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Presented by:  
Siyazi Limpopo  
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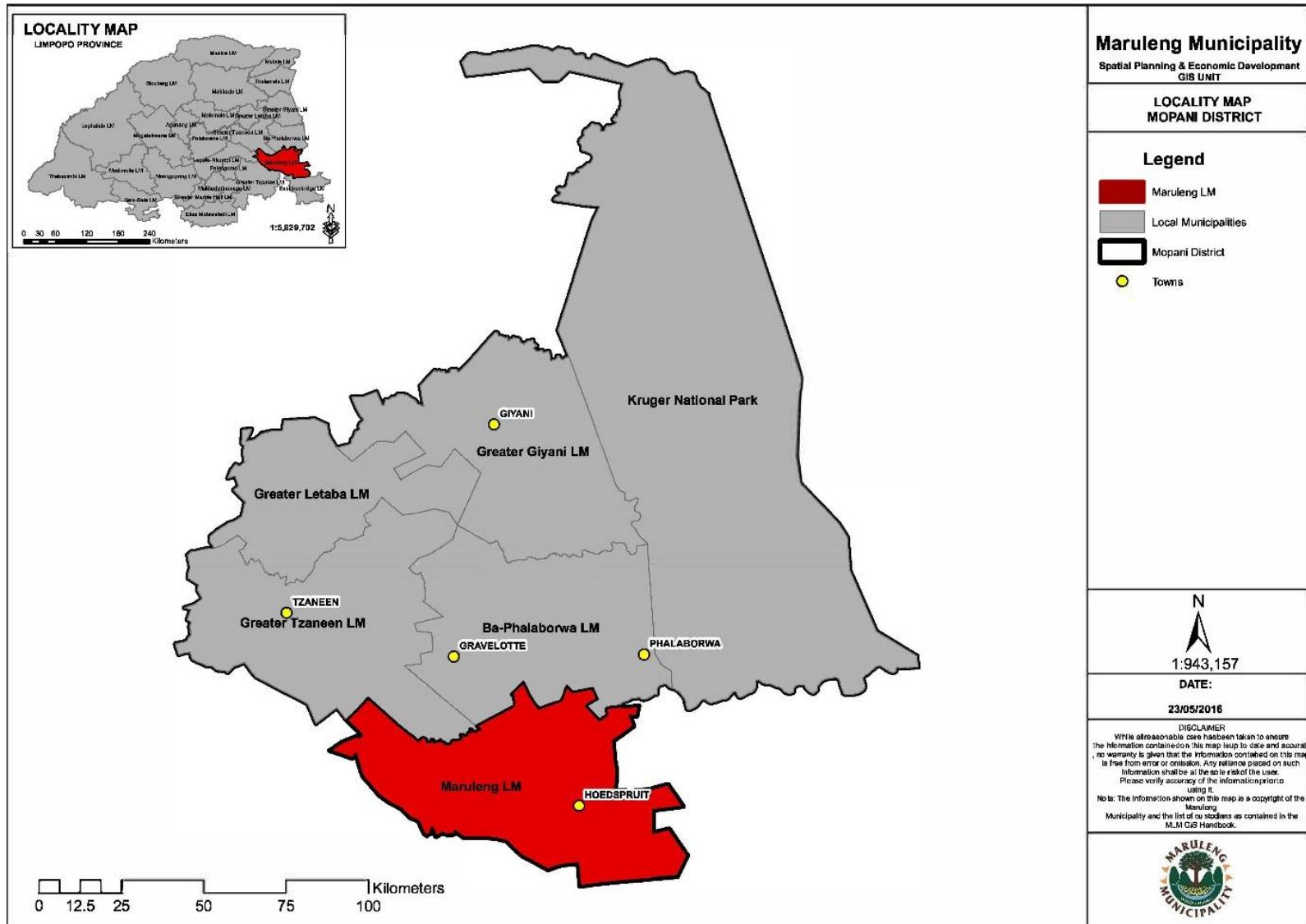
Presented to:  
Maruleng Local  
Municipality



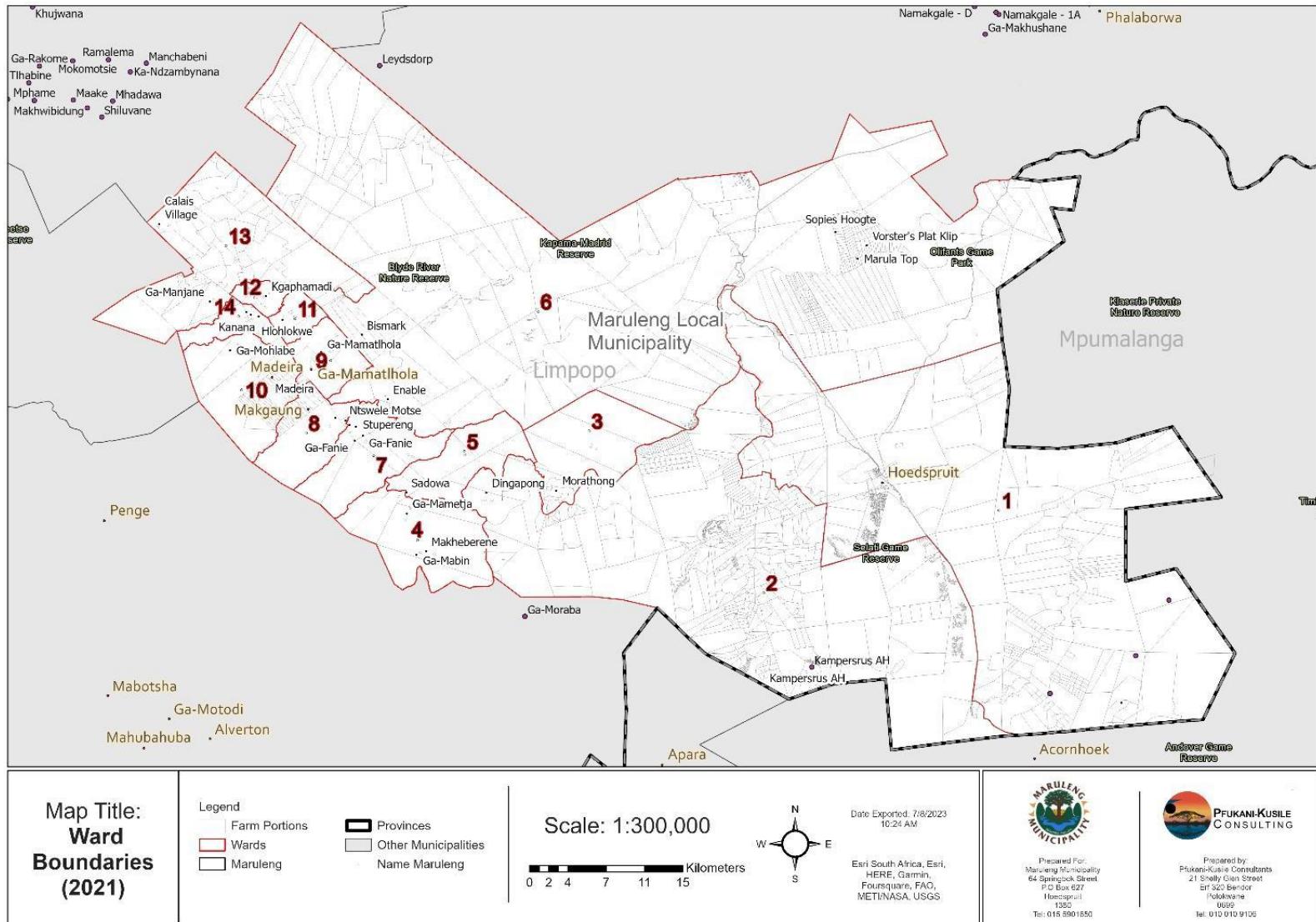
## Extraction from BID NUMBER: PUDP 782.

MLM is one of the Municipalities which is bordered by the Kruger National Park and is a prime tourist attraction in the Limpopo Province. An existing airport i.e Hoedspruit Airforce Base (East Gate), also plays a significant role in increasing tourist traffic. MLM has no dedicated staff that can assume the responsibility for the development of their ITP. Therefore, a **Comprehensive Integrated Transport Plan (CITP)** needed to be developed so that the transport aspects are adequately and timeously addressed. Minimum Requirements for the Preparation of Integrated Transport Plans as in Government Notice No. 881 issued on the 29th July 2016. The developed five-year ITP must be updated annually and in-line with the Municipality Integrated Development Plan (IDP).

# 1. Introduction



# 1. Introduction



# 1. Introduction

## VISION STATEMENT

Based on the MLM-IDP, the long-term vision:

*“Maruleng LM IDP's vision is to become the powerhouse of socio-economic development through sustainable and Integrated agriculture tourism.”*

## MISSION STATEMENT

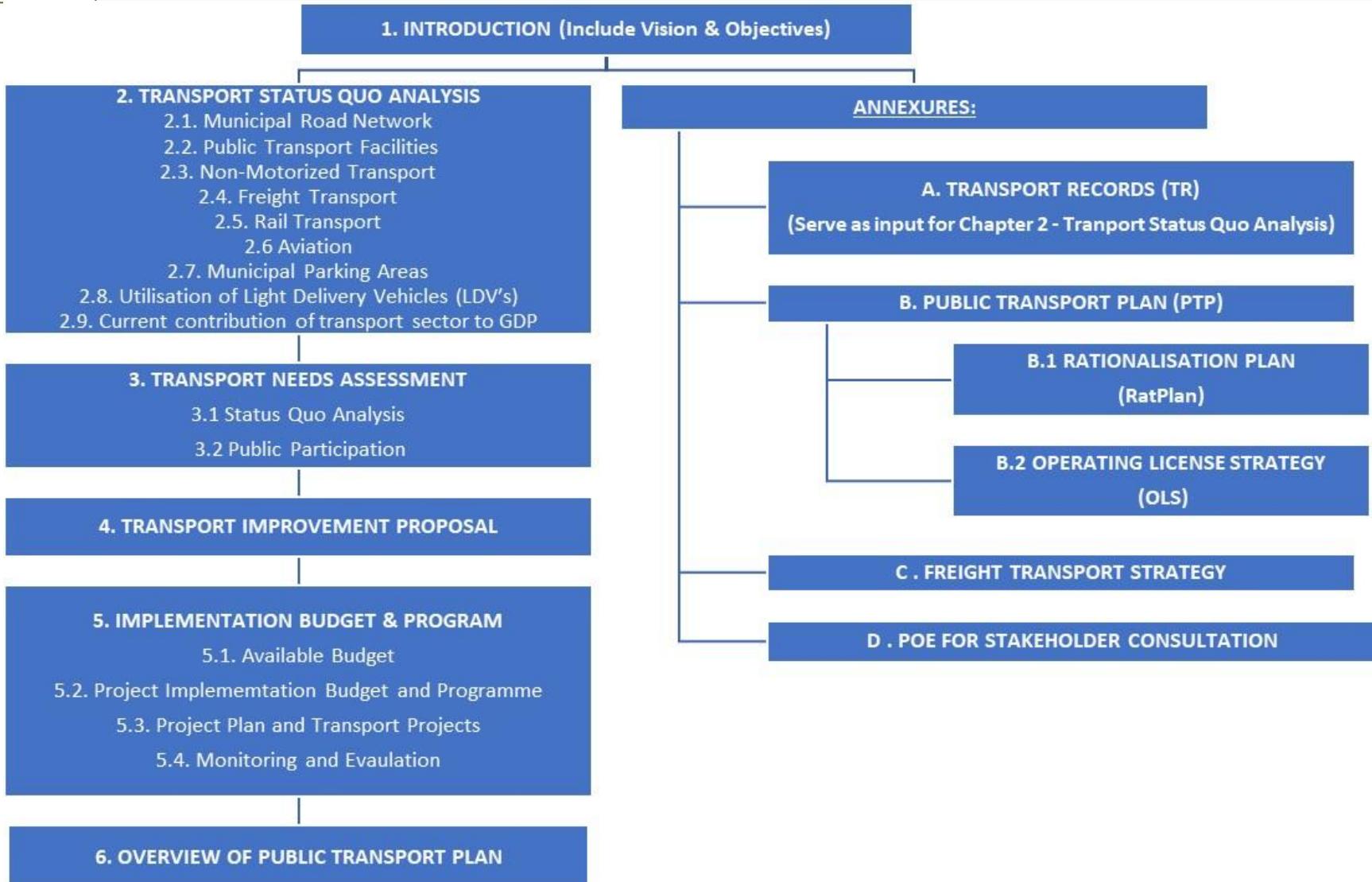
The mission statement based on the MLM-IDP is:

*“The Mission of the IDP is that the Municipality is committed to the accelerated provision of quality basic services and promotion of socio-economic development by harnessing all resource endowments in an integrated and sustainable manner.”*

# 1. Introduction

## Development of Maruleng Local Municipality Integrated Transport Plan (ITP) 2025-2030

Item	Description	Total % Completed
1.	Milestone 1 - Collect and prepare Transport Records	100%
2.	Milestone 2 - Collect, surveys and prepare Transport Records (TR)	100%
3.	Milestone 3 - Prepare ITP and PTP	100%
4.	Milestone 4 - Draft OLS and Ratplan	100%
5.	Milestone 5 - Final Plans	30%
6.	Milestone 6 - MEC Approval	0%



### 3. Identified Role-Players

- ✓ Role Players Related to MLM:
  - Political.
  - Officials of relevant Departments at MLM.
- ✓ Mopani District Municipality (MDM).
- ✓ Limpopo Department of Transport:
  - Limpopo Province Regulatory Entity (LPRE).
  - Bus Subsidies.
  - Freight.
  - Traffic and Safety.

