LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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

CHAPTER 6

OVERVIEW OF PUBLIC TRANSPORT PLAN

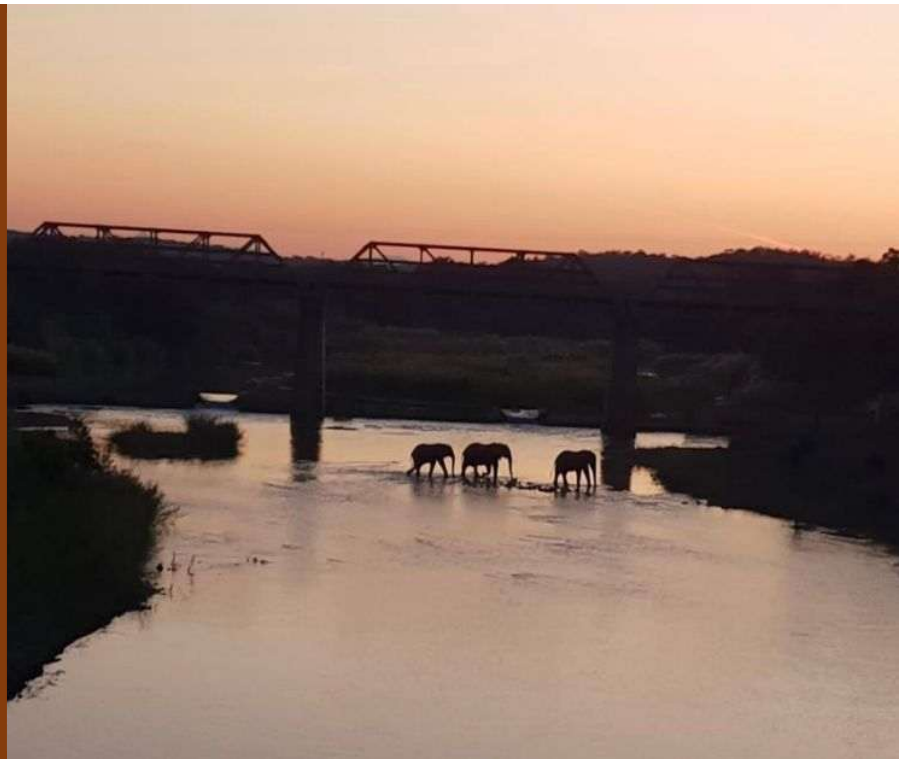


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6 OVERVIEW OF PUBLIC TRANSPORT PLAN

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

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

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

The PTP comprises of six parts:

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

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

6.1 Part 1: Policies and strategies

6.1.1 Future Development of the Public Transport System in Practical Terms

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

6.1.2 Policy in Relation to Packaging of Contracts.

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

6.1.3 Extent of Subsidies and Cross Cost Contracts

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

6.1.4 Disposal of Operating Licenses

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

6.1.5 Regulation of Non-regular Modes of Transport

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

6.1.6 Public Transport Fleet Policy

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

6.1.7 Network of Contracted and Non-contracted Services

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

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

6.1.8 Integrated Transport Services

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

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

6.1.9 Optimisation of Financial Support

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

6.2 Overall Network Design

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

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

6.2.1 Overall Network Design, Preferred Modes of Transport

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

See Section 6.2.4 concerning the rationalisation of buses.

