7	Mahlomelong	Paved	No NMT facilities
Feeder 8	Madeira	Gravel	No NMT facilities
Feeder 9	Makgaung	Paved	No NMT facilities
Feeder 10	Turkey	Paved	No NMT facilities
Feeder 11	Ntswelemotse	Paved	No NMT facilities
Feeder 12	Setjuperang	Paved	No NMT facilities
Feeder 13	The Willows	Paved	No NMT facilities
Feeder 14	Sedawa	Paved	No NMT facilities
Feeder 15	Finale	Paved	No NMT facilities

4.1.2 MLM NMT Links

Twenty NMT links were identified within MLM and are listed in **Table 4.3**. The NMT links connect to both trunk and feeder routes. Most of the NMT links are not paved and do not have NMT facilities provided.

TABLE 4.3: PROPOSED NMT LINKS WITHIN MLM (SEE TABLE 6.12 AS PART THE MDM-IPTN)

NMT Link	Description	Road Surface	NMT Facilities
NMT 1	De Oaks	Paved	No NMT facilities
NMT 2	Dingapong	Gravel and paved	No NMT facilities
NMT 3	Finale	Gravel	No NMT facilities
NMT 4	The Willows 1	Gravel	No NMT facilities
NMT 5	The Willows 2	Gravel	No NMT facilities
NMT 6	Sedawa 1	Gravel	No NMT facilities
NMT 7	Sedawa 2	Gravel	No NMT facilities
NMT 8	Makgaung	Paved	No NMT facilities
NMT 9	Turkey	Paved	No NMT facilities
NMT 10	Metz 1	Mostly paved	No NMT facilities
NMT 11	Metz 2	Mostly paved	No NMT facilities
NMT 12	Bismark 1	Gravel	No NMT facilities
NMT 13	Bismark 2	Paved	No NMT facilities
NMT 14	Bismark 3	Gravel	No NMT facilities
NMT 15	Moetladimo	Gravel	No NMT facilities
NMT 16	Balloon 1	Gravel	No NMT facilities
NMT 17	Balloon 2	Gravel	No NMT facilities
NMT 18	Lorraine	Gravel	No NMT facilities
NMT 19	Hlohlokwe	Gravel	No NMT facilities
NMT 20	Enable	Gravel	No NMT facilities

5 FINANCIAL MODEL

This section elaborates on the following:

a) Public Transport Operations.
b) Public Transport related Infrastructure.

5.1 PUBLIC TRANSPORT OPERATIONS

The following subsections are relevant:

a) Passenger Demand and Fleet Required per Service.
b) Travel distances.
c) Public Transport Services Expenses.

5.1.1 Passenger Demand and Fleet Required Per Service

The fleet requirement for MLM based on a 10% passenger demand growth factor is shown **Table 5.1.**

TABLE 5.1: FLEET REQUIREMENT FOR MLM BASED ON A 10% PASSENGER DEMAND GROWTH FACTOR (SEE TABLE 7.1 AS PART MDM-IPTN)

IPTN Routes	Demand	Demand VAR	Minibus	Midi Bus	Bus
Route 1 (PC 1)	3495	3845	-	20	20
Route 2 (PC 1)	1380	1518	-	30	-
Route 3 (PC 1)	1120	1232	-	24	-
Route 4 (PC 1)	656	722	-	15	-
Route 5 (PC 2)	1205	1326	-	26	-
Route 6 (PC 2)	788	867	-	33	-
Route 7 (PC 1)	368	405	10		-
Total	**9012**	**9915**	**10**	**148**	**20**

5.1.2 Travel Distances

Table 5.2 provides the average trip distances for MLM within MDM. (see Table 7.2 as part MDM-IPTN)

TABLE 5.2: MLM AVERAGE TRIP DISTANCES WITHIN MDM (SEE TABLE 7.2 AS PART MDM-IPTN)

Local Municipality	Median Kms
Greater Giyani	50
Greater Letaba	38
Greater Tzaneen	40
Maruleng	47
Ba-Phalaborwa	20

5.1.3 Public Transport Services Expenses

The annual estimated costs respectively for in MLM for minibus taxi, midibus and bus operations are R427 125; R813 830 and R1 968 153 respectively, based on the MDM-IPTN, which translates into cost per km of R25.42, R48.44 and R117.15 respectively as indicated in **Table 5.3** below.

TABLE 5-3: FLEET AND OPERATING COSTS PER PUBLIC TRANSPORT MODE (SEE TABLE 7.3 AS PART MDM-IPTN)

Costs	Seating Capacity		
	Minibus 15	Midibus 23	Bus 65
Vehicle Purchase Price	**R 528,800.00**	**R 1,040,000.00**	**R 3,000,000.00**
Monthly Vehicle Instalment	**R 11,643.49**	**R 24,074.88**	**R 71,738.27**
Variable Costs	**R 13,061.73**	**R 27,613.96**	**R 58,855.52**
Maintenance	R 5,929.29	R 17,787.88	R 35,575.75
Tyres	R 202.91	R 610.40	R 2,035.60
Fuel	R 5,033.28	R 4,579.00	R 8,806.00
Contingencies	R 1,896.25	R 4,636.68	R 12,438.17
Fixed Costs	**R 10,888.83**	**R 16,130.33**	**R 39,829.67**
Insurance- Vehicle and Passengers	R 3,525.33	R 6,933.33	R 20,000.00
Satellite Tracking	R 200.00	R 200.00	R 200.00
Driver	R 4,784.00	R 6,000.00	R 14,144.00
UIF	R 48.00	R 60.00	R 144.00
Ranking	R 100.00	R 100.00	R 100.00
Licence	R 181.50	R 487.00	R 1,791.67
Cleaning of Vehicle	R 400.00	R 600.00	R 1,200.00
Premises Rental	R 500.00	R 500.00	R 500.00
Accountant/Bookkeeper	R 500.00	R 500.00	R 500.00
Cell/Tel	R 200.00	R 200.00	R 700.00
Overheads	R 200.00	R 300.00	R 300.00
Bank Charges	R 250.00	R 250.00	R 250.00
Total Monthly Costs	**R 35,594.05**	**R 67,819.17**	**R 170,423.46**
Total Annual Costs	**R 427,128.60**	**R 813,830.04**	**R2,045,081.52**
COST PER KM	**R 25.42**	**R 48.44**	**R 117.15**

The report indicated that the subsidy rates in MDM are extremely low except for the R47,43 per km for Risaba Bus service. Any increase in the subsidy rate might place a burden on the fiscus as the operating km based on the operations plan has increased dramatically.

5.2 PUBLIC TRANSPORT RELATED INFRASTRUCTURE

The following subsections are relevant:

a) Gravel Road Upgrades.
b) Public Transport Stops
c) Public Ranks and Intermodal Facilities.

5.2.1 Gravel Road Upgrade

The identification of gravel road on the identified IPTN network was identified and requires upgrade. **Table 5.4** provides the breakdown of the gravel roads per km in each of the Local Municipality and the cost for upgrades.

TABLE 5.4: MLM GRAVEL ROADS UPGRADE WITHIN MDM: ESTIMATED COSTS (SEE TABLE 7-3 AS PART MDM-IPTN)

Local Municipality	Km Of Gravel	Cost Of Upgrade
Greater Giyani	141,48	R 2 122 m
Greater Letaba	9,04	R 135 m
Greater Tzaneen	58,24	R 873 m
Maruleng	33,48	R 502 m
Ba-Phalaborwa	18,85	R 283 m
TOTAL	**261,04**	**R3 916 m**

Table 5.5 provides a glimpse of the equitable share allocation as per Schedule 3 of the DORA for MDM and the Local Municipality with 2023 as a base year for financial calculations.

TABLE 5.5: MOPANI AND LOCAL MUNICIPALITIES EQUITABLE SHARE ALLOCATION (DORA 2023 AS BASE YEAR) (SEE TABLE 7-6 AS PART MDM-IPTN)

Municipality	FY-1	FY-2	FY-3	TOTAL
Greater Giyani	R376m	R402m	R392m	R1 170m
Greater Letaba	R366m	R392m	R382m	R1 140m
Greater Tzaneen	R521m	R562m	R560m	R1 643m
Ba-Phalaborwa	R205m	R221m	R220m	R 646m
Maruleng	R165m	R177m	R173m	R 515m
MOPANI DM	**R1 265m**	**R1 359m**	**R1 450m**	**R4 074m**

The need for basic services and infrastructure within municipalities has a negative impact on the prioritization of the gravel roads and consequently the upgrade of gravel roads is unaffordable over the MTEF period. It was recommended as part of the MDM-IPTN that the MDM and the MLM need to develop a programme over 10 to 20 years to eradicate gravel roads on the ITPN.

5.2.2 Public Transport Stops

The number of stops per LM within MLM and the estimated costs are contained in **Table 5.6** below.

TABLE 5.6: ESTIMATION OF COSTS (2023 MONITORY VALUE) FOR PUBLIC TRANSPORT STOPS. (SEE TABLE 7-7 AS PART MDM-IPTN)

Local Municipality	Number of Stops	Cost
Greater Giyani	122	R 2 440 000
Greater Letaba	116	R 2 320 000
Greater Tzaneen	106	R 2 120 000
Maruleng	78	R 1 560 000
Ba Phalaborwa	10	R 200 000
TOTAL	**432**	**R8 640 000**

5.2.3 Public Transport Ranks and Intermodal Facilities

Estimated number of ranks and intermodal facilities per LM within MLM and the estimated costs are contained in **Table 5.6** below.

TABLE 5.7: ESTIMATED NUMBER OF RANKS AND INTERMODAL FACILITIES PER LM WITHIN MLM AND THE ESTIMATED COSTS, 2023 MONITORY VALUE. (SEE TABLE 7.7 AS PART MDM-IPTN)

Local Municipality	Ranks	Estimate Sqm	Estimated Cost for Ranks	Intermodal	Estimate Size	Estimate Cost for Inter
Greater Giyani	1	800	R4 440 000	1	4000	R22 200 000
Greater Letaba	4	3200	R17 760 000	2	8500	R47 175 000
Greater Tzaneen	6	8500	R47 175 000	2	15000	R83 250 000
Maruleng	2	1600	R8 880 000	1	5000	R27 750 000
Ba Phalaborwa	1	800	R4 440 000	1	3500	R19 425 000
TOTAL	**14**	**14900**	**R82 695 000**	**7**	**36000**	**R199 800 000**

Table 5.8 contains a 5-Year Rank and Intermodal Facilities proposed implementation plan at 2023 monitory value. (see Table 7.9 as part MDM-IPTN).

TABLE 5.8: 5-YEAR RANK AND INTERMODAL FACILITIES PROPOSED IMPLEMENTATION AT 2023 MONITORY VALUE. (SEE TABLE 7.9 AS PART MDM-IPTN)

Year	No. Ranks	Estimated Rank Cost	No. Intermodal	Estimate Intermodal Cost	Total Cost
Year 1	2	R11 813 572	1	R28 542 857	R40 356 429
Year 2	2	R11 813 572	1	R28 542 857	R40 356 429
Year 3	3	R17 720 358	2	R57 085 714	R74 806 072
Year 4	3	R17 720 358	2	R57 085 714	R74 806 072
Year 5	4	R23 627 144	1	R28 542 857	R52 170 001
	14	**R82 695 004**	**7**	**R199 800 000**	**R282 495 004**

6 BUSINESS AND FINANCIAL PLAN

6.1 REVENUE AND COST ANALYSIS

This section extracted from the MDM IPTN contains the Revenue and Costs Analysis, Public Transport Operations Implementation Plan, Infrastructure Implementation Plan and Operational Subsidy for MLM.

Table 6.1 provides the Modal upgrade cost to replace the old Minibus with new Mini and Midi-buses. (see Table 8.1 as part MDM-IPTN), while **Table 6.2** provides a Bus replacement programme (see Table 8-2 as part MDM-IPTN)

Within MLM, a large portion of public transport trips are across provincial boundaries i.e., between Limpopo and Mpumalanga provinces. The estimated annual revenue for fares would be in the region of R469,8 million. This estimate is based on a total fleet of 269 vehicles (10 minibuses; 148 midibuses and 20 buses) providing the service. **Table 6.3** sets out the estimated fare revenue for Maruleng and Ba Phalaborwa.

TABLE 6.1: MODAL UPGRADE: REPLACE THE OLD MINIBUS WITH NEW MINI AND MIDI-BUSES. (SEE TABLE 8.1 AS PART MDM-IPTN)												
ACTIVITY/YEAR	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**TOTALS**
Taxis scrapped	20	30	60	60	60	80	80	80	90	100	100	760
Scrapping allowance (R)	3,02m	4,53 m	9,06 m	9,06 m	9,06 m	12,08 m	12,08 m	12,08 m	13,59 m	15,1 m	15,1 m	114,76 m
Replacement Minibus	10	20	32	38	40	50	56	20	20	20	12	318
New minibus cost (R)	5,288 m	10,576 m	16,921 m	20,094 m	21,152 m	26,440 m	29,612 m	10,576 m	10,576 m	10,576 m	6,345 m	168,158m
Replacement Midibus	20	30	55	60	70	70	70	80	58	24	22	559
New Midibus cost (R)	20,8 m	31,2 m	57,2 m	62,4 m	72,8 m	72,8 m	72,8 m	83,2 m	60,32 m	24,96 m	22,88 m	581,36 m

TABLE 6.2: BUS REPLACEMENT PROGRAMME (SEE TABLE 8.2 AS PART MDM-IPTN)												
ACTIVITY	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**31/32**	**32/33**	**33/34**	**34/35**	**TOTALS**
New Bus	**2**	**8**	**12**	**17**	**20**	**20**	**20**	**25**	**10**	**10**	**15**	**159**
Costs (R)	**R6 m**	**R24 m**	**R36m**	**R51 m**	**R60 m**	**R60 m**	**R60 m**	**R75 m**	**R30 m**	**R30 m**	**R45 m**	**R477m**

TABLE 6.3: ESTIMATED FARE REVENUE FOR MARULENG (SEE TABLE 8.8 AS PART MDM-IPTN)										
Maruleng	**Origin - Destination**	**Full Route (Km)**	**Average g? Ops Km**	**Trips 3,5 Per Day Km**	**Operational Days Per Month**	**Fare Per Km**	**Pax Pd**	**Revenue Per Day**	**Revenue Per Month**	**Revenue Per Annum**
Route 1	Hoedspruit-Acornhoek	36,6	24,4	85,4	26	R1,45	3845	R 476 126	R 12 379 285	R 148 551 421
Route 2	Hoedspruit-Boelang	38,6	25,7	90,1	26	R1,45	1518	R 198 246	R 5 154 389	R 61 852 670
Route 3	Hoedspruit-Zoegnog	47,7	31,8	111,3	26	R1,45	1232	R 198 826	R 5 169 484	R 62 033 811
Route 4	Hoedspruit-Thulamahash	56,3	37,5	131,4	26	R1,45	722	R 137 528	R 3 575 722	R 42 908 662
Route 5	Hoedspruit-Bochabela/M	56,7	37,8	132,3	26	R1,45	1326	R 254 373	R 6 613 703	R 79 364 441
Route 6	Hoedspruit--GaSekororo	69,3	46,2	161,7	26	R1,45	867	R 203 281	R 5 285 310	R 63 423 720
Route 7	Buffelshoek-Welverdiend	27,0	18	63,0	26	R1,45	405	R 36 997	R 961 916	R 11 542 986
	TOTAL	**332,2**	**221,4**	**775,1**				**R 1 505 377**	**R 39 139 809**	**R 469 677 713**

Table 6.4 below provides a summary of monthly and annual estimated fare revenue for each of the local municipalities together with the fleet requirements to service the estimated demand.

TABLE 6.4: SUMMARY OF ESTIMATED MONTHLY AND ANNUAL FARE REVENUE AND FLEET (SEE TABLE 8.9 AS PART MDM-IPTN)

Relevant Municipality	Fare Revenue Per Month	Fare Revenue Per Annum	Minibus	Midibus	Bus
Greater Giyani	R14,8m	R177,3m	74	92	8
Greater Tzaneen	R60,6m	R726,8m	93	182	84
Greater Letaba	R45,7m	R548,3m	121	91	77
Maruleng	R39,1m	R469,7m	10	148	20
Ba Phalaborwa	R9m	R107,5m	20	46	
TOTAL	**R169,2m**	**R2 030m**	**318**	**559**	**189**

6.2 PUBLIC TRANSPORT OPERATIONS IMPLEMENTATION PLAN

Table 6.5 contains the MLM Operations Roll Out (see Table 8.14 as part MDM-IPTN).

TABLE 6.5: MARULENG OPERATIONS ROLL OUT (SEE TABLE 8.14 AS PART MDM-IPTN)

Route	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	2031/ 32	2032/ 33	2033/ 34
ROUTE 1										
ROUTE 2										
ROUTE 3										
ROUTE 4										
ROUTE 5										
ROUTE 6										
ROUTE 7										

6.3 INFRASTRUCTURE IMPLEMENTATION PLAN

The subsequent section elaborates on:

a) Gravel Roads Upgrade Program.
b) Public Transport Ranks.
c) Intermodal Facilities.

6.3.1 Gravel roads upgrade programme

The subsequent sub sections elaborate on:

a) Overview.
b) Financial Implications.

6.3.1.1 Overview

Table 6.6 provides a breakdown of gravel roads on the network routes in each Local Municipality in MDM.

TABLE 6.6: GRAVEL ROAD PER NETWORK PER LOCAL MUNICIPALITY IN THE MDM (SEE TABLE 8.16 AS PART MDM-IPTN)	
Local Municipality	**Km of Gravel**
Greater Giyani	141,48
Greater Letaba	9,04
Greater Tzaneen	58,24
Maruleng	33,48
Ba-Phalaborwa	18,85
TOTAL	**261,04**

6.3.1.2 Financial Implications

The approach adopted as part of the MDM-IDP was to undertake the upgrading of gravel roads in batches. **Table 6.7** indicates the extent of gravel roads intended to be upgraded in MLM.

TABLE 6.7 INDICATES THE EXTENT OF GRAVELS ROADS THAT WILL BE UPGRADED IN MLM AS PART OF THE MDM-IDP. (SEE TABLE 8.17 AS PART MDM-IPTN)		
Batch	**Road Number**	**Length (km)**
1	D3878	12,0
2	D1583	10,7
3	D3902 and D3903	9,6
4	D3009	7,0
5	D3009	7,0
	Total	**46,3**

6.3.2 Public Transport Ranks

The subsequent sub sections elaborate on:

a) Overview.
b) Implementation Programme
c) Financial Implications.

6.3.2.1 Overview

Table 6.8 provides a summary of public transport ranks along the MDM-IPTN (see Table 8.20 as part MDM-IPTN).

TABLE 6.8: PUBLIC TRANSPORT RANKS ALONG THE MDM-IPTN (SEE TABLE 8.20 AS PART MDM-IPTN)		
Local Municipality	**Ranks**	**Estimate Area (m²)**
Greater Giyani	1	800
Greater Letaba	4	3200
Greater Tzaneen	6	8500
Maruleng	2	1600
Ba Phalaborwa	1	800
Total	**14**	**14900**

6.3.2.2 Implementation Programme

Table 6.9 provides the five-year public transport ranks delivery program as a best-case scenario (see Table 8.21 as part MDM-IPTN).

TABLE 6.9: FIVE-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (BEST-CASE SCENARIO) (SEE TABLE 8.21 AS PART MDM-IPTN)					
Local Municipality	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Greater Giyani	1				
Greater Letaba		1	1	1	1
Greater Tzaneen		2	1	2	1
Maruleng	1		1		
Ba Phalaborwa	1				
Total per Annum	**3**	**3**	**3**	**3**	**2**

Table 6.10 provides a Seven-year public transport ranks delivery program as a worst-case scenario. (see Table 8-22 as part MDM-IPTN)

TABLE 6.10: SEVEN-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (WORST-CASE SCENARIO) (SEE TABLE 8.22 AS PART MDM-IPTN)							
Local Municipality	**2024/ 25**	**2025/ 26**	**2026/ 27**	**2027/ 28**	**2028/ 29**	**2029/ 30**	**2030/ 31**
Greater Giyani	1						
Greater Letaba		1	1	1	1		
Greater Tzaneen		1		1	1	2	1
Maruleng			1		1		
Ba Phalaborwa	1						
Total per Annum	**2**	**2**	**2**	**2**	**3**	**2**	**1**

6.3.2.3 Financial Implications

The estimated cost is based on construction costs per square metre. **Table 6.11** provides the estimated construction costs for the construction of Public Transport Ranks.

TABLE 6.11: COST ESTIMATES FOR PUBLIC TRANSPORT RANKS (SEE TABLE 8.23 AS PART MDM-IPTN)

Local Municipality	Ranks	Estimated Area (m²)	Estimated Cost
Greater Giyani	1	800	R4 440 000
Greater Letaba	4	3200	R17 760 000
Greater Tzaneen	6	8500	R47 175 000
Maruleng	2	1600	R8 880 000
Ba Phalaborwa	1	800	R4 440 000
Total	**14**	**14900**	**R82 695 000**

6.3.3 Inter-Modal Facilities

The subsequent sub sections elaborate on:

a) Overview.
b) Implementation Programs.
c) Financial Implications.
d) Funding Sources.

6.3.3.1 Overview

Table 6.12 provides a summary of Inter-modal facilities required for MDM (see Table 8-26 as part MDM-IPTN).

TABLE 6.12: INTER-MODAL FACILITIES FOR MDM -IPTN (SEE TABLE 8.26 AS PART MDM-IPTN)

Local Municipality	Intermodal	Estimated Area (m²)
Greater Giyani	1	4000
Greater Letaba	2	8500
Greater Tzaneen	2	15000
Maruleng	1	5000
Ba Phalaborwa	1	3500
Total	**7**	**36000**

6.3.3.2 Implementation Programme

Table 6-13 provides the implementation rollout of identified Inter-Modal Facilities for MDM (see Table 8-27 as part MDM-IPTN).

TABLE 6.13: IMPLEMENTATION ROLLOUT OF INTER-MODAL FACILITIES (SEE TABLE 8.27 AS PART MDM-IPTN)								
Local Municipality	**2023/ 24**	**2024/ 25**	**2025/ 26**	**2026/ 27**	**2027/ 28**	**2028/ 29**	**2029/ 30**	**Number**
Greater Giyani	1							1
Greater Letaba		1				2		2
Greater Tzaneen			1		2			2
Maruleng				1				1
Ba Phalaborwa					1			1
Total Intermodal								**7**

6.3.3.3 Financial Implications

Table 6.14 provides information of inter-modal facilities per LM, the estimated size and construction costs.

TABLE 6.14: INTER-MODAL FACILITIES QUANTITY, SIZE, AND ESTIMATED COSTS. (SEE TABLE 8-28 AS PART MDM-IPTN)			
Local Municipality	**Intermodal**	**Estimate Area (m²)**	**Estimate Cost**
Greater Giyani	1	4000	R22 200 000
Greater Letaba	2	8500	R47 175 000
Greater Tzaneen	2	15000	R83 250 000
Maruleng	1	5000	R27 750 000
Ba Phalaborwa	1	3500	R19 425 000
Total	**7**	**36000**	**R199 800 000**

6.4 OPERATIONAL SUBSIDY

Table 6.16 sets out the modelled subsidy rate scenarios per km per month to breakeven. Assuming the breakeven rate is R57 per km then the annual PTOG allocation should eventually reach R934,6 million per annum.

TABLE 6.16: MODELLED SUBSIDY RATE SCENARIOS PER KM PER MONTH TO BREAKEVEN. (SEE TABLE 8-31 AS PART MDM-IPTN)

Utilisation	Subsidy: R45 per km	Subsidy: R47 per km	Subsidy: R48 per km	Subsidy R57 per km	Subsidy R55,70
100%	R 61 488 000	R 68 320 000	R 65 587 200	R 77 884 800	R 76 094 816
80%	R 49 190 400	R 54 656 000	R 54 656 000	R 62 307 840	R 60 886 784
70%	R 43 041 600	R 47 824 000	R 47 824 000	R 54 519 360	R 53 275 936

7 OPERATIONAL PLAN

A summarised list of projects is then provided in **Table 7.1**, with projected implementation programme, prioritisation, estimated costing as well.

