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 I

INTRODUCTION

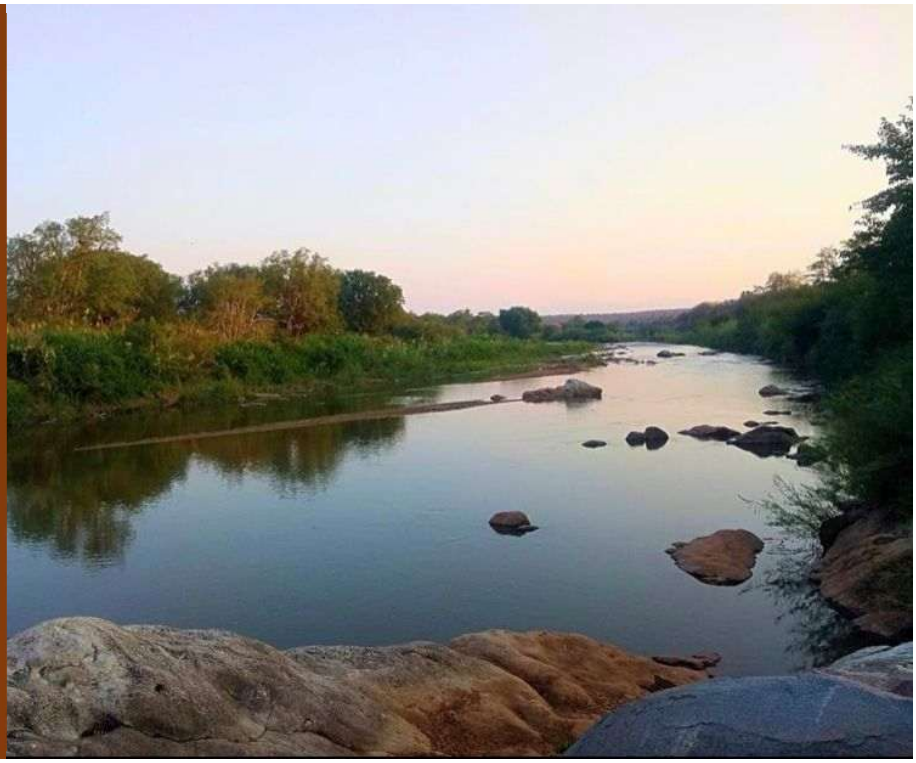


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1 INTRODUCTION

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**.

