LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA
DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

Molemole Municipality

DRAFT INTEGRATED TRANSPORT PLAN

AUGUST 2026

PREPARED BY MLJ CONSULTING (PTY) LTD	
Postal Address	PO BOX 1 DENDRON 0790
Contact Person	Mr Lesiba Sekgobela
Contact Number	066 172 9149
Email Address	Lesiba@mljconsulting.co.za

TABLE OF CONTENTS

SYNOPSIS II

LIST OF ACRONYMS III

DEFINITIONS V

LIST OF FIGURES XV

LIST OF MAPS XVII

LIST OF TABLES XVIII

1. INTRODUCTION AND BACKGROUND 1

2. STATUS QUO ANALYSIS 29

3. LIAISON AND CONSULTATION WITH RELEVANT STAKEHOLDERS 75

4. TRANSPORT VISION AND OBJECTIVES 83

5. TRANSPORT REGISTER 87

6. HOW THE LITP RELATE TO MUNICIPAL LAND-USE AND THE SDF 96

7. TRANSPORT NEEDS ASSESSMENT 104

8. PUBLIC TRANSPORT PLAN AND OPERATING LICENSE STRATEGY 110

9. NON-MOTORISED TRANSPORT 129

10. ROAD NETWORK AND INFRASTRUCTURE 140

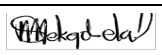
11. FREIGHT TRANSPORT 152

12. ROAD TRAFFIC MANAGEMENT AND ROAD SAFETY 160

13. TRANSPORT FUNDING AND IMPLEMENTATION PLAN 167

REFERENCES 185

SYNOPSIS

Name of Project	**Development of Molemole Local Municipality Integrated Transport Plan**
Client	Limpopo Department of Transport and Community Safety
Project Champion From LDTCS	Messrs Raesibe Mabusa & Reuben Mukhavhuli
Signature of Project Champion	
Service Provider	MLJ Consulting PTY LTD
Status of the Report	Draft Integrated Transport Plan
Project Leader	Mr Lesiba Sekgobela
Signature of MLJ Representative	
Date Submitted	August 2026

DISCLAIMER

The views and opinions expressed in the Draft Integrated Transport Plan of this project are those of the Consultants appointed to undertake this study. Except for the actual extracts from the official policy directives and relevant pieces of legislation, they do not at this stage represent the official viewpoint of the Molemole Local Municipality, until they are fully ratified and/or adopted by the Council, after careful study of the document.

ACKNOWLEDGMENT

This report draws on a desktop review of existing planning instruments, including the Molemole IDP, the Molemole Spatial Development Framework, and the Capricorn District Municipality Integrated Transport Plan, among other relevant provincial and municipal sources. The views expressed herein reflect the consultants' analysis of this material and are intended not to repeat what is already known, but to identify gaps and build on prior initiatives.

Where the desktop review required supplementation, targeted field surveys were conducted within the study area to corroborate, confirm, and extend the available evidence base.

KEY WORDS	*MLM, ITP, LITP, National Land Transport Act, 2009, Planning Authority, IDP, SDF, LED*

LIST OF ACRONYMS

CDM	Capricorn District Municipality
CITP	Comprehensive Integrated Transport Plan
COGHSTA	Co-Operative Governance, Human Settlements and Traditional Affairs
DBSA	Development Bank of Southern Africa
DITP	District Integrated Transport Plan
DM	District Municipality
DORA	Division of Revenue Act
DOT	Department of Transport
EPWP	Expanded Public Works Programme
GIS	Geographical Information System
GNT	Great North Transport
IDP	Integrated Development Plan
ITP	Integrated Transport Plan
LDTCS	Limpopo Department of Transport and Community Safety
LED	Local Economic Development
LITP	Local Integrated Transport Plan
LM	Local Municipality
MEC	Member of the Executive Committee responsible for transport
MFMA	Municipal Finance Management Act
MLTF	Municipal Land Transport Fund
MLM	Molemole Local Municipality
MRE	Municipal Regulatory Entity
MTEF	Medium-Term Expenditure Framework
NLTA	National Land Transport Act, No. 5 of 2009
NMT	Non-Motorised Transport
NPTR	National Public Transport Regulator
OL	Operating License
OLP	Operating License's Plan
PA	Planning Authority
PMS	Pavement Management System
PRE	Provincial Regulatory Entity
PRMG	Provincial Roads Maintenance Grant
PTP	Public Transport Plan
PTNG	Public Transport Network Grant

PTOG	**Public Transport Operations Grant**
RAL	**Limpopo Roads Agency**
ROM	**Rough Order of Magnitude**
RRAMSG	**Rural Roads Asset Management Systems Grant**
SANRAL	**South African National Roads Agency Limited**
SAPS	**South African Police Services**
SDF	**Spatial Development Framework**
SEDA	**Small Enterprise Development Agency**
SDI	**Spatial Development Initiative**
SMME	**Small Medium and Micro Enterprises**
TBA	**To Be Announced**
TBC	**To Be Confirmed**
TBD	**To Be Determined**
TDM	**Travel (Transport) Demand Management**
TR	**Transport Register**

DEFINITIONS

The definitions contained herein would be used throughout the duration of the contract. They have been taken from different sources, including relevant government policy directives and/or legislative instruments. The meanings herein should be construed in the context within which they are being used. Words in the singular number shall include plural, and words in the plural number shall include singular, and words importing the masculine gender shall include females. For this project, unless the context otherwise requires, the following words shall have the corresponding meaning:

"the Act" means the National Land Transport Act, 2009 (Act No. 5 of 2009), including any regulation made in terms of this Act, as amended from time to time;

"Bus" means a motor vehicle designed or modified to carry more than 35 persons including the driver;

''Charter Service'' means a public transport service operated by road involving the hire of a vehicle and a driver for a journey at a charge arranged beforehand with the operator, where

—

(a) neither the operator nor the driver charges the passengers individual fares;

(b) the person hiring the service has the right to decide the route, date and time of

(c) travel; and

(d) the passengers are conveyed to a common destination, and includes vehicles hired with drivers.

''Commercial Service Contract'' means an agreement concluded between a contracting authority and an operator in terms of section 43, and in terms of which the operator—

(a) is to operate a public transport service provided for in an integrated transport plan; and

(b) does not receive any subsidy or other financial support from any organ of state except, where applicable, a subsidy in respect of concessionary fares;

"Contract" means a subsidised service contract, negotiated contract or commercial service contract;

''Contracting Authority'' means—

(a) the Department;

(b) a province, subject to section 11(6); and

(c) a municipality, subject to section 11(2) and (5);

"Control" – of a business entity can be achieved in several ways such as a majority shareholding position i.e. 50% + 1 share, an effective controlling shareholding, most of a board of directors, and/or a shareholders' agreement;

"**Current Tendered Contract"** means a contract concluded before the commencement date of this Act for the operation of a public transport service between the province and a public transport operator to whom the tender for the provision of a service was awarded by the competent provincial tender board or authority in accordance with the law, and which is still binding between them;

"the Department" means the national Department of Transport;

"Direct Empowerment" refers to the process of BEE that must result in an increase in the ownership and control of the economy by black persons. This means that a significant portion of black persons' ownership of assets and enterprises must be a controlling interest, reflecting genuine participation in decision making at board executive management and operational levels, and the assumption of real risk. In the Bus Scorecard, direct empowerment focuses on ownership of enterprises and assets through shares and other instruments that provide the holder thereof with voting rights and economic benefits such as dividends or interest payments;

"DoT" means the Department of Transport in the national sphere of government ("Department" as defined in the Act);

"Equity Ownership" means the percentage ownership and control, exercised by individuals within an enterprise;

"Facilities" means ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport;

"Feeder" refers to the lower-volume transport routes that provide access to the primary transport network, such as the secondary roads with minibus taxi services which link to a high volume, express corridor via a transfer node;

"Fronting" refers to the deliberate misrepresentation of information in order to gain an advantage over another individual / entity. In addition, the use of questionable ownership structures in order to unjustifiably gain points to get preference points in any business/ tender adjudication process;

"Functional Transport Area" means an area where a relatively high percentage of trips is generated within the area and where destinations are also located in the same area, with relatively little or no cross-border movement;

"Guidelines" means any technical transport planning guidelines prepared by the DoT and that are available from the DoT on request;

"Historically Disadvantaged Individual (HDI)" means a **South African** citizen:

(1) Who, due to the apartheid policy that had been in place, had no franchise in national elections prior to the introduction of the Constitution of the Republic of South Africa, 1983 (Act No. 110 of 1983) or the Constitution of the Republic of South Africa, 1993 (Act No. 200 of 1993) ("the interim Constitution"); and/or

(2) Who is a female; and /or

(3) Who has a disability:

Provided that a person who obtained South Africa citizenship on or after the coming to effect of the Interim Constitution, is deemed not to be an HDI;

"IDP" means an Integrated Development Plan contemplated in section 25 of the Municipal Systems Act;

"Indirect Empowerment" refers to a core component of the BEE Strategy that is the creation and nurturing of new enterprises by black people, preferential procurement by both the state, parastatals and the private sector is an effective and efficient instrument to drive BEE. A second element of indirect empowerment is enterprise development. This can take two forms:

- Investment in black-owned and black-empowered enterprises;
- Joint Ventures with black owned and black empowered enterprises that result in substantive skills transfers";

"Integrated Public Transport Network" means a system in a particular area that integrates public transport services between modes, with through ticketing and other appropriate mechanisms to provide users of the system with the optimal solutions to be able to travel from their origins to destinations in a seamless manner;

"Integrated Transport Plan" means a process to identify current and future access needs for people, places, goods and services, and inform the planning authorities on ways to manage the transport system and land-use to best address these needs;

"**Inter-provincial Transport"** means a public transport service operating between two or more provinces;

"**Intra-provincial Transport"** means a public transport service within the boundaries of a province;

"Intra-metropolitan Transport" means a public transport service within the boundaries of a metropolitan;

"Legal Entity" means a company, close corporation, juristic person, trust, partnership, joint venture, Council or sole proprietor, whether or not having separate legal personality;

''Long-Distance Service'' means a scheduled or unscheduled public transport service, other than a service for commuting, that is provided beyond the boundary of the area covered by an integrated transport plan, where passengers are charged fares individually, as contemplated in section 65;

"MEC" means Member of the Executive Committee responsible for transport in the province;

''Midibus'' means a motor vehicle designed or modified solely or principally for conveying more than 16 but not more than 35 persons, including the driver, and for the purposes of the National Road Traffic Act is a type of sub-category of bus;

''Minibus'' means a motor vehicle designed or modified solely or principally for conveying more than nine but not more than 16 seated persons, including the driver;

''Minibus Taxi-Type Service'' means an unscheduled public transport service operated on a specific route or routes, or where applicable, within a particular area, by means of a motor car, minibus or midibus;

"Minister" means the Minister of Transport;

"Mode" means a technical means of transport, which includes motorised and non-motorised technologies, such as the bus, rail, taxi, truck, and cars;

"MSA" Moving South Africa Project of the National Department of Transport;

"Municipal Systems Act" means the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) ("Systems Act" in the Act);

''National Public Transport Regulator'' means the National Public Transport Regulator contemplated in section 20 of the Act;

''Negotiated Contract'' means a contract contemplated in section 41(1);

"Network" means an interconnected system of transport infrastructure and services, which enables wide-ranging access to the area of focus, such as a network of passenger corridors to provide access to most parts of the city;

"NLTA" means the National Land Transport Act, 2009 (Act No. 5 of 2009);

"NLTTA" means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), as repealed;

"NLTSF" means the National Land Transport Strategic Framework prepared in terms of section 34 of the Act;

"Node" means a concentration of services, facilities and investment at a focused point, which generates high level of activity and attract relatively high volumes of passengers, thus enabling a sustainable high volume, corridor-based public transport system that links nodes and provides customers with quick and frequent services;

"Non-Contracted Service" means a public transport service other than one operated in terms of a commercial service contract, subsidised service contract, current tender contract, interim contract or negotiated contract;

"Non-Motorised Transport" means non-motorised vehicles, including bicycles, wheelbarrows, donkeys, and carts, both hand-pulled and animal-drawn, and walking;

"OLAS" means the Operating License Administrative System contemplated in section 6(5) of the Act;

''Operating License'' means a licence required by section 50 and granted and issued in accordance with this Act or the Transition Act;

''Operator'' means a person carrying on the business of operating a public transport service;

"Optimal Mode" refers to the mode that is able to meet the minimum needs of customers at the lowest overall cost, but this does not necessarily mean the lowest-cost operating mode. Customer preferences, such as reluctance to transfer, should also be factored into the planning process when choosing an optimal mode;

"Owned" means having all the customary elements of ownership, including the right of decision-making and sharing all the risk and profits commensurate with the degree of ownership interests as demonstrated by an examination of the substance, rather than the form of ownership arrangements;

"**Ownership"** refers to equity participation and the ability to exercise rights and obligations that accrue under such ownership. It also refers to economic interest, in other words paid up capital;

"Peak" refers to the concentration of demand during certain periods (can be daily or seasonal), and gives rise to congestion and collisions as well as the need for larger vehicle fleets and more infrastructure capacity, which extra capacity is generally relatively idle/underutilised in the off-peak periods;

''Permit'' means a public road carrier permit issued in terms of the Road Transportation Act, 1977 (Act No. 74 of 1977), or another law predating the Transition Act and recognized as valid by the Transition Act, and which is in force and has not yet been converted to an operating licence on the date of commencement of this Act;

"PFMA" refers to Public Finance Management Act, 1999 (Act No. 20 of 1999);

''Planning Authority'' means a municipality in relation to its planning functions;

"PLTF" means a provincial land transport framework prepared in terms of section

35 of the Act;

''Prescribed'' means prescribed by regulation by the Minister, unless otherwise indicated or unless the Minister has delegated to the MEC the power to make the regulation in question by notice in the *Gazette*;

''Provincial Department'' means the department within the administration of a province that is charged with public transport matters;

''Public Transport'' —

(i) in relation to the national sphere of government, means the functions mentioned in section 11(1)*(a)*;
(ii) in relation to the provincial sphere of government, means the functions mentioned in section 11(1)(b), and any other function assigned to the province under section 11(2);

''Public Transport Service'' means a scheduled or unscheduled service for the carriage of passengers by road or rail, whether subject to a contract or not, and where the service is provided for a fare or any other consideration or reward, including cabotage in respect of passenger transport as defined in the Cross-Border Act, and except where clearly inappropriate, the term ''public transport'' must be interpreted accordingly;

"Regulations" means Regulations in terms of the National Road Traffic Act, 1996 (Act No. 93 of 1996)

''Regulatory Entity'' means the National Public Transport Regulator, a Provincial Regulatory Entity, or a municipality to which the operating licence function has been assigned;

"Route" means the roads that are traversed by a vehicle from point of origin to point of final destination or, in the case of road-based transport where no roads are clearly demarcated, the route followed by the particular vehicle as described with reference to landmarks or beacons, and it may consist of one or more route sections;

"Route Coding System" means the basis according to which routes are given a unique code in order to facilitate the identification of particular routes;

''Scheduled Service'' means a public transport service operated by road on a particular route or routes in accordance with a timetable;

''Service'' means a public transport service;

"Scholar Transport" means public transport operations for the conveyance of the learners, students, teachers and lecturers;

"Seamless" means a user-friendly service from origin to destination which is not disrupted by time-consuming or costly transfers between uncoordinated modes or by compliance with non-integrated formalities at border crossings;

"Small Bus Operator" means an emerging bus operator from a disadvantaged background who operates unsubsidised services and/or small-scale scheduled and subsidised services as a direct contractor or as a subcontractor to a larger operator;

"Small Medium and Micro Enterprises (SMMEs) bears the same meaning assigned to this expression in the National Small Business Act, 1996 (No 102 1996);

''Special Categories of Passengers'' means persons with disabilities, the aged, pregnant women and those who are limited in their movements by children;

"Stakeholders" are those groups or individuals that can reasonably be expected to be significantly affected by an organisation's business activities, outputs, or outcomes, or whose actions can reasonably be expected to significantly affect the ability of the organisation to create value over time, or persons, groups, or organisations with a vested interest, or stake, in the decision-making and activities of the organisation;

"Strategy" means an action or set of actions aimed at achieving stated objectives;

"Sub –contracting" means the primary contract's assigning or leasing or making out work to, or employing another person to support such primary contractor in the execution of part of a project in terms of the contract;

"Subsidies" means direct financial or monetary support given to public transport

in order to enhance the affordability thereof;

''Subsidised'', in relation to services, means a situation where passengers are provided with financial assistance to be able to afford services that they could not otherwise afford or where services are subsidised for other reasons, for example to encourage public transport usage, relieve traffic congestion, or to support land use and transport integration;

''Subsidised Service Contract'' means an agreement between a contracting authority and an operator to operate a service provided for in an integrated transport plan and in terms of which the operator receives direct or indirect financial support in terms of a tendered contract;

"Sustainability" means the ability of a business activity to generate sufficient revenue from its customers to provide for adequate levels of reinvestment, compensation for externalities and upgrading of service levels to meet evolving customer needs over time;

"Targeted Categories of Passengers" means−

(a) persons with disabilities; and

(b) the elderly, pregnant women, scholars, young children and those who are limited in their movements by children;

"**Tender** "means a written offer in a prescribed or stipulated form in response to an invitation by an organ of state for the provision of goods, works or services;

"Tendering" means a process of granting the authority to operate a transport service according to standards set in a contract, usually for a specified period and is generally open to competitive bidding;

"Terminal" means a facility at the end of a route or a group of routes where passengers can board and alight, and may include a vehicle holding area as well;

"Timetable" means a published document informing passengers of headways (interval between departures or the passing of vehicles), or times when and the places where public transport services are available, indicating at least origin and destination points and significant intermediate locations along the route.

''Transition Act'' means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), as repealed;

''Transport Appeal Tribunal'' means the Transport Appeal Tribunal established by Section 3 of the Transport Appeal Tribunal Act, 1998 (Act No. 39 of 1998);

''Transport Plan'' includes the National Land Transport Strategic Framework, the Provincial Land Transport Framework and an Integrated Transport Plan;

"Travel Demand Management" means a system of actions to maximize the capacity of the transport system for the movement of people and goods rather than vehicles, among others, through increasing vehicle occupancy, developing priority measures for public transport, encouraging travel during off-peak periods, shifting demands between modes, restricting the space available for parking, adjusting the price of parking, and other appropriate measures; and

"**Unscheduled Service"** means a public transport service operated by road on a particular route or routes, or, where applicable, within a particular area, without a timetable where passengers are charged fares individually.

LIST OF FIGURES

FIGURE 1:INTER-RELATIONSHIP BETWEEN TRANSPORT PLANS AND FRAMEWORK 14
FIGURE 2:MLM AGE STRUCTURE 19
FIGURE 3: GENDER 19
FIGURE 4: BAHWADUBA BUS SERVICE IN MOREBENG (LEFT) AND GNT AT RIGHT 46
FIGURE 5: METER TAXI AT BOTLOKWA COMPLEX 58
FIGURE 6: METER TAXI AT MOHODI (BTA MAXI) 59
FIGURE 7: SCHOLAR TRANSPORT BUS OPERATORS AT DENDRON PRIMARY SCHOOL AND DENDRON SECONDARY SCHOOL AT MOGWADI 60
FIGURE 8: LEARNERS BEING TRANSPORTED WITH LDVS AT KGWADU PRIMARY SCHOOL AT MPHAKANE 61
FIGURE 9: MARAMA TAXI FACILITY THAT IS BEING USED AS THE 64
FIGURE 10: TAXI AND BUS PASSENGERS IN MOGWADI TOWN, NOT AT THE TAXI RANK OUTSIDE TOWN 65
FIGURE 11: VANDALISED ELECTRICAL COMPONENTS AT MOREBENG 66
FIGURE 12: DISUSED ABLUTION FACILITIES DUE TO LACK OF MAINTENANCE AT MOREBENG TAXI RANK 66
FIGURE 13: TERRIBLE CONDITION OF R521 70
FIGURE 14: TERRIBLE CONDITION OF THE INTERNAL ROADS 71
FIGURE 15: DILAPIDATED RAILWAY INFRASTRUCTURE AT MOREBENG 74
FIGURE 16: PERMANENTLY CLOSED DENDRON AIRPORT(FADO) 74
FIGURE 17: BOCHUM TAXI RANK 113
FIGURE 18: NON-MOTORISED TRANSPORT OR ANIMAL-DRAWN CART USING SAME ROAD WITH MOTOR VEHICLES AT BOTLOKWA. A PEDESTRIAN CROSSING THE ROAD UNSAFELY AT BOTLOKWA 138
FIGURE 19: ANIMAL-DRAWN CARTS ARE A REGULAR SIGHTS IN BOTLOKWA 139

FIGURE 20: TRUCK STOP AT DENDRON GLOBAL GARAGE..... 158

FIGURE 21: INCIDENTS BY CAUSE CATEGORY, MOLEMOLE LM, 2020–2024..... 162

FIGURE 22: SHARE OF INCIDENTS THAT WERE FATAL, BY CAUSE CATEGORY..... 162

FIGURE 23: FATAL VS NON-FATAL INCIDENTS BY YEAR, MOLEMOLE LM. 163

FIGURE 24: MOLEMOLE LM: TOP 10 CRASH HOTSPOTS BY AREA, 2020-2024..... 164

LIST OF MAPS

Map 1: Molemole Local Municipality in Regional Context..... 23

Map 2: Molemole Local Municipality in District Context 24

Map 3: Molemole Local Municipality in Local Context 24

Map 4: Provincial Corridors of Limpopo and How They Transverse Through Molemole 67

Map 5: Map of Molemole Local Municipality Road Network..... 68

Map 6: MLM Settlements Patterns and Municipal Growth Points..... 97

Map 7: MLM Registered Towns-Mogwadi 98

Map 8: MLM Registered Towns-Morebeng..... 99

Map 9: Survey Points 118

LIST OF TABLES

TABLE 1:MINIMUM CONTENTS OF LITP AND PROPOSED MLM LITP CONTENTS 12

TABLE 2: MINIMUM FREQUENCY OF PLAN PREPARATION AND UPDATE 13

TABLE 3: HIERARCHY OF MLM SETTLEMENTS 15

TABLE 4: MLM POPULATION SIZE 18

TABLE 5: MUNICIPAL WARDS AND SETTLEMENTS 22

TABLE 6: LIST OF SUBSIDIZED BUS OPERATORS IN THE LIMPOPO PROVINCE 44

TABLE 7: CURRENT BUS OPERATORS WITHIN LIMPOPO PROVINCE(POST RESTRUCTURING AND /OR RATIONALISATION 45

TABLE 8: EAST OF MOLEMOLE CORDON COUNTS ANALYSIS – BAHWADUBA BUS SERVICES DATA 47

TABLE 9: MOLEMOLE WEST CORDON COUNTS ANALYSIS – GNT (SESHEGO DEPOT) BUS DATA 48

TABLE 10: MARAMA TAXI ASSOCIATION ROUTES 50

TABLE 11: SEKGOSESE TAXI ASSOCIATION ROUTES 50

TABLE 12: MACHAKA-RAMOKGOPA-MAKGATHO (MARAMA) TAXI ASSOCIATION OL STATUS 51

TABLE 13: SEKGOSESE TAXI ASSOCIATION OL STATUS 51

TABLE 14: SUMMARY OF MINIBUS TAXI ROUTES IN MOLEMOLE LOCAL MUNICIPALITY 52

TABLE 15: WESTERN MOLEMOLE CORDON COUNTS ANALYSIS-TAXI DATA 55

TABLE 16: EASTERN MOLEMOLE CORDON COUNTS ANALYSIS - TAXI DATA 56

TABLE 17: FORMAL/INFORMAL TAXI FACILITIES IN THE MOLEMOLE LOCAL MUNICIPALITY 63

TABLE 18: RELEVANT STAKEHOLDERS AND RESPECTIVE ROLES THEY ARE SUPPOSED TO PLAY IN THE PROJECT 79

TABLE 19: ROAD NETWORK CLASSIFICATION IN CDM PER LOCAL MUNICIPALITY 89

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY(LIM353, 2023) 90

TABLE 21: PRIORITISED TRANSPORT NEEDS SUMMARY 109

TABLE 22: PTP-POLICY AND LEGISLATIVE CONTEXT: 110

TABLE 23: CURRENT PUBLIC TRANSPORT SYSTEM: STATUS QUO SUMMARY 111

TABLE 24: BAHWADUBA BUS SERVICE CORDON COUNTS ANALYSIS 112

TABLE 25: GNT SESHEGO (CAPRICORN 2 CONTRACT) CORDON 112

TABLE 26: COMBINED OL STATUS 114

TABLE 27: MARAMA TAXI ASSOCIATION : ROUTE SUMMARY 115

TABLE 28: SEKGOSESE TAXI ASSOCIATION: ROUTE SUMMARY 116

TABLE 29: CORDON SURVEY VOLUMES: KEY FINDINGS PASSENGER 116

TABLE 30: CURRENT OL COMPLIANCE POSITION 120

TABLE 31: GRADUATED ENFORCEMENT STRATEGY 123

TABLE 32: ROUTE HIERARCHY 125

TABLE 33: RATIONALISATION RECOMMENDATIONS BY CORRIDOR 126

TABLE 34: INSTITUTIONAL ARRANGEMENTS FOR PUBLIC TRANSPORT: ROLES AND RESPONSIBILITIES 127

TABLE 35: PRIORITY NMT INTERVENTIONS 135

TABLE 36: ROAD MAINTENANCE RESPONSIBILITIES AND FUNDING – MOLEMOLE LOCAL MUNICIPALITY (MUNICIPAL CODE: LIM353) 149

TABLE 37: WEST OF MOLEMOLE CORDON COUNTS ANALYSIS - FREIGHT DATA 159

TABLE 38: FIVE-YEAR HEADLINE/INCIDENTS TOTALS, MOLEMOLE LM, 2020–2024 160

TABLE 39: INCIDENTS, DEATHS AND FATALITY RATE BY CAUSE CATEGORY 161

TABLE 40: INCIDENTS AND FATALITY RATE BY DAY OF THE WEEK. 163

TABLE 41: SIX MOST SEVERE (MULTIPLE-FATALITY) INCIDENTS, 2020–2024 163

TABLE 42: INCIDENTS BY ROAD/ROUTE, 2020–2024. 164

TABLE 43: SYNTHESIS OF KEY ROAD SAFETY CONCERNS, LOCAL IMPLICATIONS AND SUPPORTING EVIDENCE. 165

TABLE 44: TRAFFIC MANAGEMENT AND ROAD SAFETY STRATEGY AREAS AND KEY MEASURES. 166

TABLE 45: PRIORITY ACTION PROGRAMME FOR TRAFFIC MANAGEMENT AND ROAD SAFETY, MOLEMOLE LM ITP. 166

TABLE 46: TRANSPORT FUNDING AND IMPLEMENTATION PLAN: POLICY 168

TABLE 47: CURRENT TRANSPORT EXPENDITURE BASELINE 169

TABLE 48: CONFIRMED IDP TRANSPORT AND TRANSPORT-RELATED PROJECTS (2026/27 – 2028/29) 170

TABLE 49: PROVINCIAL PROJECTS IN MOLEMOLE LM 171

TABLE 50: NATIONAL CONDITIONAL GRANTS 172

TABLE 51: CAPITAL INVESTMENT PROGRAMME-PRIORITISATION CRITERIA 177

TABLE 52: SHORT-TERM CAPITAL INVESTMENT PROGRAMME (2026/27 – 2030/31) 178

TABLE 53:MEDIUM-TERM CAPITAL INVESTMENT PROGRAMME (2031/32 – 2035/36) 181

TABLE 54: INSTITUTIONAL ARRANGEMENTS AND CAPACITY BUILDING AND REMAINING GAPS 183

1. INTRODUCTION AND BACKGROUND

1.1. Introduction

Transportation, i.e. the movement of people and goods, plays a critical role in the whole of the South African economy, contributing to poverty reduction by enabling the productive activities that create effective economic growth, and by providing people with access to economic opportunities and social services, and a means of participating fully in society.

Transport plays a central role in enabling economic activity and improving people's quality of life. The ability to move safely, affordably, and reliably is fundamental to accessing employment, education, healthcare, and other essential services. For this reason, transport is widely recognised as a key driver of economic growth, social inclusion, and development. A well-functioning public transport system is therefore critical in ensuring that communities can participate meaningfully in social and economic life.

In terms of the National Land Transport Act, Act No. 5 of 2009 (NLTA), municipalities designated as planning authorities are required to prepare and maintain an Integrated Transport Plan (ITP) as part of their Integrated Development Plan (IDP). At present, Molemole Local Municipality does not have an approved Integrated Transport Plan in place. As a result, transport planning, infrastructure prioritisation, and public transport interventions have historically been implemented in a fragmented and reactive manner, often without the benefit of a consolidated strategic framework.

The Limpopo Department of Transport and Community Safety appointed MLJ Consulting (Pty) Ltd to develop the Molemole Local Municipality Local Integrated Transport Plan (LITP), which is evidence-based, stakeholder-driven, and aligned with national and provincial guidelines, as required in terms of Section 36 of the National Land Transport Act (NLTA), Act No. 5 of 2009, and the Minimum Requirements for the Preparation of Integrated Transport Plans (2016).

The development of this LITP is particularly significant, as Molemole Local Municipality has never previously had an approved Integrated Transport Plan in place. The absence of an approved ITP has resulted in transport planning and infrastructure prioritisation being undertaken without a comprehensive and coordinated long-term strategic framework. This LITP therefore represents the municipality's first formal transport planning instrument aimed at guiding the development, management, and integration of transport systems within the municipal area, while ensuring alignment with broader provincial and national transport policies and frameworks.

The purpose of this Draft ITP is to provide a comprehensive assessment of the current transport system within Molemole Local Municipality, identify key challenges and opportunities, and propose appropriate interventions to improve accessibility, mobility, and transport efficiency. The plan integrates various transport components, including road infrastructure, public transport operations, freight movement, non-motorised transport, and institutional arrangements, to ensure a coordinated and sustainable transport system.

This Draft ITP builds on the findings of the Status Quo assessment and incorporates inputs from stakeholder engagements, transport surveys, and existing planning documents such as the IDP, Spatial Development Framework (SDF), and the Capricorn District's Comprehensive Integrated Transport Plan (CITP). It further seeks to support socio-economic development by improving connectivity between rural settlements and key service centres, enhancing access to employment opportunities, education, healthcare, and other essential services.

The document is intended to guide decision-making, inform infrastructure investment, and support the implementation of transport interventions that are responsive to the needs of the community. It also provides a framework for ongoing monitoring, evaluation, and periodic review in line with legislative requirements.

1.2. Background

The developmental role of transport is immense. Mobility is fundamental to the ability for the provision of the better life for all. Transport is therefore one of the essential elements capable of promoting economic growth and development. The general goals of a good transportation system are, inter alia, to:

- Provide effective, affordable, safe and reliable transport services for goods and people in the rural areas;
- Improve utilization of existing transport resources; and
- Improve operational efficiency and effectiveness of the transport services.