TABLE 7.1: INCREMENTAL APPROACH TO INFRASTRUCTURE UPGRADING WITHIN MLM AS PART OF THE MDM-IPTN (SEE TABLE 9.2 AS PART MDM-IPTN)						
Project Number	**Description**	**Unit**	**Priority / Timeframe**	**Motivation**	**Estimated value (R million)**	**Implement Year**
PTN 004	Maruleng	78 Stops	0 – 3 years	Major public transport route, regional.	R 1,56	2027
PTF 005	Hoedspruit: Feasibility study and upgrade the existing Public Transport Facility into a multi-modal transfer facility. Detailed assessment of public transport rank facilities in terms of condition, operations, capacity, utilization, and limitations, with recommendations for infrastructure improvements.	1 Facility	0 – 3 years		R 27,75	2027
NMT 04	NMT links along feeder routes and NMT only links. NMT infrastructure linked to proposed road infrastructure upgrade projects along future public transport corridors.	10 km/year	0 – 3 years	Pedestrian safety enhancements along major public transport and school's route.	**Years 1, 2 and 3:** R 20m per year	2027
RIN 004 & RIN 005	Inclusive of Upgrades to comprise of: Non-motorised transport, bus shelters, public transport lay-bys, enhanced pedestrian crossing facilities. Horizontal and vertical alignment improvements Cross-section improvement Pavement improvement: gravel to asphalt Access management (intersection control and configuration) Stormwater management (bridges, culverts and road drainage prism)	Route 5: Hoedspruit to Mabi / Kgopong 56,7 km	> 10 years	Planning will take long inclusive of numerous governance aspects.	R 15mil/km	2035 - 2044
		Route 7: Buffelshoek to Welverdiend 27 km	> 10 years	Planning will take long inclusive of numerous governance aspects.	R15mil/km	2035 - 2044

8 IMPLEMENTED CONTRACT DURING 2025

As of the 1st of April 2025, new bus contracts were implemented across MDM, and they are listed in **Table 8.1** below. The contract values were, however, not disclosed to the Project Team and no Mini and Midi Taxis were incorporated as part of the Contracts. The LDTCS is at this stage still the Contracting Authority.

TABLE 8.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025

Bus Operator	Contract No	Contracted Routes	Contracted Buses	No Of Weekday Shifts
Mopani 1 (Giyani) Great North Transport	MOP1/2025	19	18	42
Mopani 2 (Hoedspruit) Great North Transport	MOP2/2025	62	40	97
Mopani Three Transport	MOP3/2025	60	49	149

Figure 8.1 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM, while **Figure 8.2** contains more detailed information related to the routes specifically operated by the Mopani-2 Company for routes that falls within MLM.

Annexure A contains the Mopani-2 Service Designs, while **Annexure B** provides Taxi Operating Companies (TOC) Planning & Preparation Process. This document intends to provide some background and guidance on the process to be followed during the Taxi Operating Company (TOC) formation process to provide taxi scheduled services as part of/or separately from the IPTS.

It should further be noted that the TOC formation process should always be linked to a **Business Improvement** which may include, but is not limited to:

a) Grouping of vehicles owners (operators) and/or even associations.
b) Collectivising revenues.
c) Collectivising costs.
d) Collectivising management.
e) Moving towards scheduled services.

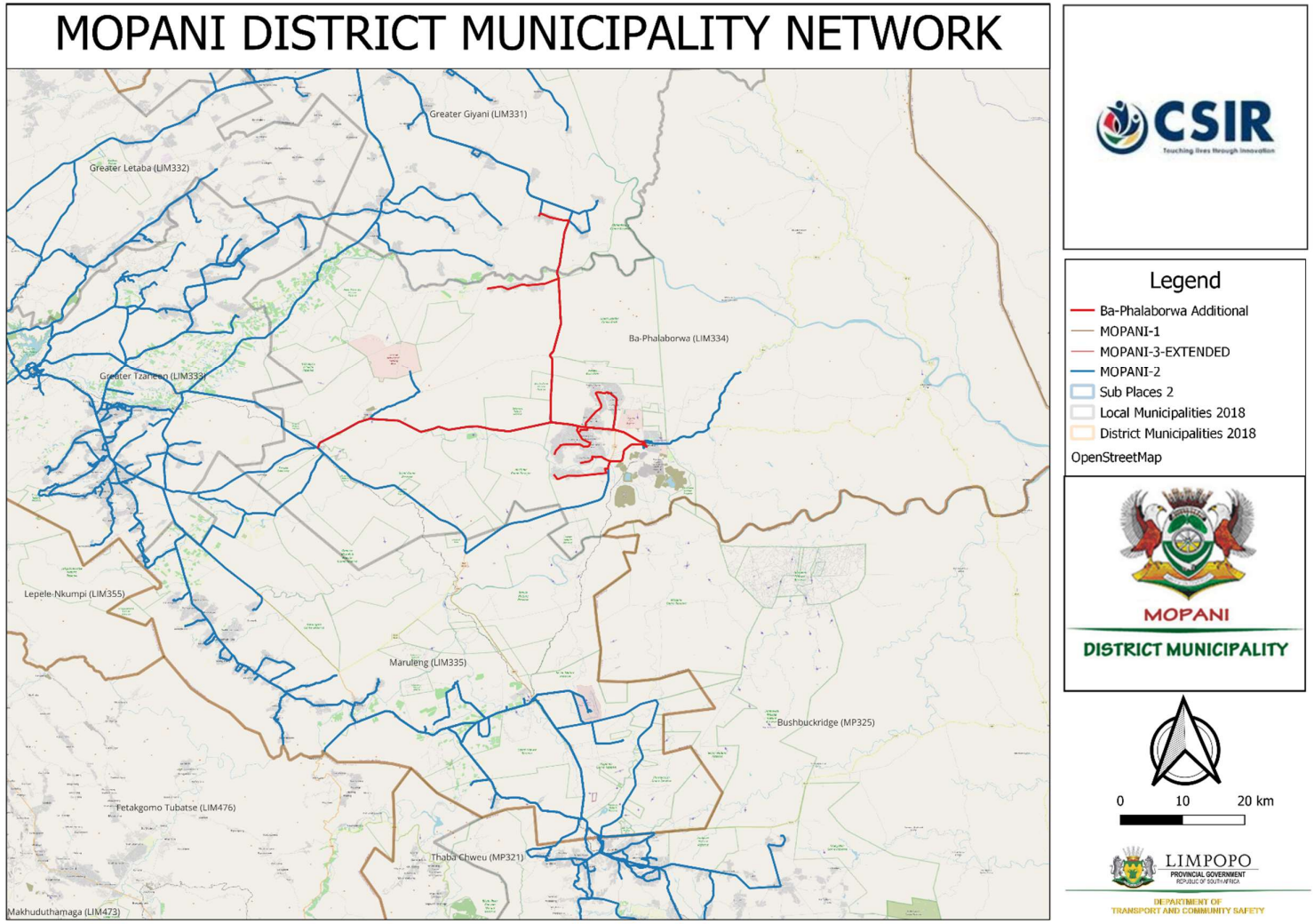


FIGURE 8.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

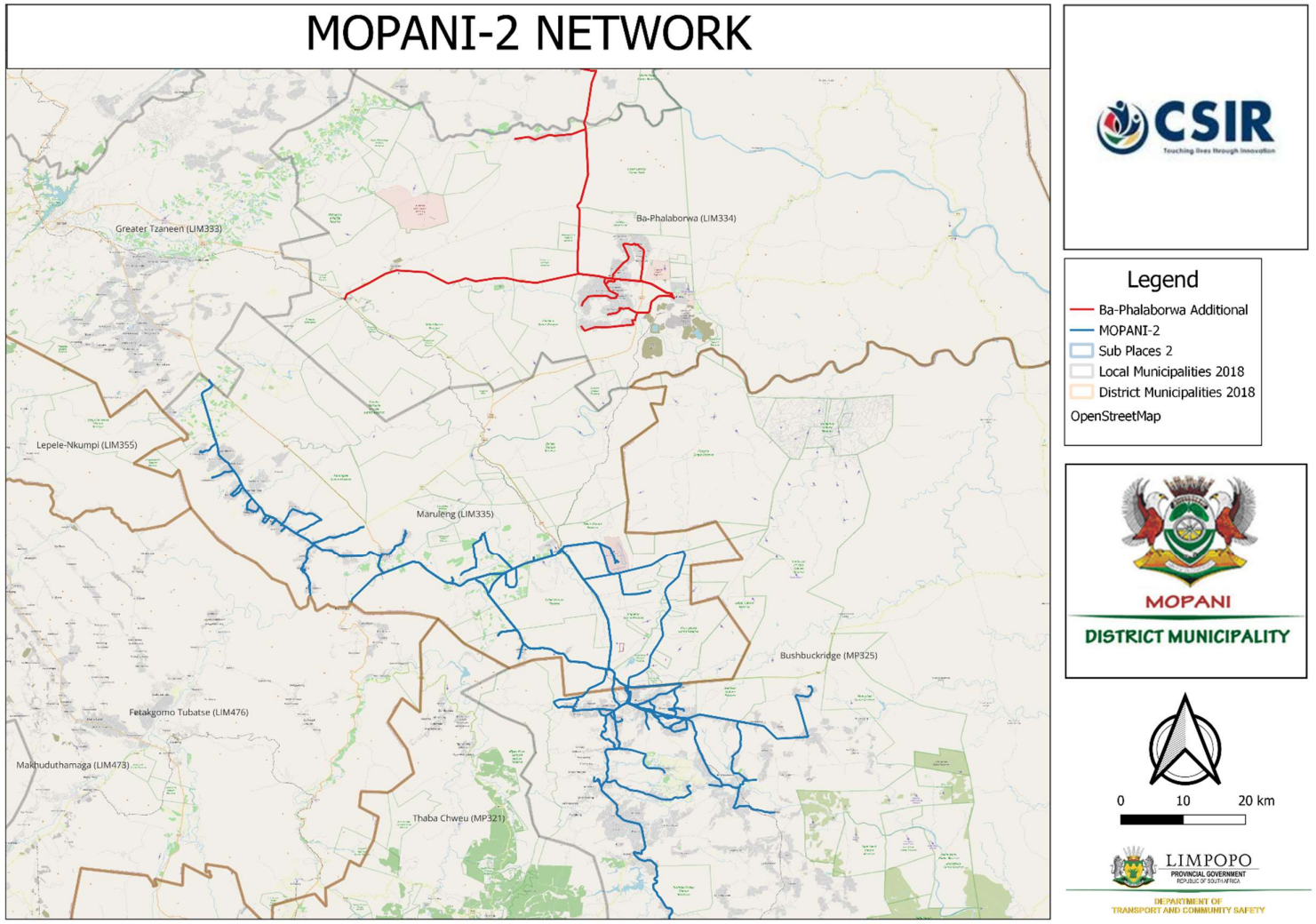


FIGURE 8.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

ANNEXURE A

MOPANI-2 SERVICE DESIGNS

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_001	MARIEPSKOP	HOEDSPRUIT SAPD	38	1	1	1	1	1	0	0	0	9,120
MOP2_001	HOEDSPRUIT SAPD	MARIEPSKOP	38	1	1	1	1	1	0	0	0	9,120
MOP2_002	BUYELANE	KAPAMA LODGE	36	1	1	1	1	1	0	0	1	8,640
MOP2_002	KAPAMA LODGE	BUYELANE	36	1	1	1	1	1	0	0	1	8,640
MOP2_003	BUFFELSHOEK VIA COTTONDALE	HOEDSPRUIT	52	1	1	1	1	1	1	0	0	14,976
MOP2_003	HOEDSPRUIT	BUFFELSHOEK/COTTON	52	1	1	1	1	1	1	0	1	14,976
MOP2_004	MALETSEGO	DRAKENSIG	44	1	1	1	1	1	1	0	0	12,643
MOP2_004	DRAKENSIG	MALETSEGO	44	1	1	1	1	1	0	0	0	10,536
MOP2_005	BUFFELSHOEK/COTTON VIA MATIKARENE, MONAMONENE	HOEDSPRUIT	58	1	1	1	1	1	0	0	0	13,992
MOP2_005	HOEDSPRUIT VIA MONAMONENE, MATIKARENE	BUFFELSHOEK/COTTON	58	1	1	1	1	1	0	0	0	13,992
MOP2_006	TSAKANE/GREENVALLEY	ESSEX/GLENCOE	66	1	1	1	1	1	0	0	1	15,912
MOP2_006	ESSEX/GLENCOE	TSAKANE/GREENVALLEY	66	1	1	1	1	1	0	0	1	15,912
MOP2_007	FINALE	HOEDSPRUIT	42	1	1	1	1	1	0	0	1	10,128
MOP2_007	HOEDSPRUIT	FINALE	42	1	1	1	1	1	0	0	1	10,128
MOP2_008	BOCHABELO	HOEDSPRUIT	55	1	1	1	1	1	1	0	1	15,754
MOP2_008	HOEDSPRUIT	BOCHABELO	55	1	1	1	1	1	1	0	1	15,754
MOP2_009	MAMETJA	HOEDSPRUIT	53	1	1	1	1	1	0	0	1	12,600
MOP2_009	HOEDSPRUIT	MAMETJA	53	1	1	1	1	1	0	0	1	12,600
MOP2_010	ENABLE	HOEDSPRUIT TERMINUS	60	1	1	1	1	1	0	0	1	14,352
MOP2_010	HOEDSPRUIT TERMINUS	ENABLE	60	1	1	1	1	1	0	0	1	14,352
MOP2_011	BUFFELSHOEK	BAVARIA	65	1	1	1	1	1	0	0	1	15,624
MOP2_011	BAVARIA	BUFFELSHOEK	65	1	1	1	1	1	0	0	1	15,624
MOP2_012	HEBRON	PARMA	71	1	1	1	1	1	0	0	1	17,136
MOP2_012	PARMA	HEBRON	71	1	1	1	1	1	0	0	1	17,136
MOP2_013	BUFFELSHOEK	BAVARIA	63	1	1	1	1	1	0	0	1	15,000
MOP2_013	BAVARIA	BUFFELSHOEK	63	1	1	1	1	1	0	0	1	15,000
MOP2_014	MALETSHEGO	BAVARIA	49	1	1	1	1	1	0	0	1	11,688
MOP2_014	BAVARIA	MALETSHEGO	49	1	1	1	1	1	0	0	1	11,688
MOP2_015	BROOKLYN	ESSEX	51	1	1	1	1	1	0	0	1	12,168
MOP2_015	ESSEX	BROOKLYN	51	1	1	1	1	1	0	0	1	12,168
MOP2_016	MOLALANE	HOEDSPRUIT	53	1	1	1	1	1	0	0	0	12,600
MOP2_016	HOEDSPRUIT	MOLALANE	53	1	1	1	1	1	0	0	0	12,600
MOP2_017	ROOIBOKLAAGTE (A)	PARMA / AMBROSIA	57	1	1	1	1	1	0	0	1	13,680
MOP2_017	PARMA / AMBROSIA	ROOIBOKLAAGTE (A)	57	1	1	1	1	1	0	0	1	13,680
MOP2_018	CASTEEL	BAVARIA	65	1	1	1	1	1	0	0	1	15,600
MOP2_018	BAVARIA	CASTEEL	65	1	1	1	1	1	0	0	1	15,600
MOP2_019	INAMA	HOEDSPRUIT	41	1	1	1	1	1	0	0	0	9,720
MOP2_019	HOEDSPRUIT	INAMA	41	1	1	1	1	1	0	0	0	9,720
MOP2_020	BUFFELSHOEK	BAVARIA ESTATE	60	1	1	1	1	1	0	0	1	14,400
MOP2_020	BAVARIA ESTATE	BUFFELSHOEK	60	1	1	1	1	1	0	0	1	14,400
MOP2_021	FINALE	HOEDSPRUIT	49	1	1	1	1	1	0	0	0	11,760

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_021	HOEDSPRUIT	FINALE	49	1	1	1	1	**1**	0	0	0	11,760
MOP2_022	THULAMAHASHE	BAVARIA	87	1	1	1	1	1	0	0	1	20,880
MOP2_022	BAVARIA	THULAMAHASHE	87	1	1	1	1	1	0	0	1	20,880
MOP2_023	BUFFELSHOEK	ESSEX	67	1	1	1	1	1	0	0	1	16,032
MOP2_023	ESSEX	BUFFELSHOEK	67	1	1	1	1	1	0	0	1	16,032
MOP2_024	BROOKLYN	BAVARIA	50	1	1	1	1	1	0	0	1	11,880
MOP2_024	BAVARIA	BROOKLYN	50	1	1	1	1	1	0	0	1	11,880
MOP2_025	GA-FANE	HOEDSPRUIT	63	1	1	1	1	1	0	0	0	15,120
MOP2_025	HOEDSPRUIT	GA-FANE	63	1	1	1	1	1	0	0	0	15,120
MOP2_026	HLUVUKANI	ESSSEX	98	1	1	1	1	1	0	0	0	23,568
MOP2_026	ESSEX	HLUVUKANI	98	1	1	1	1	1	0	0	0	23,568
MOP2_027	DINGLEDALE	RICHMOND	82	1	1	1	1	1	0	0	1	19,680
MOP2_027	RICHMIND	DINGLEDALE	82	1	1	1	1	1	0	0	1	19,680
MOP2_028	OKKERNOOT/MBONDWENI	HOEDSPRUIT	45	1	1	1	1	1	0	0	0	10,872
MOP2_028	HOEDSPRUIT	OKKERNOOTBOOM	45	1	1	1	1	1	0	0	0	10,872
MOP2_029	OKKERNOOT/MBONDWENI	BAVARIA	62	1	1	1	1	1	0	0	1	14,790
MOP2_029	BAVARIA	OKKERNOOTBOOM	62	1	1	1	1	1	0	0	1	14,790
MOP2_030	BALLOON	HOEDSPRUIT	99	1	1	1	1	1	0	0	0	23,760
MOP2_030	HOEDSPRUIT	BALLOON	99	1	1	1	1	1	0	0	0	23,760
MOP2_031	SIGAGULA	HOEDSPRUIT	45	1	1	1	1	1	1	0	0	12,816
MOP2_031	HOEDSPRUIT	SIGAGULA	45	1	1	1	1	1	1	0	0	12,816
MOP2_032	SIGAGULA	PARMA	65	1	1	1	1	1	0	0	1	15,480
MOP2_032	PARMA	SIGAGULA	65	1	1	1	1	1	0	0	1	15,480
MOP2_033	WHITECITY	ESSEX/HAMERKOPNES	76	1	1	1	1	1	0	0	1	18,240
MOP2_033	ESSEX/HAMERKOPNES	WHITECITY	76	1	1	1	1	1	0	0	1	18,240
MOP2_034	ISLINGTON	ESSEX/HAMERKOPNES	91	1	1	1	1	1	0	0	1	21,840
MOP2_034	ESSEX/HAMERKOPNES	ISLINGTON	91	1	1	1	1	1	0	0	1	21,840
MOP2_035	THULAMAHASHE	HOEDSPRUIT	98	1	1	1	1	1	1	0	0	28,080
MOP2_035	HOEDSPRUIT	THULAMAHASHE	98	1	1	1	1	1	0	0	0	23,400
MOP2_036	HOEDSPRUIT TERM	BUYELANE	40	1	1	1	1	1	0	0	1	9,600
MOP2_036	BUYELANE	HOEDSPRUIT	40	1	1	1	1	1	0	0	1	9,600
MOP2_037	AIRFORCE	BUYELANE	60	1	1	1	1	1	0	0	0	14,400
MOP2_038	MOREKU/NEWLINE	ESSEX/HAMERKOPNES	67	1	1	1	1	1	0	0	1	16,080
MOP2_039	TSAKANE/GREENVALLEY	HOEDSPRUIT	46	1	1	1	1	1	0	0	0	11,040
MOP2_040	CASTEEL VIA BOERS,SIZAGOGO, AND ROOIBOK	HOEDSPRUIT	69	1	1	1	1	1	0	0	0	16,560
MOP2_041	CASTEEL	AIRFORCE A	69	1	1	1	1	1	0	0	0	16,560
MOP2_042	HOEDSPRUIT	CASTEELVIA ZOEKNOG	62	1	1	1	1	1	1	0	2	17,856
MOP2_043	BUFFELSHOEK VIA COTTONDALE, CHAVELAGAZA	BAVARIA	85	1	1	1	1	1	0	0	1	20,448
MOP2_044	BUFFELSHOEK/COTTON STRAIGHT	AIRFORCE B	59	1	1	1	1	1	0	0	0	14,064
MOP2_045	AIRFORCE B VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	63	1	1	1	1	1	0	0	0	15,000
MOP2_046	BUFFELSHOEK/COTTON VIA ACORNHOEK PLAZA	HOEDSPRUIT	52	1	1	1	1	1	2	0	0	17,573

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_047	BUYELANE	DRAKENSIG	45	1	1	1	1	1	0	0	0	10,680
MOP2_048	ESSEX/HAMERKOPNES	MOREKU/NEWLINE	85	1	1	1	1	1	0	0	1	20,352
MOP2_049	DRAKENSIG	TSAKANE/GREENVALLEY	43	1	1	1	1	1	0	0	0	10,344
MOP2_050	DRAKENSIG	CASTEEL	64	1	1	1	1	1	0	0	0	15,336
MOP2_051	BAVARIA VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	52	1	1	1	1	1	0	0	0	12,552
MOP2_052	HOEDSPRUIT VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	53	1	1	1	1	1	0	0	0	12,744
MOP2_053	HOEDSPRUIT	BOCHABELO	74	1	1	1	1	1	0	0	0	17,712
MOP2_054	THULAMAHASHE	AIRFORCE C	88	1	1	1	1	1	0	0	0	21,072
MOP2_055	AIRFORCE BASE A	BUFFELSHOEK/COTTONDALE	57	1	1	1	1	1	0	0	0	13,704
MOP2_056	HOEDSPRUIT	BOCHABELO VIA MORIA FOOD	57	1	1	1	1	1	0	0	0	13,752
MOP2_057	THE WILLOWS	HOEDSPRUIT	45	1	1	1	1	1	0	0	0	10,680
MOP2_058	BAVARIA	BOCHABELO	48	1	1	1	1	1	0	0	0	11,400
MOP2_059	BAVARIA	COTTONDALE	61	1	1	1	1	1	0	0	0	14,640
MOP2_060	COTTONDALE	HOEDSPRUIT	56	1	1	1	1	1	0	0	0	13,440
MOP2_061	BAVARIA FRUIT ESTATE	THE WILLOWS	41	1	1	1	1	1	0	0	0	9,768
MOP2_062	Ballon	Hoedspruit Via Turkey 1-4	83	1	1	1	1	1	0	0	0	19,814
MOP2_062	Hoedspruit Via Turkey 1-4	Ballon	83	1	1	1	1	1	0	0	0	19,814
				97	**97**	**97**	**97**	**97**	**11**	**-**	**52**	**1,441,232**

ANNEXURE B

TAXI OPERATING COMPANIES (TOC)
PLANNING & PREPARATION PROCESS

Table of Contents

1. BACKGROUND 1

2. DATA COLLECTION 2

3. ENTITY FORMING/CONTRACTING 3

4. OPERATIONS AND SERVICE PLANNING PROCESS 4

4.1 Detailed Data Analysis 1
4.2 Route Identification 1
4.3 Timetable Setting 2
4.4 Vehicle Scheduling 3
4.5 Assignment of Drivers 3
4.6 Additional Staff Requirements 4
4.7 Documentation 4

5. PILOT – TEST RUN PREPARATIONS 6

5.1 Depots/Staging 6
5.2 Operations Plan 6
5.3 Other Important Considerations 7
5.4 AS-IS Financial Model/Business Model 8

6. BUSINESS PLANNING AND FINANCIAL MODELLING 9

6.1 Scheduled and Operated Kilometres 9
6.2 Number of Vehicles 9
6.3 Revenue Projections 9
6.4 Variable Cost Estimations 10
6.5 Fixed Cost Estimations 10
6.6 Other Costs 11
6.7 SARS/Taxes 11

7. STAFF – DRIVERS AND OTHER 12

8. BUSINESS PLANNING AND FINANCIAL MODELLING 13

9. OPERATIONAL READINESS CHECKS AND BALANCES 14

List of Figures

FIGURE 4.1: BASIS OF DESIGN METHODOLOGY

List of Tables

TABLE 9.1: OPERATIONAL READINESS
TABLE 9.2: FINANCIAL READINESS
TABLE 9.3: HUMAN RESOURCES READINESS
TABLE 9.4: DEPOT INFRASTRUCTURE READINESS
TABLE 9.5: MAIN OFFICE INFRASTRUCTURE READINESS
TABLE 9.6: WORKSHOP INFRASTRUCTURE READINESS
TABLE 9.7: VEHICLE READINESS

1. BACKGROUND

This document intends to provide some background and guidance on the process to be followed during the Taxi Operating Company (TOC) formation process to provide taxi scheduled services as part of/or separately from the PIRPTS.