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

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

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

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

6.2.3 Planned Sequence of Network Implementation

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

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

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

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

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

6.3 Commuter Rail Plan

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

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

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

6.4 Contracted Services Plan

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

The following may be done:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

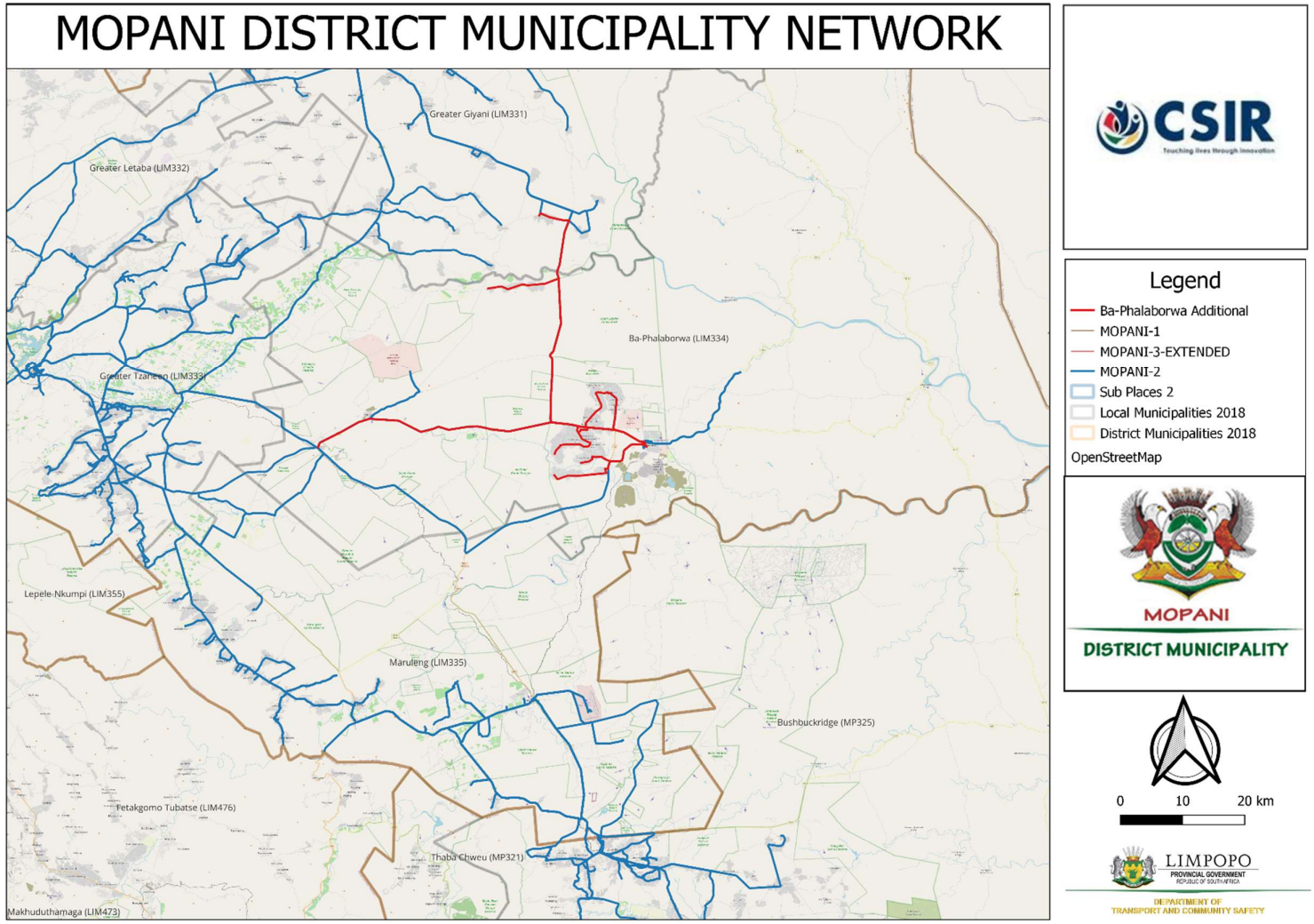


FIGURE 6.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

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

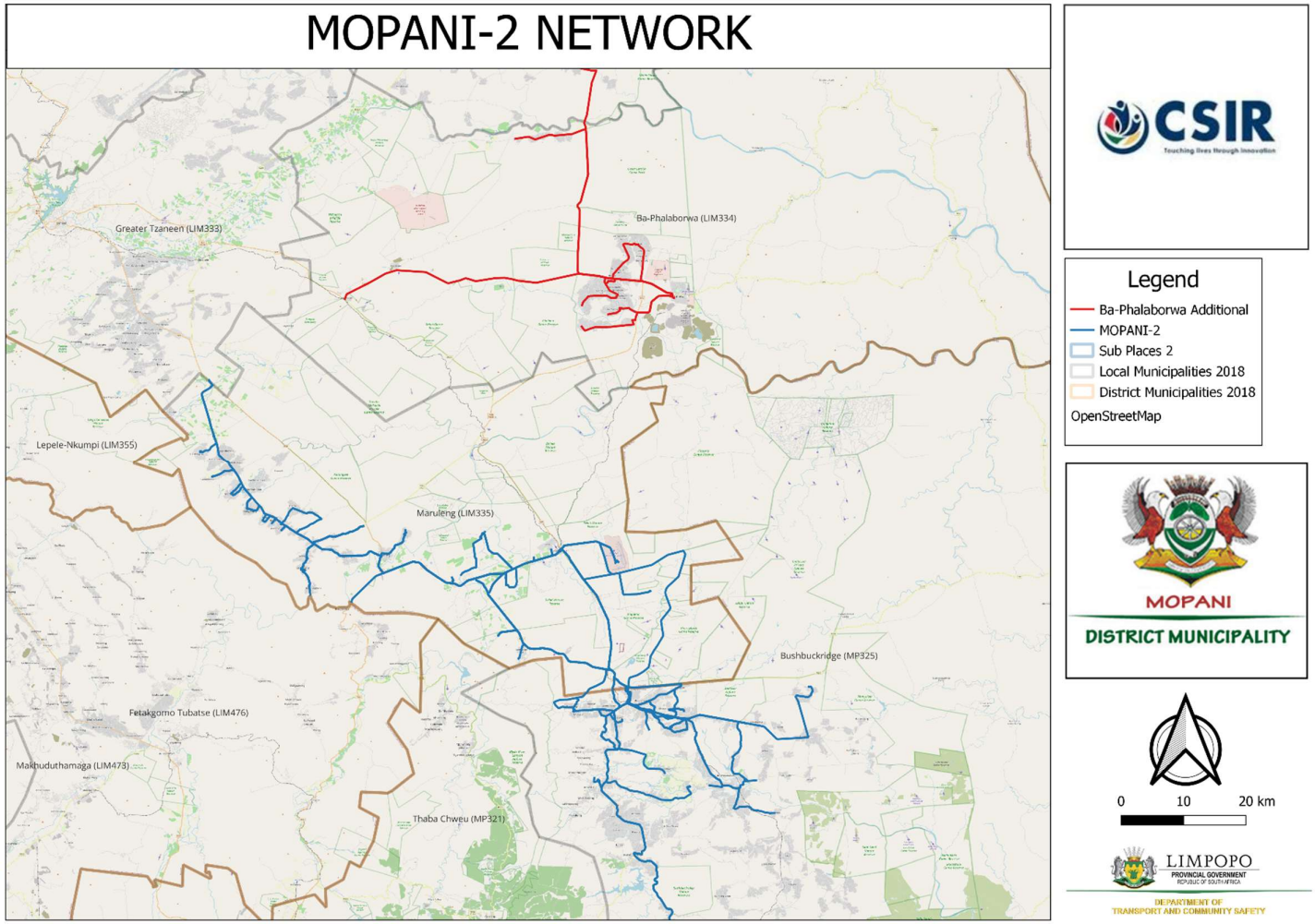


FIGURE 6.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

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

6.5 Non-contracted Services Plan

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

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

6.6 Operating Licences Plan (OLP)

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

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

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

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

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

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

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

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

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

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

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

TABLE 6.2: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES

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

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

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

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

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