The role of transport in socioeconomic wellbeing of the people in the Molemole Local Municipality jurisdiction cannot be overemphasized. 50% of the population of South Africa in general is rural, and 72% of the total population who are poor are in rural areas. Molemole Municipality falls under characterization of rural areas with:

- high unemployment levels, minimum or no economic or job opportunities
- the majority of the population are trapped in poverty circle.

In view of the fact that rural people have inferior access to social services and economic mainstream, the role of the local government should be to address the socio-economic problems of the area as a whole and to strife to improve or change the quality of life in the areas that were economically neglected in the past. Particular attention needs to be given to anchor or lead projects, and to projects that are part of the government's LED programme/s. Rural development can be a significant catalyst for sustainable economic development, improved social access and poverty alleviation in South Africa's rural areas.

Public passenger transport plays a significant role for various sectors of the community – commuters, learners, students, staff, casual travellers, etc. Effective and efficient public transport system is the nerve-centre of economic activities, as it would cater for the provision of adequate

transportation facilities, and thus furthering the interests of public transport users and promoting the interests of transport suppliers, on the other hand.

There are no opportunities for sustainable employment in most villages, and the communities are mostly dependent on public transport to access social amenities of life - health care facilities, schools, work, etc.
There is naturally lack of investors with capital to invest in the rural areas due to demographic variables like age, gender, and employment occupation of rural communities. Most of the rural towns and villages do not have natural pull-factors that can attract much needed investment without active government intervention. The respective nodal points of most of the rural towns and villages do not have critical mass in terms of large, primary, and secondary markets. Indeed, the sustainability of rural municipalities themselves, with low tax-base, is dependent on overall government policy on rural areas, and the development of rural economies.

In terms of the Constitution, certain powers and functions currently carried out by other levels of governance such as the provincial and/or national authorities or agencies, have to be devolved to the lower level of governance. In line with the Constitution, the national transport policy, as set out in the White Paper on National Transport Policy, confirms the principle of subsidiarity, i.e. regulation and devolution of public transport functions, powers and duties to the lowest appropriate level of government. The National Transport Policy indicates that land passenger transport planning should be carried out by relevant PA in an integrated fashion covering all modes, i.e. taxis, buses, and trains (if any), at the lowest level of governance as possible. The same observations were made in subsequent legislation, namely the repealed National Land Transport Transition Act, 2000 (NLTTA) and the current National Land Transport Act, 2009 (NLTA) respectively, which both added details regarding the role of local government as PA and its interface with provincial and national levels.

Schedule 4, Parts A and B to the Constitution, allocates function of public transport to all three spheres. The national and provincial governments

have concurrent powers, and local governments have powers over municipal public transport. Schedules 4 and 5 of the Constitution provide provinces exclusive legislative competencies on specific functional areas that include public transport and provincial roads, and provision of transport funding, including transport subsidies.

Chapter 7 of the Constitution deals specifically with matters related to local government. Part B of Schedule 4, read together with Section 155 (6) (a) and (7) of the Constitution, list several functions that local government must perform, including municipal planning and municipal public transport services. Flowing from this, the Municipal Structures Act, 2003 (Act No. 117 of 2003) was passed, and Section 81 (1) (a) thereof states that municipalities should prepare Integrated Development Plans (IDPs). The ITP constitutes transport sector input into the IDP process.

ITP is defined as a process to identify current and future access needs for people, places, goods and services, and should focus on public and private transport, infrastructure, facilities, and services. It informs PAs on ways to manage transport system and land-use to best address mobility needs. ITPs are tools for comprehensive analysis of existing and future transport system requirements within the local authority. They provide overall framework for holistic planning approach to resolving transport issues at district and local levels. The purpose of ITP is to resolve transport issues and problems in accordance with the goals and objectives of local authority. It must be closely associated and integrated with other branches, such as land use and planning.

The NLTA was enacted to further transformation process and restructuring of the national land transport system that was started by the NLTTA or “the Transition Act”. The NLTTA was transitional in nature. The NLTTA gave effect to the Constitution and national transport policy directives contained in the 1996 White Paper on National Transport Policy. The NLTTA required that transport authorities, core cities and other municipalities (planning authorities) to prepare ITPs annually as component of the IDP and/or Local

Development Objectives (LDOs). Most of the relevant provisions of the NLTTA had since been included in the new legislation, namely the NLTA.

One of the major roles of the local PA is to establish a viable and appropriate transportation system that would support the Local Economic Development (LED) objectives of the municipality. PA is not only responsible for planning of public transport services and provision of public transport infrastructure within its jurisdiction, but is also responsible for upgrading, rehabilitation and maintenance of such facilities.

One of the major purposes of the NLTA was to consolidate land transport functions and locate them in appropriate sphere of government. The Act confirms the principle of subsidiarity and devolution of public transport functions, powers and duties to the lowest appropriate level of government. However, the main issue hampering the devolution of functions to the lower levels of governance has always been lack of capacity in terms of the resources – finance, infrastructure, human resources, or otherwise.

The issue of concurrent public transport powers across all levels of governance seems to have led to power struggle amongst levels of governance, as the lines seem to be blurred. Disagreements always ensued between the Department of Transport with some of the provinces and local authorities, such as the Western Cape Province and the City of Cape Town respectively. For some time, the Western Cape Province and the City of Cape Town have been decrying devolution of public transport powers vested in them in terms of the Constitution.

The development of ITPs depends largely on the type of PA that should compile the plan, especially the size of the area of jurisdiction, and the extent of transport activities taking place in that area. The National Transport Policy provides that transport powers and functions should be devolved to the lowest level competent government, which will be expected to undertake planning to integrate all facets of transport supply and demand management in a manner which is in harmony with the

development policies of the relevant authority. For the purposes of land transport planning, three types of planning authorities are distinguished, namely:

i) Planning Authorities / Metropolitan Municipalities (Type 1).
ii) District Municipalities (Type 2); and
iii) Local municipalities (Type 3).

- **Type 1 Planning Authorities**

  Type 1 Planning Authorities are larger municipalities designated by the Department of Transport to upgrade their public transport system to a level that is car competitive as part of the approved Public Transport Action Plan of March 2007. These authorities must prepare CITPs for which technical guidelines are available as prescribed. All planning authorities are required to prepare CITP are metropolitan municipalities and the other municipalities where the demographics and transport movements in the area justify the preparation of CITP.

- **Type 2 Planning Authorities**

  Type 2 Planning Authorities are all other district municipalities that are required to prepare CITPs. CITPs are categorised in terms of the Minimum Requirements for the Preparation of Transport Plans as Type 2 Planning Authorities. All district municipalities are to prepare CITPs which summarizes LITPs of local municipalities in their districts.

- **Type 3 Planning Authorities**

  Type 3 Planning Authorities are the local municipalities, and they are required to prepare LITPs. The LITPs are the least comprehensive of the three. This entails the development of the ITP, which covers all aspects required for achieving the objective in terms of the NLTA.

Molemole Local Municipality is classified as a Type 3 Planning Authority in terms of the National Land Transport Act, 2009. This classification applies to local municipalities that are not designated as metropolitan or district planning authorities and therefore have more limited institutional capacity

and direct responsibilities in transport planning.

As a Type 3 Planning Authority, Molemole is required to prepare LITP that is aligned with the Comprehensive Integrated Transport Plan of Capricorn District Municipality, as well as relevant provincial and national transport policies. The municipality's role is primarily focused on identifying local transport needs, facilitating stakeholder engagement, and supporting the implementation of transport interventions within its jurisdiction, while key regulatory and operational functions remain largely at provincial and district levels.

For the best results, it must be established what functions and powers could be carried out by the local sphere of governance, and how. There are specific powers and functions that were assigned to Molemole Local Municipality in terms of Notice of Establishment (Notice No.307) that was published in Provincial Government Notice No. 307 of 2000 include Municipal public transport, and amongst some of the Municipality core priority issues include access roads. The municipality is responsible for internal streets in towns and villages. District Roads and provincial roads are the responsibilities of Roads Agency Limpopo (RAL), while national roads are the responsibilities of South African National Roads Agency Ltd (SANRAL).

The municipal roads and storm water infrastructure provisions are guided by SANRAL, which designs manuals for roads and storm water drainage guides in terms of design standards. They further provide for norms and standards of roads and storm water infrastructure in built-up areas. The municipality has adopted a municipal wide Road Master Plan during the adoption of the 2025/2026 IDP. Many of the roads within the municipal area are classified under rural category as per the South African Roads Traffic Sign Manuals. The Infrastructure Master Plan and unbundling of roads documents are developed to assist in roads and storm water planning.

Key issues relating to Road and Stormwater analysis as per Molemole IDP

include, inter alia, the following:

- Infrastructure Master Plan and Unbundling of Roads documents are developed to assist in Roads and Storm Water planning.
- Blading and Re-Graveling of Rural Internal Roads per ward.
- Patching of Potholes on Municipal Roads across all wards.
- Remarking of Road Marks on Municipal Roads across all wards
- Unblocking storm water drains within the Municipal Roads across all wards
- Bush Clearing within the Municipal Roads across all wards

Inasmuch as the NLTA clarifies at length the roles of different spheres of government, there is still ineffective intergovernmental relations that results in uncoordinated operations and creating inefficiencies within the public transport system. For instance, transport planning is the responsibility of local government, but provinces are the Contracting Authorities (CAs) for subsidised bus contracts, whilst these buses operate within the municipalities. The NLTA provides that provinces must continue to manage the existing subsidised bus contracts until the function is assigned to relevant municipality.

The President recently signed the National Land Transport Amendment Bill into law in June 2024. The Amendment Act gives provinces powers to conclude new subsidised bus contracts (negotiated, tendered, and commercial) in municipal areas where municipalities do not have capacity. However, those subsidised bus contracts must be designed in terms of ITPs of the municipalities, or, if there are no such ITPs, and provinces must, in collaboration with the affected municipalities, design Integrated Public Transport Networks (IPTNs), before going out on tender. Most of the local PAs, however, seem to be inadequately capacitated to develop or review these ITPs as required in terms of prevailing policy and legislation. Almost all existing subsidized bus contracts have long expired but extended indefinitely. In the meantime, some big bus operators continue to unfairly enjoy the monopoly of subsidised bus sector, to the exclusion of new entrants onto the market.

Despite anticipated role of the municipalities as PAs, public transport in general does not seem to be a priority by local authorities, mainly due to lack of capacity and other competing service delivery priorities - electricity, water and sanitation, infrastructure such as serviced roads, etc., leading to constant community protests, especially in African dominated settlements like townships and rural areas. Inadequate planning leads to low-density residential developments that give rise to longer travelling distances and dislocation of the poor on the fringe of urban areas.

In terms of Section 36 of the NLTA and gazetted 2016 Minimum Requirements for Preparation of Integrated Transport Plans, ITPs must be developed and reviewed or updated annually and be synchronised with municipal IDPs. However, they are not always available. The Department states in its 2017 Revised White Paper that, lack of capacity at the municipal level, is a major inhibiting factor in municipalities preparing transport plans, including ITPs.

There should be effective, efficient, and sustainable integrated public transport system that is designed and managed in accordance with the needs and desires of the end-users. A holistic approach is therefore necessary in addressing the challenges identified.

Some of the most important questions that need to be addressed when evaluating public transport services or infrastructure in general, include the following:

- What level of service is required to improve personal mobility for both economic and social activities in the Molemole municipality?
- What is the current transport capacity, and what capacity will be required to meet the basic transport needs in the municipality?
- What is the extent of the current transport modes – human, animal, or motor-powered (taxis, buses, and trains) means of transport in the municipality?
- Are current transport services in the municipality reasonably competitive?

- What new or additional transport modes should be introduced?
- What type of public transport infrastructure exists?
- Are there enough fully equipped transport facilities?
- How can the affected or interested communities be involved in the planning, implementation and maintenance of the transport facilities?

The LITP forms part of the broader district transport planning framework and serves as the transport component of the Municipal IDP. Molemole Local Municipality has identified the need to develop and align its LITP in accordance with the requirements of the National Land Transport Act (NLTA, Act 5 of 2009), the Limpopo Provincial Land Transport Framework (PLTF), and the Capricorn District Integrated Transport Plan. As part of the Municipality's broader developmental objectives, the LITP will serve as a strategic tool to guide the planning, coordination, investment, regulation, and management of transport services and infrastructure within the municipal area.

1.3. Project Methodology

The methodology that is being followed, include the logical steps of a standard review of LITP process in terms of the National Land Transport Act, 2009 (Act No. 5 of 2009): Minimum Requirements for the Preparation of Integrated Transport Plans, 2016, the ITP must be updated annually and in synchronisation with the IDP. The requirements for LITPs are being followed for this study.

This strategy must be a tool that will demonstrate how each of the base data will be used and interpreted such that the vision is achieved, but most importantly, it will provide guidance as to how each of these outcomes can simultaneously achieve integrated development

The LITP must at least consist of the chapters as schematically specified below:

Table 1:MINIMUM CONTENTS OF LITP AND PROPOSED MLM LITP CONTENTS	
Minimum Contents of a LITP (Section 8.3)	**Proposed MLM ITP Contents**
Chapter 1: Introduction The introduction must: - Indicate the responsibility for the preparation of the LITP - State the status of the plan - Indicate the period over which the plan is to be implemented **Chapter 2: Transport Status Quo (Inventory and Condition)** The transport status quo must consist of: - An inventory of roads under the responsibility of the local municipality, including their condition - An inventory of public transport facilities under the responsibility of the municipality, including their condition **Chapter 3: Transport Needs Assessment** This chapter focuses on: - Identifying and assessing transport needs within the municipal area - Highlighting gaps, deficiencies, and mobility challenges based on the status quo **Chapter 4: Transport Improvement Proposals** This section must: - Provide proposed interventions and solutions to address identified transport needs - Outline measures to improve transport infrastructure, services, and accessibility **Chapter 5: Implementation Budget and Programme** This chapter must: - Present the implementation plan for proposed projects - Include a budget and programme for execution - Align with municipal planning and budgeting cycles (IDP)	**1. INTRODUCTION AND BACKGROUND** **2. STATUS QUO ANALYSIS** **3. LIAISON AND CONSULTATION WITH RELEVANT STAKEHOLDERS** **4. TRANSPORT VISION AND OBJECTIVES** **5. TRANSPORT REGISTER** **6. HOW THE ITP RELATE TO MUNICIPAL LAND-USE AND THE SDF** **7. TRANSPORT NEEDS ASSESSMENT** **8. PUBLIC TRANSPORT PLAN AND OPERATING LICENSE STRATEGY** **9. NON-MOTORIZED TRANSPORT** **10. ROAD NETWORK AND INFRASTRUCTURE** **11. FREIGHT TRANSPORT** **12. ROAD TRAFFIC MANAGEMENT AND ROAD SAFETY** **13. TRANSPORT FUNDING AND IMPLEMENTATION PLAN**

Table 2: MINIMUM FREQUENCY OF PLAN PREPARATION AND UPDATE			
PLAN	**FREQUENCY**		**COMMENTS**
	PREPARATION	**UPDATE**	
1. Comprehensive ITP (CITP) and District ITP (DITP)	*Total overhaul every 5th year*	*Annual update of selected aspects, in synchronisation with IDP*	Update to focus on action programme and budget. Prerogative of PA to do more comprehensive update
2. Local Integrated Transport Plan (LITP)	*Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality*	*Update the budget and programme for the following year annually, in synchronisation with IDP*	
3. Transport Register (forms part of ITP)	*Total overhaul every 5th year*	*Update the TR if any significant new data collection occurs. GIS, databases and information systems to be updated on an ongoing basis as and when new information is collected*	Update to concentrate on gaps and information of poor quality
4. Public Transport Plan (forms part of ITP)	*Total overhaul every 5th year*	*Report annually on contracts that have been awarded or which have expired and any changes or additions to the proposed contracted services network. Database of operating licences should be updated on an ongoing basis as OLs are awarded, lapse or are renewed.*	

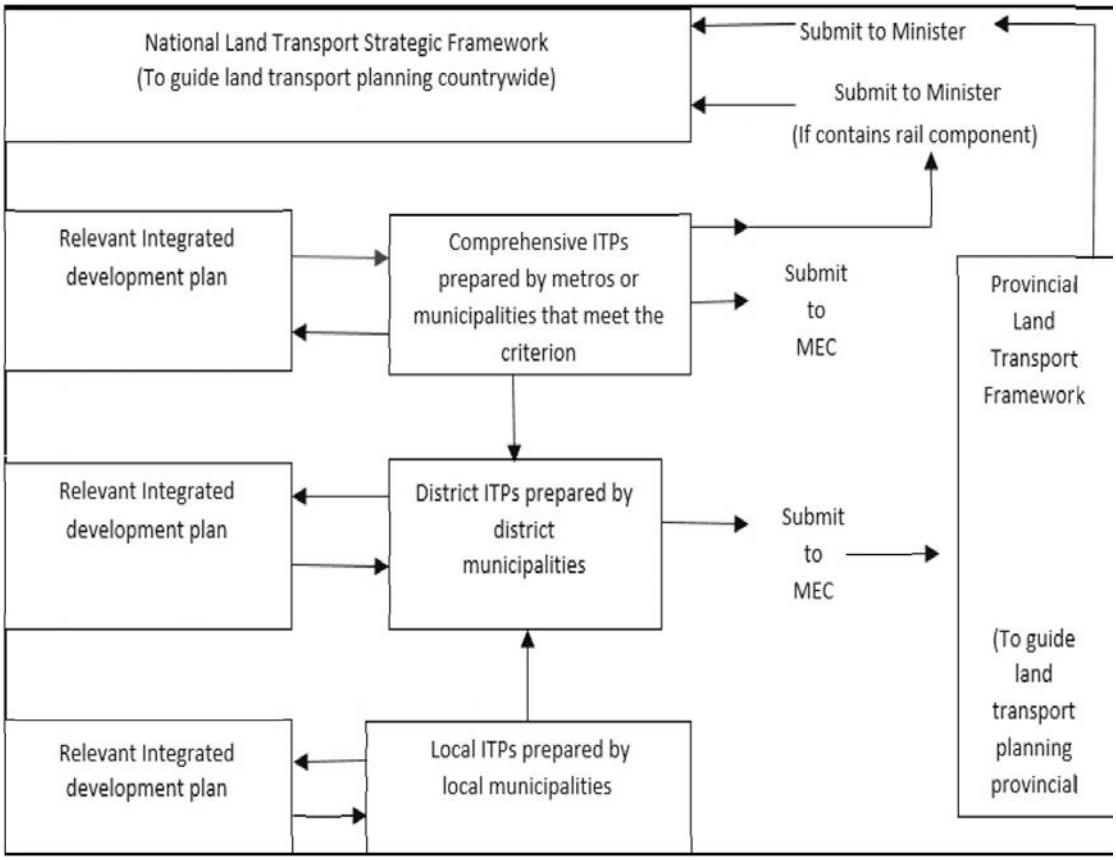


Figure 1:inter-relationship between transport plans and framework

However, despite the envisaged role of municipalities as planning authorities, public transport in general does not seem to be prioritised by local government, due to perceived lack of capacity within the local authorities. In terms of the NLTA's Minimum Requirements for the Preparation of Integrated Transport Plans of 2016, the LITP must be updated annually and in synchronisation with the IDP, but they are not available due to lack of capacity of government officials in the planning authorities to undertake this function. LITP is required in terms of Section 36 of the NLTA. The LITP should focus on public and private transport, infrastructure, facilities, and services.

ITPs are supposed to be in place and updated every 5 years, but thus not the priority of some of the planning authorities. ITPs can thus not delay the advertising of subsidized bus contracts for more than 25 years. An ITP may be defined as a process to identify current and future

access needs – for people, places, goods and services – and inform the planning authorities on ways to manage the transport system and land-use to best address these needs.

ITPs are tools for comprehensive analysis of the existing and future transport system requirements within the local authority, defined by planning authorities where they have significant transport and access issues. ITPs plans provide an overall framework for a holistic planning approach to resolving emerging transport issues at district and local levels.

The purpose of the ITP is to resolve transport issues and problems in accordance with the goals and objectives of the authority. It must be closely associated and integrated with other branches of community, such as land use and planning. It sets out the vision of the future and policies and strategies for the coordination of development.

1.4. Study area

1.4.1. Background

Molemole Local Municipality is situated in the Capricorn District Municipality of the Limpopo Province. Molemole Local Municipality is predominantly rural, characterised by dispersed settlements, agricultural activity, and a transport system that is heavily reliant on the minibus-taxi industry as the primary public transport mode.

According to the 2018 Spatial Development Framework, Mogwadi, Morebeng, and Botlokwa are identified as municipal growth points/nodes, while Ga-Ramokgopa, Mohodi Ga-Manthata, and Ga-Phago are classified as rural focus areas.

Table 3: HIERARCHY OF MLM SETTLEMENTS

Nodal Point	Area
Municipal Growth Points	- Mogwadi - Morebeng - Botlokwa
Rural Nodes	- Mohodi - Ga-Phago - Ga-Ramokgopa

Rural Development Focus Areas/Local Service Points comprise of rural population concentration points which comprises of an agglomeration of settlements that are clustered near each other for them to be adequately serviced by one stop community Centre. It is proposed that such settlements be provided with basic services and a better fraction of social and community facilities. Based on a higher population that is found in Rural Development Focus Areas a higher level of services in the form of social and community services is prioritized compared to settlements in the rural outlying (hinterland) parts of the municipality.

The following have been identified as Rural Development Focus Areas/Local Service Points:

- Mohodi/Maponto/Madikana rural node
- Ga-Phago rural node
- Ramokgopa/Mokomene rural node

The road network in most parts of the study area is largely gravel, and secondary routes play a crucial role in connecting villages to economic centres such as Dendron, and nearby urban nodes in Polokwane and Blouberg. Despite its importance, the local transport system faces a range of challenges, including limited public transport infrastructure, inadequate road maintenance, insufficient pedestrian facilities, inconsistent scholar transport services, and low levels of formal integration among modes.

Population growth in certain settlements, increasing travel demand, and the need to support economic development corridors have placed additional pressure on the Municipality to plan proactively. Furthermore, national policy emphasises improved mobility, accessibility, safety, sustainability, and inclusive economic participation, particularly for the vulnerable groups such as rural communities, women, school learners, and persons with disabilities within the MLM.

MLM is one of four local municipalities that make up the Capricorn District Municipality (CDM) in Limpopo Province. Positioned as a predominantly rural and agricultural area, Molemole serves as an important link between the north-eastern parts of Limpopo and key economic nodes such as Polokwane, Botlokwa/Morebeng, Senwabarwana (Bochum), and Makhado.

The economic development of MLM is dependent on several factors, including transport. One of the major roles of the MLM is to establish a viable and appropriate transportation system in its area that would support the LED objectives of the municipality.

MLM has about 16 wards and is anchored by two main towns, which are Mogwadi and Morebeng, that also function as the primary administrative and economic service centres. The area is characterised by widely dispersed villages, significant agricultural production zones, and dependency on minibus taxi services for daily commuting. Molemole is situated in the northern part of the Capricorn District and shares borders with the following municipalities:

- Blouberg Local Municipality to the west
- Polokwane Local Municipality to the south
- Elias Motsoaledi and Makhado Local Municipality to the east and north

1.4.2. Demographic Profile of Molemole Local Municipality

Details of the Stats' demographics of the study area are contained in other relevant documentation such as the IDP and the SDF. Therefore, there would not be too much concentration of the statistics related thereto in this Status Quo report. However, the little bit of information that follows below giving some background regarding the study area would suffice.

1.4.3. Population Size and Growth Trends

According to the Molemole Local Municipality 2025/2026 IDP, the municipality has experienced notable demographic shifts over the past decade. Population growth between 2011 and 2016 was largely influenced by boundary reconfigurations following the disestablishment of Aganang Municipality, which resulted in the incorporation of additional wards into Molemole Local Municipality. Thereafter, population growth slowed significantly, reflecting reduced natural growth and increasing outmigration, particularly among economically active residents seeking opportunities elsewhere.

Table 4: MLM POPULATION SIZE		
Name	**Population size**	**Rank**
Polokwane	843 459	1
Lepelle-Nkumpi	284 404	2
Blouberg	192 109	3
Molemole	**127 130**	**4**

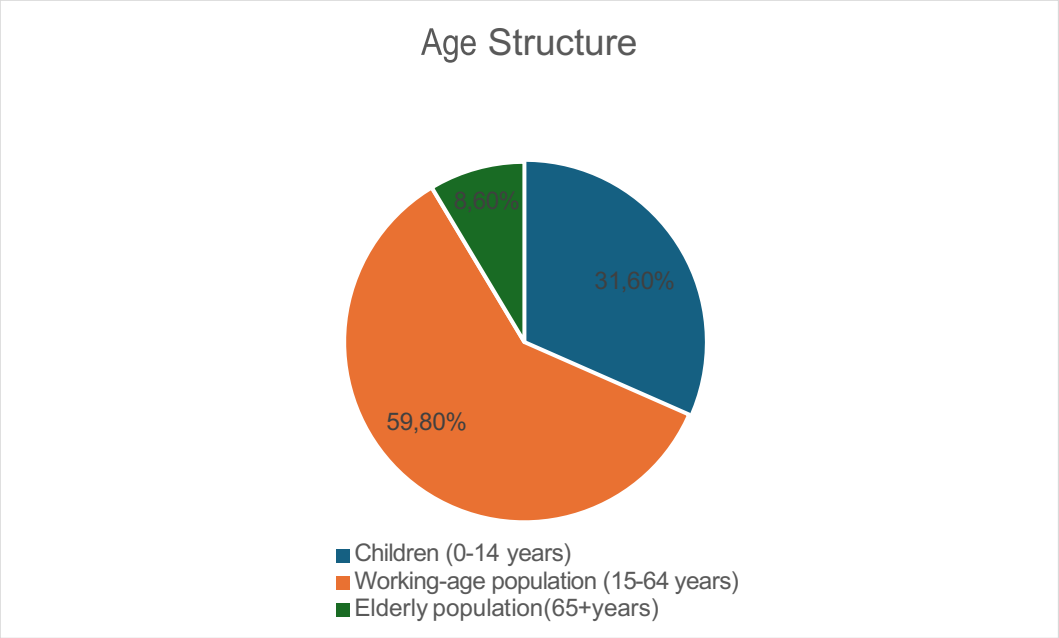
Source: Statistics SA

The slowing growth rate suggests that future transport demand growth is likely to be moderate rather than rapid, with emphasis required on improving efficiency, coverage, and affordability of existing transport services rather than large-scale expansion.

1.4.4. Age Structure and Gender Composition

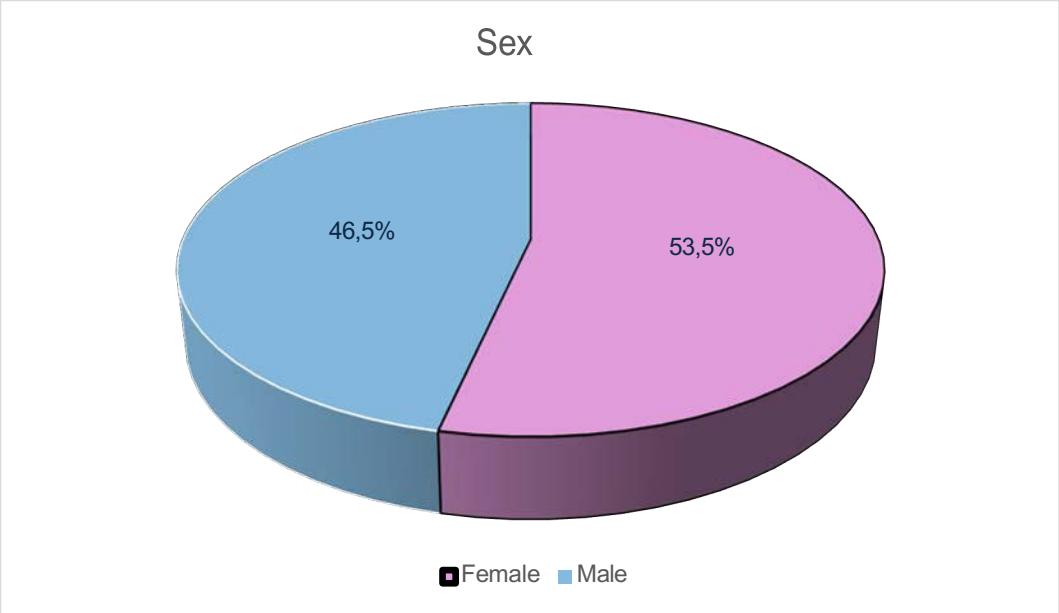
The age profile of Molemole reflects a predominantly youthful population, which has significant implications for education-related travel, job-seeking mobility, and long-term transport demand.

Figure 2:MLM Age Structure



Source: Statistics SA

Figure 3: Gender



Source: Statistic SA

This imbalance is largely attributed to male out-migration in search of employment opportunities elsewhere. From a transport planning perspective, this highlights the need for:

- Safe and affordable transport for women;

- Reliable access to schools, clinics, social services, and local economic nodes; and
- Special consideration for mobility needs of children and the elderly.

1.4.5. Employment and Economic Activity

The IDP highlights that employment opportunities within Molemole Local Municipality are limited, with a significant proportion of the working population either unemployed or engaged in informal and household-based economic activities. Formal sector employment remains constrained, particularly in rural areas:

i. Formal sector employment:
   - 56% of employed males
   - 60% of employed females

ii. Informal sector employment:
   - 20% of males
   - 17% of females

iii. Employment in private households:
   - 23% of males
   - 18% of females

Despite higher female participation in formal employment, women are disproportionately represented among discouraged work seekers and economically inactive persons. These dynamics translate into high dependency on public transport, walking, and informal transport modes, particularly for daily livelihood activities.

1.4.6. Unemployment Levels

Unemployment remains a persistent socio-economic challenge within the municipality. The IDP reports that while there has been a marginal improvement in unemployment levels over time, the overall rate remains high, with youth unemployment presenting a particularly severe challenge:

- Overall unemployment rate (2011): 42.7%
- Overall unemployment rate (2016): 39.4%

- Youth unemployment: approximately 52%

Higher unemployment levels are generally associated with low-income households which do not have access to private vehicles and as such are reliant on public transport systems. High unemployment levels directly affect household income and transport affordability, increasing reliance on public transport, walking, and informal transport services.

1.4.7. Income Levels

The IDP income analysis reveals that many households in Molemole Local Municipality fall within the lower income categories, reflecting widespread poverty and income inequality. Women are overrepresented in lower income brackets, while men dominate higher income categories.

i. Income group R9,601–R19,200:
   - 59.2% female
   - 40.8% male

ii. Income group R76,801–R153,600:
   - 90.3% male
   - 9.7% female

These income dynamics significantly influence transport mode choice and reinforce the need for cost-effective public transport solutions within the Local Municipality. With the highest unemployment figures in the study area, it is therefore difficult to establish, should there be a higher penetration of public transport into the areas, whether people will be able to afford to use it.