It should further be noted that the TOC formation process should always be linked to a **Business Improvement** which may include, but is not limited to:

a) Grouping of vehicles owners (operators) and/or even associations.
b) collectivizing revenues.
c) collectivizing costs.
d) collectivizing management.
e) moving towards scheduled services.

2. DATA COLLECTION

The first step in TOC formation is the collection of all available data and where information does not exist, it needs to be collected. Both operational and financial information needs to be collected as part of the data collection process.

To ensure the data collection is complete, several questions need to be answered.

For data regarding **operations,** the following are required:

a) How big is the census survey sample?

   i) Are all trips surveyed at least once on a weekday (operations day)?
   ii) Scaling of data? **Where possible, this should be avoided at all costs.**

b) When are censuses/surveys done? Should it be:

   i) Mondays to Fridays
   ii) Saturdays
   iii) Sundays
   iv) Public holidays
   v) All paydays.

c) **Numbering of routes** during the survey:

   i) Should be **permit or OLS-based numbering**

d) Census/Survey trip ID linked to permit/OLS number where possible.

   i) Directional information per trip – “In”/“Out” – “Forward”/“Return” should be very clearly identified.
   ii) Clear Start and Stop Geo, Time, etc.
   iii) Clear boarding and alighting numbers/time Geolocation along the trip.

e) Trip information must be grouped per stop and per timeslot of 15 minutes during the day.
f) Information to be provided in an **Excel** Spreadsheet.

3. ENTITY FORMING/CONTRACTING

As part of the TOC process, it is important to move a part of a taxi association, a full taxi association or a group of taxi associations to a more formal entity that will operate the TOC. The entity should legally and financially be compliant to ensure that possible risks are mitigated. The entity should become a safe space for the taxi operators/taxi associations to enable the collectivizing of revenue and costs. The entity should also provide comfort to all so that the operational competition between individual owners are no longer necessary since the TOC operations are for the benefit of all participants.

Further to the above, the entity intends to provide a formal structure for the management of the TOC operations and functions as a legal entity which could be contracted privately (staff transport, etc.) or with the government (public transport services).
The structure of the TOC entity to be formed will differ from TA to TA; the share or shareholding of the entity will be determined at the time of forming the entity. Previous examples of one vehicle, one share or a percentage of the total values of vehicles, etc. can be used.

A more formal entity would also create an opportunity for the drivers and other staff involved in the association to be employed formally and gainfully by the entity and to ensure that the required labour relations/legislations, etc. are always observed.

4. OPERATIONS AND SERVICE PLANNING PROCESS

During the service planning process, a sequence of steps is followed of which the outcome of a previous step determines input to the next step.
Important decisions and steps to be followed are to investigate and decide on the possible operating philosophy to be followed; some examples:

a) Full scheduled service – a service that operates on fixed routes, with fixed timetables all the time.
b) Partly scheduled service – a service that may be fully scheduled for example for the peak periods, but then demand-driven in the off-peak
c) Service that is responding to demand only – a service that operates based on where the demand is at the time.

It is critical to determine which operating philosophy is to be followed before more planning is done since the philosophy might influence the methodology and process to follow.

A basis of design methodology is indicated in **Figure 4.1** below.

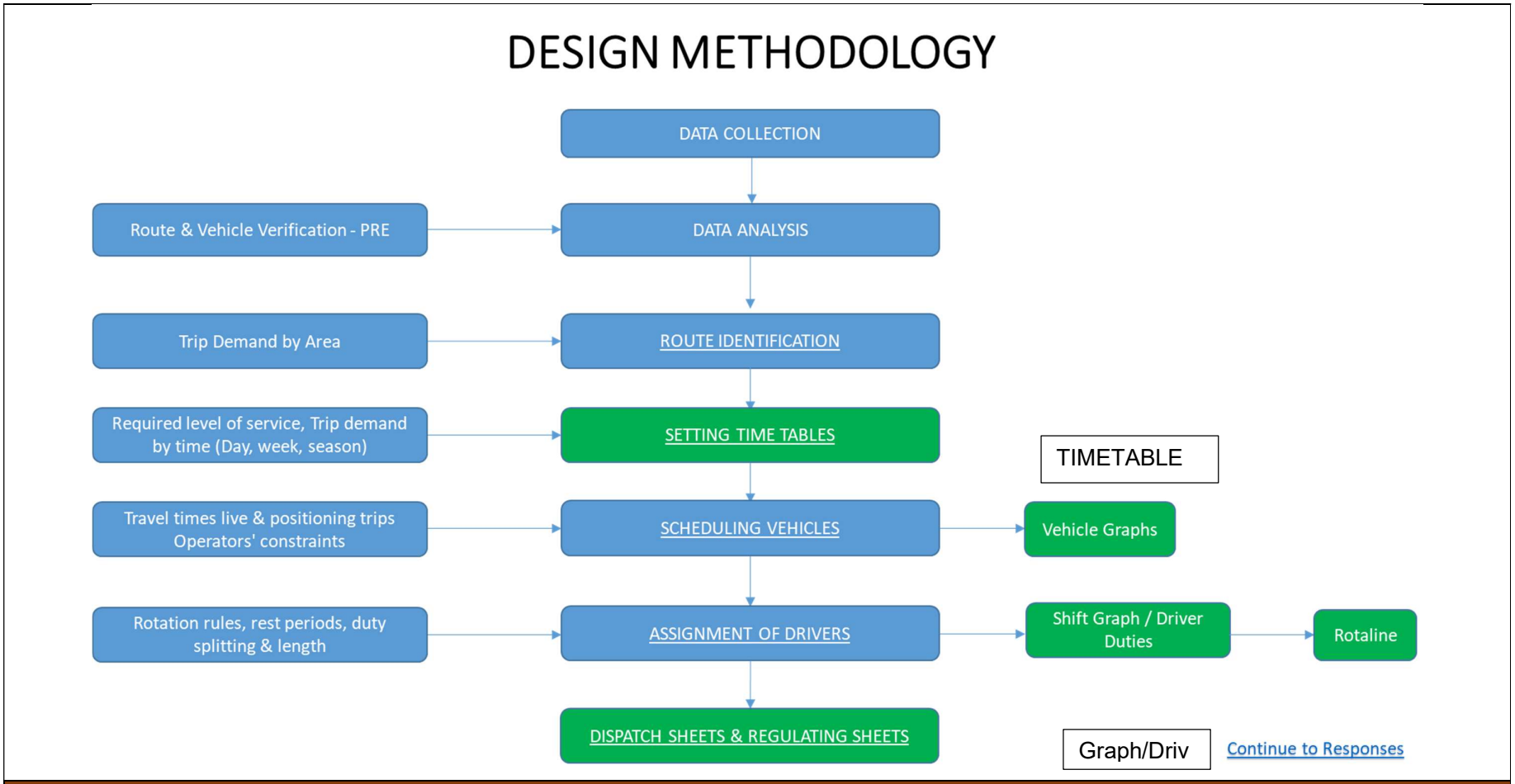


FIGURE 4.1: BASIS OF DESIGN METHODOLOGY

Required Level of Service, Trip Demand by Time (Day, Week, Season)

Travel Times Live and Positioning Trips Operators' Constraints

Rotation Rules, Rest Period, Duty Splitting and Length

4.1 Detailed Data Analysis

A detailed data analysis will be conducted after the data collection has been completed. Some of the analysis may include (but is not limited to):

a) PRE information – approved PRE routes are analysed per association to determine:

   i) Do associations keep to their own routes?
   ii) Can routes be ring-fenced per association?

b) Analysis of survey demand data in 15-minute intervals is done to understand the demand within the area.
c) Analysis of routing patterns/coverage – the analysis of the actual operational routing patterns will provide insight and input to determine the possible routing going forward.
d) Analysis of passenger demand – the analysis of the passenger demand will assist the setting of the timetables to determine the number of trips/journeys per route.

The data analysis is used to perform the following functions in more detail.

4.2 Route Identification

The route identification process is a stepped approach which can be explained as follows:

a) Current minibus taxi services might not be 100% operational on a fixed route structure; it is important to ensure large portions of the OLS routes are operated.
b) The more a particular section is operated with a viable number of passengers (at least 8), the higher the priority assigned for setting as a route.
c) Proposed routes must provide coverage for the majority of passengers as it will not be possible to serve every passenger on a fixed route structure.
d) The location and number of employment centres, schools, churches, hospitals, shopping centres and other venues of interest to passengers, have an impact on routing.
e) During the route determination process, trip distances and running times are determined for each route.
f) Some questions that need attention during the route determination process:

   i) Are only detailed routes determined?
   ii) Or also stops? It might be that no detailed stops were allocated since services should remain demand responsive (i.e. passengers to flag down vehicles).
   iii) Are actual identified bus stops required?

g) Routes are, however, allocated certain **timing points** to ensure running times are adhered to.

The route determination process forms a first input to the scheduling process.

The specific information determined is:

a) Route number, origin and destination.
b) Distance (km).
c) Running time.
d) Vehicle capacity.
e) Locations:

    i) Start points.
    ii) Stop points.
    iii) Depots.
    iv) Staging areas.

4.3 Timetable Setting

Once the route determination process has been completed, the focus can shift to the setting of the timetables.

The aim of setting the timetables is to:

a) meet the general demand as efficiently as possible.
b) meet variations in demand by time and route.

The following is important during timetable setting:

a) Capacity issues such as passenger numbers versus the number of trips or/frequency of trips to be implemented per route to cater for passenger demand.
b) Trip distances and running times used as a base for the timetable.
c) The number of passengers linked to legal carrying capacities of vehicles to ensure that trips are timetabled correctly and sufficient trips are allocated per time slot to satisfy demand.

The timetable setting process forms a second input to the scheduler. The following is specifically determined:

a) Route number for each trip/journey.
b) Start time for each trip/journey.
c) End time for each trip/journey.
d) Vehicle capacity required for each trip/journey.

4.4 Vehicle Scheduling

The input to the scheduler determined above will allow for a first draft vehicle scheduling to be done.

The aim of vehicle scheduling is to minimise the number of vehicles to be used but it also considers covering all trips to be offered.

The timetable details, route information (distance, etc.), running time, fueling requirements and trip details are all used in scheduling vehicles to trips and to create a vehicle utilisation graph to determine vehicle requirements.

Once the number of vehicles required is determined, the number of spare vehicles to be allocated for scheduled repairs/maintenance and breakdowns is done based on specific operational requirements.

4.5 Assignment of Drivers

The assignment of drivers follows from the vehicle scheduling. It is important to note that the assignment of the drivers might influence the number of vehicles since, in certain cases, the drivers are not able to get to the assigned vehicle to sign on for their shift, etc., thus more vehicles may be required.

The aim of driver assignment is the efficient use of manpower resources whilst maintaining the integrity of any work rule agreements as contained in for example SARPBAC agreement, the Basic Conditions of Employment Act, etc.

The assignment of drivers should particularly be decided on if the association moves to a more formal structure, since moving into a more formal structure might require more compliance with rules and regulations.

For example, drivers' shifts may be dependent on various constraints linked to **SARPBAC** agreement. If we take into consideration the current SARPBAC rules:

Currently, the maximum allowable hours of work per week for bus drivers are 45 hrs. In terms of operations, the following would be applicable:

a) A 6-day workweek is involved.
b) 7.5 hours of work per day need to be maintained as accurately as possible.
c) Meal intervals.
d) Rest intervals and periods of rest.
e) One full day of rest is to be given in a 7-day period.
f) Limitation of overtime stipulations (maximum of 15 hours per week).
g) Shift spread over limitations (14 hours currently but moving to 12 hours).

h) Driver shifts are compiled on a second graph from the vehicle requirements graph.
i) Based on the assignment/scheduling of drivers, the number of drivers required will be determined.

4.6 Additional Staff Requirements

Once again, the aim is the efficient use of manpower resources whilst maintaining the integrity of any work rule agreements as contained in, for example, SARPBAC agreement, the Basic Conditions of Employment Act, etc.

Depending on the type of operations certain support staff might be required, including but not limited to management, administration, finance, operational support, technical (including workshops) etc.

It is important to plan and prepare staff requirements, organograms, etc. during service planning to ensure operations are successfully implemented.

The total staff requirements also serve as inputs to the **Financial and Business Planning** and therefore it is important to do it as accurately as possible.

4.7 Documentation

Certain documents are needed to ensure the implementation of the services is done efficiently and correctly. The following documents (but not limited to) are used as base for the operations:

4.7.1 Drivers Operating Instructions

The following aspects form part of the documentation:

a) Trips to be operated are compiled to create a duty (sequence of trips to be operated by a specific driver).
b) Documented, detailed operating instructions compiled consisting of:

    i) Book-on/Book-off time/layover time, etc.
    ii) Route/Trip details in time order.
    iii) Any detailed instructions regarding timing points, when to fuel, when to break, etc.

c) This process is important as it provides:

i) Number of duties (drivers required).
ii) Number of split duties where required.
iii) Total number of changes.
iv) Total duty hours.
v) Average duty lengths.
vi) Total and average working hours.

4.7.2 Rota Line

a) Drivers are scheduled according to a rota line to ensure duties are always covered and that drivers are allocated days of or resting period.
b) Rota line is the documented roster of which driver works where and on which days/shifts.

4.7.3 Dispatch Sheets

a) Indicate the time on which every duty will be dispatched from the depot/starting point.
b) Time allowance for book-on time for the driver as well as vehicle allocation should it be required.

4.7.4 Regulating Sheets

a) Timetable/Duties converted in “regulator sheets”.
b) Regulating points are points allocated on a route or at route intersections which is the time on the timetable for the trips operated at that point.
c) Regulating points might be the same points as the “timing points.”

4.7.5 Other Documents

Any other documents that may be required such as:

a) Cash up control sheets.
b) Revenue control sheets.
c) Monitoring sheets.
d) Statistics collection sheets.

5. PILOT – TEST RUN PREPARATIONS

For the readiness check of the pilot or test run, the following is done:

5.1 Depots/Staging

a) Where do vehicles start from and finish on an operational day?
b) Where do vehicles stage?
c) Do drivers change over at any point in service or at specific locations/ depots/staging areas?
d) Where is the fueling done?
e) How will cash management be done?
f) Operational management at the ranks and depot to be determined.

5.2 Operations Plan

The operations plan consists of the following aspects:

5.2.1 Routes

a) What routes are to be operated?
b) Route distance (km).
c) Any variations on the route.
d) What are the running times?
e) Stops, whether formal or informal.
f) Timing points.

5.2.2 Timetables

a) Route including the origin and destination.
b) Start time of the trips.
c) Intermediate points and times.
d) End times.

5.2.3 Vehicles

a) The number of peak vehicles required to operate the system.
b) The number of vehicles per vehicle type to operate service.
c) Allocate vehicles to use.
d) Spare vehicle requirement for breakdowns and services, etc.

5.2.4 Schedules and Documents

a) Drivers operating instructions/duties/waybills.
b) Operations plan information – routes, timetables, depots and stops determine vehicles and drivers.
c) Sign on sheets.
d) Drivers' rota line.
e) Dispatch sheets.
f) Regulating sheets.
g) Cash up sheets.
h) Operational information/statistics.
i) At a later stage, it may also be required to have certain company policies and procedures developed such as how to deal with staff, passengers, cash, etc.

5.2.5 Drivers

a) The number of drivers.
b) Pay structure of drivers.

5.2.6 Operational Staff

a) Operational manager.
b) Dispatchers.
c) Regulators.
d) Cashiers.
e) Administrative personnel.
f) Other.

5.3 Other Important Considerations

a) Maintenance function:

    i) Washing and cleaning of vehicles.
    ii) Administration of maintenance.
    iii) Service, maintenance, COF schedules.
    iv) Tyre replacements and control.
    v) How will vehicles be maintained for the trial period?
    vi) Who is responsible for vehicle maintenance?

b) Availability of spare and ancillary vehicles.
c) Staff transport requirements.
d) Operating licences – are they correct and valid for the operations.
e) Financial readiness – are all financial requirements such as fueling, etc. available and ready.

5.4 AS-IS Financial Model/Business Model

a) AS-IS Base Financial Model to be compiled as a start – including available cost and revenue information.
b) Important to understand the current/AS-IS financial position of services.
c) Certain cost/financial information to be tracked during trial/pilot period to inform future financial and business modelling.

6. BUSINESS PLANNING AND FINANCIAL MODELLING

a) Once the operational plan is finalised, certain information such as numbers of vehicles, kilometres to be operated, number of drivers and staff, etc. become inputs for the operational costing to be done.
b) The form and structure of TOC "business" are to be used as a base to determine the relevant inputs to the financial modelling – formal business vs more informal would determine the inclusion or exclusion of certain cost items.
c) Important to determine the period of financial modelling (3 years, 5 years, etc.)
d) Costing of the services would include (grouped into):

    i) Variable cost.
    ii) Fixed cost.
    iii) Driver cost.
    iv) Overhead cost.

e) As part of the operational costing, an analysis of the fare structures is also conducted.
f) Profitability analysis.

6.1 Scheduled and Operated Kilometres

a) Routes and timetables with route distance are used to determine scheduled kilometres.
b) Additions for positioning kilometres, engineering kilometres, etc.
c) Linked do a daily calendar for the financial modelling period.

6.2 Number of Vehicles

a) Outputs from the vehicle and driver scheduling provide the vehicle numbers and driver needs.
b) Depending on the vehicle rotation process, more vehicles might be required when driver schedules are done.
c) The current state of vehicles is important to determine the recapitalisation process/progress.

6.3 Revenue Projections

a) Available revenue information used as a base:

    i) Survey data.
    ii) Discussions with associations.
    iii) Data provided by associations.
    iv) Information collected during the pilot period.

b) Revenue model built for financial modelling period:

   i) Possible revenue day allocation – “High”, “Medium”, “Low”, etc.
   ii) Determine revenue patterns linked to certain calendar days in a month.

c) Projections for revenue are done based on revenue day allocations and to be escalated by x% per annum – to be agreed.
d) Investigation into vehicle scrapping allowances and how this could form part of the TOC initial capital injections.

6.4 Variable Cost Estimations

The following variable costs are included in the business plan:

a) Fuel – estimated consumption linked to fuel price and scheduled kilometres.
b) Tyres – estimated tyre life linked to replacement and cost, rate per kilometre.
c) Lubrication (“top-ups”) – 1% on fuel added to cost as lubrication.
d) Maintenance – vehicle maintenance provisions from reputable vehicle suppliers as well as an in-depth understanding of current operators in South Africa used as a base and projected for the business plan.
e) Body (other) maintenance – an additional x amount to be added as maintenance provision for other maintenance.
f) All costs escalated annually by between 4% and 7% depending on the cost item.

6.5 Fixed Cost Estimations

The following fixed cost items to be included in the business plan (included but not limited to):

a) Insurance (comprehensive, passenger and SASRIA)
b) Accident claims excess provision
c) Audit fees – should TOC be operated as a formal business.
d) Bank charges
e) Cash management fees
f) Cell phones, telephones and the Internet
g) Cleaning costs (depot and vehicles)
h) Salaries and wages (drivers and other staff) – driver costs may be calculated as standalone.
i) Licences/COFs
j) Depot rental
k) Security cost (depot)
l) Software and hardware provision general and AFC
m) Stationery
n) PRDP provision and medicals

o) Tracking/Operational management systems
p) Uniforms
q) Utilities (rates and taxes, water, etc.)
r) Workshop cost provision – should vehicles still be maintained in a workshop format as well.
s) Any other costs that may be deemed necessary.

6.6 Other Costs

Certain other cost items are to be investigated for inclusion:

a) Cost of supporting infrastructure – depots/staging areas, etc.
b) Additional operations and back-office support systems.
c) Cost of human resource development.
d) Additional staff costs – ranks, guards, etc.
e) Parking/Rank fees and costs.
f) Owners' earnings – including process flow of how owners will earn.
g) Service vehicles – the cost of any/all support vehicles to the services.
h) Fleet/Vehicle recapitalisation.
i) Net Present Value (NPV) calculations – licencing/permits, etc.

6.7 SARS/Taxes

Included in the financial modelling would be the impact of:

a) Company tax.
b) Depreciation.
c) Interest deductions.

7. STAFF – DRIVERS AND OTHER

a) It is important for TOC formation to determine the total number of staff required to operate the services.
b) The level of complexity of the operations would determine the details required in the organogram of the TOC.
c) The number of drivers is determined through the scheduling process.
d) TOC management and further support staff are to be determined by the size of the TOC operations.

8. BUSINESS PLANNING AND FINANCIAL MODELLING

An important part of TOC planning and preparation is mandatory training to ensure the TOC can function properly:

a) Relevant operational staff, including drivers, must be trained in terms of the new dispensation.
b) Training as a minimum should include:

   i) Relevant labour legislation – ensure compliance with at least basic conditions of employment.
   ii) SARPBAC – should TOC planning be done in terms of SARPBAC, relevant training to be provided.
   iii) Operational training – how to operate the services as planned (from timetables to duties, etc.)
   iv) Transport documentation – how to use and complete the documentation compiled used as a benefit to the TOC correctly.
   v) Basic recordkeeping – implement recordkeeping to ensure information is readily available.
   vi) Basic budgeting and accounting – depending on the formality level of accounting to be done, relevant training is to be provided or arranged.

9. OPERATIONAL READINESS CHECKS AND BALANCES

Once the more formalised TOC is ready to commence with formal operations, it is important that several checks are conducted to assess the readiness for the operations. It should be noted that the list and details provided here is of a general nature and, therefore, some of the items may be required and others not. Further to this, there might be more items added to the checklist depending on the specific services to be operated by the TOC.

To ensure the TOC operations are ready to commence, the following (included but not limited to) are checked should the TOC be in a more formalised structure. **Tables 9.1 - 9.7** provide the operational readiness requirements.