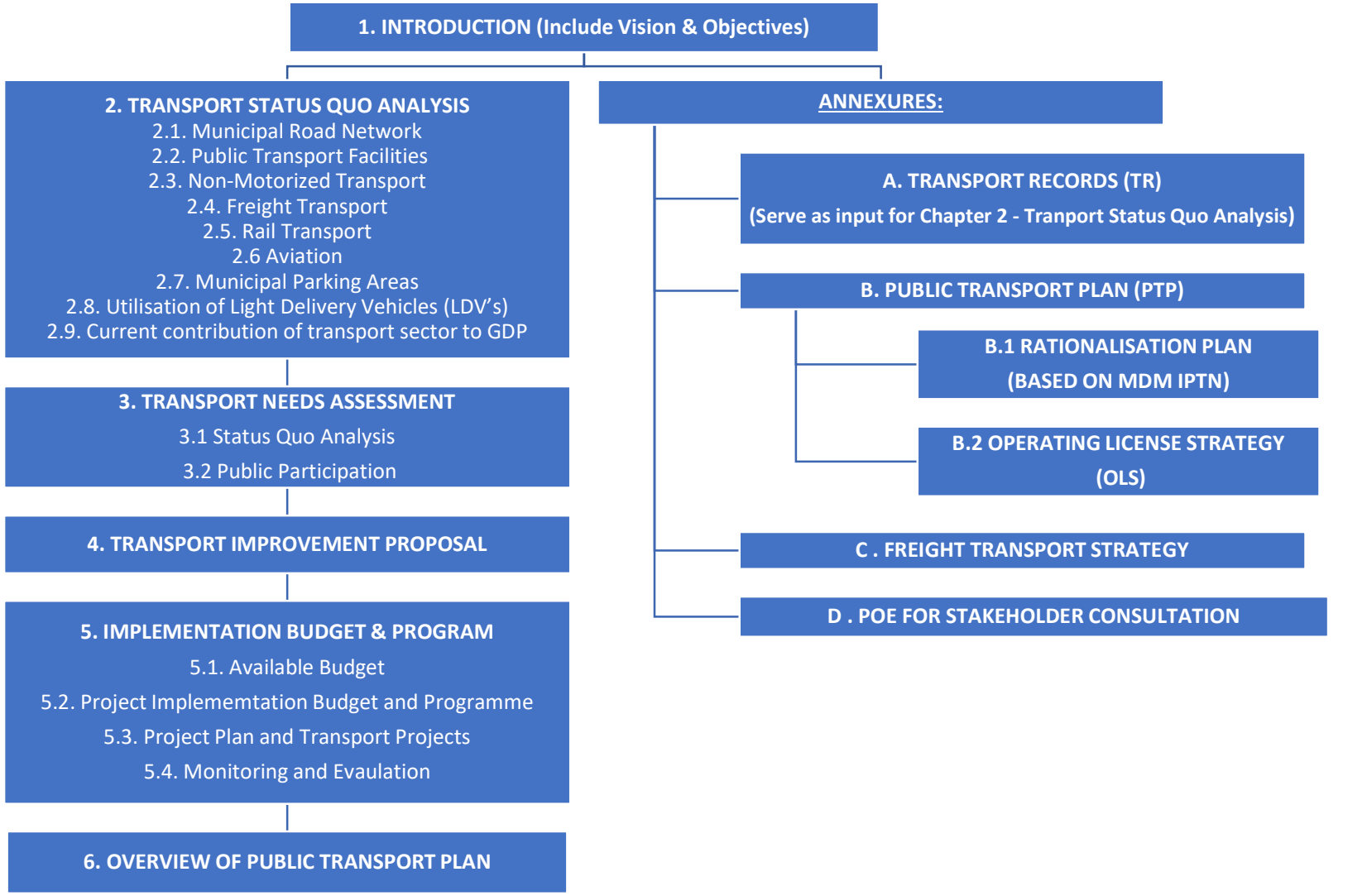


FIGURE 1.1: ILLUSTRATION OF THE RELATIONSHIP BETWEEN ALL THE CHAPTERS AS PART OF THE 2025/2030 MLM-LITP

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.

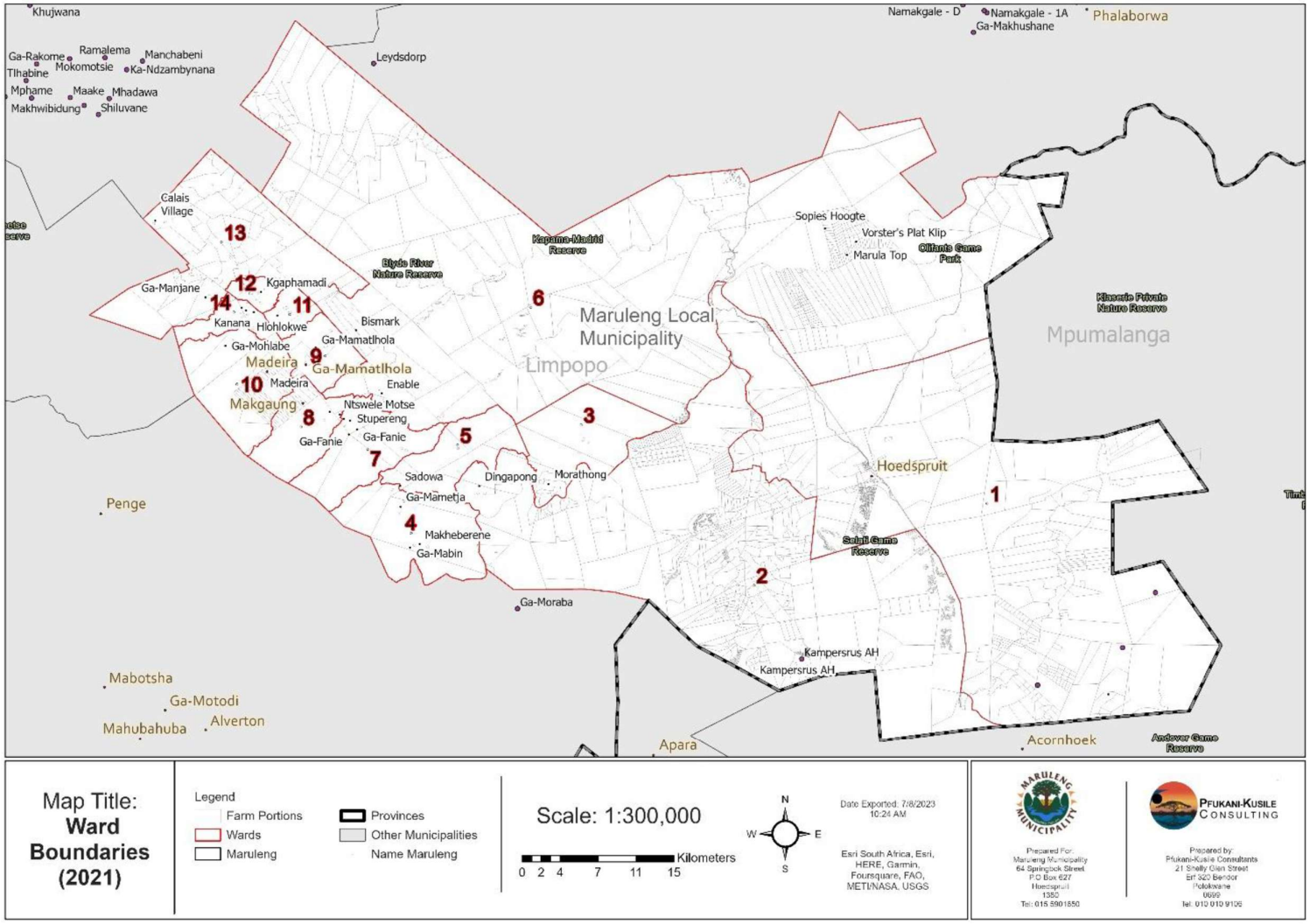


FIGURE 1.2: GEOGRAPHICAL PRESENTATION OF THE RELEVANT WARDS IN MLM

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.