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 4

TRANSPORT IMPROVEMENT PROPOSALS



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4 TRANSPORT IMPROVEMENT PROPOSALS

The subsequent sections of this Chapter will elaborate on:

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

4.1 SPATIAL DEVELOPMENT OBJECTIVES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

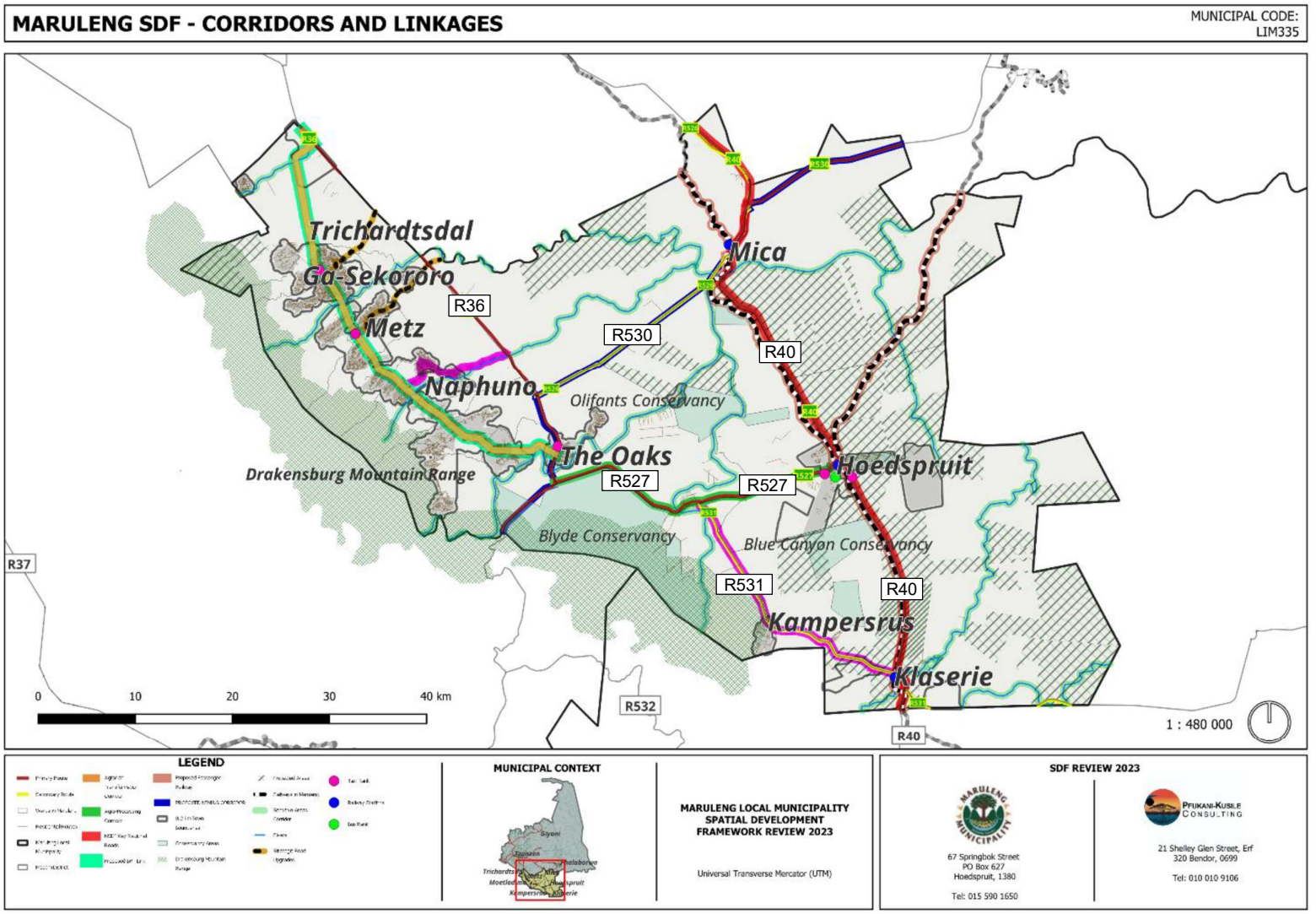


FIGURE 4.1: CORRIDOR DEVELOPMENT AND CONNECTIVITY. (MAP66)