### 3. Role-Players

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- ✓ SANTACO Mopani Regional Taxi Council (SMRTC)
- ✓ 2 Taxi Associations with A Points in Maruleng:
  - Letaba Taxi Association.
  - The Oaks Taxi Association.
- ✓ Main Bus Company:
  - Great North Transport.
- ✓ Transnet and Prasa.
- ✓ Cross Border Road Transport Agency (CBRTA)
  - Passengers.
  - Freight.
- ✓ Users of Transport and Public Transport System.
- ✓ Road Agency Limpopo SOC (RAL).
- ✓ South African National Road Agency SOC (SANRAL).

### 3. Role-Players

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- ✓ Limpopo Province Department of Public Works.
- ✓ Freight:
  - Road.
  - Transnet.
- ✓ Eastgate Airport.
- ✓ Business.

The following are relevant:

- ✓ Demographic and socio-economic.
- ✓ Spatial Development Framework.
- ✓ General overview of the transportation system.
- ✓ Description of the regular daily transportation system.
- ✓ Description of other public transport services and modes of transport.
- ✓ Description of institutional and organisational make-up of public transport industry.
- ✓ Roads and traffic.
- ✓ Airports.
- ✓ Freight transport.
- ✓ Financial information.

# 4. Transport Records

## DEMOGRAPHIC AND SOCIO-ECONOMICS

YEAR OF CENSUS	2022	2016	2011
<b>POPULATION</b>	<b>128 137</b>	<b>99 946</b>	<b>95 328</b>
<b>Age Structure</b>			
Population under 15	32.7%	31.7%	34.3%
Population 15 to 64	60.9%	64.2%	60.4%
Population over 65	6.5%	4.1%	5.3%
<b>Dependency Ratio</b>			
Per 100 (15-64)	64.3	55.7	65.4
<b>Sex Ratio</b>			
Males per 100 females	86.6	85.9	85.1
<b>Population Growth</b>			
Per annum	<b>2.87%</b>	<b>1.08%</b>	<b>n/a</b>
<b>Education (aged 20 +)</b>			
No schooling	17.5%	13.3%	20.9%
Matric	n/a	20.9%	18.3%
Higher education	8.7%	10.0%	6.8%
<b>Household Dynamics</b>			
<b>Total Households</b>	<b>31 968</b>	<b>29 007</b>	<b>24 689</b>
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%

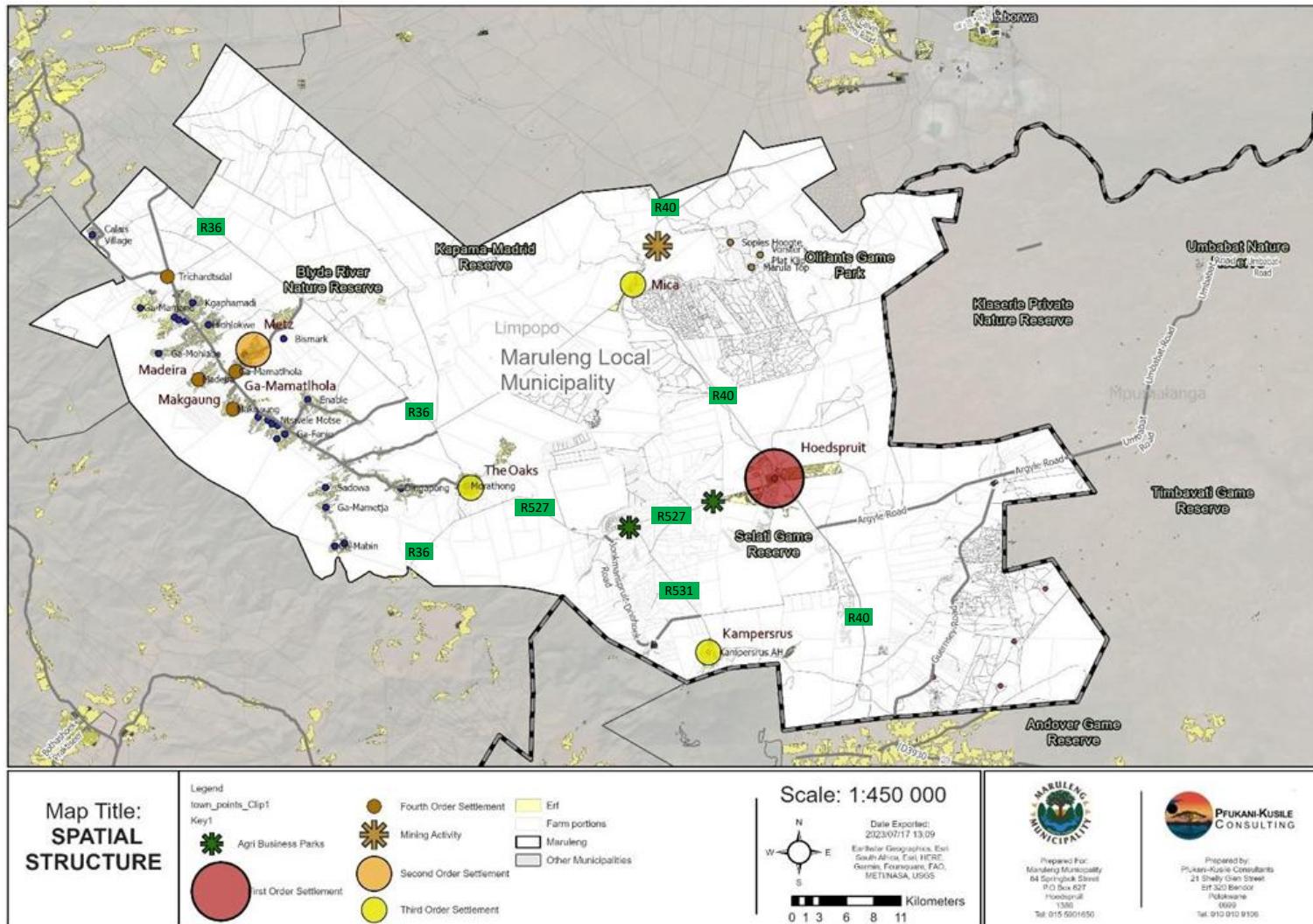
## 4. Transport Records

Demographic and socio-economic.

EMPLOYMENT AND UNEMPLOYMENT FOR MLM			
Employment status	2021	2016	2011
Employed - Formal and Informal	16289	19642	19390
Employed - Formal - Total	12182	12815	14642
Employed - Informal	4107	6827	4748
Unemployed	10530	8414	4833
Unemployment rate	39.3%	29.9%	19.9%

# 4. Transport Records

## Spatial Development Framework:



Map Title:  
**SPATIAL  
STRUCTURE**

Legend

town\_points\_Clip1

Key1

- Fourth Order Settlement
- Mining Activity
- Second Order Settlement
- Third Order Settlement
- Agri Business Parks
- Erf
- Farm portions
- Maruleng
- Other Municipalities

Scale: 1:450 000

N

W

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0 1 3 6 8 11 Kilometers

Date Exported: 2020/07/17 13:09  
Extractor Geographical: East Africa, East, NEPE, Germany, France, Spain, FAO, METINASA, USGS



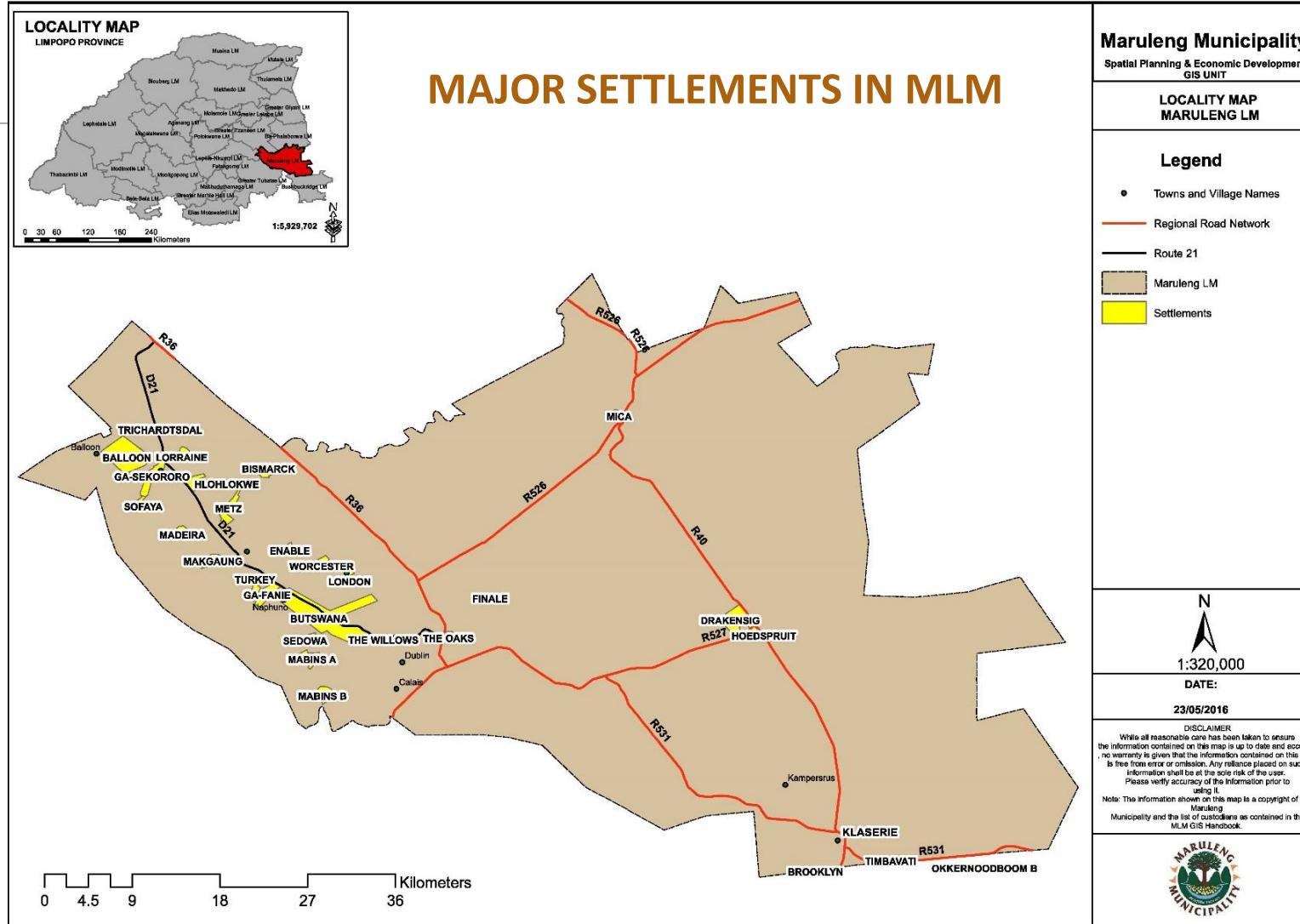
Prepared For:  
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64 Springbok Street  
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Hoedspruit  
1380  
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Prepared by:  
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1389  
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# 4. Transport Records

