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

COLLINS CHABANE LOCAL MUNICIPALITY

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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

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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

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Executive Summary

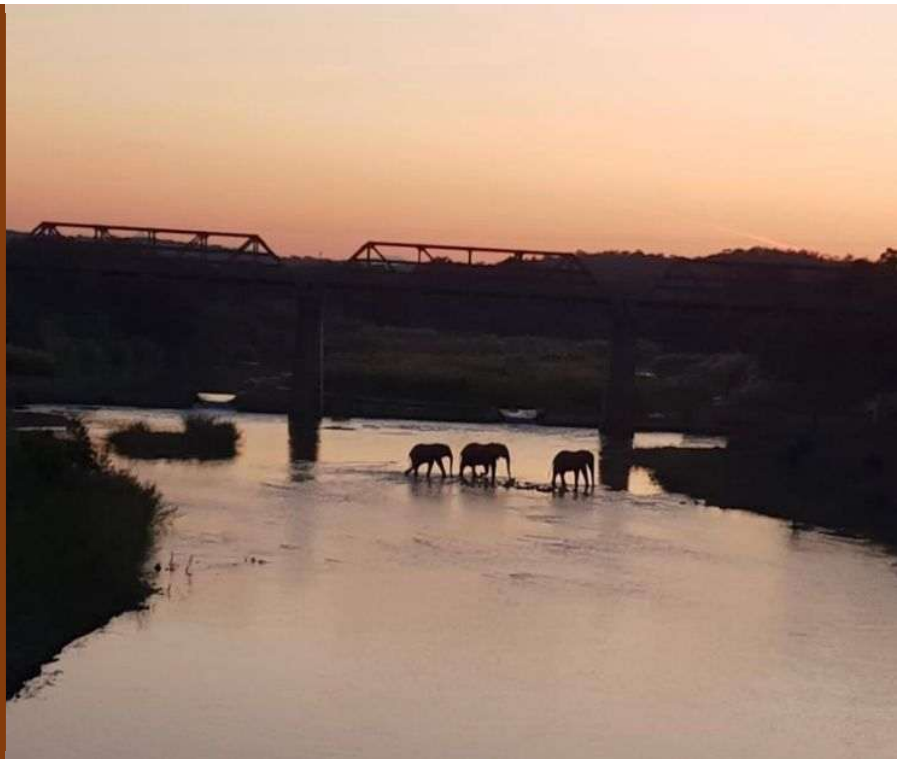


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EXECUTIVE SUMMARY

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.

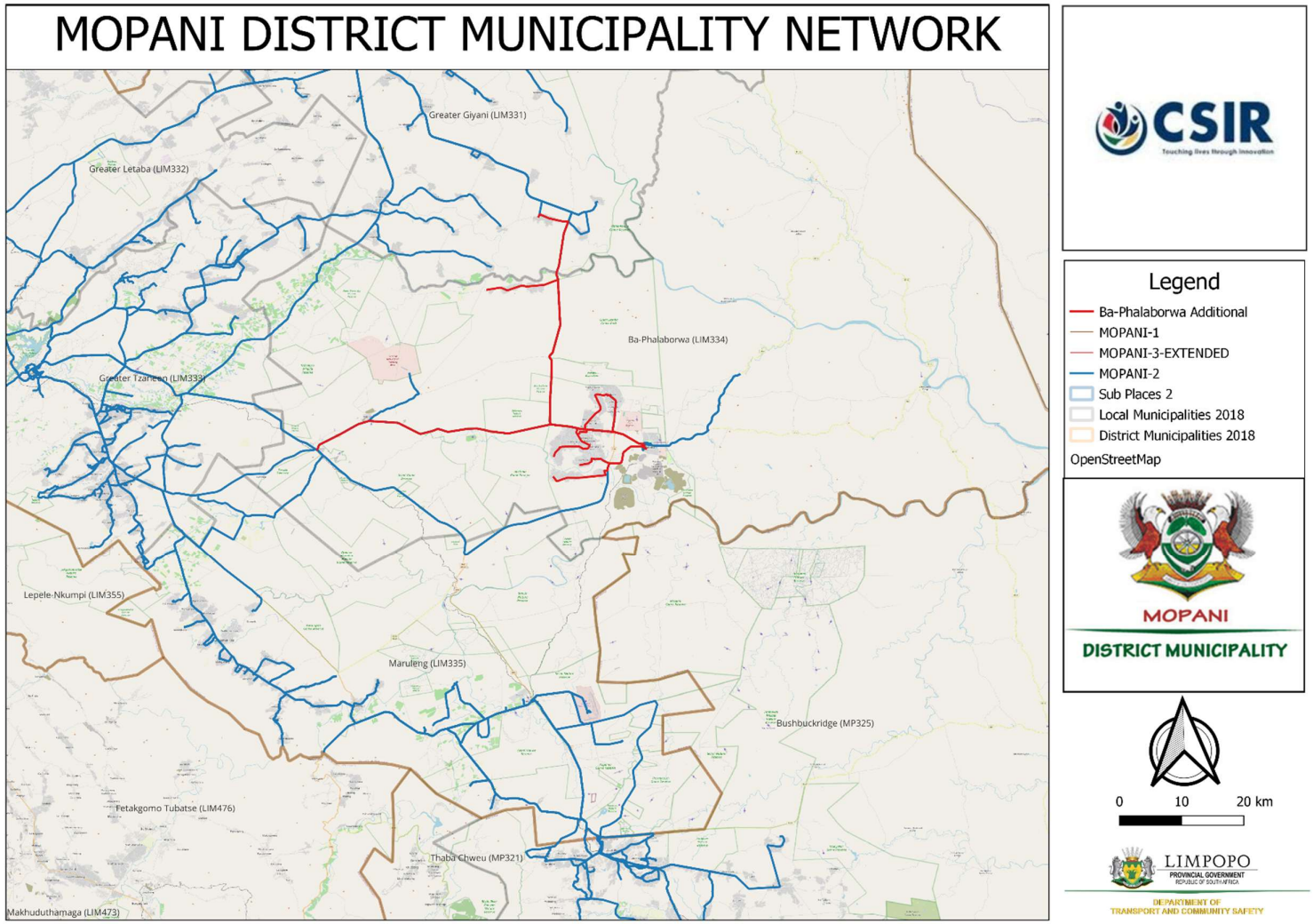


FIGURE EX-1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

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.

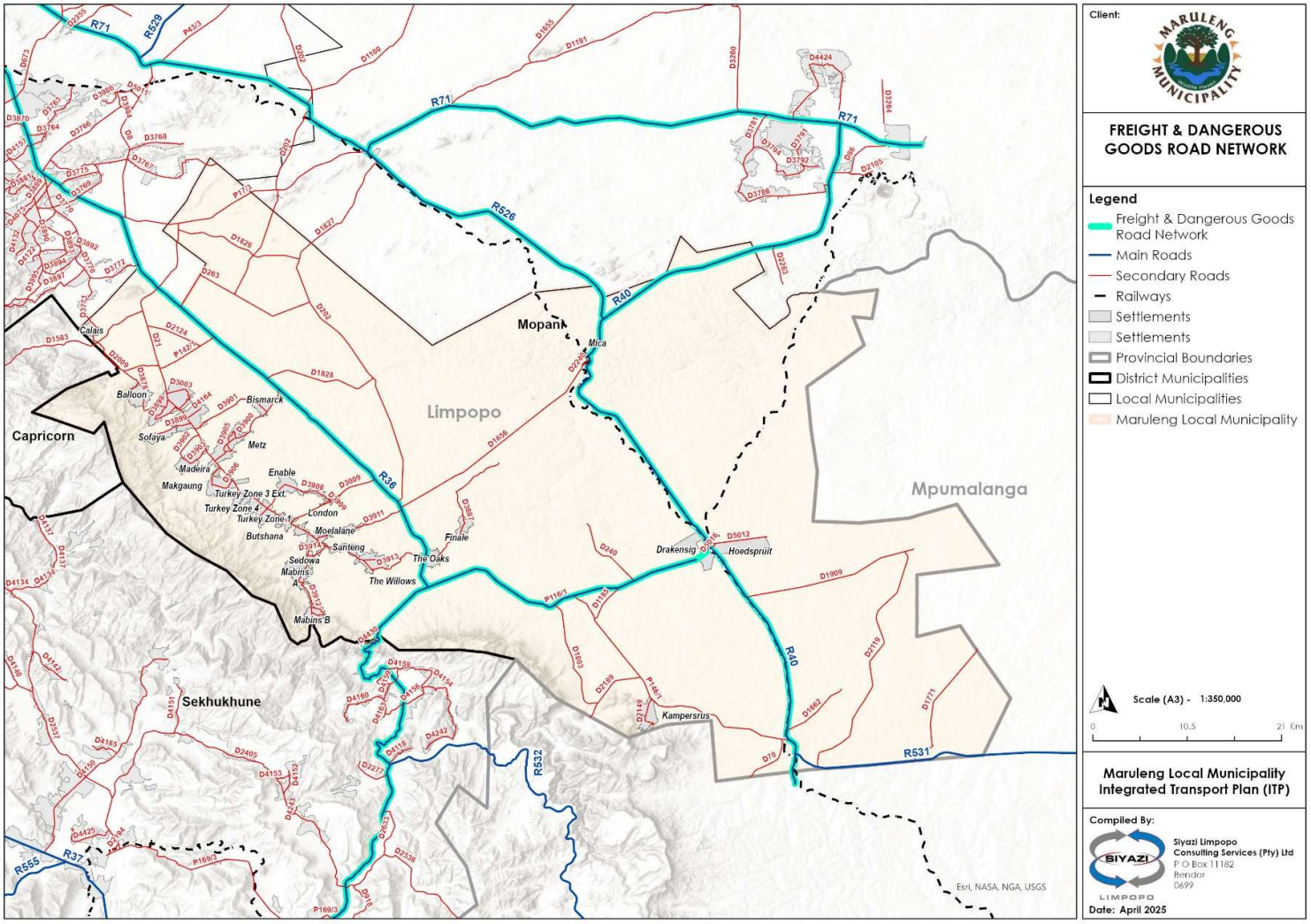


FIGURE EX-2: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

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.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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

CHAPTER I

INTRODUCTION

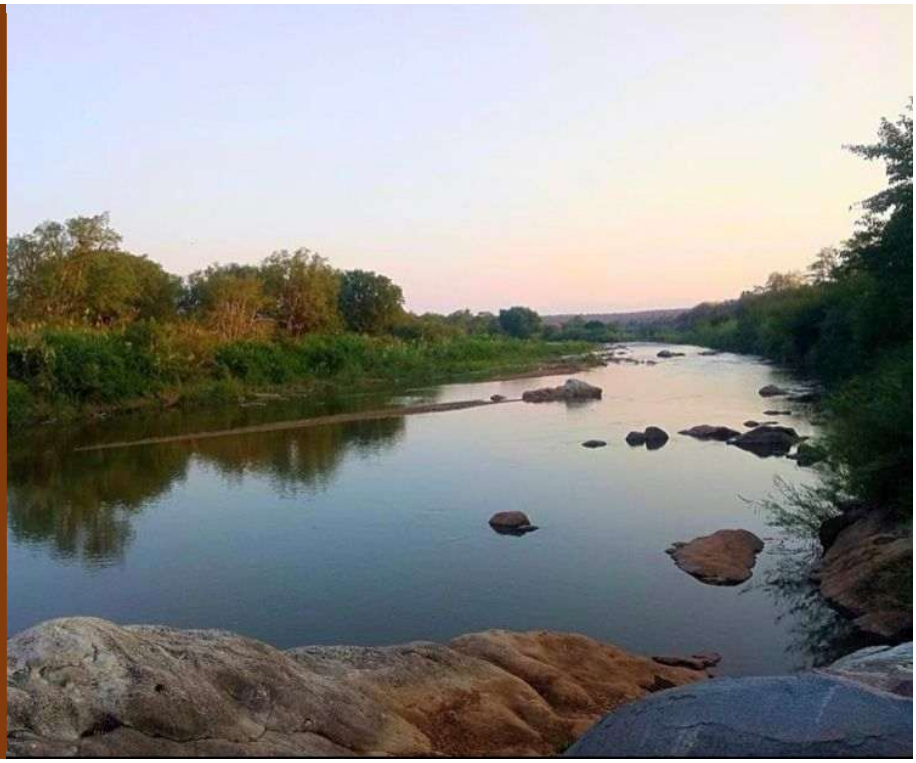


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1 INTRODUCTION

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**.

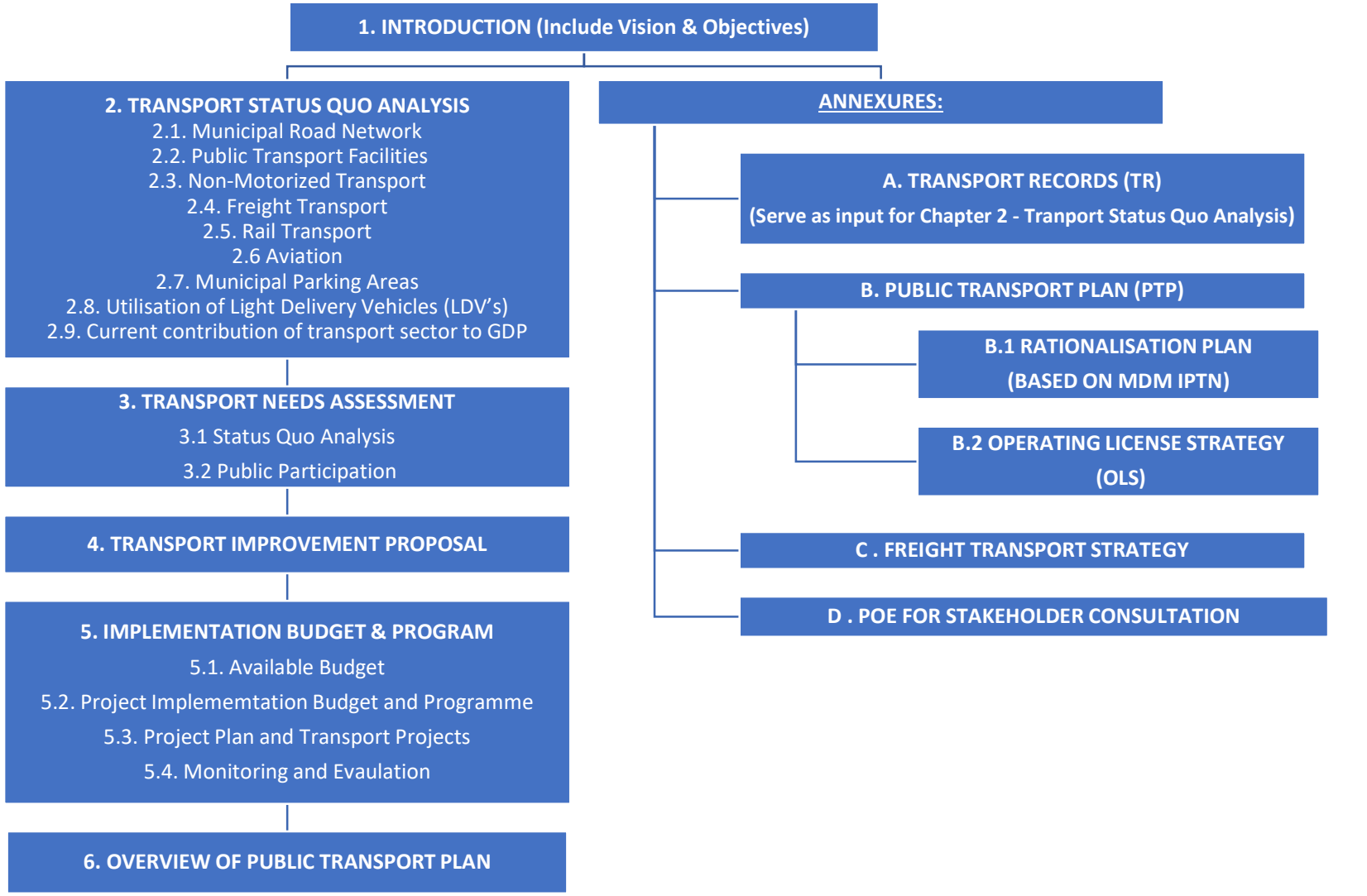


FIGURE 1.1: ILLUSTRATION OF THE RELATIONSHIP BETWEEN ALL THE CHAPTERS AS PART OF THE 2025/2030 MLM-LITP

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.

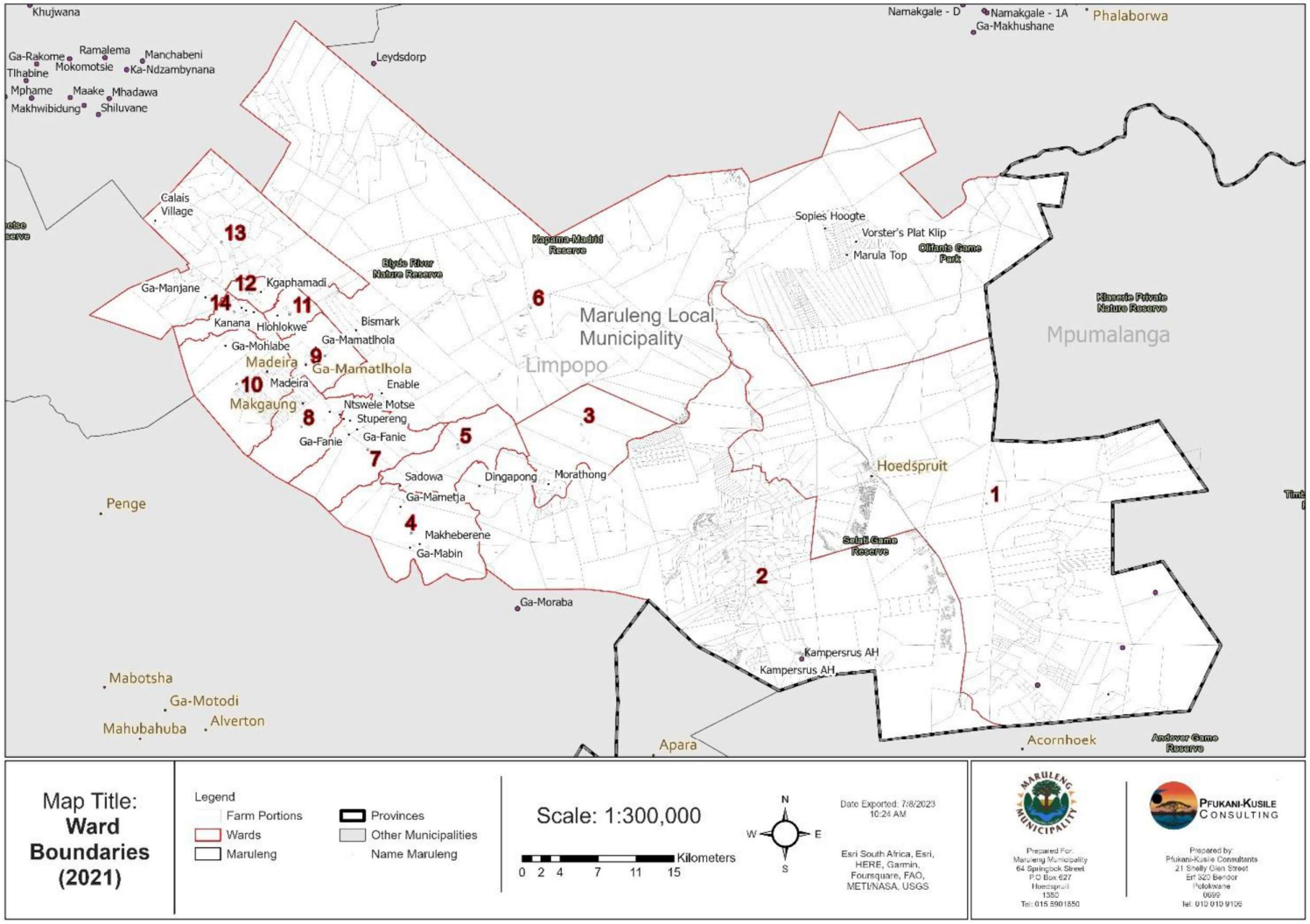


FIGURE 1.2: GEOGRAPHICAL PRESENTATION OF THE RELEVANT WARDS IN MLM

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.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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

CHAPTER 2

TRANSPORT STATUS QUO ANALYSIS (TRANSPORT REGISTER)



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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.