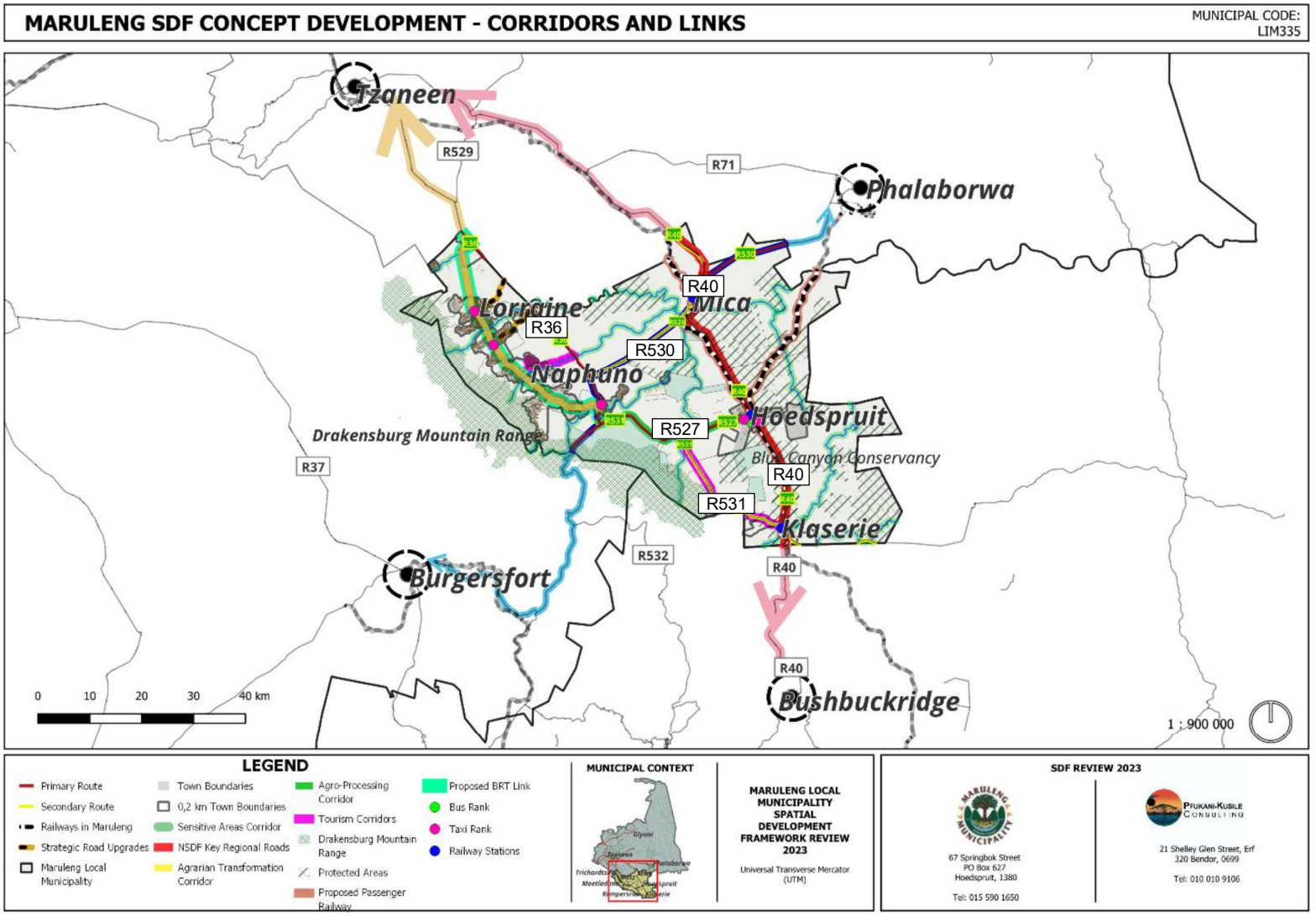


FIGURE 4.2: CORRIDOR DEVELOPMENT AND CONNECTIVITY AT THE DISTRICT SCALE (MAP 67)