## Spatial Development Framework:



# 4. Transport Records

## General Overview of the Transportation System:

<b>SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES</b>		
<b>MLM – PURPOSE OF TRIP</b>		
<b>DESCRIPTION</b>	<b>NUMBER</b>	<b>PERCENTAGE</b>
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%
<b>Total</b>	<b>400</b>	<b>100%</b>

# 4. Transport Records

## General Overview of the Transportation System:

<b>SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES</b>		
<b>MLM – COMMUTER TIME TO PUBLIC TRANSPORT: OUTBOUND TRIP</b>		
<b>DESCRIPTION</b>	<b>NUMBER</b>	<b>PERCENTAGE</b>
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%
<b>Total</b>	400	100%

# 4. Transport Records

## General Overview of the Transportation System:

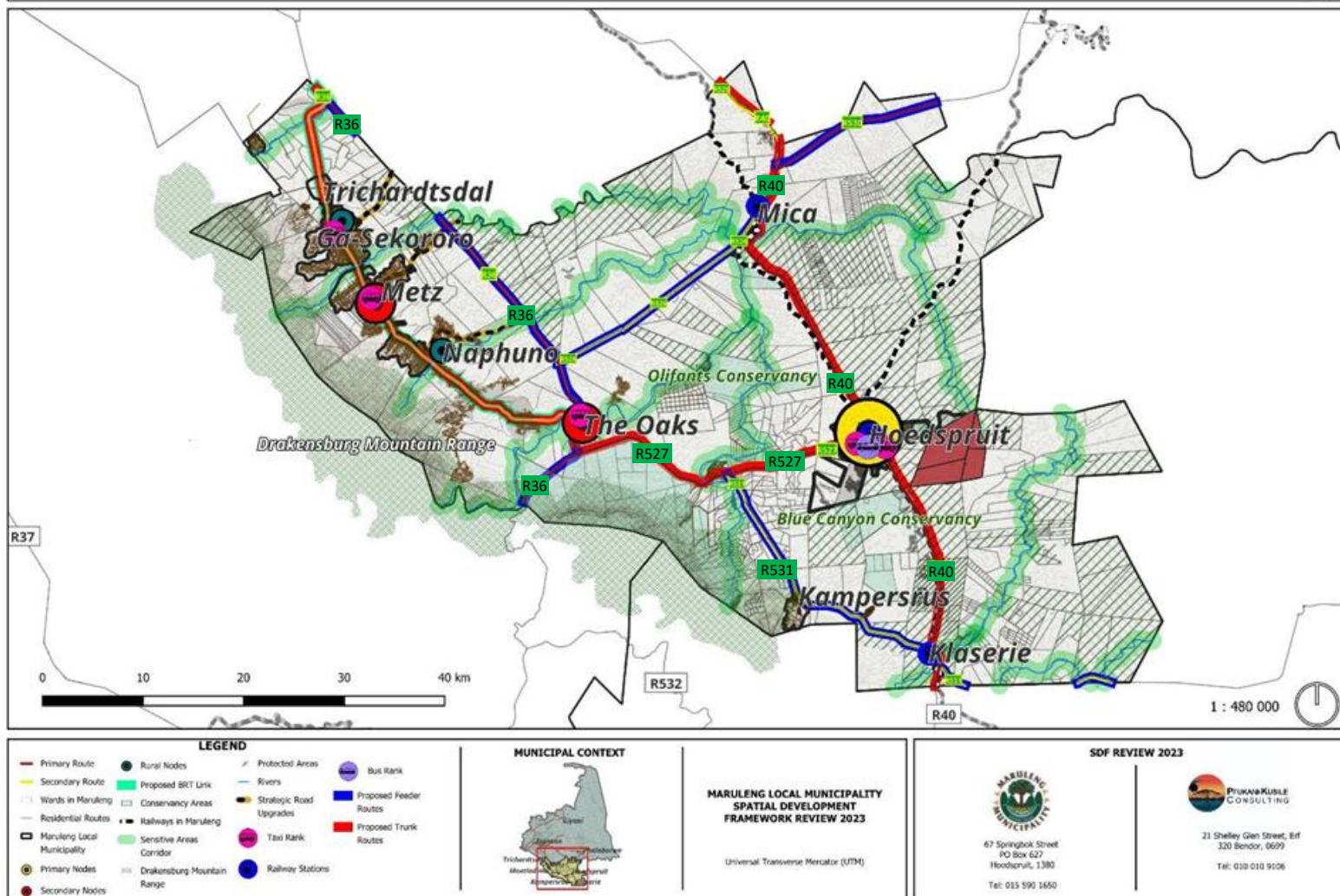
<b>SUMMARY OF QUESTIONNAIRE CONDUCTED AT PUBLIC TRANSPORT FACILITIES</b>		
<b>MLM – COMMUTER TIME TO PUBLIC TRANSPORT: RETURN TRIP</b>		
<b>DESCRIPTION</b>	<b>NUMBER</b>	<b>PERCENTAGE</b>
1. Less than 5 Minutes	71	18%
2. Between 5 to 15 Minutes	155	39%
3. Between 16 to 30 Minutes	98	25%
4. Between 31 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%
<b>Total</b>	<b>400</b>	<b>100%</b>

# 4. Transport Records

## Description of the Regular Daily Transportation System:

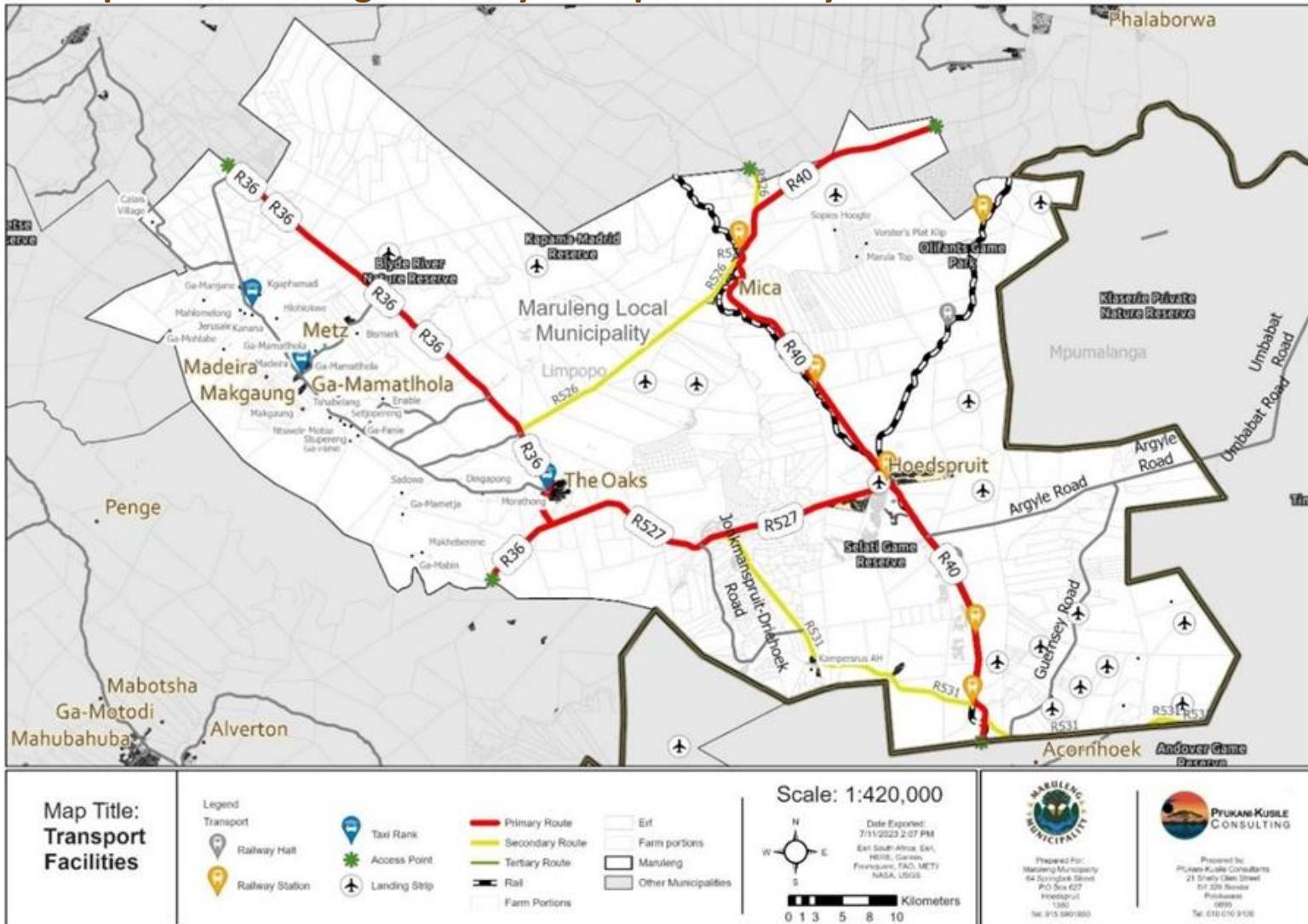
### MARULENG SDF - PUBLIC TRANSPORT NETWORK

MUNICIPAL CODE:  
LIM335



# 4. Transport Records

## Description of the Regular Daily Transportation System:



## 4. Transport Records

### Description of other public transport services and modes of transport:

- ✓ **No Metered Taxi Services.**
- ✓ **No e-hailing.**
- ✓ **Only Citi Liner Plus currently operated a long-distance bus service to and from Hoedspruit.**
- ✓ **Eastgate Airport serves tourists.**
- ✓ **No commuter rail service.**

# 4. Transport Records

## Description of Institutional and Organisational make-up of Public Transport Industry:

NUMBER OF VEHICLES AND OPERATING LICENSES AS OBTAINED FROM LPRE					
NO	TAXI ASSOCIATION	NUMBER OF MEMBERS	NUMBER OF VEHICLES	NUMBER OF VEHICLES WITH OLs	NUMBER OF VEHICLES WITHOUT OL
1	LETABA TAXI ASSOCIATION	44	62	62	0
2	THE OAKS TAXI ASSOCIATION	26	38	35	3
<b>Total</b>		<b>70</b>	<b>100</b>	<b>97</b>	<b>3</b>

NUMBER OF BUSES PER BUS OPERATOR AS OBTAINED FROM BUS COMPANIES		
Bus Company	Type of Operations	
	Local	Total No. of Buses in Operation
Mopani-2	45	45

# 4. Transport Records

## Roads and Traffic:

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 - Orhicstad	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
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 - Orhicstad	Intersection of R527 and R40	1396	89%	71	5%	9	0.6%	88	6%	1561
R40	Hoedspruit – Phalaborwa	Intersection of R527 and R40	197	76%	5	2%	0	0%	58	22%	260
R40	Hoedspruit - White River	Intersection of R527 and R40	1358	89%	75	5%	8	0.5%	84	6%	1525
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 - Orhicstad	Intersection of R527 and R40	1342	93%	54	4%	1	0.1%	47	3%	1445
R40	Hoedspruit – Phalaborwa	Intersection of R527 and R40	222	76%	16	5%	1	0.3%	55	19%	294
R40	Hoedspruit - White River	Intersection of R527 and R40	1342	91%	58	4%	1	0.1%	72	5%	1473