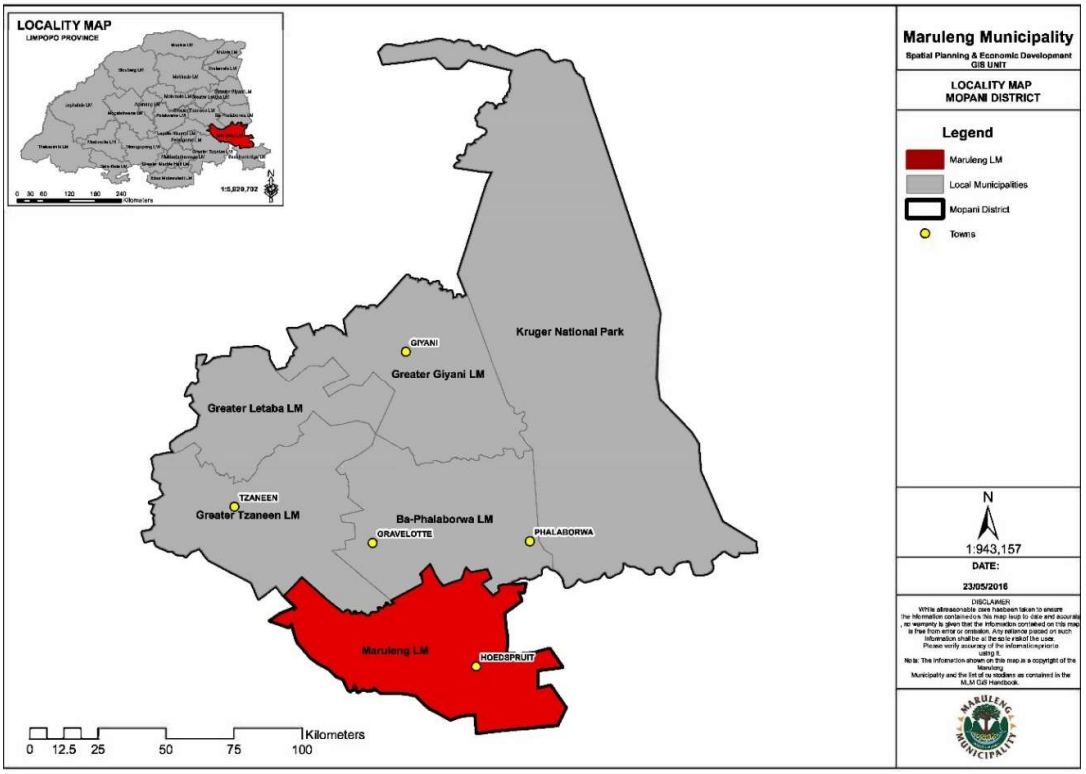


FIGURE 2.1: MLM JURISDICTION IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY IN THE LIMPOPO PROVINCE

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.

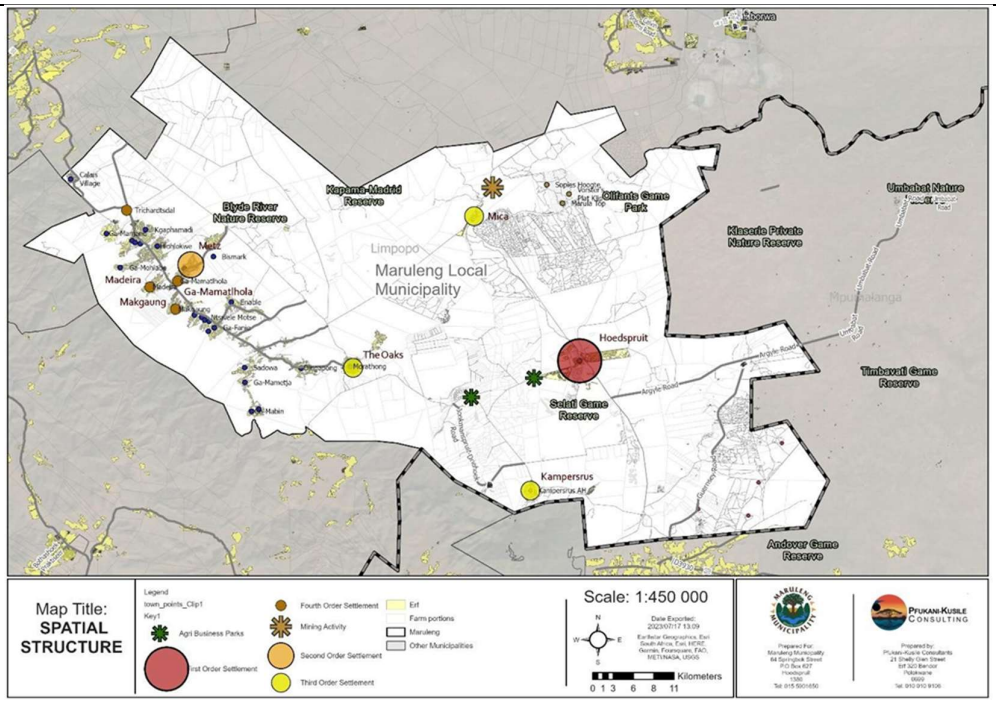


FIGURE 2.2: MLM SPATIAL STRUCTURE

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

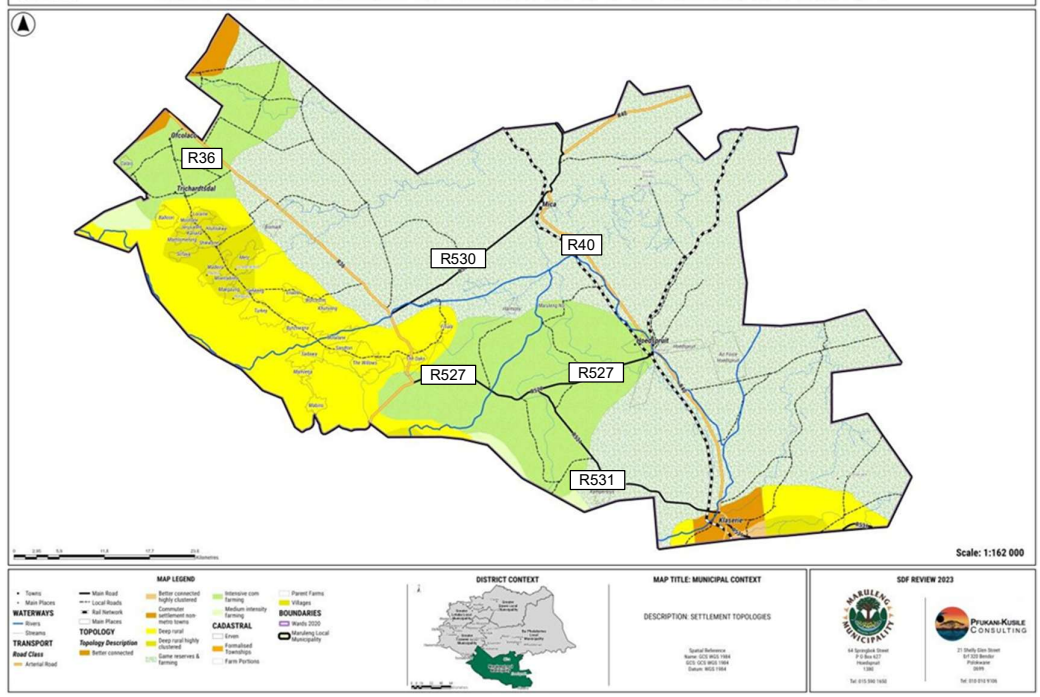


FIGURE 2.3: MLM TOPOLOGY

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.

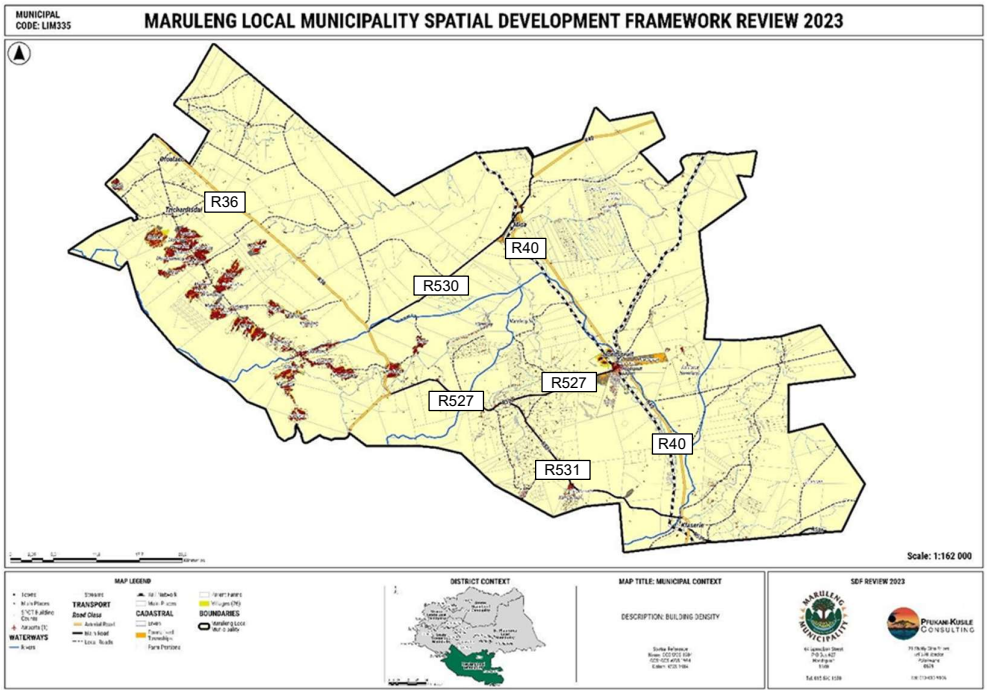


FIGURE 2.4: MLM BUILDING DENSITY

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.

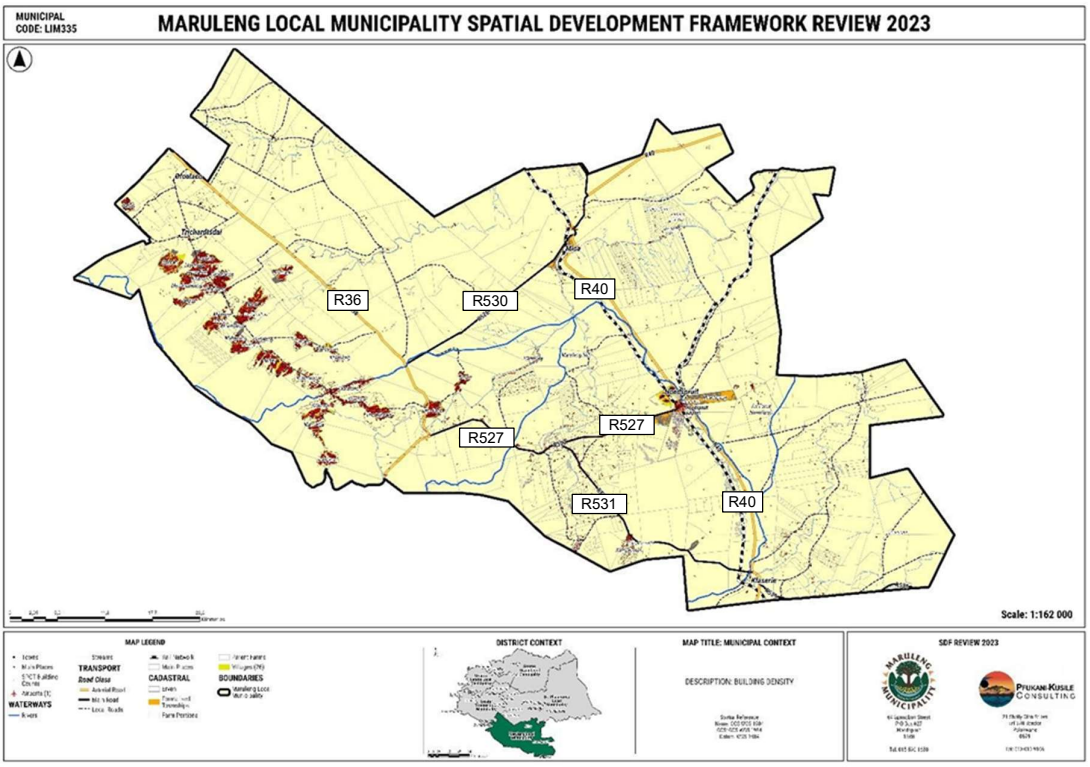


FIGURE 2.5: FUNCTIONAL DEVELOPMENT CORRIDORS IN MLM

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.