1.4.8. Education Profile

Education statistics presented in the IDP indicate that while access to basic education is relatively high, progression to tertiary education remains limited. A substantial proportion of the population is either still in school or has not progressed beyond secondary education

- No schooling: 1%

- Some primary education: 17%
- Completed primary education: 7%
- Some secondary education: 29%
- Grade 12 / Matric: 33%
- Tertiary education: 13%

The high proportion of learners and students underscores the importance of reliable and safe learner transport services, particularly in rural and dispersed settlements.

1.4.9. Persons with Disabilities

The IDP further identifies several residents living with disabilities that affect mobility and access to services. These include cognitive, communication, and hearing-related impairments, which must be considered in transport infrastructure and service design:

- Concentration and remembering difficulties: 1,102 persons
- Communication difficulties: 974 persons
- Hearing impairments: 294 persons

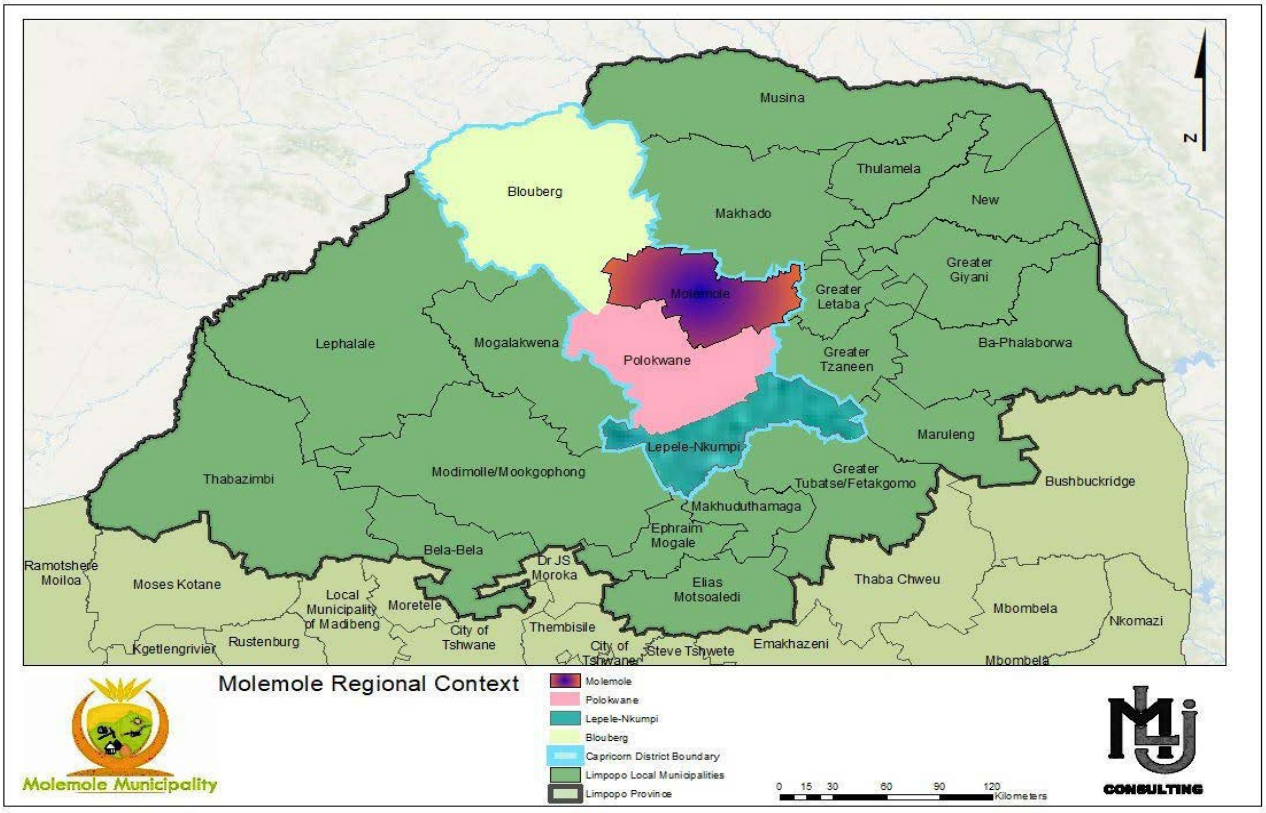
Table 5: MUNICIPAL WARDS AND SETTLEMENTS

Ward	Settlement
1	Morebeng, Sekhokho, Nthabiseng, Legkraal, Capricorn Park.
2	Ga-Sebone, Ga-Mokganya, Riverside, Ga-Masekela, Ga-Kgatla, Ga-Makgato, Ga-Rakubu, Ga-Mmasa and Masedi
3	Ga-Phasha, Moshate, Greenside, Vuka, Motolone, Monenyane, Ga-Thoka, Diwaweng, Ga-Joel and Molotone
4	Sephala, Madiehe, Maila, Makwetja, Ga-Thoka, Mashaha, Mabula and Ga-Chewe.
5	Makgato, Lebowa, Mashabe, Morelele and Maphosa
6	Sekonye, Mmamolamodi, Ga-Podu, Dikgading, Mphakane and Springs
7	Matseke, Ramatjowe, Sekhokho and Sefene.
8	Sekakene, Mangata, Polatla, Sione, Ribane and Dikgolaneng

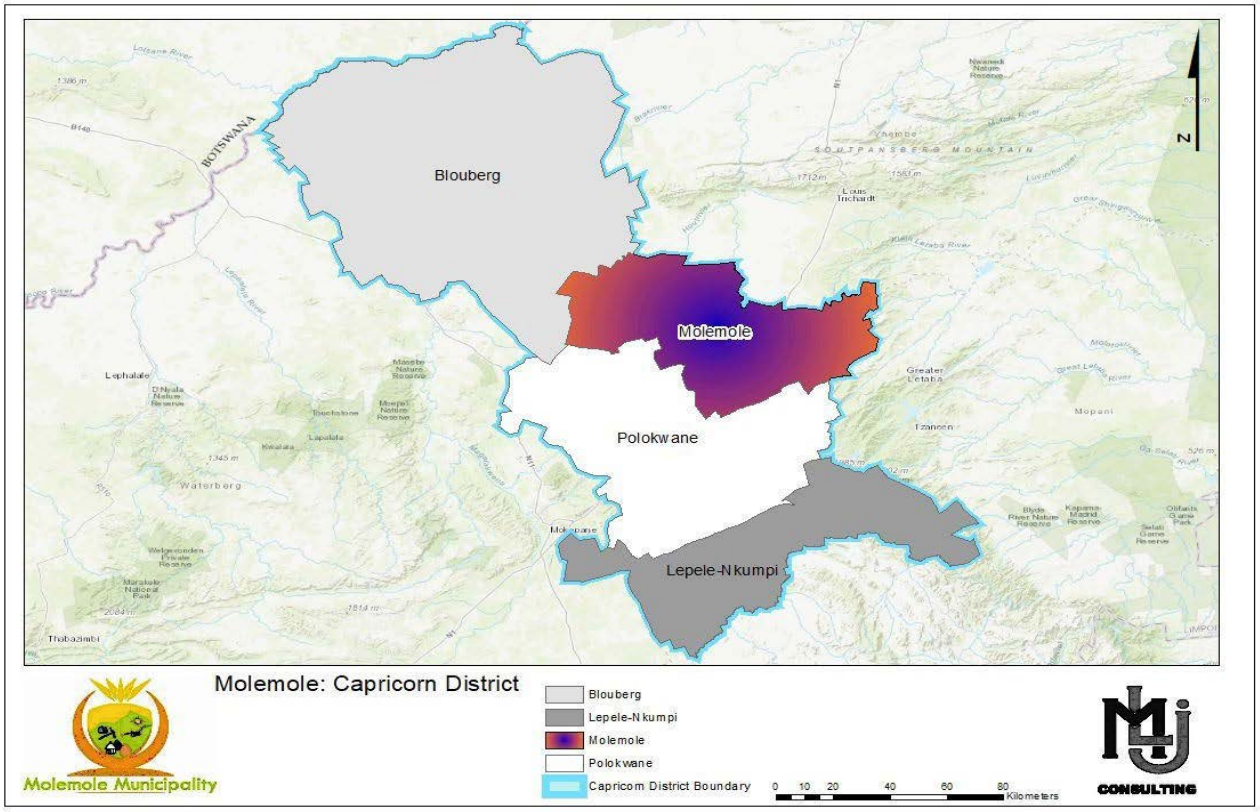
9	Matswaing, Sekhokho, Dipateng, Nyakelang, RDP and Sekhwama

TABLE 5: MUNICIPAL WARDS AND SETTLEMENTS	
Ward	**Settlement**
10	Mogwadi, Makgalong A and B, Marowe and Moletjane
11	Sekakene, Mankwe Park and Fatima
12	Ga-Poopedi, Mohodi Ga-Manthata (part), Ga-Maponto (part) and Ga-Broekman (Westphalia)
13	Madikana and Mohodi (part)
14	Ga-Sako, Shakoleng, Schoonveld, Shashe, Ga-Moleele, Koekoek, Ga-Mokgehle, Ga-Tibu, Ga-Manthata and Ga-Kgare.
15	Sako, Kanana, Witlig (Mohlajeng), Kolopo, Sekuruwe, Machabaphala and Maribana.
16	Masehlong, Mabitsela, Phago, Phaudi and Flora

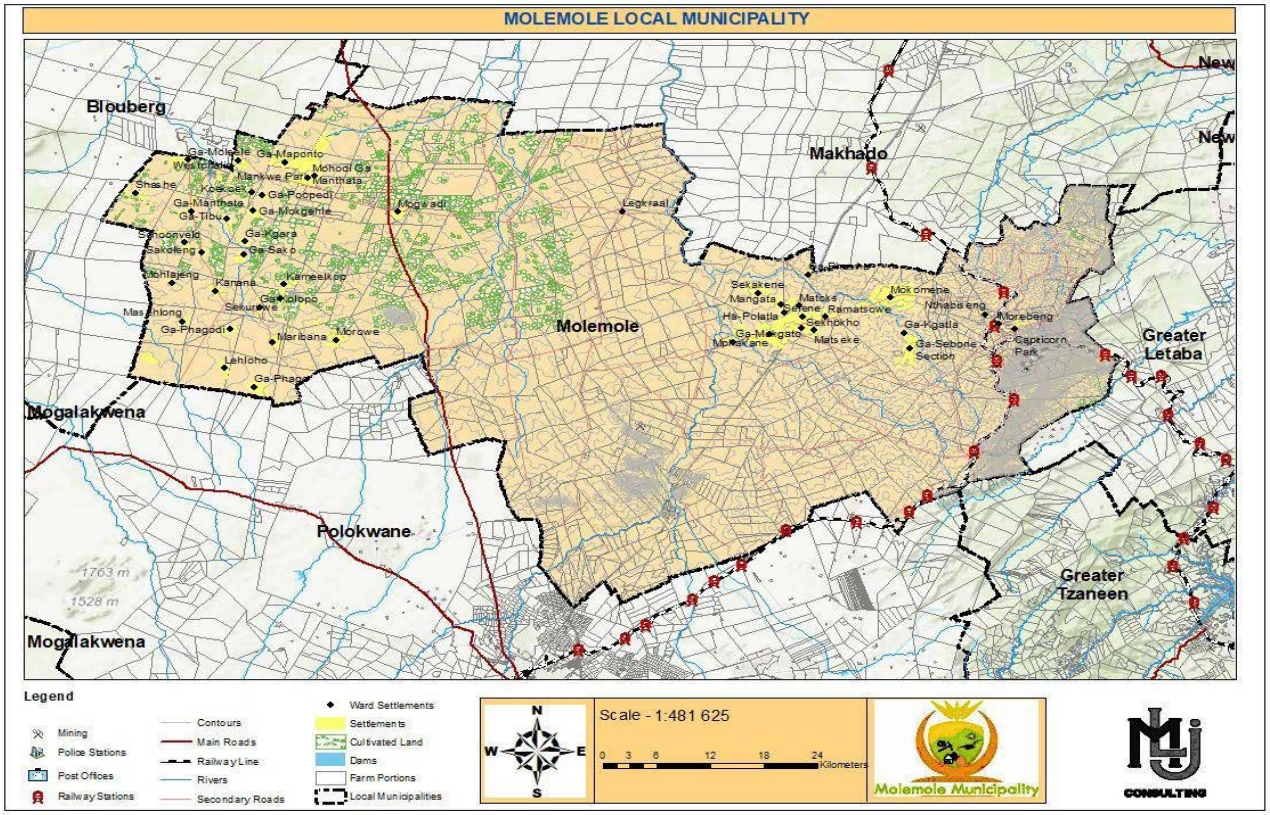
Source: Municipal Demarcation Board (2011), Molemole IDP, 2017/2018



Map 1: Molemole Local Municipality in Regional Context



Map 2: Molemole Local Municipality in District Context



Map 3: Molemole Local Municipality in Local Context

1.5. Legislative Instruments, Policy Directives, and Strategies

1.5.1. The White Paper on National Transport Policy

The Department of Transport has reviewed the White Paper on National Transport Policy of 1996 and replaced it with White Paper on National Transport Policy, 2021 (May 2021). The White Paper on National Transport Policy provides the overarching policy framework that guides the development, management, and transformation of the transport sector in South Africa. Its primary purpose is to establish a clear national vision for a transport system that is integrated, efficient, safe, sustainable, and responsive to the socio-economic needs of the country. The policy seeks to promote economic development, improve accessibility and mobility for all citizens, and address historical spatial inequalities by ensuring that transport systems support inclusive growth and equitable service delivery.

Within the context of developing LITP, the White Paper plays a critical role by providing the guiding principles that inform transport planning at a municipal level. It emphasises the importance of integrated transport planning, which requires the alignment of transport systems with land use planning, as well as coordination across different transport modes such as road, rail, and non-motorised transport. This approach ensures that transport planning within the municipality is not undertaken in isolation, but rather contributes to a broader, coordinated transport system across provincial and national levels.

Furthermore, the White Paper places strong emphasis on the prioritisation of public transport, particularly in improving accessibility for communities that are dependent on subsidised and non-subsidised services. It recognises the central role of the minibus taxi industry in South Africa and promotes its integration into the formal public transport system. This is particularly relevant for rural municipalities such as Molemole Local Municipality, where public transport services are largely dominated by minibus taxis and where there is limited access to formalised and scheduled services. The policy therefore supports the development of

context-specific solutions, including the use of appropriate transport modes in areas where conventional public transport may not be viable.

1.5.2. The National Development Plan 2030

The National Development Plan 2030 provides a long-term strategic framework for South Africa's development, with a strong focus on reducing poverty and inequality by improving access to economic opportunities and basic services. Within the transport sector, the NDP emphasises the need for a safe, reliable, affordable, and efficient transport system that supports economic growth and social inclusion. It highlights the importance of integrated planning, improved public transport, and better connectivity between rural and urban areas.

In the context of developing a LITP, the NDP is important as it ensures that local transport planning aligns with national development priorities. It supports integrated land use and transport planning, improved mobility in rural areas, and targeted infrastructure investment. This is particularly relevant for municipalities such as Molemole, where transport challenges include limited accessibility and reliance on informal public transport.

Overall, the NDP guides the LITP by providing a strategic direction that promotes inclusive, efficient, and sustainable transport systems, ensuring that local interventions contribute to broader national development goals.

1.5.3. The National Land Transport Act, 2009 (Act No. 5 of 2009)

The National Land Transport Act provides the primary legislative framework governing land transport planning and regulation in South Africa. Its purpose is to establish a structured and integrated system for the planning, provision, and management of land transport services, with a strong focus on improving public transport and ensuring accessibility for all users. The Act promotes the development of a safe, reliable, and efficient transport system that supports socio-economic development while addressing historical imbalances in access to transport services.

In the context of developing LITP, the Act is particularly significant as it

legally mandates municipalities, as Planning Authorities, to prepare and implement Integrated Transport Plans in accordance with prescribed requirements. It outlines the components of an ITP, including the transport register, public transport plan, and implementation strategies, and requires that these plans be updated regularly in alignment with municipal IDPs.

Furthermore, the Act emphasises integrated transport planning, coordination between different spheres of government, and the regulation of public transport services through structures such as the Provincial Regulatory Entity (PRE) and the National Public Transport Regulator (NPTR). This ensures that transport services, including buses, taxis, and other modes, are planned and operated within a formal and regulated framework.

Overall, the National Land Transport Act of 2009 is fundamental to the development of the LITP, as it provides the legal basis, institutional framework, and minimum requirements that guide transport planning at a municipal level, ensuring that local transport interventions are compliant, coordinated, and aligned with national policy objectives.

1.5.4. Limpopo Development Plan

The Limpopo Development Plan provides a strategic framework for guiding socio-economic development within the Limpopo Province. Its purpose is to align provincial priorities with national development objectives, particularly those outlined in the National Development Plan, while addressing the unique economic, spatial, and social challenges within the province. The plan focuses on key sectors such as infrastructure, transport, agriculture, mining, and tourism, with the aim of promoting inclusive growth, job creation, and improved service delivery.

In the context of transport, the Limpopo Development Plan highlights the importance of improving infrastructure, enhancing mobility, and strengthening connectivity between rural areas and economic centres. It recognises that inadequate transport systems, particularly in rural

municipalities, limit access to opportunities and hinder economic development. As such, the plan supports the upgrading of road infrastructure, improved public transport services, and better integration of transport networks across the province.

For the development of LITP, the Limpopo Development Plan provides a critical provincial context that ensures local transport planning aligns with broader provincial priorities. It guides municipalities to focus on improving accessibility, supporting economic corridors, and addressing rural mobility challenges. This is particularly relevant for municipalities such as Molemole, where dispersed settlements and limited transport services require targeted and context-specific interventions.

1.5.5. Capricorn District Integrated Transport Plan

The Capricorn District ITP provides the district-level strategic framework for transport planning within the Capricorn District Municipality. Its purpose is to guide the development, coordination, and integration of transport systems across local municipalities within the district, ensuring that transport infrastructure and services support economic development, spatial integration, and improved accessibility. The plan aligns with national and provincial policies while addressing the specific transport challenges and priorities within the district.

In the context of developing LITP, the Capricorn District ITP is critical as it provides the immediate planning context within which the local municipality must operate. It identifies key transport corridors, public transport networks, infrastructure needs, and service gaps across the district. This ensures that local transport planning within Molemole is aligned with district-wide priorities and contributes to a coordinated and integrated transport system. The key strategic objectives of the Capricorn District Integrated Transport Plan are:

- Improve accessibility and mobility, especially for rural communities
- Enhance and integrate public transport systems (bus and minibus taxi)

- Upgrade, maintain, and expand transport infrastructure
- Promote integrated land use and transport planning
- Improve road safety and reduce accidents
- Promote and develop non-motorised transport (NMT)
- Strengthen institutional capacity and intergovernmental coordination
- Support economic development through improved transport corridors and connectivity
- Improve the quality, reliability, and affordability of public transport services.

Overall, the Capricorn District ITP is essential in guiding the development of the LITP, as it ensures alignment with district strategies, promotes integration across municipalities, and supports the development of a coherent and efficient transport system that responds to both local and regional needs.

2. STATUS QUO ANALYSIS

2.1. Background

Status Quo analysis was the second milestone for the project. Without unnecessary duplication of efforts or reinventing the wheel, a desktop verification of current transport system should be conducted to determine the *status quo*. The *status quo* in respect of public transport, freight, institutional structures and transport infrastructure is established from available data sources, particularly the IDP and SDF. The intention was to make full use of readily available information including the ITPs, IDPs, LEDs, SDFs, and any other relevant transport planning information, over and above supplementary information obtained through the surveys.

The *status quo* could be established through the supply and demand censuses and analysis of existing transport operations and roads, and the respective quality and conditions transport services and roads infrastructure thereof. The determination of transport demand patterns should naturally follow this process in the development of the ITP.

To establish a viable and appropriate transportation system and/or infrastructure, there must be updated information available. However, with the ever-increasing population and informal settlements in most parts of the country as a whole, there is currently no adequate information pertaining to the actual mobility needs of the users throughout the study area that could be used to determine the priorities of the users with regard to transport infrastructure and services in the province. Accurate and reliable information for the purpose of policy implementation should be made available to make informed decisions.

Therefore, to corroborate, compliment or supplement readily available information, additional transport surveys had to be conducted. Project team recruited, suitable candidates that were used as enumerators or fieldworkers to collate data at selected public transport facilities or survey points throughout the municipality. The said fieldworkers were adequately trained by project team members on what was expected of them in terms of surveying.

The *status quo* report, in particular the information gathered during surveys and verification of the LITP information, revealed important information regarding transport corridors that attract most volumes of freight and passenger trips in the Molemole Local Municipality. Transport and land use are like two sides of the same coin. On one side, land use patterns affect travel demand and transport supply, on the other, mobility patterns influence land use pattern.

The *Status Quo* phase successfully established a comprehensive baseline understanding of the transport environment within Molemole Local Municipality. The findings to date provide a sound foundation for the next phases of the ITP.

Due to limited ownership of private vehicles, majority of people in the rural areas of South Africa, including in the study area, as indicated in the demographic characteristics above, use public transport for access to

educational, commercial, and economic activities.

The biggest challenge for Molemole Local Municipality, as the planning authority, is therefore to provide better and more inclusive public transport services to commuters through improved reliability and accessibility, to operator through efficiency gains, and to both the users and operators in terms of cost-effectiveness and affordability of service provision.

Hence, the actual situation had to be established by means of the surveys – facility surveys, transport operators surveys, passenger surveys, etc. to identify the gaps, if any, and deal with those effectively and efficiently, in order to respond to the needs of the transportation stakeholders, particularly within the public transport sector. The functional assessment or surveys of public transport operations and facilities are used to evaluate the service which the public transport services and facilities provide to the user.

After the Inception Report that was initially submitted to the client, the *Status Quo* Report was compiled, and it described the actual situation of public transport as it was in the study area for the Molemole Local Municipality LITP from the readily available information.

Information about the condition of the facilities, and the amenities available at each of those facilities, was collected during passenger surveys. The bulk of the information in the *Status Quo* Report that was submitted, was also meant to identify the upgrade and maintenance needs of all roads and public transport facilities for which the Molemole Local Municipality has responsibility.

However, it was not expected that all information would be obtained through sample surveys. For instance, the Provincial Transport Register include details of companies and associations making up the bus and minibus-taxis. The intention was to make full use of any other existing relevant transport planning information from the local and/or district municipality. Transport *status quo* must consist of —

- Inventory of the roads which are the responsibility of the local municipality, including their condition.
- Inventory of public transport facilities which are the responsibility of the local municipality, including their condition (this inventory may be taken over from the Transport Register (TR) prepared by the district municipality within whose area the local municipality is situated).

In most parts of South Africa, there is no adequate information pertaining to the actual mobility needs of the rural people, the economic potential of the rural areas, the demographics of the rural areas, etc. that could be used by the authorities to determine the priorities of the rural population with regard to transport infrastructure and services.

As part of the LITP development process, the *Status Quo* Report was prepared to present a comprehensive assessment of the existing transport conditions within the municipality. The report established a baseline understanding of the current transport environment, including infrastructure, services, institutional arrangements, travel patterns, and operational challenges. This baseline is essential to ensure that transport interventions are evidence-based, context-specific, and responsive to the actual needs of communities, businesses, and public transport operators.

The *Status Quo* Report represented a critical early phase of the LITP process. It identifies prevailing conditions, constraints, and opportunities that will inform the subsequent development of transport strategies, programmes, and projects aimed at improving accessibility, mobility, safety, and efficiency across Molemole Local Municipality.

Over and above the readily available transport plans related information, other sources of information used include, *inter alia*, the following:

- Capricorn District Municipality Comprehensive Integrated Transport Plan (CITP)
- Molemole Municipality IDP
- Molemole Municipality SDF

- Molemole Municipality LED
- Local Development Objectives (LDO), etc.

In scanning through readily available information, it is at this stage that the flaws and gaps in information and data will be determined. This will likely be the second milestone.

In Molemole Local Municipality and the surrounding areas, limited access to reliable and high-quality public transport continues to constrain both economic competitiveness and social equity. This challenge is particularly pronounced in rural areas, where transport systems must respond to dispersed settlements and long travel distances. Rural transport includes not only the movement of people and goods using motorised and non-motorised means, but also the supporting infrastructure such as roads, tracks, footpaths, trails, and bridges that connect communities to opportunities and services.

As the local transport planning authority, Molemole Local Municipality has an important responsibility to put in place a transport system that responds to the needs of its communities while supporting LED objectives across the municipality, including its rural areas. A sound public transport policy should prioritise access to jobs, schools, and healthcare facilities, promote walking and cycling, improve the flow of traffic on the road network, and ensure that public transport facilities such as ranks and terminals are safe, functional, and well maintained.

An effective transport system should provide services that are affordable, safe, reliable, and efficient for both passengers and freight. It should also make better use of existing infrastructure and resources, while continuously improving the efficiency and quality of transport operations.

South Africa's increasing reliance on private vehicles presents a growing challenge. Studies have shown that continued growth in vehicle ownership leads to higher levels of congestion, particularly during peak travel periods.

Expanding road infrastructure alone is not a sustainable solution, as additional road capacity often attracts more vehicles and places further strain on public finances and the environment. Increased traffic volumes also contribute to air pollution and climate change, reinforcing the need for more sustainable transport alternatives.

Congestion is most evident in areas of economic activity, where many people need to travel at the same time for work, school, and other daily activities. While some congestion is unavoidable, excessive congestion results in lost time, higher transport costs, increased stress for road users, and negative environmental impacts. Addressing congestion therefore requires a balanced approach that goes beyond road expansion and focuses on improving public transport and managing demand more effectively.

Public transport has a critical role to play in reducing pressure on road networks and lowering emissions. Improvements to traffic management, such as better signal coordination and incident response, can also help make more efficient use of existing infrastructure. Together, these measures offer more sustainable and cost-effective solutions than continuous road construction.

Many of today's transport challenges are rooted in the spatial legacy of apartheid-era planning, which resulted in low-density development, fragmented settlements, and long commuting distances. These patterns continue to place a heavy burden on households and municipalities, particularly through high transport costs and ongoing demands for subsidised services. Addressing these inherited inefficiencies requires deliberate, integrated, and forward-looking transport planning.

National legislation and policy now require transport planning authorities to adopt a coordinated and integrated approach to transport and land use planning.

Transport systems must be planned in a way that supports economic development, improves accessibility, and responds to the real needs of communities and businesses. Efficient transport infrastructure and services are essential for the effective functioning of local economies and service delivery systems.

For transport-led development to be sustainable over the long term, infrastructure and services must be guided by an Integrated Transport Plan and supported by transport operators, users, and all key stakeholders, including councillors. Transport planners and decision-makers are increasingly expected to develop innovative and practical solutions to complex mobility challenges, while correcting the distortions created by past planning systems.

A major constraint to effective transport planning in Molemole Local Municipality is the limited availability of up-to-date and reliable information on travel patterns and mobility needs. Without accurate data, it becomes difficult to prioritise investments and design transport interventions that reflect the realities of communities. Current national policy supports the devolution of transport planning and management to the lowest capable sphere of government, placing greater responsibility on municipalities to integrate transport supply and demand in line with their development objectives.

Transport planning and land use planning are closely interconnected and should be approached as a single, integrated process. Decisions about where people live, work, and access services directly influence travel patterns and transport demand. Strengthening the integration between transport and spatial planning is therefore essential to creating more accessible, efficient, and inclusive settlements.

Molemole Local Municipality is characterised by dispersed rural settlements, limited economic nodes, and strong dependence on road-based transport systems for both passenger and freight movement. Public

transport within the municipality is predominantly provided by the minibus taxi industry, supported by limited bus services and informal transport operations. Non-motorised transport, particularly walking, and donkey cart remains a primary mode of travel for a significant portion of the population, especially for short-distance and access trips.

The absence of an approved ITP has constrained the Municipality's ability to:

- Align transport planning with land-use and spatial development objectives;
- Prioritise transport infrastructure investment based on clearly identified needs;
- Effectively engage with public transport operators and regulatory authorities;
- Access and motivate for transport-related funding and grant allocations; and
- Implement coordinated interventions to address safety, accessibility, and service quality challenges.

Recognising these challenges, the Municipality has initiated the process to develop its first Integrated Transport Plan in compliance with the NLTA and related national and provincial policy frameworks. The *Status Quo* Transport Assessment formed a foundational component of this process and sought to document existing transport infrastructure, services, operations, institutional arrangements, and travel patterns within the Molemole municipal area.

The findings of the Status Quo assessment informed the identification of key transport issues, constraints, and opportunities, and will directly guide the formulation of integrated transport strategies, programmes, and projects aimed at supporting sustainable mobility, inclusive access, and local economic development within Molemole Local Municipality.

2.2. Status Quo Determination

The consultants carried out a site visit to the study area so that they could acquaint themselves with the working conditions and operational practices of the public transport service providers, and to check the availability and/or adequacy of infrastructure, i.e. public transport facilities in the area – taxi ranks, bus termini, and road network.

To the extent that it had been possible and/or necessary, use was made of existing available information and consultative forums to ensure integration, as far as possible, with past endeavours to avoid unnecessary duplication of efforts. In undertaking this project, all relevant and applicable policy directives and legislative issues were also carefully considered. The idea was that, where there were flaws and gaps identified in the information and data readily available, additional surveys would be recommended to obtain updated information that would be useful to the local municipality.

Traditionally, manual surveys were conducted at selected strategic points in and around the traffic generating areas to conduct the traffic counts. Traffic volume studies were conducted to determine the number, movement and classification of roadway vehicles at selected locations. The morning peak, off peak and afternoon peak periods were captured. Public transport movements, mainly passenger transport - buses and taxis, and to some extent, freight operations to and from the traffic generating areas were recorded.

The selected points were mainly on the entrances and/or exit points. Technology is therefore providing the means to manage data storage effectively to the extent that it is easily accessible as and when required.

Information derived from the surveys would assist Molemole Local Municipality, as the planning authority, to make informed decisions on providing more and better transport infrastructure and services on a sustainable basis, to improve the livelihood of the communities in the

study area.

Transport surveys were conducted to obtain accurate information about the number and movement of vehicles within or through an area or at selected points within an area. Besides the carefully recruited and selected fieldworkers, the following surveying tools play a crucial role in ensuring that the intended results are attained with relative ease:

i) Vehicles

Vehicles are the most important tools when it comes to surveying. The surveying process involves a great deal of moving around, to acquaint ourselves with the study area, including the road conditions.

i) Surveying Forms

Survey Forms are essential in recording the actual public transport operations. Thus, the surveyor must always ensure that he had the surveying forms. More importantly, is the fact that the Surveyor must clearly understand the forms and know how to use them, and not to lose the completed forms, as this would mean that the surveys should be redone.