TABLE 9.1: OPERATIONAL READINESS
SCHEDULING FUNCTION
Determine vehicle requirement
Availability and readiness of drivers' duties
Availability and readiness of despatch sheets
Availability and readiness of regulator timekeepers report
Availability and readiness of drivers' rota line
OPERATIONAL FUNCTION
Availability of trained drivers
Availability and training of the despatch function
Availability and training of the regulating function
Availability and training of the inspection function
Availability and training of the operational administrative function
Availability and training of the management function – superintendents
Availability and training of accident/maintenance clerk for reporting and recording of accidents
AVAILABILITY OF CONTROL DOCUMENTS
Availability and readiness of a driver's vehicle inspection sheet
Availability and readiness of driver licence and PDP control register
Availability and readiness of a gate control sheet for security
Availability and readiness for reporting of accidents - insurance forms
Availability and readiness of a variation order register
OPERATIONAL POLICY AND PROCEDURES
Availability and readiness of two-way radio procedure
Availability and readiness of route revenue shortage procedure
Reporting investigating and recording of vehicle accidents
Handling and controlling of fire extinguishers
Handling and controlling of free travelling on buses
Handling and controlling of ancillary vehicles
Handling and controlling of penalties recorded
Monthly operational report

TABLE 9.1: OPERATIONAL READINESS
Handling and controlling of vehicle scheduled services
Handling and controlling of electronic ticket machines
Payment in respect of lost, stolen or damaged operational equipment
MAINTENANCE FUNCTION
Availability and readiness of a wash bay - personal and equipment
Availability and storage of cleaning materials for washing and cleaning of buses
Availability and storage of AdBlue if relevant
Availability and readiness of wash bay staff
Availability and training of the maintenance administrative function
Availability and readiness of a daily vehicle kilometre file
Availability and readiness of a vehicle service schedule
Availability and readiness of a bus out of service register
Availability and readiness of a vehicle licence and COF register
Availability and readiness of tyre control system
Responsibility for maintaining vehicles
AVAILABILITY OF AN ANCILLARY VEHICLE FLEET
Availability of vehicles
Availability of ancillary vehicle control forms
STAFF TRANSPORT
Availability and readiness for transporting staff from residential areas to depot and back - contract with a third party
OPERATING LICENCES
READINESS TO DEAL WITH THIRD-PARTY INSTALLATIONS
Radios - despatch and buses
Cameras - depot and taxi vehicles
Electronic machines - buses - despatch and cashier offices
Computer and printers - management, despatch, superintendents, maintenance clerk and operations administrative clerk
ADHERENCE TO SARPBAC AGREEMENT

TABLE 9.2: FINANCIAL READINESS
Availability of working capital
Availability and readiness of a bank account
Availability of systems
Availability of departmental budgets for cost control
Responsibility for preparing invoices
Responsibility for preparing payment certificate format for monthly claims
Existence of a fuel contract
Existence of a tyre contract
Existence of printers and switchboard machines contract

TABLE 9.2: FINANCIAL READINESS
Existence of a depot security contract
Existence of a two-way radio repair contract
Arrange and conclude contracts for IT repairs and depot server.
Responsibility for preparing management accounts and financial statements
Availability and readiness of financial policies and procedures
All insurance in place
Availability of procurement policy
Responsibility for record-keeping
Availability of an asset register
Availability and training of debtors and creditor clerks
Availability and readiness of banking procedure

TABLE 9.3: HUMAN RESOURCES READINESS
STAFF APPOINTMENTS
Existence of organogram
Availability and readiness of advertising job titles as per organogram
Availability and readiness of employment contracts
Existence of preliminary job descriptions per job category
Availability and readiness of interview questions per job category
Availability and readiness of induction program to appointed staff members
Availability of management and administrative staff
Availability and readiness of outside training programs scheduled for staff -
Firefighting – drivers
First aid training – drivers
UA training
Basic computer training - management and administrative staff
Availability of operational policies and procedures
Cost of additional staff not included in the organisational organogram
Adherence to SARPBAC
HUMAN RESOURCES POLICIES
Availability and readiness of company code of conduct
Availability and readiness of a disciplinary and grievance procedure
Availability and readiness of a clocking system
Availability and readiness of a time and attendance register or system
Availability and readiness of a health and safety plan
Availability of all staff in all other departments
Availability and readiness of a filing system for all staff appointed
Availability of control documents
Availability and readiness for complying with Covid-19 regulations

TABLE 9.4: DEPOT INFRASTRUCTURE READINESS
Availability of depot infrastructure
Suitability of the depot
Availability of a ready line
Availability of a sick bay - vehicles waiting for repairs
Safety of staff assets and rolling stock
Availability for staff parking - inside depot (management) - outside (drivers)
Availability of training facility in the depot
Availability of drivers restroom
Availability of security office

TABLE 9.5: MAIN OFFICE INFRASTRUCTURE READINESS
Availability of drivers restroom
Availability of board room
Availability of offices for management and clerical staff
Availability of despatch office
Availability of drivers' lockers - for storage of drivers' personal items
Availability of drivers' safes

TABLE 9.6: WORKSHOP INFRASTRUCTURE READINESS
Availability of workshops and tyre facilities for fitting and removing of tyres
Availability for storage of tyre stock
Availability for storage of spares/bus windscreens and windows
Availability to perform wheel alignment on buses
Availability and readiness of a wash bay
Availability and storage of AdBlue
Availability of refuelling facilities
Availability of an under roof service (enclosed) pit for checking vehicles and wheel alignments

TABLE 9.7: VEHICLE READINESS
Receive vehicles
Conduct a vehicle inspection - fire extinguisher, spare wheel, triangle, jack, wheel spanner - inspect bus for defects
Prepare a snag list of all problems detected and hand it over to contract authority
Availability of the contract authority for fitting decoy signage on vehicles - rules of carriage, route maps, certification of seated and standing passengers etc.
Availability of operating company to provide signage of company details
Availability and readiness of a wash bay
Sign hand over of vehicles
Remove spare wheels, jacks and wheel spanners and place in the storeroom
Brand all tyres for control purpose
Allocate buses with fleet numbers
Register buses
Obtain roadworthy certificates
Provide holder with lock facility in buses for operational permit
Provide holder in buses for storing paper rolls for ETM machine - prevent rolls from rolling
Make vehicles available to the supplier for fitting of electronic ticket machine bracket and machine
Make vehicles available to the supplier for fitting of cameras
Make sure speedometer readings are correctly calibrated and in line with GPS readings

Appendix C

Freight and Logistics Strategy



LOCAL INTEGRATED TRANSPORT PLAN

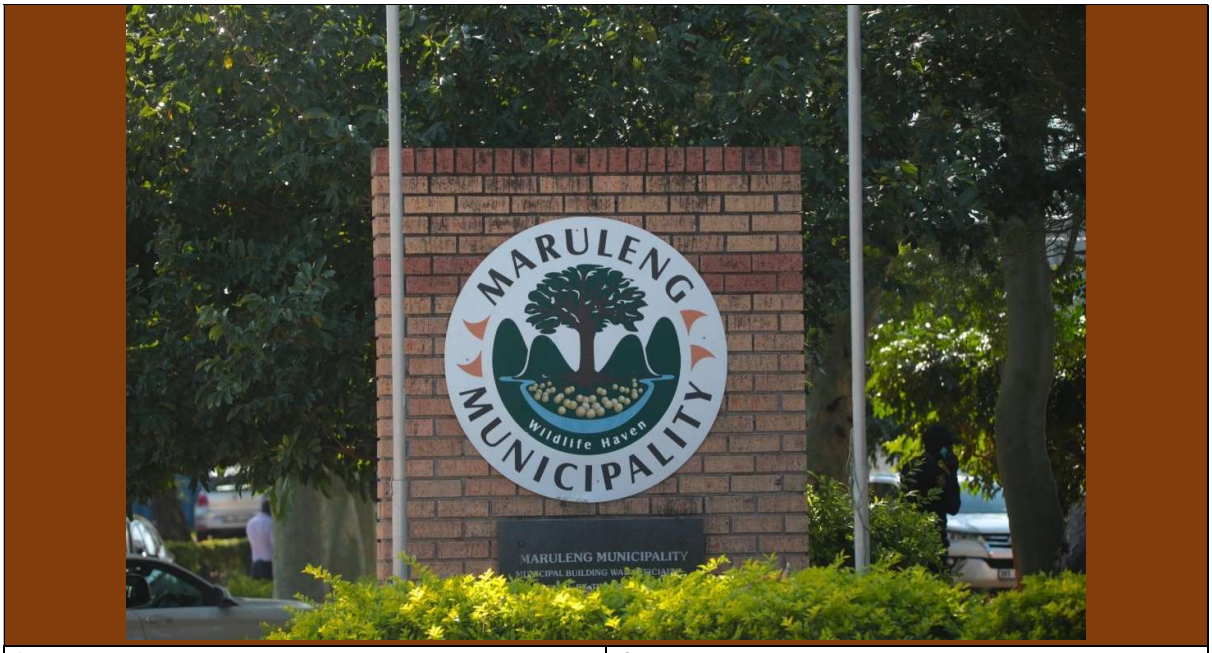
MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

FREIGHT AND LOGISTICS STRATEGY



PREPARED FOR:	ADDRESS:
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Table of Contents

1 FREIGHT AND LOGISTICS STRATEGY 1
1.1 Legislative/Policy/Guideline Requirements 1
1.2 Situational Analysis of Freight Aspects 8
1.3 MLM Freight Profile 16
1.4 Freight Vehicle Management and Overload Control for MLM 17
1.5 Dangerous Goods Movement (Hazmat Strategy) 22
1.6 Conclusion 31

List Of Figures

FIGURE C-1: CONCEPTUAL ROAD AND RAIL FREIGHT NETWORK FOR LIMPOPO 6
FIGURE C-2: LOCATION MAP OF PROVINCIAL FREIGHT INTERMODAL FACILITIES 10
FIGURE C-3: LOCATION MAP OF PROVINCIAL BORDER POSTS 11
FIGURE c-4: LOCATION OF PROPOSED MIm TRUCK INN 12
FIGURE C-5: RAIL LINK LAYOUT FOR THE LIMPOPO PROVINCE 13
FIGURE C-6: LOCATION MAP OF AIRPORTS WITHIN MLM 15
FIGURE C-7: EMPLOYMENT PER SECTOR IN mIm AS AN INDICATION OF THE POTENTIAL EXTENT OF FREIGHT FOR A SPECIFIC SECTOR 16
FIGURE C-8: MLM OVERLOAD CONTROL NETWORK THAT WILL LINK IN WITH NATIONAL AND PROVINCIAL NETWORK 19
FIGURE C-9: LOCATION OF WEIGHBRIDGES IN LIMPOPO AND ALTERNATE ROUTES USED BY DRIVERS 20
FIGURE C-10: TYPICAL LAYOUT OF SCREENING STATION FOR CLASS 2 ROADS 22
FIGURE C-11: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK 30

List Of Tables

TABLE C-1: LIST OF CRITICAL FREIGHT PROJECTS FOR THE LIMPOPO PROVINCE (2010 – 2050) 4
TABLE C-2: BORDER POSTS AND GENERAL FREIGHT MOVEMENT 11
TABLE C-3: HISTORIC ACCIDENT DATA ..... Error! Bookmark not defined.
TABLE C-4: BORDER POSTS AND GENERAL FREIGHT MOVEMENT 13
TABLE C-6.1: LIMPOPO WEIGHBRIDGE FOR SANRAL STATISTICS FOR 2018 20
TABLE C-6.2: LIMPOPO WEIGHBRIDGE FOR SANRAL STATISTICS FOR 2019 20
TABLE C-6.3: PROVINCIAL TRAFFIC CONTROL CENTRES STATISTICS FOR 2018 21
TABLE C-6.4: PROVINCIAL TRAFFIC CONTROL CENTRES STATISTICS FOR 2019 21
TABLE C-7: COPY OF LEGAL FRAMEWORK STRATEGY SUMMARY FOR MOVEMENT OF DANGEROUS GOODS 24
TABLE C-8: COPY OF MAIN ROUTES SUMMARY FOR THE TRANSPORT DANGEROUS GOODS 26

1 FREIGHT AND LOGISTICS STRATEGY

This chapter addresses the following aspects:

a) Legislative and policy requirements.
b) Situational analysis of freight aspects.
c) MLM freight profile.
d) Freight vehicle management and overload control (logistics strategies).
e) Dangerous goods movement.
f) Conclusion.

These aspects are discussed in detail in the sections to follow.

1.1 Legislative/Policy/Guideline Requirements

This section focuses on relevant national, provincial and local policy and legislation that guides freight transport planning and infrastructure requirements.

1.1.1 National Policy

From a national policy perspective, the National Freight Logistics Strategy (NFLS) and the National Transport Master Plan (NATMAP) need to be considered from a freight policy perspective.

The growth in freight traffic has surpassed most of the 20-year growth forecasts made by the Government's Moving South Africa initiative many years before they were expected. This has placed massive pressure on infrastructure and operations to deliver acceptable levels of service. The NFLS is a response to the freight system's inability to fulfil the demand for cargo movement at prices, levels of service, quality of service and levels of acceptable reliability. The strategy is developed based on the following principles.

The principles include:

a) Ownership of infrastructure.
b) Management of infrastructure.
c) Operations on infrastructure.
d) Regulatory structure.
e) Skills development.

The strategy implementation is centred on the following**:**

a) Governance management.
b) Regulatory and institutional reform.
c) Convergence with Transnet strategy.
d) Integrated planning, information collection and forecasting.

e) Specific interventions include:

i) Linking the first and second economy and assisting BEE and SMMEs.
ii) Skills development.
iii) Corridor interventions and management.

1.1.2 Road Freight Strategy for South Africa

The location of Hoedspruit as part of MLM both regionally and with its proximity to the SADC region makes road freight transport a critical component of the **MLM-LITP**. It is therefore important to consider the findings of the Road Freight Strategy (RFS) for South Africa, undertaken in 2011 by the Department of Transport. The report covered the following:

a) Excess freight on roads.
b) Poor road conditions.
c) Overloading and ineffective law enforcement.
d) Slow regional integration.
e) A poor road safety record.

Given that roads and more specifically those carrying freight over long distances are an asset of national importance, the DOT report recommends that this should be reflected in terms of organisational authorities responsible for road maintenance and overload control.

The strategy indicates that a relatively high percentage of the 120 weighbridges in the country are either in disuse or non-operational. In the Limpopo province, there are nine weighbridges, half of which operate 24/7 and the remainder operate sixteen hours a day. There are no weighbridges in the MLM region. Some freight transport operators are using the lack of a weighbridge as an opportunity to escape prosecution for overloaded vehicles. The general lack of operational weighbridges provincially and regionally results in freight traffic deviating to “back routes” resulting in a devastating effect on lower-order roads which are generally not designed for high volumes of heavy vehicles.

This can be prevented by implementing mobile weighbridge technologies. Weigh-in-motion (WIM) and portable weigh pads can provide the element of surprise which lacks permanent weighbridges. Although current legislation does not allow for prosecution based on these measurements, it can be used for screening purposes. Overloaded vehicles can be identified on almost any route and sent to a permanent weighbridge. WIM technology has the added advantage that information obtained can be used to identify when or where additional law enforcement is required.

The existing provincial weighbridge network consists mainly of fixed weighbridges, which are not 100% effective in controlling overloading. They are easily bypassed by using alternative routes, particularly on the secondary and tertiary road networks, where little overload control enforcement is done; or in the case of MLM where no control exists. Transgressing transport operators are aware of the limitations of overload control law enforcement and take advantage of the situation.

From the above, it is evident that, although important, the practical implications for MLM relate to the maintenance of the transport infrastructure and the interventions regarding the regional freight corridors.

1.1.3 NATMAP 2050

The NATMAP 2050 concludes that future freight development should be demand driven and that the logistics system in South Africa will require significant policy changes to incorporate the views and development perspectives of major industry players. Potential policy changes should incorporate strategies to address the current monopolistic positions of major service providers such as rail, ports and pipeline services. This monopolistic approach has a major negative impact on the operational efficiency and provision of resources and subsequently threatens the ability of the industry to meet future demands.

The demand for rail services on specific corridors (urban and rural) cannot be underestimated and ignored which is in direct contrast with the rapid growth of road freight transport. This rapid supply of growth causes severe strain on existing infrastructure such as the deterioration of road infrastructure, congestion, accidents and pollution and it impacts negatively on freight transport costs. The infrastructure capacity constraints of rail ensure that passenger trains receive preference above freight trains which causes delays for freight train deliveries.

The following main conclusions are drawn by the NATMAP 2050 document, namely that:

a) “Freight transport operations in all modes will supply services to meet the demands of customer industries.
b) Government will supply infrastructure and will manage effective quality regulations.
c) There will be regulated free and open competition within and between all freight modes.
d) Infrastructure usage charges will provide for current rehabilitation and sustainable funding.
e) Freight transport services will be self-sustaining for both infrastructure and operations.
f) Quality regulation will be based on defined and legislated standards to control externalities and ensure equitable competition.
g) The Department of Transport will be structured to manage the quality standards effectively, with appropriate delegation to provinces and agencies, based on monitored performance contracts.
h) Private sector investment and innovation will be promoted in all freight modes including PPP developments in regulation and provision of subsidised social services, e.g., branch lines and rural facilities.
i) Effective and appropriate information systems will be developed as part of operator registration systems in all modes, to inform policy directions.
j) Effective cross-border procedures and processes will be developed and implemented to promote South Africa’s regional trade.
k) Intermodal transport will be promoted by removing restrictions on road and rail operations.

l) Long term strategies and measures will be developed to forestall the impacts of liquid fuel shortages.
m) Coastal shipping and a South African merchant marine industry will be promoted" (Source NATMAP 2050).

Several critical freight-related projects have been identified in the NAPMAP 2050 planning document, which is earmarked for implementation within the Limpopo Province. **Table C-1** Indicates the list of relevant freight-related projects for reference.

TABLE C-1: LIST OF CRITICAL FREIGHT PROJECTS FOR THE LIMPOPO PROVINCE (2010 – 2050)

Project Ref No.	Infrastructure Projects Summary per Province
4474	Feasibility Study & Project Management for Development of Polokwane Multi-Modal Logistics Hub & a One-Stop Border Facility in Musina/Martins Drift (Groblersbrug).
660	Pre-feasibility & Construction of the Aero-city Concept and Repositioning of the Polokwane International Airport.
4475	Dilokong Corridor: Extension of Moloto Rail/Road Corridor into Limpopo along Sekhukhune Corridor with Burgersfort.
4481	Upgrade D113: Link between Sun City to Derspoort via Limpopo.
4483	Upgrade of R37 linking Burgersfort via Lydenburg to N4 Corridor and Maputo Harbour.
4567	Jane Furse: Extend New Moloto Rail Corridor
4545	Pretoria – Polokwane High-speed Rail

Source: NATMAP 2050

Most of the projects, indicated in the table above, will have a direct regional impact on freight movement within the province, but most of the projects will only have a limited or indirect impact on freight movement within MLM in general.

1.1.4 Provincial Policy

The relevant freight-related Provincial Policy for Limpopo includes the following:

a) Provincial Land Transport Framework (PLTF).
b) Limpopo Logistics Cluster Intervention.
c) Limpopo Province Growth and Development Strategy (LPGDS).

1.1.4.1 Provincial Land Transport Framework (PLTF).

The current Limpopo PLTF 2015-2019 identified several high impact projects for the Limpopo Province. These projects are aimed at solving a range of freight-related challenges including maintaining the quality of the road, building rail and air freight

capacity and improving policy compliance, especially overload control. These projects include (based on Limpopo PLTF Tables 8-6 and 8-7):

a) Upgrade of Roads R37, D113 and D844 which provide a link between key freight attractions and generators within and outside of the province.
b) Upgrading of provincial coal haulage roads.
c) Upgrading of the road network serving the Waterberg biosphere.
d) Construction of formal truck stops to enable road hauliers to rest, refuel and get food in a safe and secure place.
e) Johannesburg-Polokwane high-speed line providing service for time-sensitive freight.
f) Dilokong rail corridor connecting Gauteng-Burgersfort-Polokwane.

The PLTF also presents a conceptual freight network aimed at improving the efficiency of freight transport in and out of the province. The conceptual network, shown in **Figure C-1**, (taken from Figure 9-4 in the PLTF) was developed with the objective of connecting major freight attractions and linking the rural economy to the mainstream economy.

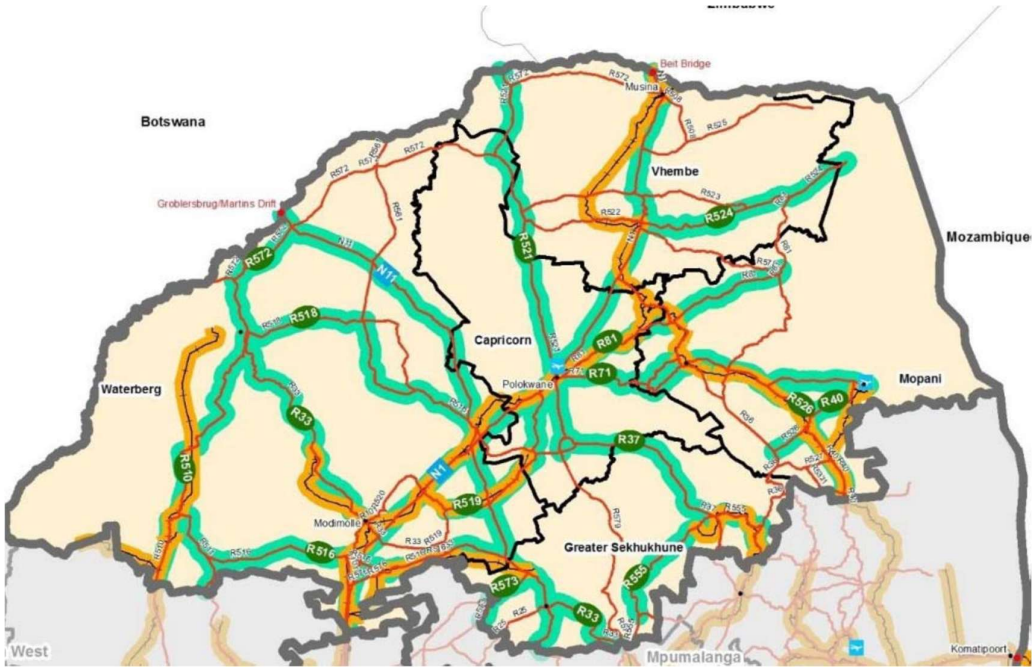


FIGURE C-1: CONCEPTUAL ROAD AND RAIL FREIGHT NETWORK FOR LIMPOPO

Source: PLTF 2015-2019

1.1.4.2 Logistics Cluster Investigation Intervention (Industrial Clusters as a Vehicle for Economic Development)

The logistics cluster investigation conducted by the Limpopo Economic Development, Environment and Tourism Department (LEDET, 2008) identified several initiatives that will promote economic development and enhance freight transport by means of improved linkages. These initiates were:

a) The development of a Musina dry port (trucking depot).
b) The establishment of a logistics hub in Marble Hall.

The provision of these facilities would, inter alia, deliver the following possibilities:

a) Create a blueprint for a distribution and logistics hub in the triangular zone connecting Botswana, Zimbabwe, Lesotho, Namibia, Mozambique, Swaziland, Zambia, Malawi and the rest of Africa.
b) Build, upgrade and integrate the specialised infrastructure needed to create the hub and links to it.
c) Create efficient processes and working procedures in the hub (e.g., in customs) and building skills to support them.
d) Galvanise the entry of key private players.
e) Create an autonomous body to market and manage the distribution and logistics hubs in the province.

1.1.4.3 Limpopo Province Growth and Development Strategy (LPGDS)

The PGDS for the Limpopo Province identifies transport as the enabler in facilitating economic growth in the region as well as being the mechanism to improve the movement of people, goods and services. Transport is thus seen as a strategic objective of growing the local economy and, in doing so, improving the quality of life for all.

The emphasis thus from a provincial perspective is to improve all modes of transport within the province to ensure improved levels of service for the movement of people as well as improved freight movement to deliver products to the markets.

1.1.5 Local Policy

The relevant freight-related local policy for MLM is prepared in line with the following:

a) MLM-LITP 2025 to 2030.
b) MLM Spatial Development Framework 2024.
c) MLM 2021 to 2026 IDP 2024/25 Review).

1.1.5.1 Maruleng Local Integrated Transport Plan (2025–2030)

The freight aspect of this report focused primarily on the management of freight traffic through the provision of key infrastructure and policy development. The primary challenge addressed by the report is the deteriorating road infrastructure due to high truck volumes, overloading and underutilised rail capacity. MLM serves as a major freight route both regionally and with neighbouring SADC countries especially Mozambique given the proximity of that neighbour

The following freight needs were identified:

a) One of the key strategies identified in Chapter 1 the MLM-LITP is contained under Objective C (a) of Table 1.4 - “Safeguard and Improve the Utilisation of Resources”: Implement Freight Overloading Project
b) Similarly, another key strategy identified is referenced under Objective D (b) of Table 1.4 - “Expansion of the Transport System”: Control of Heavy Vehicles
c) There is a need to maintain dedicated routes for the transport of hazardous substances.

The report also provides a detailed framework for the development of the municipality’s overload control strategy. The framework covers policy considerations, the development and location of screening and control facilities, and implementation processes.

1.1.5.2 Maruleng Local Municipality Spatial Development Framework 2024 (Review)

A key strategic thrust highlighted by the MLM-SDF (2024) is that of optimisation of freight transport. The upgrading of the railway network will relieve the over-use of the road network for freight transport. Congestion caused by trucks, along the Phalaborwa-Hoedspruit-Mbombela (R40) road will be alleviated somewhat.

An initiative by the Hoedspruit Farmers in 2022 to revive the local and regional railway lines to enable the daily export of produce and goods to national ports such as Durban and Richards Bay need to be further explored.

1.1.5.3 2021 to 2026 Maruleng IDP (Reviewed 2024/25)

The 2024/25 review of the 2021 to 2026 MLM-IDP unfortunately does not identify freight transport improvement as an anchor project.

Similarly to the 2024 SDF, the IDP identifies the need for significant investment in road and rail infrastructure as well as the establishment of an Airfreight Hub.

