# 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<br>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.

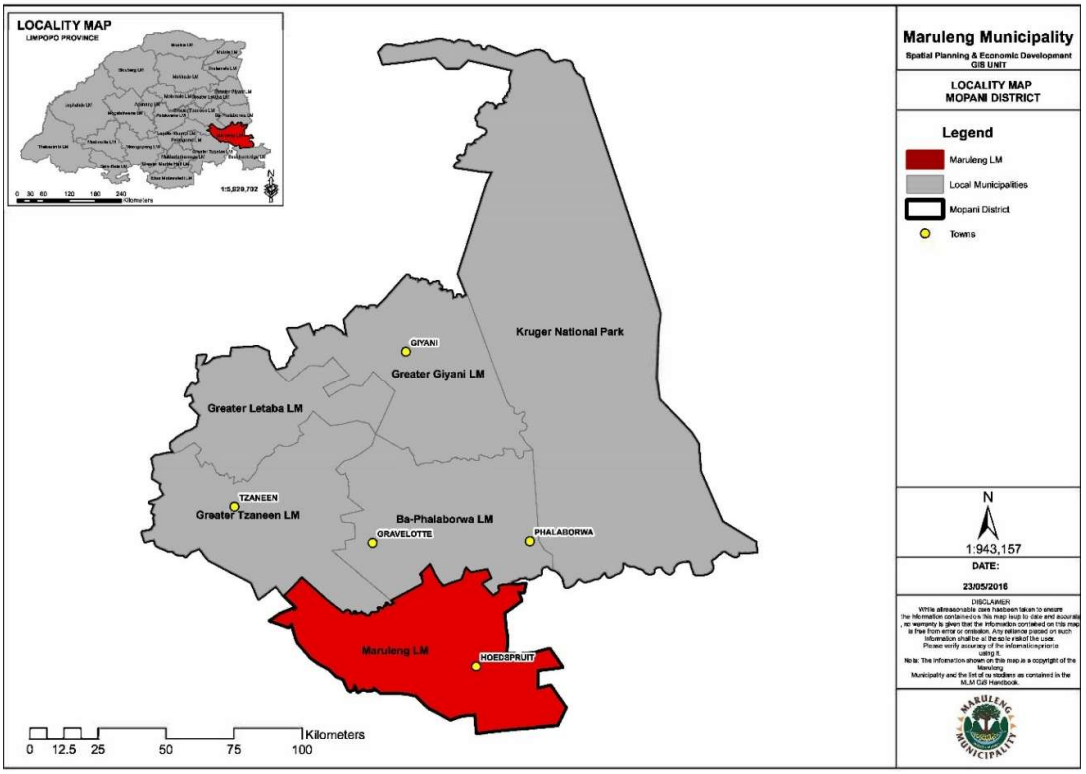



**FIGURE 2.1: MLM JURISDICTION IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY IN THE LIMPOPO PROVINCE**

**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.

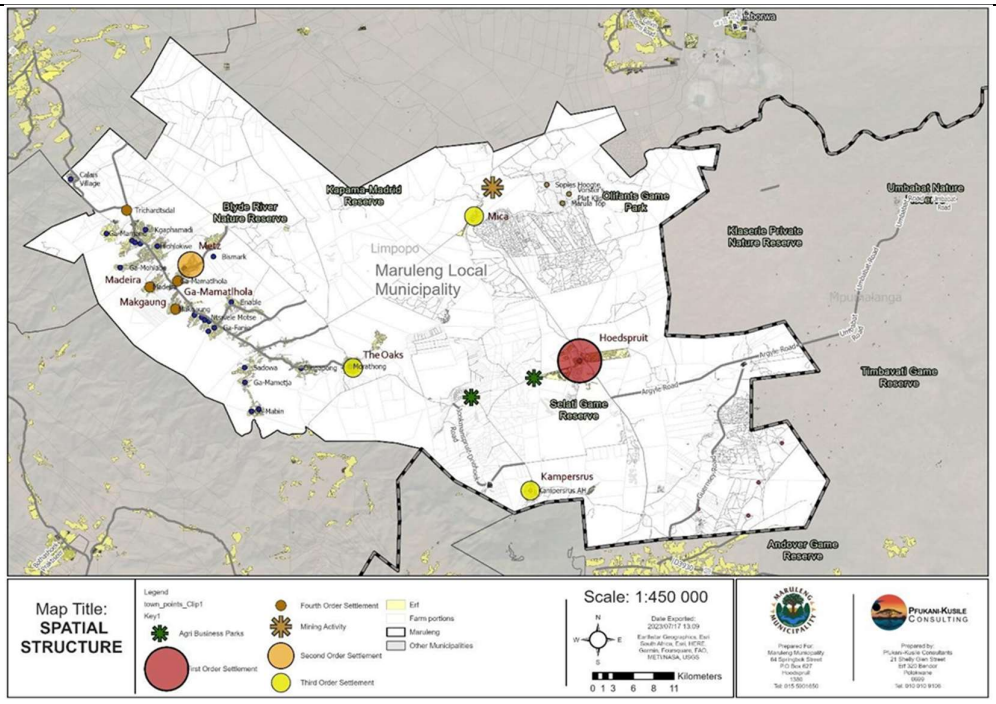



**FIGURE 2.2: MLM SPATIAL STRUCTURE**

**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.<br>• Well developed with existing infrastructure.<br>• It has potential for further growth. | • Hoedspruit. |
| b) **Second order:** Municipal Growth Point. | • Villages are strategically located.<br>• 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.<br>• Need for infrastructure network linking all villages to further stimulate economic development.<br>• Limited Mining in Mica. | • The Oaks.<br>• Kampersrus.<br>• Mica.<br>• Blyde. |
| d) **Fourth order:** Little economic activities. | • Challenge with infrastructure backlog<br>• 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