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

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

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

Amongst other the following disciplines are relevant:

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

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

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

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

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

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

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

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

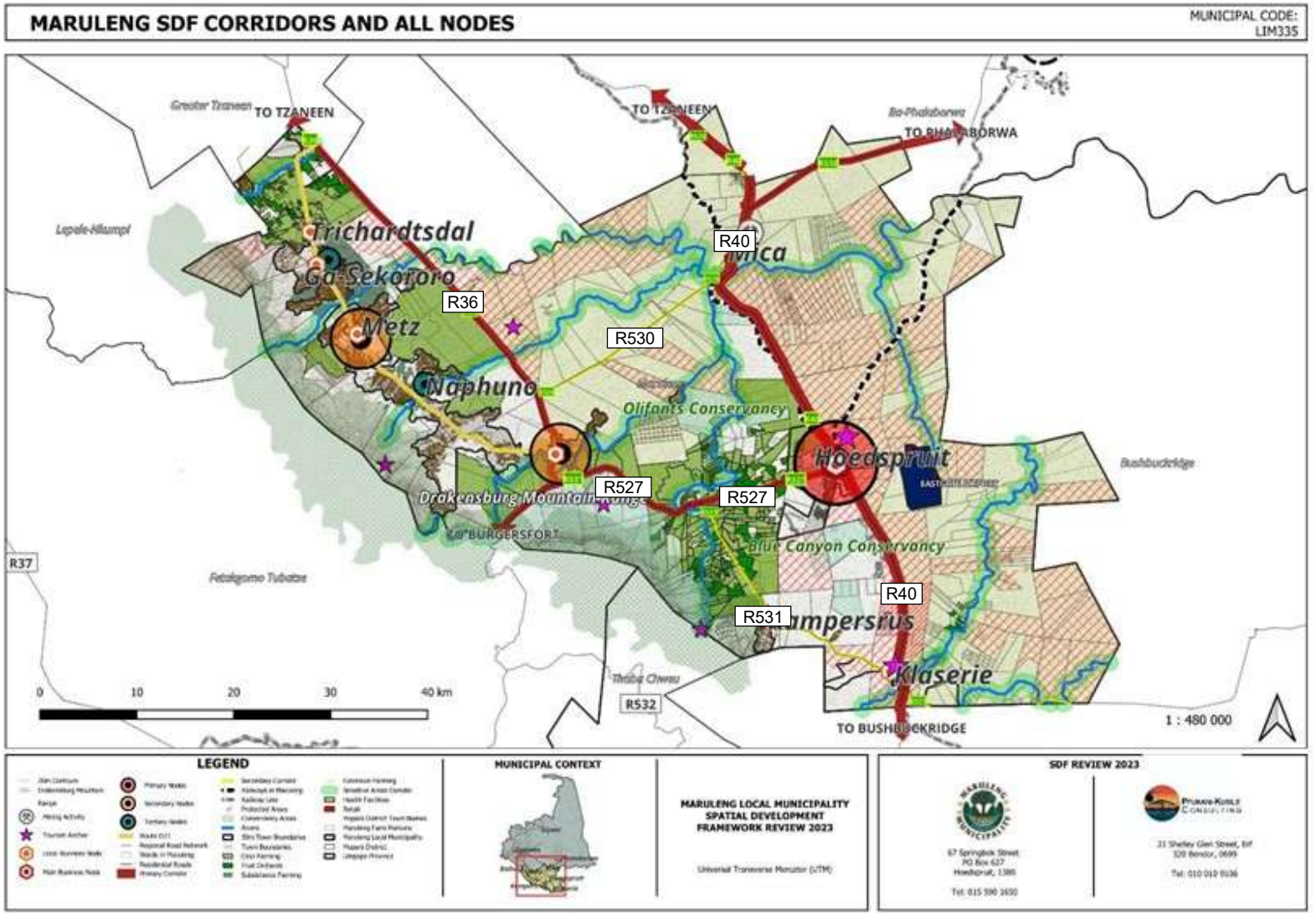


FIGURE 4.3: FUNCTIONAL NODAL HIERARCHY. (MAP 68)