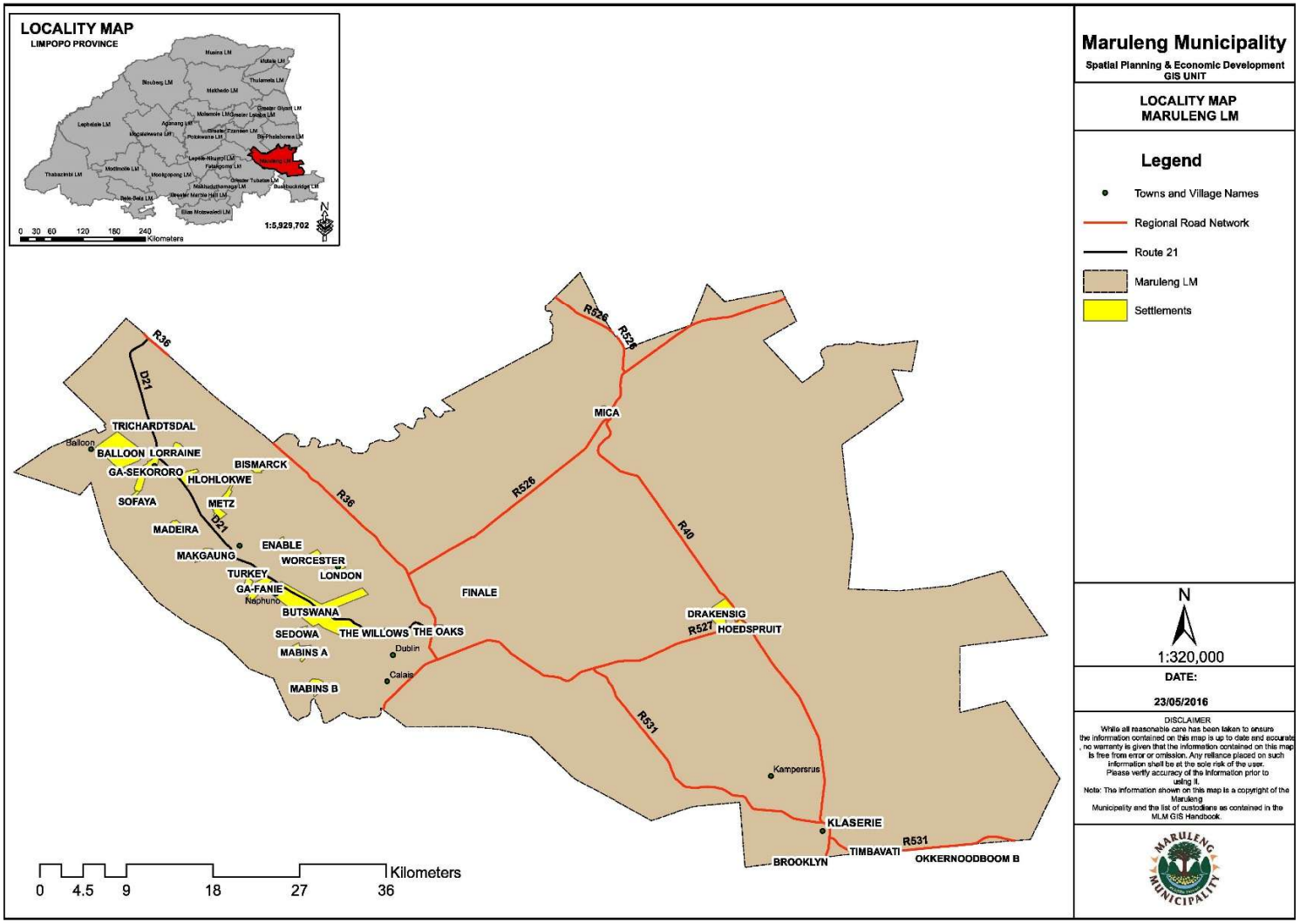


FIGURE 2.6: MAJOR SETTLEMENTS IN MLM

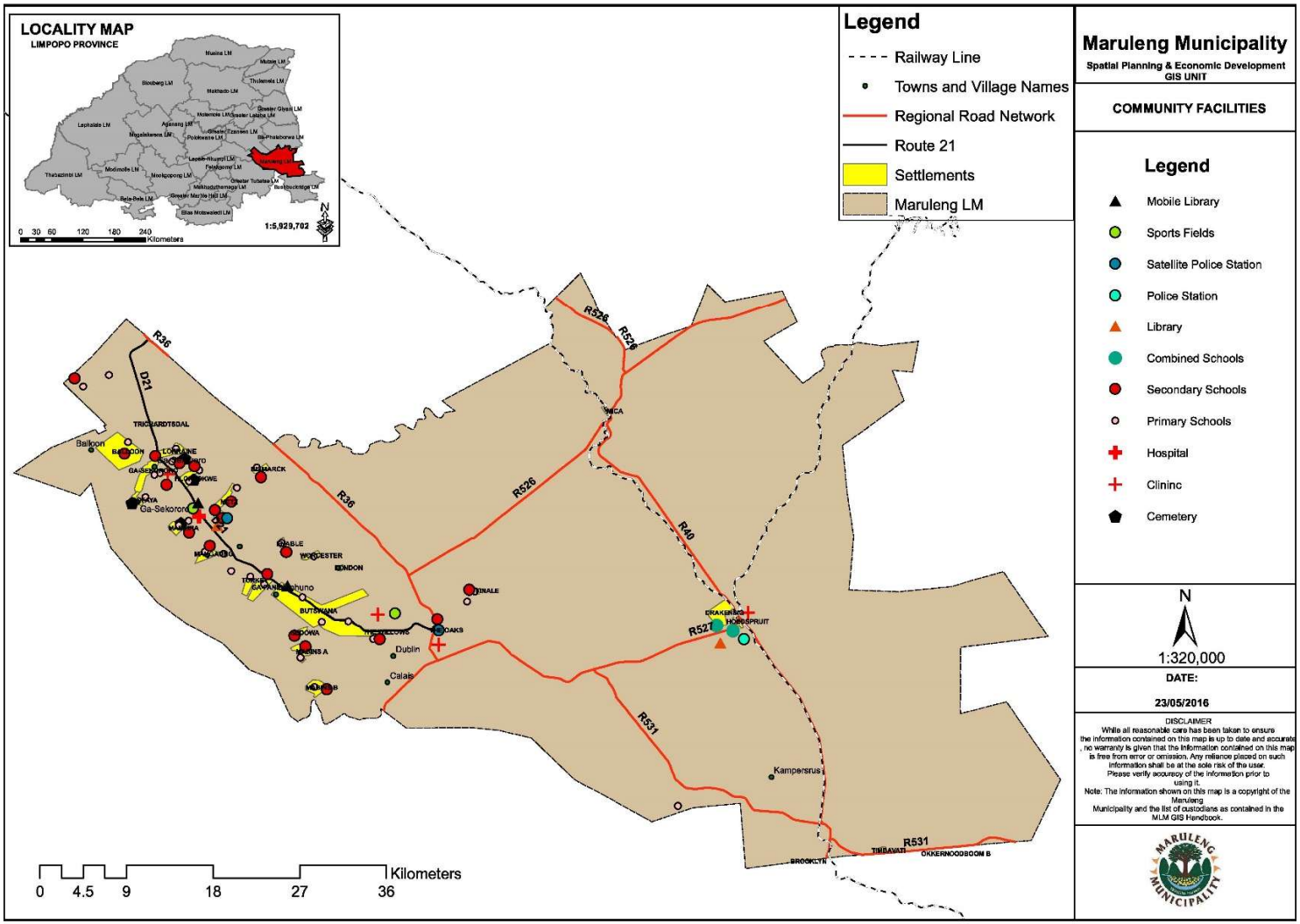


FIGURE 2.7: MAIN SOCIAL FACILITIES IN MLM

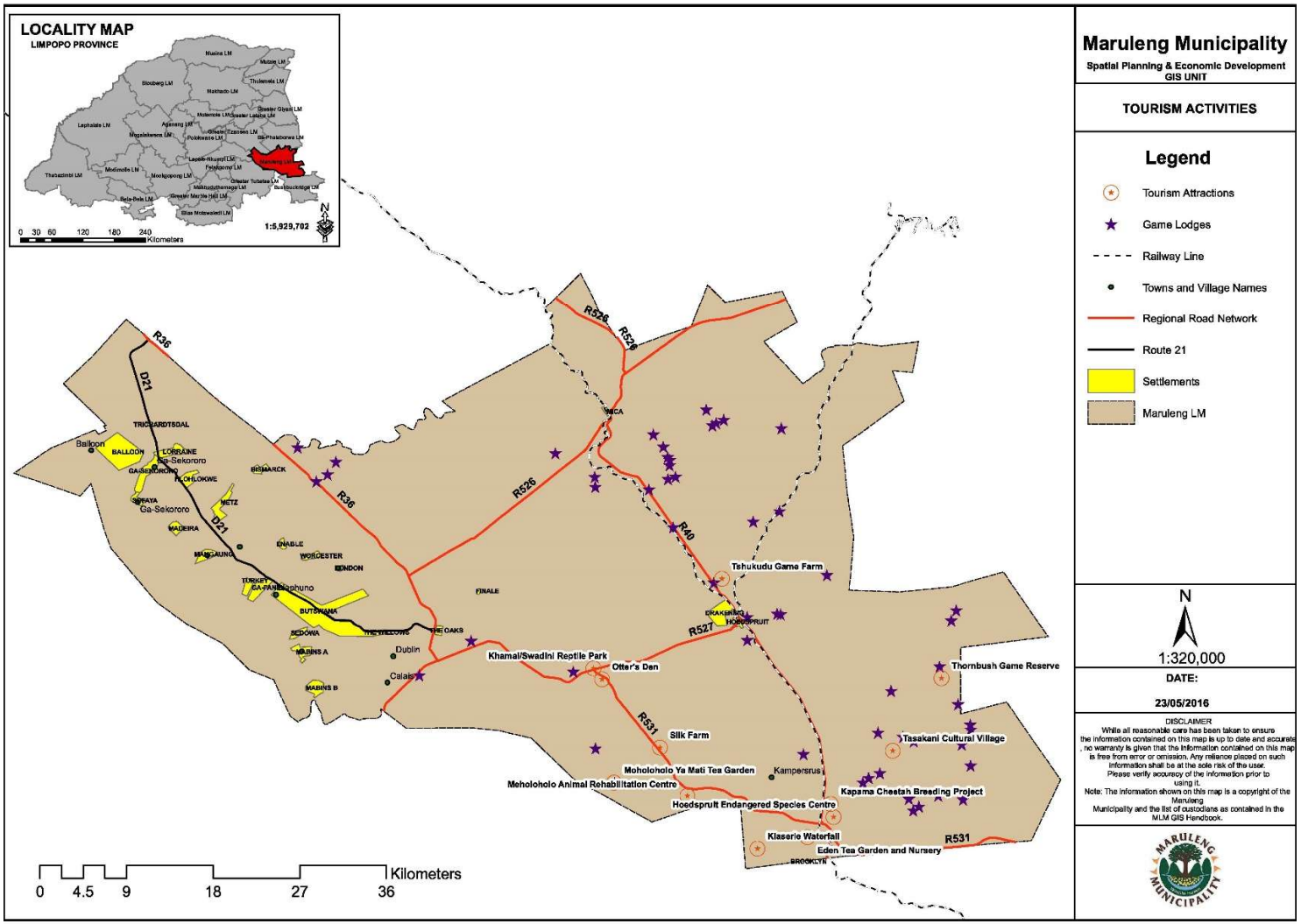


FIGURE 2.8: MAIN TOURIST ACTIVITIES IN MLM

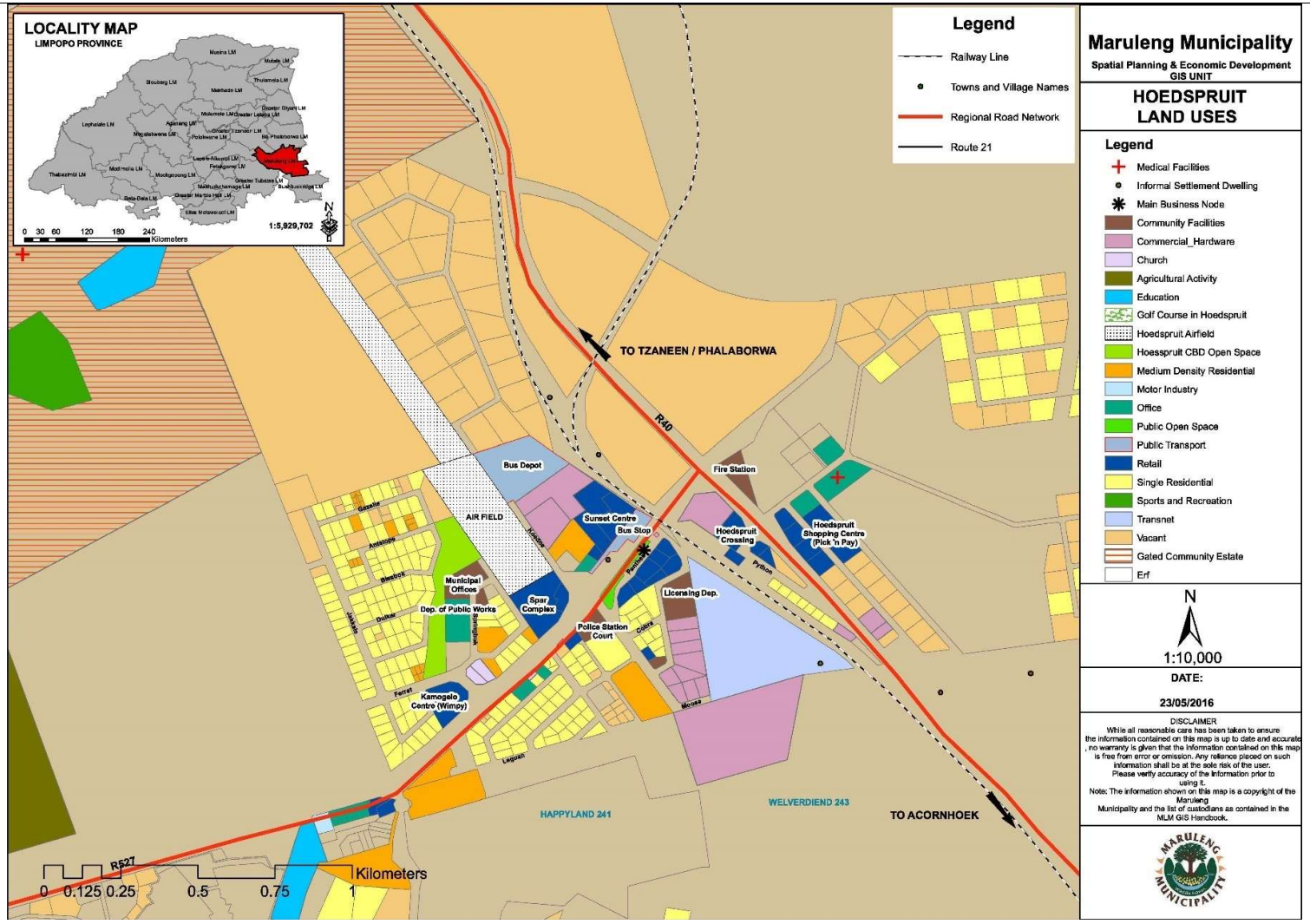


FIGURE 2.9: MAIN LAND-USES CORE OF MLM

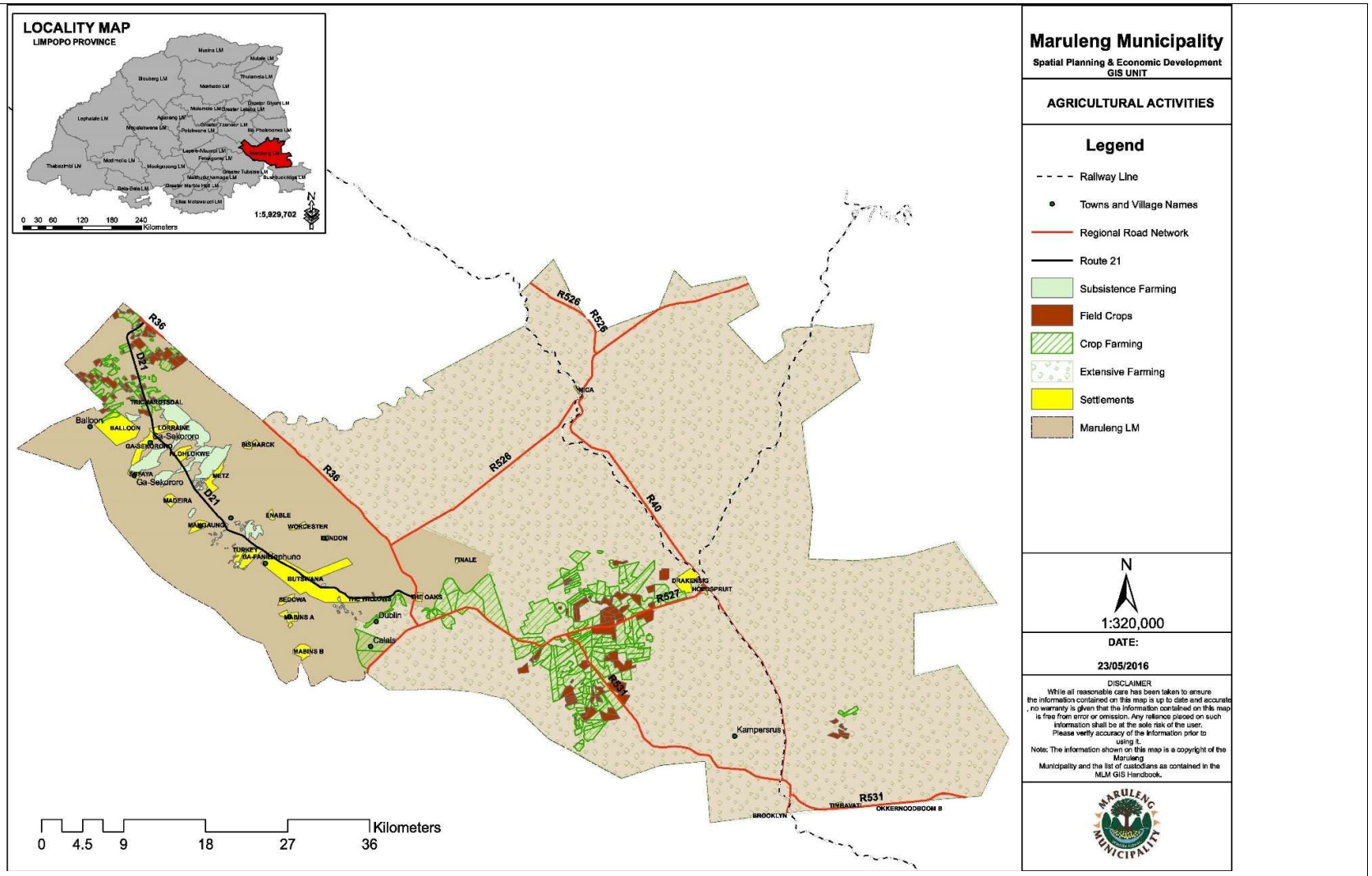


FIGURE 2.10: MAIN AGRICULTURAL AREAS IN MLM

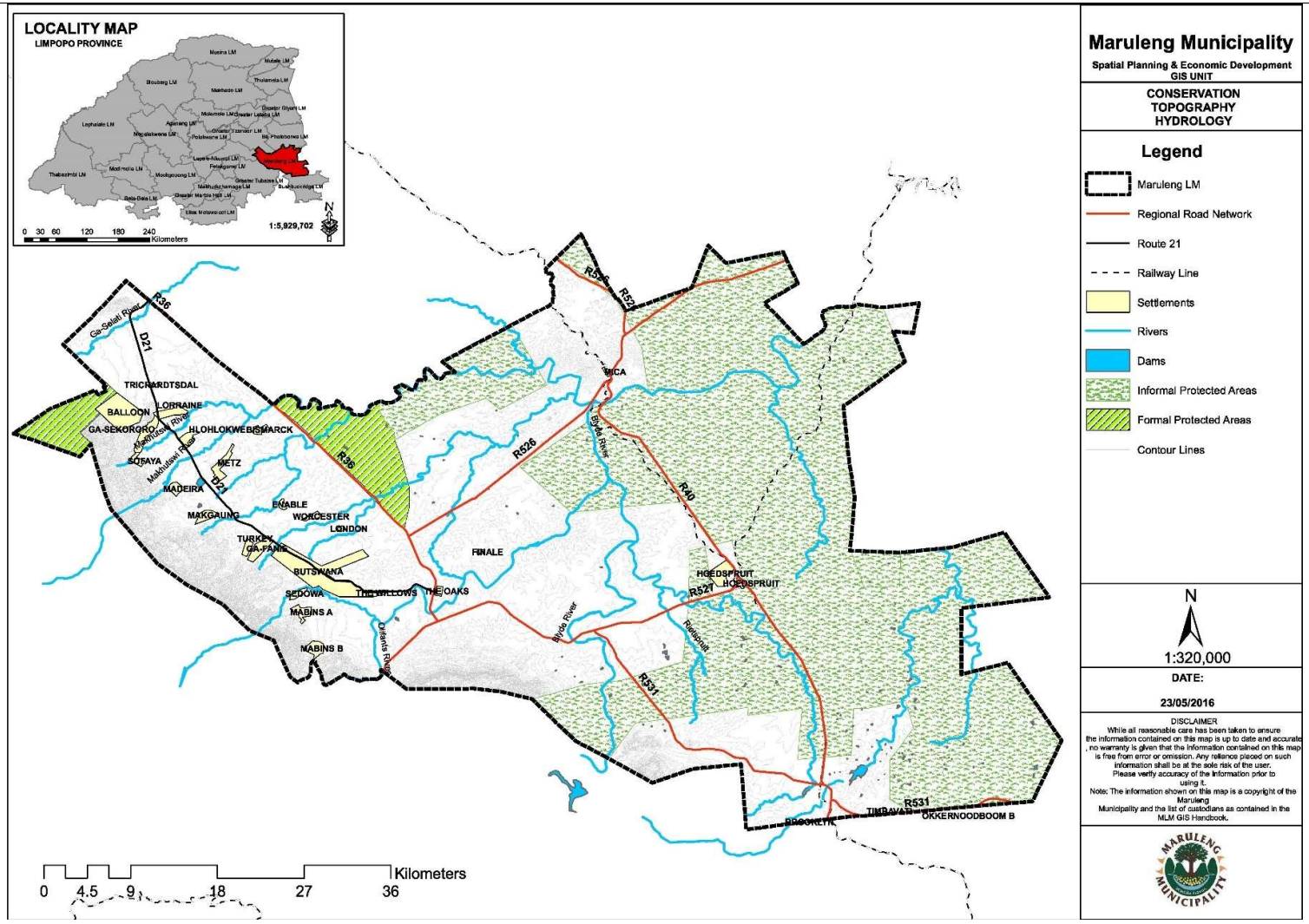


FIGURE 2.11: MAIN SENSITIVE CONSERVATION AREAS IN MLM

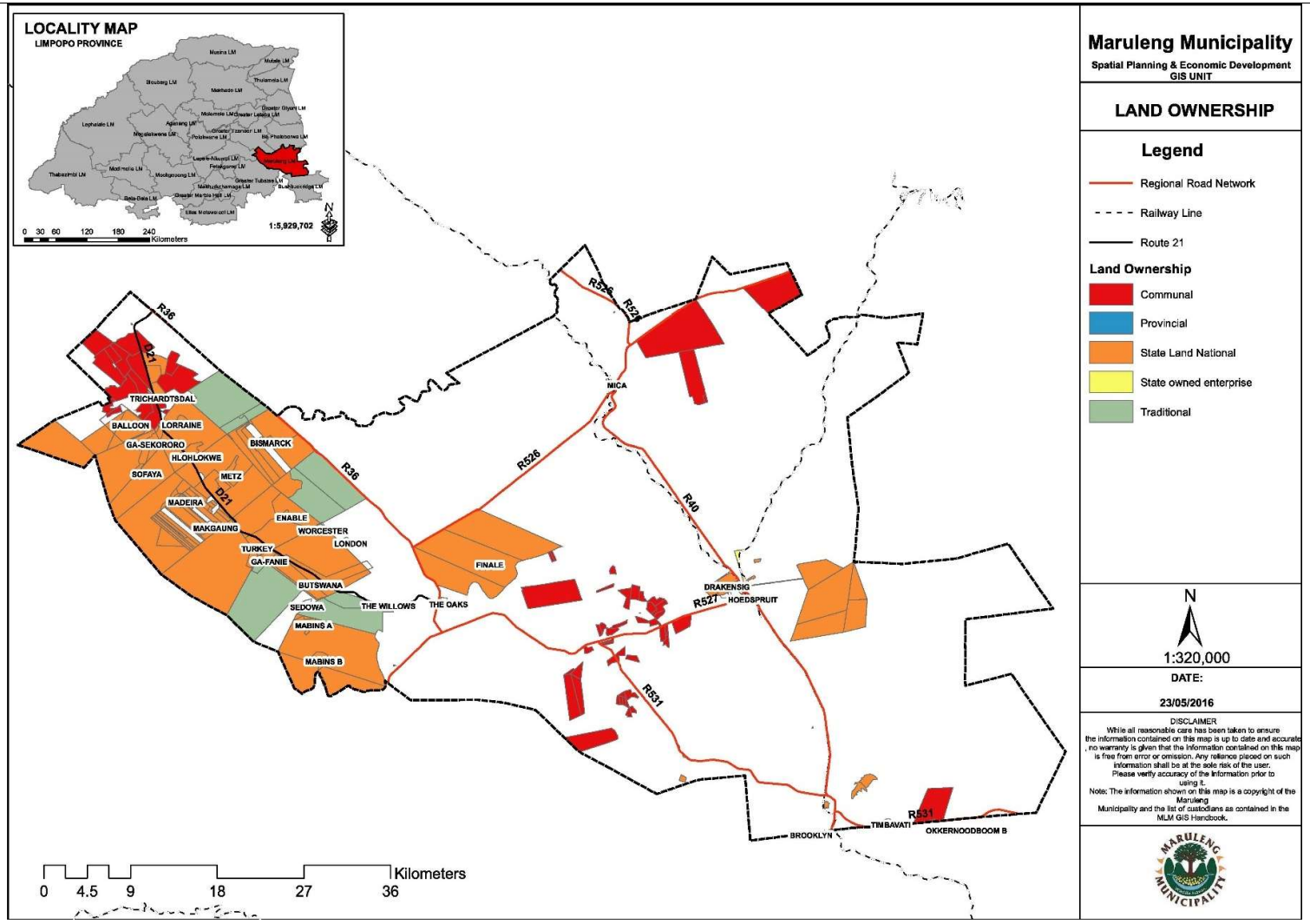


FIGURE 2.12: LAND OWNERSHIP IN MLM

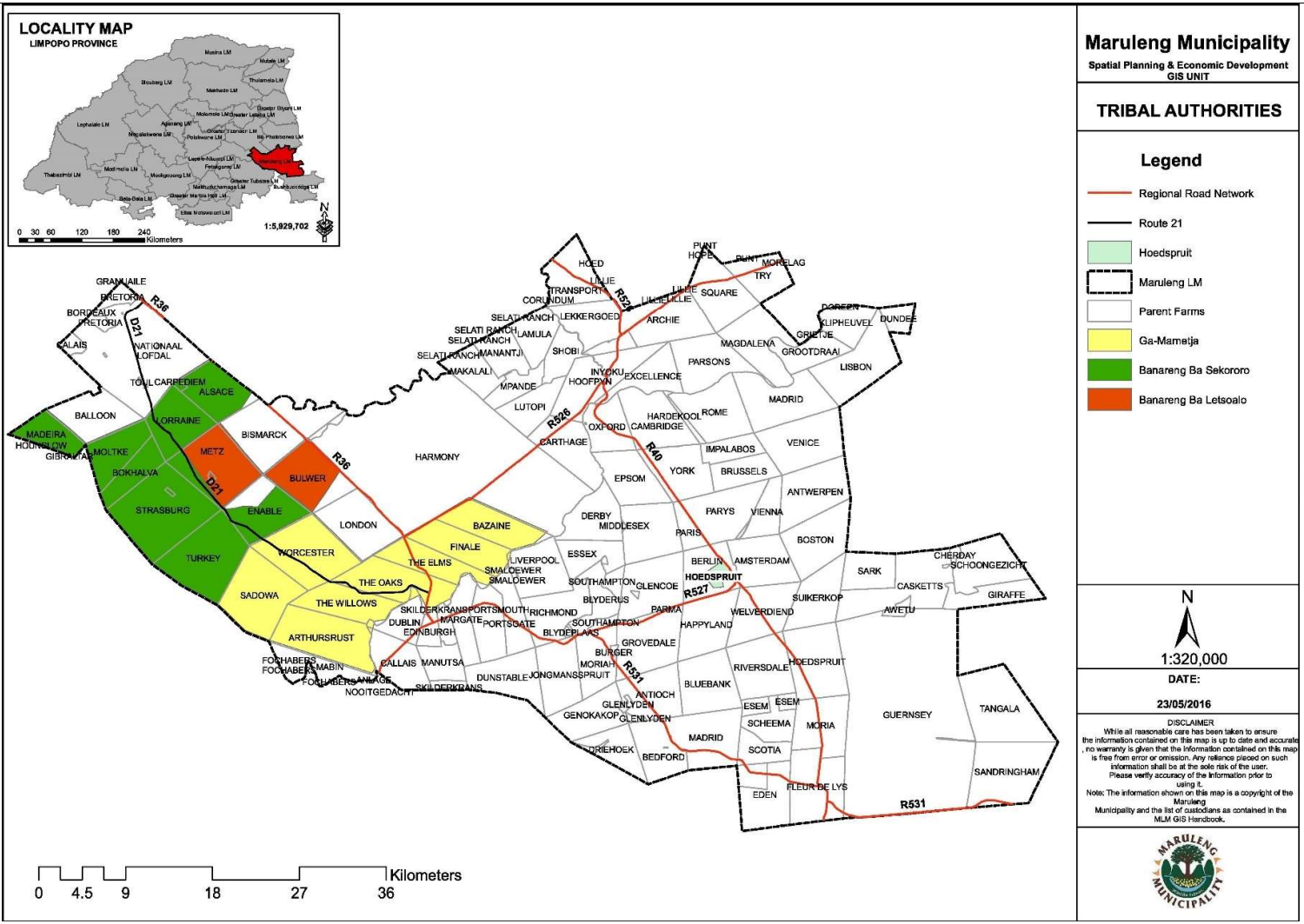


FIGURE 2.13: KEY TRIBAL AREAS IN MLM

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.

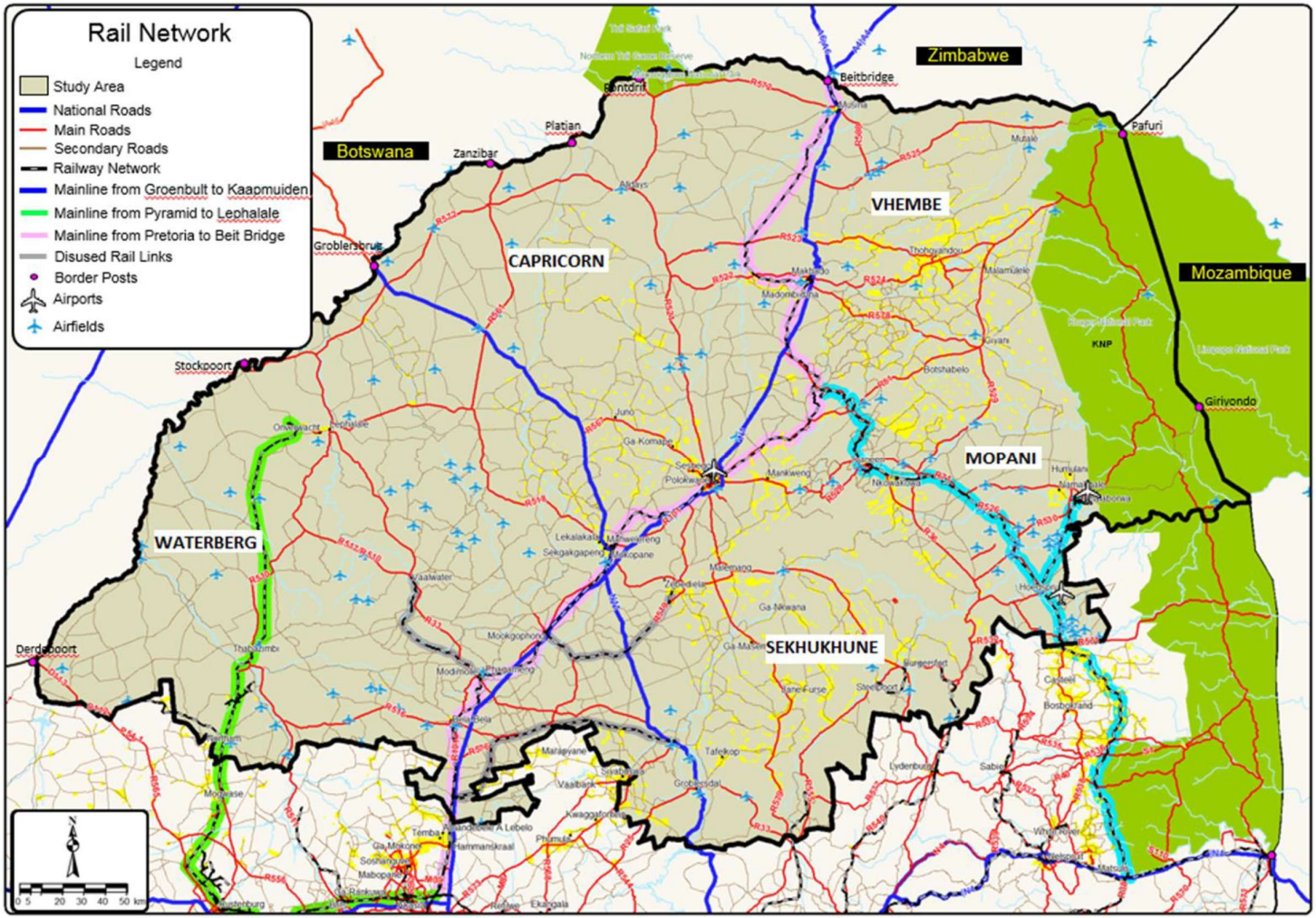