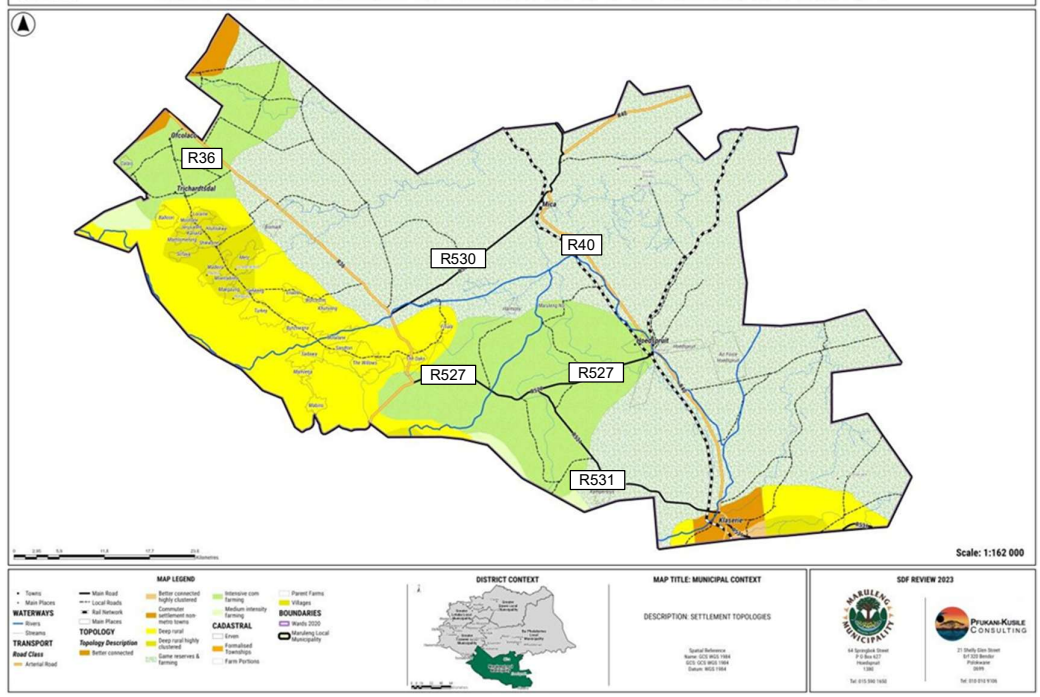



**FIGURE 2.3: MLM TOPOLOGY**

**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.

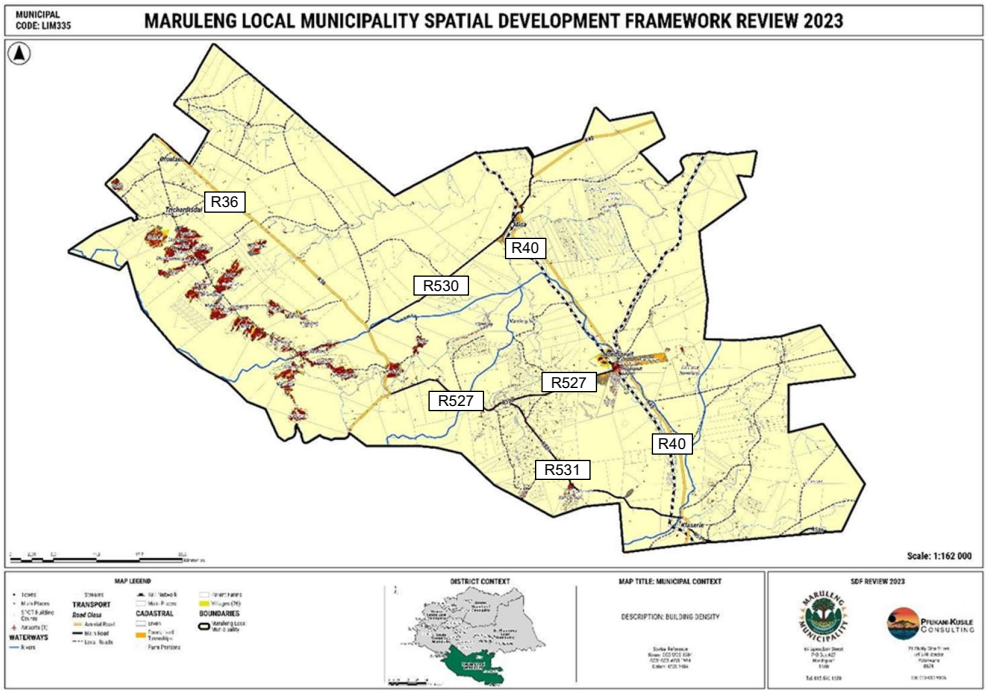



**FIGURE 2.4: MLM BUILDING DENSITY**

**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.

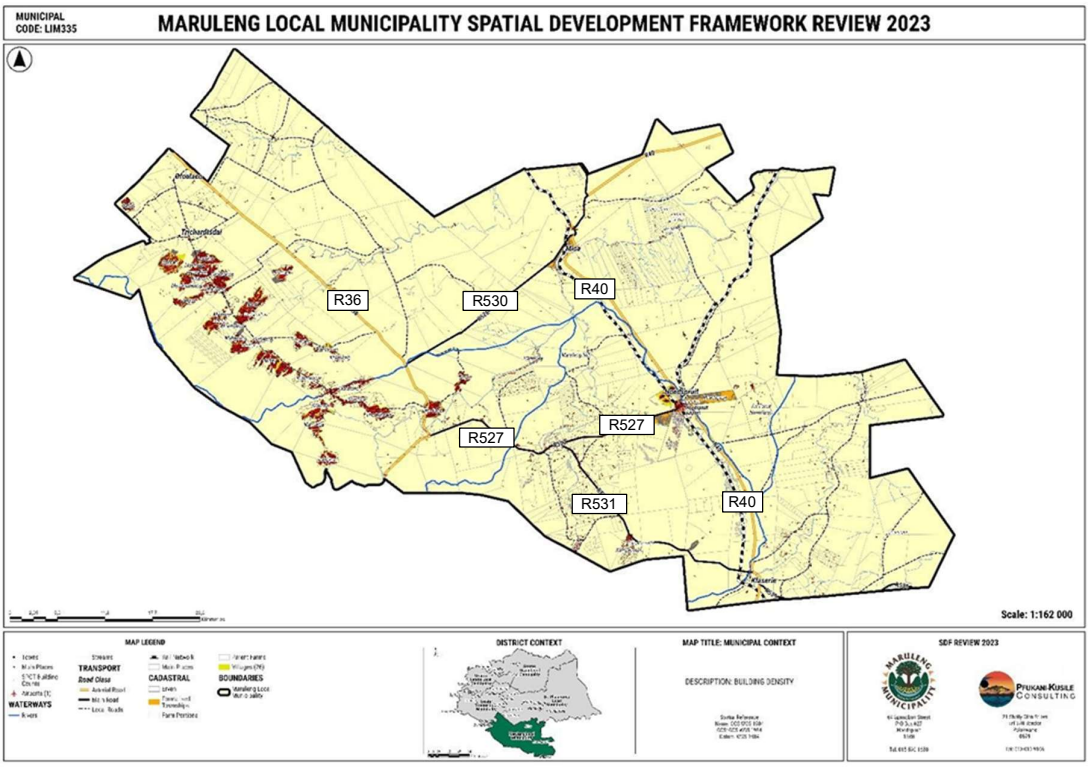



**FIGURE 2.5: FUNCTIONAL DEVELOPMENT CORRIDORS IN MLM**

**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.

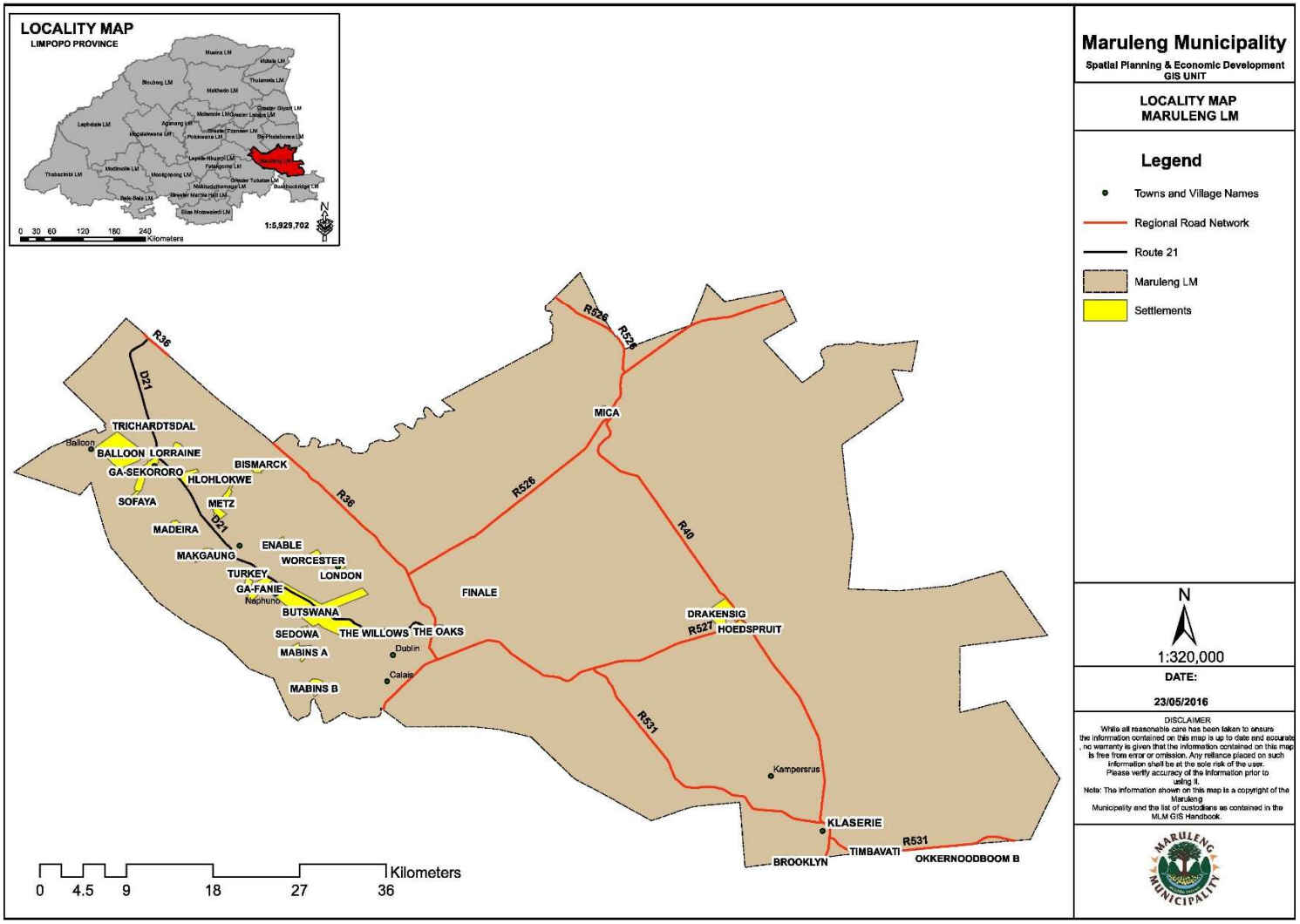



**FIGURE 2.6: MAJOR SETTLEMENTS IN MLM**

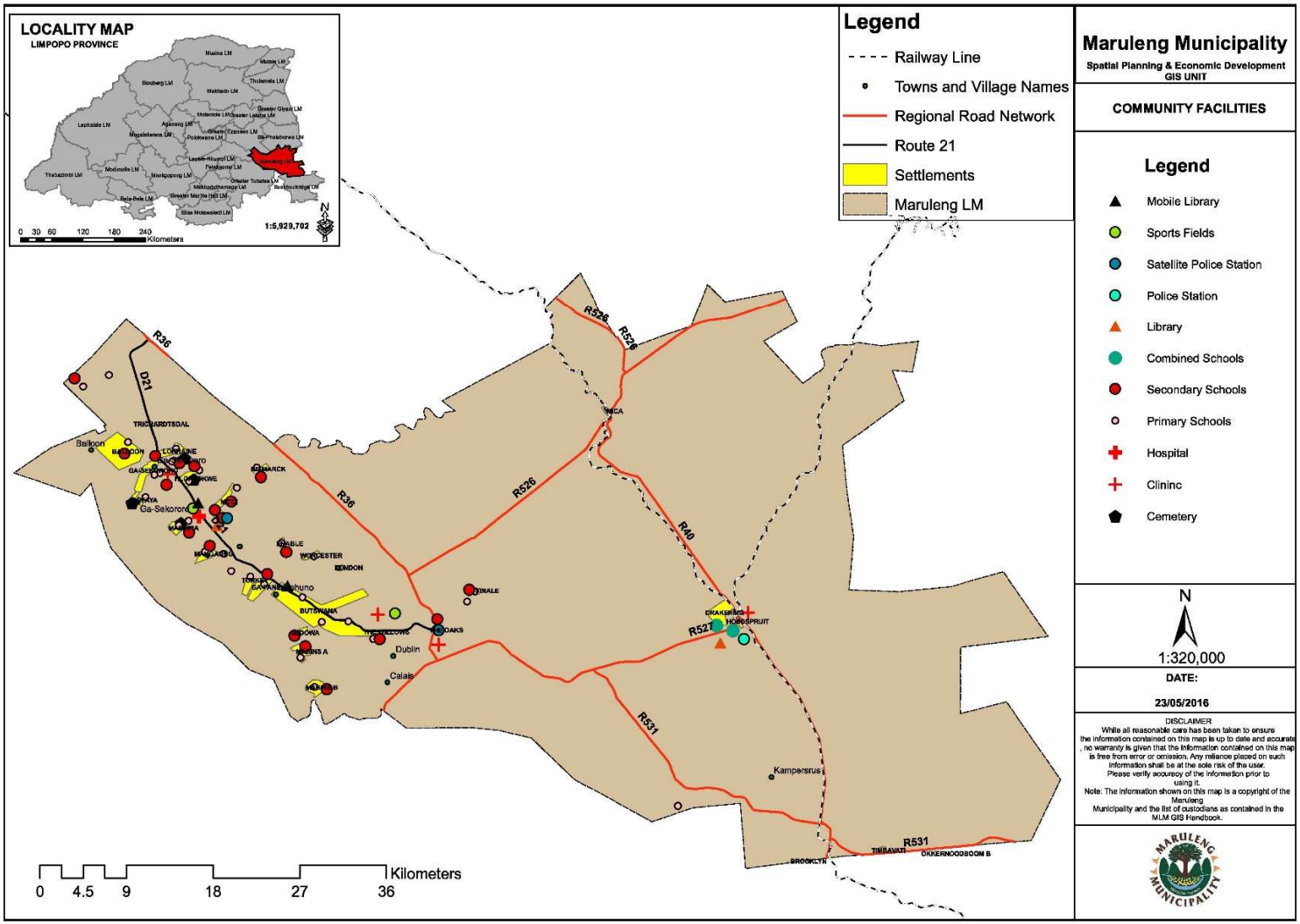