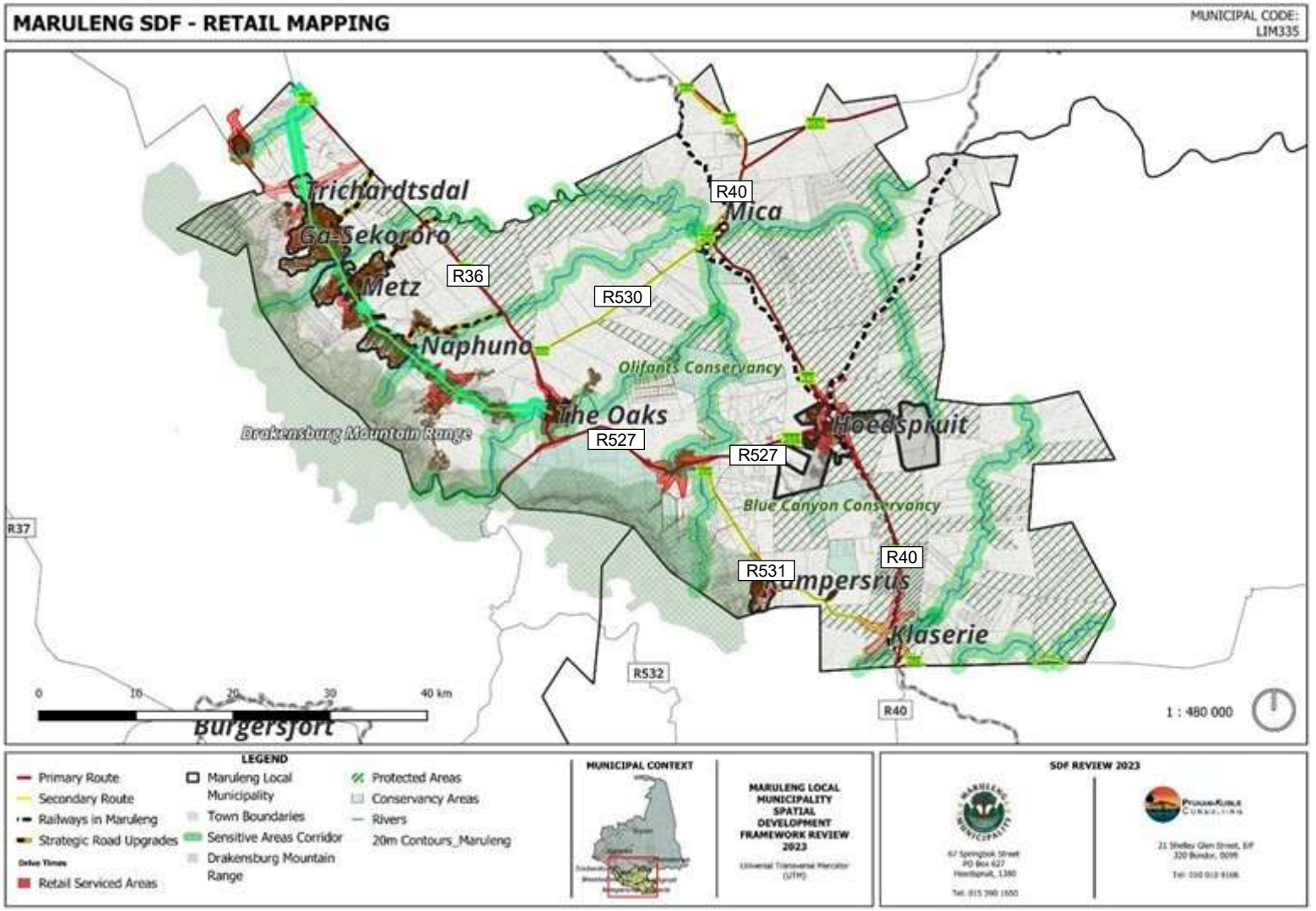


FIGURE 4.4: RETAIL NODAL AREAS (MAP 69)