FIGURE 2.14: RAIL NETWORK IN LIMPOPO PROVINCE

Source: Limpopo Provincial Land Transport Framework 2015 to 2019.

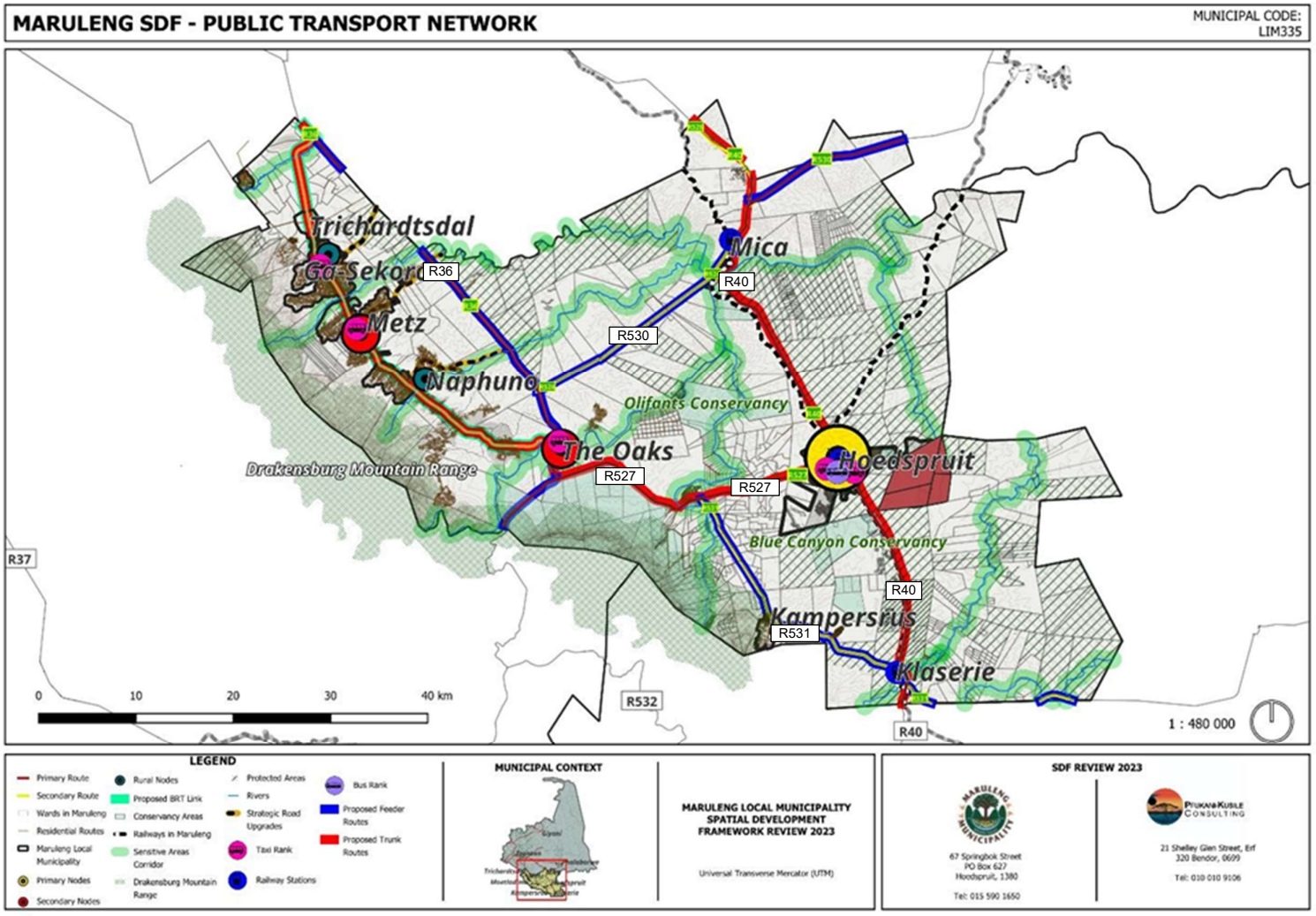


FIGURE 2.15: MLM PUBLIC TRANSPORT NETWORK (RAILWAY NETWORK AND THE LOCATIONS OF THE STATIONS)







FIGURE 2.16A: RAILWAY STATIONS IN MLM AT HOEDSPRUIT







FIGURE 2.16B: RAILWAY STATIONS IN MLM AT MICA

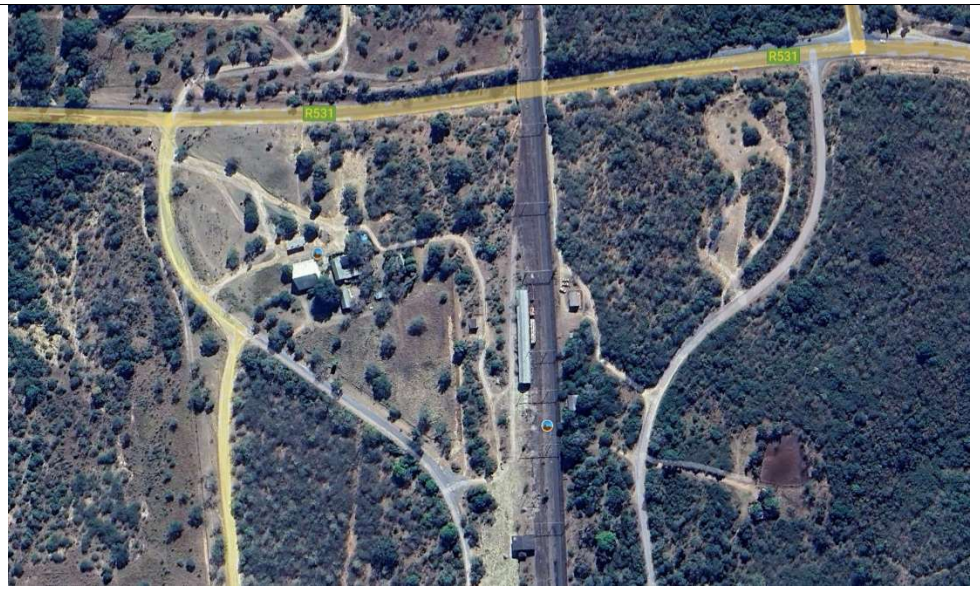






FIGURE 2.16C: RAILWAY STATIONS IN MLM, KLASERIE





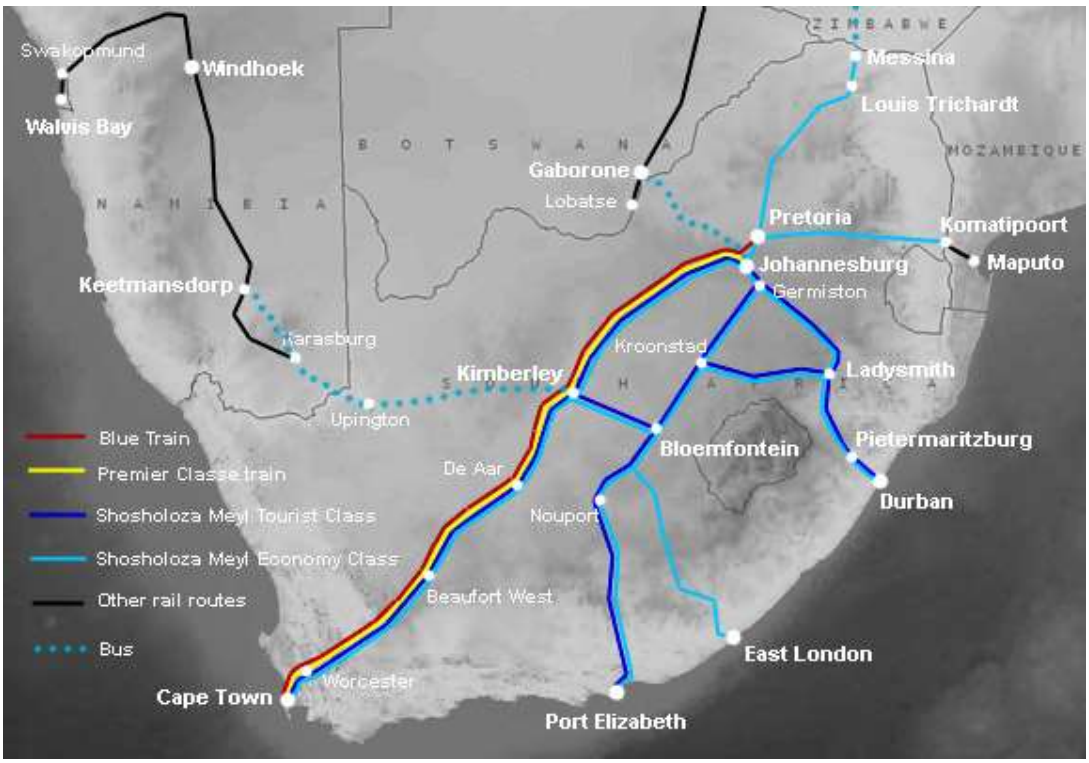


FIGURE 2.17: SHOSHOLOZA MEYL RELATED INFORMATION

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

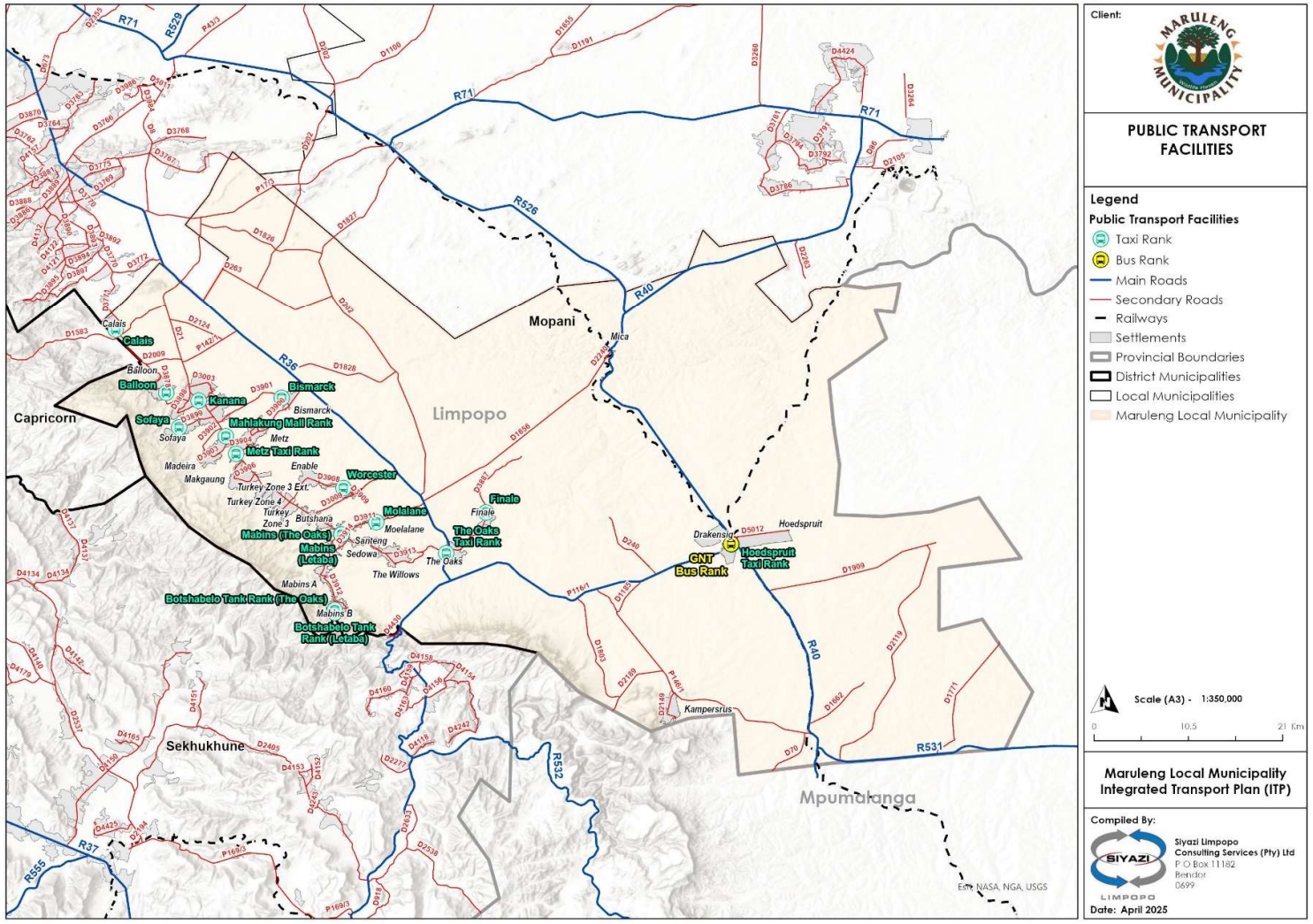


FIGURE 2.18: BUS AND TAXI FACILITIES LOCATIONS IN MLM

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.