**FIGURE 2.7: MAIN SOCIAL FACILITIES IN MLM**

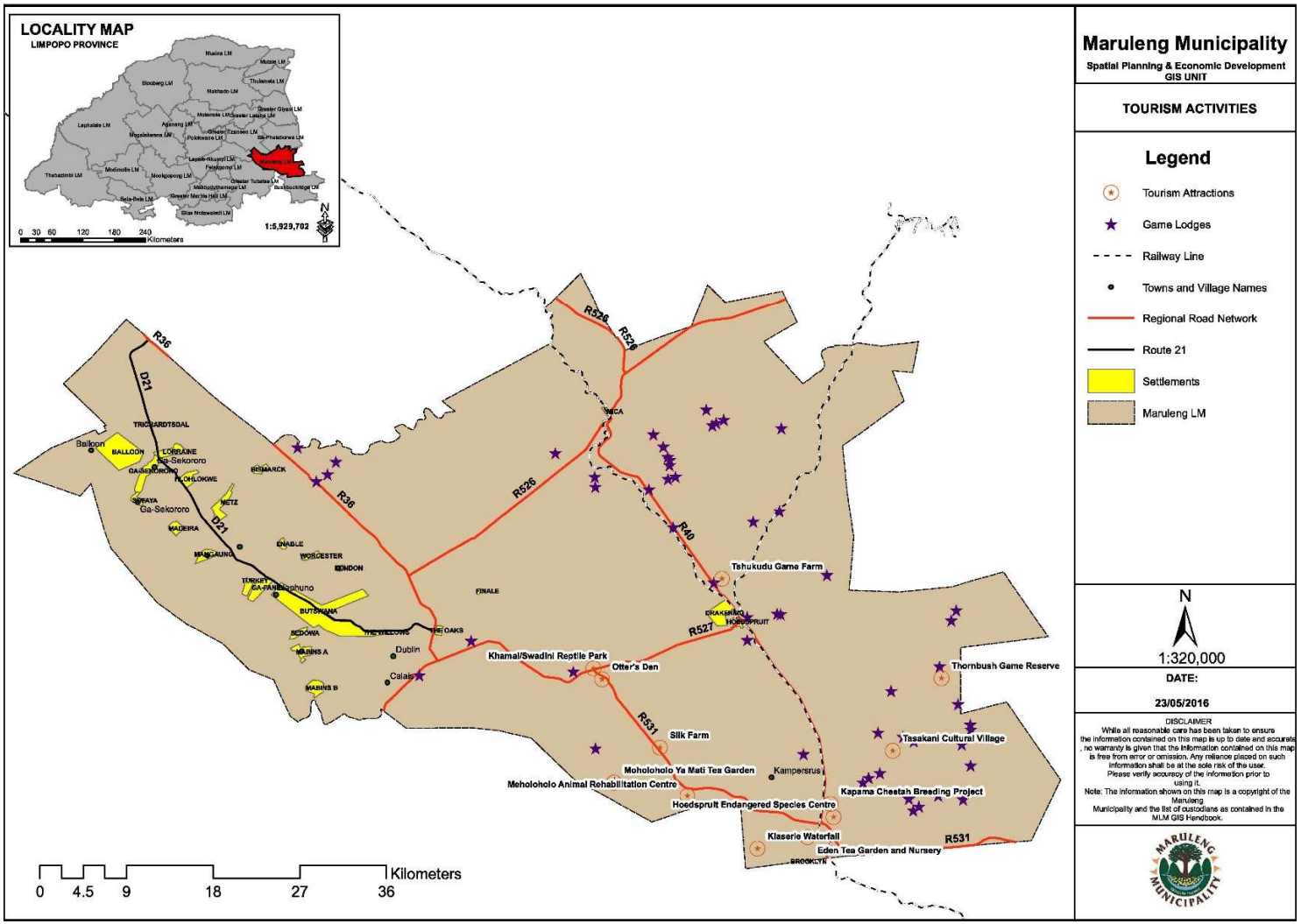



**FIGURE 2.8: MAIN TOURIST ACTIVITIES IN MLM**

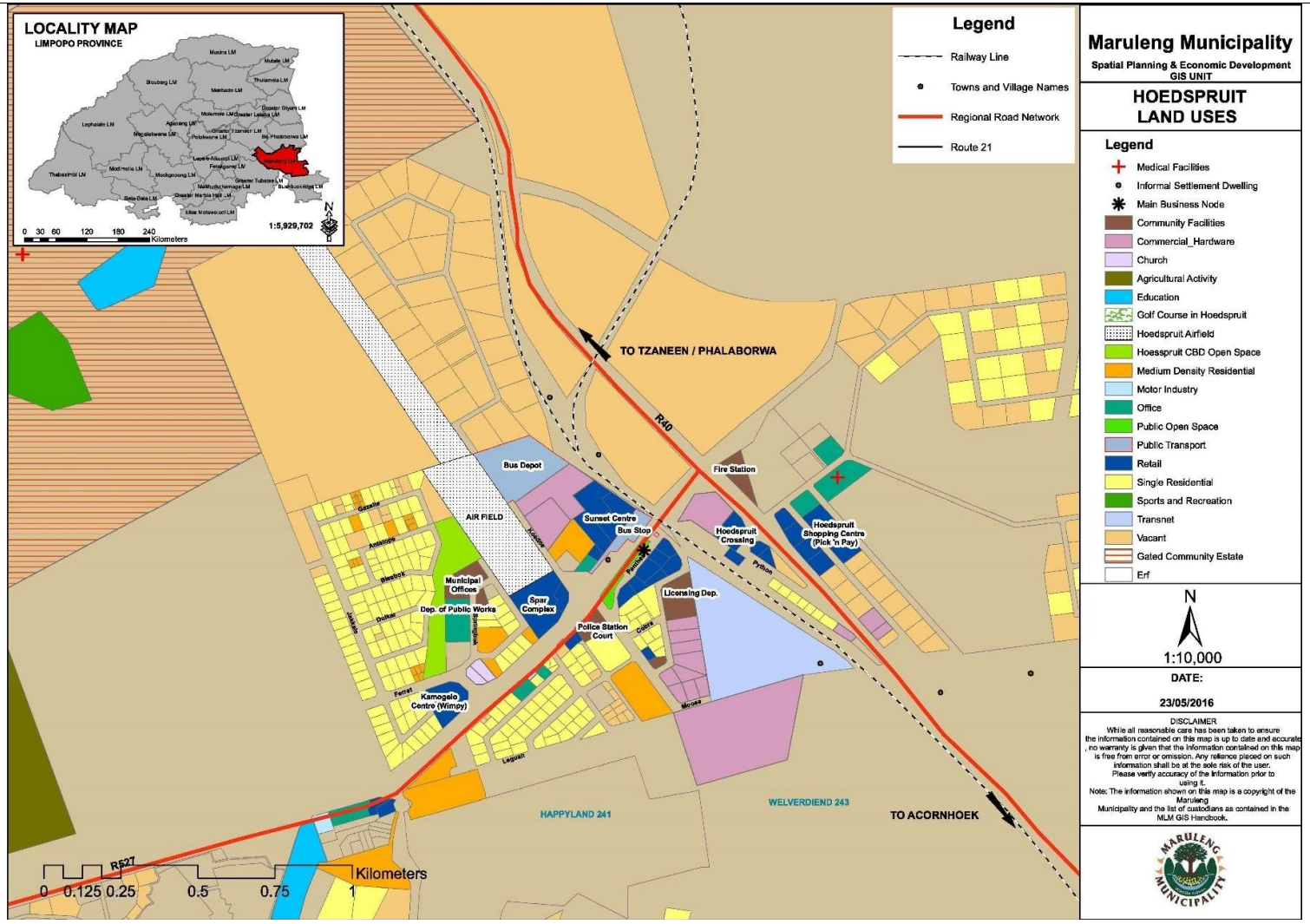



**FIGURE 2.9: MAIN LAND-USES CORE OF MLM**

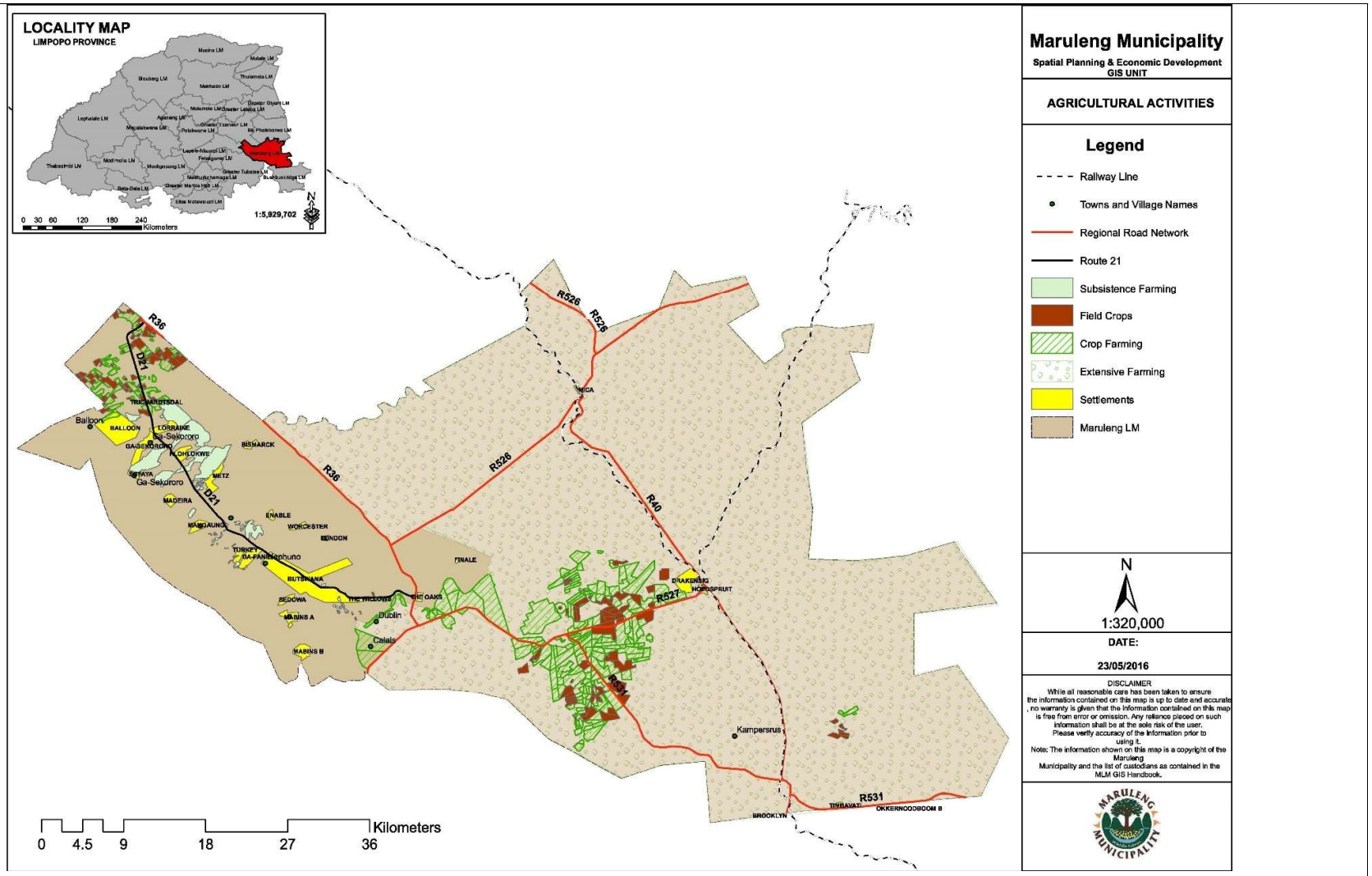



**FIGURE 2.10: MAIN AGRICULTURAL AREAS IN MLM**

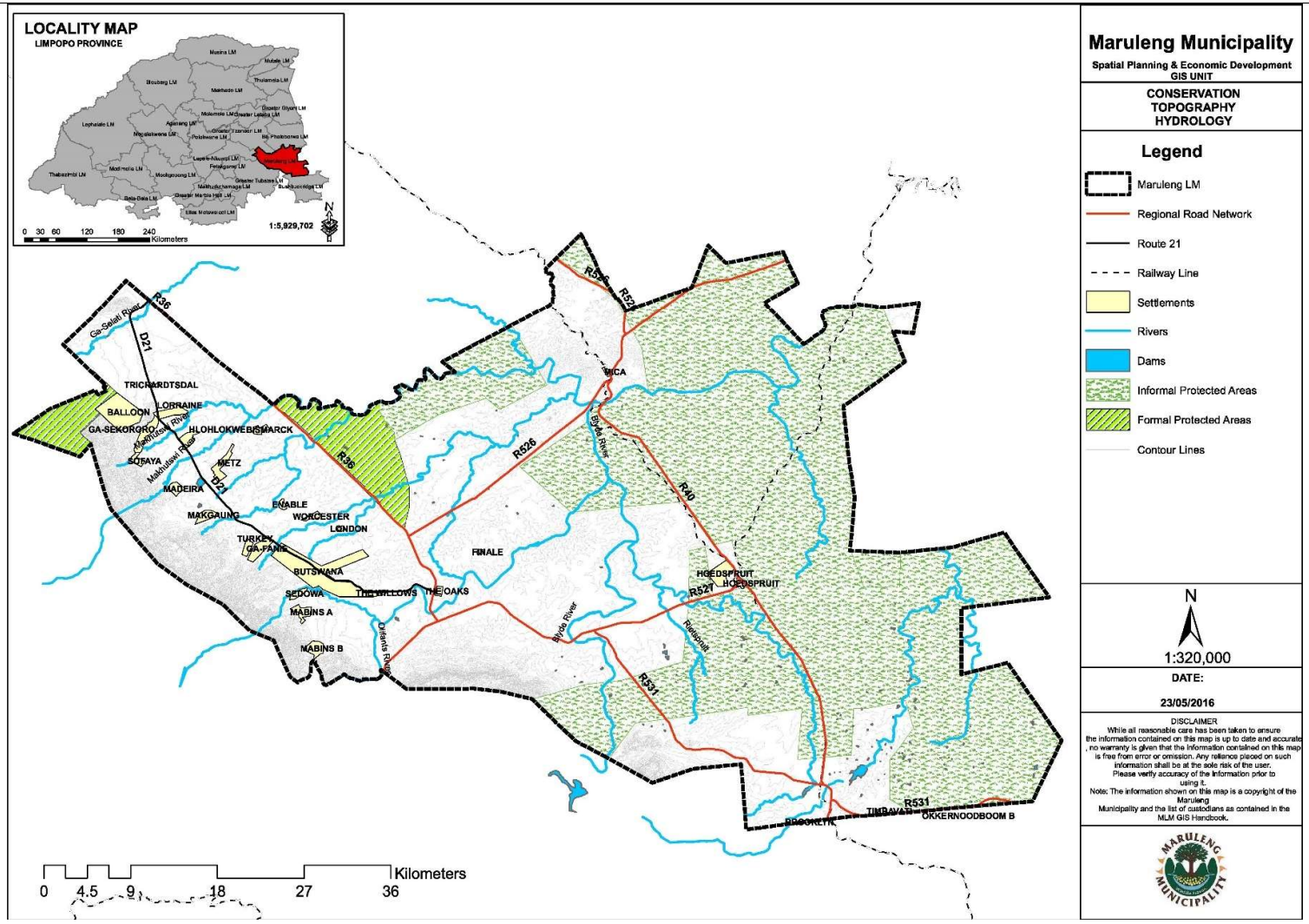



**FIGURE 2.11: MAIN SENSITIVE CONSERVATION AREAS IN MLM**

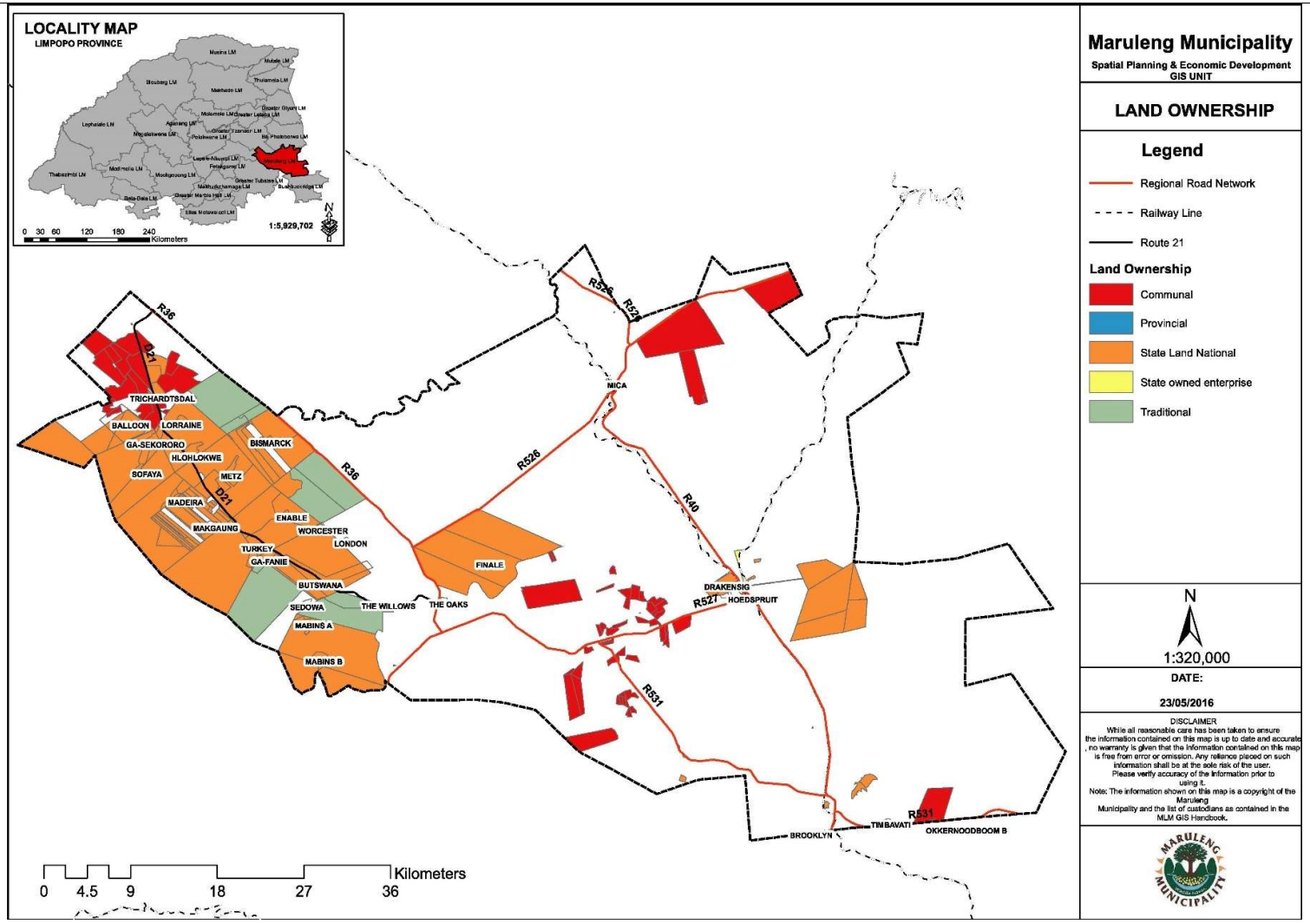



**FIGURE 2.12: LAND OWNERSHIP IN MLM**

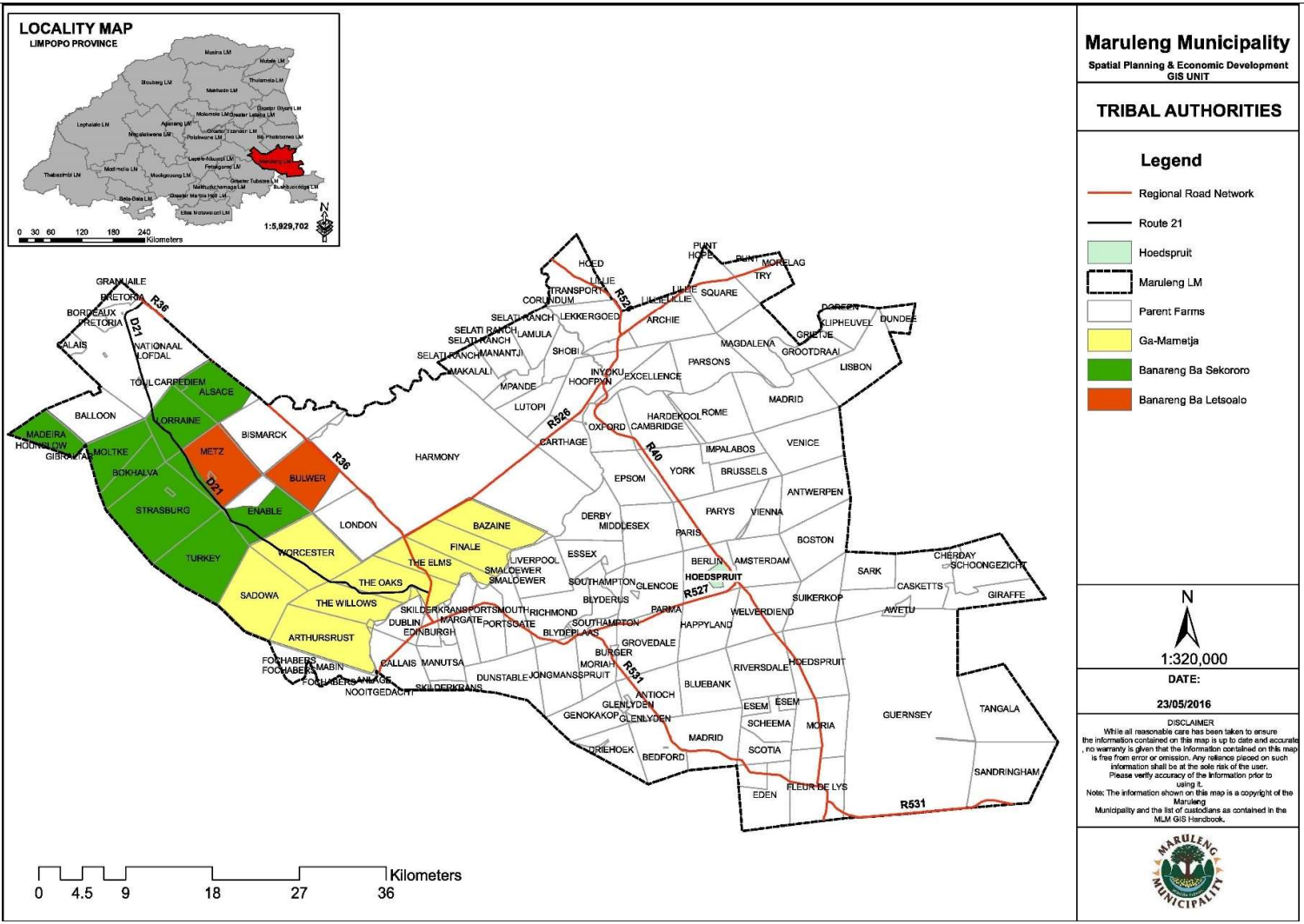