1.1.6 Policy Conclusions

Based on the above policy, the following relevant conclusions are derived regarding the planning of freight interventions for MLM:

a) Improved enforcement of road freight policies such as overloading and transportation of dangerous goods.
b) The establishment of an Airfreight Hub in Hoedspruit.
c) Significant Investment in road and rail infrastructure.

1.2 Situational Analysis of Freight Aspects

This status quo of the freight strategy chapter aims to reflect on the most recent strategies and studies relating to all modes of freight transport on all levels of government. The most critical initiatives and projects are summarised under the different levels of government which will enable the municipality to plan, budget and align its internal resources for the implementation of such projects when required.

1.2.1 Provincial Freight Profile

The provincial freight profile will be discussed in terms of the following:

a) Logistics infrastructure and facilities.
b) Road freight considerations.
c) Rail freight considerations.
d) Air freight considerations.
e) Provincial freight conclusion.

1.2.1.1 Logistics Infrastructure and Facilities

There are currently three main intermodal facilities within the Limpopo Province, namely:

a) The Polokwane Intermodal Facility.
b) The Tzaneen Intermodal Facility.
c) The Phalaborwa Intermodal Facility.

The Phalaborwa Intermodal Facility operates from 06h00 to 18h00 Monday to Friday. When there is a need, the facility also operates on weekends. Currently, about 99.5% of the commodities handled at the facility are mining products that are transported in containers distributed to Durban and Maputo ports for export. The facility is currently underutilised as it has a capacity for 45 containers per day but currently handles 400 containers per month.

The Tzaneen Intermodal Facility currently has no facilities for handling goods on site. The area is solely used for loading citrus fruit during the months of May, June and July only. The Polokwane Intermodal Container Facility is the busiest facility. The facility operates from 07h30 to 16h30 from Monday to Friday. The facility also operates on weekends when there is a need. Currently, the facility handles mostly containers that are destined for Pretoria/Durban. The continued development and utilisation of this infrastructure will enable effective linkage with the existing freight hubs to improve local and cross-border freight movement. The spatial distribution of the above-mentioned intermodal facilities is depicted in **Figure C-2.**

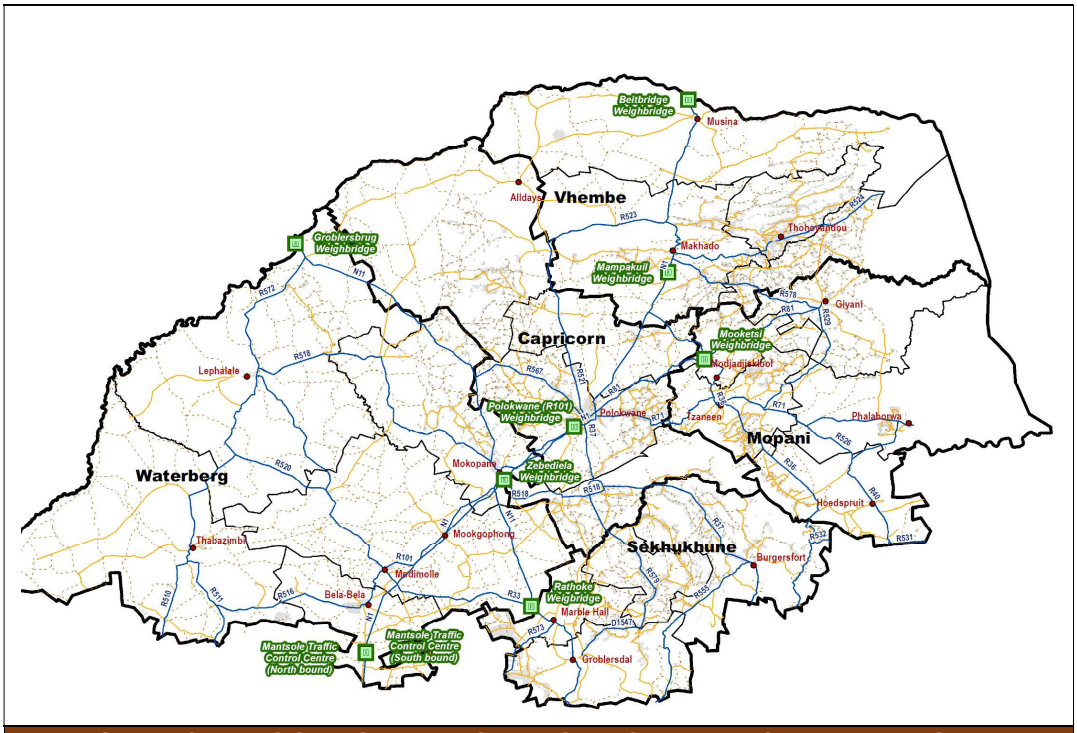


FIGURE C-2: LOCATION MAP OF PROVINCIAL FREIGHT INTERMODAL FACILITIES

Source: Limpopo Freight Databank: Interactive Map

The importance of Maruleng as a freight hub is thus underlined by the planning initiatives. In addition to the above, cross-border movement from adjoining SADC countries further increases the freight movement into the province which results in increased pressure on the province's limited infrastructure resources. These borders posts situated within the province are shown in **Figure C-3**.



FIGURE C-3: LOCATION MAP OF PROVINCIAL BORDER POSTS

Source: Limpopo Freight Databank: Interactive Map

The vast number of border posts indicates the strategic importance of the province from a cross-border freight movement perspective. The freight activity at the various border posts is listed in **Table C-2** and indicates the tonnage of road-based freight generated by the individual border posts.

TABLE C-2: BORDER POSTS AND GENERAL FREIGHT MOVEMENT

Border	Total Freight (tonnes)	Commodities
Beitbridge	2.6 million	The main identifiable commodities by vehicle were fuel (9%), chemicals (8%), containers (7%) and perishables (53%). Other commodities by vehicle were machinery/vehicles (2%), timber (2%), iron/steel (1%) and rock/stone/ore (2%). Unidentified cargo comprising other (14%) and under sail/tarpaulin (40%) totalling 54% of all vehicles surveyed.
Groblersbrug	1.1 million	The main identifiable cargoes are fuels (170 400 tonnes p.a.) westbound and containers (104700 tonnes p.a.) also westbound into Botswana.

Source: Limpopo Freight Databank:

It is recommended that MLM should develop a Truck Inn Facilities at Klaserie and Mica. The truck inn will provide a safe resting area for the drivers with facilities for fuel, food and sleeping. Additionally, this will reduce the destruction of sidewalks and road furniture, which result from trucks parking in the town centre.



FIGURE C-4: LOCATION OF PROPOSED MLM TRUCK INN

1.2.1.2 Road Freight Considerations

A vast network of national, provincial and metropolitan roads exists within the Limpopo Province. The MLM experiences several challenges when freight movement is concerned. Large industrial and mining, although not located in MLM, conglomerates tend to use road-based freight transport predominantly above that of rail. This phenomenon has a serious impact on the existing road infrastructure and the future expansion of road-based infrastructure as this preference increases daily. Detailed information related to the MLM could not be obtained.

1.2.1.3 Rail Freight Considerations

Rail infrastructure for the Limpopo Province is limited to two mainlines, namely:

a) Hoedspruit – Komatipoort – Maputo link.
b) Hoedspruit – Kaapmuiden – Durban link.

NATMAP (2050) strategy has identified several rail links based on economic activity within the province and outside its borders. These links will expand the current Transnet freight network to the following areas, namely:

a) Lephalale – Mahalapye: New line to link the Waterberg Coal Fields with the proposed Trans-Kalahari corridor.
b) Matlabas – Vaalwater – Modimolle: A new line and rebuilt of the branch line to link the Waterberg Coal Fields with the main rail network to Richards Bay.

The alignment of these important branch and main lines for the Limpopo Province is indicated in **Figure C-5**.



FIGURE C-5: RAIL LINK LAYOUT FOR THE LIMPOPO PROVINCE

Source: Limpopo Rail Freight Databank

The existing mainline corridors within the province are shown in T**able C-3** and border posts and general freight movement

TABLE C-3: BORDER POSTS AND GENERAL FREIGHT MOVEMENT

Link Type	Rail Link	Distance (km)	Total Freight Volumes/p.a. (million - tonnes) (2011)	Volumes/p.a. per Commodity (mil – tonnes)	Commodities
Main Line	Pretoria – Pienaarsrivier – Polokwane – Musina – Beit Bridge	579	1,8	0,5 0,727 0,3 0,071	Through traffic (both dir.). Liquid petroleum, cement & grain. Coal. Fluorspar, lime.
Main Line	Pyramid South – Brits – Rustenburg – Thabazimbi – Lephalale	347	6,7	5,0 0,85 0,55	Coal. Iron Ore. Cement & clinker.

TABLE C-3: BORDER POSTS AND GENERAL FREIGHT MOVEMENT					
Link Type	**Rail Link**	**Distance (km)**	**Total Freight Volumes/p.a. (million - tonnes) (2011)**	**Volumes/p.a. per Commodity (mil – tonnes)**	**Commodities**
Main Line	Groenbult – Tzaneen – Hoedspruit (incl. Phalaborwa branch) – Kaapmuiden	384	5,0	2,2 3,6	Rock phosphate Magnetite

Source: Limpopo Freight Databank

Strategically, from a freight perspective, the Hoedspruit to Beit Bridge link is an important link between Polokwane, KwaZulu-Natal and the border. In addition to transit traffic, this link also transports citrus fruit from along the route.

1.2.1.4 Air Freight Considerations

As described in **Chapter 2** of the MLM-ITP, there are three main airports located within MLM:

a) East Gate Airport (EGA).
b) Hoedspruit Civil Airport (HCA).
c) Hoedspruit Airforce Base.

The geographical locations of the airports are depicted in **Figure C-6** below.

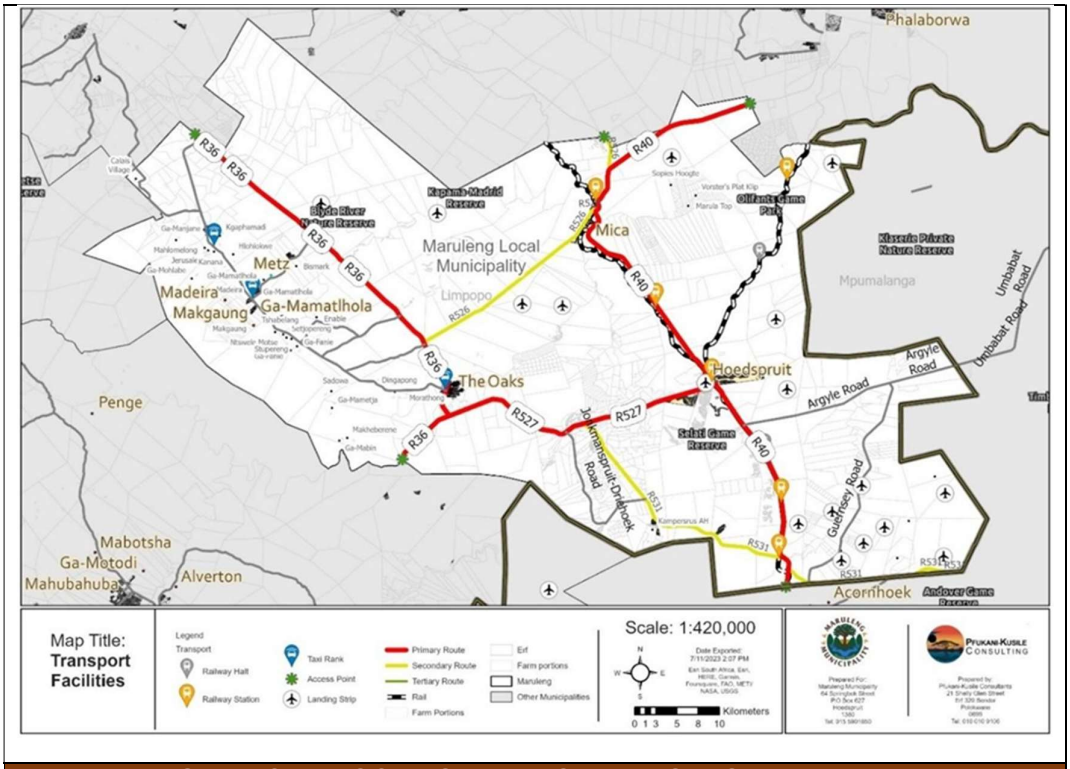


FIGURE C-6: LOCATION MAP OF AIRPORTS WITHIN MLM

Source: Limpopo Freight Databank

EGA shares space with Hoedspruit Airforce Base and operates daily flights to OR Tambo and Cape Town International Airports. There is currently a process underway to convert EGA into South Africa's 4th international airport. This will be a game changer for tourism to the region.

HCA is privately owned and serves as a secondary aviation arrival point for private, emergency and chartered flights thereby serving a significant portion of the region's tourism sector.

There is currently minimal airfreight that passes through either airport. The establishment of an Airfreight Hub as mentioned previously in this Appendix will increase freight in this space.

1.2.1.5 Provincial Freight Conclusions

Based on the above, it is concluded that the following provincial freight transport considerations impact directly on MLM, namely:

a) **Freight Logistics Infrastructure**: Progress is being made on the development of a Truck Inn Facility in MLM at the existing Klaserie Railway Station. This will help provide drivers with a safe parking area and protect the town's infrastructure.

b) **Law Enforcement**: Approximately 65% of freight accidents can be addressed through law enforcement initiatives. This implies that law enforcement with a specific focus on heavy vehicles needs to receive attention.

c) **Air Cargo Development:** The proposed development of an Airfreight Hub was identified as another proposed investment in logistics infrastructure that requires further investigation. This development is key to supporting the vision of positioning MLM as a regional logistic hub, encouraging the move away from road freight and giving the local agricultural sector opportunity to export their goods nationally and to neighbouring countries.

d) **Rail Capacity and Utilisation:** An emphasis is placed on the underutilised rail capacity in the province. The development of local branch networks will be critical to improving the accessibility to rail and encouraging a shift from road freight.

1.3 MLM Freight Profile

MLM has a strong tradition of agriculture, which is emphasised in the MLM IDP Draft 2022-2023. The draft IDP proposes that promoting agriculture could be a crucial step towards reducing poverty and supporting economic growth, as the agricultural sector has provided employment opportunities for many unskilled workers and has contributed to the country's export revenue. By encouraging and improving this sector, local communities could benefit significantly. To achieve this, it is important to connect producers with markets, adopt low-capital-intensive practices, increase crop yields, and make efficient use of available water and land. The agricultural sector in MLM comprises both commercial and small-scale farmers, with citrus and mango being the area's most renowned products for production and export. Livestock farming, particularly cattle, goats, and poultry, also plays a significant role in the local economy. **Figure C-7** contains the employment per sector in MLM as an indication of the potential freight for a specific sector and the important of property road infrastructure for freight.

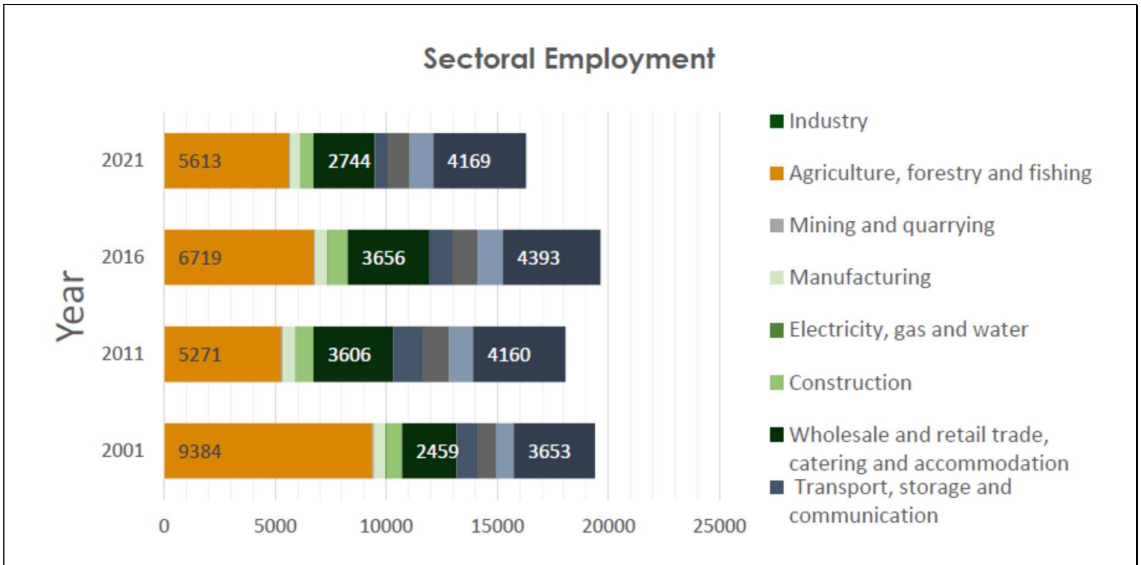


FIGURE C-7: EMPLOYMENT PER SECTOR IN MLM AS AN INDICATION OF THE POTENTIAL EXTENT OF FREIGHT FOR A SPECIFIC SECTOR

Source: *MLM-SDF 2024, Figure 32: Employment by sector (Quantic based on Stats SA, 2021).*

1.4 Freight Vehicle Management and Overload Control for MLM

The following are relevant for this section:

a) Policies.
b) Overload Control Strategy.
c) Static Weighbridges.
d) Screening Points.
e) Checkpoints.

The above-mentioned are incorporated in the underneath section.

1.4.1 Policies

The Road Freight Strategy for South Africa, undertaken by the NDoT in 2011, deals extensively with overload control.

One of the important findings was that the development of transport corridors could be made more effective if planning and budgeting for major projects were carried out under the auspices of the same authority. The report recommends that planning and execution of road maintenance should be based on priorities co-ordinated with industry needs rather than the capacities of provincial and local budgets.

The proposed solution is to reorganise the responsibility for roads as follows:

a) Expand SANRAL's road network, enabling it to manage all main freight routes, including those currently in the secondary and tertiary road categories where there is inadequate provincial or local capacity.
b) Give provinces greater capacity to manage roads, mainly by reclassifying to their authority the major roads currently falling under municipalities.
c) Municipalities should be managing only the local and urban roads after the process of reclassification and reassignment of resources.

It was also proposed that a National Road Maintenance Fund (NRMF) be established, and the funds utilised for two purposes:

a) Road maintenance and infrastructure provision (75%).
b) Overload control law enforcement (25%).

International experience has shown that a decentralised approach to overload control where law enforcement is carried out by all levels of government is not the solution. The DoT's proposed solution is to establish a single national overload control inspectorate and to consolidate the municipal operations to a provincial level, which would then report to the inspectorate.

Planning of the regular enforcement activities would take place on a provincial level. The overload control inspectorate will also be the custodian of a national overload enforcement database. The overload control inspectorate should be constituted under the RTMC.

1.4.2 Overload Control Strategy

S**ection 1.4.1 above** implies that the Overload Control Strategy for MLM should complement the National and Provincial Policies. The MLM Overload Control Strategy will therefore additionally include a network of checkpoints, screening stations and static weighing (see **Figure C-8**).

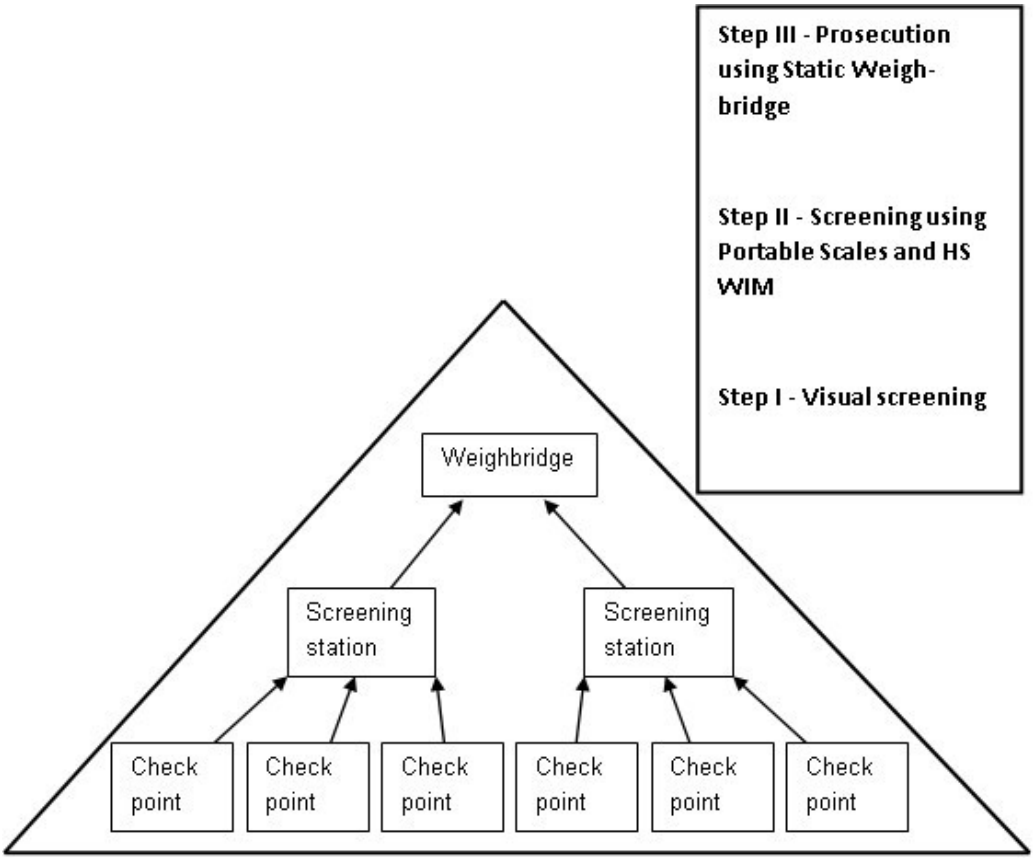


FIGURE C-8: MLM OVERLOAD CONTROL NETWORK THAT WILL LINK IN WITH NATIONAL AND PROVINCIAL NETWORKS

Source: COT Overload Control Strategy (2004)

1.4.3 Static Weighbridges

Currently, there are nine operational weighbridges within Limpopo Province with an additional three weighbridges which are currently closed. There is no static weighbridge currently within MLM. The challenge with static weighbridges is that drivers often avoid them, using alternate routes that either have no weighbridges or have non-operational weighbridges. **Figure C-9** indicates the location of weighbridges in the Limpopo Province and the alternate routes used by truck operators.

Static weighbridges are required for prosecution and are expensive. This is the final stage of the law enforcement process, as the actual prosecution of offenders will be done at static weighbridges.

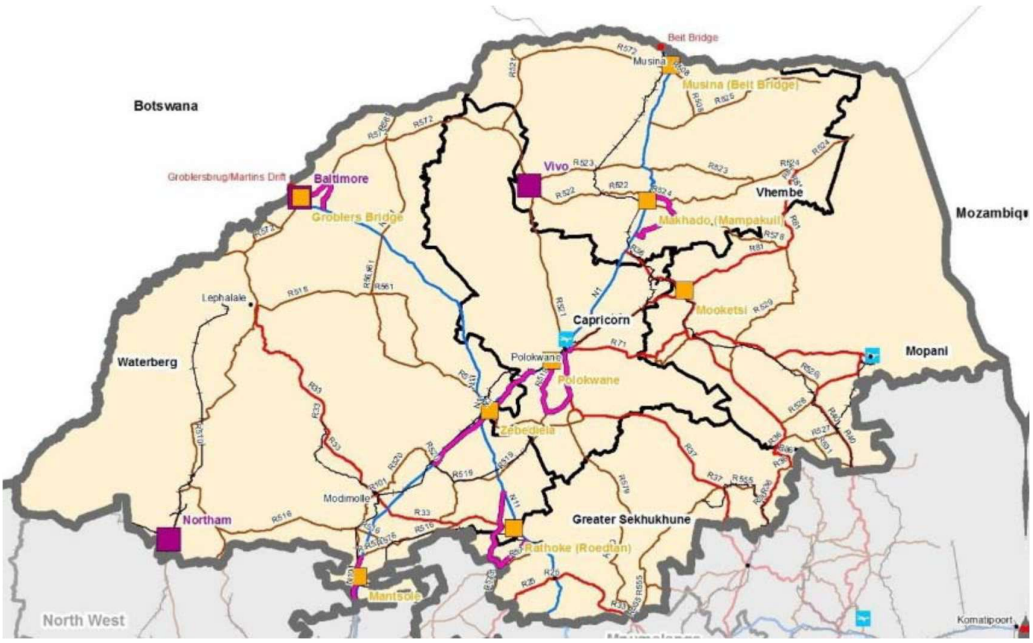


FIGURE C-9: LOCATION OF WEIGHBRIDGES IN LIMPOPO AND ALTERNATE ROUTES USED BY DRIVERS

Tables C-4.1 to C-4.2 show the number of vehicles screened and weighed within at each of the operational weighbridges of SANRAL and **Tables C-4.3 to C-4.4** for weighbridges for DoT Improving compliance requires finding ways to combat avoidance of weighbridges by drivers. As mentioned above, there are no static weighbridges located within MLM.