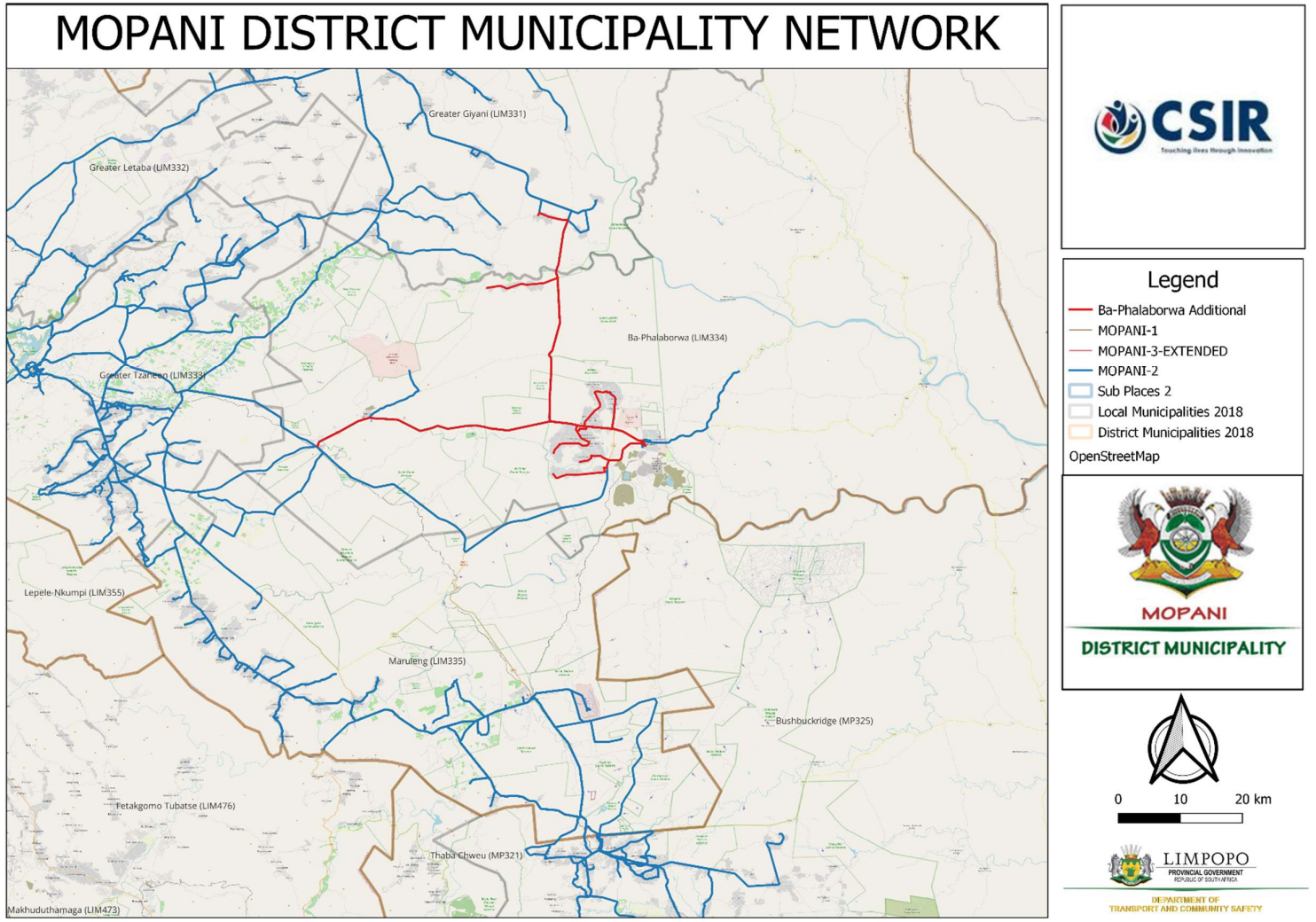


FIGURE 2.19: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

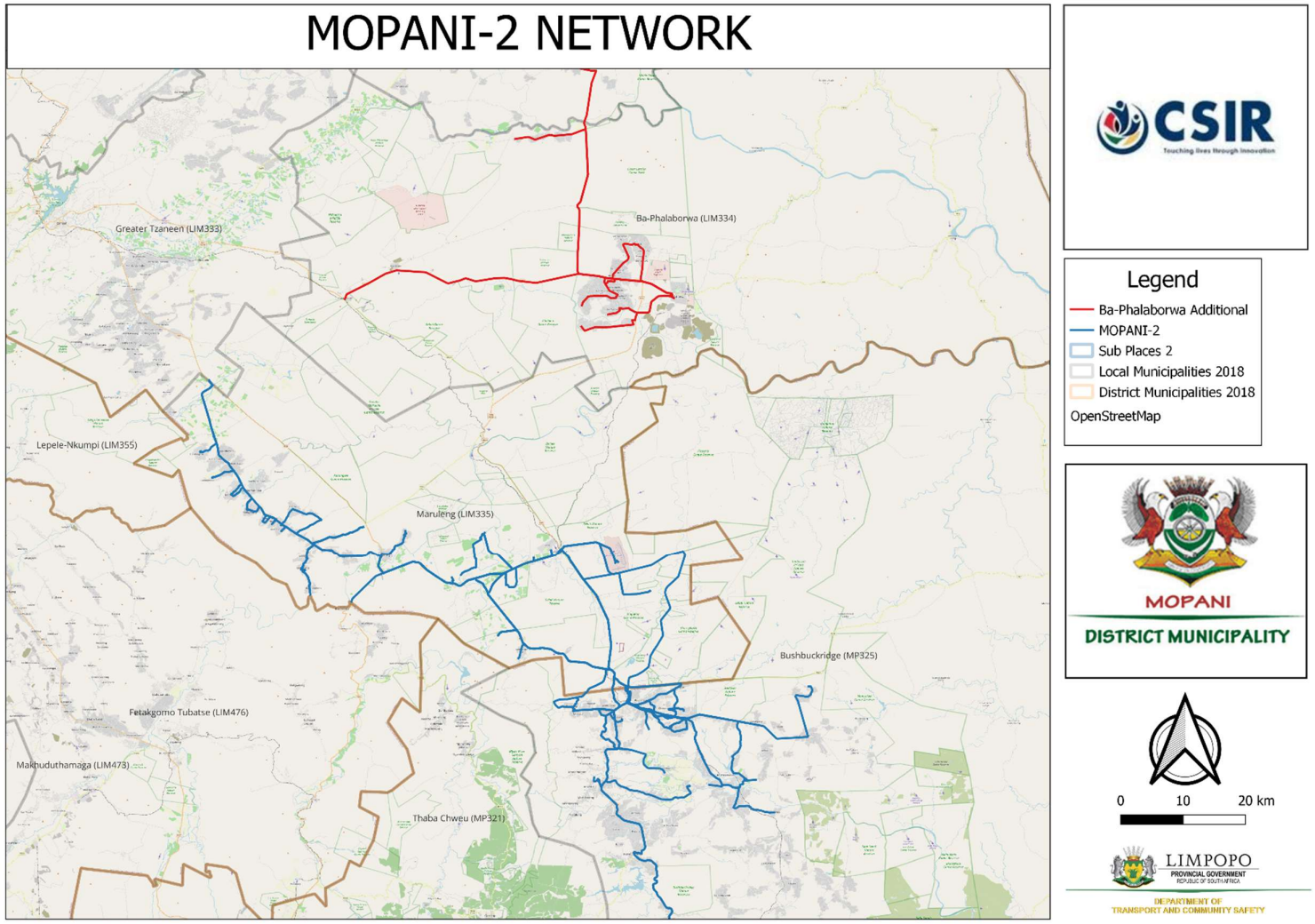


FIGURE 2.20: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALL WITHIN MLM.

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.

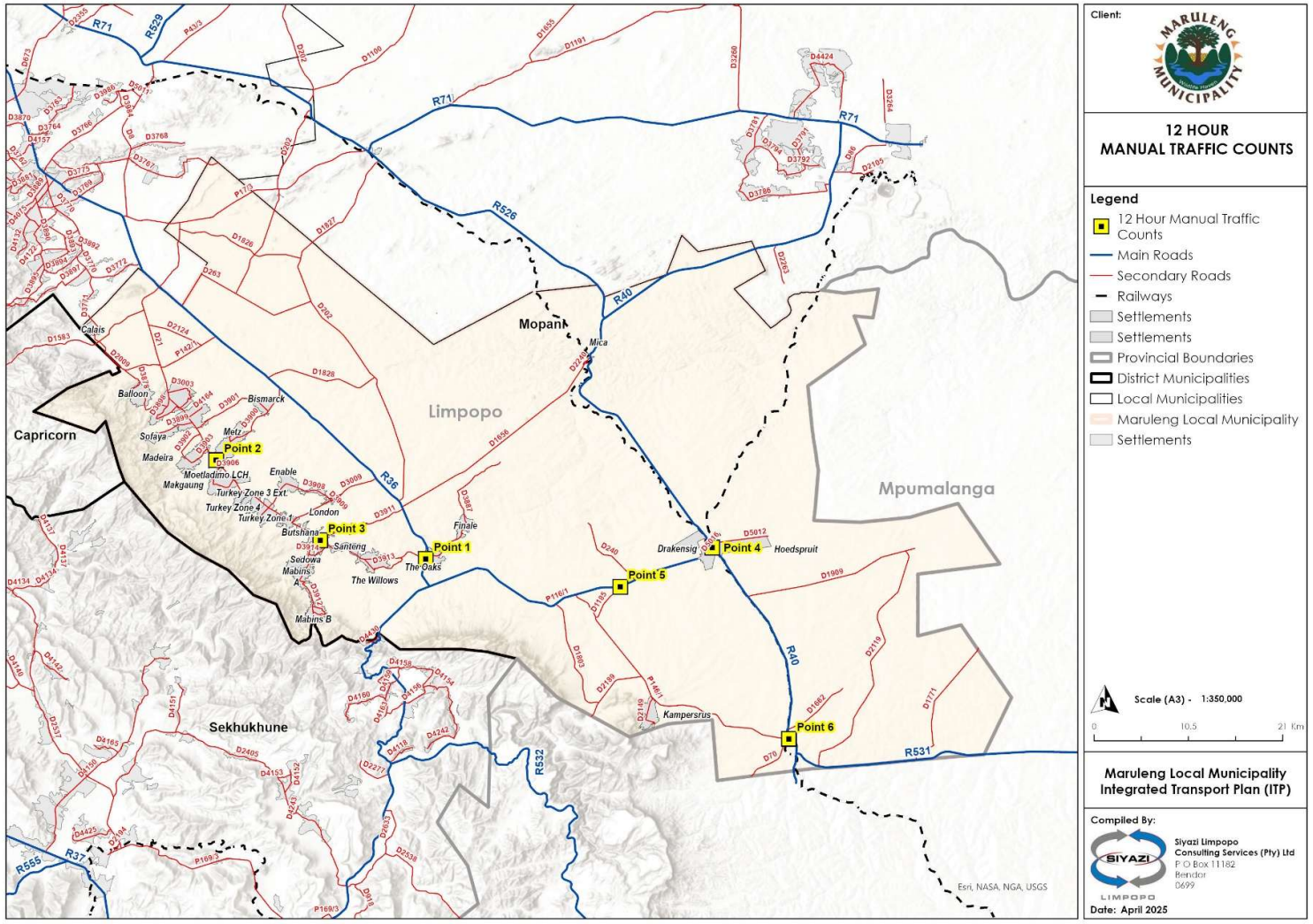


FIGURE 2.21: LOCATION OF SURVEY POINTS

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.

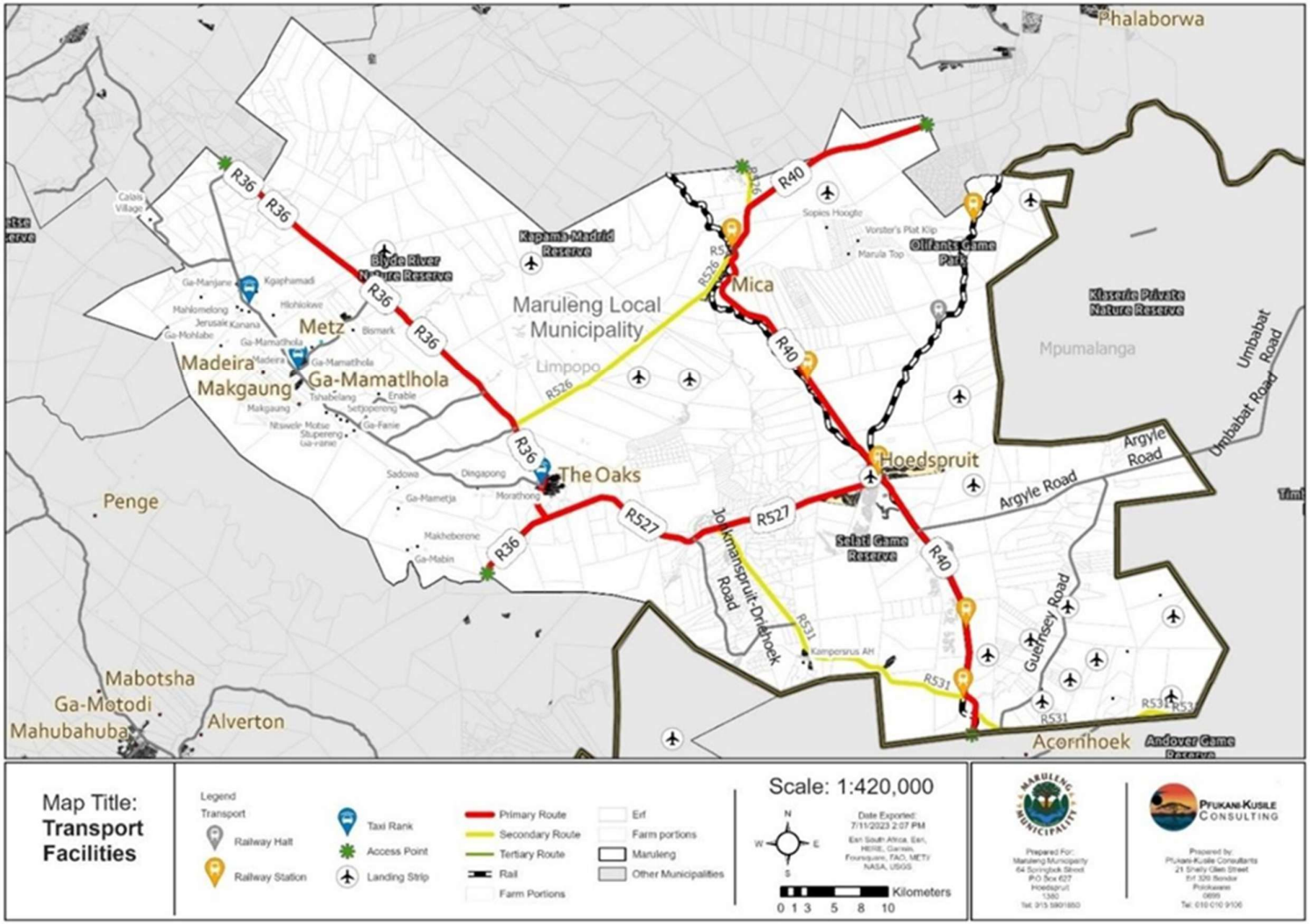


FIGURE 2.22: TRANSPORT FACILITIES RELATED TO MLM

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.

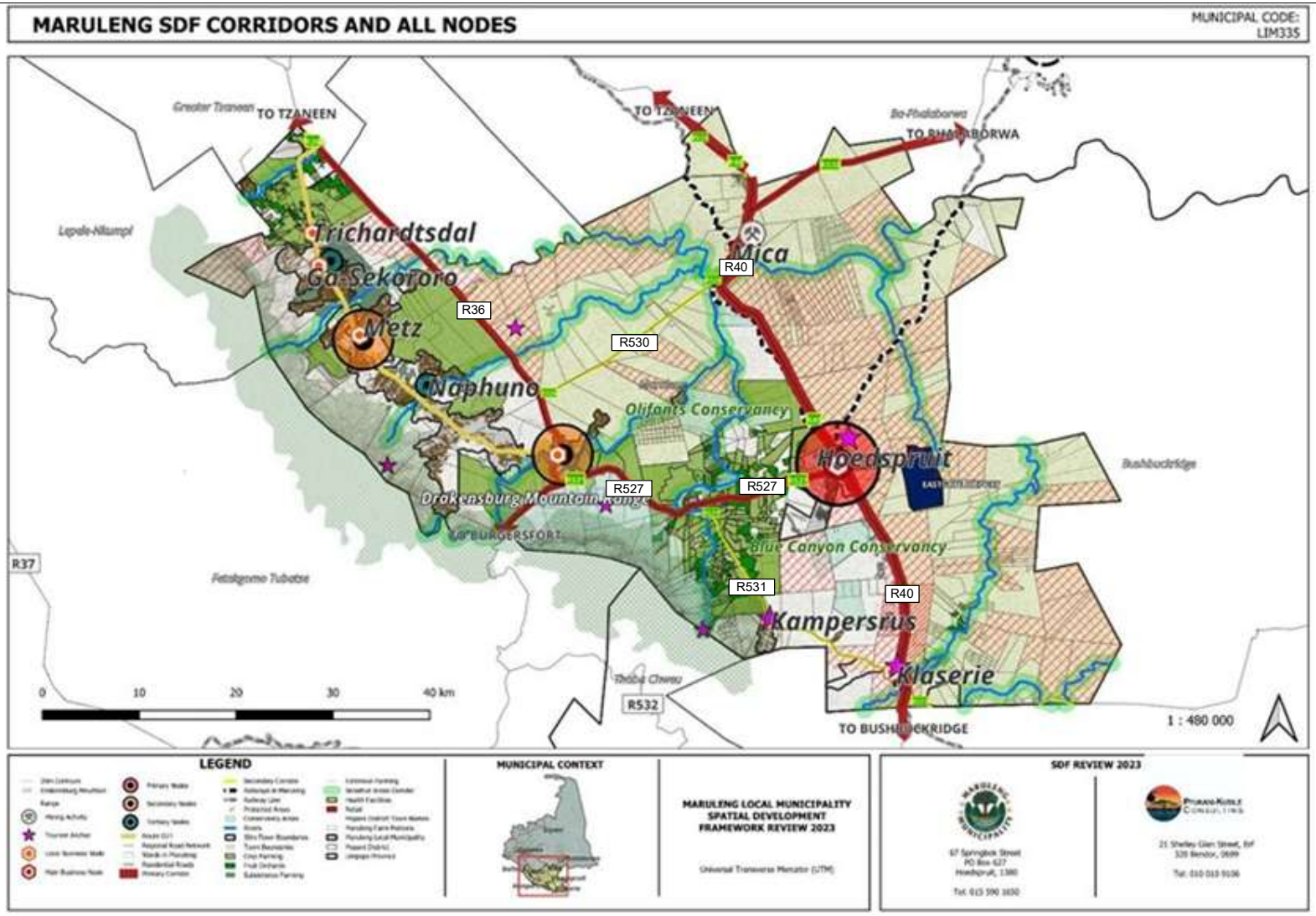


FIGURE 2.23: IMPORTANT NMT ROUTES IN MLM

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.