# 4. Transport Records

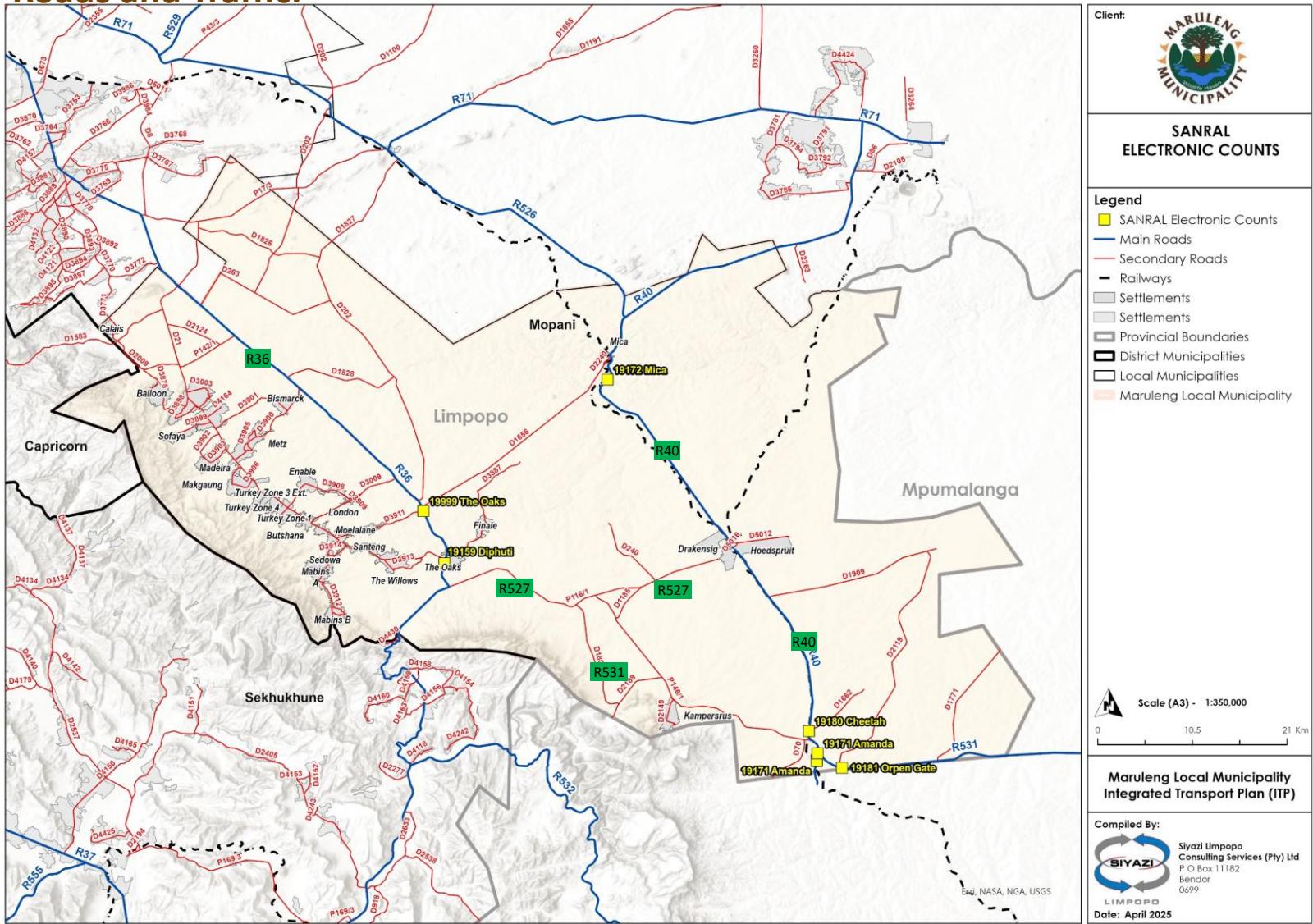
## Roads and Traffic:

### SANRAL COUNTING STATION DATA

Description	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

## 4. Transport Records

## Roads and Traffic:



# 4. Transport Records

## Airports:



**EASTGATE INTERNATIONAL AIRPORT (EIA)**



**HOEDSPRUIT Civil Airport**

# 4. Transport Records

## Airports:



**HOEDSPRUIT AIR FORCE**

## 4. Transport Records

### **Freight:**



## 4. Transport Records

### **Freight:**

- ✓ Truck driver fatigue contributes to a high rate of road accidents.
- ✓ Need for safe place for drivers when overnighting or taking a break.
- ✓ Need for healthy and sanitary facilities for truck drivers.

To determine the Transport Infrastructure Needs, a Transport Needs Assessment was done that includes:

- ✓ Modal split.
- ✓ Public transport.
- ✓ Measures to promote public transport.
- ✓ The needs of learners and persons with special needs.
- ✓ Non-motorised transport.
- ✓ Private transport.
- ✓ Freight transport.
- ✓ Travel demand estimation.
- ✓ Transport and technology.
- ✓ Road Network.

# 5. Transport Infrastructure Needs

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

- ✓ **Objective 1:** Environmental Sustainability.
- ✓ **Objective 2:** Corridor Development and Connectivity.
- ✓ **Objective 3:** Functional Nodal Hierarchy.
- ✓ **Objective 4:** Urban and Rural Development Edges.
- ✓ **Objective 5:** Strategic Development Areas and Upgrading Intervention Areas.
- ✓ **Objective 6:** Basic Service Clusters.
- ✓ **Objective 7:** Agriculture and Mining Resources.
- ✓ **Objective 8:** Agro-industries & Manufacturing.
- ✓ **Objective 9:** Tourism.

## 5. Transport Infrastructure Needs

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

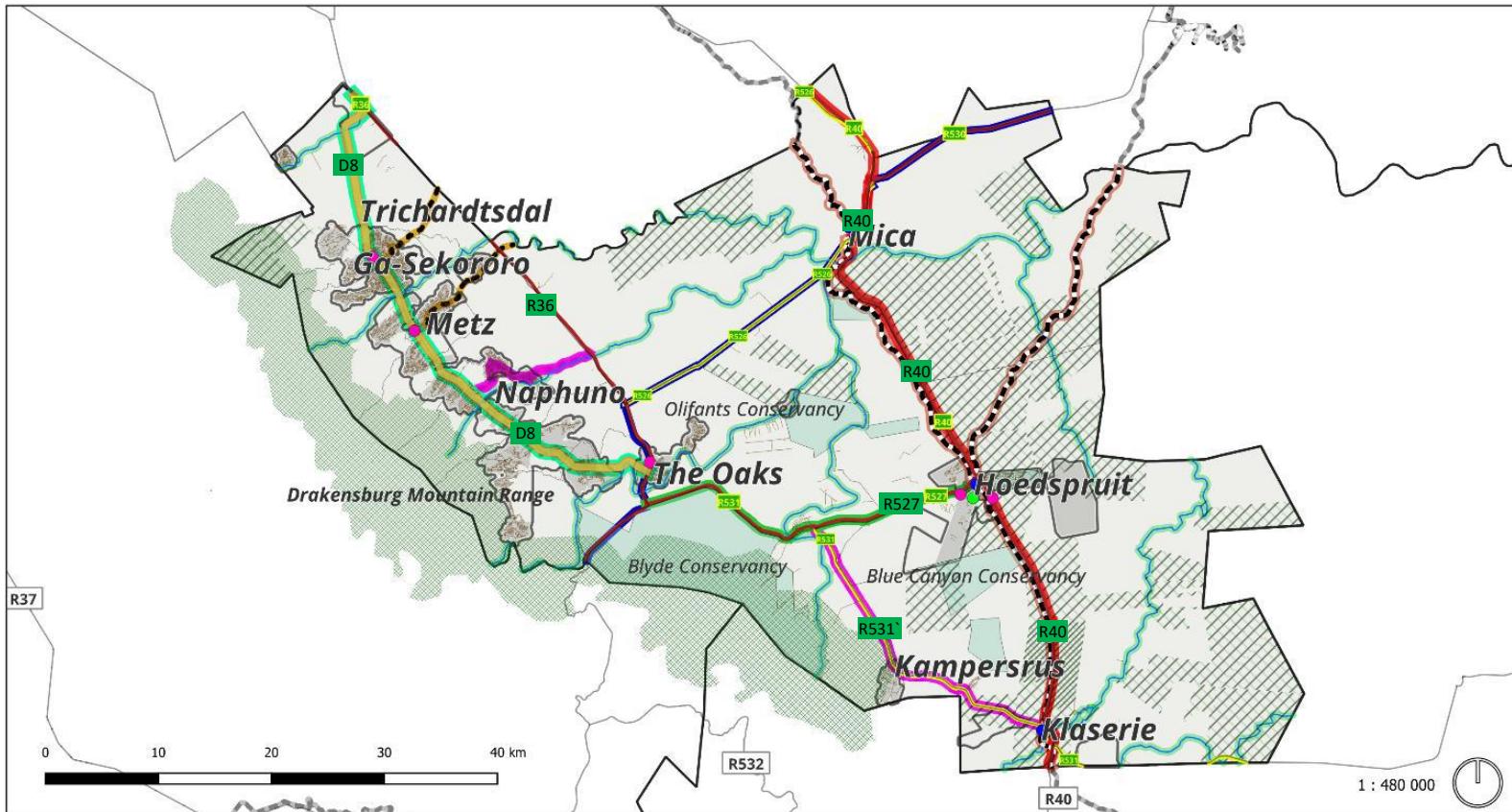
- ✓ **Objective 2:** Corridor Development and Connectivity.
- ✓ **Objective 3:** Functional Nodal Hierarchy.
- ✓ **Objective 6:** Basic Service Clusters.
- ✓ **Objective 8:** Agro-industries & Manufacturing.
- ✓ **Objective 9:** Tourism.

## 5. Transport Infrastructure Needs

## DEVELOPMENT OBJECTIVE 2, CORRIDOR DEVELOPMENT AND CONNECTIVITY.

## **MARULENG SDF - CORRIDORS AND LINKAGES**

MUNICIPAL CODE:  
LIM335



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**LEGEND**

## MUNICIPAL CONTEXT



## MARULENG LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK REVIEW 2023

### Universal Transverse Mercator (UTM)

SDF REVIEW 2023



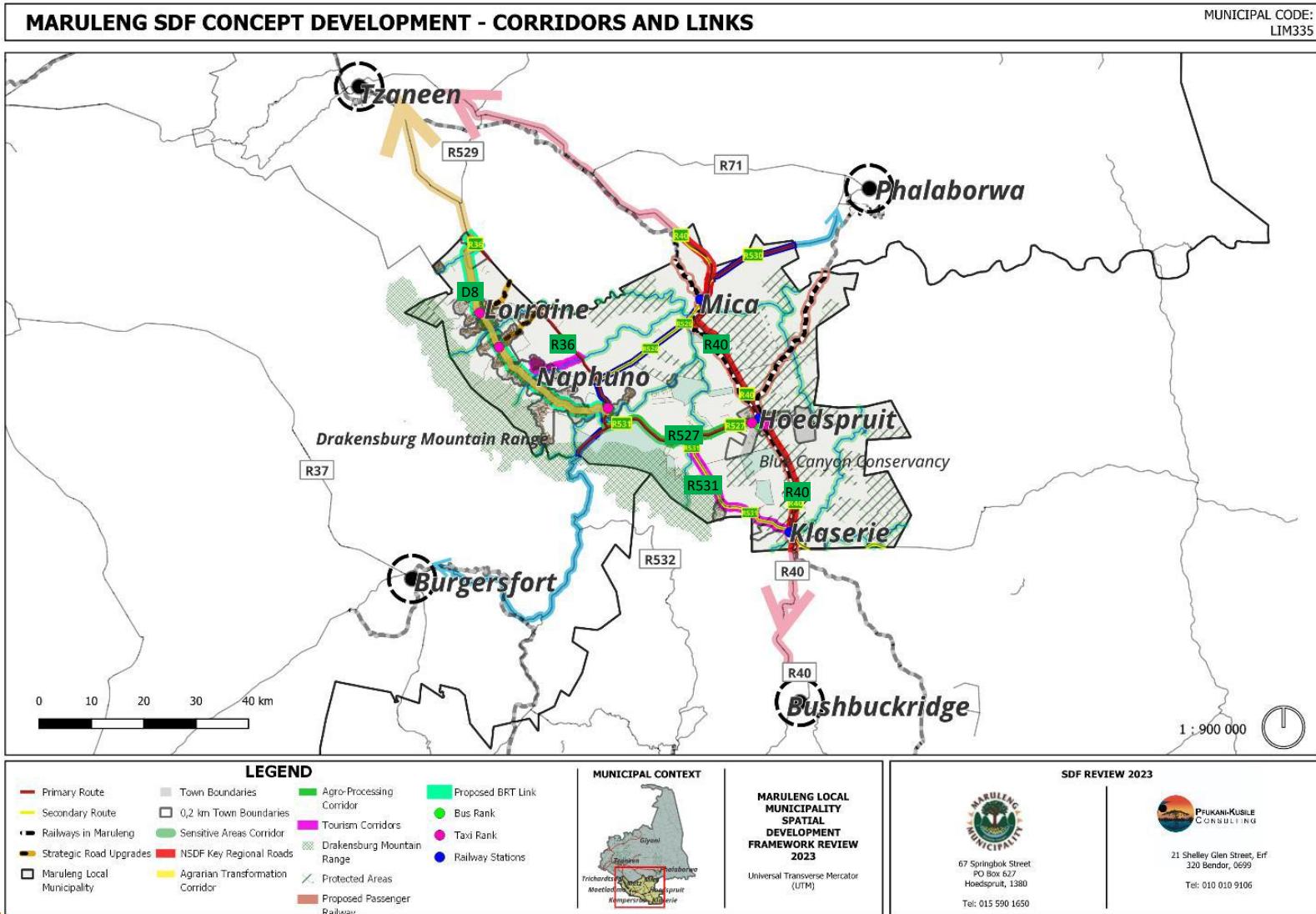
67 Springbok Street  
PO Box 627  
Hoedspruit, 1380  
Tel: 015 590 1650