TABLE C-4.1: LIMPOPO WEIGHBRIDGE FOR SANRAL STATISTICS FOR 2018

Data	Mantsole (N1)	Zebediela (N1)	Beitbridge (N1)	Polokwane (R101)	Totals
Vehicles screened	1,312,720	668,949	347,559	60,518	**2,389,746**
Vehicles weighed	252,698	141,154	144,138	48,820	**586,810**
Vehicles overloaded	141,052	30,672	30,176	9,688	**111,429**
% Overloaded (of total weighed)	55.81%	22%	20.93%	19.84%	**19%**
% Overloaded vehicles charged	3.76%	6.19%	9.78%	22.60%	**10.58%**

TABLE C-4.2: LIMPOPO WEIGHBRIDGE FOR SANRAL STATISTICS FOR 2019

Data	Mantsole (N1)	Zebediela (N1)	Beitbridge (N1)	Polokwane (R101)	Totals
Vehicles screened	1,291,806	618,024	298,706	52,111	**2,260,647**
Vehicles weighed	276,599	161,659	178,681	53,688	**670,627**
Vehicles overloaded	69,380	33,562	38,799	9,514	**151,255**
% Overloaded (of total weighed)	25.08%	20.76%	21.71%	17.72%	**16%**
% Overloaded vehicles charged	1.59%	1.02%	1.71%	3.11%	**1.61%**

TABLE C-4.3: PROVINCIAL TRAFFIC CONTROL CENTRES STATISTICS FOR 2018			
Name of Institution	**Vehicles Weighed**	**Vehicles Charged**	**No.: Hours Operated**
Mooketsi TCC	54 943	484	6 432
Rathoke TCC	24 265	236	3 640
Groblersbrug TCC	33 610	548	4 390
Mampakuil TCC	46 360	723	4 170
Total	**159 178**	**1 991**	**18 632**

TABLE C-4.4: PROVINCIAL TRAFFIC CONTROL CENTRES STATISTICS FOR 2019			
Name of Institution	**Vehicles Weighed**	**Vehicles Charged**	**No.: Hours Operated**
Mooketsi TCC	63 442	501	8 592
Rathoke TCC	42 582	805	6 142
Groblersbrug TCC	41 958	665	5 733
Mampakuil TCC	55 116	911	5 480
Total	**203 098**	**2 882**	**25 947**

1.4.4 Screening Stations

A screening station is a location where the actual screening of potential overloaded vehicles occurs. The screening in MLM will be conducted via weigh-in-motion equipment. Screening stations will be located on a site outside the road reserve, with good access from all directions and paved surfaces to support portable weighing equipment. Sufficient parking is needed at these screening stations. Suspected overloaded vehicles will be assembled there and then escorted to a static weighbridge. A static weighbridge therefore needs to be developed in MLM. Not all screening stations need to be used at the same time as this may be dependent on freight traffic patterns. Heavy vehicles identified at screening stations with a high likelihood of being overloaded will be sent, under escort, for weighing and possible prosecution to the nearest static weighbridge. Refer to **Figure C-10** for a typical layout of a screening station for class 2 roads.

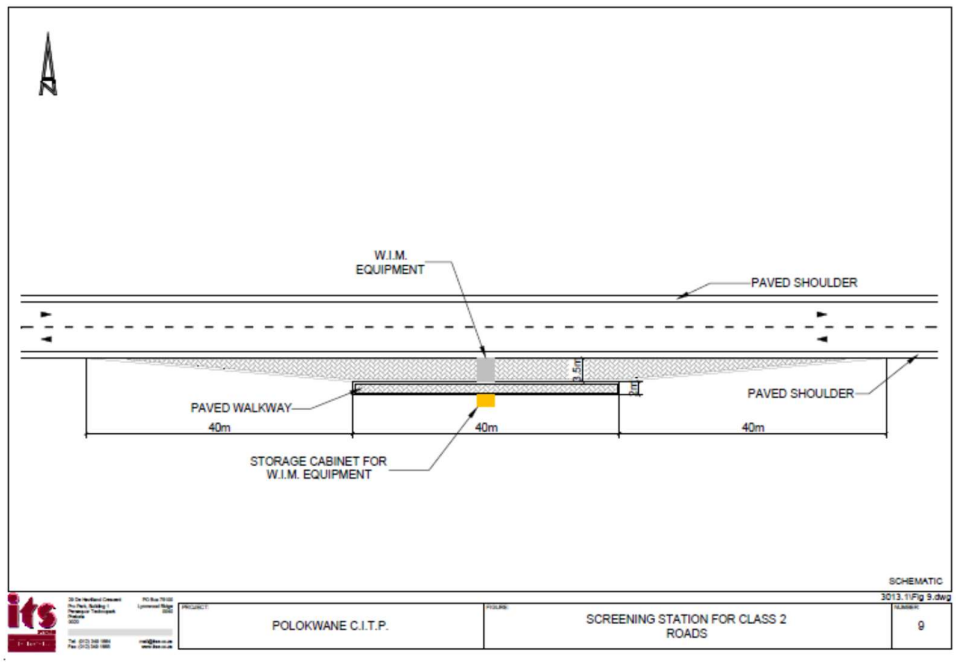


FIGURE C-10: TYPICAL LAYOUT OF SCREENING STATION FOR CLASS 2 ROADS

1.4.5 Checkpoints

Checkpoints are based on the premise of visual screening. Checkpoints do not have fixed locations bases as this may defeat the actual purpose of the exercise. The location of checkpoints is rather based on predetermined routes that are normally used by heavy vehicles. Traffic officers can move around at various checkpoints that will be located near screening stations. Traffic officers can observe heavy vehicles at various points on the road network. They will visually assess the load of an approaching heavy vehicle, and, if thought to be overloaded, stop the heavy vehicle and instruct the driver to proceed to the screening station operating nearby. It should be noted that if the checkpoint is situated near a static weighbridge, the traffic officer may instruct the driver to go directly to the weighbridge.

1.5 Dangerous Goods Movement (Hazmat Strategy)

The section elaborates on the following:

a) National Land Transport Act (NLTA) 15 of 2009.
b) Limpopo Provincial Land Transport Framework (PLTF) 2015 to 2019.
c) MLM Dangerous Goods Movement.

1.5.1 National Land Transport Act 5 of 2009 and the Amendment Act 23 of 2023

The following are indicated in terms of the NLTA:

"35. *(5) All Provincial Land Transport Frameworks must include routes for the transporting of dangerous goods through the province, as reflected in the integrated transport plans within its jurisdiction."*

"36. *(3) All integrated transport plans must include routes for the transporting of dangerous goods by road through their areas."*

"38. *(1) On approval of the national land transport strategic framework, a provincial land transport framework or an integrated transport plan, the Department, MEC or the planning authority, as the case may be, must publish, in the Gazette, Provincial Gazette or newspaper circulating nationally, in the province or municipality, as the case may be, the prescribed particulars of such plans, which must include particulars of routes for dangerous goods."*

1.5.2 Limpopo Provincial Land Transport Framework (PLTF), 2015 to 2019

Section 9.1.5 of the PLTF contains the following concerning *"Dangerous Goods Movement Legislation"*:

"*The legislation pertaining to the transportation of hazardous materials is spread over several government departments and is the responsibility of all levels of government.*

a) Definition of Hazardous Materials

Hazardous materials are substances that could be biological, chemical, radiological or physical, which could potentially be harmful to humans, animals or the environment through direct contact or contact with other substances. The transportation of these substances is potentially dangerous due to the risk of an accident or spillage.

The routes that are specified in the table below are routes that are classified as main routes and generally avoid residential areas and towns. However, sometimes this cannot be achieved as the destinations of hazardous materials such as oil, gas and fuel are within commercial areas. In these cases, hazardous materials will be transported on routes travelling through commercial areas.

In the case of an accident or spillage, it is important that the District Municipality's Hazmat/Hazchem response equipment and plans are in working order."

b) Roles of the Different Spheres of Government

"Table 9.2 as part of the PLTF reflects a summary of each Act's general focus and the resultant-imposed duty or responsibility on local authorities. Due to the age of some of the pieces of legislation the general term local authority or even municipality is sometimes used and therefore a specific distinction between District Municipalities (DM) and Local Municipalities (LM) are not always clear."

Table C-5 underneath provides a copy of the Legal Framework Summary as obtained LPTF.

TABLE C-5: COPY OF LEGAL FRAMEWORK STRATEGY SUMMARY FOR MOVEMENT OF DANGEROUS GOODS

Act	General Focus	Local Authority Duty/Responsibility
National Road Traffic Act, No 93 of 1996.	The focus is on consignor, operator and consignee.	No specific imposed duty or responsibility on the local authority in whose jurisdiction transport takes place.
National Land Transport Act, No 5 of 2009.	The Act requires all planning authorities to develop freight transport strategies, specifically indicating freight routes to be used.	Local Authorities must develop a freight transport strategy and identify routes for transportation of all dangerous goods.
Environmental Conservation Act, No 73 of 1989.	Focuses on rehabilitation of environment after incidents and spillages.	The competent authority or local authority may direct a person responsible for causing harm to the environment to rectify or remedy the situation at own cost.
Constitution of South Africa.	Responsibility for fire services is placed with municipalities.	Municipalities must perform all fire and emergency rescue services in their areas of jurisdiction.
Hazardous Substances Act, No 15 of 1973.	The focus is now mainly on classification after transfer of certain control functions to the National Land Transport Act.	No specific imposed duty or responsibility on the local authority in whose jurisdiction transport takes place.
Petroleum Products Act, No 120 of 1977.	Promulgation of regulations on the transport of petroleum products.	No specific imposed duty or responsibility on the local authority in whose jurisdiction transport takes place.
Explosives Act, No 15 of 2003.	Regulates transport of explosives.	No specific imposed duty or responsibility on the local authority in whose jurisdiction transport takes place.
Disaster Management Act, No 57 of 2002.	Manages various government bodies for disaster management.	Allows DM to create Municipal Disaster Management Advisory Forum. Every LM must prepare a Disaster Management Plan in which transport of dangerous goods must be included.
Fire Brigade Services Act, No 127 of 1987.	Regulates the rendering of fire and rescue services.	The local authority responsible for services relating to fire fighting and rescue. Allows the local authority to formulate and enforce applicable bylaws.

Source: Limpopo PLTF 2015 to 2019

Section 9.2.4 of the PLTF contains the following concerning *"Routes for Transporting Dangerous Goods"*:

"The routes that are specified in Table 9.9 of LPTF, are routes that are classified as main routes and generally avoid residential areas and towns. However, sometimes this cannot be achieved as the destinations of hazardous materials such as oil, gas and fuel are within commercial areas. In these cases, hazardous materials will be transported on routes travelling through commercial areas.

In the case of an accident or spillage, it is important that the MDM Hazmat/Hazchem response equipment and plans are in working order."

Table C-6 below provides a copy of routes as main routes for the transport of dangerous goods as obtained from the LPTF.

TABLE C-6: COPY OF MAIN ROUTES SUMMARY FOR THE TRANSPORT DANGEROUS GOODS

District Municipality	Information from District ITPs	Recommended Routes	
Capricorn[120]	No dedicated routes for transportation of hazardous substances.		
Mopani[121]	Hazardous substances to be transported along major roads, avoiding towns and major residential areas. Sometimes hazardous substances are to be transported to main commercial areas (fuel, diesel and gas).	From Polokwane to Tzaneen	
		Between Polokwane and Giyani	
		From N1 through Soekmekaar to Tzaneen	
		From Tzaneen to Ohrigstad	
		From Tzaneen to Mica	
		From Gravelotte to Phalaborwa	
		From R36 between Tzaneen and Trichardtsdal to Giyani	
		From Hoedspruit to Phalaborwa	
Waterberg[122]	Hazardous substances are often transported through the area of Bela-Bela by road and rail in North-South and South-North directions. Transnet Freight Rail is a suitable and safe transporter of all classes of hazardous substances	Road: N1 through area of Bela-Bela	
		Road: R101 through area of Bela-Bela	
		Rail: through area of Bela-Bela	
Sekhukhune[123]	No dedicated strategy for the transport of hazardous substances.		
Vhembe[124]	Hazardous substances to be transported along major roads, avoiding towns and major residential areas. Sometimes hazardous substances are to be transported to main commercial areas (fuel, diesel and gas)	N1	From Polokwane to Beitbridge
		R522	Between Vivo and Makhado Town
		R523	From Vivo through Waterpoort to N1 National Road
		R521	From Vivo to Pontdrift border
		R572	From Musina to Pontdrift border
		R524	From Makhado Town to Punda-Maria
		R81	From Mphakati to Giyani
		R525	Between Musina and Tshikondeni

[120] CDM DITP, 2013
[121] MDM DITP, 2015
[122] WDM DITP, 2014
[123] SDM DITP, 2007
[124] VDM DITP, 2015

Page | 165

Source: Limpopo PLTF 2015 to 2019

Section 9.2.5 of the PLTF contains the following concerning *"Provincial Strategy on Freight Routes"*:

a) Transporting of Dangerous goods

*The **District Municipalities** should accommodate the transportation of hazardous goods through its jurisdiction by way of the following:*

i) Bypass routes to avoid residential areas or detours for heavy vehicles and hazardous materials.

ii) Avoid the transportation of hazardous goods through towns and sensitive areas.
iii) Evaluate route plans submitted by operators.
iv) To be equipped with an Incident Management System and protocols to respond to incidents involving hazardous goods.
v) *Law enforcement must be knowledgeable with dangerous goods protocols and legislation to manage offenders and incidents involving hazardous materials*.

b) Incident Management Plans

Limpopo Province, in collaboration with national and local government, will have to develop incident management plans for all national, toll and provincial roads and corridors in the province in line with the National Road Traffic Act, Act 93 of 1996. Incident plans for the road network in Limpopo Province will have to be co-ordinated on a provincial level and executed on a corridor basis. Traffic law enforcement and communication will have to form an integral part of the provincial strategy to manage incidents, monitor and inspect the transportation of dangerous goods.

In the short-term, contact will have to be made with municipalities to consider the movement of dangerous substances on their respective road networks, which should serve as input into the development of a Limpopo Provincial incident management strategy."

1.5.3 MLM Dangerous Goods Movement

At this stage, the MLM does not have a strategy for the movement of hazardous materials and dangerous goods through its area of jurisdiction. It is therefore one of the issues that need to be addressed in terms of future projects in collaboration with MDM. Typical aspects of the strategy include the following:

a) **Preparedness**: This relates to the preparedness of Hazmat emergency services within the municipality. In addition to this, the institutional coordination between emergency response teams within the Mopani District Municipality and even provincial officers.

Other aspects relate to:

i) Legal and policy framework.
ii) Training and training standards.
iii) Availability of hazmat emergency equipment and supplies.
iv) Dangerous goods route determination.

b) **Response:** The important aspects include:

i) Notification and reporting.
ii) Hazard analysis.
iii) Response procedures.
iv) Cost recovery.

c) **Recovery:** Aspects related to the following:

i) Post-incident analysis.
ii) Investigation and enforcement.

Interim routes were identified as part of the 2023/2028 MLM-LITP for freight and dangerous goods movements until a strategy for the movement of hazardous materials and dangerous goods is prepared.

There are three types of freight and dangerous goods traffic in MLM:

a) Bypass/through freight and dangerous goods traffic:

i) The origin or destination is not MLM.
ii) The most prominent external routes for this traffic are:

- ✓ Road R71 North of MLM, from Tzaneen.
- ✓ Road R36 West of MLM, from Tzaneen
- ✓ Road R40 North and South of MLM, from Phalaborwa through Hoedspruit to Mbombela
- ✓ Road R531 South of MLM
- ✓ Road R532 Southwest of MLM
- ✓ Road R526 North of MLM

iii) Freight and dangerous traffic from the north to the south and vice versa from Road R40 respectively to Roads R531, R526, R71 and R36 (vice versa) have no bypass route, and therefore must travel through east of the CBD of Hoedspruit.
iv) Other freight and dangerous goods related through traffic must make use of internal MLM routes (roads).
v) **Figure 2.26** demonstrates the MLM freight and dangerous goods road network in MLM.

b) External to internal and vice versa freight and dangerous goods traffic to MLM:

i) This traffic is generated when MLM is serving as an origin or destination.
ii) This traffic makes use of the non-central MLM roads as far as possible.
iii) Typical freight includes courier services, construction material, manufacturing material, delivery of vehicles, transport of mining material and goods, petroleum, chemicals, etc.

iv) The traffic will make use of the MLM Freight and Dangerous Goods Road Network as indicated in **Figure C.10**, where possible but needs to divert on local streets to reach their destinations.

c) Internal freight and dangerous goods traffic within the borders of MLM:

i) This traffic will not exit the borders of MLM.
ii) The traffic is mostly related to the delivery of freight and dangerous goods from distribution depots to sale points.
iii) The traffic will make use of MLM Freight and Dangerous Goods Road Network where possible but needs to divert on local streets to reach their destinations.

Figure C-11 indicates the MLM interim Freight and Dangerous Goods Road Network.

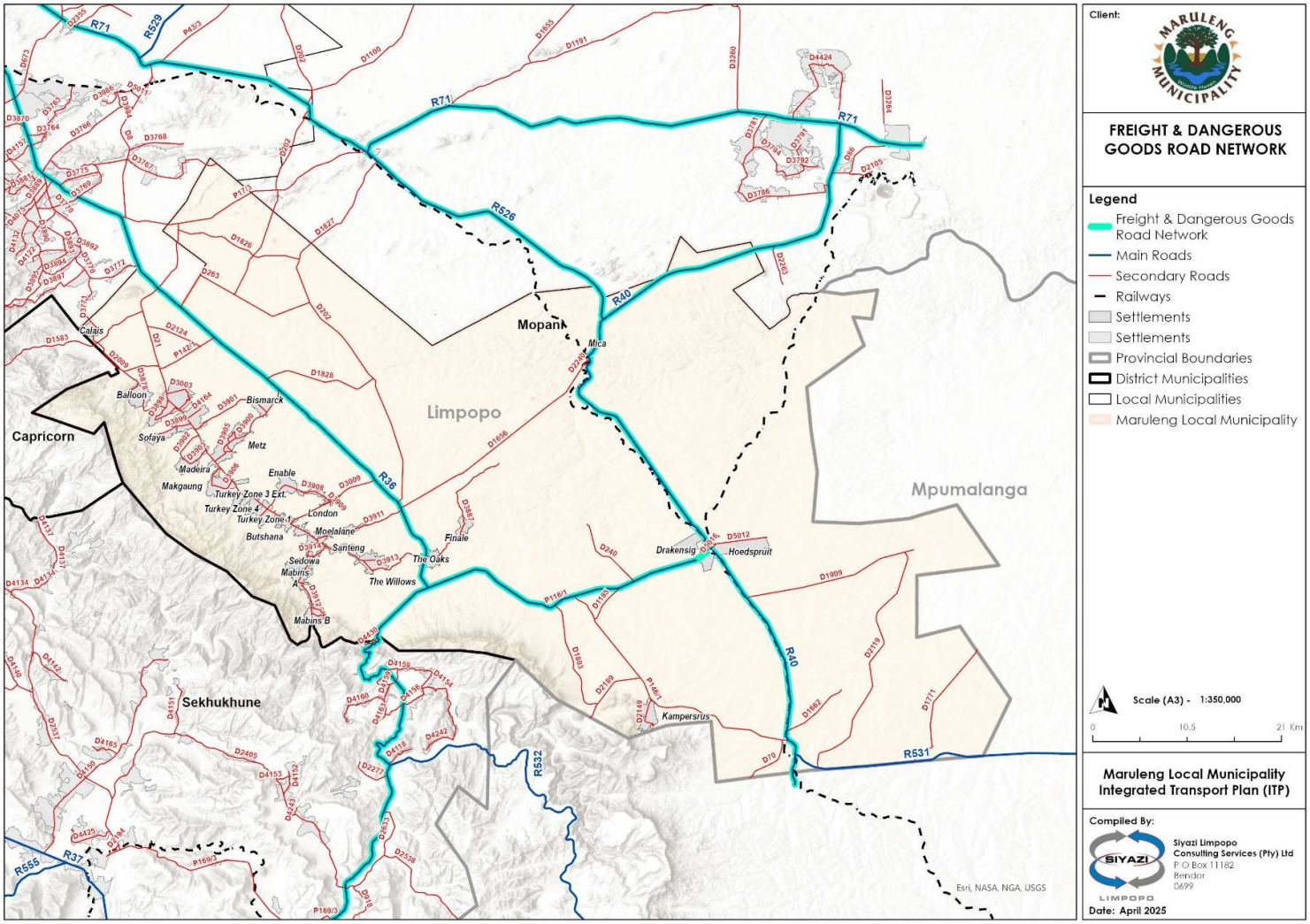


FIGURE C-11: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

1.6 Conclusion

Based on the above, the following aspects require further investigation:

a) Development of Freight Logistics Hub in MLM.
b) The development of a Truck Inn in MLM at Klaserie.
c) Implementation of an Overload Control Strategy for MLM.
d) Implementation of a Static Weighbridge.
e) Development of a Dangerous Goods Movement (Hazmat) strategy for MLM.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

STAKEHOLDER CONSULTATION



PREPARED FOR:	ADDRESS:
MARULENG LOCAL MUNICIPALITY	64 SPRINGBOK STREET HOEDSPRUIT

Addendum D

Stakeholder Consultation



Table of Contents

1 STAKEHOLDER CONSULTATION 1
1.1 Introduction 1
1.2 Methodology for initial stakeholder consultation 1
1.3 Results 2
1.4 The liaison structures operating in the area. 2
1.5 Stakeholder information 3

List Of Tables

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP3
TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS 1-8

1 STAKEHOLDER CONSULTATION

The 2023/2028 MLM-LITP includes consultation and participation of interested and affected parties required for the preparation of integrated development plans in terms of Chapter 4 and Section 29(1)(b) of the Municipal Systems Act or replacing legislation. There must also be compliance with the Promotion of Administrative Justice Act 3 of 2000.

The public participation process allows for adequate advertising and presentation of the draft **LITP** and allows all stakeholders an adequate opportunity to make representations or objections. The authority will consider all representations and objections received and will revise the Final Draft **LITP** if necessary, before finalising it.

1.1 Introduction

The stakeholder consultation process was held between 2019, 2020, 2021 and 2023 in accordance with the minimum requirements for the development of a **LITP** as set out in the NLTA with the intention of receiving input into the **LITP** draft vision. The purpose was to ensure that the relevant stakeholders are informed of the development of the **LITP**.

The UKU-JV also requested feedback from stakeholders by submitting the following:

a) Do stakeholders have any comments or additional suggestions or actions to include in their chapters?
b) Can stakeholders identify any additional actions that are not included in the **LITP**?

At these meetings, it was agreed that the City of Polokwane and the relevant stakeholders would provide feedback on the outcomes of this process and that they would be able to review changes incorporated in conjunction with the overall draft **LITP**. A subsequent full public participation process was therefore undertaken to comply with procedural and city requirements.

1.2 Methodology for initial stakeholder consultation

The objective of integrated transport planning is to coordinate planning for all transport-related infrastructure, operations and regulations. To accomplish this, UKU-JV consulted various government departments, road authorities, regulatory authorities and public transport and freight transport stakeholders. The full list of identifies stakeholders is shown in Table 12.1, which also shows the extent of consultation with individual stakeholders.

Consultation with government departments and authorities was initiated through in-person and/or virtual meetings. Where this was not possible, consultation was conducted through email or telephone. The purpose of this consultation was to give departments an opportunity to state their transport-related needs, challenges and plans; and for UKU-JV to request information which would assist in developing the 2023/2028 PLK-**LITP**.