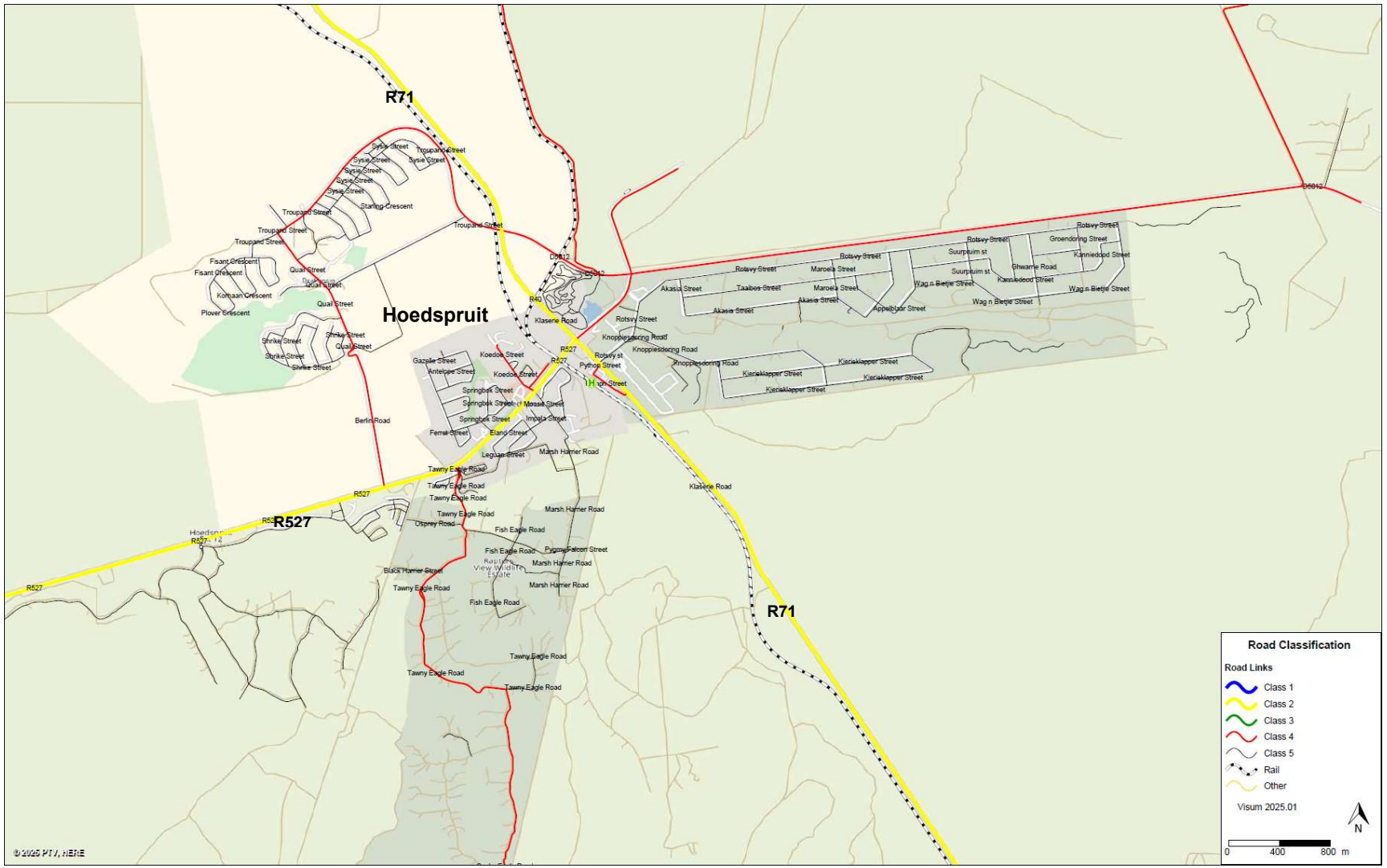


FIGURE 2.25: ROAD CLASSIFICATION FOR CENTRAL MLM AREA

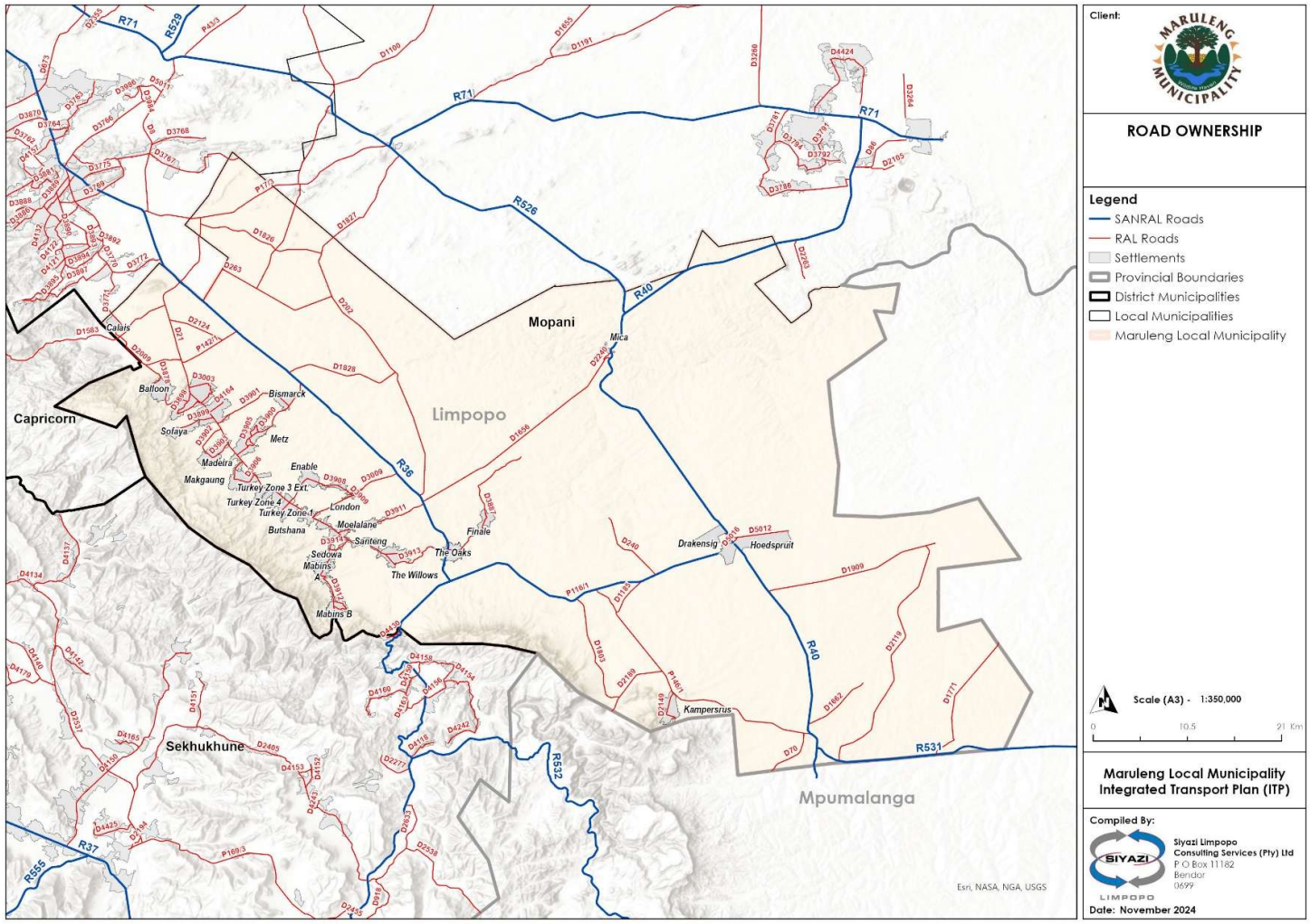


FIGURE 2.26: ROAD OWNERSHIP FOR MLM AREA

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.

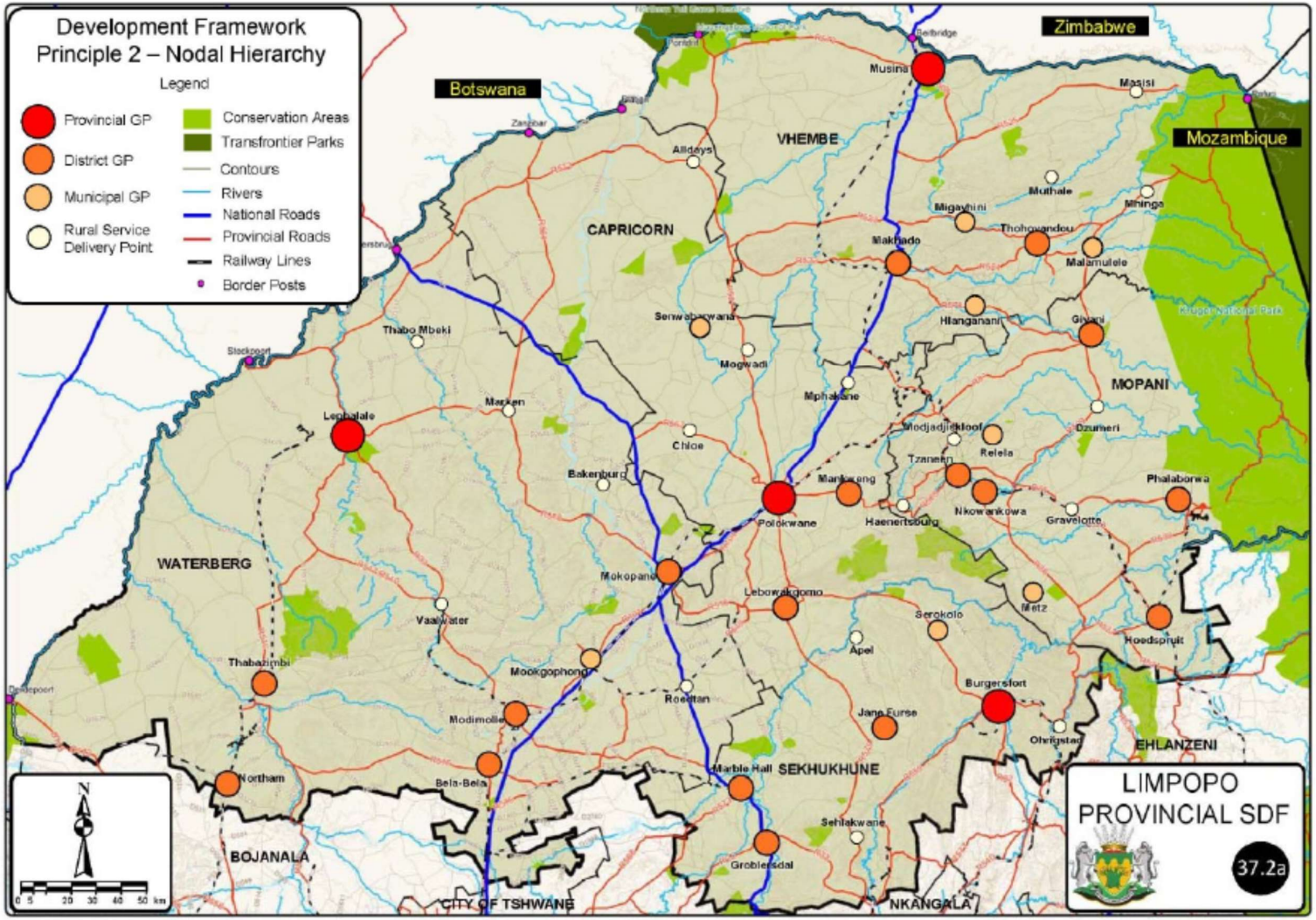


FIGURE 2.27: LIMPOPO DEVELOPMENT FRAMEWORK – NODAL HIERARCHY



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.

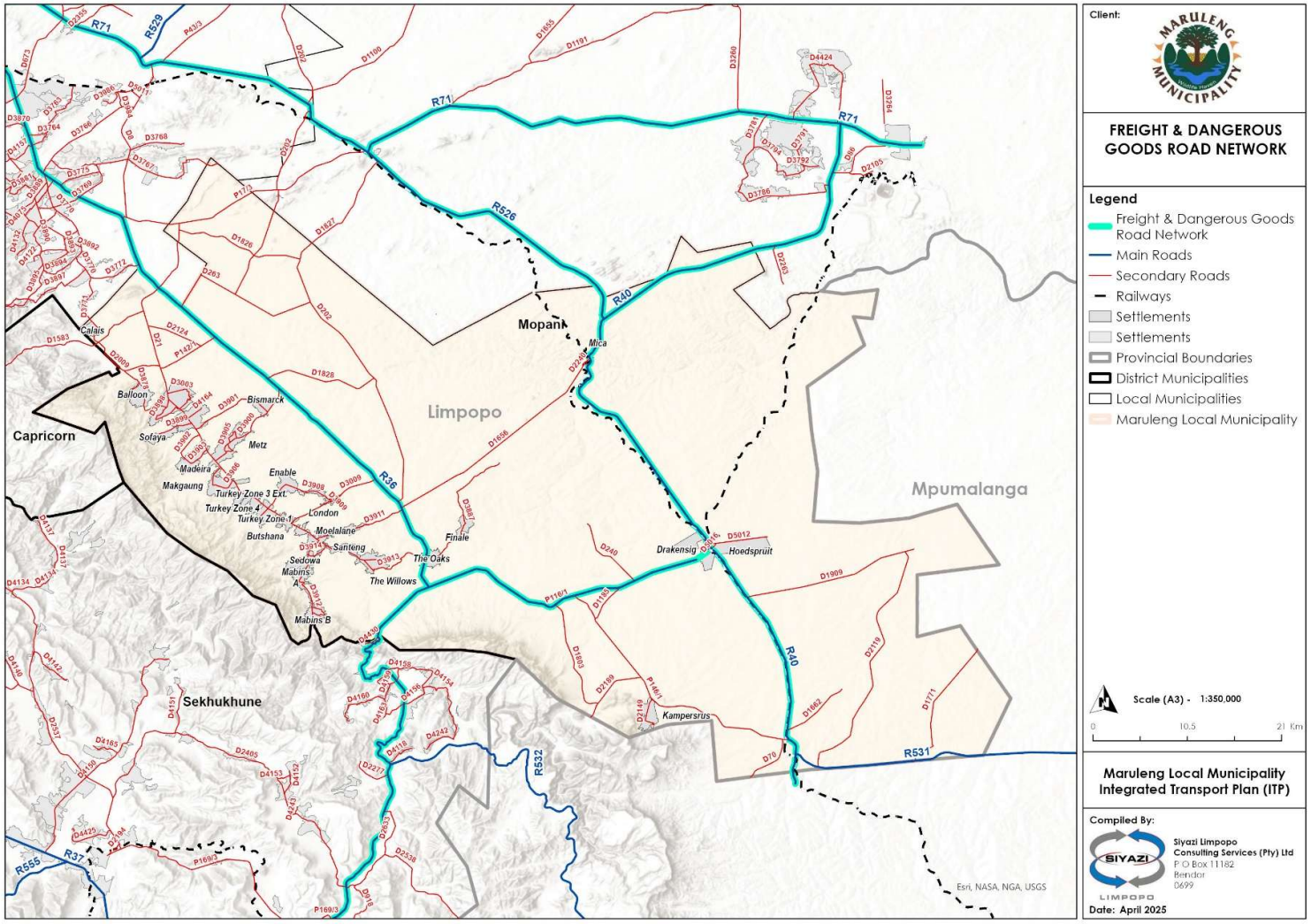


FIGURE 2.29: CURRENT MLM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

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

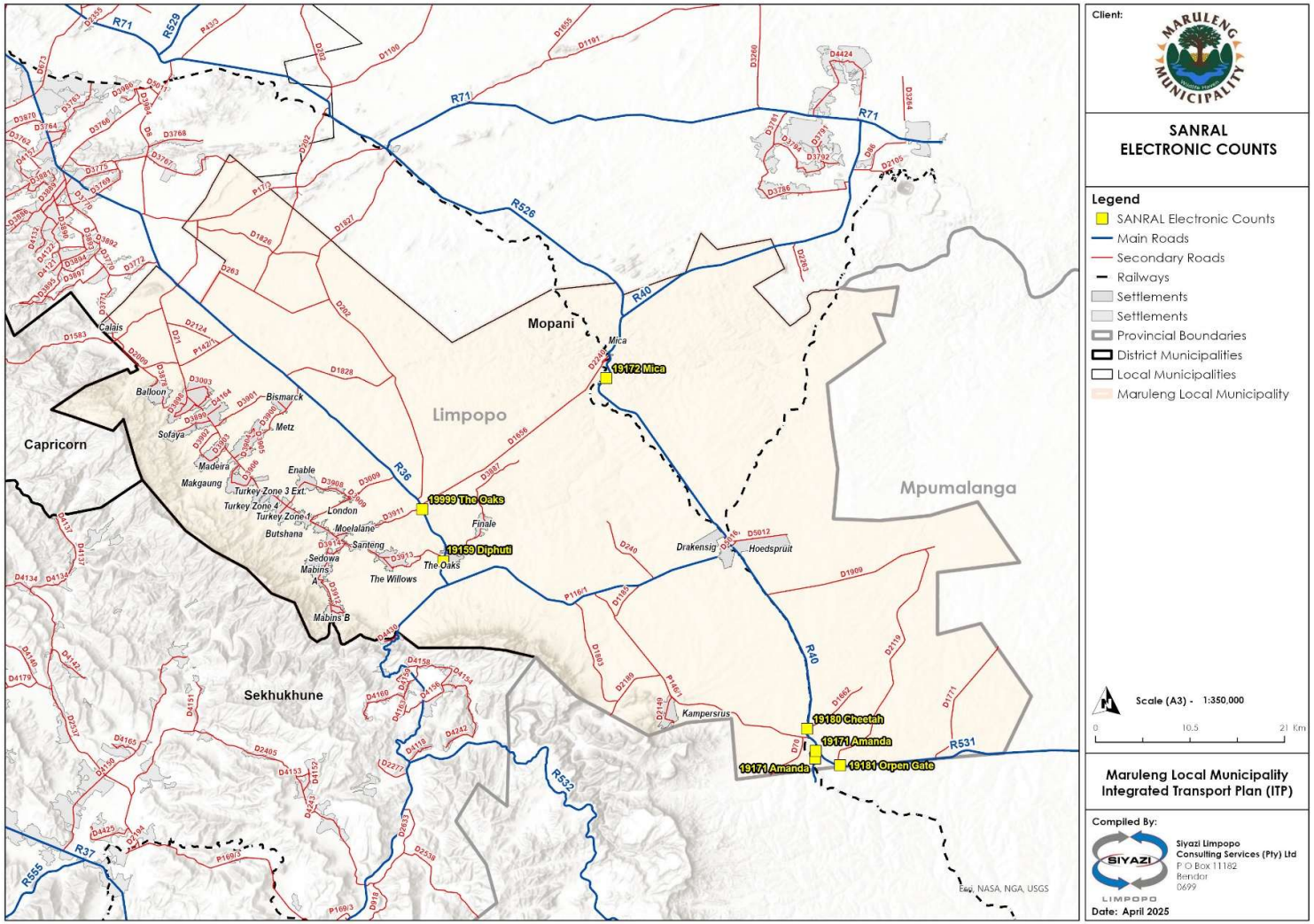


FIGURE 2.30: LOCALITY OF THE SANRAL COUNTING STATIONS WITHIN THE MLM.

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.

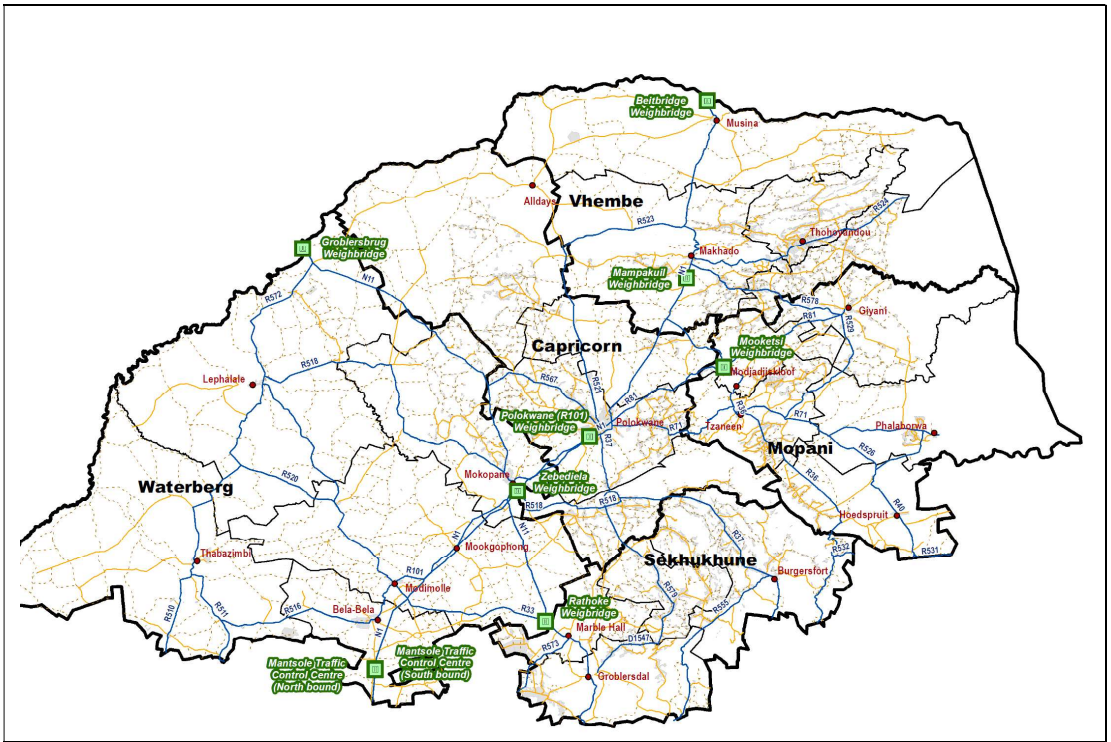


FIGURE 2.32: LOCALITY OF WEIGHBRIDGES FOR LIMPOPO PROVINCE

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.).