21 Shelley Glen Street, Erf  
320 Bendor, 0699

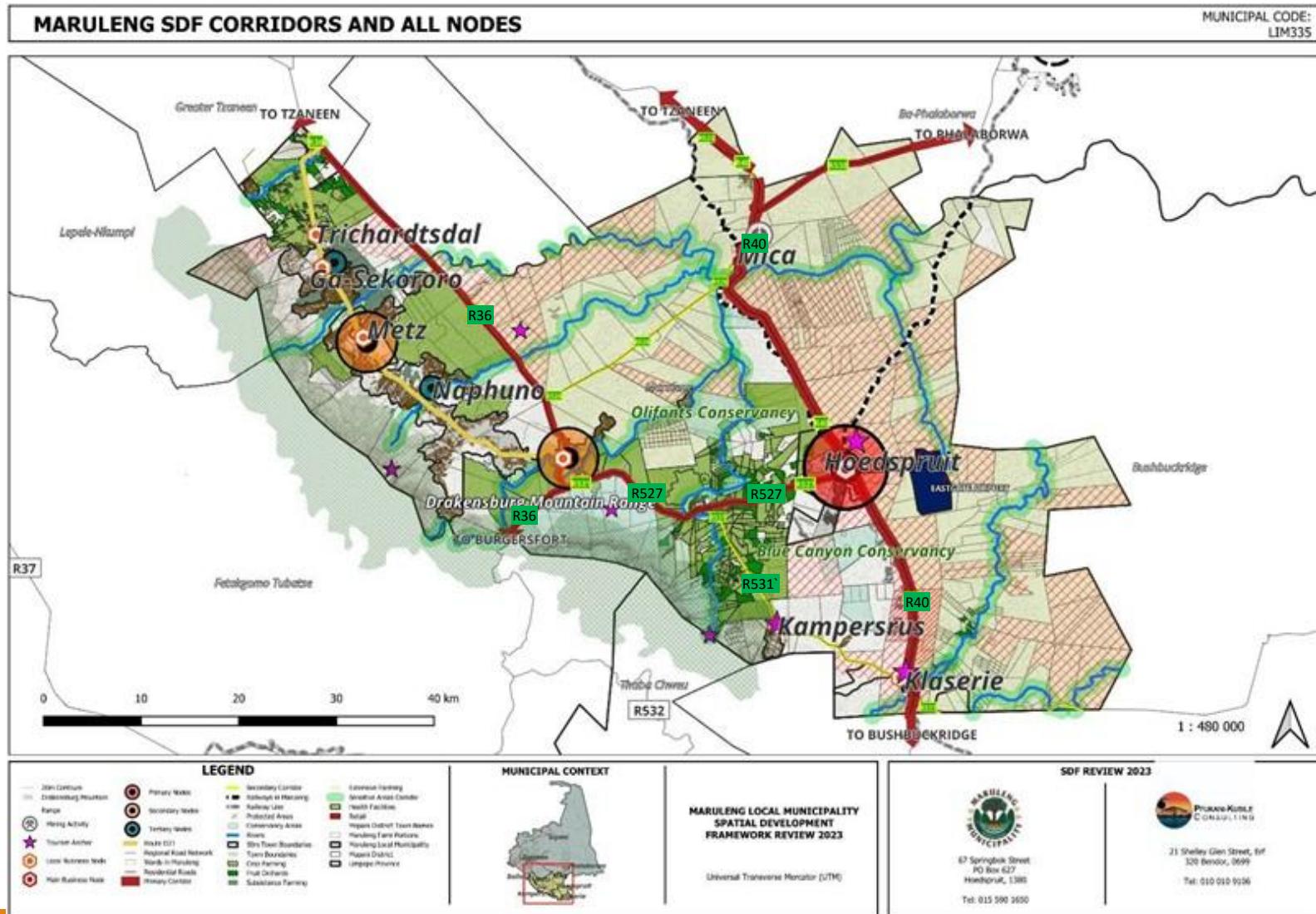
# 5. Transport Infrastructure Needs

## DEVELOPMENT OBJECTIVE 2, CORRIDOR DEVELOPMENT AND CONNECTIVITY:



## 5. Transport Infrastructure Needs

## DEVELOPMENT OBJECTIVE 3. FUNCTIONAL NODAL HIERARCHY:

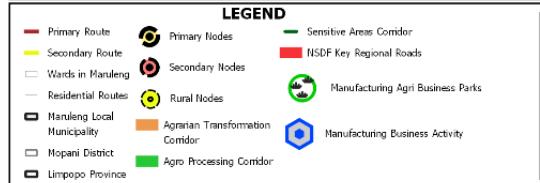
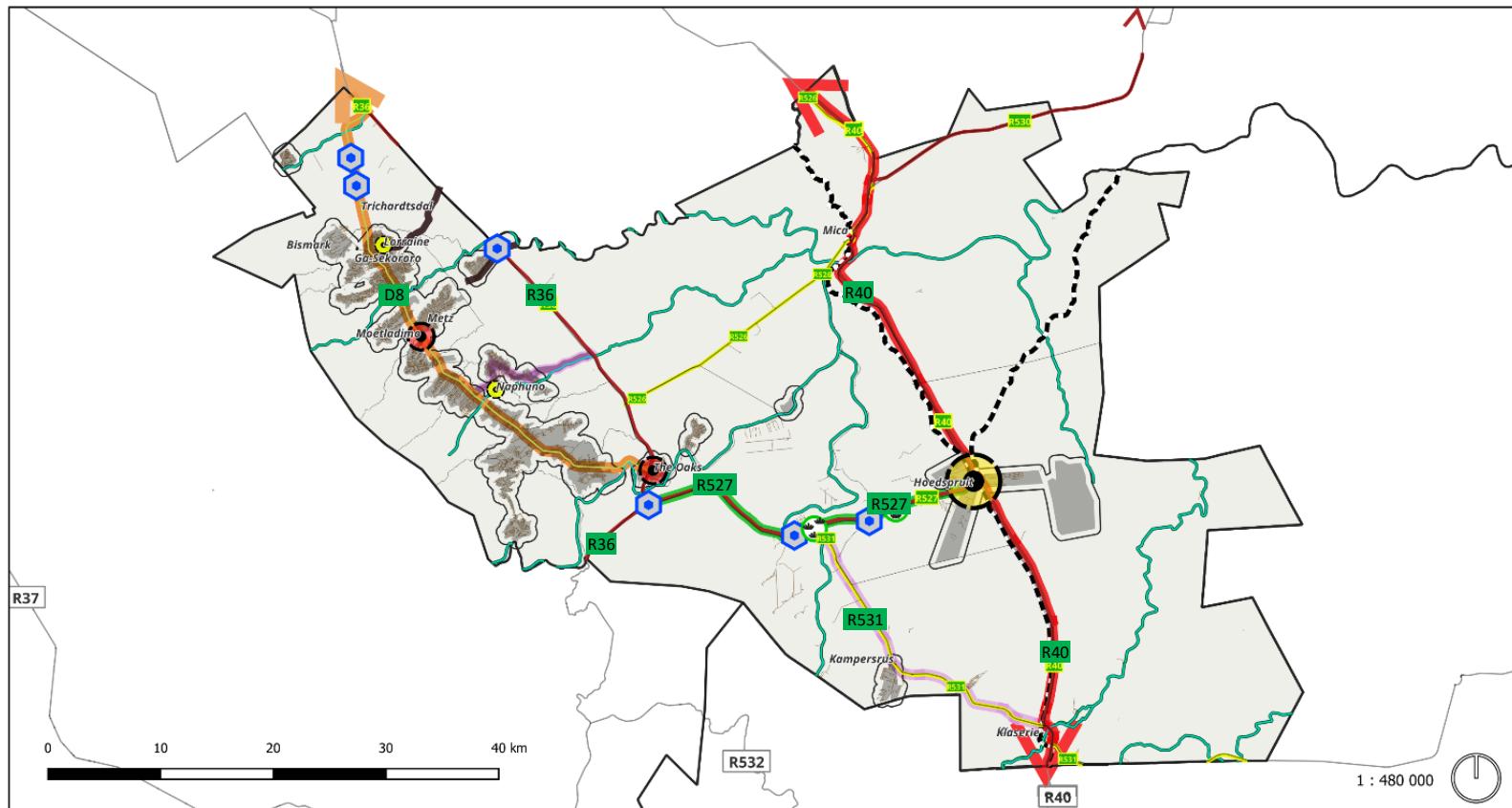


# 5. Transport Infrastructure Needs

## DEVELOPMENT OBJECTIVE 8, AGRO-INDUSTRIES AND MANUFACTURING:

### MARULENG SDF CORRIDORS AND NODES - MANUFACTURING

MUNICIPAL CODE:  
LIM335



MARULENG LOCAL MUNICIPALITY  
SPATIAL DEVELOPMENT  
FRAMEWORK REVIEW 2023

Universal Transverse Mercator (UTM)