The methodology was formulated to maximise the involvement of public transport operators, through UKU-JV hosting 3 working sessions with SANTACO affiliated taxi associations, NTA affiliated taxi associations and metered taxis. It started with a plenary session to explain the purpose of the **LITP** and provide an overview of the process. Some involvements were through meetings of which some were successful, but some were not. Due to Covid-19 regulations, most departments were working from home. The second session included a smaller group exercise where participants were asked to comment and ask questions that related to survey results once they had been presented. Input was then given on the long-term strategy and each of its themes. This was followed by an exercise requiring the groups to provide comments on these. The work sessions were concluded with a short report back session.

A further opportunity was also provided for stakeholders to provide their reports in hard or soft copies. Participants were encouraged to communicate in the language of their choice to maximise participation. The workshops were organised and facilitated by UKU-JV.

As part of the exercise, each participant received a presentation on PowerPoint. The participants were given an opportunity to comment on the presentation concerning which part of the presentation addressed their challenges, which they felt comfortable with or whether they would like a different approach.

Responses were provided, summarised into recommendations and incorporated as part of the **MLM-LLITP**.

1.3 Results

Feedback from meeting participants was constructive and positive, as stakeholders appreciated being consulted at the beginning of the process, rather than being confronted with a completed draft document near the end of the project. **Table 12.2** summarises key issues raised during the consultation process and how they were addressed.

1.4 The liaison structures operating in the area.

The most important line of communication with role players at grassroots level in the respective municipal areas should be through the local transport forum. Any conflict between public transport operators and traffic officials should be submitted to the local transport forum. The chairperson of the forum and the traffic and safety subcommittee would assist with resolving the conflict. This would benefit both parties, as all parties have representatives in the forum.

The public transport operators could be informed at the local transport forum about the conduct that traffic officers would expect from them and become involved in the traffic safety campaigns. The forum would play an independent role in any conflict that might arise between the public transport role players and the law enforcers, as the traffic department could not act simultaneously as the law enforcer and judge.

Polokwane, unfortunately, does not have a Transport Forum and this was one of the recommendations: that a MLM Transport Forum should be established, with a proper constitution and a dedicated secretary.

1.5 Stakeholder information

A comprehensive list of stakeholders was compiled, building on previous processes and categorised into sectors: contracted transport operators; non-contracted transport operators; spheres of government and state-owned enterprises. **Table 12.1** shows the list of stakeholders.

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP

Nr.	Stakeholder	Representative	Nr. of Meetings
1.	Adepco	Mr. E Basson	1
2.	Alldays TA	Mr. NS Ramalahla	2
3.	AMCE, Project Leader	Mr. E Kabinde	1
4.	AMCE, Project Management Services (Project Leads)	Mr. R Chauke	1
5.	AMCE, System Planning Leeto la Polokwane	Mr. B Serumula	1
6.	AMCE, Systems and OPS	Mr. MP Motloutsi	6
7.	Bahlaloga TA	Mr. ME Seakamela	1
8.	Bahlaloga TA	Ms. MW Malefo	1
9.	Bahwaduba Bus Service	Mr. Boshoff	4
10.	Bahwaduba Bus Service	Mr. CP Modadi	1
11.	Bahwaduba Bus Service	Mr. MA Lepelle	1
12.	Bahwaduba Bus Service	Ms. K Letlhokoa	1
13.	Bakone TA	Mr. MK Mosomane	1
14.	Boyne TA	Mr. MRM Rammala	1
15.	Boyne TA	Mr. NF Mahlase	1
16.	Capricorn District Municipality	Ms. MP Maja	2
17.	Capricorn Metered Taxi	Mr. HG Ramoroka	3
18.	Capricorn Metered Taxi	Mr. NE Semenya	3
19.	Capricorn Metered Taxi	Mr. SA Maunatlala	3
20.	Community Safety	Mr. L Grimbeek	1
21.	Cross Boarder Road Agency (CBTA)	Unsuccessful Consultation	1
23.	Esilux (Pty) Ltd	Mr. MS Ledwaba	
22.	Expectra 12 NPC (PMA)	Mr. K Roux	2
23.	Freight (Road and Rail)	Mr. R Mukhavhuli	1
24.	GAAL	Mr. N Netshifhefhe	3
25.	GAAL	Mr. T Maphiswana	1

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP			
Nr.	**Stakeholder**	**Representative**	**Nr. of Meetings**
26.	GAAL (Gateway Airports Authority Limited)	Mr. MI Mkhabele	2
27.	Great North Transport	Ms. N Matlou	4
28.	Great North Transport (GNT)	Mr. P Sekokotla	1
29.	Ikageng TA	Mr. SS Manota	2
30.	Kopano Bus Service	Mr. TF Moloto	4
31.	Lebowakgomo TA	Mr. MP Phaladi	1
32.	Letswatla TA	Mr. MR Mokgotho	1
33.	Limpopo Department of Public Works, Road Asset Management System and Road Maintenance	Unsuccessful Consultation	0
34.	Limpopo Department of Roads & Transport	Mr. FP Mainganye	1
35.	Limpopo Department of Transport and Community Safety	Mr. MT Ngobeni	1
36.	Limpopo Department of Transport and Community Safety	Mr. MT Ramashala	1
37.	Limpopo Department of Transport and Community Safety	Mr. S Kgorutle	1
38.	Limpopo Department of Transport and Community Safety (LDTCS)	Mr. NP Lalanamo	1
39.	Limpopo Province Regulatory Entity (LPRE)	Mr. R Mukhavhuli	6
40.	Machaka Ramokgopha TA	Mr. MJ Morapama	1
41.	Madodi Bus Services	Mr. TF Moloto	2
42.	Mankweng Steering Committee	Mr. MF Kgasago	3
43.	Mankweng TA	Mr. F Kgasago	7
44.	Mankweng TA	Mr. MA Maponya	3
45.	Mankweng TA	Mr. MF Thobakgale	2
46.	Mankweng TA	Mr. MJ Lekoto	2
47.	Mankweng TA	Mr. MJ Makola	1
48.	Mankweng TA	Mr. MP Matlou	1
49.	Mankweng TA	Ms. MS Kwetepane	3
50.	Marama TA	Mr. TR Manyola	1
51.	Masala Ramabulana Holdings	Mr. T Madima	1
52.	Masala Ramabulana Holdings	Ms. SM Sejeng	1
53.	Mashashane Maraba TA (Mamata)	Mr. LA Manaka	1
54.	Mballtda TA	Mr. MA Malatji	1
55.	Molepo TA SANTACO Capricorn	Mr. MN Mojapelo	1
56.	MOLLDTA	Mr. DC Mashabela	1
57.	National Taxi Alliance (NTA)	Mr. FM Kgasago	1

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP			
Nr.	**Stakeholder**	**Representative**	**Nr. of Meetings**
58.	PEACE	Mr. TL Moeti	1
59.	MLM, Acting Manager Corporate Geo-Information	Mr. Nkosi	1
60.	MLM, Assitant Manager Clusters	Ms. C Duba	1
61.	MLM, Assitant Manager Clusters	Ms. P Mashao	1
62.	MLM, Assitant Manager Clusters	Ms. C Mathekgane	1
63.	MLM, Assitant Manager Clusters	Ms. C Duba	1
64.	MLM, Chief Customer Officer	Mr. T Majola	1
65.	MLM, City Planning	Ms. E Shika	1
66.	MLM, Control Centre	Mr. KJ Chuene	1
67.	MLM, Control Centre	Mr. KM Marakalala	1
68.	MLM, Control Centre	Ms. T Teffo	1
69.	MLM, Disaster Management & Fire Services	Mr. MA Phaho	1
70.	MLM, Disaster Management and Fire Services	Mr. ME Mashamaite	2
71.	MLM, Economic Development & Tourism	Mr. N Marotola	1
72.	MLM, EDST	Ms. LM Tisane	1
73.	MLM, Enterprise Development Specialist	Mr. T Mathatho	1
74.	MLM, GIS Specialist	Mr. N Nevondo	1
75.	MLM, LED	Mr. FF Mashabathakga	1
76.	MLM, Legal Advisor	Ms. B Mphahlele	1
77.	MLM, Manager By-Law Enforcement	Mr. MP Mahlatji	3
78.	MLM, Marketing Officer	Ms. L Mtsetwene	1
79.	MLM, PIRPTS Project Management Unit	Mr. E Kabinde	1
80.	MLM, Project Manager Systems Planning	Mr. A Ligege	5
81.	MLM, Property Management	Ms. S Mabapa	1
82.	MLM, Roads & Transport Operations	Mr. T Teffo	1
83.	MLM, Roads and Transport	Mr. M Lamola	2
84.	MLM, Spatial Planning	Mr. T Sebola	1
85.	MLM, Town Planning	Ms. ME Maponya	1
86.	MLM, Traffic and Safety	Mr. Ramporo	3
87.	MLM, Traffic and Safety	Ms. LM Mahlase	1
88.	MLM, Traffic and Safety	Ms. C Rathando	1
89.	MLM, Transportation Services	Ms. T Monti	13
90.	MLM, Transportation Services	Mr. D Ramakgwakgwa	2
91.	MLM, Transportation Services	Mr. M Maubane	2
92.	MLM, Transportation Services	Ms. MN Madzhie	4
93.	MLM, Transportation Services	Ms. R Malakalaka	2
94.	POLLDTA	Mr. MD Ramabina	2
95.	Polokwane Airport	Mr. Kowie	2

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP			
Nr.	**Stakeholder**	**Representative**	**Nr. of Meetings**
96.	Polokwane Burgersfort TA	Mr. MJ Phasha	1
97.	Polokwane Sibasa TA	Mr. TL Sethosa	1
98.	Polokwane to Germiston TA	Mr. MK Matlou	1
99.	PRASA (Passenger Rail Agency of South Africa)	Ms. Maggie	1
100.	Public Transport Users	Surveys Questionnaire	1
101.	Resilient Properties (Pty) Ltd	Ms. S Tempel	1
102.	Road Agency Limpopo	Mr. P Montjane	3
103.	Road Agency Limpopo	Mr. R Aucamp	1
104.	Road Agency Limpopo (RAL)	Mr. K Tuishi	1
105.	RSA TA	Mr. MD Sekhasembe	1
106.	RSA TA	Mr. MMF Ledwaba	1
107.	Santaco Capricorn Region	Mr. BT Mafafo	1
108.	Santaco Capricorn Region	Mr. D Mosoma	3
109.	Santaco Capricorn Region	Mr. LK Mphafudi	3
110.	Santaco Capricorn Region	Mr. MD Ramusi	3
111.	Santaco Capricorn Region	Mr. MP Rammala	1
112.	Santaco Capricorn Region	Mr. MS Ledwaba	1
113.	Santaco Capricorn Region	Mr. MW Mamorobela	3
114.	Santaco Capricorn Region	Mr. NS Ramalahla	1
115.	Santaco Capricorn Region	Mr. TA Mnisi	1
116.	Santaco Capricorn Region (SCR)	Mr. BJ Manzini	1
117.	Santaco Steering Committee (Bahlaloga TA)	Mr. NW Maleto	1
118.	Santaco Steering Committee (Mankweng TA)	Mr. FM Mohlaka	2
119.	Santaco Steering Committee (SCR)	Mr. TD Mosoma	1
120.	Sekgosese TA (SEKTA)	Mr. ME Lephale	1
121.	Seshego Polokwane TA (SPTA)	Mr. LC Maleke	1
122.	Smec (SDF Service Provider)	Mr. De Waal	1
123.	Smec (SDF Service Provider)	Mr. DJ Van Vuuren	1
124.	South Africa National Roads Agency Limited SOC LTD (SANRAL)	Ms. T Monti	4
125.	Steering Committee (Bakone TA)	Mr. MM Moselakgomo	1
126.	Steering Committee (Molepo Long and Local TA)	Mr. MH Mojapelo	1
127.	Steering Committee (Seshego Polokwane TA)	Mr. EM Mahlachane	1
128.	Tembisa TA	Mr. MF Mphalo	1
129.	TNS, Control Centre	Mr. D Ramabulana	1
130.	TNS, Control Centre	Mr. MJ Makwela	1

TABLE 12.1: EXTENT OF STAKEHOLDER CONSULTATION FOR THE 2023/2028 MLM-LLITP			
Nr.	**Stakeholder**	**Representative**	**Nr. of Meetings**
131.	Transnet	Ms. Maggie	1
132.	UKU-JV	Mr. E Tshidavhu	15
133.	UKU-JV	Mr. G Grobler	7
134.	UKU-JV	Mr. H. Mafafo	4
135.	UKU-JV	Mr. L Duma	3
136.	UKU-JV	Mr. L Roets	10
137.	UKU-JV	Mr. V Lentsoane	6
138.	UKU-JV	Ms. C Mphela	20
139.	United Mphahlele TA	Mr. KP Ntsoane	1
140.	United Zebediela TA	Mr. MC Mahlo	1

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
1.	15/05/2019	MLM, Transportation and Services Directorate.	Project admin, management and planning.	<u>The following matters were discussed:</u> a) MLM and UKU-JV discussed the Appointment Letter for Contract PM90/2019 by MLM. b) MLM and UKU-JV discussed the Acceptance Letter for Contract PM90/2019 by the UKU-JV. c) The Service Level Agreement would be provided for UKU-JV as soon as completed by MLM and needed to be signed by UKU-JV. d) MLM and UKU-JV discussed the programme of implementation.	Not relevant.
2.	27/05/2019	MLM, Transportation and Services Directorate.	Project admin, management and planning.	<u>Identification of information related to **LITP** TR (Chapter 3 of **LITP**):</u> a) Socio and economic information. b) GIS transport related data.	Not relevant.
3.	03/10/2019	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) MLM (PIRPTS), Project Management Unit c) MLM, Property Management. d) MLM, Town Planning. e) MLM Disaster Management and Fire Services. f) MLM, Local Economic Development g) Great North Transport. h) LDTCS. i) Madodi Bus Company. j) Kopano Bus Service. k) Resilient Properties (Pty) Ltd. l) MLM, GIS Specialist. m) CDM.	<u>Consultation with Transport Role Players to engage on following:</u> a) Introduced project to key Role-players. b) Indicate gaps identified in terms of ”2012 to 2017 MLM -**LITP**”. c) To highlight key matters. d) To allow key role-players to actively participate and provide input and proposals. e) To indicate the way forward.	a) The latest Spatial Development Framework (SDF) of Polokwane Municipality was not concluded. b) Mr. Ntima from Limpopo Province Department of Transport and Community Safety (LDTCS) was in process to amend Provincial the bus subsidies. The outcome would be made available to MLM. c) What was the timelines for the completion of the Review of **LITP**? d) Question concerning parking and data Collection and whether the scope of work included any modelling for the CBD.	a) Important to review the MLM-LITP in line with the updated MLM -SDF. b) The timeline for the Project was 15 months and the expected completion date was June 2020. c) The Road Freight Strategy would be reviewed. d) No parking Surveys would be conducted and that no traffic modelling would be conducted for the CBD. e) Individual Departments and Role Players would be consulted to obtain info and input. MLM would liaise with Role Players.
4.	25/10/2019	MLM, Transportation and Services Directorate.	Project admin, management and planning.	<u>The following matters were relevant:</u> a) Additional organisations identified to attend future **LITP** Working Committee Meetings: i) Road Agency Limpopo SOC (RAL).	Not relevant.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				ii) South African National Roads Agency (SANRAL). iii) South African Local Government Association (SALGA). iv) Transnet and PRASA. v) Gateway Airports Authority (GAAL). vi) National Department of Transport. b) It was agreed that the Taxi Industry would be consulted through the SANTACO CAPRICORN Regional Taxi Council (SCRTC). c) Polokwane Municipality would write a letter to the Executive of the SCRTC, to invite the Affiliated Taxi Associations to a meeting. d) Individual meetings would be scheduled with Bus Companies that operated in MLM, to collect the resourceful information for the project. The meetings would be facilitated by the MLM. e) Limited Shape files were available as part of the 2012 Transport Register. f) MLM was approved the designed and printed Title blocks for Maps. g) Socio and economic information were collected as part of the Draft 2019 Integrated Development Plan (IDP) of Polokwane and compared with the 2012 Polokwane **LITP** information. h) Polokwane Municipality indicated that Tibane Taxi Rank did not have enough space to occupy all taxis.	
5.	28/11/2019	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) Cross Border Transport Agency (CBTA) c) Cross Border Taxi Industry d) Cross Border Bus Industry	Project Consultation and information collection.	<u>The following matters were intended to be discussed:</u> a) Study Area. b) Most Appropriate Legislation. c) Cross Border Road Transport Agency. d) Typical Relevant Planning Guidelines. e) Discussions / Questions / Way Forward. f) Closure.	All matters were not discussed due to other commitments by the CBTA.
PROJECT CONSULTATION DELAYED DUE TO COVID-19 REGULATIONS.					
6.	04/03/2020	MLM, Transportation and Services Directorate.	Project admin, management and planning.	<u>The following additional Institutions had been identified:</u> a) Limpopo Provincial Department of Transport and Community Safety (LDTCS): i) Limpopo Provincial Regulatory Entity (LPRE):	The identified matters and activities were executed by the relevant stakeholders.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				ii) Bus Subsidy. iii) Register Office. iv) Freight Section. b) Capricorn District Municipality (CDM) c) Limpopo Department of Public Works: i) Asset and Management System. ii) Road Budget for Polokwane. d) National Cross Border Agency (NCBA), Provincial Office. <u>Concerning COTO and related design documents:</u> a) The Committee of Transport Officials manuals were introduced to MLM and explained how it would be useful to the **LITP** project. b) It compulsory for Municipalities to use COTO Manuals. c) It was agreed to provide electronic copies of the following manuals to Ms. Monti from MLM: i) COTO manuals. ii) Taxi Facility design manual. iii) Bus Facility design manual. iv) South African Traffic Signs Manual (SATSM- VOL-3). <u>Other matters:</u> a) MLM would prepare letter to the Executive of the SCRTC in order to invite the respective affiliated Taxi Associations to a meeting. b) Ms. Monti managed to arrange the appointment with the Secretary Mr. Mosoma SCRTC. The following need to be discussed during the appointment, SCRTC: i) Introduction of the development of the **LITP**. ii) Surveys that would be conducted. iii) Problems that might be encountered. iv) Requested a formal meeting with all the chairpersons and Secretaries. v) Requested information of the Associations (List of Associations and Routes that were operating in MLM). c) Ms. Monti should schedule meetings with the following bus companies for the collection of the information: i) Madodi Bus Services ii) Bahwaduba Bus Services iii) Kopano Bus Services.	