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

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

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

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

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

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

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

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

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

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

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

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

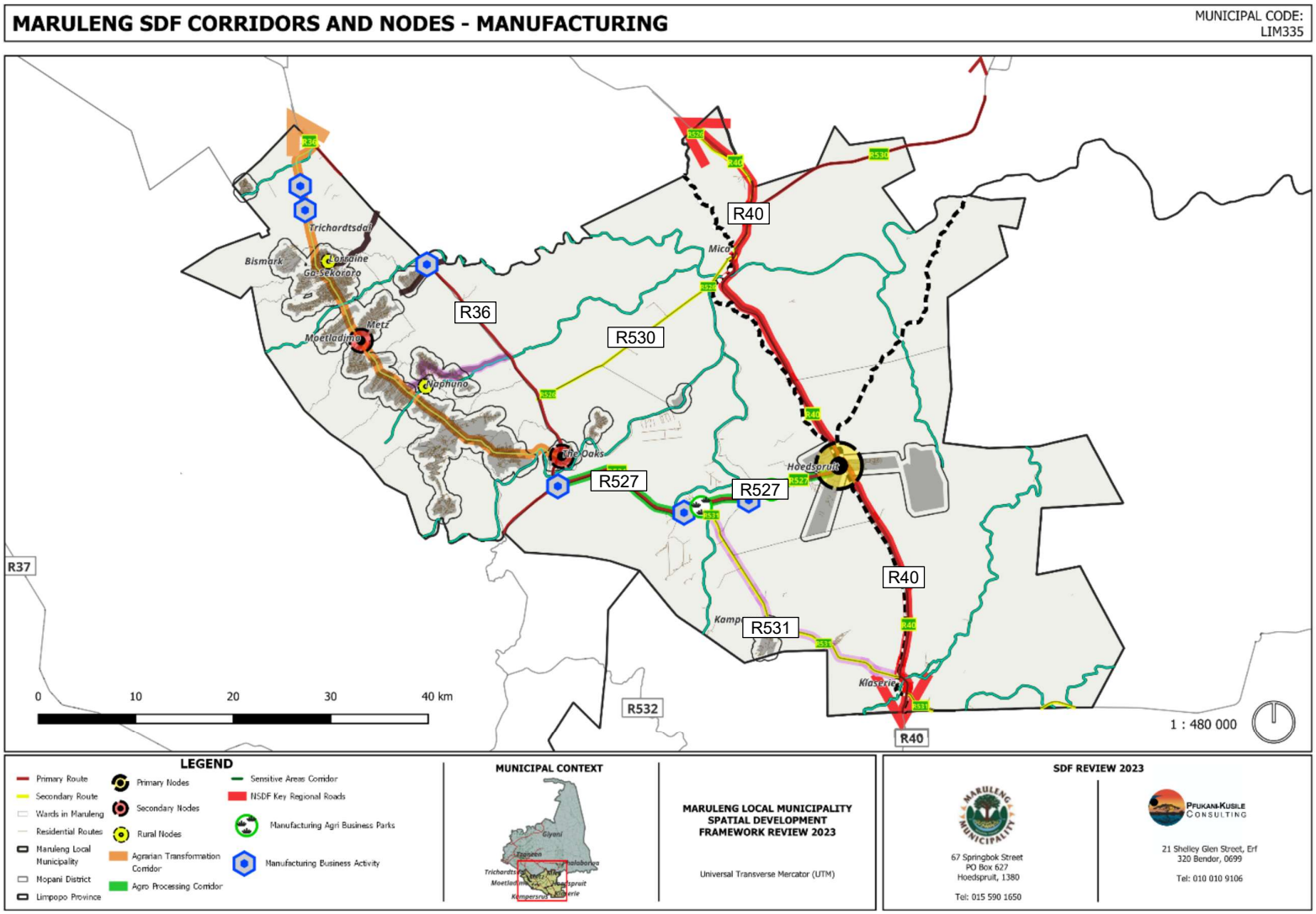


FIGURE 4.5: AGRO-INDUSTRIES AND MANUFACTURING. (MAP 73)

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

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

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

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

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

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

Figure 4.6 provides an illustration of tourism in MLM.