67 Springbok Street  
PO Box 627  
Hoedspruit, 1380  
Tel: 015 590 1650

SDF REVIEW 2023



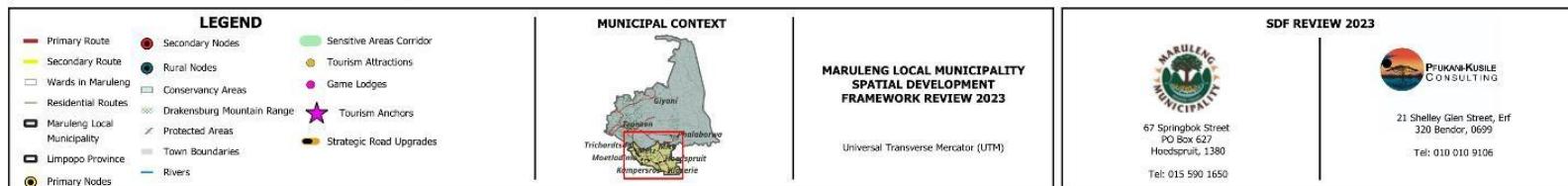
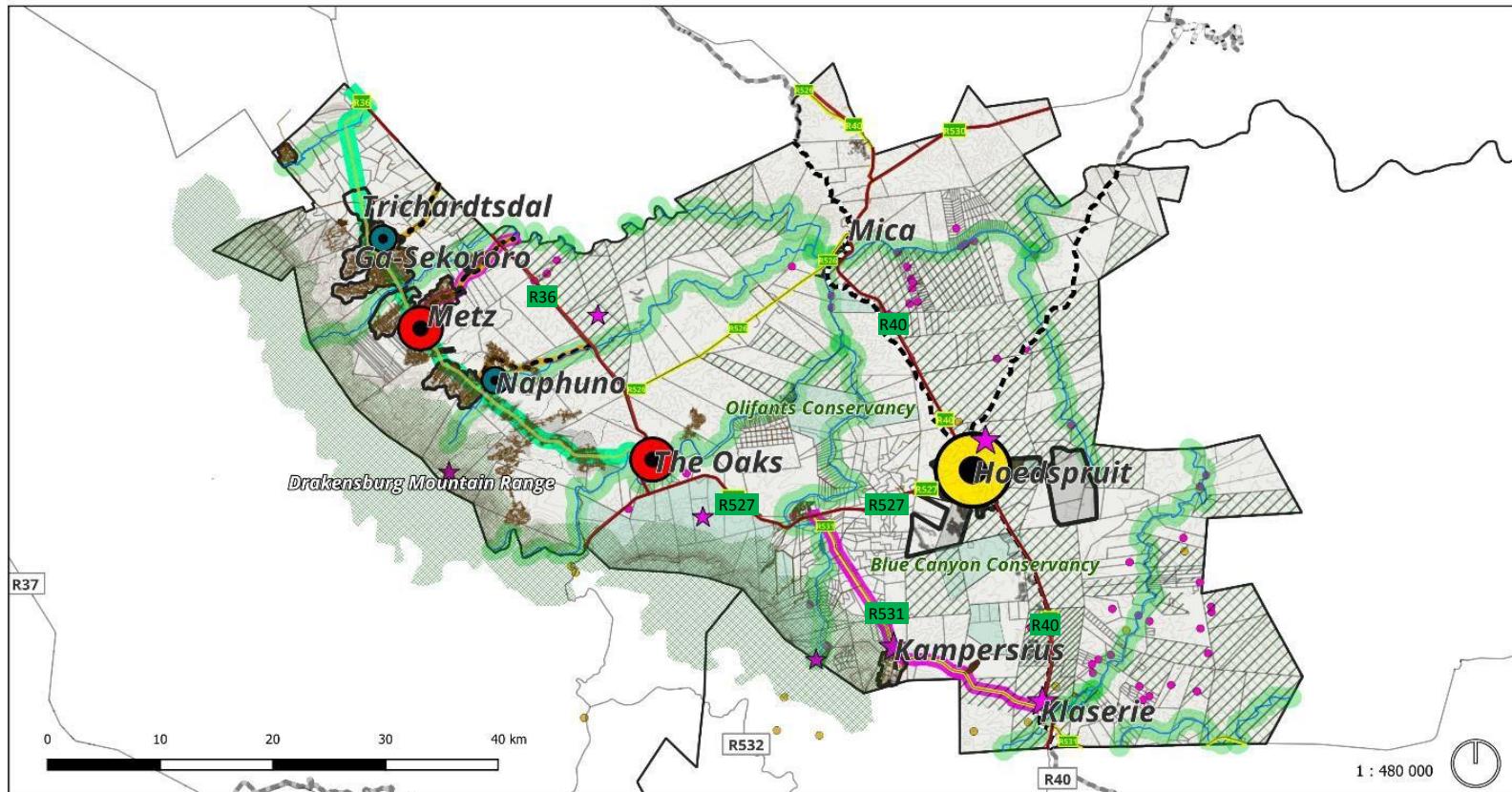
21 Shelley Glen Street, Erf  
320 Bendor, 0699  
Tel: 010 010 9106

## 5. Transport Infrastructure Needs

## DEVELOPMENT OBJECTIVE 9, TOURISM

## **MARULENG SDF CORRIDORS AND NODES - TOURISM**

MUNICIPAL CODE:  
LIM335



## 6. Operating License Strategy

The Operating Licence Plan (OLP) guides the awarding of OLs for contracted and non-contracted services:

- ✓ Learner Services.
- ✓ Staff Services.
- ✓ Long-distance Services.
- ✓ Metered Taxis.
- ✓ Charter Services.
- ✓ Tourist Services.
- ✓ Contracted services.
- ✓ Special Events and Major Special Events.
- ✓ Tuk-tuks.

# 6. Operating License Strategy

Based on process facilitated by the LPRE the following are relevant, to attend to backlogs:

The granting of OLs begins with Enquiry Teams tasked with enabling the Planning Authority to direct the adjudication of applications. This process includes the following:

- ✓ Enquiry Teams should confirm the Transport Register (TR).
- ✓ The Local Transport Forum should prioritise routes that may need additional public transport.
- ✓ Enquiry Teams must report to Transport Forums.
- ✓ Transport Forums must subsequently recommend to the Municipal Council.

## 6. Operating License Strategy

The Municipal Council will then consider the recommendations which, if adopted, will adopt a resolution that will form part of the LITP and Maruleng OLS:

- ✓ Firstly, Transport Register (TR).
- ✓ Secondly, prioritised routes, corridors and ranking facilities by Transport Forums.
- ✓ Thirdly, Stakeholder Engagement.
- ✓ Other Technical Considerations.

## 6. Operating License Strategy

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**The Municipal Enquiry Teams consist of the following:**

- ✓ A Chairperson who will co-chair with the Chairperson of the Mopani District Enquiry Team.
- ✓ A representative of the Mopani District Municipality.
- ✓ A representative of the Mopani District of the Department of Transport and Community Safety.
- ✓ Seven additional officials from MLM.

# 6. Operating License Strategy

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**District Enquiry Team will consist of the following:**

- ✓ **Mopani District Director as Chairperson.**
- ✓ **Deputy Director, Transport Operations.**
- ✓ **Assistant Director, Transport Operations.**
- ✓ **One member from Transport Regulations, (preferably Public Transport Unit).**
- ✓ **One representative from the Mopani District Municipality.**

## 6. Operating License Strategy

SUMMARY OF PUBLIC TRANSPORT FACILITIES IN MLM			
Public Transport	Formal	Informal	Total
Bus	0	1	1
Taxi	4	12	16
Airports	3	0	3
Railway	3	0	3
<b>Total</b>	<b>10</b>	<b>13</b>	<b>23</b>

# 6. Operating License Strategy

TAXI ASSOCIATION MEMBERSHIP INFORMATION								
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
<b>TOTAL</b>		<b>97</b>	<b>3</b>	<b>100</b>	<b>96</b>	<b>74</b>	<b>170</b>	<b>238</b>

# 6. Operating License Strategy

## Description of the Regular Daily Transportation System:

SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG						
Facility	Total Pass	Total Taxi Capacity	Total taxi Trips	Unique Taxi Trips	Average Occupation per Vehicle	Average No. of Trips per Taxi
Balloon	166	310	21	18	7.9	1.16
Bismark Taxi Rank	92	495	33	23	2.8	1.43
Bochabelo Taxi Rank	110	454	27	20	4.1	1.35
Calias Taxi Rank	53	210	14	13	3.8	1.08
Finale	14	90	6	6	2.3	1.00
Kanana Taxi Rank	<b>535</b>	<b>550</b>	<b>38</b>	<b>38</b>	<b>14.1</b>	<b>1.00</b>
Lebamba	13	110	5	4	2.6	1.25
Mabins Taxi Rank	<b>286</b>	<b>732</b>	<b>50</b>	<b>32</b>	<b>5.7</b>	<b>1.56</b>
Mahlakung Taxi Rank	<b>1599</b>	<b>1780</b>	<b>118</b>	<b>85</b>	<b>13.6</b>	<b>1.39</b>
Main Rank	96	176	8	4	12.0	2.00
Metz Taxi Rank	184	360	24	20	7.7	1.20
Pick n Pay	186	406	27	11	6.9	2.45
Sofaya Taxi Rank	<b>340</b>	<b>525</b>	<b>35</b>	<b>26</b>	<b>9.7</b>	<b>1.35</b>
Spar	108	150	10	4	10.8	2.50
The Oaks Taxi Rank	<b>284</b>	<b>505</b>	<b>34</b>	<b>25</b>	<b>8.4</b>	<b>1.36</b>
Worcester Taxi Rank	7	90	6	6	1.2	1.00

# 6. Operating License Strategy

SUMMARY OF WAITING AND SUM OF ESTIMATED INCOME FOR THE OAKS TAXI ASSOCIATION							
Facility and Route Destination	Number of Trips	Average of Waiting time Queue	Average Waiting Time per Taxi	Average of Total Waiting Time	Sum of Num Passengers on Depart	Sum of Capacity	Sum of Income
<b>Average per 12-hour</b>	<b>328</b>	<b>00:04</b>	<b>00:12</b>	<b>00:16</b>	<b>3157</b>	<b>4878</b>	<b>R82,100.00</b>
Assumed Number of Operational Days per Month:						24	
Calculated income per month for 12-Hour period (From 06:00 to 18:00) without any adjustment factor:							R1,970,400
<b>% Increase in Income:</b> Time of the Day that was not surveyed						15%	
% Increase in Income: Survey correction						10%	
% Increase in Income: Local / internal operations						10%	
% Increase in Income: Passengers loaded along route and not at Rank						25%	
% Increase in Income: Weekends						15%	
% Increase in Income: Month end, SASSA and Festive seasons						20%	
<b>Combined % Increase in Income</b>						<b>95%</b>	
<b>Adjustment for potential increase in income</b>						1.95	
Calculated Income per Month for the Full Operations						<b>R 3,842,280</b>	
<b>Calculated Income per Month per Taxi Vehicle based on Number of Vehicles:</b>							
As part of Taxi Association Records						69	R 55,685
As part of LPRE Records						62	R 61,972
As Part of Surveyed Records						170	R 22,602

# 6. Operating License Strategy

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 and Profit 15-Seater, 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

# 6. Operating License Strategy

SUMMARY OF WAITING AND SUM OF ESTIMATED INCOME FOR THE OAKS TAXI ASSOCIATION							
Facility and Route Destination	Number of Trips	Average of Waiting time Queue	Average Waiting Time per Taxi	Average of Total Waiting Time	Sum of Num Passengers on Depart	Sum of Capacity	Sum of Income
<b>Average per 12-hour</b>	<b>120</b>	<b>00:13</b>	<b>00:47</b>	<b>01:01</b>	<b>760</b>	<b>1978</b>	<b>R39,065.00</b>
Assumed Number of Operational Days per Month:						24	
Calculated income per month for 12-Hour period (From 06:00 to 18:00) without any adjustment factor:							R937,560
<b>% Increase in Income:</b> Time of the Day that was not surveyed						15%	
% Increase in Income: Survey correction						10%	
% Increase in Income: Local / internal operations						10%	
% Increase in Income: Passengers loaded along route and not at Rank						25%	
% Increase in Income: Weekends						15%	
% Increase in Income: Month end, SASSA and Festive seasons						20%	
<b>Combined % Increase in Income</b>						<b>95%</b>	
<b>Adjustment for potential increase in income</b>						1.95	
Calculated Income per Month for the Full Operations						<b>R 1,828,242</b>	
<b>Calculated Income per Month per Taxi Vehicle based on Number of Vehicles:</b>							
As part of Taxi Association Records						101	R 18,101
As part of LPRE Records						38	R 48,112
As Part of Surveyed Records						62	R 29,488

# 6. Operating License Strategy

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 plus Profit for 15-Seater, Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income As part of LPRE Records.	73	61	52
Number of additional Operating Licenses to be issued	35	23	14

# 6. Operating License Strategy

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

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- ✓ The Mopani District Enquiry and Maruleng Municipality Enquiry Teams, need to play a leading role with the process of issuing new operating licenses.
- ✓ 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.
- ✓ The Mopani Regional Taxi Council and the Limpopo Provincial Taxi Council should also sign off ring fenced operators and the plan to issue the additional Operating Licenses.

# 6. Operating License Strategy

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

- ✓ 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 at MLM 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.

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During April 2025 a document was prepared on behalf of LDTCS which is called; *“Transformation of Bus Subsidised Services in the Limpopo Province, by CSIR”*. The subsidised bus services in the Limpopo Province, which included MLM, were rationalised as part of the preparation of the Document. The results were incorporated as part of the development of MLM-LITP.

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The Transport Operating Companies formation process links to **Business Improvement**, which may include, but is not limited to:

- ✓ Grouping of vehicles owners (operators) and/or even associations.
- ✓ Collectivizing revenues.
- ✓ Collectivizing costs.
- ✓ Collectivizing management.
- ✓ Moving towards scheduled services.