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS					
Nr.	**Date**	**Stakeholders Present** (UKU-JV attended all sessions)	**Type of Meeting**	**Feedback and/or Issues Raised**	**Response**
7.	09/03/2020	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) GAAL.	**LITP** consultation with key role-players.	The following information were requested from GAAL: a) Schedules of flights. b) How many companies are operating from Airport. c) Freight movement. d) Passenger information. e) Tower information f) Landing strips within Polokwane. g) Runway assessment. h) Assessment periods. i) Challenges.	It was agreed with GAAL that the information would be made available on Friday, 13 March 2020. Ms. Monti would follow-up with Mr. Masodja.
8.	11/03/2020	Individual consultation sessions with various stakeholders were as follows: a) LDTCS. b) CDM. c) SANTACO Capricorn Region. d) RAL.	Interaction with institutions to collect data related to **MLM-LLITP**.	a) All the Stakeholders requested that MLM should provide a formal letter, to request the information from the relevant stakeholders.	a) UKU-JV agreed to obtain the relevant letter from MLM. b) The relevant consultation sessions were rescheduled.
9.	21/05/2020	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) AMCE.	Project admin, management and planning.	<u>The following were relevant:</u> a) Ms. Monti would arrange with Mr. Pilot of MLM (Roads Manager) to provide the following **LITP** information of the following within the jurisdiction of MLM: i) Roads Infrastructure. ii) Traffic Accident Hotspots. iii) Crime Hotspots. iv) Safety and Security Plan. b) Ms. Monti would arrange a meeting with the MLM Manager of Public Transport, Regulation and Monitoring: Mr. D. Ramakgakgwa to collect PIRPTS Information. c) UKU-JV would collect the CD of the Limpopo Provincial Land Transport Framework from Ms. E. Koedyk of LDTCS. d) MLM would prepare a letter for LDTCS to formally request information related to **MLM-LLITP**. e) It was reported that MLM had 18 operators of CBRTA that operates illegally. f) MLM had two cross border bus operators that operate namely; Munenzwa Bus Service and Nedospell Bus Service. g) Ms. Monti would gather more information related to the monthly report of Way Bridge (SANRAL) from the Local Traffic Department in Webster Street Polokwane.	The identified matters and activities were executed by the relevant stakeholders.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				h) Ms Monti indicated that GAAL had appointed a new CEO. Ms. Monti provided the contact details of Mr. Maphiswana (CEO), the new CEO of GAAL. i) UKU-JV staff visited various Public Transport Facilities in MLM, where surveys should be conducted. j) Ms. Monti requested UKU-JV to pay stipends as part of the survey process to the elected members from the Taxi Industry. k) Ms. Monti indicated that Aganang Cluster has three (3) illegal loading areas excluding the Taxi Rank.	
10.	24/06/2020	<u>The following stakeholders attended the consultation session: (Zoom Meeting)</u> a) MLM, Transportation and Services Directorate. b) SMEC (SDF Service Provider) c) Masala Ramabulana Holdings.	<u>Engagement with MLM SDF Consultant on following:</u> a) Broad overview and status of **LITP** project. b) Matters to be clarified in terms of SDF (development modes, zoning & future areas earmarked for development). c) Common planning areas between **LITP** and SDF (Leeto la Polokwane routes, public transport facilities and routes, developments areas that will require public transport).	<u>The following were relevant:</u> a) Messrs. Basson, S Redeling and P Gomane from Smec attended the meeting. b) Mr. Roets from UKU-JV gave a detailed presentation about the MLM-LITP Project and presented the summary overview for National Land Transport Act, 2009 (Act No. 5 of 2009) minimum requirements from Government gazette notice. **Appendix C: Minimum Contents.** c) Ms. Monti indicated that Polokwane Municipality was aware of the GAPS that were still outstanding from various stakeholders. She mentioned that as soon as the upgrading of Taxi Facilities were done, she would provide information related to **LITP** and SDF projects. d) Mr. Redeling reported that they were in the advanced stage of the project and managed to collect the information of the GIS, Stormwater, and Electricity. e) Mr. Roets reported that in terms of the transport related GIS Maps Mr. Redeling needed to communicate with Mr. Grobler. f) Ms. Monti indicated that Polokwane Municipality were busy with the CBD realignment and requested Mr. Ramabulana to co-ordinate matters related to upgrading phase.	The identified matters and activities were executed by the relevant stakeholders.
11.	25/06/2020	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) AMCE. c) Masala Ramabulana Holdings.	**LITP** consultation with key role-players. The main items were: a) Purpose of Presentation. b) Content of **LITP**. c) Role Players, Liaison & Intersection. d) Polokwane Overview. e) Gap Analysis and key matters.	a) Mr. Ramabula from Ramabulana Holdings (Pty) Ltd presented a MLM SDF presentation to the stakeholders in the meeting. b) It was reported that stage 3 of the MLM SDF had been completed. The status quo report was submitted to MLM for approval. It was indicated that due to the Covid-19 the process was delayed.	a) It was mentioned due the unforeseen implications of Covid-19, all gaps could not be filled-up. The Team was busy communicating with various Stakeholders to gather the relevant outstanding information required. b) Ms. Monti indicated that Polokwane Municipality and AMCE were busy working on the updated document that would be forwarded to the various stakeholders.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
		d) MLM, Economic Development & Tourism (EDST) e) MLM, Community Safety f) Gateway Airport Authority Limited (GAAL). g) Great North Transport (GNT). h) Capricorn District Municipality. (CDM) i) Limpopo Department of Transport and Community safety (LDTCS).	f) Visual Presentation. g) Surveys to be conducted. Mr. Roets from UKU-JV indicated that the project was delayed due to Covid-19.	c) Mr. Ramporo from MLM indicated in terms of gaps identified and wanted to know the status of the current gaps **LITP** documents. d) It was reported that the current consultant did not manage to resolve the gaps that the community identified on the projects e) Mr. Ramporo from MLM requested the consultant to propose an extra lane at Emdo road to Seshego to the because road has a high volume of traffic in the morning and afternoon. f) It was mentioned that the consultant needs to do the site visit of the area that identified the high volume of traffic. g) Ms. Maja from CDM requested rural Hospitals for the Traditional Leaders to be added on the Video Clips of the **LITP**.	c) It was indicated that at the trucks parking of MLM it had identified high crime, Mr. Ramporo requested the Consultant to per attention to it. d) Ms. Monti mentioned that MLM had appointed s Consultant was busy compiling more detailed information related to Truck Parking's in MLM. e) The information would be presented at another consultative session. f) Mr. Roets, acknowledge input from Mr Rampora and requested a meeting with Mr. Ramporo in order to collect more information.
12.	12/10/2020	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) AMCE. c) SANTACO Capricorn Region. d) Mashashane Maraba TA. e) Mphebatho TA. f) Molepo TA. g) Seshego-Polokwane TA. h) Molepo Local & Long-Distance TA. i) Regona TA. j) Polokwane Local & Long-Distance TA. k) Polokwane Germiston TA. l) Tembisa TA. m) RSA TA. n) Marama TA. o) Lebowakgomo TA. p) Alldays TA. q) Peace TA. r) Ikageng TA. s) Polokwane Burgersfort TA. t) Sekgosese TA.	<u>Taxi Industry consultation to engage on following:</u> a) Introduced Project and provide **LITP** introduction and purpose. b) Indicate Public Transport surveys to be conduction. c) Provide survey Methodology. d) Introduce Mobile Applications to conduct surveys.	<u>The types of TI related surveys to be conducted:</u> a) Facility Inventory. b) Rank Utilization. c) Route Utilization. d) Commuter Interview. <u>The surveys relevant for seven clusters in MLM:</u> a) Aganang. b) Dikgale. c) Mankweng. d) Molepo. e) Moletjie. f) Seshego. g) City (Polokwane). Members were acknowledged the Apps developed by the UKU-JV.	a) The TI agreed that surveys would be conducted in close collaboration with TI. b) The TI Agreed on time frames for the surveys. c) The TI nominated four Steering Committee members that worked with the UKU-JV during the TI related surveys. d) Training process and surveys could commence.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
		u) Boyne TA. v) Bahlaloga TA. w) United Zebediela TA. x) Bakone TA.			
13.	16/10/2020	<u>Taxi Survey Steering Committee Meeting attended by following Organisations:</u> a) SANTACO Capricorn Region. b) Molepo Local & Long-Distance TA. c) Seshego-Polokwane TA. d) Bahlaloga TA. e) Mankweng TA. f) Maja-Chuene TA.	<u>Taxi Industry consultation to engage on following:</u> a) Detail introduction into TI surveys. b) Survey programme. c) Training of Surveyors.	a) The Taxi Steering Committee conducted the recruitment of surveyors per clusters.	a) The survey programme was adopted by the TI Steering Committee. b) The training of surveyors could commence. c) Outcomes of surveys would be part of Chapter 3, Transport Register, of the **MLM-LLITP**.
14.	19 to 22 /10/2020	MLM, Transportation and Services Directorate.	Surveyor Training	a) All SANTACO Capricorn Region identified surveyors were trained for collecting **LITP** data.	a) Training was conducted.
15.	27/10/2020	Capricorn Metered TA.	Interaction with Capricorn Metered TA and collect of data related to **MLM-LLITP**	a) Capricorn Metered TA requested that PM should allocate the formal parking sites for metered Taxi Industry for operation purposes. b) UKU-JV trained the surveyors to conducted surveys related to metered taxi operations.	a) It was mentioned that the comment would be submitted to Polokwane Municipality and be included in the **MLM-LLITP**. b) The metered taxi surveys were conducted on 29/10/2020.
16.	22/10/2020	Mankweng TA EXCO	<u>Taxi Industry consultation to engage on following:</u> a) Introduced Project and provide **LITP** introduction and purpose. b) Indicate Public Transport surveys to be conduction. e) Provide survey Methodology. f) Introduce Mobile Applications to conduct surveys.	a) UKU-JV attended the meeting but could not present. b) Mankweng TA EXCO Members wanted to know to understand the difference between IRPTN and **LITP**. c) The presentation was postponed for a next meeting.	a) UKU-JV indicated explained the difference between the IRPTN and **LITP** for the Mankweng TA EXCO members. b) It was agreed UKU-JV would provide the members with a copy of the appointment letter. c) The meeting had to be rescheduled.
17.	28/10/2020	Mankweng TA EXCO	<u>Taxi Industry consultation to engage on following:</u> a) Introduced Project and provide **LITP** introduction and purpose. b) Indicate Public Transport surveys to be conduction. g) Provide survey Methodology. h) Introduce Mobile Applications to conduct surveys.	<u>The types of TI related surveys to be conducted:</u> a) Facility Inventory. b) Rank Utilization. c) Route Utilization. d) Commuter Interview. <u>The surveys relevant for seven clusters in MLM:</u> a) Aganang. b) Dikgale. c) Mankweng.	a) The MTA EXCO agreed that surveys would be conducted in close collaboration with TI. b) The MTA EXCO agreed on time frames for the surveys. c) The MTA EXCO nominated four Steering Committee members that worked with the UKU-JV during the TI related surveys. d) Training process and surveys could commence.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				d) Molepo. e) Moletjie. f) Seshego. g) City (Polokwane).	
18.	11/11/2020	MLM Traffic Department	Consultation concerning **MLM-LLITP**: a) UKU-JV received a briefing from Mr. Ramporo.	The following points were as identified by the Traffic Department to be problematic: a) **POINT 1: ROADS R567 AND D3437** MLM Traffic and UKU-JV visited Road R567 (Kwena Moloto) and D3437 (Moletjie) roads that have high volume of accidents and traffic congestion. Problems specifically related to weekends / month-ends and holidays. b) **POINT 2: ROAD D544 AND D19** MLM and UKU-JV visited Roads D544 (Percy Fyfe) and D19 (Mashashane).	a) Mr. Ramporo (MLM Traffic) requested UKU-JV to submit a proposal for a speed hump and barricade along the side of the Road to eliminate the U-turns on Roads R567 (Kwena Moloto) and D3437 (Moletjie). b) Mr. Ramporo requested UKU-JV to submit the proposal of barricade and the extension of speed hump across the road to MLM to distract the taxi's drivers to drive at the site of the road.
19.	16/11/2020	Mankweng TA EXCO.	Steering Committee Mankweng TA Operations Committee	a) All NTA Capricorn Region identified surveyors were trained for collecting **LITP** data.	a) Training was conducted.
20.	26/01/2021	MLM, Traffic Department.	Consultation concerning **MLM-LLITP**	Collection of data at Dalmada Road due to the high volume of traffic in the morning.	Mr. Ramporo proposed that the Engineer must survey the site for a smoother traffic flow.
21.	04/03/2021	The following stakeholders attended the consultation Freight Transport Strategy "Truck Inn Facility" session: a) MLM, Transportation and Services Directorate. b) AMCE. c) MLM, Roads and Transport. d) MLM, By-law & Enforcement. e) MLM, Manager Transport Operations	Purpose of Presentation: a) Inception Report. b) Key Role-Players. c) Freight Transport Strategy (**LITP**, Chapter 9). d) Truck Inn Facility Dendron Road. e) Way Forward.	a) Freight Transport Strategy (**LITP**, Chapter 9) (Guideline Documents): i) Relevant Acts with specific reference to National Land Transport Act 5 of 2009. ii) National Transport Master Plan (NATMAP 2050 Limpopo Province). iii) Limpopo Provincial Land Transport Framework (2015-2019). iv) National Land Transport Framework (2017-2022). v) PM Integrated Development Plan 2020-21 (IDP). vi) Polokwane Comprehensive Integrated Transport Plan 2012 to 2017. vii) Capricorn District Integrated Transport Plan. viii) Polokwane Spatial Development Framework 2020. ix) Arrive Alive. b) The following aspects require further investigation in terms of Chapter 9 (Freight Transport Strategy): i) Development of intermodal freight logistics hub at Polokwane International Airport.	As part of the way forward: a) Continue with the following activities: i) Consultation with Client. ii) Identification of role-players and consultation (incl. survey with truck drivers). iii) Formulating objectives. iv) Compare alternatives. v) Prepare Preliminary cost estimations, implementation options, projected cashflows and possible program. b) Specialists input will be provided: i) Transport, Traffic & Geometric Engineering investigations. ii) Basic Town Planning related matters. iii) Land Survey. iv) Flood Line Determination. v) Desktop Environmental Input.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				ii) Implementation of Overload Control Strategy for Polokwane (Protect Road Infrastructure). iii) Development of Dangerous Goods Movement Strategy for Polokwane. c) Advantages/ Characteristics of modern Truck Stops i) The best way to address driver fatigue/ driver tiredness by offering a good sleep. ii) Security systems with cameras and lighting can prevent the threats of hijacking, theft etc. iii) Increased sanitation with spotlessly clean ablution and shower facilities. iv) High-quality food. v) An excellent venue to address HIV education. vi) An opportunity to boost the local economy with a continuous stream of travellers passing through. d) Provincial and Polokwane perspective were analysed.	
22.	23/03/2021	Expectra 12 NPC consist of five directors and are responsible to run the PMA.	Notes forwarded per email by Mr. K Roux.	a) Expectra receives water and electricity accounts monthly from MLM. b) PMA is being used by a number of business aircrafts on a daily basis and the passengers could be directors of private companies and can vary from two to six people. c) There are no scheduled flights that land at civil but a lot of private operators make use of the airfield daily. d) Smaller Airlines, like Federal Air / Gen Air does make use of PMA because of the convenience off the Airport. e) The Fire station right next to the field is apparently not active. f) SAP Air Wing is active at the PMA and they are based on Civil. g) The runway is 2.2 Km in length (08 / 26) and in a good condition. h) There are 42 Aircraft Hangers in total off various sizes and just about all are occupied. i) The Civil Aviation Authority does inspection at PMA every Year in order to renew the license. j) Expectra 12 NPC consist of five directors and we are responsible to run the PMA. k) There is a full-time person in charge off the Avgas / Jet A 1 installation to supply that to visiting Aircrafts with fuel.	UKU-JV indicated that the information would be noted into the MLM-LITP report.
23.	31/03/2021	SANTACO Capricorn Region	Feedback related to data surveys	a) Representative of SANTACO Capricorn Regions were pleased with the results of collected data and it was	a) Mr. Mafafo from UKU-JV reported that all the challenges we have encountered during surveys

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
		(There were 2 meetings, at 10:00 (SANTACO Only) & 14:00 (with all affiliated Associations)		indicated that whatever the challenges UKU-JV might encounter, they would be available to assist with the corrections. b) The representatives requested soft copy of the data to be presented to the members. c) The Taxi Industry Experienced Operational Challenges during Covid-19 in terms of hitchhikers and illegal operations for Long Distance Taxi Associations. They have requested UKU-JV to convey the message to the Law-enforcement to intervene matter	would be added as part of **LITP** report and be submitted to MLM. b) It was agreed that UKU-JV would organise the USB to be distributed to the stakeholder.
24.	31/03/2021	<u>The following stakeholders attended the consultation session:</u> a) SANTACO Capricorn Region. b) Molepo Local & Long-Distance TA. c) Polokwane Local & Long-Distance TA. d) Polokwane Germiston TA. e) RSA TA. f) Lebowakgomo Taxi Owners Association. g) Alldays TA. h) United Mphahlele TA. i) Ikageng TA. j) Polokwane Sibasa TA. k) Zebediela Local & Long-Distance TA. l) Boyne TA. m) Bahlaloga TA. n) United Zebediela TA. o) Bakone TA. p) Marothong TA. q) Maja-Chuene TA. r) Letswatla TA.	Feedback related to data surveys	a) Mr. Tshidavhu, Technical Engineer of UKU-JV briefed members of SANTACO Capricorn Region regarding the Surveys that were conducted by UKU-JV as was agreed and UKU-JV presented the data to verify the results by the members. b) It was indicated the types of surveyors were conducted from various in Polokwane: i) Rank Utilization ii) Route Utilization iii) Facility Inventory iv) Commuter Interview c) It was reported that UKU-JV collected the Data within the jurisdiction of Polokwane per clusters were as follows: i) Aganang Cluster ii) City Cluster iii) Dikgale / Sebayeng cluster iv) Mankweng Cluster v) Molepo / Chuene Maja Cluster vi) Moletjie Cluster vii) Seshego Cluster d) It was reported that members were affected by Covid-19 and had restricted (working with shifts). e) It was reported that Local Taxi Associations were not active due to the Covid-19 restricted movement periods and members endorsed to assist UKU-JV with the verification of results. f) Long distance Taxi Association were complained about Hitchhikers and illegal operations that kill their operations and requested the Law-enforcement to intervene.	The verified information was incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
25.	14/04/2021	Mankweng TA EXCO	Feedback related to data surveys.	a) The Mankweng TA EXCO reported that were very pleased with the collection of data because it did correspond with operational challenges due to Covid-19.	a) Mr. Mafafo, UKU-JV reported that all challenges were mentioned and encountered during the

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				b) Vehicles operated in shifts due to Covid -19 in order to manage the business. c) Some Local Taxi Associations reported that there were days that drivers did not get even a single trip due to the Covid-19. d) Members requested MLM to develop the rank structures and toilet facilities at: i) Mmadiga ii) Dikgale iii) Ga-Mphaka iv) Sekgopye. e) Mr. Kgasago requested MLM to maintain the rural routes which were not in a good condition.	surveys would be added into the **LITP** report of MLM.
26.	21/04/2021	Capricorn Metered TA.	Feedback related to data surveys.	a) Members reported that MLM do not allow for dedicated parking for metered, taxi's which was not supportive for their business and passengers. e.g., Shoprite Centre. b) Members agreed with UKU-JV that the collected data for the metered Taxi's was a true reflection of the operations. c) Members were struggling to get the Operating Licenses and were waiting for response for LDTCS.	a) Mr. Tshidavhu, UKU-JV reported that all matters raised would be added into the **LITP** report of MLM.
27.	05/05/2021	GAAL represented by: a) Mr. M Mkhabele. b) Mr. T Maphiswana (Acting CEO). c) Mr. Netshifhefhe (Flight Department).	Consultation concerning **MLM-LLITP**	a) During the visit the Polokwane International Airport: i) Was operationally closed due to Covid-19. ii) Substation T13 & T14, were not operating due to the cable theft. b) Mr. Netshifhefhe from GAAL supported to collect the information. c) The following points were visited in order to gather the information of the facilities inventory: i) The Taxi way 1A (ECO). ii) The Runway. iii) Taxi Delta, Alfa. iv) Compass Swing. v) Fire Simulation Centre. vi) The hangers. vii) The aprons. viii) The parameter fencing. ix) The generator. x) The maintenance Workshop. xi) Fuel Farm. xii) Office Block.	All challenges identified on site with Operator and the detailed operational information were incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
28.	05/05/2021	Freight Transport Strategy "Truck Inn Facility" a) MLM, Transportation and Services Directorate. b) MLM, Chief Security. c) MLM, Disaster Management. d) MLM, Town Planning. e) MLM, Fire Operational. f) MLM, Roads and Transportation. g) AMCE, Project Manager: Systems & Operations. h) AMCE, Project Leader: PIRPTS.	The following are relevant: a) Purpose of Presentation. b) Summary. c) Proposed Options for Site Layout. d) Proposed Town Planning Layout Options. e) Costing. f) Recommendations. g) Way Forward. h) Input, Answers and Questions	a) This Inception Report has dealt extensively with all aspects required to study the "Truck Inn", including: i) Existing Reports. ii) Town Planning. iii) Transport, Traffic and Geometric Demand Analysis. iv) Flood Line Investigation. v) Environmental Aspects. vi) Civil and Electrical Engineering Issues. vii) Infrastructure Costs. b) <u>Proposed Site Layout Options:</u> i) There are currently two proposals for the truck inn layout (Option 1 and Option 2). ii) The preferred layout is Option 2 it can accommodate 163 trucks, 46 trucks additional to Option 1. iii) Both proposals contain the same land uses, but the sizes of the various components differ.	a) <u>Recommendations:</u> i) That the proposed development is technically viable in terms of the requirements for approval for such a development. ii) That the proposed development is essential for accommodating truck drivers in the Polokwane Local Municipal area. iii) That the anticipated number of truck drivers and other traffic intercepted from the surrounding roads would appear to be able to make the proposal viable, as these vehicles would be passing an attractive retail area. iv) That the Retail, Commercial and Residential proposals in Option 2 be explored further to ensure viability and profitability of such a development. v) The SDP should, however, be carefully drawn up to ensure minimum potential mitigation measures which could cause undue delay. vi) As per the Environmental Report, the process of the demolition of the existing farmhouse should not be delayed as this could cause undue delay later. vii) This facility can be linked in future with the Proposed Logistic Centre at Polokwane International Airport. viii) A management and maintenance plan should be prepared and costed. b) Way forward: i) A detailed economic viability study is to be conducted by investigating the following more extensively: ii) A Phase 2 Scoping Report is to be commissioned to follow this Inception Report informed by the above processes.
29.	12/05/2021	Great North Transport	Data Collection, MLM -Bus Terminal.	Physical visit at MLM Bus Terminal / Facility, with Great North Transport representative, to identify their operational challenges at the Terminal. <u>Amongst other two key issues were highlighted:</u>	a) All challenges identified on site with Operator was incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.

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Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				a) The ticket sales offices were not in good condition. (MLM property) b) The Public Information (PI) System was not working, due to the cable theft.	
30.	12/05/2021	Madodi Bus Service	Data Collection, MLM -Bus Terminal.	a) Physical visit at MLM Bus Terminal / Facility, with Mododi Bus Service's representative, to identify their operational challenges at the Terminal. b) The Public Information (PI) System was not working, due to the cable theft.	a) All challenges identified on site with Operator was incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
31.	31/05/2021	Bahwaduba Bus Service.	Data Collection, MLM -Bus Terminal.	a) Physical visit at MLM Bus Terminal / Facility, with Bahwaduba Bus Service, to identify their operational challenges at the Terminal. b) The Public Information (PI) System was not working, due to the cable theft.	a) All challenges identified on site with Operator was incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
32.	02/06/2021	Great North Transport	Data Collection on Site visited various places located outside CBD	a) Physical visits at Bus Facilities outside the CBD of MLM, with Great North Transport, to identify their operational challenges at these Facilities. b) Shelter, toilet facilities for passengers and condition of unpaved road were identified the key problems.	a) All the collected data at the various Facilities with Operator were incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
33.	13/06/2021	Bahwaduba Bus Service.	Data Collection on Site visited various places located outside CBD.	a) Physical visits at Bus Facilities outside the CBD of MLM, with Great North Transport, to identify their operational challenges at these Facilities. b) Shelter, toilet facilities for passengers and condition of unpaved road were identified the key problems.	a) All the collected data at the various Facilities with Operator were incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
34.	14/06/2021	Kopano Bus Service	Data Collection on Site visited various places located outside CBD.	a) Physical visits at Bus Facilities outside the CBD of MLM, with Great North Transport, to identify their operational challenges at these Facilities. b) Shelter, toilet facilities for passengers and condition of unpaved road were identified the key problems.	a) All the collected data at the various Facilities with Operator were incorporated as part of Chapter 3, Transport Register, of the **MLM-LLITP**.
35.	07/06/2021	Transnet / PRASA	Telephonic Discussions with Ms. Maggie	a) The following were discussed: b) It was reported that the fruits were transported seasonally. i) <u>Fruits Schedule</u> • Transported from Tzaneen to Durban twice per week (Sunday & Thursday); • Bela-Bela to Durban (only on Tuesdays); and • Polokwane to Bela-Bela Tries per week (Monday, Tuesday and Friday).	a) All required information was collected very well.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
				ii) Floor Star Schedule • Floor star transported tries a week (Monday, Wednesday and Friday); • From Pienaars River to Durban; and • Hoedspruit to Musina. iii) Containers Schedule • It was mentioned that containers transported once a week (Monday to Friday). iv) Salfa Schedule • Copper transported tries a week from Zambia to Hoedspruit (Monday, Wednesday and Friday) v) Fuel Schedule • Fuel transported from Sasolburg to Mokopane once a week.	
36.	21/01/2022	The following stakeholders attended the consultation session: a) MLM, Transportation and Services Directorate. b) MLM, Acting Manager Corporate Geo-Information. c) MLM, Divisional Officer Fire Safety. d) MLM, Enterprise Development Specialist. e) MLM, Roads & Transport Operations. f) MLM, Control Centre. g) MLM, Manager By-Law Enforcement. h) AMCE, System Planning Leeto la Polokwane. i) AMCE, Project Leads. j) LDTCS, Director. k) LDTCS, Admin Officer.	Consultation with Transport Role Players to engage on following: a) To present the 2023/2028 MLM-LITP Final Draft. b) To highlight some key matters. c) To allow key role-players to actively participate and provide input and proposals. d) To indicate the way forward.	a) The following were presented: i) Content of **LITP**. ii) Overview of Documents included in **LITP**. iii) 2023/2024 Projects as part of IDP. iv) New Projects Identified as part of 2023/2028 **LITP**. v) Way forward. b) The MLM amongst other includes: i) A Detailed Operating License Plan (OLP) ii) Guideline for Taxi Industry Operating Companies iii) Detailed Appendices c) The MLM-LITP is a specific sector plan that feeds into the Integrated Development Plan and ultimately form part of the Provincial Land Transport	a) The following relevant: i) Two weeks were allowed to obtain comments from Officials. ii) MLM Council should approve. iii) LPDTC liaison and approval process, including MEC. iv) The existence of document needs to be advertised and allow members of public to comment. v) Annual update.

TABLE 12.2: SUMMARY OF OUTCOMES FROM THE 2023/2028 MLM-LITP CONSULTATIVE PROCESS

Nr.	Date	Stakeholders Present (UKU-JV attended all sessions)	Type of Meeting	Feedback and/or Issues Raised	Response
		l) LDTCS. m) TNS, Control Centre.			
37.	17/02/2022	Presentation made by Transport and services Directorate to MLM Transport Councillors	<u>Consultation with Transport Role Players to engage on following:</u> a) To present the 2023/2028 MLM-LITP Final Draft. b) To highlight some key matters. c) To allow key role-players to actively participate and provide input and proposals. d) To indicate the way forward.	a) The following were presented: i) Content of **LITP**. ii) Overview of Documents included in **LITP**. iii) 2021/2020 Projects as part of IDP. iv) New Projects Identified as part of 2023/2028 **LITP**. v) Way forward. b) The MLM amongst other includes: i) A Detailed Operating License Plan (OLP). ii) Guideline for Taxi Industry Operating Companies. iii) Detailed Appendices. c) The MLM-LITP is a specific sector plan that feeds into the Integrated Development Plan and ultimately form part of the Provincial Land Transport	b) The following were relevant: i) Two weeks were allowed to obtain comments from Officials. ii) MLM Council should approve. iii) LPDTC liaison and approval process, including MEC. iv) The existence of document needs to be advertised and allow members of public to comment. v) Annual update.
38.	24/02/2022	<u>The following stakeholders attended the consultation session:</u> a) MLM, Transportation and Services Directorate. b) MLM, Clusters Assistant Management. c) MLM, Assistant Chief Traffic. d) MLM, Legal Advisor. e) MLM, Control Centre. f) MLM, Chief Customer Officer. g) MLM, Chief Marketing Officer. h) MLM, Marketing Assistant Manager. i) MLM, City Planning.	OLP Workshop for MLM OLP Committee	<u>Consultation with Transport Role Players to engage on following:</u> a) Introduced project to key Role-players. b) Operating licences c) Access to public transport facilities d) Operating licences for non-regular modes of transport e) Conditions for evaluation of operating licences f) Operating licences administration system g) Enforcement strategies h) Conclusion	It was observed that the MLM OLP Committee understood the following by means of their responses: a) The need for integration between various Departments of MLM in order to issue Operating Licenses. b) The difference between Local versus Interprovincial versus cross border Operating Licenses, and their role on Local level. c) The principle of demand versus supply. d) The interaction with the Limpopo Provincial Regulatory Entity. e) The challenges related to e-hailing. f) The need for up-to-date information.