Before loaded electronically on the tablets, the survey forms that were used have been so simplified and uncomplicated to minimize errors or omissions, to produce reliable data capable of detailed statistical analysis, and to enable accurate computer processing. However, crucial information collected include, *inter alia*, the origin and destination points of the taxis, and number of passengers in the vehicles. The following Statutory Survey Forms were used:

Form 1: Facility Surveys
Form 2: Route Descriptions
Form 3: Bus and Taxi Route per Facility
Form 4: Fares per Route Surveys
Form 5: Service Capacity and Utilization
Form 6: Cordon Surveys
Form 7: Public Transport Operators Interview

Form 8: Passenger Interviews

ii) Surveying Software

Surveyors were required to use digital tablets to mark the coordinates of the beginning and end destination. Knowledge of technology is therefore essential in this regard. Surveyors had to be familiar with the basic operations of the tablets.

Reliable data is required to enable planning authorities to make informed choices about when and how could they spend limited resources. In the past, data capturing and data analysis tools had been prepared to assist with the capturing and analysis of data. *Excel* spreadsheet had been used to develop data capturing and data analysis tools to capture and analyse data collected. The advantage of this was that data can be easily retrieved in the format needed at any given time.

However, without eliminating or dispensing of human capacity and capability that cannot be fully taken out of the equation, technology plays an indispensable role in society and provides for many opportunities to support and enhance the quality of the eventual Integrated Transport Plan.

Modern data collection techniques have been developed to replace the previous generation of time-consuming manual data collection, capturing and analysis. In this age and era, instead of relying solely on manual surveys that are time-consuming and prone to human error, effective deployment of technology in the transportation environment is therefore a must.

As travel demand steadily increases across the spectrum, and the opportunities to build new infrastructure becomes prohibitively expensive because of high costs and limited resources, especially funding, the use of technology to source reliable data that would enhance the effectiveness of existing and expected transport infrastructure and improve operational efficiency of transportation systems becomes increasingly important.

Electronic surveying and reporting system for public transport operations entails the use of state-of-the-art transport surveying device that would serve multiple functions. The selected IT system, namely SurveyQSnetway, is accurate, real-time information based on improved collection and processing of real-time data. This is a leading cloud-based software-as-a-service (SaaS) platform used to create, distribute and analyse online surveys forms, and quizzes. It provides an essential tool to deliver better results, because it enables users to seamlessly collect, analyse and project data required for developing market scenarios, household travel patterns, transport plans etc.

The platform is developed and managed by QsDelivery transportation and widely used as survey tool for collecting, analysing and projection of minimum data for preparing Integrated Transport Plan as prescribed in Government Gazette No 40174 of 29 July 2016.

Information is collated and interpreted to ensure that this it is reliable, accurate and in real-time. Through this device, data relating to vehicle capacity and movements could be downloaded to provide reports and statistics to both the service provider and the client. Data was collected to conform to LITP requirements in terms of prevailing policy directives and legislative instruments. An analysis of the problems identified in the study is currently being made after the site visits and surveys were conducted.

2.3. Status Quo Analysis

2.3.1. Background

In accordance with Section 36 of the National Land Transport Act (Act No. 5 of 2009), the Status Quo Analysis constituted the second milestone of the project and was undertaken to establish an evidence-based assessment of existing transport conditions within the municipal area. The analysis was informed primarily through a desktop review of approved planning instruments, including the IDP, SDF, ITPs and related sector plans, supplemented by targeted transport surveys where required.

The assessment focused on current public transport services, freight movement, institutional arrangements, and transport infrastructure, with the objective of identifying deficiencies, service gaps, and priority challenges to inform the preparation of the Local Integrated Transport Plan. Transport supply and demand assessments, including the condition and performance of road and public transport infrastructure, provided the basis for understanding prevailing travel patterns in line with statutory requirements.

Molemole residents mostly rely on minibus taxis and, to a lesser extent buses to commute within and outside the municipal boundaries. Preliminary *status quo* analysis further highlights the need for:

- ✓ Improved road asset management, with particular focus on gravel road maintenance.
- ✓ Better alignment between road infrastructure planning and public transport planning.
- ✓ Targeted interventions to improve public transport accessibility in rural areas.
- ✓ Upgrading of public transport facilities and pedestrian infrastructure

From the information readily available from the municipal IDP and SDF, many households do not have a personal motorized vehicle. A small amount of the population has a single vehicle available to them and only very few households own two or more vehicles. From the demographic information set out herein, several implications for the transportation system can be identified.

Income distributions indicate that almost half the population is financially not able to own a private vehicle and thus depend mainly on public transport. In other words, most of the population of the Molemole Local Municipality is trapped within the public transport system and are solely reliant thereon.

Therefore, the people need better safety and security standards within the public transport system to make it accessible to them. Public transport is not only used for work-related trips, but mainly to access other social amenities

of life, such as education and health facilities as well.

Addressing these issues will be critical in improving mobility, accessibility, and socio-economic inclusion within Molemole Local Municipality. Public transport services that operate within the study area are:

- ✓ Unscheduled, services, including the minibus taxi type services;
- ✓ Long distances services; and
- ✓ Learner transport services.

The process for detailed data analysis is still underway, but preliminary information obtained from desktop study and additional surveys revealed, *inter alia*, the following:

2.3.1.1. Subsidized Bus Contracts

For various reasons, the government has for some time not been able to put out tenders for subsidised bus contracts. Subsidized contracts that had lapsed have been extended indefinitely. Hence, Negotiated Contracts were identified by the Limpopo Department of Transport and Community Safety (the Department) to be the best option to be used as a transformation tool for subsidised commuter bus operations in the Limpopo Province through Special Purpose Vehicles (SPVs) that could be afforded seven (7) to twelve (12) year contracts for the previous subsidised bus operators, including relevant SMME bus operators, and the taxi industry. In other words, the Department was trying to do away with indefinite extensions of previous subsidised bus contracts system that excluded or disqualified SMME bus and taxi operators from the disadvantaged background.

The Department consolidated and integrated the previous twenty-six (26) subsidized bus contracts in the five regions of the Province – Capricorn, Mopani, Vhembe, Sekhukhune and Waterberg, into *"streamlined, cost effective, and efficient nine (9) subsidized bus contracts, operated by Special Purpose Vehicles"* established for that purpose.

Vhembe District seems to have been serviced by a lot of subsidised bus

operators, and it was not clear how some of them were continuing to be subsidised despite operating parallel routes in Makhado and Thohoyandou. Despite being paid subsidy monies every month, some of them did not seem to have actual contracts with the government. There were eleven (11) subsidised bus operators operating in the Vhembe Region. The Department decided that the services could be coordinated and SPVs established to accommodate subsidised bus operators, and SMME bus and taxi operators in the region. Limpopo Province was paying full subsidies, out of its own equitable share, to the following eight (8) operators in the Vhembe region:

1. Mabidi Transport
2. Swangi's Transport
3. Magwaba Bus Service
4. Netshituni Bus Service
5. R. Phadziri Bus Service
6. Mulaudzi Transport
7. Enos Bus Service
8. Mukondeleli Bus Service

That arrangement came from the old homeland set-up and the PTOG did not cover the subsidy. On top of the subsidy paid out of the PTOG, there was a substantial portion paid out of the province's equitable share as additional towards the interim and negotiated contracts for Risaba, GNT, and Bahwaduba. The three bus operators paid on a rate per "*kilometre basis*" were paid by the National Department of Transport. The rest of the operators (which were paid by the Limpopo Department of Transport), were supposed to have been transformed to kilometres-based payments. Hence, the situation was untenable and unsustainable.

There was clear case for coordination, integration, and rationalisation of the routes in that area. Serious savings could have been realised if things were done right. Instead of dealing with a myriad of subsidised bus operators, posing serious administrative nightmare for the Contracting Authority, these were consolidated into a few SPVs.

The Department conducted the study for restructuring of subsidized bus contracts that included:

- Consolidating and integrating subsidized bus Negotiated Contracts;
- Rationalization of subsidized bus routes in the Limpopo Province;
- Business Empowerment Model for SMME bus and taxi operators that include the establishment of SPVs for subsidized bus operations; and
- Options analysis setting out a range of technical, legal and financial choices, for meeting SMME bus and taxi operators' objectives.

Table 6: LIST OF SUBSIDIZED BUS OPERATORS IN THE LIMPOPO PROVINCE

Item	Bus Operator	Contract No.	Area of Operation	District
1	Bahwaduba Bus Service	N/A	Polokwane	**Capricorn District Municipality**
2	Madodi Bus Company	IC16/97	Maphoto/Sebayeng	
3	Kopano Bus Service	IC08/97	Lebowakgomo	
4	GNT (Seshego Depot)	8326	Seshego and Surrounding Areas	
5	GNT (Mokopane Depot)	8327	Mokopane	**Waterberg District Municipality**
6	Lowveld Bus Service	D31/96	Lephalale	
7	Putco Limited	N/A	Modimolle/Kaalfontein	
8	GNT (Marble Hall Depot)	N/A	Marble Hall	**Sekhukhune District Municipality**
9	GNT (Motetema Depot)	IC20/97	Motetema/Groblersdal	
10	GNT (Nkowankowa-Tzaneen Depot)	IC11/97	Tzaneen	**Mopani District Municipality**
11	GNT (Hoedspruit Depot)	8328	Hoedspruit	
12	Risaba Bus Service	IC15/97	Nkowankowa-Tzaneen	
13	GNT (Giyani Depot)	IC11/97	Giyani	
14	Mathole Bus Service	IC11/97	Tzaneen/Mokwakwaila	
15	GNT (Makhado Depot)	IC07/97	Makhado	**Vhembe District Municipality:**
16	Mabhirimisa Bus Service	N/A	Makhado	
17	G Phadziri Bus Service	N/A	Madombidza and Makhado	
18	Do Light T/A Swangi's Transport Services	N/A	Makhado	
19	Do Light T/A Swangi's Transport Services	N/A	Thohoyandou	
20	R Phadziri Bus Service	N/A	Thohoyandou	
21	Mulaudzi Transport Services	N/A	Makhado	
22	Enos Bus Service	N/A	Thohoyandou	
23	Netshituni Bus Service	N/A	Thohoyandou	
24	AM Magwaba Bus Service	N/A	Thohoyandou	
25	Mukondeleli Bus Service	N/A	Thohoyandou	
26	Mabidi Bus Service	N/A	Thohoyandou	

A list of previous subsidised bus contracts that have not been rationalised to maximize economies of scale:

Post restructuring and/or rationalisation, Limpopo Department of Transport and Community Safety has concluded nine (9) negotiated contracts, as

summarised below:

Table 7: Current Bus Operators within Limpopo Province (Post Restructuring and /or Rationalisation		
No	**District**	**Bus Operator**
1	Mopani 1	GNT Giyani
2	Mopani 2	GNT Hoedspruit
3	Mopani 3	Mopani Three Transport
4	Capricorn 1	Capricorn Bus Alliance
5	Capricorn 2	GNT Seshego
6	Vhembe 1	Makhado Bus Service
7	Vhembe 2	Vavasati on the Move
8	Sekhukhune 1	GNT Sekhukhune
9	Waterberg 1	Waterberg SPV 1

Due to the dominance of the taxi industry, bus services in the MLM area are very limited. The existing subsidized bus services mainly connect passengers to Polokwane, rather than serving local travelling within the area. Therefore, buses are mostly used for long distance commuting instead of daily local trips. The main operators are Bahwaduba and GNT.

Within the Capricorn Bus Alliance, previously contracted operators (Madodi, Kopano, and Bahwaduba) were consolidated to take over operations under Capricorn 1, Contract 1. The Molemole Local Municipality is primarily serviced by Bahwaduba, particularly in the Botlokwa area with six (6) buses. GNT is the operator responsible for services under Capricorn 2 contract, covering Molemole, mainly Mogwadi and surrounding areas, including some parts of what used to be part of the erstwhile Aganang Local Municipality.

In other words, GNT Seshego operates in the Moletjie area, with its network extending towards Blouberg Local Municipality, passing through some parts of Molemole Local Municipality. A significant portion of the services in both Molemole and Blouberg Local Municipalities constitutes newly introduced routes.

Figure 4: Bahwaduba Bus Service in Morebeng (Left) and GNT at right

Key issues regarding the subsidized bus contracts in the MLM:

- Buses do not provide adequate coverage for rural villages, leaving most residents dependent on minibus taxis
- These buses are often overloaded

Tables 8 and 9 below present the surveyed bus operation data for GNT (Seshego Depot: Moletjie-Senwabarwana Corridor), and Bahwaduba Bus Services within the study area, reflecting the trips observed during the survey period. It should be noted that the actual contracted trips and detailed passenger data, as per the operators' agreements with the Department, will be provided to the service provider and incorporated into the subsequent analysis.

Table 8: East of Molemole Cordon Counts Analysis – Bahwaduba Bus Services Data

ID	Survey Points		Weekday Pax Travel Pattern/Day								Saturday Pax Travel Pattern/Day					
		Peak Period	Trips/ Day	East	North	Wes	South	Total Pax	Pax/ Trip	Trips/ Day	East	Nort	Wes	South	Total Pax	Pax/ Trip
1	**Botlokwa Plaza**	AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	https://maps.app.goo.gl/83Y5QgboRH2h727E7	Off Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	**Botlokwa Long Distance Rank**	AM Peak	2		-	-	140	140	70	-	-	-	-	-	-	-
	https://maps.app.goo.gl/cdD76f7791NhcpoA8	Off Peak	4	140	-	-	121	261	65	5	210			140	350	70
		PM Peak	2	140	-	-	0	140	70	-	-	-	-	-	-	-
3	**Botlokwa Global garage**	AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	https://maps.app.goo.gl/n7drT7YddkSFiCjY7	Off Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	**Eisleben Taxi Rank**	AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	https://maps.app.goo.gl/7uKJZUEiC3yguRp99	Off Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	**Mokomene Market**	AM Peak	2	45	-	70		115	58	1	70		0		70	70
	https://maps.app.goo.gl/CtfvaL7CPXHaxA8q8	Off Peak	2	70	-	70		140	70	1	0		70		70	70
		PM Peak	4	140	-	140		280	70	-	-	-	-	-	-	-

Note:

1. Refer to Cordon Survey MAP for Survey Point Location and Pax travel direction

2. North, West, South, East meanes vehicle travel direction from survey point, e.g. (East of Botlokwa Plaza Point means travelling towards Luis Trichardt via N1)

Table 9: MOLEMOLE WEST CORDON COUNTS ANALYSIS – GNT (SESHEGO DEPOT) BUS DATA

ID	Survey Points		Weekday Pax Travel Pattern/Day						
		Peak Period	Trips /Day	East	North	West	South	Total Pax	Pax/ Trip
1	**Westphalia (Ga-Broekman)** https://maps.app.goo.gl/Tkf2tb4zaayfpaYU7	AM Peak	2	140	-	-	-	140	70
		Off Peak	1	70	-	-	-	70	70
		PM Peak	1	35	-	-	-	35	35
2	**Ga-Moleele Cross** https://maps.app.goo.gl/iSgBF2rwKB9kR1sU8	AM Peak	-		-	-	-	-	-
		Off Peak	-		-	-	-	-	-
		PM Peak	-		-	-	-	-	-
3	**De Loskop Marowe** https://maps.app.goo.gl/DPWYM3SzqNziCJoK9	AM Peak	1	53	-	-	-	53	53
		Off Peak	1	70	-	-	-	70	70
		PM Peak	-		-	-	-	-	-
4	**Dendron Cross** https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	AM Peak	1	35	-	-	-	35	35
		Off Peak	1	70	-	-	-	70	70
		PM Peak	2		-	140	-	140	70
5	**Dendron Global** https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	AM Peak	2	70	-	-	70	140	70
		Off Peak	1	70	-	-		70	70
		PM Peak	1		-	-	70	70	70
6	**Ga-Matipane** https://maps.app.goo.gl/Cqit3ETAmYMNhEh26	AM Peak	-		-	-	-	-	-
		Off Peak	1	70	-	0	-	70	70
		PM Peak	2		-	140	-	140	70

2.3.1.2. Taxi Services

Public transport services are predominantly provided by minibus taxis which work on a non-contracted, non-subsidized, unscheduled services basis throughout the study area. Minibus taxis are the primary mode of public transport for most households in Molemole. Key characteristics include:

- Operations along main gravel and surfaced routes linking villages to Senwabarwana, Mogwadi, Botlokwa, Morebeng and Polokwane;
- Predominantly unscheduled services with flexible routing based on demand; and
- Heavy reliance on informal stopping points rather than formalised ranks or shelters.

Poor road conditions, particularly on gravel roads, directly affect taxi operations by increasing vehicle maintenance costs and limiting service availability in more remote areas. Transport services for pensioners and vulnerable groups are largely dependent on taxis and private arrangements, highlighting gaps in inclusive and accessible transport provision.

There are three taxi associations that operate within the municipal jurisdiction, namely MARAMA in Botlokwa, Bochum Taxi Association (BTA) in Mogwadi and surrounding areas, and Sekgosese Taxi Association in Sekgosese and surrounding areas. Interview with one of the main taxi associations, namely MARAMA Taxi Association, did not provide details about the actual number of taxis operating. This could be attributed to the number of illegal taxi operations. However, from the information provided, there is an urgent need to curtail the spread of illegal operations, and law enforcement is normally inadequate in protecting legal operators. Illegal operators reduce the economic viability of the existing legal operators who are already in excess of the commuter demand.

It was also conceded that most taxi operators are operating without operating licenses. The government is deemed to be the one failing the people in as far as illegality due to lack of permits or operating licenses,

because they do not issue permits applied for on time. According to the taxi industry, time for acquisition of permits is painstakingly long, and does not comply with prescribed statutory timeframes.

Table 10: MARAMA TAXI ASSOCIATION ROUTES

Origin	Destination
Ga-Masubelele	Polokwane Indian Centre Taxi
Ga-Masubelele	Dendron
Ga-Masubelele	Morebeng (Soekmekaar)
Ga-Masubelele	Botlokwa Duiwelskloof
Ga Masubelele	Louis Trichardt
Ga Masubelele	Thabazimbi
Botlokwa	Johannesburg
Ga Masubelele	Mall of the North
Ga Masubelele	Soetdoring
Ga Masubelele	Johannesburg Noord Street
Morebeng	Louis Trichardt
Botlokwa	Elim (Suspended)
Morebeng	Modjadjiskloof
Ga Masubelele	Dendron (Alternative)
Morebeng	Polokwane Indian Centre

Sekgosese Taxi Association operates mainly in the Greater Letaba Municipality. The following are the only three routes that traverses within Morebeng in the Molemole Local Municipality:

Table 11: SEKGOSESE TAXI ASSOCIATION ROUTES

Origin	Destination
Morebeng	Modjadjiskloof
Mamaila	Morebeng
Morebeng	Louis Trichardt (Makhado)

Table 12: MACHAKA-RAMOKGOPA-MAKGATHO (MARAMA) TAXI ASSOCIATION OL STATUS								
Registration Status	**Active Members**	**Inactive Members**	**Active Members with Active Permits/OLs**	**Active Members without Active Permits/OLs**	**Inactive Members with Permits/OLs**	**No. of Vehicles**	**No. of Vehicles with Active Permits/OLs**	**No. of Vehicles without Active Permits/OLs**
Provisionally Registered (Section 56.1)	261	8	131	130	0	352	139	213

Table 13: SEKGOSESE TAXI ASSOCIATION OL STATUS								
Registration Status	**Active Members**	**Inactive Members**	**Active Members with Active Permits/OLs**	**Active Members without Active Permits/OLs**	**Inactive Members with Permits/OLs**	**No. of Vehicles**	**No. of Vehicles with Active Permits/OLs**	**No. of Vehicles without Active Permits/OLs**
Provisionally Registered (Section 56.1)	122	1	82	40	0	202	116	86

Table 14 below presents a summary of minibus taxi routes operating within the Molemole Local Municipality. The table outlines key origins and destinations, route descriptions, distances and time, highlighting the main transport corridors linking villages, activity nodes and centres such as Polokwane.

Table 14: SUMMARY OF MINIBUS TAXI ROUTES IN MOLEMOLE LOCAL MUNICIPALITY			
Route Title	**Route Description**	**Kms**	**Time(m)**
MARAMA Taxi Association			
Botlokwa to Ga- Makgatho Village	Botlokwa Plaza, turn left to merge onto N1, turn right into Ga-Makgato road, Ga-Makgato.	7.4	15
Botlokwa Plaza to Mphakane, Sekakene.	Botlokwa Plaza, turn right-Mokomene road, turn left into unmarked road, turn right into to Sekakene road to Mamothibi Primary School	7.1	22
Botlokwa Plaza to Eisleben	Heads south, turn left to Soekmekaar road, turn right to Eisleben road	18.7	32
Botlokwa Plaza to Soekmekaar	Heads south, turn left to Soekmekaar road, turn right onto R36, turn left to stay on R36	27.4	33
Botlokwa Plaza to Matseke	Heads south, turn left to Soekmekaar, Sharp right toward Nkwe St, turn left onto Nkwe Street, turn left onto 4th Street	2.7	10
Botlokwa Plaza to Ga-Ramatjowe	Heads south, turn left to Soekmekaar road, turn left to Ga-Ramatjowe	4	11
Botlokwa Plaza to Sefene	Heads south, turn left to Soekmekaar Road, turn left, continue straight, turn left onto Thaba Street	1.7	9
Botlokwa Plaza to Ntabiseng	Heads south, turn left to Soekmekaar Road, turn right onto R36, turn right onto Sekgalaje Street, turn left to stay on Sekgalaje Street, turn right at the 1st cross street.	22.4	30
Botlokwa Plaza to Maphosa	Heads south, turn right towards Soekmekaar Road, turn left to merge onto N1, turn right towards Global Garage	3.9	13
Botlokwa Plaza to Sekonye Village	Heads south, turn right Soekmekaar Road, turn left to merge onto N1, turn right, turn left onto Molemole Str, turn left onto Tala Street	4.5	14

TABLE 14: SUMMARY OF MINIBUS TAXI ROUTES IN MOLEMOLE LOCAL MUNICIPALITY			
Route Title	**Route Description**	**Kms**	**Time(m)**
Botlokwa Plaza to Polokwane	Heads south, turn right, turn left to merge onto N1, continue N1 to Polokwane, continue straight to stay on N1, Slight left onto Polokwane Bypass, Continue onto Landdros Mare Street/R101, Slight left onto Dorp Street	55	51
Botlokwa Plaza to Louis Trichardt	Head east, turn left to merge onto N1, at the roundabout, take the 2nd exit and stay on N1	53.7	44
Bochum Taxi Association			
Dendron Taxi Rank to Botlokwa	Heads towards Republic Street, turn left onto Republic Street, turn left onto Church Street, turn right onto N1, take the exit	65.1	70
Dendron Taxi Rank to Groothoek	Heads towards Republic Street, turn right onto Republic Street, Turn right onto R521, Groothoek	9.6	13
Dendron Taxi Rank to Marowe	Follow Republic Street to R521, turn left onto R521, continue De Loskop / Marowe Rd to your destination in Marowe	30.4	40
Dendron to Mohodi Ga-Manthata, Ga-Maponto and Ga-Madikana	Turn right onto Republic Str, continue onto Senwabarwana Rd, turn right onto Mohodi Ga Manthata, heads towards Manthata Rd, turn right onto Manthata Rd, turn left to Ga-Maponto. South, turn left at the 2nd cross street, turn left onto Manthata Rd, continue straight, Turn right to Ga-Madikana	20.9	35
Bochum Taxi Rank to Dendron/ Mogwadi	Exit the parking lot, turn left, Continue onto Senwabarwana Rd	21.9	25

Bochum Taxi Rank to Ga-Madikana	Exit the parking lot, turn left Senwabarwana Rd, turn left to Manthata Rd in Mohodi Ga-Manthata, continue on Manthata Rd to your destination in Madikana	16.3	25

TABLE 14: SUMMARY OF MINIBUS TAXI ROUTES IN MOLEMOLE LOCAL MUNICIPALITY

Route Title	Route Description	Kms	Time(m)
Bochum Taxi Rank to Mohodi Ga-Manthata	Exit the parking lot, turn left, continue onto Senwabarwana Rd, turn left onto Manthata Rd & turn right	12.5	20
Bochum Taxi Rank to Ga-Maponto	Exit the parking lot, turn left, continue onto Senwabarwana Rd, turn left onto Manthata Rd & turn left to Ga-Maponto	15.5	27
Bochum Taxi Rank to Ga-Moleele, Ga-Sako, Ga-Kolopo, Maribana, Marowe, Ga-Phago and Ga-Phagodi	Exit the parking lot, turn left toward Senwabarwana Rd, turn right onto Senwabarwana Rd, turns left at Helen Franz Hospital towards Ga-Moleele. Head south on Senwabarwana Rd, Continue on Schellingburg 2 Rd to your destination in Ga-Sako, Ga-Sako, turn left at the 1st cross street, turn right toward Ga-Sako/ Kanana Rd, turn left onto Ga-Sako/Kanana Rd, Turn left toward Kanana/Ga-Kolopo Rd, turn right onto Kanana / Ga-Kolopo Rd, Kanana, Head toward Ga-Sako / Kanana Rd turn left, turn right, turn left, Ga-Kolopo.Continue to Kanana / Ga-Kolopo Rd, turn right onto Kanana / Ga-Kolopo Rd, Continue on Kanana Rd to Maribana, turn right onto Moletjie Moshate Rd.Maribana, Head toward Maribana / Modderput / Morowe Rd, turn right onto Ga-Phago Main Rd, Ga-Phago, Head northeast on Ga-Phago Main Rd, turn left onto Moletjie Moshate Rd, turn left onto Maribana/Ga-Phagodi Rd, turn right, turn left, turn right to Ga-Phagodi	45.4	67
Sekgosese Taxi Association			
Morebeng Taxi Rank to Modjadjiskloof	Head north, turn right toward R36, turn right at the 1st cross street onto R36, turn left onto R36/R81, sharp right onto Wormson Street	42.6	43
Morebeng Taxi Rank to Luis Trichardt	Head north, turn right toward R36, turn left at the 1st cross street onto R36, turn right onto N1, At the roundabout, take the 2nd exit and stay on N1	59.2	50

Table 15: WESTERN MOLEMOLE CORDON COUNTS ANALYSIS-TAXI DATA

ID	Survey Points		Weekday Pax Travel Pattern/Day							Saturday Pax Travel Pattern/Day						
		Peak Period	Trips/ Day	East	North	West	South	Total Pax	Pax/ Trip	Trips/ Day	East	North	West	South	Total Pax	Pax/ Trip
1	Westphalia	AM Peak	46	256	-	442	-	698	15	11	92		92		184	17
	https://maps.app.goo.gl/Tkf2tb4zaayfpaYU7	Off Peak	35	350	-	210	-	560	16	104	822		833		1705	16
		PM Peak	53	426	-	390	-	816	15	-	-	-	-	-	-	0
2	Ga-Moleele Cross	AM Peak	6	-	52	-	16	68	11	-	-	-	-	-	-	0
	https://maps.app.goo.gl/iSgBF2rwKB9kR1sU8	Off Peak	16	-	52	-	124	176	11	8		48		52	100	13
		PM Peak	12	-	20	-	132	152	13	-	-	-	-	-	-	0
3	De Loskop/Marowe	AM Peak	5	-	-	-	86	86	17	-	-	-	-	-	-	
	https://maps.app.goo.gl/DPWYM3SzqNziCJoK9	Off Peak	13	-	32	68	36	136	10	8		16	12	64	92	12
		PM Peak	-	-	-	-	-	-	0	-	-	-	-	-	-	0
4	Dendron Cross	AM Peak	27	392	-	-	-	392	15	8	102	-	8	-	110	14
	https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	Off Peak	53	628	36	44	-	708	13	13	169	-	-	-	169	13
		PM Peak	24	148	-	48	-	196	8	-	-	-	-	-	-	0
5	Dendron Global	AM Peak	21	70	-	80	222	372	18	-	-	-	-	-	-	0
	https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	Off Peak	82	178	64	400	546	1188	14	36			144	504	648	18
		PM Peak	18	0	0	64	242	306	17	-	-	-	-	-	-	0
6	Ga-Matipane	AM Peak	0	-	-	-	-	0	0	-	-	-	-	-	-	0
	https://maps.app.goo.gl/Cqit3ETAmYMNhEh26	Off Peak	93	356	218	798	0	1372	15	-	-	-	-	-	-	0
		PM Peak	64	146	280	318	0	744	12	-	-	-	-	-	-	0

Note:

1. Refer to Cordon Survey MAP for Survey Point Location and Pax travel direction
2. North, West, South, East means vehicle travel direction from survey point, e.g. East of Dendron Global Point means travelling towards Dendron/Mogwadi Town

Table 16: Eastern Molemole Cordon Counts Analysis - Taxi Data

ID	Survey Points			Weekday Pax Travel Pattern/Day							Saturday Pax Travel Pattern/Day					
		Peak Period	Trip Day	East	North	West	South	Total Pax	Pax/ Trip	Trips/ Day	East	North	West	South	Total Pax	Pax/ Trip
1	**Botlokwa Plaza** https://maps.app.goo.gl/83Y5QgboRH2h727E7	AM Peak	7	20	32		40	92	13	2				32	32	16
		Off Peak	137	1154	117	464	430	2165	16	25	112	44	76	132	364	15
		PM Peak	59	652	96	80	97	925	16	-	-	-	-	-	-	0
2	**Botlokwa Long Distance Rank** https://maps.app.goo.gl/cdD76f7791NhcpoA8	AM Peak	1	8	-	-	-	8	8	-	-	-	-	-	-	
		Off Peak	1	-	16	-	-	16	16	1			16		16	16
		PM Peak	0	-		-	-	-	0	0	-	-	-	-	-	0
3	**Botlokwa Global garage** https://maps.app.goo.gl/n7drT7YddkSFiCjY7	AM Peak	21	12	60	62	115	249	12	19		70	61	77	208	11
		Off Peak	29	0	98	108	162	368	13	29		98	108	162	368	13
		PM Peak	8	0	29	12	53	94	12	0	-	-	-	-	-	0
4	**Eisleben Taxi Rank** https://maps.app.goo.gl/7uKJZUEiC3yguRp99	AM Peak	31	168	0	238	16	422	14	0	-	-	-	-	-	0
		Off Peak	59	226	0	386	96	708	12	0	-	-	-	-	-	0
		PM Peak	22	104	0	128	0	232	11	0	-	-	-	-	-	0
5	**Mokomene Market** https://maps.app.goo.gl/CtfvaL7CPXHaxA8q8	AM Peak	33	117	0	235	0	352	11	8	64	0	36	0	100	13
		Off Peak	27	101	0	191	0	292	11	8	73	0	26	0	99	12
		PM Peak	11	64	0	69	0	133	12	0	-	-	-	-	-	0

Note:

1. Refer to Cordon Survey MAP for Survey Point Location and Pax travel direction
2. North, West, South, East means vehicle travel direction from survey point, e.g. (East of Botlokwa Plaza Point means travelling towards Luis Trichardt via N1)

2.3.1.3. Overview of Taxi Passenger Movements

The cordon survey results indicate moderate to high taxi passenger movement across key corridors in Molemole Local Municipality, particularly during peak periods. The minibus taxi industry plays a critical role in providing mobility between villages and key service centres, including Polokwane and local economic nodes. Passenger movements are mainly associated with work, education, shopping, and access to services.