**FIGURE 2.13: KEY TRIBAL AREAS IN MLM**

## 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.

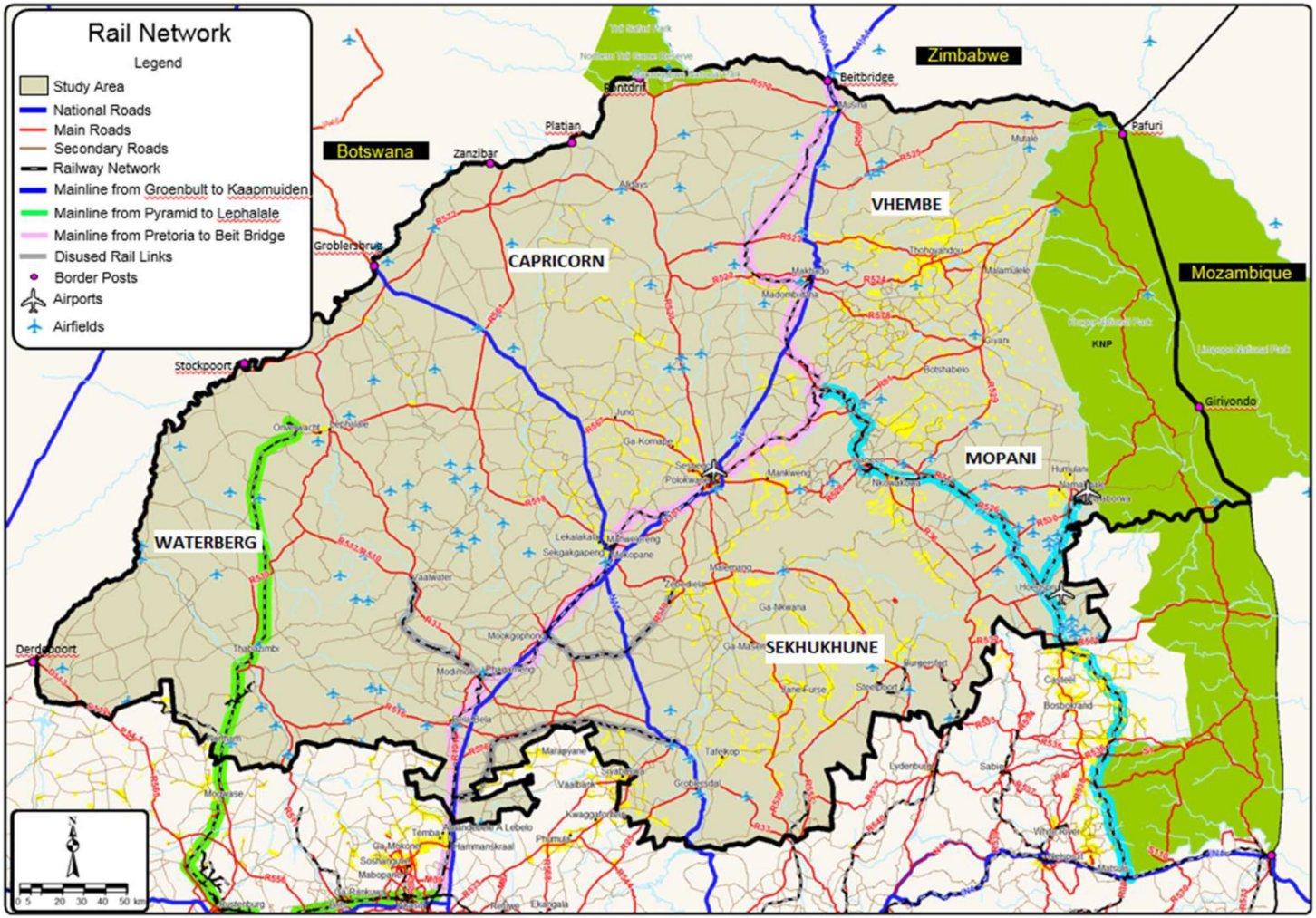



**FIGURE 2.14: RAIL NETWORK IN LIMPOPO PROVINCE**

**Source:** Limpopo Provincial Land Transport Framework 2015 to 2019.

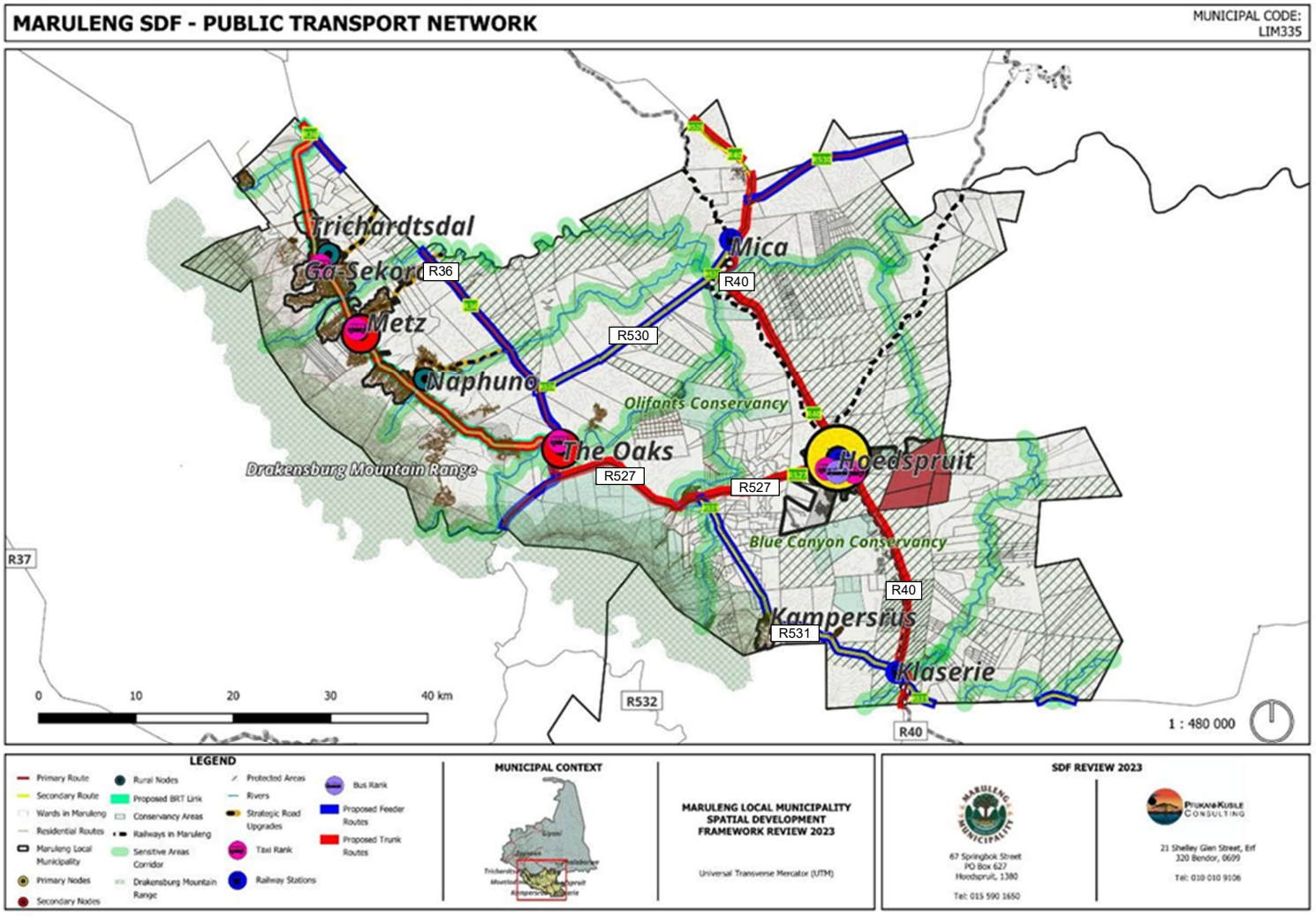



**FIGURE 2.15: MLM PUBLIC TRANSPORT NETWORK (RAILWAY NETWORK AND THE LOCATIONS OF THE STATIONS)**








**FIGURE 2.16A: RAILWAY STATIONS IN MLM AT HOEDSPRUIT**








**FIGURE 2.16B: RAILWAY STATIONS IN MLM AT MICA**

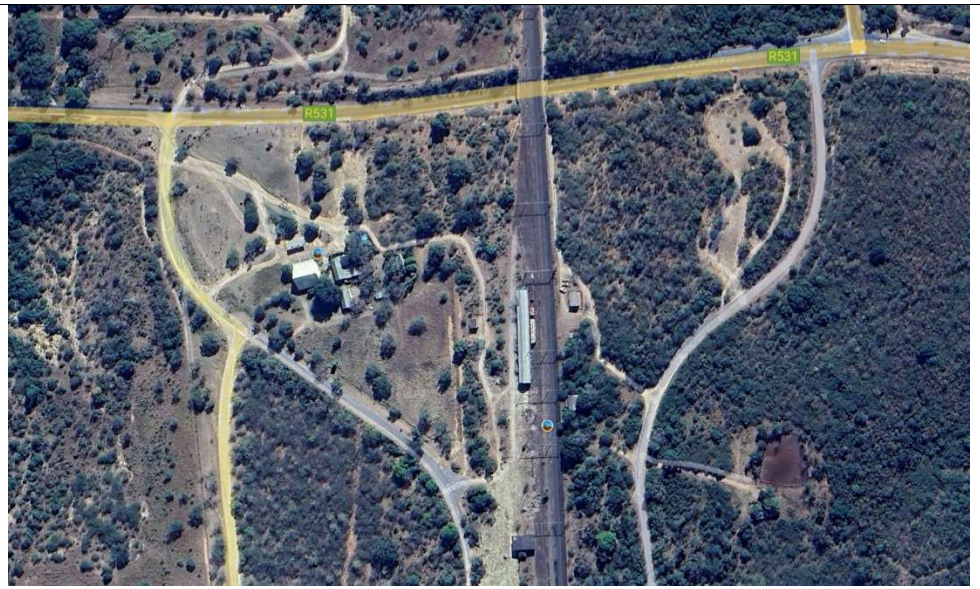







**FIGURE 2.16C: RAILWAY STATIONS IN MLM, KLASERIE**





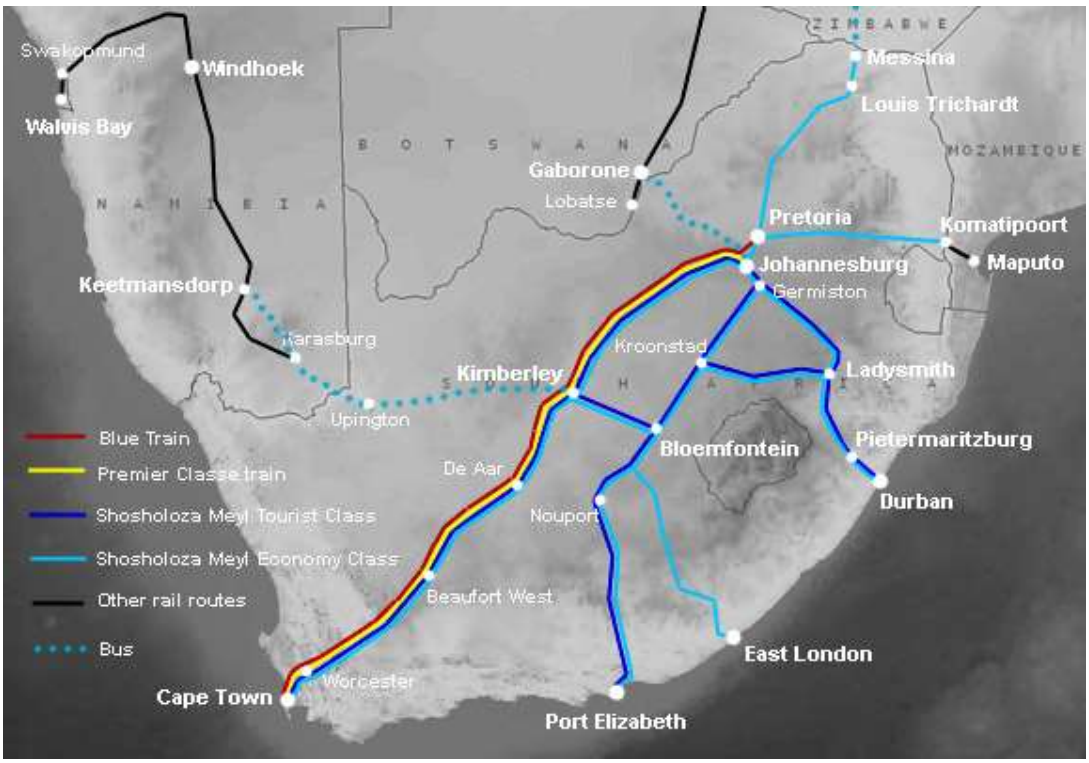




**FIGURE 2.17: SHOSHOLOZA MEYL RELATED INFORMATION**

## 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 |

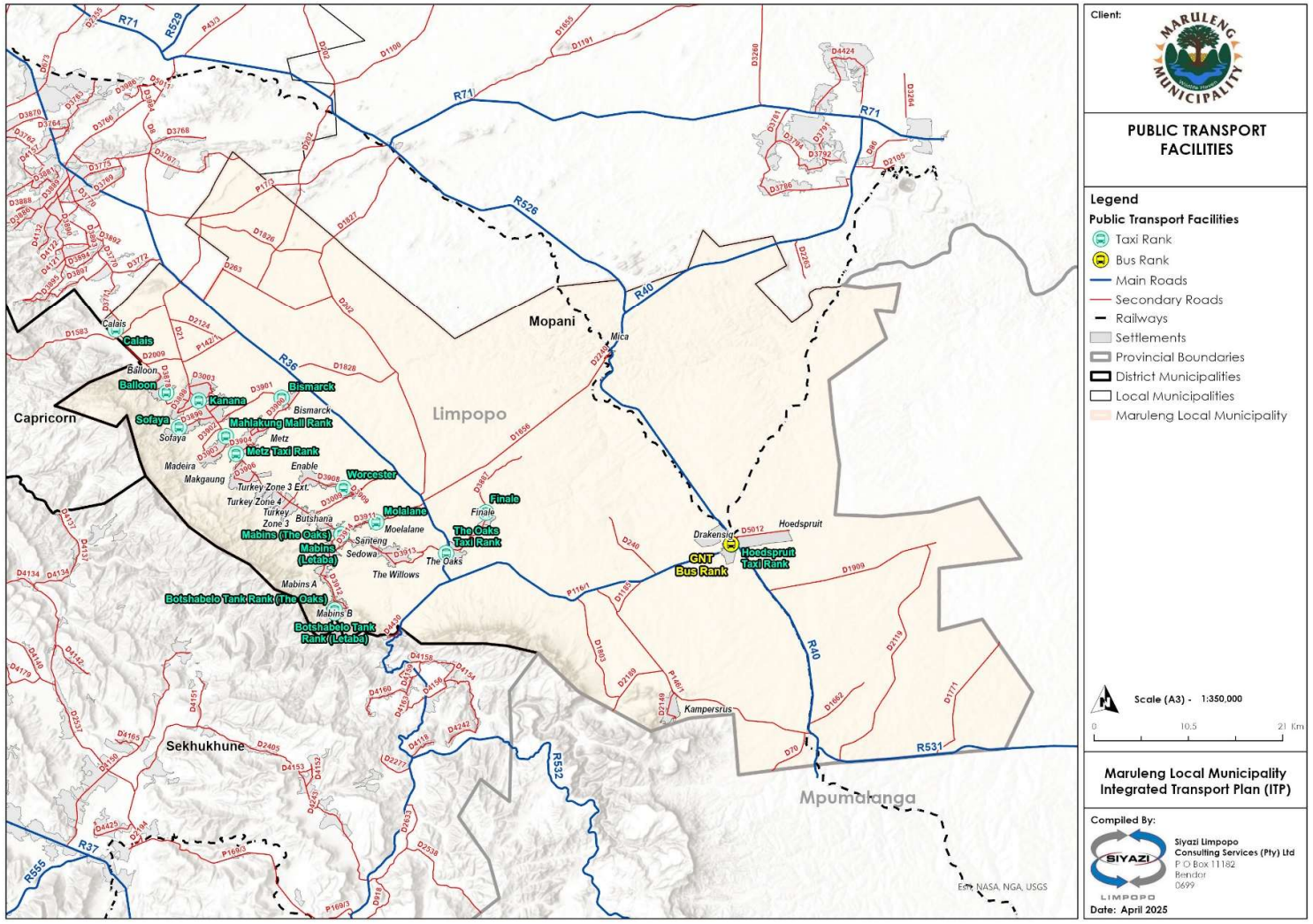



**FIGURE 2.18: BUS AND TAXI FACILITIES LOCATIONS IN MLM**

### 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.

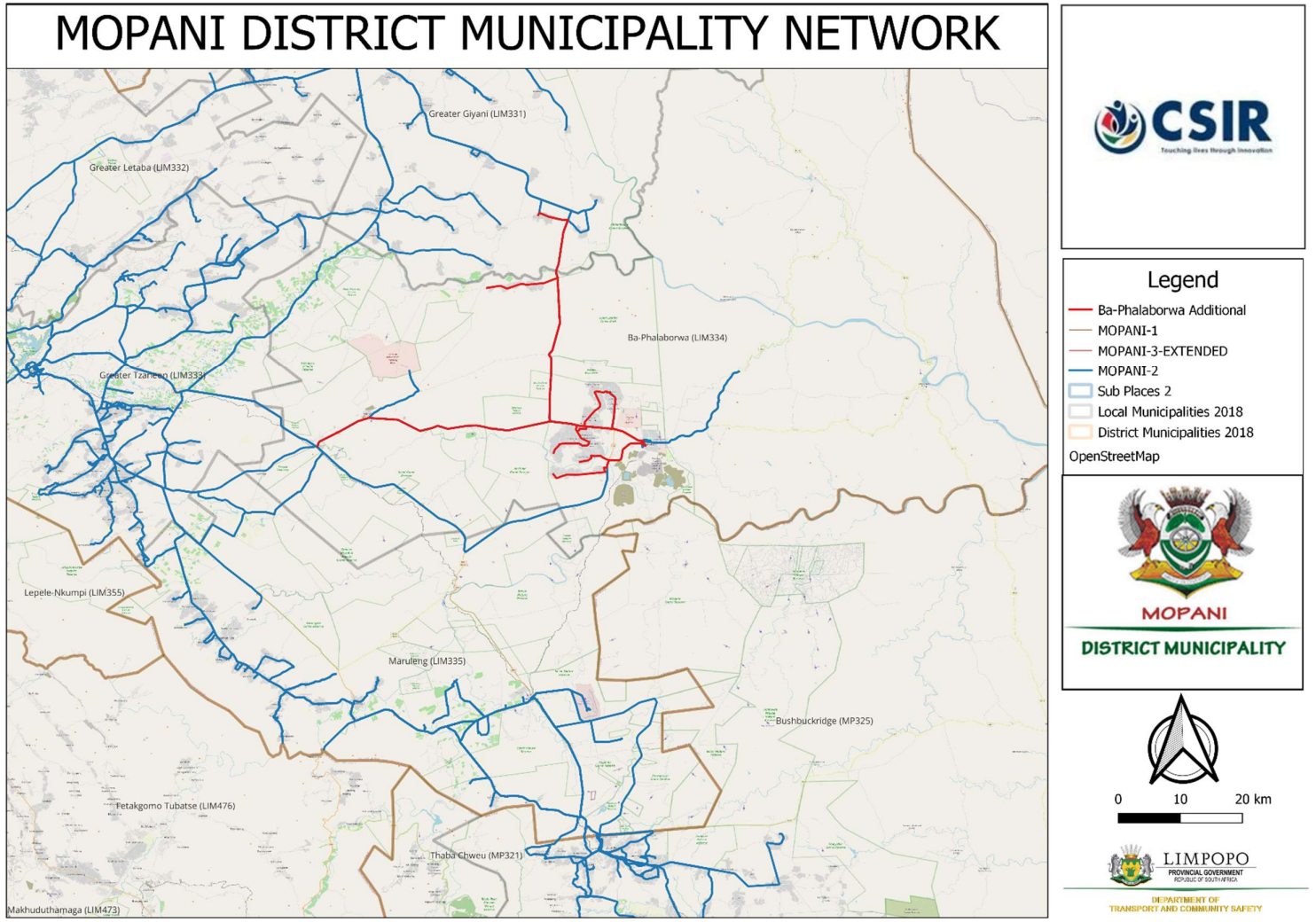