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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

CHAPTER 3

TRANSPORT NEEDS ASSESSMENT



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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.

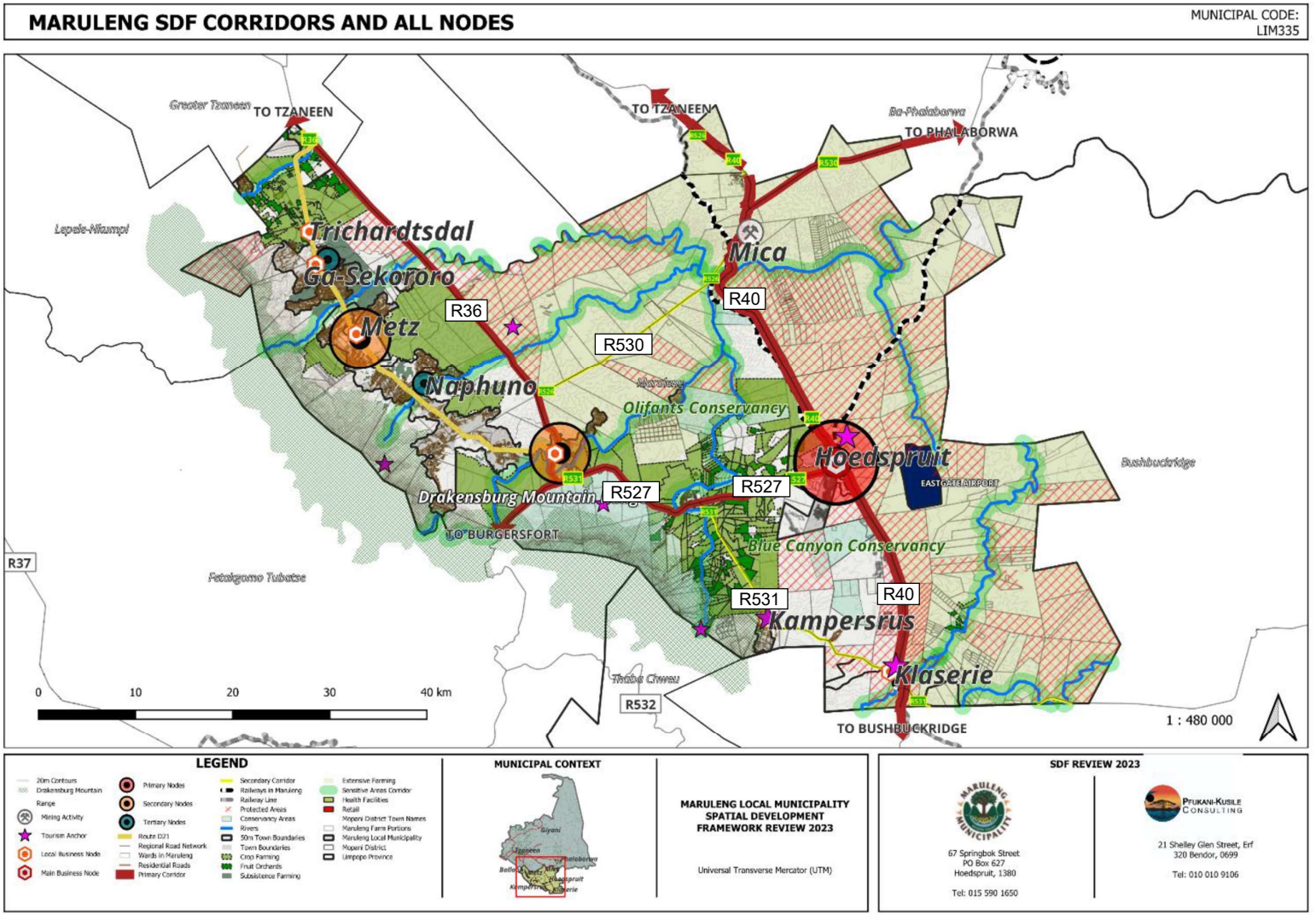


FIGURE 3.1: MLM DEVELOPMENT CORRIDORS AND NODES

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**.

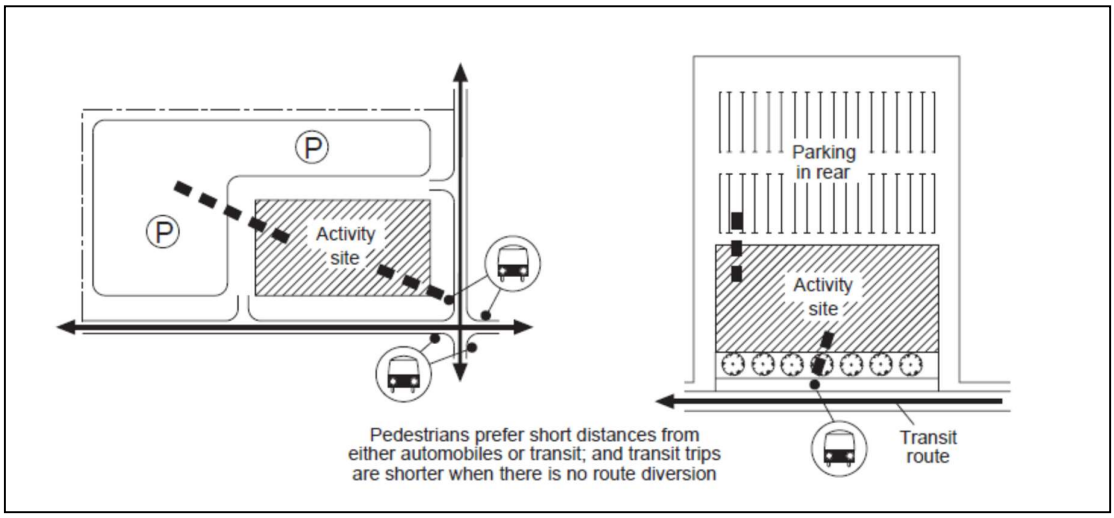


FIGURE 3.2: EXAMPLE OF SECURED SHORT DISTANCES FROM EITHER BUS STOPS OR COMMERCIAL ACTIVITIES

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%.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



PREPARED FOR:	ADDRESS:
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CHAPTER 4

TRANSPORT IMPROVEMENT PROPOSALS



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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.

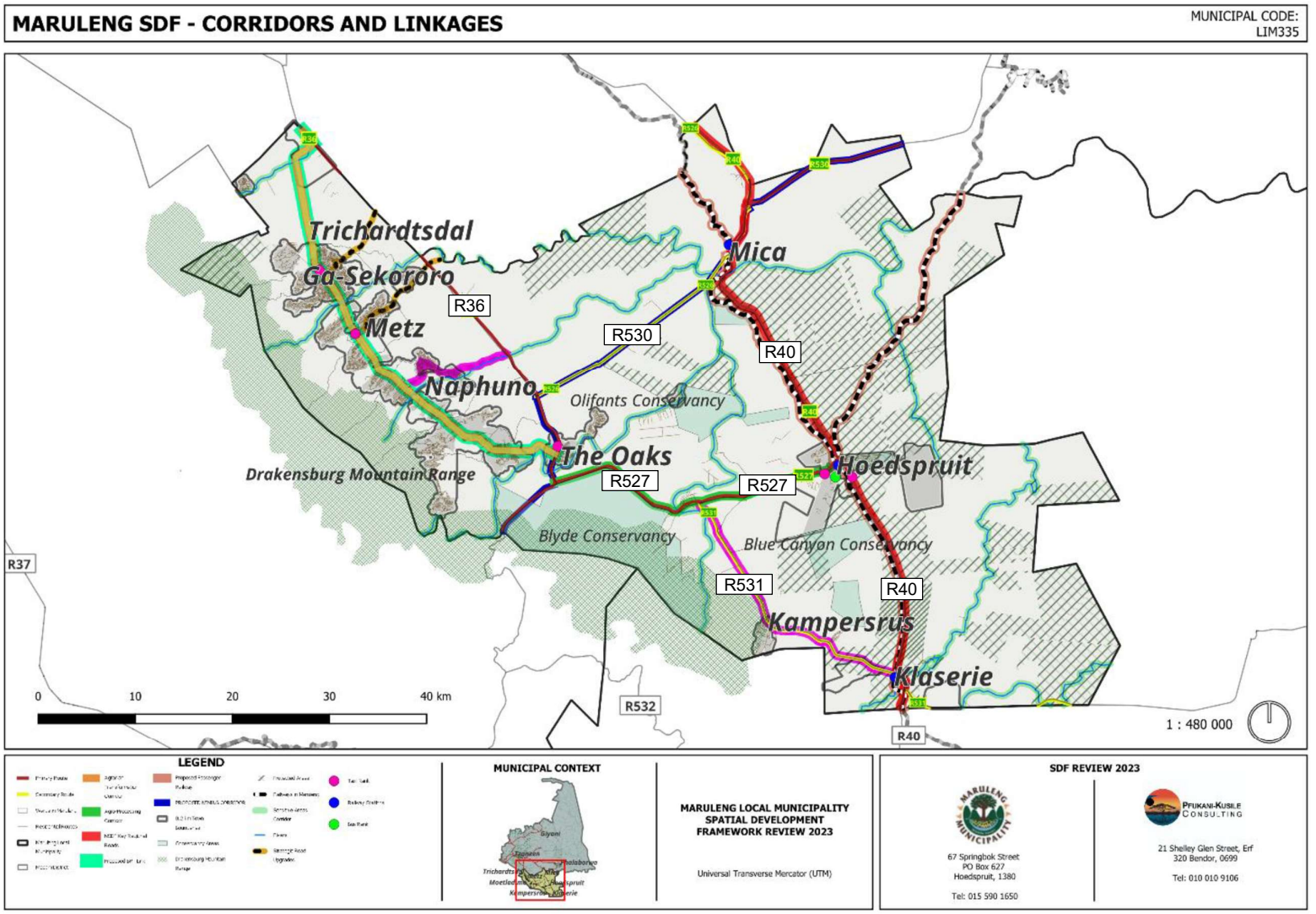


FIGURE 4.1: CORRIDOR DEVELOPMENT AND CONNECTIVITY. (MAP66)

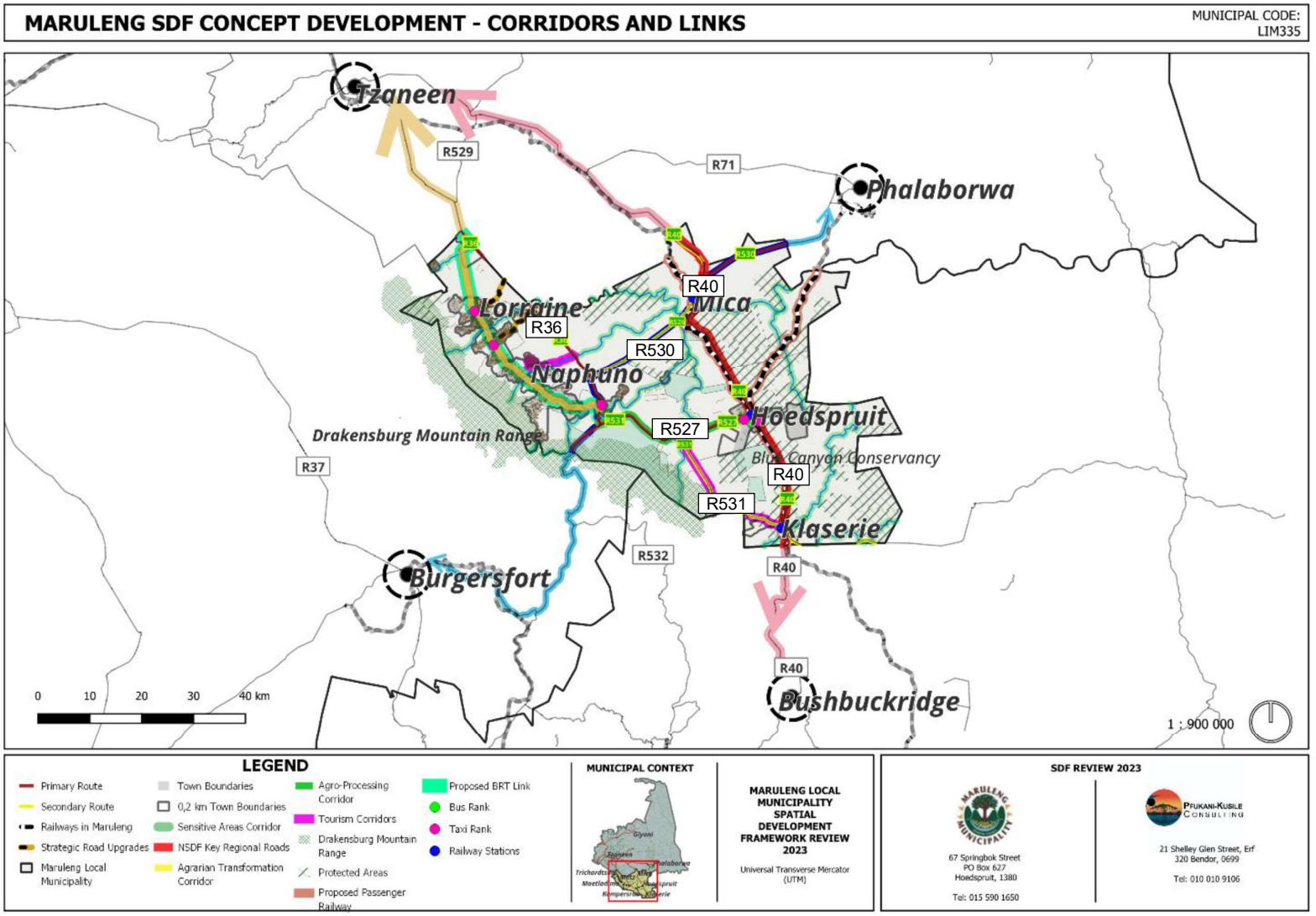


FIGURE 4.2: CORRIDOR DEVELOPMENT AND CONNECTIVITY AT THE DISTRICT SCALE (MAP 67)

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.

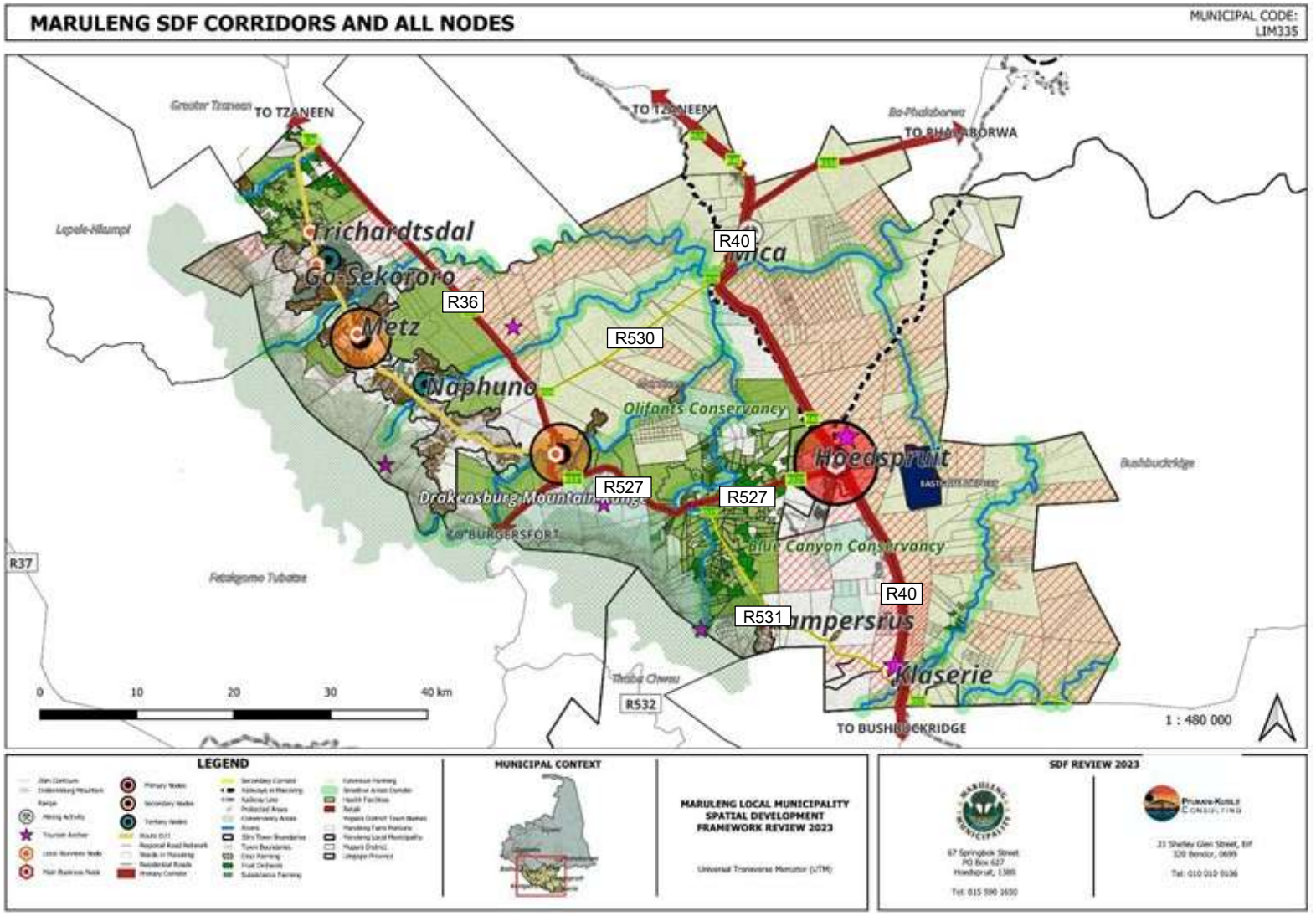


FIGURE 4.3: FUNCTIONAL NODAL HIERARCHY. (MAP 68)

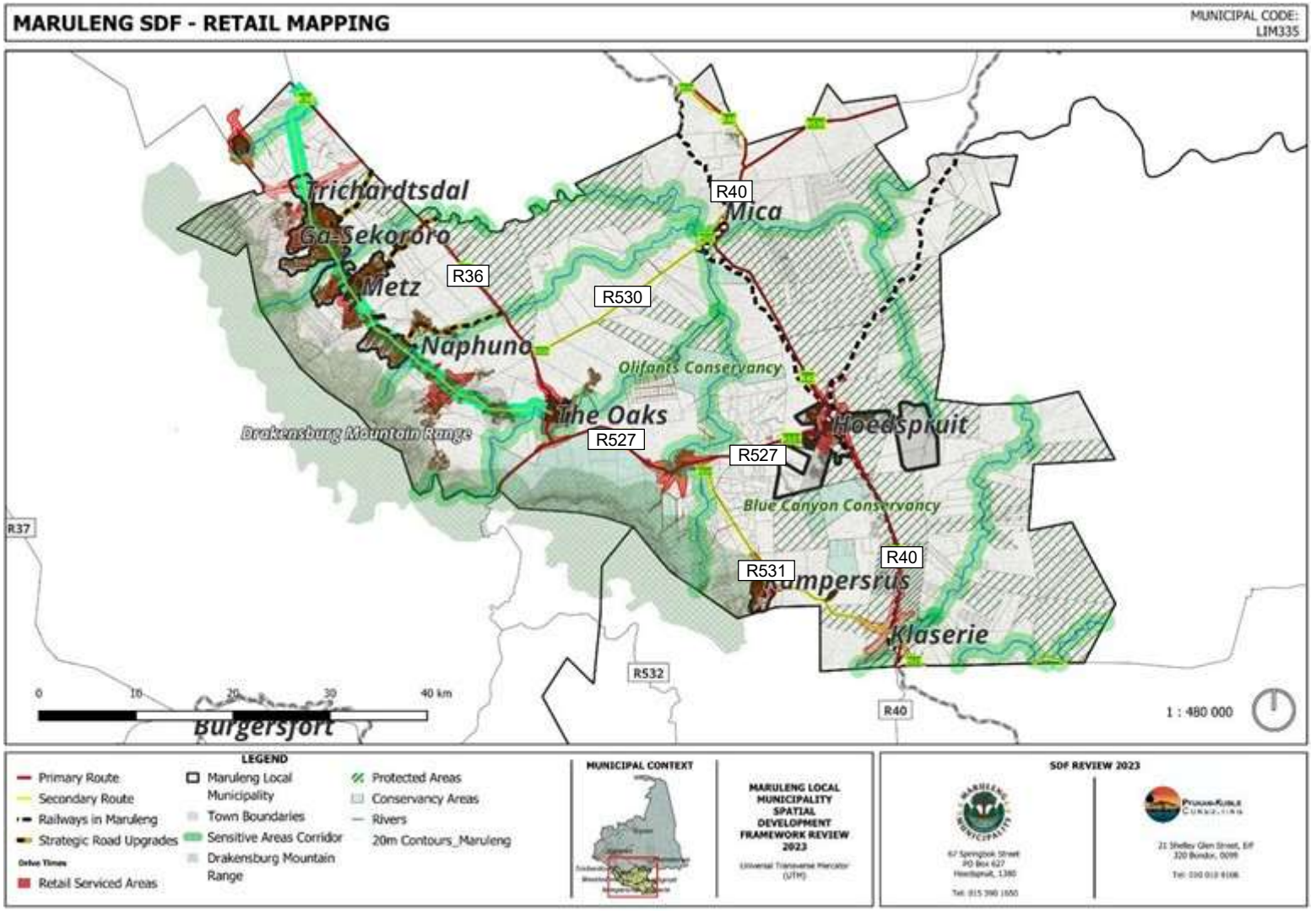


FIGURE 4.4: RETAIL NODAL AREAS (MAP 69)

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.