2.3.1.4. Passenger Volumes by Survey Location

The survey points show varying levels of passenger activity:

- Westphalia (Ga-Broekman) recorded significant passenger volumes, with 698 passengers during the AM peak and 816 during the PM peak, indicating strong commuting patterns.
- Ga-Moleele Cross recorded relatively low passenger volumes, suggesting it mainly serves local rural travel demand.
- De Loskop/Marowe also showed limited passenger activity, reflecting lower population density and travel demand.
- Dendron Cross experienced moderate passenger movement, particularly during the off-peak period (708 passengers), indicating its role as a local activity node.
- Mogwadi (Dendron) Global recorded very high passenger volumes during off-peak periods (1,188 passengers), suggesting it functions as an important transport activity hub.
- Ga-Matipane recorded the highest off-peak passenger movement (1,372 passengers), indicating strong local mobility demand.

2.3.1.5. Taxi Occupancy Levels

Taxi occupancy levels range between 10 and 18 passengers per trip, indicating that vehicles are generally operating near full capacity. This suggests strong reliance on taxi services as the primary form of public transport in rural areas.

2.3.1.6. Weekend Travel Patterns

Weekend travel patterns show continued use of taxi services, particularly at Westphalia, Mogwadi (Dendron) Cross, and Mogwadi Global. These trips are mainly associated with shopping, social visits, and access to services, reflecting the importance of taxi transport for both weekday commuting and weekend mobility.

2.3.1.7. E-Hailing Services and Metered Taxis

E-Hailing and metered taxis are the new phenomenon in the study area and seems to be here to stay. There is therefore a need to accept that fate. Hence the government has even taken the steps to regulate the e-hailing market. There is a new initiative of maxi taxis in Mogwadi and Mohodi area from Bochum Taxi Association and private individuals. Bochum Taxi Association is also making use of private sedan and hatch back vehicles.

Figure 5: Meter Taxi at Botlokwa Complex

Figure 6: Meter Taxi at Mohodi (BTA Maxi)

2.3.2. Institutional Arrangements

There are three main taxi associations in the study area, namely MARAMA Taxi Association, BTA, and Sekgosese Taxi Association, which facilitates easier liaison and consultation processes with the taxi industry. However, in terms of operating license considerations and recommendations for this study, only MARAMA will be considered, as it falls within the Molemole Local Municipality study area. BTA falls under Blouberg Local Municipality, while Sekgosese Taxi Association falls under Greater Letaba Local Municipality.

2.3.3. Learner Transport

Transport of the learners, student, and teachers or lectures to and from a school or other educational institutions daily, is regarded as a public transport services. Learner transport is also being provided within the study area by:

- Walking
- Light delivery vehicles
- Buses
- Private school buses; or by public transport
- Taxis
- Private transport, and / or privately arranged special transport.

Figure 7: Scholar Transport Bus Operators at Dendron Primary School and Dendron Secondary School at Mogwadi

Learner transport is an important component of public transport movement in Molemole due to the dispersed location of schools. Poor road conditions, especially during rainy seasons, often disrupt learner transport services, leading to delays.

There are informal arrangements such as school buses owned by individual scholar transport operators to different schools in and outside the study area. Like in many parts of the country, learners are being transported in different types of vehicles, including light delivery vehicles (LDVs)

Figure 8: Learners Being Transported with LDVs at Kgwadu Primary School at Mphakane

2.3.4. Public Transport Facilities

A good public transport system would cater for the provision of adequate transportation facilities and thus furthering the interests of the public transport users, and the promotion of the interests of transport suppliers on the other hand. Facilities in this case mean properties owned or leased by the Municipal Council – taxi ranks, transfer facilities, and lay-byes.

Access to and management of public transport facilities is essential to the everyday life of the travelling communities for them to become active participants in developing their lives. Public transport facilities refer to issues such as the physical properties, the extent and spatial position of the ranks, public transport termini, public transport off-loading point/bays, transfer

facilities, holding areas, etc. However, before the facilities could be upgraded and/or maintained, it is however important to establish the following crucial factors regarding those facilities along which ranks had been established:

- ✓ Land ownership of the ranks – who owns of the ranks?
- ✓ Specifications of the ranks – what are the full descriptions of the ranks?
- ✓ Maintenance of facilities – who should do maintenance?
- ✓ Lease agreements for the ranks – Are there lease agreements?

Critical areas of concern in as far as planning and management of public transport facilities for buses and taxis include, *inter alia*, entrance, seats, steps, stops, driver training, written signs, symbol signage, etc. As the planning authority, Molemole Local Municipality is not only responsible for the planning of public transport services and the provision of public transport infrastructure within its jurisdiction, but is also responsible for the upgrading, rehabilitation and maintenance of such facilities.

2.3.5. Taxi Ranks

Taxi ranks may be either formal or informal. Formal ranks are equipped with facilities such as demarcated loading bays, toilets and/or offices. Informal ranks have no facilities. Ranks may be either off-street or on street, i.e. situated in the road reserve.

Except for a few public transport facilities in Botlokwa, Morebeng, and Mogwadi, there are no formal ranking facilities in most parts of the study area. Most of the other ranking facilities are of informal nature, and do not have the amenities such as water, and sanitation, electricity, paving, ablution facilities, shelters, etc.

Table 17 provides an overview of formal and informal taxi ranks and loading facilities within the study area, including their current physical conditions, level of maintenance, and available amenities. This assessment assists in identifying infrastructure gaps and informs targeted interventions aimed at improving public transport facilities within the Molemole Local Municipality.

Table 17: FORMAL/INFORMAL TAXI FACILITIES IN THE MOLEMOLE LOCAL MUNICIPALITY					
No	**Facility Name**	**Type**	**Latitude**	**Longitude**	**Condition of the Facility**
1	Dendron/Mogwadi Taxi Rank	Formal	-23.364111	29.320648	Poor to Fair infrastructure conditions. Poorly maintained
2	Machaka-Ramokgopa-Makgato Taxi Rank	Formal	-23.496800	29.721403	Good to Excellent infrastructure.
3	Sekgosese Taxi Rank (Morebeng)	Formal	-23.493756	29.926236	Poor to Fair infrastructure conditions. Poorly maintained
4	Eisleben Cross Taxi	Formal	-23.47261	29.80085	Good to Excellent infrastructure - 1 Loading and 1 Holding Bay
5	Dendron Cross	Informal	-23.365240	29.315769	No infrastructure, only Pick-up and Drop-off
6	Mohodi Ga- Manthata	Informal	-23.33650	29.22523	No infrastructure, only Pick-up and Drop-off
7	Mohodi Ga-Manthata New Stand	Informal	-23.325361	29.237861	No infrastructure, only Pick-up and Drop-off
8	Ga-Mokgehle	Informal	-23.366250	29.178927	No infrastructure, only Pick-up and Drop-off
9	Ga-Sako	Informal	-23.415701	29.165302	No infrastructure, only Pick-up and Drop-off
10	Ga-Phaudi	Informal	-23.45578	29.144902	No infrastructure, only Pick-up and Drop-off
11	Ga-Moleele Cross	Informal	-23.308833	29.114094	No infrastructure, only Pick-up and Drop-off
12	Botlokwa Plaza	Informal	-23.493192	29.724461	No infrastructure, only for holding, Pick-up and Drop-off
13	Mokomene (Market)	informal	-23.46128	29.83077	No infrastructure, only for holding, Pick-up and Drop-off

The municipality constructed some formal or semi-formal taxi ranks, namely Mogwadi, MARAMA Taxi Association Rank, which is currently being used as the taxi holding area, Morebeng Taxi Rank, and the other smaller taxi ranking facilities at both Eisleben Cross and Mogwadi, to provide the community with efficient public transport waiting facilities. These are the ranking facilities used by the minibus taxis commuters and long-distance passengers respectively.

Figure 9: MARAMA Taxi Facility that is being Used as the

The issue of placing a ranking facility far from the shops result in those ranking facilities being unutilised, because people refuse to walk long distances to catch taxis. Hence, we see the MARAMA Taxi Rank not being used, and taxis establishing informal taxi rank at Botlokwa Complex.

Figure 10: Taxi and Bus Passengers in Mogwadi Town, not at the Taxi Rank Outside Town

In Mogwadi, people prefer to stand long ques in town than walking to the taxi rank in the outskirt of town. It is rare that the allocated taxi rank outside town is fully utilised by the passengers. Hence taxis end up going inside town to collect them. This is a result of poor planning and/or lack of consensus with the intended beneficiaries, namely members of the taxi industry.

Where the government has provided ranking facilities, what seems to be lacking at the taxi ranks is maintenance of those facilities as could be seen in the pictures below:

Figure 11: Vandalised Electrical Components at Morebeng

Figure 12: Disused Ablution Facilities Due to Lack of Maintenance at Morebeng Taxi Rank

2.3.6. Bus Ranks

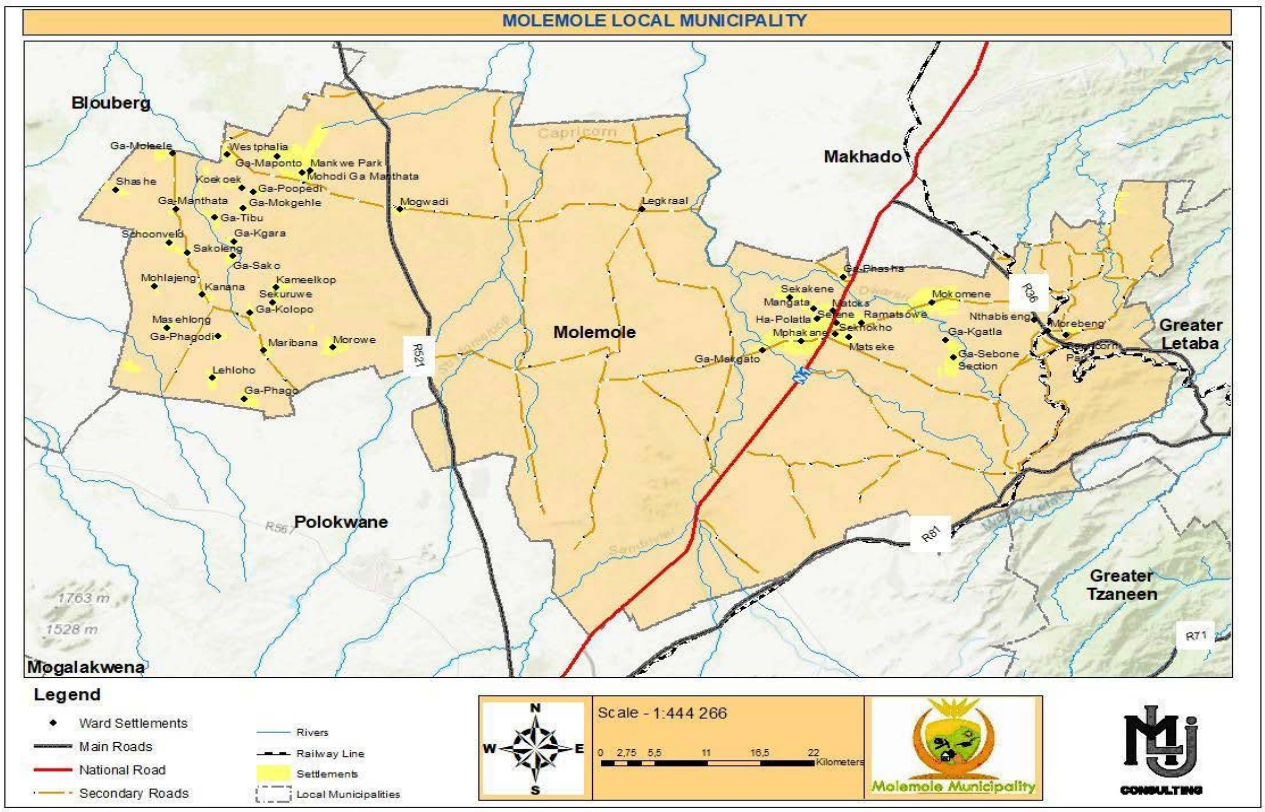
Despite there being two scheduled bus services by Bahwaduba and GNT respectively, there are no formal bus ranking facilities in the study area. Outside formal bus ranks in Polokwane, bus drivers seem to keep buses at the areas proximate to where buses start their trips in the morning.

2.3.7. Roads Network

Molemole Local Municipality is one of the areas which is strategically located where two major roads, a national and provincial freight roads transverse the area with resultant economic benefits for the municipality. The map below reflects the corridors of the Limpopo Province as identified in the Limpopo Spatial Development Framework, 2016. It is quite evident that Molemole Municipality serves as a conduit where goods, people and services are being conveyed to various parts of the country and the continent.

Map 4: Provincial Corridors of Limpopo and How They Transverse Through Molemole

(Source: LSDF)



Map 5: Map of Molemole Local Municipality Road Network

The road network in Molemole Local Municipality is predominantly rural, with a clear hierarchy ranging from provincial arterials to extensive gravel access roads serving villages and farming areas. Overall, the network provides basic connectivity, but faces capacity, condition, and maintenance challenges, particularly on lower-order roads. The road network plays a critical role in providing access between villages, service centres, economic nodes, and neighbouring municipalities, particularly Polokwane and Blouberg.

Route surveys identified taxi routes originating in Molemole Local Municipality. To maximise benefits, the ITP strategy should prioritise integrated public transport facilities and clearly distinguish the three broad categories needed for an integrated road network.

2.3.7.1. Road Network Hierarchy and Function

The roads within the Molemole Local Municipality fall under the jurisdiction of three levels of government, including national roads controlled by SANRAL, the provincial road network controlled by Roads Agency Limpopo (RAL), and the local road networks controlled by the local municipality with help from the Capricorn District Municipality. The road network within Molemole consists of:

- Provincial surfaced roads, which provide strategic connectivity between the municipality and major economic centres such as Polokwane.
- District and municipal roads, which serve as collectors linking villages to main arterials.
- Extensive gravel road network, which provides access to rural settlements, farms, schools, clinics, and traditional authority areas.

Most of the daily mobility within Molemole is dependent on lower-order municipal and gravel roads, reflecting the municipality's rural settlement pattern and low-density development.

The first category of roads is the local roads in the municipality. The Nodal Points are the main commercial areas and the main nodes where passengers and vehicle movement are concentrated in the Molemole Local Municipality area.

The second category of roads in terms of the provision of public transport are the corridor routes that link the respective main commercial nodes with one another as well as with the residential nodes, including villages.

The third category of roads is the routes for private as well as public transport and related activities in the residential areas, including the villages. It is therefore important to develop the road network in support of the integrated public transport facilities in the Molemole Local Municipality. In other words, the entire public transport routes should be developed as part of the integrated transport network for the Nodal Points together with the integrated public transport facilities there.

2.3.7.2. The Conditions of Surfaced Roads

Like in most of the rural areas, the roads network in the study area is not adequately maintained. People in the study area travel along roads and tracks that are rarely maintained, and walk along footpaths to reach their workplaces, schools, clinics, etc. As could be seen in the pictures below, some of the roads are not traversable during rainy season.

Figure 13: Terrible Condition of R521

Surfaced roads within Molemole generally carry higher traffic volumes, including public transport vehicles and freight movements. While some sections are in fair to good condition, a significant proportion exhibits:

- Surface deterioration such as potholes and cracking;
- Inadequate road markings and signage;
- Localised edge breaks and drainage failures.

These challenges are consistent with the district-wide trends identified in the Capricorn District ITP, which highlights growing maintenance backlogs and pressure on existing road assets due to constrained funding and ageing infrastructure.

2.3.7.3. The Conditions of Gravel Roads

Gravel roads constitute the dominant road type in Molemole Local Municipality and are critical for daily mobility, particularly in rural villages. The condition of these roads' ranges from fair to poor, with recurring challenges including:

- Severe corrugation and erosion;
- Poor riding quality during dry seasons;
- Inaccessibility during heavy rainfall due to lack of proper drainage and stormwater control.

The poor condition of gravel roads negatively affects travel time, vehicle operating costs, and the reliability of public transport services, especially minibus taxis and learner transport vehicles.

Figure 14: Terrible Condition of the Internal Roads

2.3.7.4. Road Maintenance and Institutional Constraints

Road maintenance responsibilities are shared between the municipality and provincial authorities. However, Molemole faces:

- Limited financial resources for routine and periodic maintenance;
- Dependence on conditional grants such as MIG and provincial allocations; and
- Capacity constraints in road asset management planning and implementation.

As a result, road maintenance is largely reactive, with limited preventative maintenance, accelerating the deterioration of the road network. The road network within Molemole Local Municipality constitutes the primary transport infrastructure supporting passenger movement, public transport operations, and freight activities.

Given the predominantly rural settlement pattern and dispersed villages, the municipality is heavily reliant on road-based transport to connect communities to service centres, social facilities, and economic opportunities. In absence of an approved ITP, the development and maintenance of the road network have historically been implemented on *ad hoc* basis, resulting in varying levels of service and condition across the network.

The interaction between road conditions and public transport movement in Molemole Local Municipality results in the following key challenges:

- Poor gravel road conditions reduce accessibility and reliability of public transport services.
- High vehicle operating costs for taxi operators due to deteriorated road surfaces.
- Limited public transport coverage in deep rural areas.
- Long travel distances and high transport costs for households.
- Insufficient public transport infrastructure such as ranks, shelters, and pedestrian facilities.

These challenges reinforce historical spatial inefficiencies and place a disproportionate burden on rural communities, particularly low-income households. The *status quo* analysis highlights the need for:

- Improved road asset management, with particular focus on gravel road maintenance.
- Better alignment between road infrastructure planning and public transport planning.
- Targeted interventions to improve public transport accessibility in rural areas.
- Upgrading of public transport facilities and pedestrian infrastructure.

Addressing these issues will be critical in improving mobility, accessibility, and socio-economic inclusion within Molemole Local Municipality.

2.3.8. Rail Network

Apart from the road network, there is only one railway line that runs between Musina and Johannesburg that passes through the municipality, with Morebeng as one of the stations. This railway line is supposed to link Polokwane to Makhado and other towns in the north and south via Molemole Local Municipality in a north-south direction. This line is currently only used to provide freight service, and not long-distance passenger service that it used to in the past. However, the dilapidated state in which the Morebeng Railway Station is, does not look like it is still functioning.

As stated in the IDP document, *"There is a need to unearth economic activities emanating from this railway line. Being a municipality that its economy is mainly on agriculture, the railway could serve as a link to transport fruit and vegetables to the market".*

Figure 15: Dilapidated Railway Infrastructure at Morebeng

2.3.9. Aviation

There is no landing strip in the municipal area.

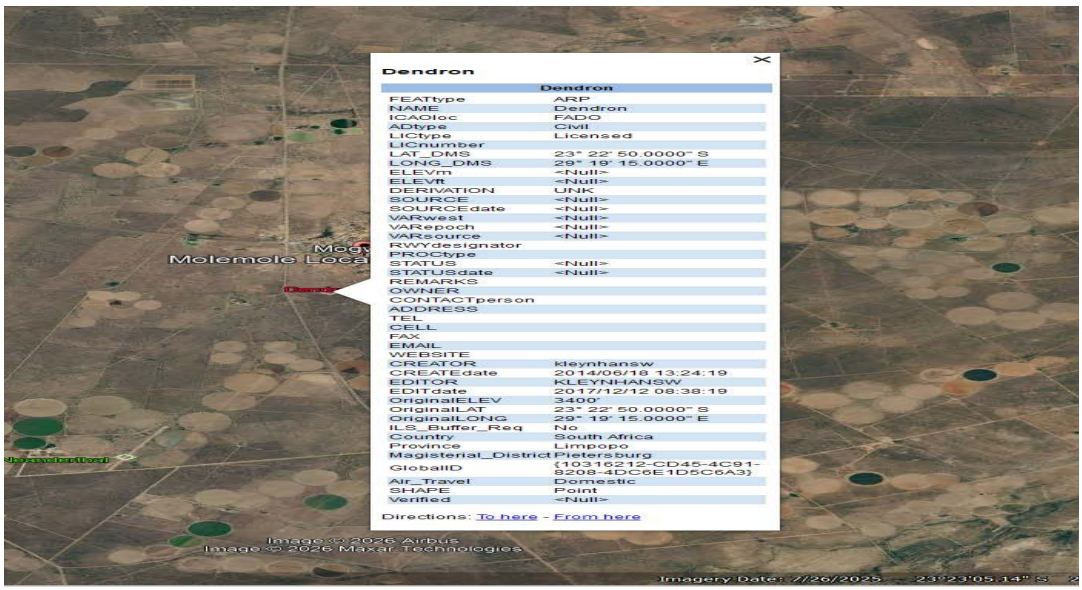


Figure 16: Permanently Closed Dendron Airport (FADO)

3. LIAISON AND CONSULTATION WITH RELEVANT STAKEHOLDERS

3.1. Background

The development of a successful ITP requires a comprehensive and inclusive approach to identifying transport challenges and appropriate solutions. ITP is not a desktop exercise, but rather a stakeholder engagement activity that includes the involvement of all relevant stakeholders. This process extends beyond a purely transport-focused perspective and considers the entire land-use phenomenon and the broader wellbeing of communities, with particular emphasis on how users are served by public transport services.

Stakeholder engagement is a critical component of the transport planning and public policy process. It ensures that the needs, challenges, and priorities of affected stakeholders are understood and incorporated into the planning process. Meaningful consultation supports transparency, promotes collaboration, and enhances the credibility and effectiveness of the ITP.

A structured stakeholder engagement process to consult with key stakeholders on transport-related issues within the Molemole Local Municipality was undertaken. Stakeholder engagement was aimed to establish and maintain constructive working relationships, facilitate the exchange of information, and provide stakeholders with an opportunity to contribute inputs towards the development of the ITP.

Stakeholders were encouraged to remain actively involved by providing additional inputs, particularly through written submissions, to ensure that all relevant issues are adequately captured and addressed. The project remains interactive in nature, allowing for continuous refinement as new information and inputs are received. The development of the Draft ITP would proceed with, incorporating the inputs and insights gathered from stakeholders. Ongoing engagement will be maintained through further liaison and consultation process and feedback sessions to ensure that the plan remains inclusive, responsive, and aligned with stakeholder

expectations.

Stakeholder engagement process has provided valuable insights into the transport challenges, service gaps, and opportunities within the Molemole Local Municipality. Continued collaboration among stakeholders will be essential in developing a comprehensive, sustainable, and implementable ITP that responds effectively to the needs of the community.

It is part of the public policy process to consult with all relevant transport stakeholders and to address burning issues which concern them as individuals or in a group, because efforts made without proper consultation are unlikely to produce positive results. A policy of transparency where the intended beneficiaries are fully informed of all the decisions and are given the opportunity to respond will also develop their trust in the project.

The consultative approach and a systematic use of broad-based consultation with all the relevant role players is against the backdrop that attempts or efforts on developments that are being made without the active participation of all the relevant role players, or developments aimed at passive beneficiaries, do not always achieve the intended purposes, and are thus likely to produce negative results.

It is desirable that all development initiatives and programmes must be clearly communicated with relevant stakeholders and their concerns be responded to. A buy-in of all relevant stakeholders is always required. Therefore, a significant amount of liaison and consultation must be done with relevant stakeholders to facilitate the ITP's acceptance. To achieve the maximum benefit of engaging the intended beneficiaries in the development and implementation of transport plans, the following broad assumptions must always be considered:

- Ensuring that all stakeholders express genuine support for and ownership of the product, namely the ITP, in this instance;
- Ensuring that relevant stakeholders and/or the intended beneficiaries are given the opportunity of expressing their views;
- Ensuring that all role players, particularly transport service providers

and the users thereof, agree on the principles for the ITP; and

- Ensuring that there is adequate feedback to all relevant stakeholders at all key junctures of the project.

The obvious advantages of this approach include the following:

- Determining the actual needs of the intended beneficiaries;
- Acceptance of implementable programmes by the beneficiaries;
- Improving communication mechanisms with all relevant stakeholders;
- Promoting the sense of ownership and responsibility among relevant stakeholders and/or the intended beneficiaries; and
- Giving stakeholders more opportunity to contribute to shaping their destiny.

As strong proponents of public participation in matters affecting relevant stakeholders, we believe that efforts aimed at passive beneficiaries, even if coupled with the best intentions, are unlikely to produce positive results. Therefore, an attempt was made, in conjunction with the Molemole Local Municipality, to identify all relevant stakeholders, consult and/or inform them about the looming process as soon as the project started. This was done to facilitate and develop a healthy working relationship. Hence, throughout the process of this project, there had been direct liaison and consultation with all relevant stakeholders, particularly public transport service providers – bus and taxi operators.

3.2. Stakeholder Identification

The stakeholder identification and analysis process recognize the importance of direct liaison and continuous consultation with all relevant stakeholders, particularly those most affected by transport challenges and proposed interventions. Throughout the project, structured engagements, including meetings and consultative forums, were undertaken to ensure that stakeholder inputs were incorporated at all stages of the ITP development.

It was noted that Molemole Local Municipality did not have an established Transport Forum. In that regard, the project emphasized the importance of strengthening public participation mechanisms, as development initiatives

should be people-driven and inclusive of all relevant stakeholders. Active stakeholder involvement is essential to ensure that planning processes are responsive to the needs of communities.

Stakeholders, including intended beneficiaries, were therefore engaged from the early planning stages through to policy formulation and implementation. Their involvement was critical in identifying key challenges, prioritizing needs, and shaping appropriate interventions. This approach ensures that the perspectives of affected stakeholders inform decision-making processes and contribute to sustainable and acceptable transport solutions. Effective stakeholder engagement in public transport planning is based on the following principles:

- Promoting stakeholder support for and ownership of proposed developments
- Providing stakeholders with opportunities to express their views, particularly on issues that may impact them negatively
- Ensuring continuous and transparent feedback on matters affecting stakeholders
- Facilitating timely access to relevant information

Furthermore, passenger or commuter participation plays a vital role in identifying and understanding transport issues from a user's perspective. Their inputs contribute to the development of practical, user-oriented solutions and support the formulation of implementable and widely accepted transport interventions. All identified stakeholders were formally invited to participate in the engagement process. However, it was noted with dismay that some stakeholders were unable to avail themselves for the scheduled meetings. Relevant stakeholders had already been identified throughout the liaison and consultation processes.

Table 18: RELEVANT STAKEHOLDERS AND RESPECTIVE ROLES THEY ARE SUPPOSED TO PLAY IN THE PROJECT	
Stakeholder	**Expected Role**
Limpopo Department of Transport and Community Safety	✓ Confirm the Scope of Work ✓ Project Management and coordination – timeframe and frequency of reporting ✓ Provide necessary support and quality assurance ✓ Data availability - Confirm planned and current services, especially buses ✓ Dissemination of information and Provide comments
Molemole Municipality – Officials, Council, Ward Councillors, Community Structures, etc.	✓ Provide additional information as and when required ✓ Assist with the community liaison and consultation ✓ Dissemination of information regarding project status ✓ Participate in meetings ✓ Provide inputs and offer recommendations (where necessary)
COGHSTA	✓ Provide the necessary support as and when required ✓ Availability of data (where possible)
National Department of Transport	✓ Provide compliance and adherence to all applicable transport policy and legislation ✓ Ensure conformity of requirements for development of LITP's
Capricorn District Municipality	✓ Ensure co-ordination and integrated planning ✓ Ensure co-ordination of sectoral plans at municipal level ✓ Ensure compliance of applicable legislation
State Owned Institutions – RAL, Transnet, PRASA	✓ Provide comments and offer recommendations (where possible)
✓ Transport Service Providers – bus, taxis, e-hailing and metered taxis, freight, etc. ✓ Other Stakeholders - People with disabilities, Commuters, etc.	✓ Provide additional information as and when required ✓ Provide relevant input into the LITP and offer recommendations (where possible)

3.3. Stakeholder Engagement Methodology

A combination of quantitative and qualitative methods was used to engage stakeholders and gather inputs for the development of Molemole ITP. Besides one-to-one meetings with relevant stakeholders, surveys were conducted at various locations within the study area, where passenger and operator interviews were undertaken to capture their experiences and perspectives on public transport services. An online survey tool was utilised to efficiently record and manage responses, ensuring accuracy and ease of analysis.

In addition, targeted engagements were conducted with individual transport operators through direct visits. These included engagements with the MARAMA Taxi Association, Bahwaduba Bus Company, and Bochum Taxi Association. These interactions provided an opportunity to capture detailed operational insights, challenges, and recommendations from operators, thereby enriching the overall understanding of public transport dynamics within the area.

Furthermore, Project Steering Committee (PSC) meetings were conducted as part of stakeholder engagement process. These meetings are held on a monthly and milestone basis to provide updates on project progress and to capture inputs from key stakeholders. For example, during *Status Quo* determination, PSC meetings were used to present preliminary findings and facilitate discussions on issues identified on the ground, ensuring that stakeholder inputs are incorporated into the planning process.

In support of the engagement process, a Request for Information (RFI) was developed and issued to the relevant authorities. The Department provided additional data and information that is not readily available in the public domain, which enhanced the quality and depth of the analysis and informed the development of the ITP.

3.4. Stakeholder Engagement Challenges

3.4.1. Background

The stakeholder engagement process encountered several challenges that affected the level of participation and the overall effectiveness of engagements. The downside of stakeholder engagement process is that the Molemole Local Municipality does not have a public transport forum comprising of a lot of stakeholders, including the users, i.e. the passengers or the commuters, the learners, people living with disabilities, etc. For instance, getting the organised voice of the users was not impossible. The users should represent themselves through their elected bodies and participate actively on all matters adversely affecting their lives. The government should provide for the resources to enable the commuters to fulfil this role. However, despite this shortcoming, individual commuters were interviewed at the ranks, just to have an idea of what are their concerns.

Rightfully, all role players within the public passenger transport sector should be actively involved in shaping their destiny. The users should be actively engaged in policy decision making in matters that adversely affect them at all levels of government. There should rightfully be no planning of whatever nature within the public passenger transport sector without the active involvement of the users who will be affected by such planning. It is only the organised and informed voice of the users that could, amongst others, ensure that:

- Planning departments also investigate other operational development aspects to public transport, and not only concentrate on infrastructural matters, such as statistics and costing exercise alone.
- There is overall coordinated planning system within the study area.
- There are no more low-density developments without proper consideration for the provision of adequate formal public transport.
- There are minimum guaranteed levels of public transport provided in all areas by the local authority. There is proper system of planning law principles where all people affected by planning of whatever nature are drawn into the decision-making process.