**FIGURE 2.19: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM**

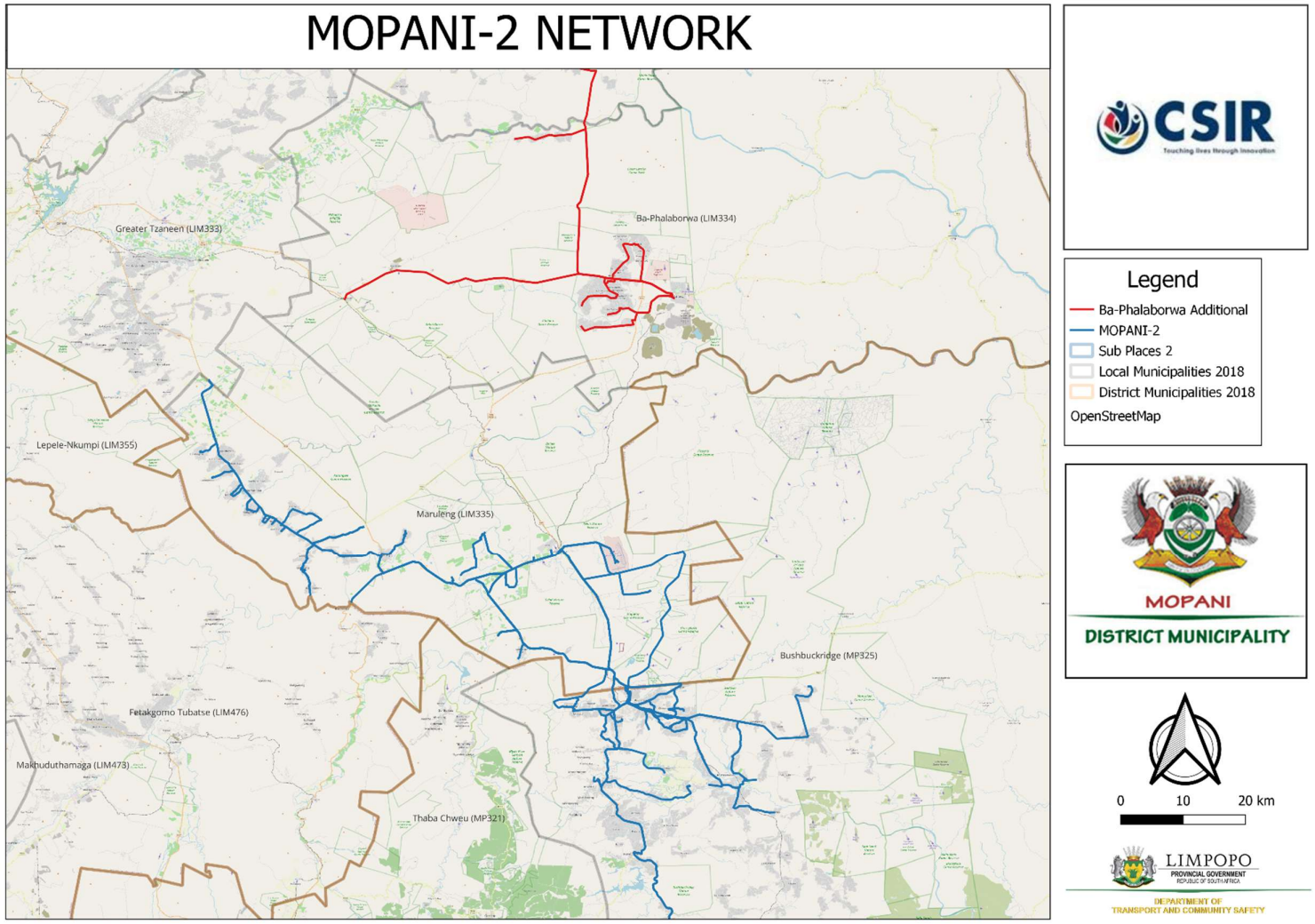



**FIGURE 2.20: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALL WITHIN MLM.**

### 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.

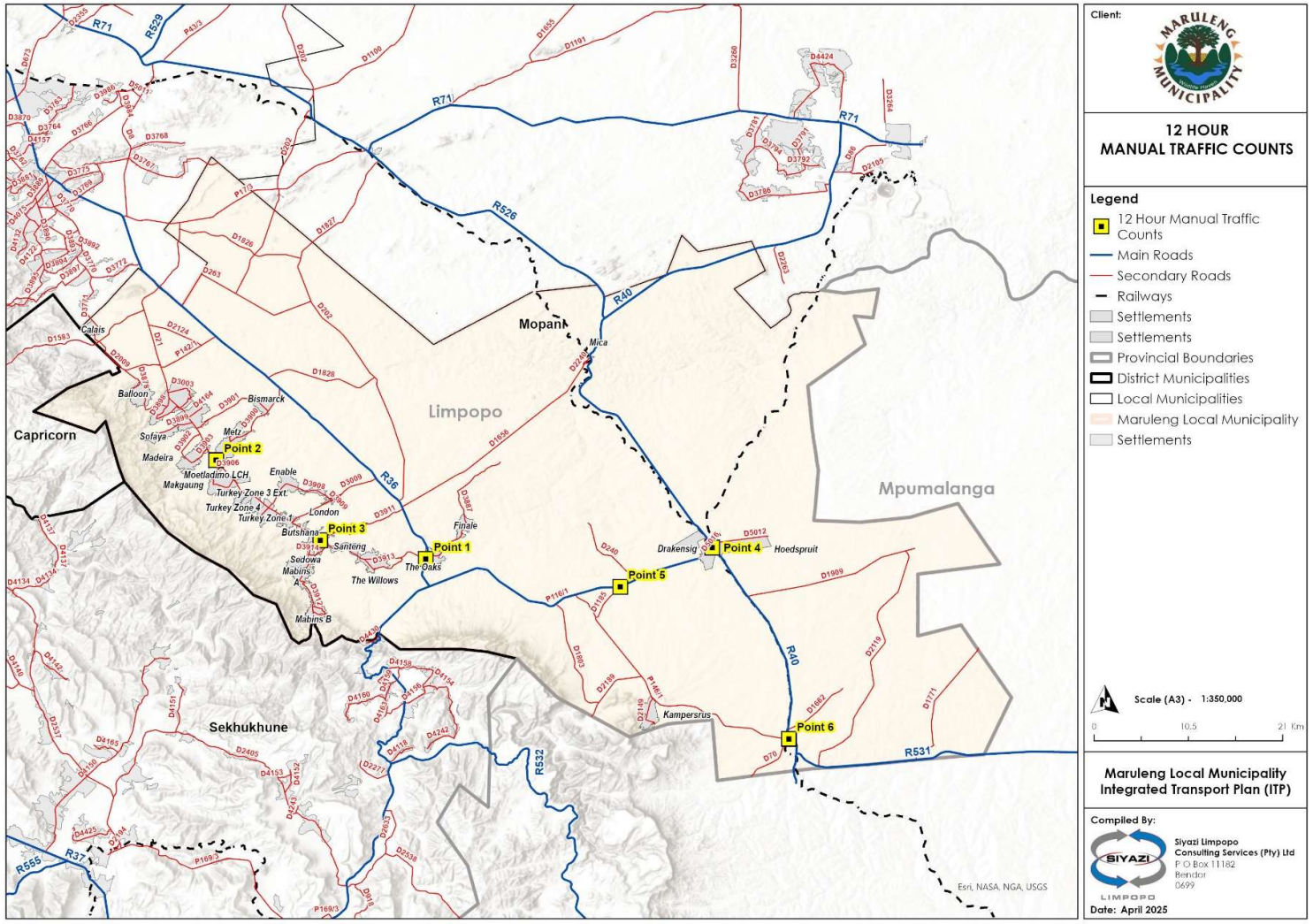



**FIGURE 2.21: LOCATION OF SURVEY POINTS**

### 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.

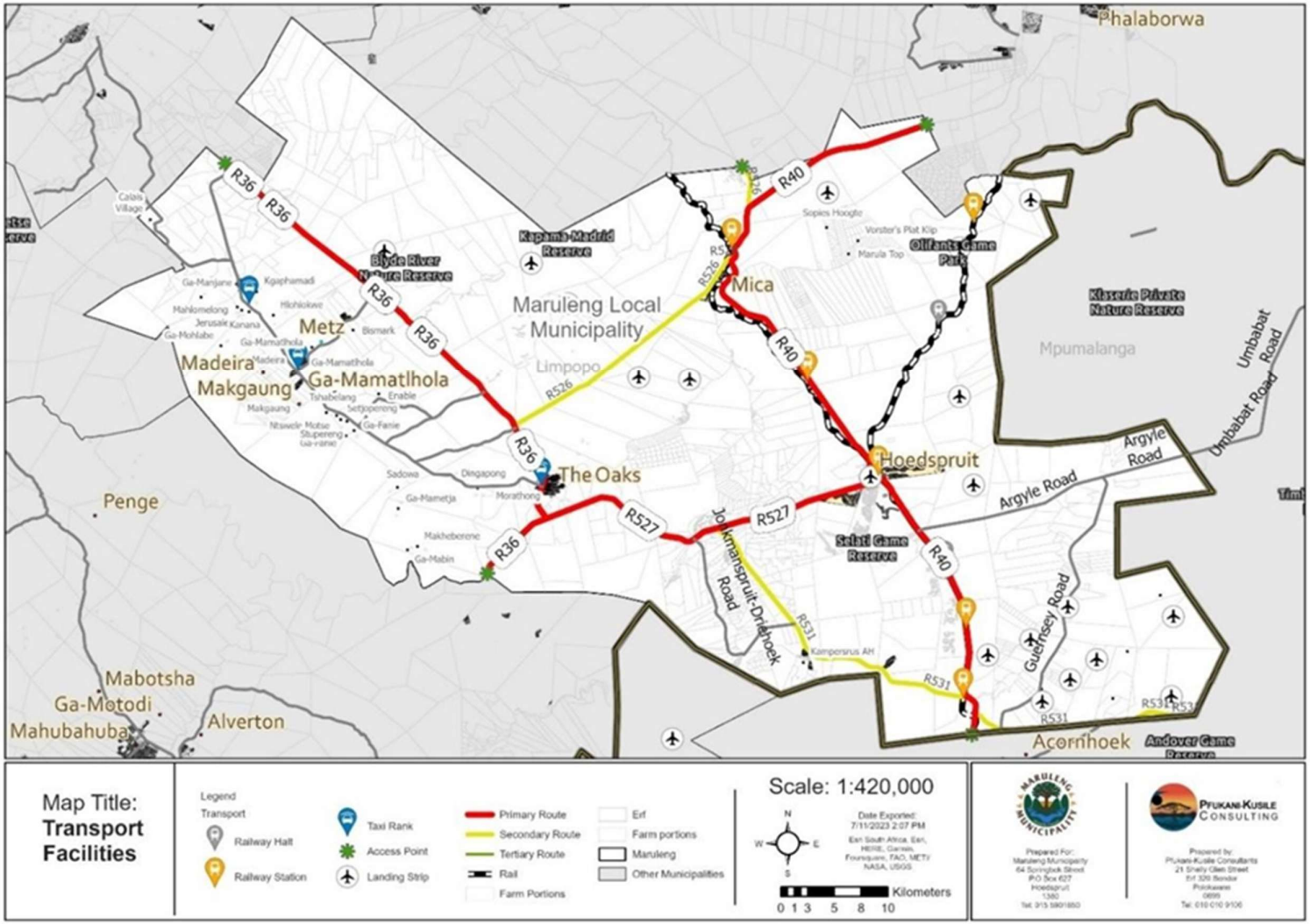



**FIGURE 2.22: TRANSPORT FACILITIES RELATED TO MLM**

| 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.