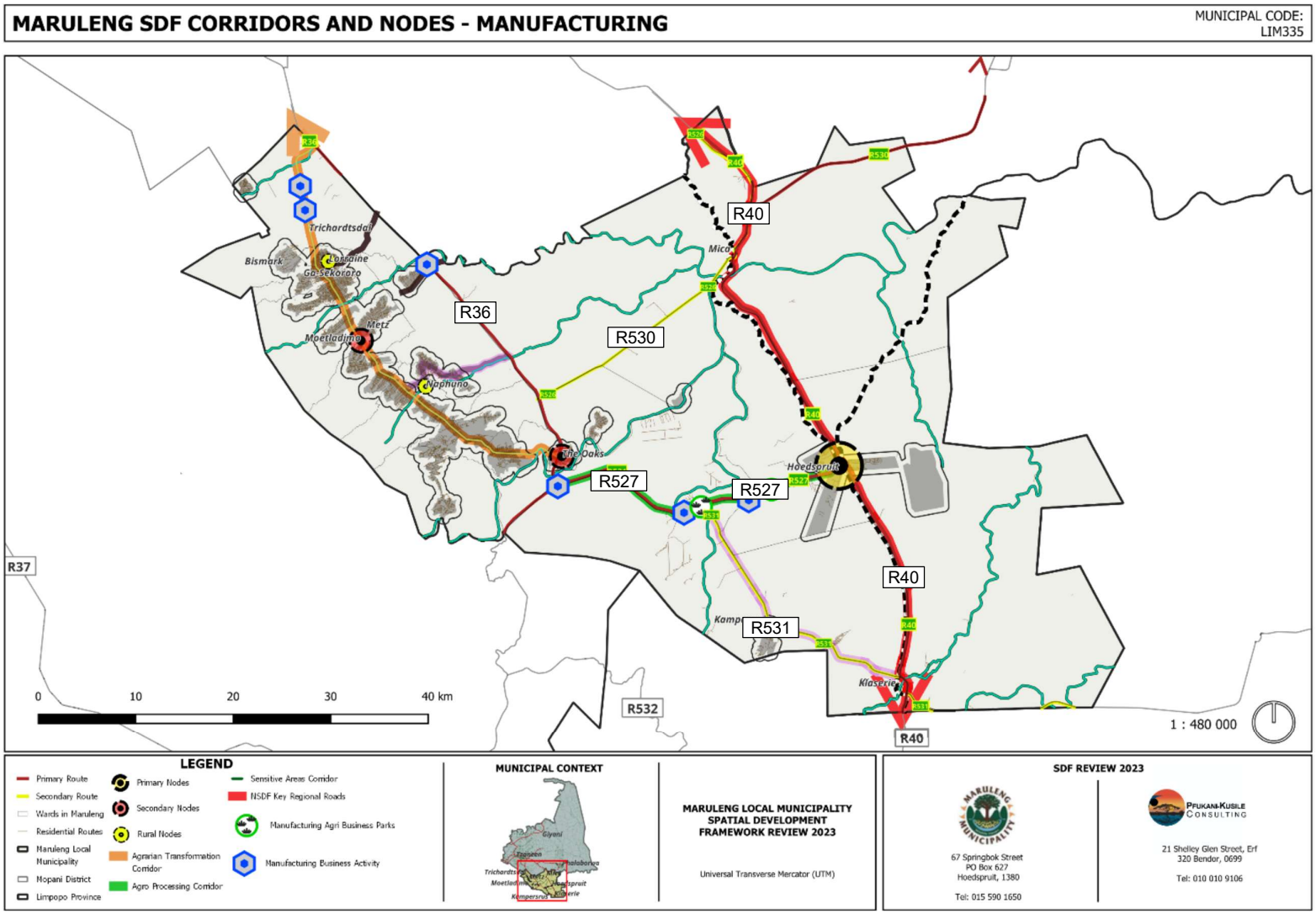


FIGURE 4.5: AGRO-INDUSTRIES AND MANUFACTURING. (MAP 73)

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.

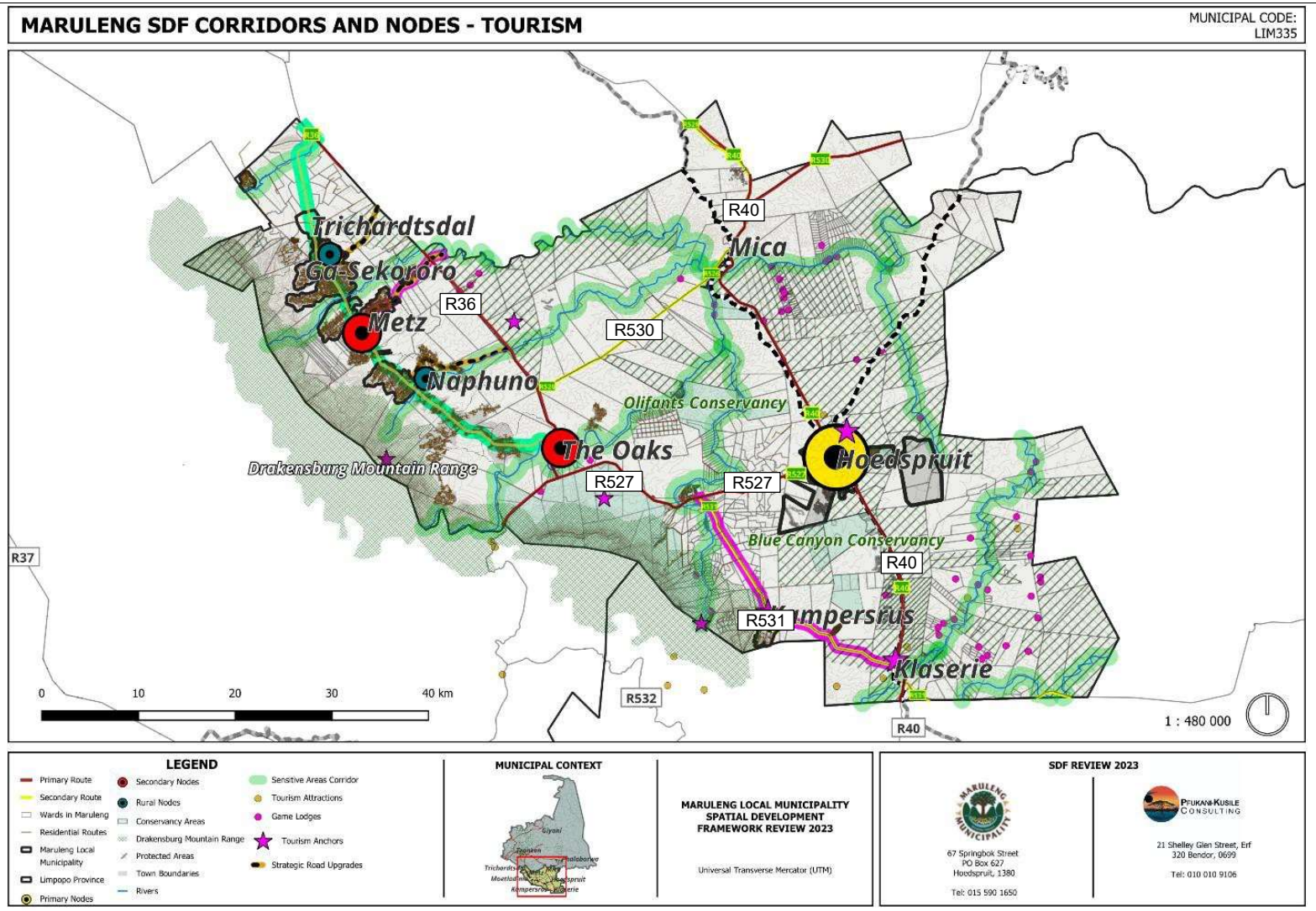


FIGURE 4.6: TOURISM (MAP74).

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.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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CHAPTER 5

Implementation Budget and Program



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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.

LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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CHAPTER 6

OVERVIEW OF PUBLIC TRANSPORT PLAN

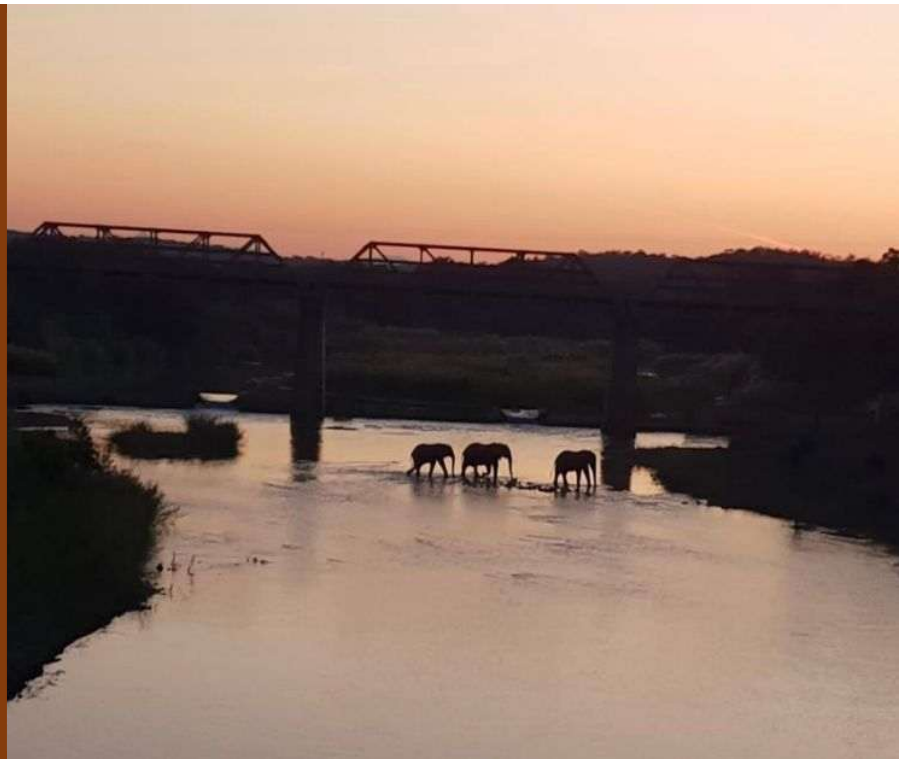


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6 OVERVIEW OF PUBLIC TRANSPORT PLAN

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.

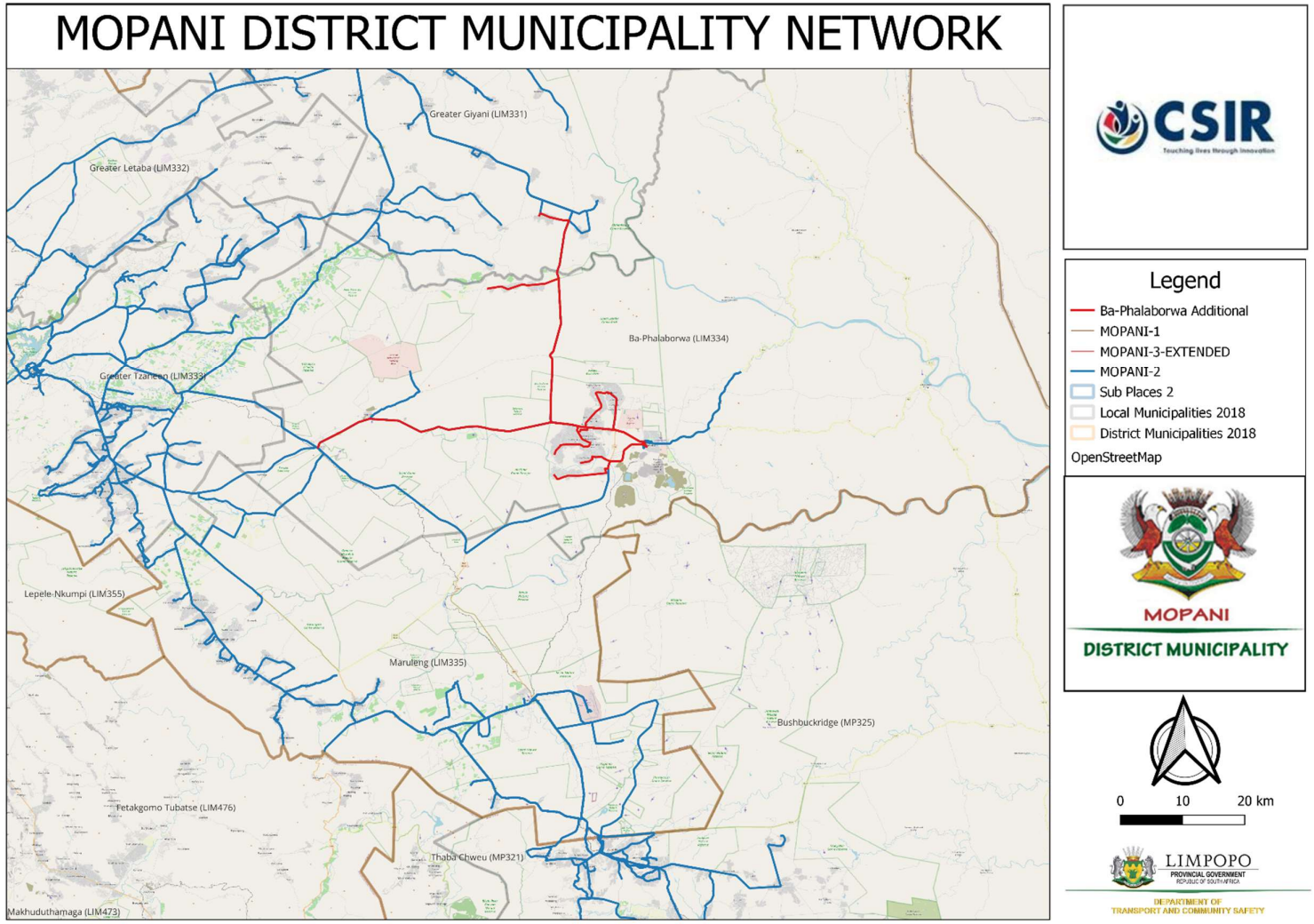


FIGURE 6.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

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

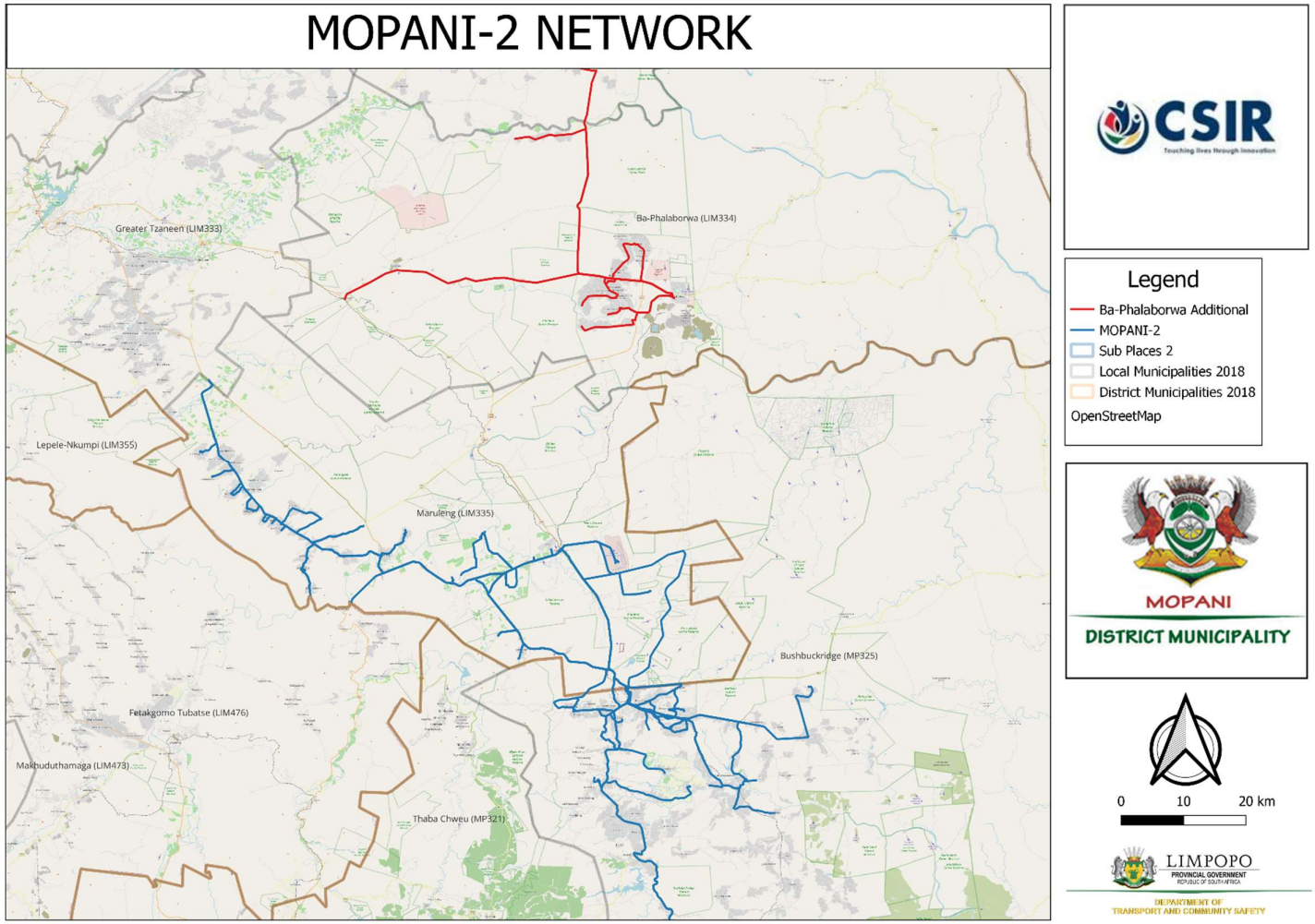


FIGURE 6.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

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.