While efforts were made to ensure inclusive and broad-based participation, certain constraints limited the ability to fully engage all relevant stakeholders. These challenges are important to note, as they have implications for both the quality of inputs received and the need to strengthen stakeholder coordination mechanisms going forward. In addition, care was taken to maintain neutrality and avoid deep involvement in sensitive taxi industry dynamics, as this could potentially trigger conflict between operators and undermine the engagement process.

In other words, going forward, the government should take public participation seriously and make it possible for the users of public transport to take part in planning for future transport plans. It is only when the users are organised that the government could target the intended beneficiaries of subsidies in public passenger transport, e.g. the disadvantaged, the poor, school children, the disabled, the elderly, etc.

3.4.2. Key Challenges

Some of the specific key challenges included, *inter alia*, the following:

- Limited response and attendance from some stakeholders despite formal invitations being issued.
- Absence of an established Transport Forum within Molemole Local Municipality, which made it difficult to coordinate and engage stakeholders effectively.
- Difficulty in engaging unstructured stakeholders, particularly those without formal representation (e.g. informal operators and e-hailing services).
- Scheduling conflicts and availability constraints among key stakeholders.
- Initial miscommunication regarding meeting logistics, which affected attendance.
- Regulatory and institutional complexities, particularly relating to operating licenses and emerging transport modes.

4. TRANSPORT VISION AND OBJECTIVES

4.1. National Policy Vision

The White Paper on National Transport Policy, as reviewed in 2021, serves as a key policy framework guiding the development of the Molemole Local Municipality LITP. The White Paper provides the overarching vision, principles, and strategic direction for the transport sector in South Africa, and will therefore be used as a primary guideline and point of reference in the formulation of this Integrated Transport Plan.

The policy vision of the White Paper is stated as follows:
"Provide safe, reliable, effective, efficient, environmentally benign and fully integrated transport operations and infrastructure that will best meet the needs of freight and passenger customers, improving levels of service and cost in a fashion that supports government strategies for economic and social development whilst being environmentally and economically sustainable"

In developing the Molemole LITP, the policy directives contained in the White Paper will inform the approach to integrated transport planning, ensuring that the plan aligns with national objectives of providing a safe, reliable, efficient, and sustainable transport system. The principles of integration, accessibility, economic development, and environmental sustainability, as outlined in the policy, will be embedded throughout the planning process and the proposed interventions.

Furthermore, the White Paper will guide the alignment of local transport strategies with broader national goals, ensuring that the Molemole LITP contributes to improved mobility, enhanced public transport systems, and equitable access to services. As such, it will serve as a foundational reference in ensuring that the Integrated Transport Plan is both policy-compliant and responsive to the specific transport needs of the municipality.

4.2. Provincial Policy Vision

4.2.1. Vision

The transportation vision is a safe, affordable, accessible, effective, efficient, and sustainable integrated transport system that meets the needs of stakeholders and customers.

4.2.2. Mission

The transportation mission is to develop, co-ordinate, implement, and manage an integrated, multi-modal transport system by:

- Effectively and optimally utilizing and developing available resources
- Encouraging and providing a safe transport environment for all users
- Planning and facilitating transport infrastructure provisioning and operations
- Being transparent, accountable, and responsible

4.2.3. Strategic Goals

The transportation goals for the province are:

- To develop, co-ordinate, implement, and manage an integrated, multi-modal transport system
- To support the process of democratisation, and reconstruction and development.
- To act as a catalyst for social upliftment and economic growth
- To ensure that the system is balanced, equitable, and non-discriminatory
- To ensure that the system is reliable, effective, efficient, safe, accessible, affordable, and environmentally friendly

4.2.4. Objectives

The relevant transportation objectives are:

- To monitor the need in the province, identify issues and set priorities for transport within the framework of social and economic reconstruction and development objectives in the province.

- To regulate and control the transport system to ensure that its full potential can be achieved.

4.3. District Policy Vision

4.3.1. Vision

The vision of the Capricorn District Municipality transportation is ***"To promote efficient transport system as a catalyst for sustainable development for a better life for all".***

4.3.2. Mission

The Mission of the Capricorn District Municipality is presented as a Municipality that will, through an inclusive and participatory process: ***"Provide quality services, in a cost effective and efficient manner, through competent people, partnerships, information and knowledge management creating sustainability of economic development in the interest of stakeholders".***

4.4. Molemole Local Municipality Vision and Mission

4.4.1. Vision

Aligned with the vision of Capricorn District Municipality, the transport vision for Molemole Local Municipality is:

"To develop an efficient, reliable, safe and integrated transport system that enhances rural accessibility, supports economic development, and improves the quality of life for all communities within Molemole Local Municipality."

4.4.2. Mission

Aligned with the mission of Capricorn District Municipality, the transport mission for Molemole Local Municipality is:

"To provide safe, reliable, accessible and cost-effective transport services through inclusive stakeholder participation, strategic partnerships, and effective planning, in order to support sustainable economic development and improve the quality of life for all communities within Molemole Local Municipality."

4.4.3. Strategic Objectives

4.4.3.1. Improve Rural Accessibility and Mobility: To enhance access to social and economic opportunities by improving transport services to rural and remote settlements through appropriate and inclusive transport solutions.

4.4.3.2. Promote an Integrated Transport System: To ensure better coordination and integration between different transport modes, including minibus taxis, buses, and non-motorised transport, supported by well-located and functional transport facilities.

4.4.3.3. Support Local Economic Development: To facilitate the efficient movement of goods and people along key corridors such as the N1, R521, and R36, thereby supporting economic growth, trade, and local livelihoods.

4.4.3.4. Improve Transport Infrastructure and Facilities: To upgrade, maintain, and expand transport infrastructure, including roads, taxi ranks, and associated facilities, to ensure safe, reliable, and accessible transport services.

4.4.3.5. Enhance Road Safety and Transport Regulation: To improve road safety conditions and strengthen compliance with transport regulations, including operating licensing and enforcement of traffic laws.

4.4.3.6. Strengthen Institutional Capacity and Governance: To enhance coordination between the municipality, transport authorities, and stakeholders, and to promote effective transport planning, implementation, and monitoring.

4.4.3.7. Promote Sustainable and Environmentally Responsible Transport: To encourage transport solutions that minimise environmental impact and promote long-term sustainability, including support for non-motorised transport where feasible.

5. TRANSPORT REGISTER

5.1. GENERAL OVERVIEW OF THE TRANSPORT SYSTEM

South African Household Travel Survey 2020 revealed the following general transport characteristics in the Limpopo Province.

- Work-related travel pattern for 15 years and older people in CDM is 63.7%;
- Business trips are 20.2%;
- Of the business trips, 44% are undertaken by private cars or trucks;
- The most popular destination of the business trips in Limpopo province is the CDM;
- It takes 58.5% of the people of CDM up to 15 minutes to travel for food or groceries and 19.8% of them take between 16 and 30 minutes to travel for food;
- 60% of the households are within 30 minutes from the religious, medical and police institutions;
- Households are within 1 hour from the following facilities:
  - ✓ 67% from the libraries
  - ✓ 28.7% from the tribal authorities
  - ✓ 25.8% from the post office
  - ✓ 21.9% from the welfare office
- 86.2% of households are within 15 minutes walking time from the taxi rank or route compared to 25% in Vhembe district. Sekhukhune, Waterberg and Mopani walk longer to the taxi route ranks/routes.
- Complaints towards transport is as follows
  - ✓ Poor conditions of roads – 19.9% of households
  - ✓ Most complaints are from Vhembe (25.3%), Mopani (25.2%) and Sekhukhune (15.9%)
- Complaints about bus un-availability in the province is 13.6%. The most complaints are from Waterberg (23%), Sekhukhune (16.4%) and Mopani (14.7%)
- Complaints about no-buses at specific times is 13.2%. The most complaints are from Mopani (18.4%), Sekhukhune (12.1%) and Vhembe/Waterberg (9%)

- Complaints about taxi expense is 7.2%. The most complaints are from Sekhukhune (12.7%) and Vhembe (11.1%)
- The reasons given for not using minibus taxi transport are:
  - ✓ Service attribute.
  - ✓ The most complaints are recorded in Sekhukhune (31.6%). It was 40.1% in 2020.
- The reason for not using buses in 2020:
  - ✓ Taxi preference (22%); in 2013 it was 23.1%
  - ✓ Non-availability (21.5%); in 2013 it was 15.9%
  - ✓ Service quality (35%); in 2013 it was 35.9%
- Dissatisfaction with taxis, buses and trains:
  - ✓ Facilities – 55.4%
  - ✓ Taxi fare – 41.6%
  - ✓ Behaviour of taxi drivers – 33.8%
  - ✓ Most complaints relate to:
    - Facilities at bus stops – 71.8%
    - Overcrowding in the bus – 46.1%
    - Frequency of buses during off-peak periods – 39.4%
- Factors affecting the household choice of transport:
  - ✓ Travel time – 34.6%. Most at Vhembe (52.2%) and Capricorn (38.1%)
  - ✓ Travel cost – 29.1%. Most at Sekhukhune (53.5%); Mopani (32.5%)
  - ✓ Flexibility – 7.5%. Most at Capricorn (14.5%) and Waterberg (9.9)
  - ✓ Reliability – 9.9%
  - ✓ Comfort – 7.5%
- Ownership of bicycles and access to cars:
  - ✓ About 2 million households in Limpopo have access to at 1 bicycle.
  - ✓ The split is Waterberg (35.5%); Mopani (31.6%); Capricorn (18.1%); Vhembe (5.6%)
  - ✓ About 70% of households own a household car/bakkie.
- Usage of non-motorised transport:
  - ✓ Reasons why 76.9% of learners walk to learning institutions:
    - Public transport too expensive – 10.3% in urban; 10.6% in

rural

- Own choice – 5.8%

✓ Reasons why learners cycle to schools:

- Public transport too expensive – 46.4%
- Own choice – 10%
- It is nearby – 6%

5.2. General Overview of the Transport Network

For each route code the table shows the Road Classification and Access Management (RCAM) functional class, the road length within the municipal boundary, the surface type, and a plain-language description of the route's location and the communities or areas it serves.

Table 19: ROAD NETWORK CLASSIFICATION IN CDM PER LOCAL MUNICIPALITY

ROAD NETWORK CLASSIFICATION IN CDM PER LOCAL MUNICIPALITY						
RIFSA Road Classes	**Road Network Owner**	**Length (km)**				**Total**
		Blouberg	**Lepelle-Nkumpi**	**Molemole**	**Polokwane**	
Class 1	SANRAL	0	0	49.6	122.5	**172.1**
Class 2	RAL (LDPW) / SANRAL	367.6	363.3	389.7	526.1	**1651.7**
Class 3	RAL (LDPW)	557	411.8	464	779.9	**2213.6**
Class 4	RAL (LDPW)/ Local Municipalities	210.6	377.8	113.9	1 079.9	**1782.5**
Class 5	Local Municipalities	1548	1984.1	829.4	6 937.1	**11298.6**
Total		**2683.2**	**2683.2**	**2683.2**	**2683.2**	**2370.5**

Source: CDM ITP, 2022

Table 20 below provides a complete register of all 67 named roads in the formally recorded Molemole Local Municipality (municipal code: LIM353) network. This register is intended to make the road network accessible to all stakeholders — including council members, ward committees, and community representatives who may know place names but not technical route codes.

Table 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)

Route Code	RCAM Class	Length in km (MLM)	Surface Type	Location — From / To / Area Served
P54/1	R4 - District Collector	19.11	Paved	Mogwadi (Dendron) town to Munnik / Senwabarwana (Bochum) — the only fully paved provincial arterial in the municipality; forms the main Mogwadi–Senwabarwana public transport spine
D5	R4 - District Collector	34.88	Gravel	N1/28 junction (south, near Polokwane boundary) to D688 junction (Botlokwa area) — entirely gravel; links central-south villages to the N1 highway
D13	R4 - District Collector	25.85	Gravel	P54/1 junction (near Mogwadi) to N1/28 junction — entirely gravel; links Mogwadi corridor to the N1 highway
D15	R4 – District Collector	16.87	Mixed paved / gravel	P54/1 junction (Mogwadi area) through Soutpan to Capricorn/Mopani boundary; extends into Greater Letaba Municipality
D47	R4 – District Collector	2.42	Paved	D1308 junction to D15 junction — short, paved link near Mogwadi
D453	R5 - Local Access Road	51.76	Mixed paved / gravel	South-western boundary (P1/7 junction) through Ga-Sako and Ga-Moleele area northwards to Mogwadi (D1200 junction) — primary access road for western villages
D595	R5 - Local Access Road	1.96	Earth	Capricorn/Vhembe boundary to D1532 junction — short earth access road near Mogwadi cluster
D688	R4 - District Collector	55.36	Mixed paved / gravel	Western Molemole (D453 junction) through Ga-Broekman / Westphalia area northward to Vhembe/Capricorn boundary — key northern district collector; 55 km total in municipality
D750	R5 - Local Access Road	18.53	Gravel	P54/1 junction (Soutpan area) to N1/28 and D2657 junction — gravel access road in the south-eastern quadrant

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)				
Route Code	**RCAM Class**	**Length in km (MLM)**	**Surface Type**	**Location — From / To / Area Served**
D844	R4 - District Collector	11.18	Gravel	N1/28 junction northward to D3990 junction near Capricorn/Vhembe boundary — gravel R4 collector in the north-eastern quadrant
D879	R4 - District Collector	11.63	Gravel	D15 junction through eastern villages to Molemole/Makhado boundary — gravel; links eastern settlements toward Makhado
D1200	R4 - District Collector	47.91	Mixed paved / gravel	N1/28 junction northward through Mogwadi (Dendron) town centre to Vhembe/Capricorn boundary — main collector through Mogwadi town; full route 134.58 km across multiple municipalities
D1277	R5 - Local Access Road	12.00	Gravel	P54/1 junction to D1356 junction — gravel access road east of Mogwadi
D1356	R4 - District Collector	31.20	Mixed paved / gravel	N1/28 junction (Botlokwa area) northward through Botlokwa to Mogwadi area (D879 junction) — primary Botlokwa–Mogwadi collector; section under construction at N1/28
D1521	R5 - Local Access Road	6.18	Gravel	D1277 junction to D1356 junction — gravel access road near Mogwadi
D1532	R4 - District Collector	5.79	Gravel	D1200 junction (Mogwadi) southward to P94/1 junction — gravel R4 collector east of Mogwadi
D1532A	R5 - Local Access Road	5.27	Earth	D1200 junction to D1532B junction — earth access road near Mogwadi town; no gravel wearing course
D1532B	R4 - District Collector	8.17	Mixed paved / gravel	D1200 junction through Manthata settlement to D1532 junction — paved through Manthata; serves Manthata community near Mogwadi
D1532C	R5 - Local Access Road	4.40	Block paving then earth	D1200 junction to D1532B junction — 1.29 km block paving in Mogwadi town fringe then earth; serves Mogwadi town fringe
D1552	R4 - District Collector	18.07	Gravel	D688 junction (western area) southward through villages to P94/1 junction — entirely gravel; regularly used by taxis between western and central areas

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)				
Route Code	**RCAM Class**	**Length in km (MLM)**	**Surface Type**	**Location — From / To / Area Served**
D1558	R5 - Local Access Road	18.20	Mixed paved / gravel	P54/1 junction to D15 junction — links the P54/1 provincial arterial to the D15 collector in the Mogwadi area
D1567	R5 - Local Access Road	21.64	Gravel	P43/1 junction (Munnik area) southward to D2651 junction — gravel access road serving settlements in the south-western quadrant
D1775	R5 - Local Access Road	13.82	Gravel	N1/28 junction to D1200 junction — gravel; links the N1 highway to the D1200 Mogwadi collector through the Capricorn/Vhembe boundary area
D2037	R5 - Local Access Road	22.38	Mixed gravel / earth	D1200 and D453 junction (near Mogwadi) northward to Molemole/Makhado boundary — earth sections (5.26 km) are seasonally impassable; disrupts learner transport on this corridor
D22	R5 - Local Access Road	15.06	Gravel	Polokwane Survey Stands area northward to N1/28 junction — gravel access road approaching the N1 from the Polokwane boundary area
D2651	R5 - Local Access Road	14.81	Gravel	P43/1 junction (Munnik area) northward to D13 junction — gravel access road in the south-western area
D2652	R4 - District Collector	14.08	Gravel	D1200 junction northward to Capricorn/Vhembe boundary (D1489 junction) — gravel R4 collector linking northern settlements toward Vhembe District
D2653	R5 - Local Access Road	10.00	Gravel	D5 junction to D2657 junction — gravel access road in the Botlokwa area
D2656	R5 - Local Access Road	20.92	Earth	P94/1 junction through isolated western rural villages — predominantly earth; highest-priority regravelling route in Molemole Local Municipality
D2656A	R5 - Local Access Road	7.00	Earth	D2656 junction into western villages (to D3465 and D3463 junction) — entirely earth; no gravel wearing course; seasonally impassable
D2657	R5 - Local Access Road	21.87	Mixed paved / gravel	N1/28 junction northward through Botlokwa area to D688 junction — links Botlokwa settlements to the N1 interchange area

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)				
Route Code	**RCAM Class**	**Length in km (MLM)**	**Surface Type**	**Location — From / To / Area Served**
D2679	R5 - Local Access Road	4.53	Gravel	D1521 junction northward to Capricorn/Vhembe boundary area — gravel access road north of Mogwadi
D2813	R5 - Local Access Road	5.56	Earth	D47 junction to D1356 junction — earth access road; short link between D47 and D1356 near Botlokwa
D3132	R5 - Local Access Road	2.76	Gravel	D3133 junction to D3135 and D3134 junction — short gravel spur in the Botlokwa area
D3133	R4 - District Collector	7.86	Gravel	D2657 and D3147 junction to D5 junction — gravel R4 collector linking Botlokwa-area settlements to the D5 corridor
D3134	R5 - Local Access Road	6.66	Mixed paved / gravel	D2567 junction to D3132 and D3135 junction — mixed surface access road in the Botlokwa area
D3135	R5 - Local Access Road	7.07	Gravel	N1/28 junction to D3132 and D3134 junction — gravel access road off the N1 near Botlokwa
D3141	R5 - Local Access Road	7.83	Gravel	N1/28 junction to D1356 junction — gravel access road near Botlokwa; connects the N1 to the D1356 collector
D3142	R5 - Local Access Road	13.03	Mixed paved / gravel	D1356 junction northward through villages; 11 km paved — near the Mogwadi/N1 corridor
D3145	R5 - Local Access Road	2.29	Gravel	D3142 junction to D3146 junction — short gravel spur near the D1356 corridor
D3146	R5 - Local Access Road	3.80	Gravel	D750 junction to D3142 junction — short gravel access road south of Mogwadi
D3147	R5 - Local Access Road	3.73	Gravel	N1/28 junction to D2657 junction — short gravel spur off the N1 near Botlokwa
D3324	R5 - Local Access Road	2.73	Earth	D3474 junction to D3329 junction — short earth access spur in the central-western area
D3329	R5 - Local Access Road	8.68	Earth	D3440 and D3439 junction to D3330 and D3331 junction — earth access road serving villages between the D3440 and D3332 corridors; central-western area

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)				
Route Code	**RCAM Class**	**Length in km (MLM)**	**Surface Type**	**Location — From / To / Area Served**
D3330	R5 - Local Access Road	3.50	Paved	D3332 junction to D3329 and D3331 junction — paved access road connecting the central-western village cluster
D3332	R4 - District Collector	37.22	Gravel (98%) / paved (2%)	Far western boundary (near Blouberg, D19 junction) eastward through central-western villages to Mogwadi (D1200 junction) — full route 71.69 km; serves the central-western settlement cluster
D3334	R5 - Local Access Road	2.89	Earth	D3458 junction to D1200 junction — earth access road toward Mogwadi; central-western area
D3335	R5 - Local Access Road	2.41	Earth	D3332 junction to D3334 junction — short earth spur; central-western area
D3336	R5 - Local Access Road	3.71	Earth	D3332 junction to D3329 junction — earth access road in the central-western area
D3398	R4 - District Collector	20.53	Mixed paved / earth	D3390 junction (western area) eastward through central villages to D3461 and D3459 junction — R4 collector with a critical earth transition section (7.77 km); drainage failure risk at the paved-to-earth boundary
D3405	R5 - Local Access Road	5.99	Gravel	D3332 junction to D3402 junction — gravel access road off the D3332 in the central-western area
D3409	R5 - Local Access Road	11.40	Gravel	D3411 junction to D3405 junction — gravel access road in the central-western village cluster
D3410	R4 - District Collector	7.86	Gravel	D3332 junction to D3409 junction via D3411 — gravel R4 collector in the central-western area
D3411	R5 - Local Access Road	4.37	Gravel	D3439 and D3431 junction to D3410 junction — gravel access road in the central-western area
D3428	R5 - Local Access Road	4.93	Gravel	D3436 junction to D3401 junction — gravel access road serving villages in the western quadrant

TABLE 20: COMPLETE ROAD NETWORK REGISTER — ALL 67 NAMED ROADS IN MOLEMOLE LOCAL MUNICIPALITY (LIM353, 2023)				
D3431	R4 - District Collector	5.26	Gravel	D3428 and D3429 junction to D3411 and D3439 junction — gravel R4 collector in the western quadrant
D3439	R5 - Local Access Road	6.07	Mixed earth	D3431 and D3411 junction to D3440 and D3329 junction — mixed earth and gravel access road in the western area
D3440	R4 - District Collector	5.90	Earth	Near Mogalakwena/Blouberg boundary eastward to D3332 and D3458 junction — entirely earth R4 District Collector Road; full route 35.79 km; critical classification–condition mismatch
D3457	R5 - Local Access Road	4.35	Earth	D3439 junction to D3332 junction — short earth link in the central-western area
D3458	R5 - Local Access Road	11.39	Mixed paved / earth	D3332 and D3440 junction to D1200 junction near Mogwadi — 7 km paved then earth; links western settlements to Mogwadi
D3459	R5 - Local Access Road	13.21	Gravel	D1200 junction southward to D3461 and D3398 junction — gravel access road east of Mogwadi
D3461	R5 - Local Access Road	8.12	Gravel	D3462 and D3463 junction to D3459 and D3398 junction — gravel access road in the central-eastern area
D3462	R5 - Local Access Road	5.76	Earth	D3332 junction to D3461 and D3463 junction — earth access road in the central-western area
D3463	R5 - Local Access Road	8.30	Earth	D3462 and D3461 junction to D3465 junction — earth access road serving villages toward the settlement of Marowe
D3465	R5 - Local Access Road	6.19	Gravel	D3332 junction to the settlement of Marowe — gravel access road; terminates at Marowe
D3474	R4 - District Collector	6.70	Earth	D3440 junction to D3330 junction — entirely earth R4 District Collector Road; critical classification–condition mismatch; central-western area
D3531	R5 - Local Access Road	3.49	Gravel	N1/28 junction to D1350 junction — short gravel access spur near Botlokwa off the N1 highway

Source: Road Classification Definition Dataset 2023 (RCAM class, surface, length within LIM353); Limpopo Provincial Roads Network Definition Dataset 2023 (route extents, from–to descriptions). Location descriptions derived from dataset from/to nodes and geographic context

6. HOW THE LITP RELATE TO MUNICIPAL LAND-USE AND THE SDF

6.1. Introduction

Land use distortion is also prevalent in the Molemole Local Municipality. Therefore, public transport planning in the study area should be integrated with land-use planning to fit well into the IDP of the Local Municipality. In other words, land-use development pattern should support public transport operation. Transport and land use integration will only be meaningful if public transport plays a significant role. By making the best use of the existing infrastructure and services, the transport system can be improved without extensive financial costs.

The ITP relates to other plans in more ways than one. For instance, the SDF provides a strategic spatial vision and structuring logic to guide land use, infrastructure investment, and transport planning within Molemole Local Municipality. It ensures that transport planning is not done in isolation but is fully integrated with spatial development patterns, economic opportunities, and service delivery priorities.

The SDF is aligned with the Spatial Planning and Land Use Management Act (SPLUMA, Act 16 of 2013), the National Development Plan (NDP 2030), the Limpopo Provincial SDF, and the Capricorn District SDF. It also draws from the existing Molemole SDF, which highlights the importance of nodes, corridors, and rural development focus areas as key structuring elements.

6.2. Spatial Vision for Molemole Local Municipality

The spatial vision for Molemole Local Municipality is:

"***To develop an integrated, accessible and efficient spatial system that supports sustainable rural development, enhances mobility, and promotes economic growth through strategic nodes and corridors."***

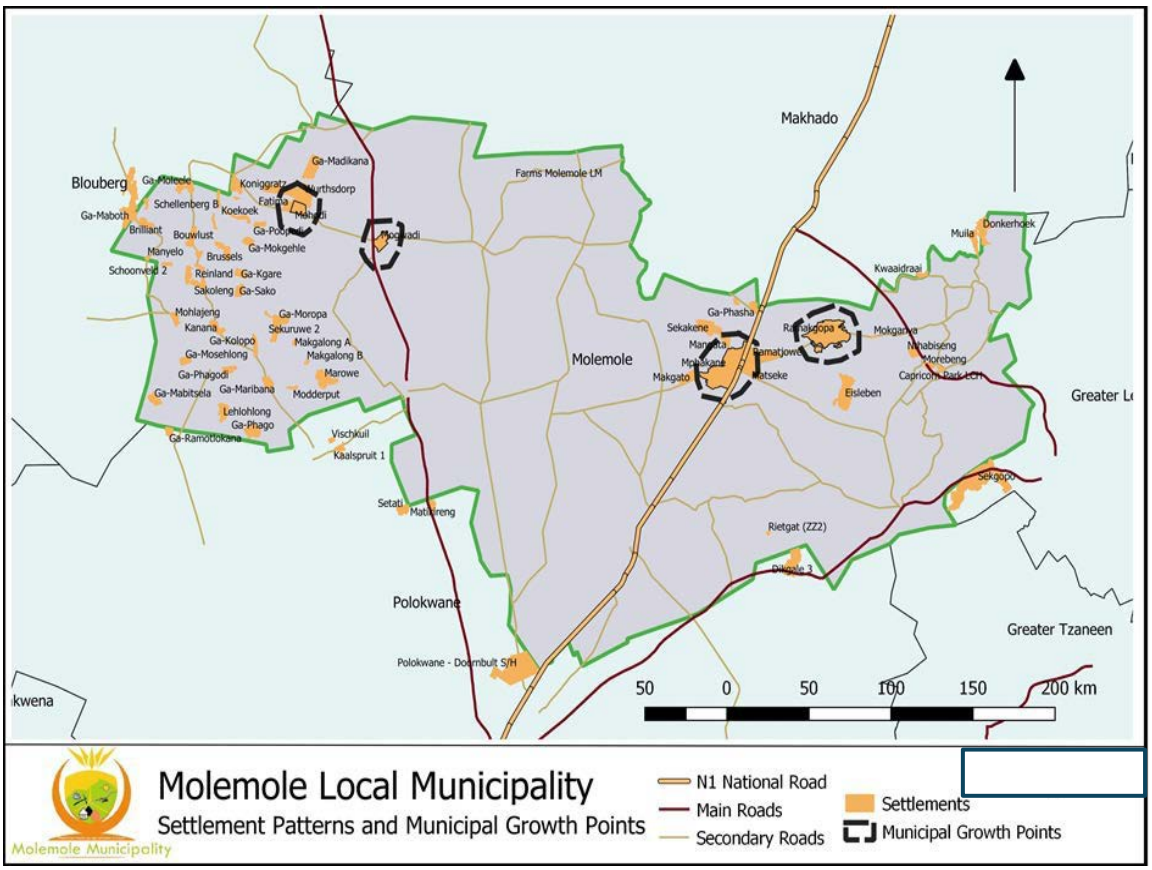
This vision supports:

- Improved access to transport services
- Consolidation of settlements and economic activities

- Reduction of spatial inequalities
- Promotion of sustainable rural livelihoods

6.3. Spatial Structuring Elements

Map 6: MLM Settlements Patterns and Municipal Growth Points



Source: Department of Rural Development and Land Reform

6.3.1. Nodes (Activity Centres)

Nodes are areas of concentrated economic activity, services, and transport demand. Based on the SDF, the primary nodes include:

- Mogwadi (Dendron) – Primary municipal node
- Morebeng (Soekmekaar) – Secondary node
- Botlokwa Cluster – High population concentration and economic activity

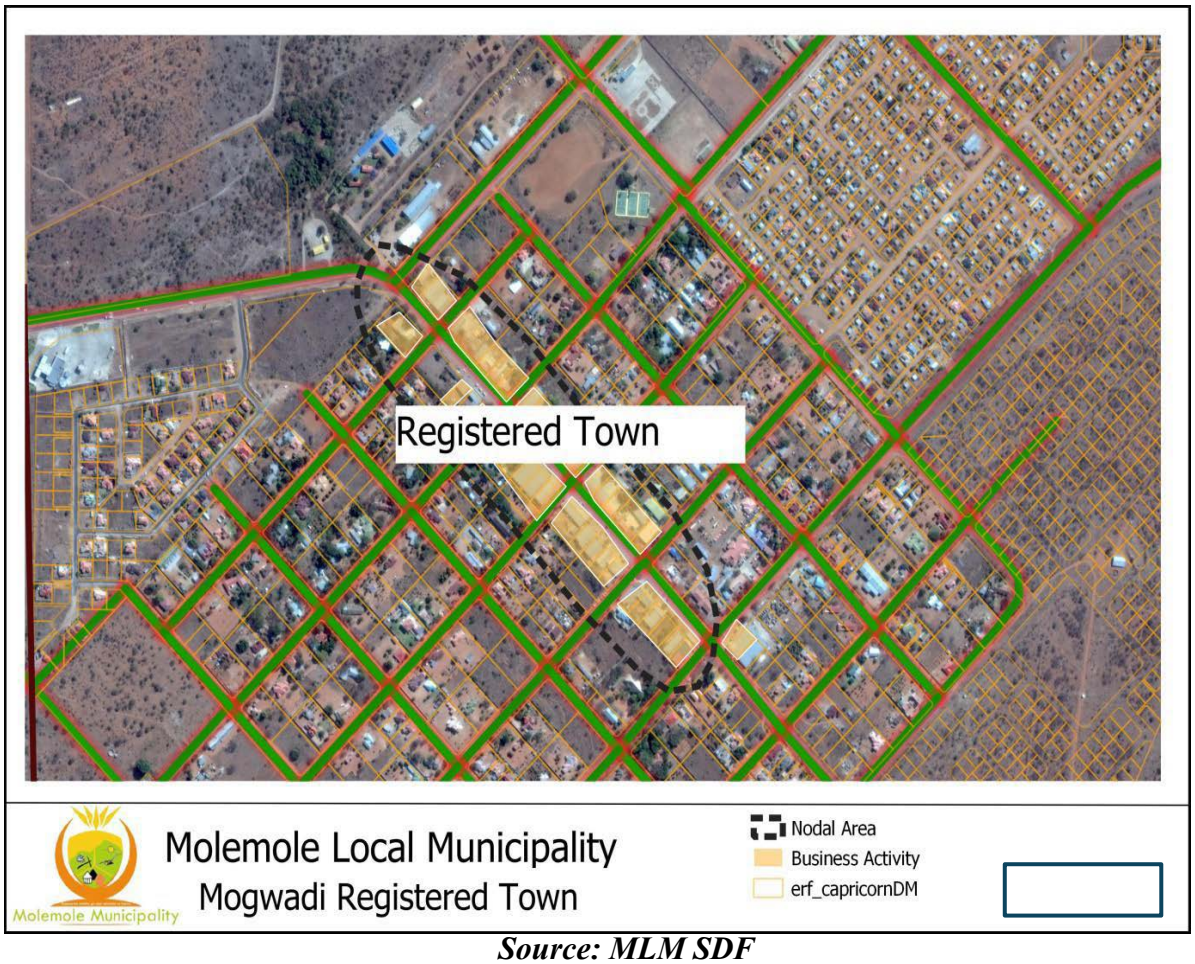
These nodes are critical for:

- Public transport interchanges

- Service delivery hubs
- Economic development

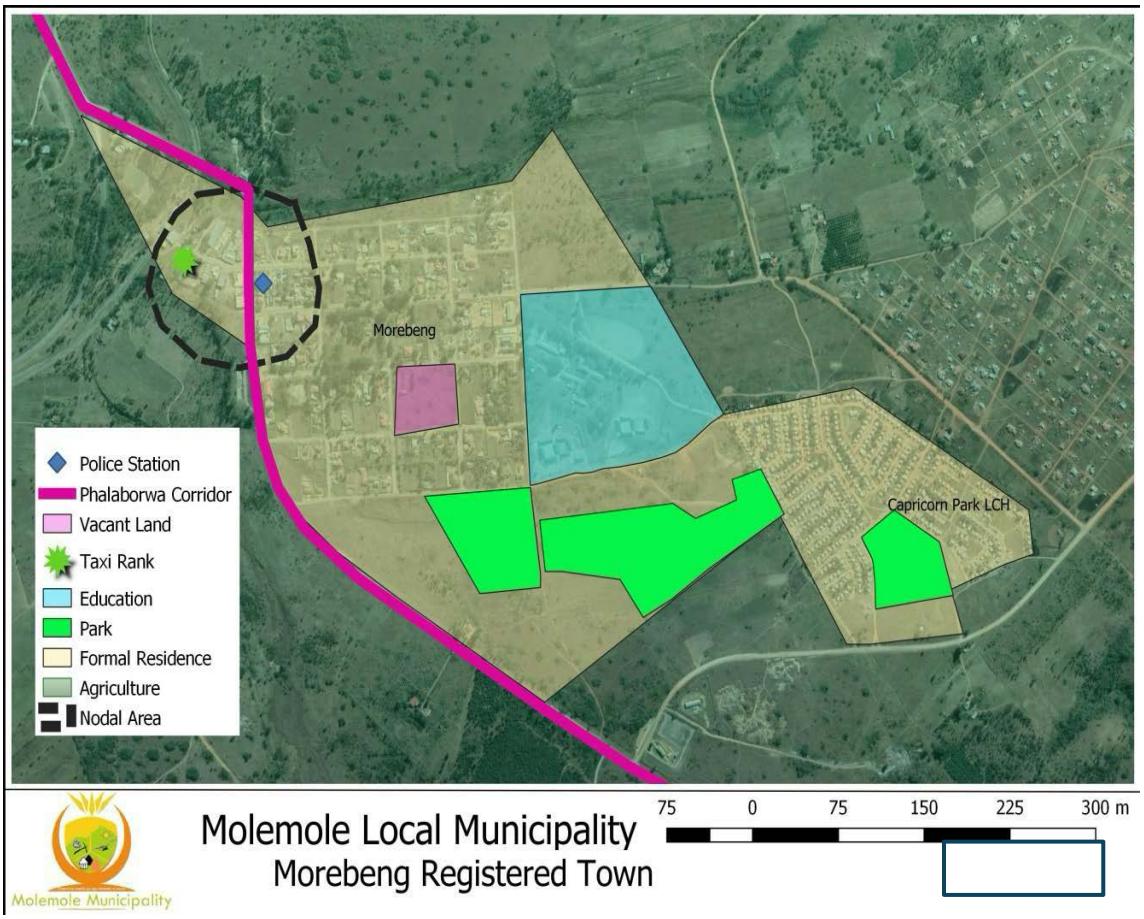
The SDF emphasises consolidating infrastructure investment in these nodes to maximise impact and efficiency.

Map 7: MLM Registered Towns-Mogwadi



Source: MLM SDF

Map 8: MLM Registered Towns-Morebeng



SOURCE: MLM SDF

6.3.2. Corridors (Movement and Development Axes)

Corridors link nodes and facilitate movement of people and goods. Key corridors in Molemole include:

- N1 Corridor (Polokwane–Musina)
- R521 Corridor (Polokwane–Mogwadi–Alldays)
- R36 Corridor

These corridors:

- Support freight and passenger movement
- Enable public transport operations
- Provide opportunities for linear economic development

The SDF highlights that development should be channelled along corridors to improve accessibility and efficiency.

6.3.3. Rural Development Focus Areas (RDFAs)

Molemole is predominantly rural; therefore, spatial planning must prioritise rural accessibility. Key RDFAs include:

- Mohodi / Maponto / Madikana
- Ramokgopa / Mokomene
- Ga-Phago

These areas:

- Serve as local service centres
- Require improved transport connectivity
- Support agricultural and rural economic activities

6.3.4. Main Access Linking Molemole Local Municipality to Other Areas

Main Access Roads Linking the Molemole Local Municipality to Other Areas Include the Following:

- N1 road from Polokwane to Makhado traverses Molemole LM;
- Road P94/1 (R521) from Polokwane to Botswana via Mogwadi;
- Road R36 connecting to N1 from Morebeng;
- Road R81 running north-south on the eastern boundary of the Molemole LM;
- Road D688 connecting Bylsteel;
- Road D1200 connecting Mogwadi to Senwabarwana. This road further connects Molemole to Botswana on the Southwestern part and on the eastern part connects further to the Maputo corridor, via Duiwelskloof
- Road D1356 connecting Morebeng to Mphakane via Mokomene;
- Road D3337 connecting Kanana, Ga-Rankhuwe and Senwabarwana
- Road D3428 connecting Fairlie to Mabitsela

6.4. Spatial Development Principles

The following principles guide spatial and transport planning:

- Spatial Efficiency
    - Promote compact development
    - Reduce travel distances

    - Maximise use of existing infrastructure
- Spatial Integration
    - Integrate land use and transport planning
    - Improve connectivity between rural and urban areas
- Spatial Justice
    - Improve access to transport in previously disadvantaged areas
    - Prioritise underserved rural communities
- Sustainability
    - Protect environmentally sensitive areas
    - Promote sustainable transport modes
- Resilience
    - Develop flexible systems that can adapt to economic and environmental changes

These principles are consistent with SPLUMA requirements and the existing Molemole SDF.

6.5. Spatial Implications for Transport Planning

The spatial structure has direct implications for the Integrated Transport Plan:

- Public Transport Planning
    - Focus services along high-demand corridors
    - Strengthen node-based transport interchanges
    - Improve rural access using feeder systems
- Freight Movement
    - Prioritise freight along N1 and major provincial routes
    - Address road deterioration caused by heavy vehicles
- Non-Motorised Transport (NMT)
    - Provide pedestrian and cycling infrastructure in:
    - Nodes
    - Schools and service centres
    - Improve safety in high pedestrian areas (e.g., Botlokwa)
- Land Use Integration
    - Encourage development near transport routes
    - Promote mixed-use development in nodes

6.6. Spatial Challenges

Key spatial challenges affecting transport include:

- Dispersed rural settlements increasing travel distances
- Poor road conditions in rural areas
- Limited formal public transport infrastructure
- Weak integration between land use and transport planning
- Urban sprawl and inefficient settlement patterns

The SDF identifies these challenges as barriers to efficient development and service delivery.

6.7. Spatial Opportunities

Despite challenges, several opportunities exist:

- Strategic location along the N1 corridor
- Potential for nodal economic development
- Existing rural service centres that can be strengthened
- Opportunities for rail revitalisation (Morebeng corridor)
- Agricultural and agro-processing potential

6.8. Spatial Development Strategies

To address challenges and unlock opportunities, the following strategies are proposed:

- Nodal Development Strategy
    - Concentrate investment in Mogwadi, Morebeng, and Botlokwa
    - Develop integrated transport hubs
- Corridor Development Strategy
    - Promote development along key routes
    - Support public transport corridors
- Rural Accessibility Strategy
    - Improve road access to rural villages
    - Introduce flexible transport solutions
- Transport–Land Use Integration
    - Align zoning with transport routes

  - Encourage densification near nodes
- Infrastructure Investment Strategy
  - Prioritise roads and transport infrastructure in:
  - High-demand areas
  - Economic zones
  - Rural service centres

6.9. Implementation Framework

The implementation of the spatial framework will be guided by:

- Integration with the IDP and sector plans
- Prioritisation of capital investment projects
- Collaboration with:
  - Provincial Department of Transport
  - RAL
  - Taxi and bus operators
- Continuous monitoring and review aligned with planning cycles

The SDF emphasises that implementation must be phased, coordinated, and aligned with municipal capacity. The Spatial Development Framework provides a strategic foundation for the Molemole Integrated Transport Plan by linking land use, infrastructure, and mobility. By focusing on nodes, corridors, and rural accessibility, the municipality can:

- Improve transport efficiency
- Enhance economic development
- Promote spatial equity
- Support sustainable rural development

7. TRANSPORT NEEDS ASSESSMENT

7.1. Background

The transport needs identified for Molemole Local Municipality highlight the urgency for targeted, integrated and inclusive interventions aimed at improving accessibility, enhancing mobility, and supporting sustainable socio-economic development within a predominantly rural context.

This Transport Needs Assessment exercise undertaken within the study area identifies the key transport challenges and requirements within Molemole Local Municipality based on a comprehensive analysis of the *status quo*, travel patterns and passenger surveys, as well as infrastructure and facility assessment. It further incorporates inputs from stakeholder engagement processes and ensures alignment with the broader Capricorn CITP, thereby providing a well-informed and integrated understanding of the municipality's transport needs.

7.2. Lack of Access to Opportunities

A significant portion of households in Molemole experience limited and inequitable access to economic and social opportunities. Key Issues:

- Long walking distances to:
    - Public transport
    - Schools and clinics
    - Economic centres (e.g. Mogwadi, Polokwane)
- Limited availability of public transport:
    - During off-peak periods
    - Early mornings and evenings

These challenges are consistent with district-level findings but are more severe in Molemole due to its rural nature. Transport Needs identified include, *inter alia*, the following:

- Improved accessibility to public transport
- Reduced travel distances
- Reliable off-peak transport services
- Better integration between settlements and economic nodes

7.3. Road Infrastructure Needs

Road infrastructure remains one of the most critical constraints in Molemole. Key Issues identified include:

- Poor condition of gravel roads
- Deterioration of surfaced roads (potholes)
- Limited maintenance capacity
- Poor access to rural villages

The MLM IDP identifies roads and stormwater as a priority service delivery issue. Transport Needs pertaining to infrastructure in that regard include, *inter alia*, the following:

- Upgrading of gravel roads to surfaced standards
- Routine and preventative maintenance programmes
- Improved access roads to:
- Rural settlements
- Schools and clinics
- Strengthened coordination with RAL

7.4. Access to Public Transport

Public transport in Molemole is dominated by minibus taxis, with limited bus services. The key Issues:

- Limited-service coverage in rural areas
- High transport costs for users
- Lack of services during off-peak hours
- Poor access to health facilities

Public Transport Needs to meet the above identified challenges, include:

- Expanded public transport coverage
- Improved service frequency
- Affordable transport options
- Improved access to health and education facilities

7.5. Non-Motorised Transport (NMT)

Non-motorised transport is widely used but poorly supported. When it comes to non-motorised transport, key issues identified are:

- Lack of sidewalks and pedestrian infrastructure in most parts of the study area
- Unsafe walking conditions
- Long walking distances to access services
- Limited access to bicycles or alternative modes

Transport Needs identified with regard to NMT include:

- Development of pedestrian infrastructure
- Introduction of NMT programmes (e.g. bicycles for learners)
- Integration of NMT with public transport

7.6. Limited Modal Options

Molemole has very limited modal choice, especially in rural areas. Key Issues:

- Heavy reliance on minibus taxis
- Minimal bus services
- No rail passenger services
- Limited alternative transport modes

Transport Needs in this regard relate to, inter alia, the following:

- Diversification of transport modes
- Consideration of:
- Adapted LDVs for remote areas
- Alternative modes (e.g. small-scale rural transport solutions)
- Improved integration between modes

7.7. Personal Safety and Security

Safety concerns significantly affect transport usage. Key Issues:

- Risk of crime when walking long distances
- Theft and robbery affecting NMT usage

- Safety concerns at transport facilities

Transport Needs:

- Improved lighting at transport facilities
- Safer pedestrian routes

7.8. Road Traffic Safety

Road safety is a major concern in Molemole. Key Issues:

- High pedestrian vulnerability
- Lack of pedestrian crossings
- Speeding and reckless driving
- Poor road conditions contributing to accidents

District data indicates pedestrians account for a large portion of fatalities. Transport Needs related to road traffic safety:

- Traffic calming measures
- Pedestrian crossings
- Road safety awareness programmes
- Enforcement of traffic regulations

7.9. Public Transport User Safety

Public transport users face multiple risks. Key Issues:

- Unsafe driving behaviour
- Vehicle fitness concerns
- Poor customer service
- Exposure to taxi-related conflicts

Based in stakeholder engagement with relevant stakeholders, Transport Needs include, *inter alia*, the following:

- Improved regulation and enforcement
- Driver training programmes
- Vehicle compliance monitoring
- Improved passenger safety measures

7.10. Public Transport Facilities

Transport facilities in Molemole are inadequate and poorly maintained. Key Issues:

- Informal and poorly structured taxi ranks
- Lack of shelters and amenities
- Poor maintenance of facilities

When it comes to public transport facilities, Transport Needs related thereto include, *inter alia*, the following:

- Upgrading of existing facilities
- Development of:
    - Formal taxi ranks
    - Shelters
    - Ablutions
    - Lighting

7.11. Illegal Operations and Regulatory Needs

Key Issues include:

- Presence of illegal taxi operators
- Misalignment between operating licences and routes
- Weak enforcement

Transport Needs:

- Developing and Strengthening of Operating Licence Strategy (OLS)
- Enforcement of regulations
- Elimination of illegal operators
- Alignment of services with approved routes

7.12. Rural Transport and Informal Solutions

In the remote areas of the study are, Key Issues include, *inter alia*, the following:

- Lack of formal public transport
- Use of LDVs for passenger transport

- Use of trucks as passenger transport especially farm workers

Transport Needs related thereto include the following:

- Formalisation of adapted LDVs (in line with NLTA Section 71)
- Regulation and safety improvements
- Development of rural feeder systems

7.13. Institutional and Planning Needs

Key Issues relating to institutional and transport planning needs include:

- Lack of consistent transport planning
- Weak coordination between stakeholders
- Absence of structured transport forums

The District ITP also highlighted gaps in LITP preparation across municipalities. Transport Needs:

- Establishment of a Local Transport Forum
- Regular updating of the LITP
- Improved coordination between:
    - Municipality
    - Province
    - Operators

7.14. Prioritised Transport Needs Summary

Table 21: PRIORITISED TRANSPORT NEEDS SUMMARY

Need	Severity	Priority
Rural accessibility	High	High
Road infrastructure upgrades	High	High
Public transport access	High	High
Facility upgrades	High	High
Road safety improvements	High	High
NMT infrastructure	Medium	High
Freight management	Medium	Medium
Institutional coordination	Medium	High

8. PUBLIC TRANSPORT PLAN AND OPERATING LICENSE STRATEGY

8.1. Introduction

This chapter presents the Public Transport Plan and Operating License (OL) Strategy for Molemole Local Municipality, forming Chapter 8 of the LITP 2026/2031. It fulfils MLM's obligations as a Planning Authority under Section 36 of the National Land Transport Act (NLTA), Act No. 5 of 2009, to develop and maintain an Integrated Transport Plan that addresses public transport services, operating license compliance, route rationalisation, and public transport infrastructure. Public transport is the primary mode of mobility for the vast majority of residents, with minibus taxis dominating daily passenger movement. The chapter addresses all road-based public transport modes: subsidised bus services, minibus taxis, e-hailing and metered taxis, maxi taxis, and learner/scholar transport.

8.2. Policy and Legislative Framework

The Public Transport Plan and OL Strategy is developed within the following policy and legislative context:

Table 22: PTP-POLICY AND LEGISLATIVE CONTEXT:

Instrument	Key Implication for this Chapter
National Land Transport Act, No. 5 of 2009 (NLTA)	Establishing MLM as PA requires ITP, including PT plan and OL plan. Section 11 assigns PT functions. Section 50–60 governs operating licences.
NLTA Regulations: Government Gazette No. 40174 (July 2016)	Prescribes minimum data requirements for ITPs, including route data, facility surveys, OL status, and passenger interview formats.
Provincial Regulatory Entity (PRE) Limpopo	Responsible for issuing, renewing, and revoking operating licences for minibus taxis and buses within Limpopo Province.
CDM DITP 2022–2027	District-level transport plans this LITP must align with; contains network proposals and PT infrastructure priorities for Molemole.
National Land Transport Strategic Framework (NLTSF), 2017	Emphasises formalisation of the taxi industry, PT integration, and NMT inclusion.
White Paper on National Transport Policy, 1996	Commits to safe, reliable, affordable, and accessible public transport; user-centred planning.

TABLE 22: PTP-POLICY AND LEGISLATIVE CONTEXT:	
Instrument	**Key Implication for this Chapter**
Molemole IDP 2026/2031 (Draft 2026/27)	Confirms Transport Forum launch, DLTC upgrades, law enforcement investment, and MIG-funded road programme as transport priorities.
Molemole SDF (2017/18 Review)	Identifies Mogwadi, Mohodi, Mphakane/Botlokwa and Morebeng as growth nodes requiring transport investment priority.

8.3. Current Public Transport System: Status Quo Summary

8.3.1. Overview

Public transport in Molemole Local Municipality is exclusively road-based. There are no active passenger rail service and no aviation. The transport system comprises the following modes:

Table 23: CURRENT PUBLIC TRANSPORT SYSTEM: STATUS QUO SUMMARY

Mode	Operator(s)	Status	Coverage
Minibus taxi (unscheduled)	MARAMA, Sekgosese (within MLM boundary); Bochum (cross-boundary)	Active-dominant mode	All villages; gravel and surfaced routes
Subsidised bus (scheduled)	Bahwaduba Bus Service (Capricorn 1); GNT Seshego (Capricorn 2)	Active- limited coverage	Provincial corridors to Polokwane; Botlokwa / Moletjie–Senwabarwana
E-hailing / metered taxi	Private individuals (sedan/hatchback); Bochum BTA members	Emerging-unregulated	Mainly Botlokwa Complex and Mogwadi town
Maxi taxi	Bochum BTA / private operators	Emerging operating without formalised OLs	Mogwadi and Mohodi area
Learner /scholar transport	Private operators; taxis; LDVs; buses	Active - informal and inconsistent	Schools throughout municipality
Long-distance taxi	MARAMA members	Active	Botlokwa to Johannesburg, Louis Trichardt, Duiwelskloof, Thabazimbi
Rail (freight only)	Transnet	Freight only - station dilapidated	Morebeng station (Musina–Johannesburg line)

8.3.2. Subsidised Bus Services

Within the Capricorn Bus Alliance post-rationalisation framework, Molemole is served by two Subsidised bus operators under the Limpopo Department of Transport and Community Safety (LDTCS) Negotiated Contracts:

8.3.2.1. Bahwaduba Bus Service (Capricorn 1 Contract) Bahwaduba primarily serves the Botlokwa–Morebeng corridor with six buses. Operations were observed at Botlokwa Long Distance Rank and Mokomene Market. Cordon survey data recorded the following bus movements:

Table 24: BAHWADUBA BUS SERVICE CORDON COUNTS ANALYSIS

Survey Point	Period	Trips/Day (Weekday)	Total Pax/Day	Pax/Trip
Botlokwa Long Distance Rank	Off-peak	4	261	65
Botlokwa Long Distance Rank	Saturday	5	350	70
Mokomene Market	AM Peak	2	115	58
Mokomene Market	Off-peak	2	140	70
Mokomene Market	PM Peak	4	280	70

8.3.2.2. GNT Seshego (Capricorn 2 Contract)

GNT Seshego covers the Moletji–Senwabarwana corridor, extending through Mogwadi and surrounding areas including portions of the former Aganang Local Municipality. A significant portion of the GNT network constitutes newly introduced routes. Survey data recorded:

Table 25: GNT SESHEGO (CAPRICORN 2 CONTRACT) CORDON

Survey Point	Period	Trips/Day	Total Pax/Day	Pax/Trip
Westphalia (Ga-Broekman)	AM Peak	2	140	70
Westphalia (Ga-Broekman)	Off-peak	1	70	70
Westphalia (Ga-Broekman)	PM Peak	1	35	35
De Loskop / Marowe	AM Peak	1	53	53

TABLE 25: GNT SESHEGO (CAPRICORN 2 CONTRACT) CORDON COUNTS ANALYSIS				
Survey Point	**Period**	**Trips/Day**	**Total Pax/Day**	**Pax/Trip**
De Loskop / Marowe	Off-peak	1	70	70
Dendron Cross	AM Peak	1	35	35
Dendron Cross	Off-peak	1	70	70
Dendron Cross	PM Peak	2	140	70
Dendron Global	AM Peak	2	140	70

Key issues with Subsidised bus services:

- Buses do not provide adequate coverage for rural villages; most rural residents remain entirely dependent on minibus taxis.
- No formal bus ranks or dedicated bus laybys exist within Molemole, buses stop informally.
- Detailed contracted trip schedules and passenger loading data from LDTCS have not yet been incorporated into this analysis, this gap must be addressed before the next ITP review.

8.3.3. Minibus Taxi Services

Minibus taxis are the backbone of public transport in Molemole, operating as unscheduled, non-subsidised, demand-responsive services on both gravel and surfaced roads. Three taxi associations operate in or adjacent to the municipal area:

Figure 17: Bochum Taxi Rank

Table 26: COMBINED OL STATUS							
Association	**Area of Operation**	**Registration Status**	**Active Members**	**Inactive Members**	**Vehicles**	**Vehicles with Active OLs**	**Vehicles WITHOUT Active OLs**
MARAMA	Botlokwa / eastern MLM	Provisional (S.56.1)	261	8	352	139	213
Sekgosese Taxi Association	Morebeng / western Greater Letaba border	Provisional (S.56.1)	122	1	202	116	86
BTA	Mogwadi / Mohodi (primary: Blouberg LM)	Provisional (S.56.1)	Refer to Blouberg LM ITP	—	—	—	—
TOTALS (MARAMA + Sekgosese)			**383**	**9**	**554**	**255 (46%)**	**299 (54%)**

***OL COMPLIANCE CRISIS** Of 554 vehicles across MARAMA and Sekgosese associations, only 255 (46%) hold active operating licences. A total of 299 vehicles 54% of the combined fleet are operating without valid OLs. This constitutes a systemic compliance failure that must be addressed as a Priority 1 action in this ITP.*

8.3.3.1. MARAMA Taxi Association: Route Summary

MARAMA operates primarily within the Botlokwa–eastern Molemole area. Key routes are summarised below. All MARAMA routes originate from or terminate at Botlokwa Plaza:

Table 27: MARAMA TAXI ASSOCIATION: ROUTE SUMMARY			
Route	**Description**	**Distance (km)**	**Est Travel Time (min)**
Botlokwa to Ga-Makgatho Village	Via N1 north	7.4	15
Botlokwa to Mphakane / Sekakene	Via Mokomene road to Mamothibi Primary School	7.1	22
Botlokwa to Eisleben	Via Soekmekaar road and Eisleben road	18.7	32
Botlokwa to Soekmekaar	Via R36	27.4	33
Botlokwa to Matseke	Via Soekmekaar, Nkwe Street	2.7	10
Botlokwa to Ga-Ramatjowe	Via Soekmekaar road	4.0	11
Botlokwa to Sefene	Via Soekmekaar road, Thaba Street	1.7	9
Botlokwa to Ntabiseng	Via R36, Sekgalaje Street	22.4	30
Botlokwa to Maphosa	Via Soekmekaar Road, N1, Global Garage	3.9	13
Botlokwa to Sekonye Village	Via N1, Molemole Str, Tala Street	4.5	14
Botlokwa to Polokwane	Via N1 south to Polokwane CBD	55.0	51
Botlokwa to Louis Trichardt	Via N1 east	53.7	44

MARAMA also operates long-distance routes from Ga-Masubelele to Johannesburg, Thabazimbi, Duiwelskloof, Mall of the North, and Louis Trichardt.

8.3.3.2. Sekgosese Taxi Association: Route Summary

Sekgosese operates primarily within Greater Letaba Municipality, with only three routes traversing the Morebeng area within MLM:

Table 28: SEKGOSESE TAXI ASSOCIATION: ROUTE SUMMARY			
Route	**Description**	**Distance (km)**	**Est Time (min)**
Morebeng to Modjadjiskloof	Via R36 and R36/R81	42.6	43
Morebeng to Louis Trichardt	Via R36 and N1	59.2	50
Mamaila to Morebeng	Cross-boundary feeder route	TBC	TBC

8.3.3.3. Cordon Survey Passenger Volumes: Key Findings

Cordon survey data collected during February–March 2026 (AM peak 05:00–08:00, off-peak 08:00–15:00, PM peak 15:00–19:00) recorded the following peak taxi passenger volumes at key points:

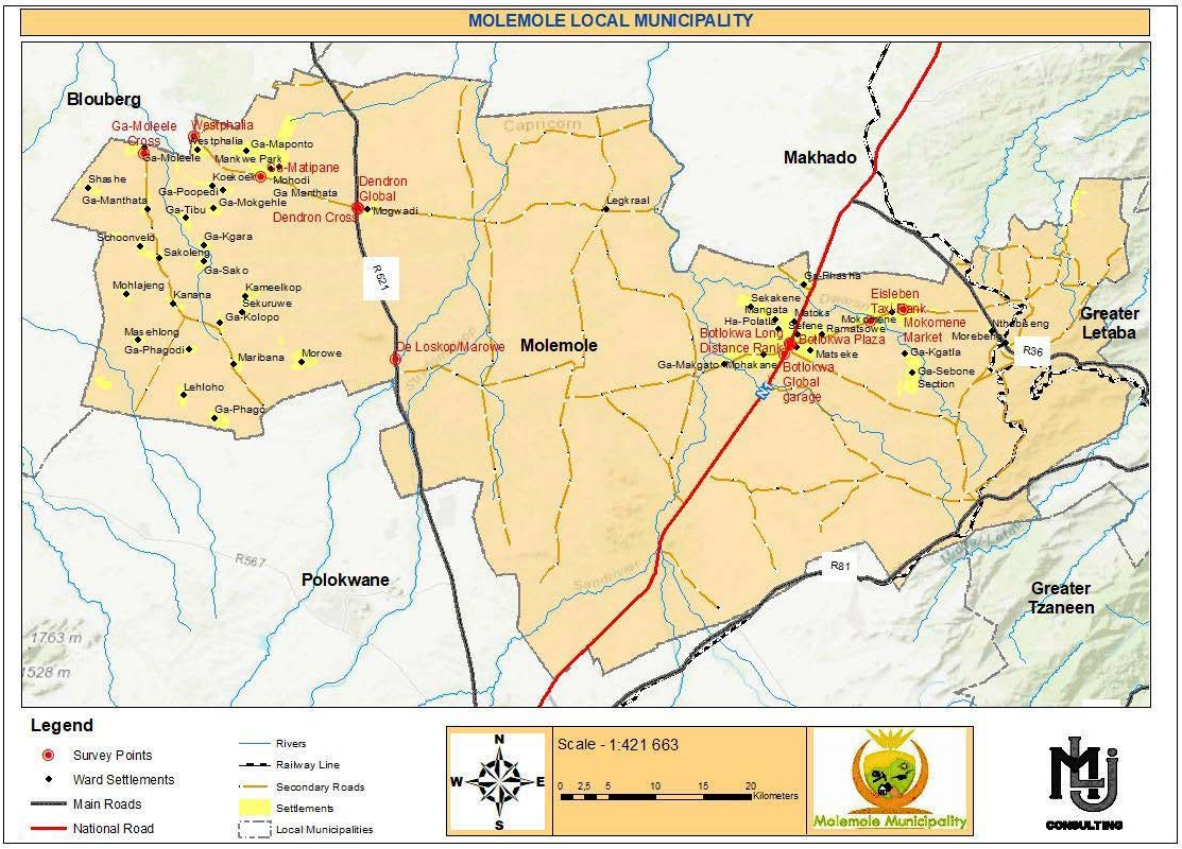
Table 29: CORDON SURVEY VOLUMES: KEY FINDINGS PASSENGER					
Survey Point	**Direction**	**AM Peak Pax/Day**	**Off-Peak Pax/Day**	**PM Peak Pax/Day**	**Key Observation**
Westphalia (Ga-Broekman)	W (Dendron/Mogwadi)	698	560	816	Strong east-west commuter flow — highest AM peak recorded
Mogwadi (Dendron) Global	Multiple	372	1 188	306	Critical hub-very high off-peak volumes indicate daytime activity node
Ga-Matipane	Multiple	0	1 372	744	Highest off-peak passenger movement in the survey- strong local demand
Botlokwa Plaza	Multiple	92	2 165	925	Dominant node- off-peak volumes highest of all survey points

TABLE 29: CORDON SURVEY VOLUMES: KEY FINDINGS PASSENGER					
Survey Point	**Direction**	**AM Peak Pax/Day**	**Off-Peak Pax/Day**	**PM Peak Pax/Day**	**Key Observation**
Dendron Cross	W (Mogwadi)	392	708	196	Moderate activity; local access node
Eisleben Taxi Rank	Multiple	422	708	232	Consistent demand across all periods

Key observations from cordon data:

- East-west travel dominates; the Botlokwa–Polokwane axis (N1) and the Mogwadi–Polokwane axis (R521/Senwabarwana Road) are the primary corridors
- Taxi occupancy ranges from 10 to 18 passengers per trip, indicating vehicles are operating near full capacity; strong demand for existing services
- High off-peak volumes at Botlokwa Plaza (2,165 pax) and Mogwadi Global (1,188 pax) reflect these nodes' roles as regional hubs for shopping, healthcare, and administrative services
- Weekend travel remains significant, particularly at Westphalia, Mogwadi Cross, and Mogwadi Global, reflecting social and shopping mobility

Map 9: Survey Points



8.3.4. E-Hailing, Metered Taxis and Maxi Taxis

A new and growing informal transport mode has emerged in the Botlokwa, Mogwadi, and Mohodi areas, driven primarily by Bochum Taxi Association members and private individuals using sedan and hatchback vehicles for e-hailing-style operations. Maxi taxis (minibus vehicles operating in a maxi configuration) are also observed in Mogwadi and Mohodi.