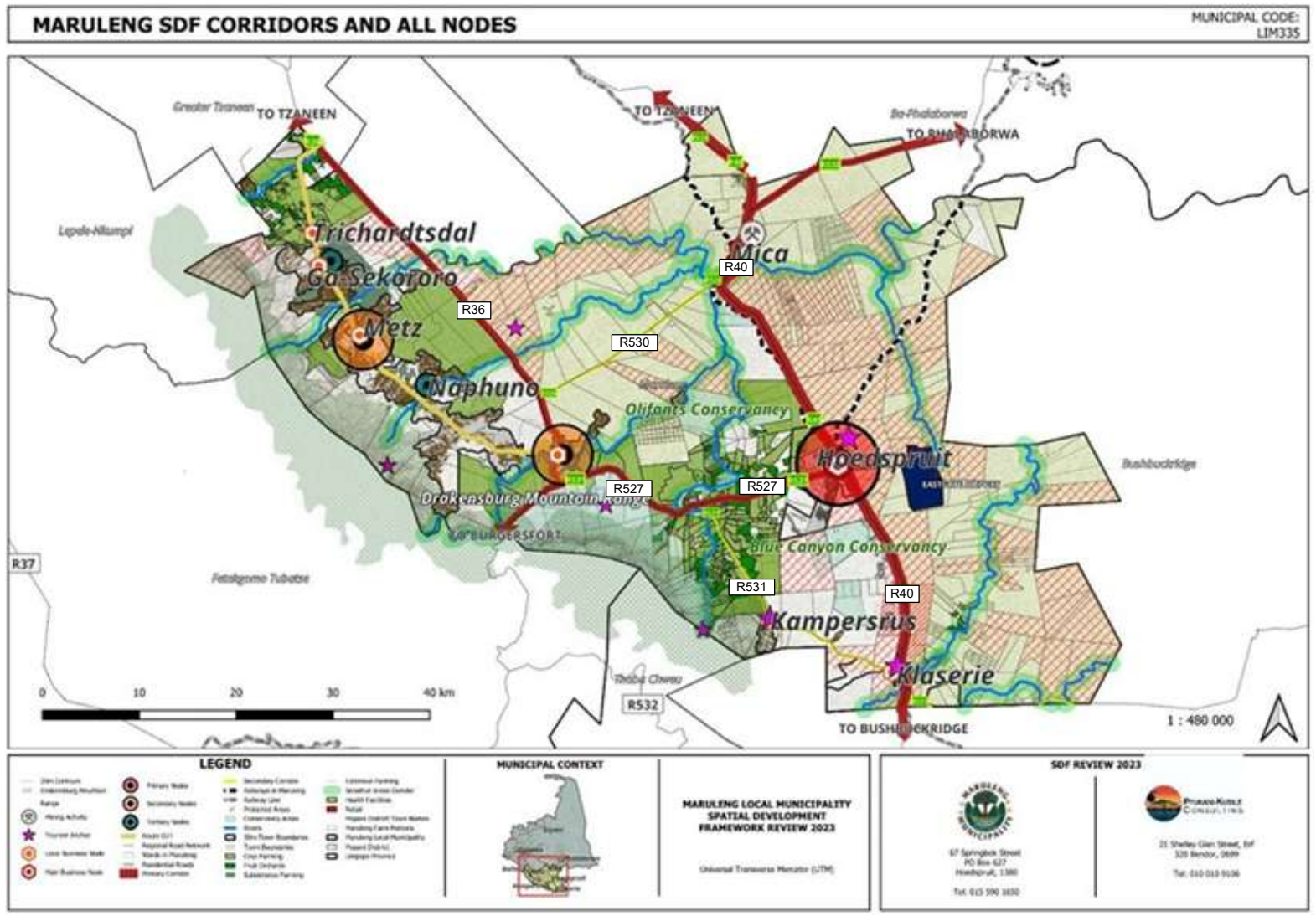



**FIGURE 2.23: IMPORTANT NMT ROUTES IN MLM**

### 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.

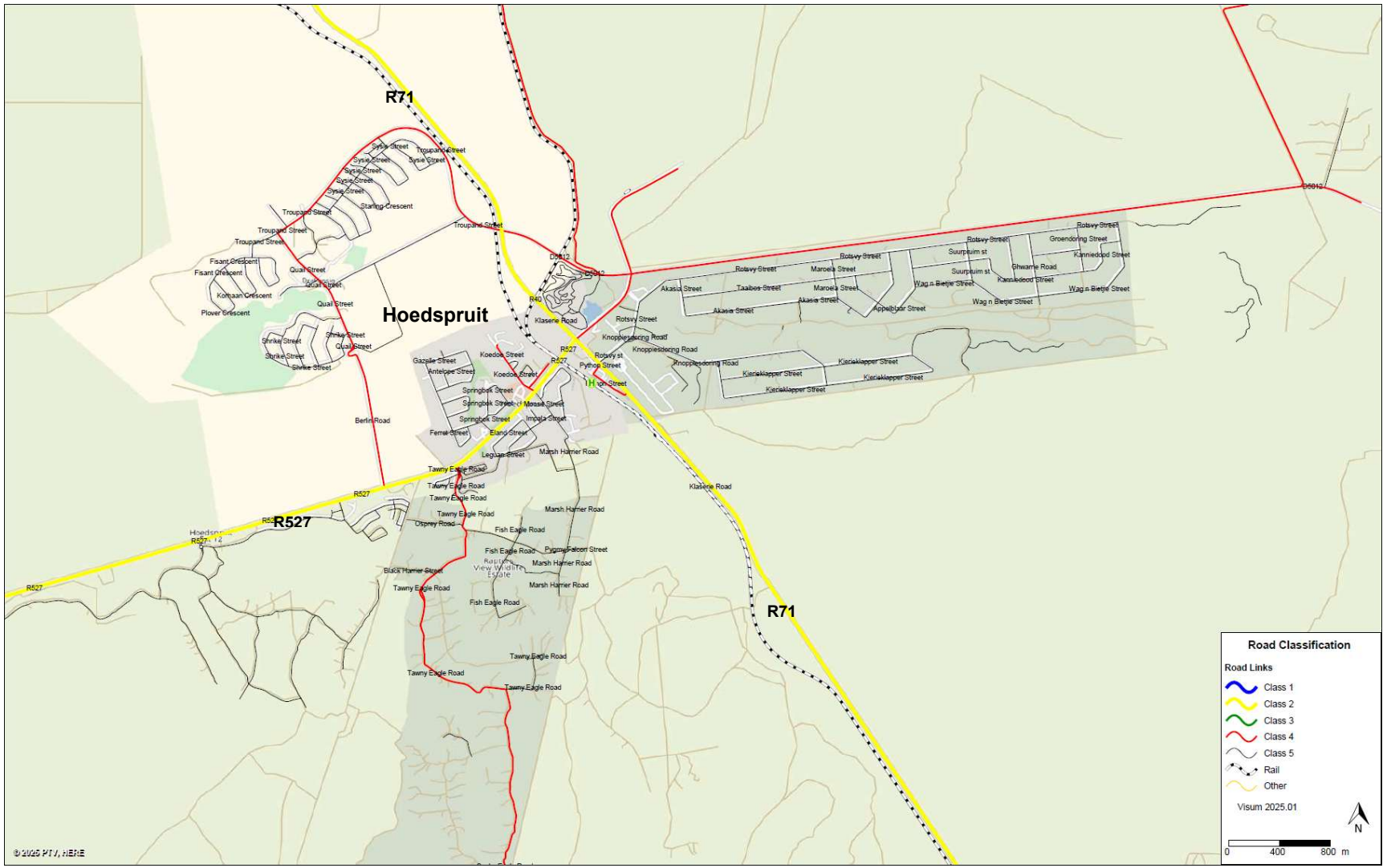



**FIGURE 2.25: ROAD CLASSIFICATION FOR CENTRAL MLM AREA**

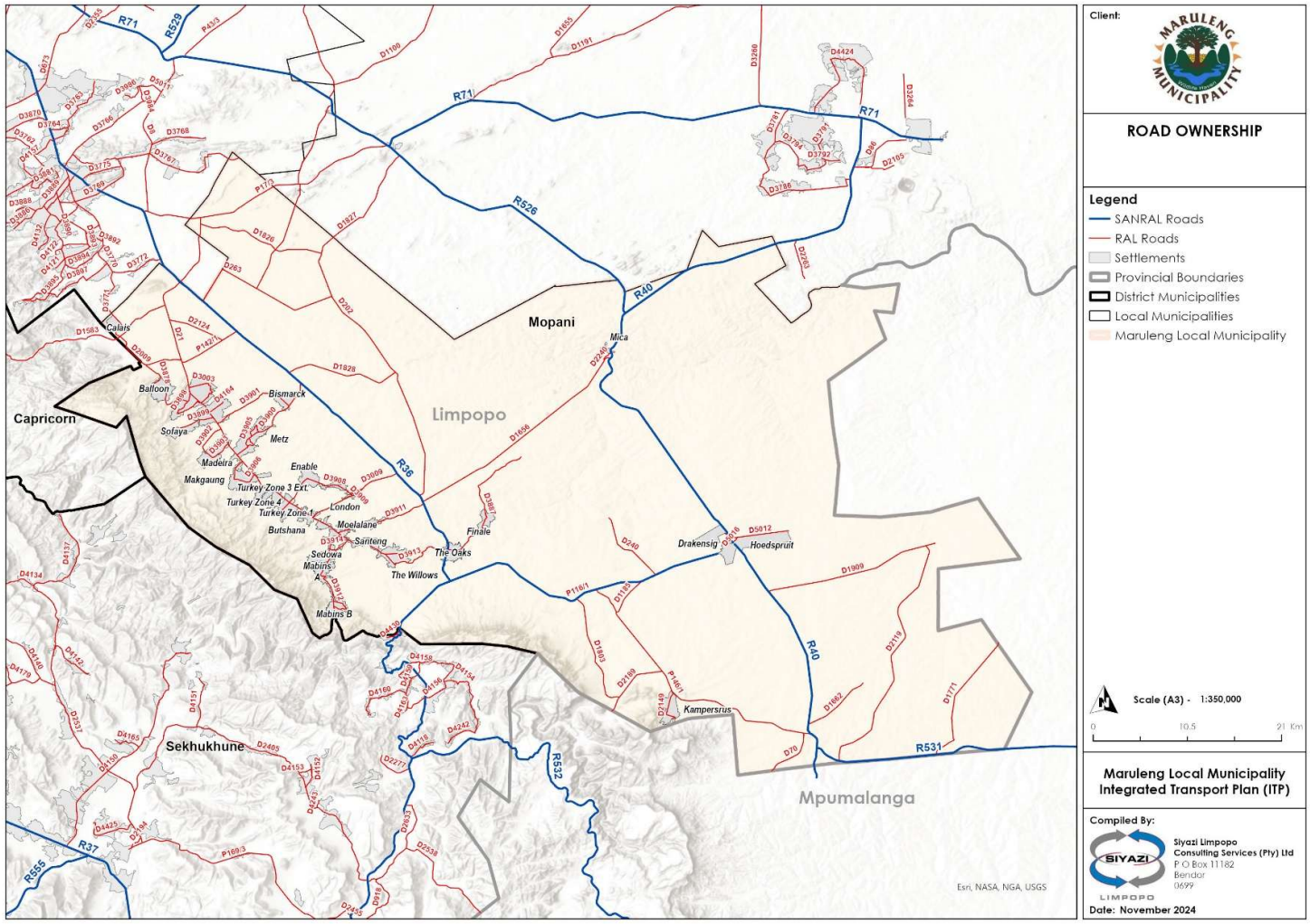



**FIGURE 2.26: ROAD OWNERSHIP FOR MLM AREA**

### 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.

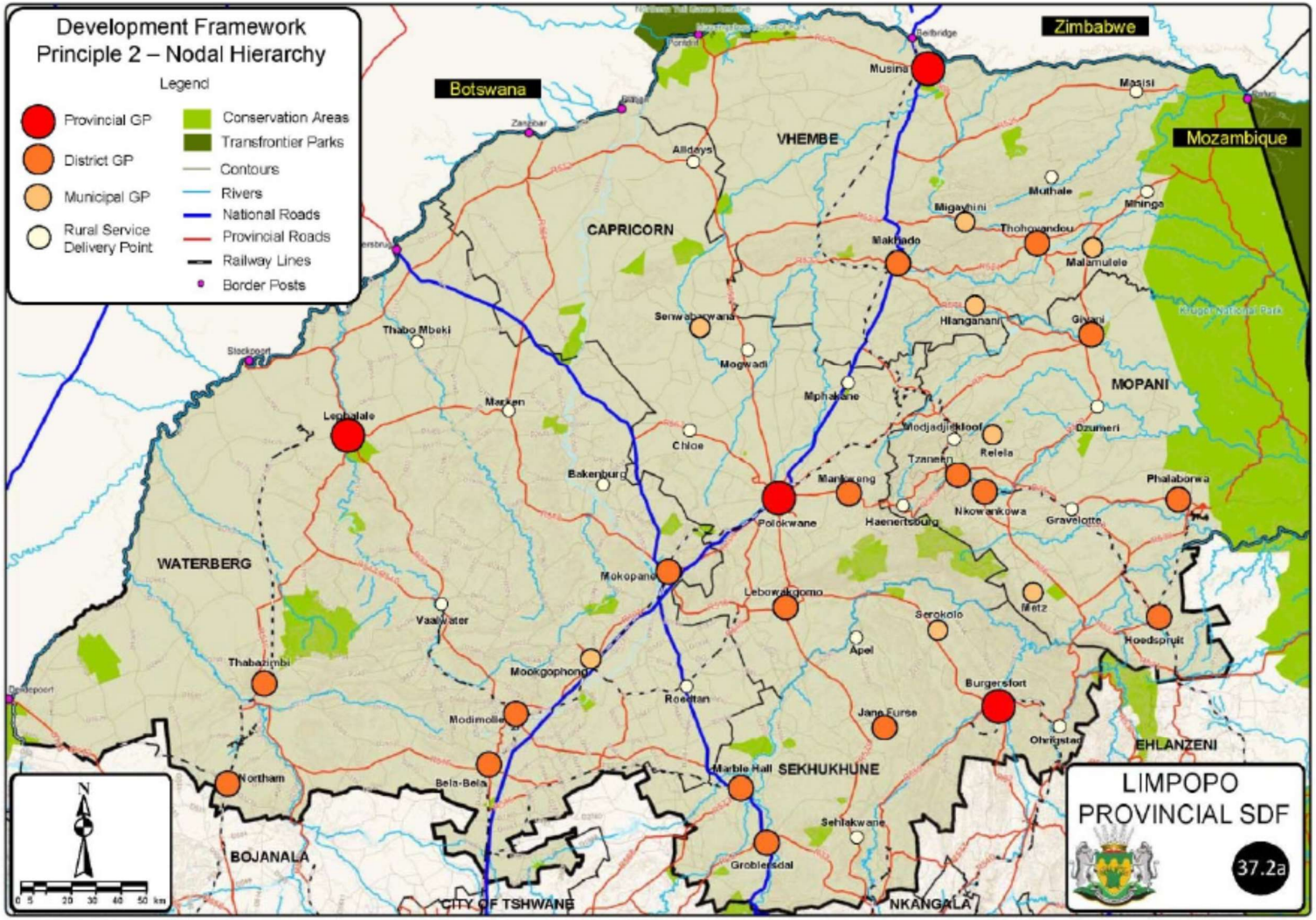



**FIGURE 2.27: LIMPOPO DEVELOPMENT FRAMEWORK – NODAL HIERARCHY**




**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.

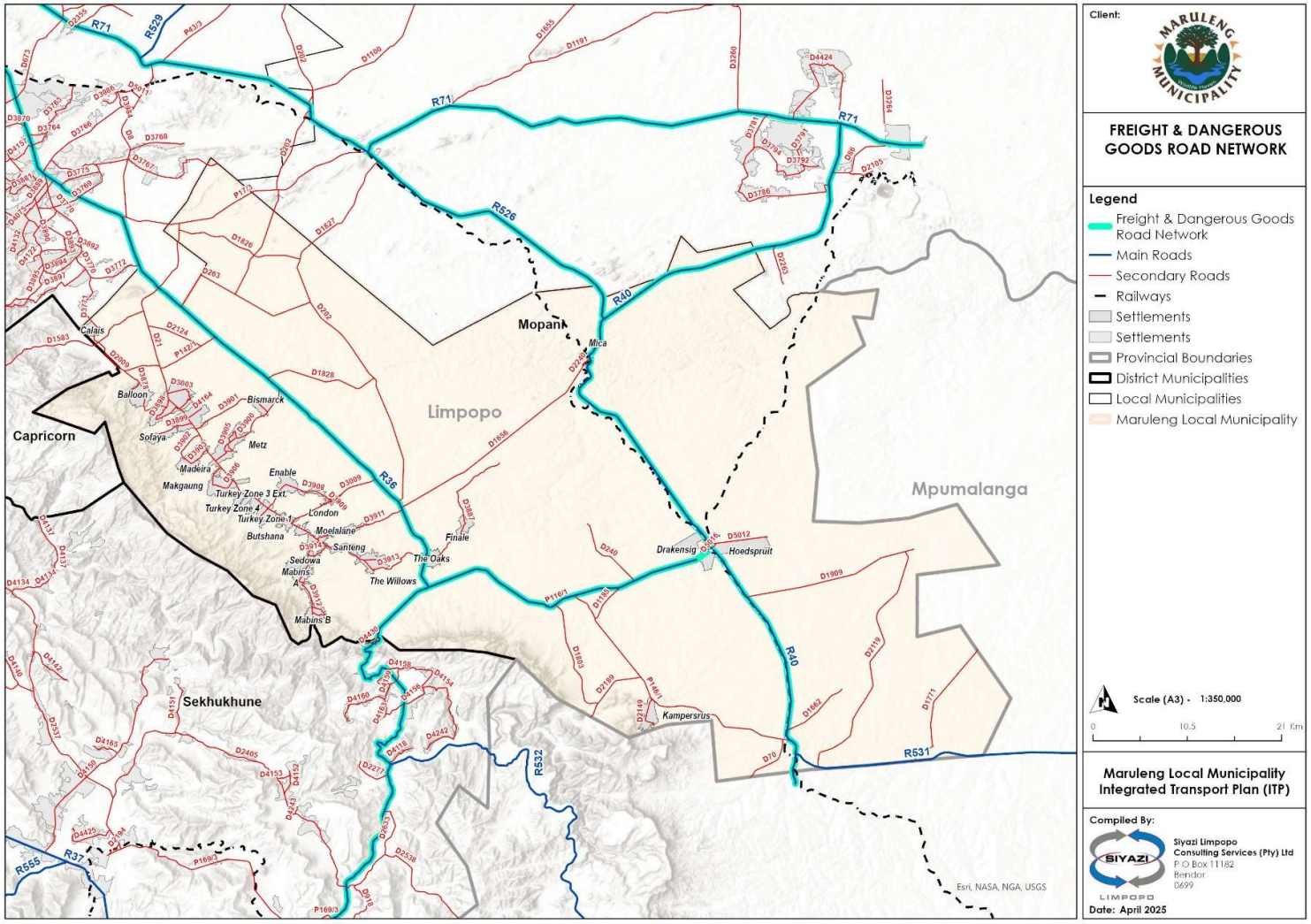