## Mopani District Municipality

## Integrated Public Transport Network



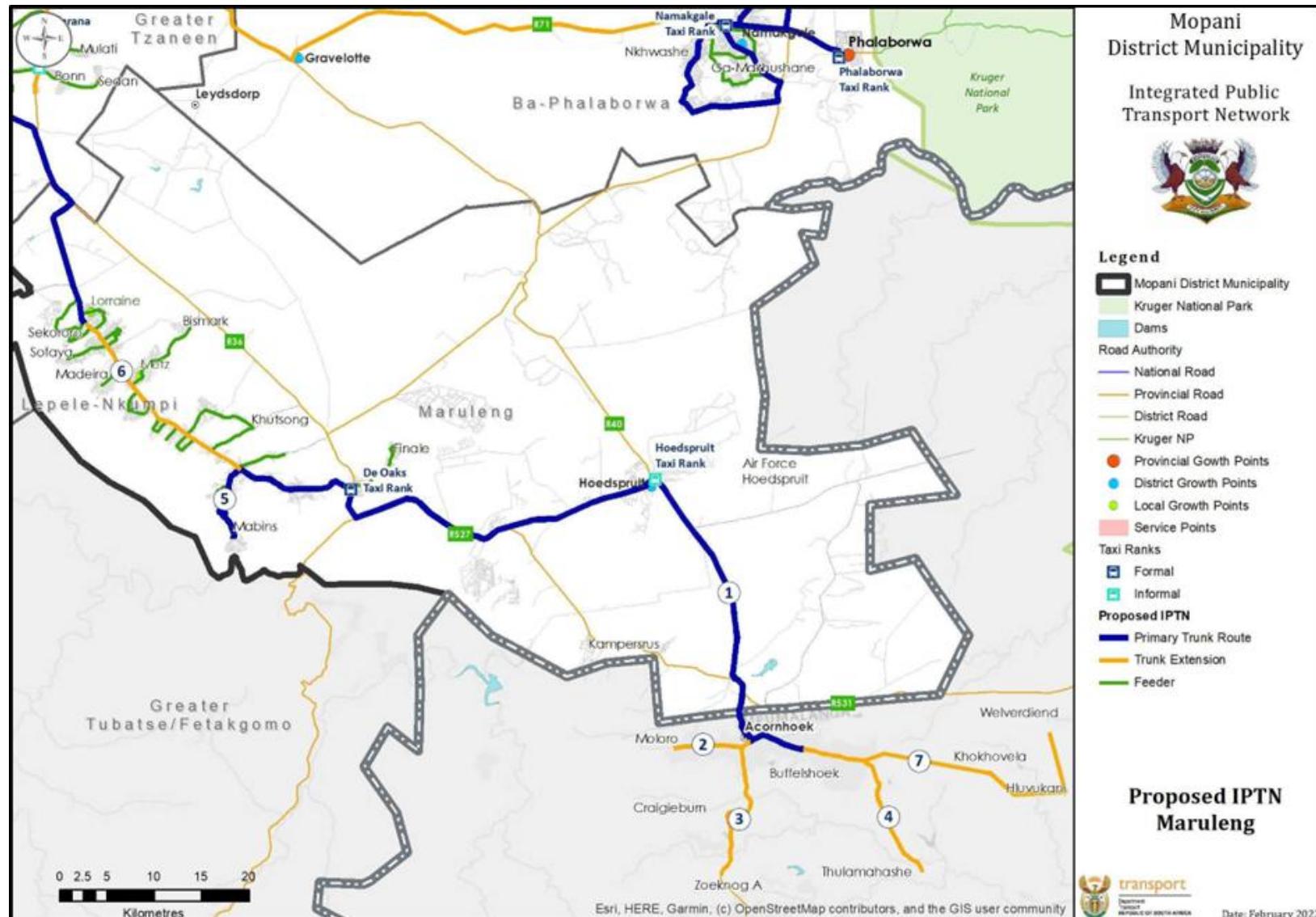
### Legend

- Mopani District Municipality
- Kruger National Park
- Dams
- Road Authority
  - National Road
  - Provincial Road
  - District Road
  - Kruger NP
  - Provincial Growth Points
  - District Growth Points
  - Local Growth Points
  - Service Points
- Taxi Ranks
  - Formal
  - Informal
- Proposed IPTN
  - Primary Trunk Route
  - Trunk Extension
  - Feeder

## **Proposed IPTN - Mopani District Municipality**

BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025				
Bus Operator	Contract No.	Contracted Routes	Contracted Buses	No. of Weekday Shifts
<b>Mopani 1 (Giyani)</b>	MOP1/2025	19	18	42
<b>Great North Transport</b>				
<b>Mopani 2 (Hoedspruit)</b>	MOP2/2025	62	40	97
<b>Great North Transport</b>				
<b>Mopani 3 Transport</b>	MOP3/2025	60	49	149

# & MLM-RatPlan



# 8. MDM-IPTN (2024)

## Maruleng Local Municipality Network Routes

Corridor	Route	Route Description	Length(km)
Primary 1	Route 1	This route will extend from Hoedspruit to AcornHoek and Buffelshoek along R40 and D3930	36,6
Primary 1	Route 2	This route will extend from Hoedspruit to Boelang, passing by green valley, Brooklyn, GaMaotele, and Moloro along R40	38,6
Primary 1	Route 3	This route will extend from Hoedspruit to Zoeknog, passing by Tsakani, Sefoma, Arthur's Seat, Violet Bank and Casteel along the R40	47,7
Primary 1	Route 4	This route will extend from Hoedspruit to Thulamahashe, passing by Songeni, Dingleydale and Akani along R40, D3930 and D461	56,3
Primary 2	Route 5	This route will extend from Hoedspruit to Kgopong/GaMabin, passing by The Oaks, Dingapong, The Willows, Sedawa and GaMametja along R527, R36, D21 and D3192	56,7
Primary 2	Route 6	This route will extend from Hoedspruit to Ga Sekororo, passing by The Willows, Worcester, Naphumo, Turkey, Setjupereng, Ntswelemetse, Enable, Sefikeng, Makgaung, Moetladimo, Sofaya and Hlohlokwe along R527, R36 and D21	69,3
Primary 1	Route 7	This route will extend from Buffelshoek to Welverdiend, passing by Burlington, Khokhovela, Clare and Hluvukani along R40 and D3930	27,0

# TAXI OPERATING COMPANIES' s (TOC's)

<b>1. BACKGROUND .....</b>
<b>2. DATA COLLECTION .....</b>
<b>3. ENTITY FORMING/CONTRACTING .....</b>
<b>4. OPERATIONS AND SERVICE PLANNING PROCESS .....</b>
4.1 Detailed Data Analysis .....
4.2 Route Identification .....
4.3 Timetable Setting .....
4.4 Vehicle Scheduling .....
4.5 Assignment of Drivers .....
4.6 Additional Staff Requirements .....
4.7 Documentation .....
<b>5. PILOT – TEST RUN PREPARATIONS .....</b>
5.1 Depots/Staging .....
5.2 Operations Plan .....
5.3 Other Important Considerations .....
5.4 AS-IS Financial Model/Business Model .....

# TAXI OPERATING COMPANIES' s (TOC's)

<b>6. BUSINESS PLANNING AND FINANCIAL MODELLING.....</b>
6.1 Scheduled and Operated Kilometres.....
6.2 Number of Vehicles .....
6.3 Revenue Projections.....
6.4 Variable Cost Estimations.....
6.5 Fixed Cost Estimations .....
6.6 Other Costs.....
6.7 SARS/Taxes .....
<b>7. STAFF – DRIVERS AND OTHER.....</b>
<b>8. BUSINESS PLANNING AND FINANCIAL MODELLING.....</b>
<b>9. OPERATIONAL READINESS CHECKS AND BALANCES.....</b>

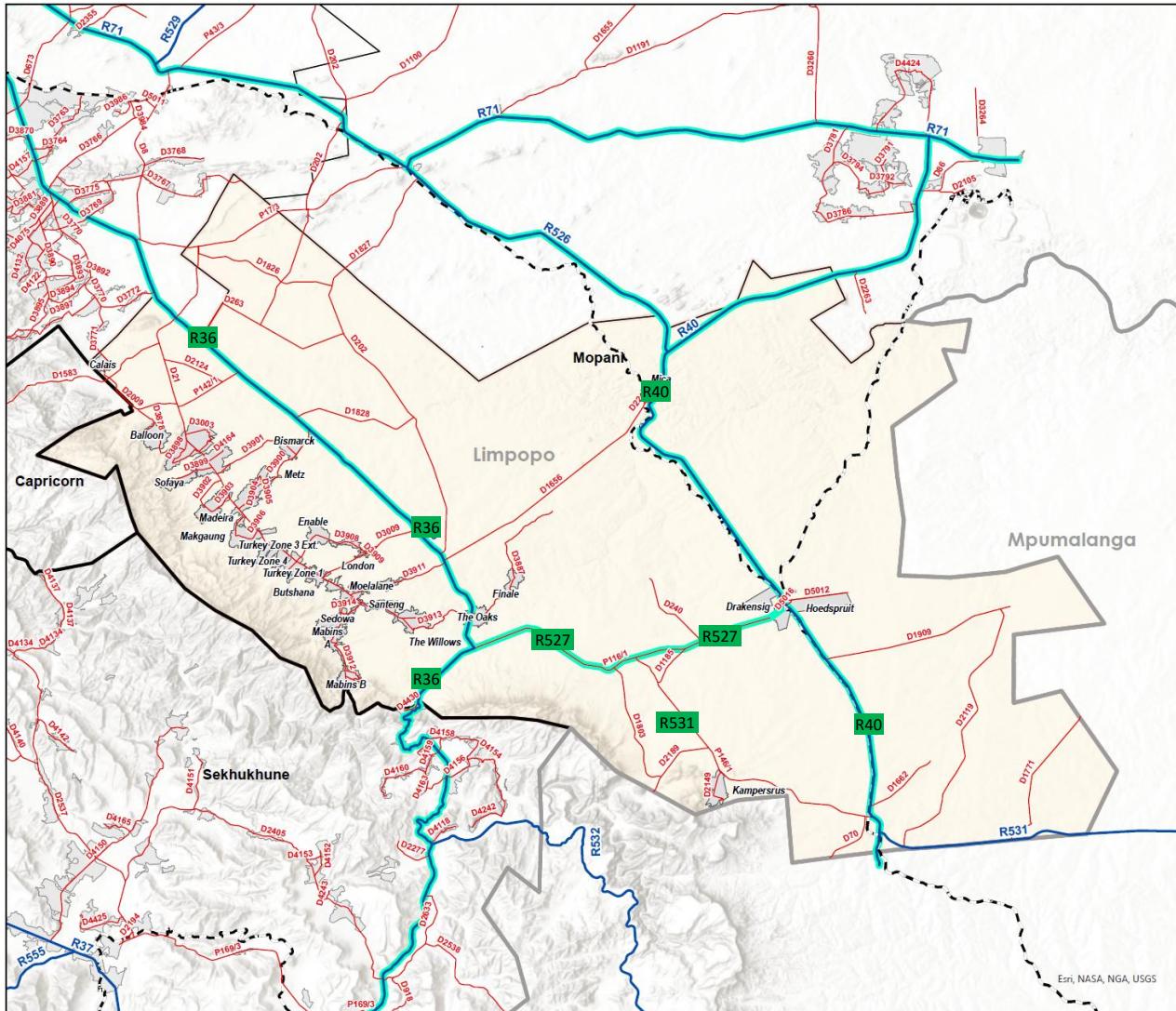
## Following aspects relevant:

- ✓ Legislative and policy requirements.
- ✓ Situational analysis of freight aspects.
- ✓ Maruleng freight profile.
- ✓ Freight vehicle management and overload control (logistics strategies).
- ✓ Dangerous goods movement.
- ✓ Conclusion.

# 8. Freight and Dangerous Goods

<b>District Municipality</b>	<b>Information from District ITPs</b>	<b>Recommended Routes</b>
Mopani <sup>121</sup>	Hazardous substances to be transported along major roads, avoiding towns and major residential areas. Sometimes hazardous substances are to be transported to main commercial areas (fuel, diesel and gas).	From Polokwane to Tzaneen Between Polokwane and Giyani From N1 through Soekmekaar to Tzaneen From Tzaneen to Ohrigstad From Tzaneen to Mica From Gravelotte to Phalaborwa From R36 between Tzaneen and Trichardtsdal to Giyani From Hoedspruit to Phalaborwa

# 8. Freight and Dangerous Goods



Client:



## FREIGHT & DANGEROUS GOODS ROAD NETWORK

### Legend

- Freight & Dangerous Goods Road Network (Cyan line)
- Main Roads (Blue line)
- Secondary Roads (Red line)
- Railways (Black line)
- Settlements (Small grey dots)
- Settlements (Large grey area)
- Provincial Boundaries (Grey line)
- District Municipalities (Black line)
- Local Municipalities (White area)
- Maruleng Local Municipality (Orange area)

Scale (A3) - 1:350,000

0 10.5 21 Km

### Maruleng Local Municipality Integrated Transport Plan (ITP)

#### Compiled By:

 **SIYAZI** Consulting Services (Pty) Ltd  
P O Box 11182  
Bendor  
0699  
LIMPOPO  
Date: April 2025

## 8. Freight and Dangerous Goods

The following aspects require further investigation:

- ✓ Development of freight logistics hub at MLM.
- ✓ The development of a Truck Inn respectively at Mica and Klaserie.
- ✓ Implementation of an overload control strategy for MLM.
- ✓ Implementation of a Static Weighbridge.
- ✓ Development of a dangerous goods movement (hazmat) strategy for MLM.