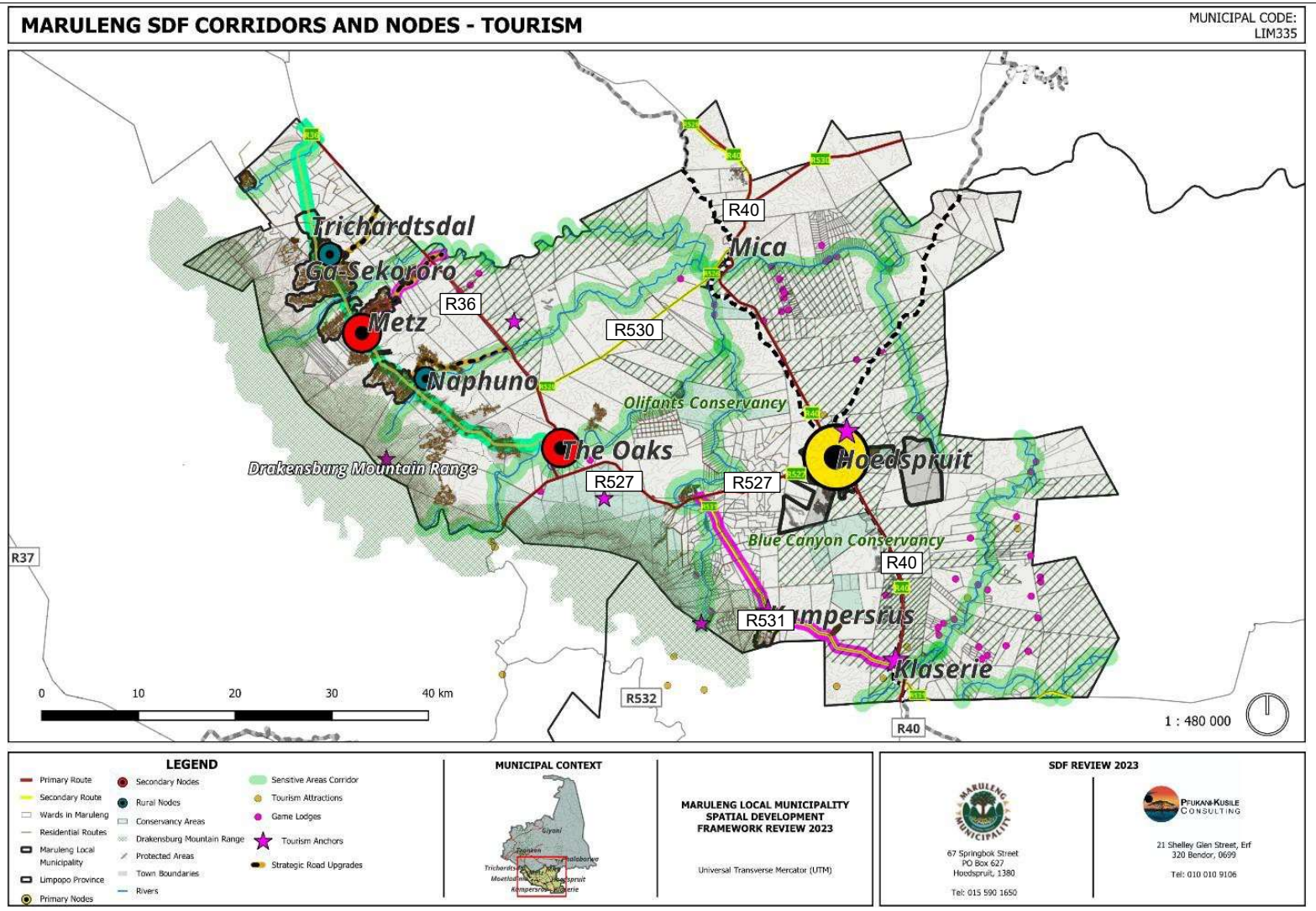


FIGURE 4.6: TOURISM (MAP74).

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

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

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

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

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

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

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

Important Design Considerations Related to NMT and Public Transport:

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

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

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



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

The following are relevant from a traffic engineering perspective:

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

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

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

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

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

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

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

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

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