**FIGURE 2.29: CURRENT MLM FREIGHT AND DANGEROUS GOODS ROAD NETWORK**

| 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 |

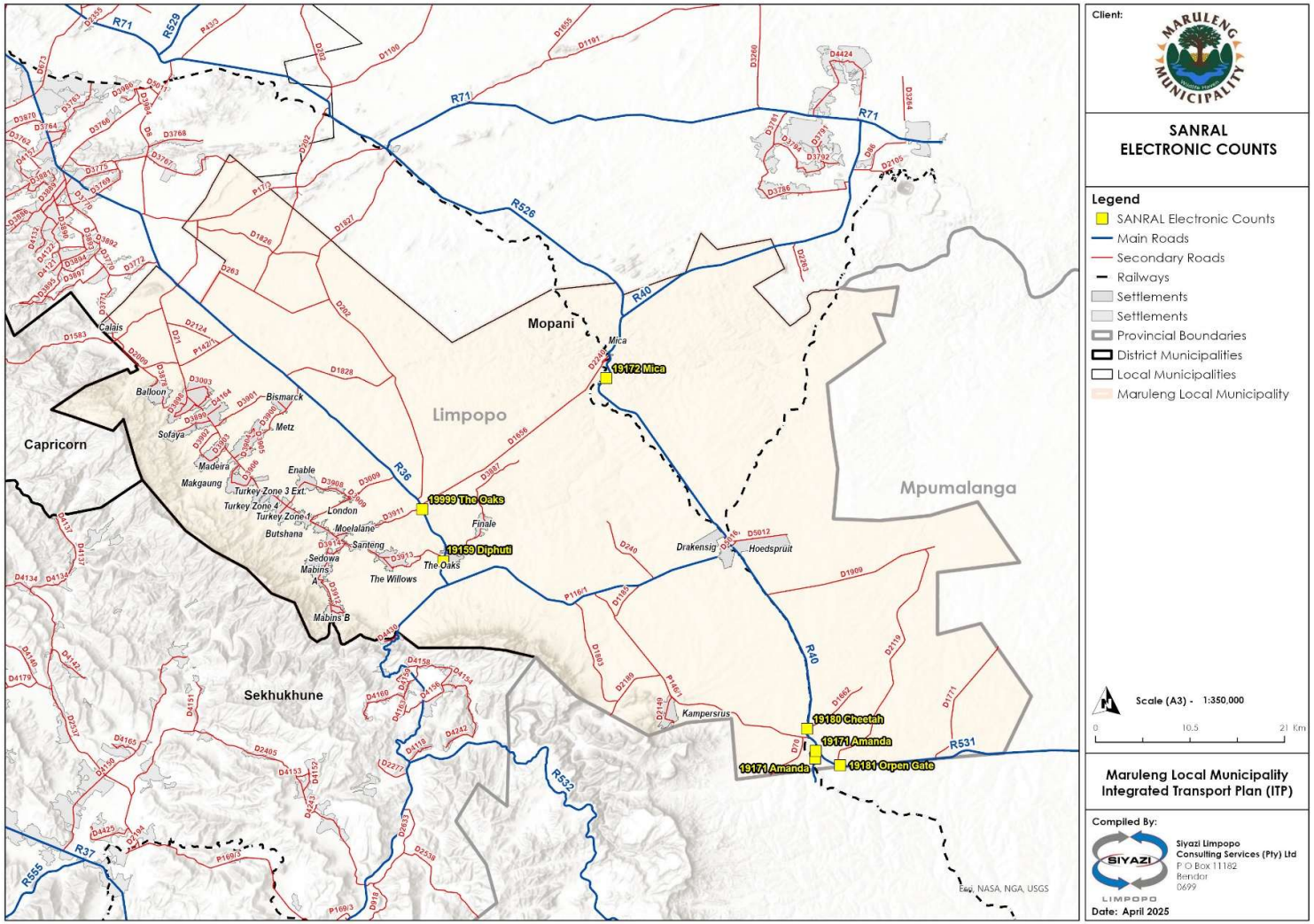



**FIGURE 2.30: LOCALITY OF THE SANRAL COUNTING STATIONS WITHIN THE MLM.**

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. |

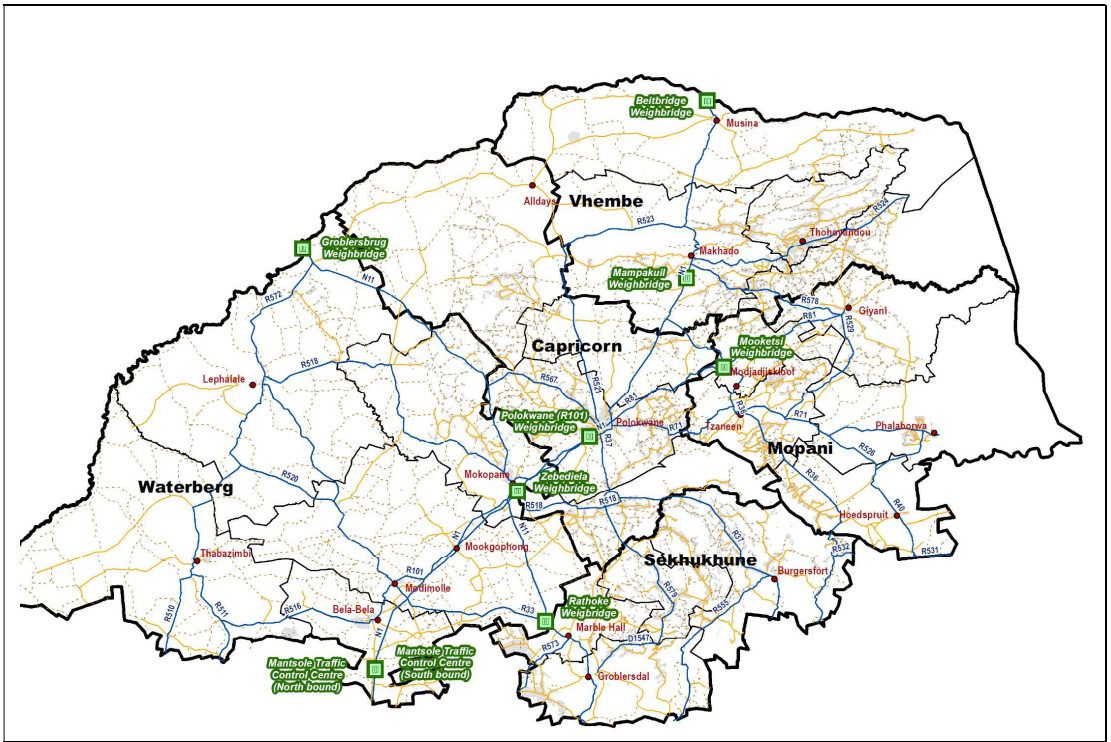



**FIGURE 2.32: LOCALITY OF WEIGHBRIDGES FOR LIMPOPO PROVINCE**

### 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.).