## 9. Finance & Implementation Plan

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- ✓ Not all projects are planned and/or funded by MLM.
- ✓ Apart from the “own-funded” projects, there are other government departments and parastatals that fund some of these transport projects.
- ✓ Consequently, the following are summarised and discussed in more detail:
  - Own revenue as per MLM Integrated Development Plan (IDP).
  - South Africa National Roads Agency (SANRAL).
  - Roads Agency Limpopo (RAL).
  - Projects identified as part of the MDM-IPTN.
  - Additional projects identified as part of **MLM-LITP**, to be approved and included as part of future IDPs.

## 9. Finance & Implementation Plan

The sources of DORA funding for transport that MLM has access to:

- ✓ Integrated Urban Development Grant (IUDG).
- ✓ Public Transport Network Grant (PTNG).
- ✓ Neighbourhood Development Partnership Grant (NDPG).
- ✓ Equitable Share.
- ✓ Municipal Finance Management Grant (FMG).
- ✓ Expanded Public Works Program (EPWP).

MLM also allocates funding from non-DORA sources, such as Capital Replacement Reserve (CRR) and Own Revenue.

# 9. Finance & Implementation Plan

MLM IDP MTREF SUMMARY OVER 3-YEARS			
Financial Year	Transport Budget		
	Sector		Total
	Roads, Stormwater & Bridges	Maintenance & Repairs	
2025/2026	R190 607 442	R16 500 000	R207 107 442
2026/2027	R132 518 346	R6 792 500	R139 310 846
2027/2028	R114 541 830	R6 962 313	R121 504 143
<b>TOTAL</b>	<b>R437 667 619</b>	<b>R30 254 813</b>	<b>R467 922 432</b>

# 9. Finance & Implementation Plan

MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	Summary of Proposal, Project or Program	Financial Implications Over Three Years	
		Total CAPEX	Funding Source(s)
Roads, Stormwater and Bridges	Upgrading of Gravel to Paved Road.	R301 471 411	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Bridge Construction.	R20 480 000	
	Rehabilitation of Roads.	R115 716 208	
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R10 000 000	
<b>TOTAL</b>		R467 922 432	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

# 9. Finance & Implementation Plan

MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	Summary of Proposal, Project or Program	Financial Implications Over Three Years	
		Total CAPEX	Funding Source(s)
Roads, Stormwater and Bridges Construction and Rehabilitation	Maruleng low level bridges (Construction).	R20 480 000	(MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Balloon internal street (Upgrade).	R2 093 296	
	Scotia internal street (Upgrade).	R13 982 608	
	Madeira access road (Upgrade).	R43 575 047	
	Molalane internal street (Upgrade).	R13 865 503	
	Willows internal street (Upgrade).	R8 631 783	
	Lorraine – Bellville Nkopedjie access road (Upgrade).	R13 422 155	
	Essex road (Upgrade).	R72 026 296	
	Construction of Metz internal street Phase 1 (Upgrade).	R33 617 391	
	Makgaung internal street (Upgrade).	R36 493 815	
	Mahupje ring road (Upgrade).	R3 000 000	
	Bismarck internal street (Upgrade).	R43 057 008	
	Turkey 2 to Turkey 3 internal street (Upgrade).	R17 706 509	
	Hlohlokwe to Sofaya access road (Rehabilitation).	R6 015 215	
Maintenance and Repairs	Hlohlokwe/ Ga Mohlala (Rehabilitation).	R25 000 000	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	The Oaks to Final access road (Rehabilitation).	R79 376 210	
	Lorraine access road (Rehabilitation).	R5 324 783	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	
	Households based routine roads maintenance in MLM.	R10 000 000	
<b>TOTAL</b>		<b>R467 922 432</b>	

# 9. Finance & Implementation Plan

SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM		
Project Number	Description	Project Type
<b>CONTRACT SANRAL X.002-120-2019/1F</b>	Routine Road Maintenance of National Route R36 from Fetakgomo, Tubatse Local Municipal to Greater Tzaneen Local Municipal Border, R40 from Mpumalanga border to Ba-Phalaborwa Local Municipal border, R526 from R40 to Ba- Phalaborwa Municipal Border, and R531 from R40 to Orpen Kruger Park.	Routine Road Maintenance.
<b>EMERGENCY CONTRACT X.002-120-2019/2</b>	Road R527.	To be confirmed.
<b>CONTRACT SANRAL X.002-182-20/1F</b>	Routine Road Maintenance of National Route R36 from Fetakgomo Tubatse Municipal to Greater Tzaneen Municipal border, R40 from Mpumalanga border to Ba-Phalaborwa Municipal Border, R526 from R40 to Ba- Phalaborwa Municipal Border, R531 from R40 to Orpen Kruger Park and R527 from R36 Intersection to Hoedspruit.	Future Routine Road Maintenance.
<b>CONTRACT SANRAL R.040-050-2020/3</b>	The Resurfacing on National Route R40 Section 5 from Arthur's Seat (Km 53.0) to Hoedspruit (Km 93.79)	Construction Tender.
<b>CONTRACT SANRAL R.040-060-2020/1:</b>	The Resurfacing of National Route R40 Section 6 from Hoedspruit (Km 0,00) To R526 Intersection (Km 32,02)	Construction Tender.

# 9. Finance & Implementation Plan

RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM				
Project Name	Activity	Roads	Description	Outputs
T1019C	Preventative Maintenance	D3873	Bokgaga to Laphephane	Finishing compliance documents
T1019A	Preventative Maintenance	D3873	Bokgaga to Lephephane	Practically Completed
T1114A	Preventative Maintenance	D21	Ofcolaco to Gafani	In progress
T1114B	Preventative Maintenance	D21	The Oaks to Sekororo	Under Design
T1115	Preventative Maintenance	D1656	From P181/1 to Mica	Design Completed
T1110B	Preventative Maintenance	D1909	P17/4 to Timbavati	Practically Completed
T1308	Bridge Refurbishment	435, 6118, NB102, NB185, NB186, NB192, UN136, UN155, UN156 and UN157	Improvement to bridges	Under Design

# 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
1.	Annual updating of MLM-LITP.	General
2.	Prepare and annual update of MLM Roads Master Plan.	General
3.	Prepare and annual update of MLM Non-motorised Plan.	General
4.	Develop and maintain MLM Road Network Management System.	General
5.	<p>Implementation of projects related to the Operating License Plan for MLM such as ring-fencing of OLs and TAs members:</p> <ul style="list-style-type: none"> <li>✓ Determine and implement a process to comment on OLs applications received from LPRE.</li> <li>✓ An Assistant Manager for Public Transport Regulation and Compliance need to be appointed by MLM for the administration related to the processes and activities between MLM, the Operators and LPRE or NPTR.</li> <li>✓ Ring-fencing of TAs members.</li> <li>✓ Token system for public transport facilities and the implementation that includes by-laws.</li> <li>✓ Metered taxi strategy.</li> <li>✓ Guidelines for recommendations pertaining to long-distance public transport service OLs.</li> <li>✓ MLM should explore the possibility of Tuk-Tuks services, define the areas where the service will be sustainable and collaborate with the taxi industry as part of the development of the MTS.</li> <li>✓ Public Transport Facility Operational Agreements between Operators and MLM if the facility belongs to MLM.</li> </ul>	OLP

# 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
6.	Plan, design and construct a truck inn facilities for MLM (see also 16 below)	Freight
7.	Plan, design and construct non-motorised transport projects (schools and identified routes) as per NMT Master Plan.	NMT
8.	Maintain an Intermodal Planning Committee (Transport Forum) to comply with NLTA and Amended NLTA (Section 15)	Planning Mechanism
9.	Eastgate International Airport.	Freight & Tourism
10.	Sheltering of existing public transport stops and construction of new ones.	RatPlan
11.	Plan and implement Static Weigh Bridge for the MLM-Area.	Freight
12.	Routine maintenance and upgrading of the existing corridor linkages: <ul style="list-style-type: none"> <li>✓ Regional Corridor (RC), Road R40.</li> <li>✓ Agrarian Transformation Corridor, Road D21.</li> <li>✓ Agro-processing Corridor, Road R527 between Diphuti / The Oaks and Hoedspruit.</li> <li>✓ Strategic Tourism Links</li> <li>✓ Critical Rural Routes.</li> </ul>	Corridor Development & Connectivity
13.	Upliftment and developed R40 as a Railway Corridor.	Corridor Development & Connectivity

## 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
14.	Development of Road D21 as an Integrated Public Transport as Strategic Link.	Corridor Development & Connectivity
15.	Identification of locality of a Static Weigh Bridge.	Corridor Development & Connectivity
16.	Development of Truck Inns at Mica and Klaserie.	Corridor Development & Connectivity

# 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
17.	<p>Provide Intermodal Public Transport Facility that integrate the respective public transport facilities and modes, to enhance Hoedspruit with the following ancillary facilities:</p> <ul style="list-style-type: none"> <li>✓ Improve / Upgrade other Public Transport Facilities in Town.</li> <li>✓ Link other Public Transport Facility in CBD with Intermodal Public Transport Facility.</li> <li>✓ Implement NMT walkways and bicycles ways to link with Public Transport Origins / Destinations.</li> <li>✓ Provide street furniture, information signs, traffic signs and lights.</li> <li>✓ Formalise Hawker Facilities inside and outside Public Transport Facilities.</li> <li>✓ Identify strategic areas to accommodate Hawker Facilities</li> <li>✓ Provide security cameras and security personnel.</li> <li>✓ Traffic Law enforcement for private and public transport modes.</li> </ul>	Functional Nodal Hierarchy
18.	<p>Transport infrastructure development at the following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno. Transit Orientated Developments (TODs) should be incorporated.</p>	Functional Nodal Hierarchy

# 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
19.	Development of Road D21 as an Integrated Public Transport Network as Strategic Link.	Functional Nodal Hierarchy
20.	Improve / provide Public Transport Facilities following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine/ Sekororo and Naphuno.	Basic Service Clusters
21.	<p>The following infrastructure typical forms part of the Integrated Public Transport Facilities:</p> <ul style="list-style-type: none"><li>✓ Transit Orientated Developments (TODs) should be incorporated.</li><li>✓ Public Transport Facilities.</li><li>✓ Destinations served.</li><li>✓ Type of Public Transport Modes.</li><li>✓ Type of NMT provided.</li><li>✓ Infrastructure required as part of Facility.</li><li>✓ Ancillary Facilities.</li><li>✓ Operation and Maintenance.</li></ul>	Basic Service Clusters
22.	Maintenance of Road R531 as part of the Argo-processing corridor.	Agro-industries & Manufacturing

## 9. Finance & Implementation Plan

Project Number	Project Description	Project Category
23.	Determination of Medium to Long Term Road capacity and ancillary facilities.	Agro-industries & Manufacturing
24.	Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.	Agro-industries & Manufacturing
25.	Development of Strategic Tourism Links (STLs).	Tourism
26.	Routine maintenance and upgrading of the existing corridor links: ✓ Regional Corridor (RC), Road R40. ✓ Agrarian Transformation Corridor, Road D21. ✓ Agro-processing Corridor, Road R527 between Diphuti / The Oaks and Hoedspruit. ✓ Maintenance of Road R331.	Tourism
27.	Upliftment and developed as a R40 Railway Corridor (Passengers).	Tourism

**The following are relevant:**

- ✓ Present to MLM Transport Forum.
- ✓ To allow key role-players to provide Final input and comments.
- ✓ Update Final MLM-LITP Reports.
- ✓ MEC Approval.