These operations are currently unregulated within MLM: no formal OLs have been issued for e-hailing services under the metered taxi or e-hailing vehicle categories, and the maxi taxi vehicles have not been brought before the PRE for route board consideration. This creates three specific risks:

- Safety risk: unroadworthy vehicles may operate outside any formal inspection regime
- Economic risk: illegal competition suppresses the viability of existing legitimate taxi operators who are already cross-subsidising unprofitable

village routes with more profitable routes

- Regulatory risk: continued informal operation entrenches non-compliance and complicates future formalisation

The government has taken steps nationally to regulate the e-hailing market. MLM must proactively engage with the PRE and LDTCS to develop an e-hailing and maxi taxi operating framework before the sector grows further outside regulatory oversight.

8.3.5. Learner and Scholar Transport

Scholar transport is a critical component of public transport in Molemole given the dispersed location of schools and long distances involved. Services are currently provided through an informal mix of walking, private school buses, minibus taxis, LDVs, and privately arranged transport. Key concerns identified during field surveys:

- LDVs are widely used to transport learners at schools such as Kgwadu Primary School (Mphakane) these vehicles are not designed for scholar transport and pose serious safety risks.
- Poor road conditions, especially during the rainy season (October–April), frequently disrupt scholar transport, causing learners to miss school days
- The LDTCS scholar transport subsidy programme applies to some operators, but coverage is incomplete; informal operators operate without contracts or route authority

The ITP recommends a comprehensive scholar transport audit as a Year 1 institutional priority, with loading zones and demarcated scholar transport stops at 10 priority schools to be established in the short term.

8.3.6. Facility Planning Principles

Future public transport facility provision must apply the following principles, learned from the existing underutilisation of the Mogwadi and MARAMA taxi ranks:

- Consult the taxi industry before siting any facility, locate ranks where passengers and operators naturally congregate, not where planners prefer
- Integrate ranks with commercial activity, proximity to shops, markets, and services is the primary driver of rank utilisation
- Provide minimum viable facilities, even basic shelter, seating, and ablutions dramatically improve user experience and reduce vandalism
- Maintain consistently a maintained rank with basic amenities is more effective than a well-designed facility that deteriorates through neglect
- Establish clear ownership and maintenance responsibility before construction, resolve land ownership, lease agreements, and maintenance mandates upfront

8.4. Operating License Status and Compliance Strategy.

8.4.1. Current OL Compliance Position

The operating license compliance situation in Molemole Local Municipality is one of the most critical institutional challenges facing the ITP. The combined data from MARAMA and Sekgosese taxi associations presents the following picture:

Table 30: CURRENT OL COMPLIANCE POSITION

Metric	MARAMA	Sekgosese	Combined Total
Active members	261	122	383
Inactive members	8	1	9
Active members WITH active OLs	131 (50.2%)	82 (67.2%)	213 (55.6%)
Active members WITHOUT active OLs	**130 (49.8%)**	**40 (32.8%)**	**170 (44.4%)**
Total vehicles	352	202	554
Vehicles with active OLs	139 (39.5%)	116 (57.4%)	255 (46.0%)
Vehicles WITHOUT active OLs	**213 (60.5%)**	**86 (42.6%)**	**299 (54.0%)**
Association registration status	Provisional — S.56.1 NLTA	Provisional — S.56.1 NLTA	Both provisional

The industry itself concedes that both associations are operating under

Section 56(1) of the NLTA (provisional registration), meaning neither association has achieved full statutory registration. The taxi industry attributes the OL backlog to the following systemic causes:

- Preprocessing backlogs: applications submitted have not been processed within statutory timeframes, leaving operators unable to convert permits to OLs or renew expired documents
- Operator awareness and financial barriers: some operators are unaware of renewal requirements or cannot afford renewal fees and associated vehicle roadworthiness certification costs
- Legacy permit conversion: a significant number of vehicles are still operating on old-style permits that predated the NLTA and have not been converted to OLs
- Route board gaps: routes that have not been formally captured in a route board decision cannot be licensed, leaving operators in a legal grey zone

8.4.2. OL Compliance Strategy - Six-Action Framework

This ITP proposes the following six-action OL compliance strategy, to be implemented over the 5-year plan period in collaboration with the PRE, LDTCS, and the taxi associations:

8.4.2.1. Joint OL Audit and Registration Drive

MLM Technical Services, in partnership with the PRE and LDTCS, must conduct a joint operating licence audit within the first 6 months of ITP adoption. The audit must:

- Identify all operators and vehicles by route, association membership, and current OL status
- Distinguish between:
  - vehicles with valid OLs;
  - vehicles with expired but renewable OLs;
  - vehicles with permits not yet converted; and
  - vehicles with no documentation
- Produce a compliance register to inform phased enforcement and

amnesty decisions

8.4.2.2. Facilitated OL Application Programme

For operators who have applied but not received OLs within statutory timeframes, MLM must formally escalate to LDTCS and the PRE on behalf of the associations. For operators who have not applied, MLM and the taxi associations must run a structured application drive including:

- Application clinics at Mogwadi DLTC and Morebeng Traffic Station (using the upgraded facilities confirmed in the IDP COMM-003 and COMM-004)
- Roadworthiness and vehicle testing support in collaboration with the DLTC
- Awareness campaign through the Transport Forum on OL requirements, renewal cycles, and consequences of non-compliance

8.4.2.3. Route Formalisation and Board Process

Routes that have not been formally captured cannot be licensed. MLM must work with the PRE to complete a route board process covering all routes operated by MARAMA, Sekgosese, and Bochum within the municipal area. This must:

- Confirm existing routes listed in Table 5 of the Status Quo Report as formally recognised routes
- Include newly identified routes from the cordon surveys and stakeholder engagement
- Address the suspended MARAMA route to Elim and confirm its status with the PRE
- Establish an OL Plan as a schedule to this ITP, as required under the NLTA

8.4.2.4. Graduated Enforcement Strategy

Enforcement of OL compliance must be graduated and phased to avoid economic harm to legitimate operators while creating real consequences for non-compliance:

Table 31: GRADUATED ENFORCEMENT STRATEGY	
Phase	**Enforcement Approach**
Phase 1: Grace Period	- No enforcement action against operators participating in the OL audit and application drive. - Focus: awareness, documentation, and application.
Phase 2: Soft Enforcement	- Warning notices issued to non-compliant vehicles. - Operators with applications in progress receive interim notices. - Roadworthiness checks activated at key checkpoints.
Phase 3: Active Enforcement	- Operators without OLs or without documented applications in progress face formal law enforcement action. - Coordination with LDTCS and SAPS. - Law enforcement motorbikes (COMM-005) deployed to priority routes.

8.4.2.5. E-Hailing and Metered Taxi Formalisation

A specific formalisation pathway must be developed for the emerging e-hailing and metered taxi operations in Mogwadi and Mohodi. This must be coordinated with the PRE and LDTCS and must include:

- Identification and registration of all e-hailing and maxi (metered) taxi operators currently operating in Mogwadi and Mohodi through the Transport Forum
- Engagement with the National Public Transport Regulator (NPTR) on the national e-hailing regulatory framework and its application in rural municipality contexts
- Development of a local e-hailing and maxi taxi operating protocol to be submitted to the PRE as a route board input
- Timeline:
  - Year 1 - PRE engagement initiated
  - Year 2 - operating protocol developed
  - Year 3 - applications submitted

8.4.2.6. Bochum Taxi Association Cross-Boundary Coordination

Although Bochum Taxi Association primarily falls under Blouberg Local Municipality's ITP jurisdiction, significant BTA route activity occurs within Molemole (Dendron/Mogwadi area). MLM must:

- Formally notify CDM and Blouberg LM of the cross-boundary route issue through the CDM Transport Forum
- Request that Bochum BTA routes within Molemole be included in the next Blouberg ITP update and coordinated with the PRE
- Include Bochum BTA representatives as permanent observers in the Molemole Transport Forum.

8.5. Route Rationalisation Plan

8.5.1. Purpose and Scope

Route rationalisation in the Molemole context is not a programme to reduce services or cut routes most routes are already lean and serve genuine demand. The purpose is to:

- Eliminate duplication where multiple routes serve identical corridors with insufficient demand to support all operators
- Formalise unregistered or informally operated routes into the OL framework
- Improve network efficiency by coordinating bus and taxi operations on shared corridors to reduce vehicle congestion and waiting times
- Integrate long-distance, regional, and local routes into a coherent hierarchy

Given the low population density and dispersed settlement pattern of Molemole, the overall route network is not over-served. Rationalisation must be cautious and must not remove services from villages that have no alternative access.

8.5.2. Route Hierarchy

The following four-tier route hierarchy is proposed for Molemole's public transport network:

Table 32: ROUTE HIERARCHY			
Tier	**Description**	**Applicable Routes / Corridors**	**Mode**
Tier 1 Provincial Corridors	Long-distance, inter-municipal routes connecting Molemole to Polokwane and provincial centres	Botlokwa–Polokwane (N1); Mogwadi–Polokwane (R521/Senwabarwana); Morebeng–Louis Trichardt (N1); Morebeng–Modjadjiskloof (R36/R81)	- Minibus taxi - Subsidised bus
Tier 2 District Collector Routes	Intra-municipal routes linking major growth nodes within Molemole	Botlokwa–Morebeng (R521); Mogwadi–Mohodi; Mogwadi–Botlokwa; Morebeng–Sekgosese cross-boundary	- Minibus taxi - potential future bus
Tier 3 Local Access Routes	Village-level routes connecting rural settlements to Tier 1 and Tier 2 nodes	All MARAMA local routes (Botlokwa to Ga-Makgatho, Sefene, Matseke, Sekonye, Maphosa, Mphakane, etc.); Bochum Mohodi routes	Minibus taxi (often partially on gravel)
Tier 4 Rural Feeder / Demand-Responsive	Low-frequency, low-volume routes serving remote villages economically unviable without subsidy or demand aggregation	Deep rural villages not currently served; agricultural worker routes; seasonal routes	Demand-responsive taxi; LDV; community vehicle

8.5.3. Rationalisation Recommendations by Corridor

Table 33: RATIONALISATION RECOMMENDATIONS BY CORRIDOR

Corridor	Current Situation	Rationalisation Recommendation	Priority
Botlokwa–Polokwane (N1)	Overlapping MARAMA taxi and GNT/Bahwaduba bus services on same corridor	- Separate taxi and bus stopping points to reduce on-road conflicts. - Buses to operate express stops; - Taxis to retain village access. - Formalise loading order at Botlokwa Rank.	High
Mogwadi–Polokwane	Bochum BTA taxi services; cross-boundary coordination gap	- Formal cross-boundary route agreement with Blouberg LM and CDM. - Mogwadi to be identified as a transfer node for taxis arriving from Blouberg direction.	High
Botlokwa to local villages (MARAMA short routes)	Multiple short routes; some with limited demand in off-peak; taxis wait long to fill	- Introduce vehicle pooling at Botlokwa Plaza for shared loading on low-demand routes. - Explore a basic timetable (departure every 30 minutes) with MARAMA to reduce waiting time complaint (20% of passengers).	Medium
Morebeng area (Sekgosese routes)	Three routes with cross-boundary elements; limited within-MLM network	- Confirm Sekgosese routes in the route board process. - Coordinate with Greater Letaba LM on shared management. - Establish Morebeng Taxi Rank as the formal transfer point for Sekgosese routes.	Medium
E-hailing / maxi taxi — Mogwadi/Mohodi	Informal, unregistered operations competing with MARAMA short-distance trips	- Formalise through PRE. - Do not suppress - these services meet genuine demand. - Establish a designated loading area at Mogwadi town centre for maxi taxis.	High
Deep rural / Tier 4 routes	Multiple remote villages with no formal service	- Investigate demand-responsive transport (DRT) model for agricultural worker areas (medium term). - Include in next ITP review. - Do not create formal routes without demand evidence.	Low–Medium

8.6. Institutional Arrangements for Public Transport

Roles and Responsibilities

Table 34: INSTITUTIONAL ARRANGEMENTS FOR PUBLIC TRANSPORT: ROLES AND RESPONSIBILITIES	
Entity	**Role in Public Transport / OL Management**
Molemole Municipality • Community Services • Technical Services • LED and Planning	- Law enforcement - DLTC management (Mogwadi and Morebeng) - Traffic station operations - Scholar transport oversight - Transport Forum secretariat
	- Public transport infrastructure (ranks, laybys, shelters) - road maintenance impacting PT operations - MIG project implementation
	- ITP/IDP alignment; transport–land use integration - Transport Forum convening - monitoring and reporting
LDTCS	- ITP approval - PTOG contracting (4 bus companies) - PRE oversight - OL policy and enforcement support
Dept of Basic Education	- Scholar transport subsidy management
Provincial Regulatory Entity (PRE)	- Operating license issuing, renewal, and revocation - route board decisions - operator registration

TABLE 34: INSTITUTIONAL ARRANGEMENTS FOR PUBLIC TRANSPORT: ROLES AND RESPONSIBILITIES	
Entity	**Role in Public Transport / OL Management**
CDM	- DITP alignment - CDM Transport Forum - RRAMSG and PTNG applications - cross-boundary route coordination
MARAMA Taxi Association	- Member OL compliance - route authority management - Transport Forum participation - Demand data provision to MLM
Sekgosese Taxi Association	- As above - limited to three MLM-area routes - cross-boundary coordination with Greater Letaba LM
BTA	- Observer in Molemole Transport Forum for cross-boundary routes - Primary jurisdiction: Blouberg LM
Bahwaduba / GNT Seshego (CBA)	- PTOG service delivery - Passenger data reporting to LDTCS - Engagement with MLM Transport Forum
SANRAL	- N1 corridor management - Accident data - Road safety audit support
Transnet	- Morebeng freight rail (agricultural) - railway feasibility study participation

8.7. Conclusion

Molemole Local Municipality has a transport system that works — despite operating in structurally challenging conditions of dispersed rural settlement, poor road infrastructure, and constrained institutional capacity. Minibus taxis serve 127 130 residents daily across gravel and surfaced roads, reaching villages where no other mode operates. The two subsidised bus services provide an essential long-distance corridor connection to Polokwane. Weekend mobility is high: 88.8% of passengers surveyed use public transport on Saturdays, confirming that these services are not a commuter luxury but a fundamental lifeline.

The two defining challenges that this chapter addresses are, firstly, the OL compliance crisis 54% of surveyed vehicles operating without valid operating licences which undermines safety, legal certainty, and the economic viability of legitimate operators; and secondly, the public transport facility deficit 55.6% of passengers rate facilities as Poor which manifests most visibly in the vandalism and disuse of the Morebeng Taxi Rank, the abandonment of the MARAMA Taxi Rank in favour of informal Botlokwa Complex operations, and the complete absence of bus laybys or scholar transport infrastructure anywhere in the municipality.

9. NON-MOTORISED TRANSPORT

9.1. Introduction

Non-Motorised Transport (NMT) refers to all forms of transport that are not dependent on motorised vehicles, including walking, cycling, wheelbarrows, animal-drawn carts, and other forms of active mobility. Within rural municipalities such as Molemole Local Municipality, NMT plays a significant role in supporting daily access to schools, public transport facilities, clinics, shopping areas, social services, and employment opportunities.

The Capricorn District ITP recognises the importance of prioritising

pedestrians, cycling, and other forms of non-motorised transport as part of an integrated and sustainable transport system. The District ITP further emphasises that public transport systems should be supported by pedestrian and cycling infrastructure, including safe walkways and accessible transport facilities.

The Status Quo assessment undertaken for Molemole Local Municipality identified that a significant portion of the local population relies on walking and informal active transport modes due to limited household vehicle ownership, dispersed rural settlements, and inadequate public transport coverage in certain areas. The assessment further revealed infrastructure deficiencies such as the absence of sidewalks, unsafe pedestrian crossings, poor lighting, deteriorated road shoulders, and unsafe interaction between pedestrians, animal-drawn carts, and motor vehicles along major corridors and village access roads.

This chapter therefore outlines the existing NMT challenges within Molemole Local Municipality and proposes infrastructure interventions and strategies aimed at promoting safer, accessible, and sustainable active transport within the municipality.

9.2. Existing NMT Conditions

The *Status Quo* assessment confirmed that walking remains the dominant mode of travel for short-distance trips within the municipality, particularly in rural settlements where residents travel between residential areas, schools, taxi facilities, clinics, pension pay points, shopping facilities, and public service centres. In many villages, pedestrians are required to walk long distances along surfaced and gravel roads without dedicated pedestrian infrastructure.

The study further identified that non-motorised transport infrastructure within Molemole Local Municipality remains underdeveloped and fragmented. Most roads within villages and along strategic corridors do not have formal sidewalks, paved walkways, cycling lanes, pedestrian crossings, or universal access facilities for persons with disabilities and the

elderly. As a result, pedestrians frequently share road space with motor vehicles, freight trucks, buses, taxis, and animal-drawn carts, increasing the risk of accidents and unsafe road user behaviour.

The *Status Quo* report further highlighted the regular use of animal-drawn carts within areas such as Botlokwa and surrounding rural settlements. These carts often operate within the same road space as motorised vehicles, creating additional road safety concerns, particularly along busy corridors and village access roads. Unsafe pedestrian crossing behaviour was also observed in various activity areas and near public transport facilities.

In addition, poor road conditions, inadequate road maintenance, encroaching vegetation, and lack of street lighting negatively affect pedestrian mobility and safety, particularly during night-time and adverse weather conditions. The condition of gravel roads also limits safe accessibility for pedestrians, learners, and vulnerable road users in rural communities.

9.3. Key NMT Challenges

The following key NMT-related challenges were identified within Molemole Local Municipality:

- Lack of formal sidewalks and pedestrian walkways within villages and along major roads
- Absence of dedicated cycling infrastructure
- Unsafe pedestrian movement along the R521, R36, and other strategic corridors
- Poor pedestrian access to taxi ranks, schools, clinics, and public facilities
- Lack of safe pedestrian crossings near schools, shopping areas, and transport facilities
- Inadequate lighting within pedestrian activity areas and public transport facilities
- Conflict between pedestrians, freight vehicles, buses, taxis, and

animal-drawn carts

- Poor accessibility for persons living with disabilities, elderly persons, and vulnerable groups
- Poor road shoulder conditions forcing pedestrians to walk within traffic lanes
- Lack of universal access infrastructure such as ramps and tactile paving
- Lack of bicycle storage facilities and cycling support infrastructure
- Encroaching roadside vegetation reducing pedestrian visibility and safety
- Limited road safety awareness among pedestrians and motorists.

These challenges negatively affect mobility, safety, accessibility, and the overall quality of life of residents within the municipality.

9.4. NMT Infrastructure Needs

Based on the *Status Quo* assessment and stakeholder engagements, the following key infrastructure needs were identified to improve active transport within Molemole Local Municipality:

9.4.1. Pedestrian Infrastructure

- Construction of paved sidewalks within villages, activity nodes, and public transport corridors;
- Provision of pedestrian walkways linking residential areas to schools, clinics, taxi facilities, and shopping areas;
- Upgrading of road shoulders to accommodate safer pedestrian movement;
- Construction of pedestrian bridges or raised crossings where required;
- Provision of formal pedestrian crossings near schools and public transport facilities;
- Installation of traffic calming measures in high pedestrian activity areas.

9.4.2. Cycling Infrastructure

- Development of dedicated cycling lanes along selected strategic corridors and village roads;

- Provision of bicycle parking and storage facilities at schools, taxi ranks, and public facilities;
- Promotion of safe cycling routes within settlements and between nearby villages.

9.4.3. Universal Accessibility Infrastructure

- Installation of ramps, tactile paving, handrails, and universal access facilities;
- Improvement of accessibility at taxi ranks and public transport facilities;
- Upgrading of pedestrian routes to accommodate persons with disabilities and elderly residents.

9.4.4. Public Transport Integration

- Improvement of pedestrian connectivity to taxi ranks and bus facilities;
- Development of safe NMT access routes to public transport facilities;
- Provision of shelters and resting points along major walking routes.

9.4.5. Safety and Security Infrastructure

- Installation of street lighting along major pedestrian routes;
- Clearing of roadside vegetation to improve visibility;
- Installation of road signage and pedestrian warning signs;
- Provision of fencing and delineation in hazardous areas.

9.5. Strategies to Promote Active Transport

The following strategies are proposed to promote active transport and improve NMT conditions within Molemole Local Municipality:

9.5.1. Development of an Integrated NMT Network

The municipality should develop an integrated NMT network linking villages, schools, clinics, taxi facilities, shopping centres, and other key activity areas. The network should prioritise high pedestrian movement corridors and public transport access routes.

9.5.2. Prioritisation of Pedestrian Safety

Pedestrian safety interventions should be prioritised through the provision of sidewalks, crossings, traffic calming measures, road signage, and improved lighting within high pedestrian activity areas.

9.5.3. Integration of NMT with Public Transport

NMT infrastructure should be integrated with public transport planning to improve first mile and last-mile accessibility to taxi ranks and bus facilities. Safe pedestrian routes to public transport facilities should form part of future transport infrastructure planning.

9.5.4. Promotion of Rural Active Mobility

The municipality should recognise the important role of walking, cycling, and animal-drawn carts within rural communities and incorporate these modes into future road and transport planning initiatives.

9.5.5. Universal Accessibility and Inclusive Mobility

All future transport infrastructure projects should incorporate universal access principles to ensure accessibility for persons with disabilities, elderly persons, pregnant women, and other vulnerable groups.

9.5.6. School and Scholar Mobility Improvements

Priority should be given to improving pedestrian safety around schools through:

- scholar walkways;
- pedestrian crossings;
- speed calming measures;
- road signage; and
- safer learner transport environments.

9.5.7. NMT Awareness and Road Safety Education

Road safety awareness campaigns should be implemented to educate motorists and pedestrians regarding road sharing, pedestrian safety, visibility, and safe crossing practices.

9.5.8. Mainstreaming NMT into Municipal Planning

Non-motorised transport should be mainstreamed into:

- municipal roads projects;
- IDP and SDF planning;
- infrastructure budgeting; and
- future transport infrastructure programmes.

9.6. Priority NMT Interventions

The following priority interventions are recommended over the short- to medium-term period:

Table 35: PRIORITY NMT INTERVENTIONS

	Proposed Intervention	Priority Areas
1.	Maintenance of sidewalks and pedestrian walkways	Mogwadi, Morebeng, Botlokwa and surrounding villages
2.	Safe pedestrian crossings near schools and taxi facilities	Major schools and public transport nodes
3.	Street lighting improvements	Public transport facilities and high pedestrian activity areas
4.	Traffic calming measures	Village roads and school zones
5.	Upgrading of gravel road shoulders	Rural access roads
6.	Provision of bicycle parking facilities	Schools and taxi ranks
7.	Universal accessibility upgrades	Taxi ranks and public facilities
8.	Road safety awareness programmes	Municipality-wide
9.	Vegetation clearing along pedestrian routes	Strategic corridors and village access Roads

NMT plays a critical role in supporting mobility, accessibility, and socio-economic activities within Molemole Local Municipality, particularly within rural communities where walking remains the dominant mode of transport. However, the municipality currently faces significant infrastructure challenges relating to pedestrian safety, accessibility, cycling infrastructure, and integration with public transport services.

The implementation of the proposed NMT infrastructure interventions and active transport strategies will contribute towards safer mobility, improved accessibility, reduced transport exclusion, enhanced road safety, and the promotion of sustainable transport within the municipality. The proposed interventions should therefore be integrated into future municipal infrastructure planning, budgeting processes, and transport implementation programmes in alignment with the objectives of the National Land Transport Act and the Capricorn District CITP.

An assessment of the state of non-motorised transport in South Africa indicate that:

- More people, including the workers and the learners are walking to their final destinations.
- Many others are walking to public transport facilities, i.e. bus and taxi rank as part of their commuting trip;
- NMT road users comprise about 40% of all road fatalities in South Africa, and large numbers of pedestrians are maimed for life, and
- NMT casualties are placing a huge burden on the national and provincial fiscus, national health system, police and traffic administration, third party claims, etc.

The national Non-Motorised Transport Policy document provides a framework and an enabling environment for the government departments and stakeholders to address the challenges inherent in NMT. The primary objectives of the NMT policy are:

- Increase the role of NMT as one of the key transport modes;
- Integrate NMT as an essential element of public transport;
- Provide a safe NMT infrastructure, and
- Allocate adequate and sustainable funding for the development and promotion of NMT.

NMT policy covers several critical areas that are considered important to plan for and manage NMT more effectively, including, *inter alia*, the following:

- NMT must be provided based on several principles including the

need to improve a quality of life, energy conservation and safety;

- It articulates various responsibilities of all stakeholders involved in the provision of NMT as mode of transport to ensure that NMT provision is rendered in an appropriate manner;
- The national Department of Transport is the custodian of this policy and is responsible for regulation, infrastructure, planning, monitoring and evaluation, and the review of national NMT policy in consultation with provincial Departments of Transport and other relevant stakeholders;
- Provincial Departments of Transport are responsible for managing the implementation of NMT provision in their respective provinces, planning (in consultation with key transport stakeholders), identifying beneficiaries, law enforcement and ensuring road safety (together with Local Government), and monitoring services;
- In terms of planning, the policy requires that NMT plans must be developed and integrated into the Provincial Land Transport Framework (PLTF), as well as in the ITPs of Local Government; and
- The policy prescribes the need to develop minimum standards and specifications of NMT vehicles in taking cognisance of safety.

Studies further indicate that increased investment in physical infrastructure to accommodate motorised transport needs has become economically and financially unsustainable. Walking, non-motorized vehicles, including bicycles, wheelbarrows, donkeys, and carts, both hand-pulled and animal-drawn are usually the primary means of transport where there is no adequate motorised public transport system, particularly in the rural areas.

Although rural areas also vary in their character and in the transportation problems they confront, non-motorized transport is mainly used in the rural areas where there is no sufficient public transport system, and the accident risks are minimal. However, in some of the rural areas though, there seem to be very little or no room at all for cycling, and/or hand-pulled and animal drawn vehicles as complimentary or supplementary means of transport due to the topography of the terrain in which the non-motorized transport have

to move.

The challenge is that NMT users share the roadway with other traffic modes and are at a very high risk to themselves. In other words, NMT or animal-drawn cart using same road with motor vehicles are posing serious road traffic safety hazard. To the extent that it would be possible, there is a need to create pedestrian, cycle and donkey-cart friendly environments, improve NMT safety across the spectrum, and integrate NMT planning with public transport planning.

Figure 18: Non-motorised transport or animal-drawn cart using same road with motor vehicles at Botlokwa. A pedestrian crossing the road unsafely at Botlokwa

As outlined in the Molemole SDF, *"One of the major roles of the MLM as a planning authority is to establish a viable and appropriate transportation system in the MLM area that would support the LED objectives of the MLM, including the rural area component thereof. There is a need to create pedestrian, cycle and donkey-cart friendly environments, improve NMT safety across the spectrum, and integrate NMT planning with public transport planning as a whole*". As stated way back in 2018, "*NMT users share the roadway with other traffic modes and are at a very high risk to themselves"*.

Figure 19: Animal-drawn Carts are a Regular Sights in Botlokwa

10. ROAD NETWORK AND INFRASTRUCTURE

10.1. Introduction and Background

The development of an effective transport infrastructure system is critical for supporting socio-economic development, improving accessibility, enhancing mobility, and promoting integrated spatial development within Molemole Local Municipality. As a predominantly rural municipality characterised by dispersed settlements, agricultural activities, and significant dependence on public transport, particularly minibus taxi services, the provision of adequate and reliable transport infrastructure remains essential for improving the quality of life of residents and supporting local economic development.

The road network remains the primary and, in most areas, the only transport infrastructure serving most residents within Molemole Local Municipality (Municipal Code: LIM353). The municipality currently lacks functional passenger rail services, aviation infrastructure, and formalised NMT facilities. As a result, almost all movement within the municipality, including daily commuter trips by minibus taxis, learner transport to schools, access to healthcare facilities, and the movement of agricultural goods to markets is heavily dependent on the road network.

10.2. Strategic Objective

The key objectives of the Transport Infrastructure Strategy are to:

- Improve accessibility and mobility between settlements, economic nodes, and social facilities.
- Support integrated rural and regional development through improved transport connectivity.
- Improve the condition and functionality of the municipal and provincial road network.
- Enhance public transport infrastructure and operational efficiency.
- Promote safe, reliable, and sustainable transport infrastructure.
- Improve freight movement efficiency along strategic corridors.
- Promote non-motorised transport and universal accessibility.

- Support economic development, tourism, agriculture, and investment opportunities within the municipality.
- Improve road safety for motorists, pedestrians, learners, and public transport users.

10.2.1. Strategic Growth Points, Rural Nodes and Spatial Integration

The municipality's dispersed rural settlement structure requires a transport infrastructure system that supports connectivity between strategic growth points, rural service centres, economic nodes, and surrounding settlements. In this regard, the municipality's identified growth points and rural nodes play a critical role in facilitating mobility, public transport operations, economic activity, service delivery, and social integration. The municipality should therefore prioritise transport infrastructure investment within the following strategic growth points and rural nodes:

Mogwadi Growth Point

Mogwadi functions as one of the municipality's primary economic and administrative centres and serves as a major public transport hub linking surrounding rural settlements with economic opportunities and essential services. Strategic transport infrastructure interventions should include:

- Upgrading of internal road infrastructure.
- Improvement of stormwater drainage systems.
- Upgrading of taxi rank infrastructure and passenger facilities.
- Formalisation of loading and holding areas.
- Pedestrian walkways and crossing facilities.
- Traffic management and road safety improvements.
- Improved connectivity to the R521 corridor.

Morebeng Growth Point

Morebeng serves as an important regional access point and agricultural service centre within the municipality. The area also presents opportunities for future freight logistics and rail-supportive economic activities due to the

presence of the rail infrastructure corridor. Strategic transport infrastructure interventions should include:

- Improvement of road infrastructure linking surrounding settlements.
- Upgrading of public transport facilities.
- Enhancement of freight movement infrastructure.
- Rehabilitation of access roads.
- Improvement of road safety infrastructure.
- Investigation of future rail-supportive development opportunities.

Botlokwa Growth Point

Botlokwa functions as a significant population concentration point and public transport activity area within Molemole Local Municipality. The area experiences high volumes of passenger movement and pedestrian activity. Strategic interventions should focus on:

- Public transport facility upgrades.
- Road rehabilitation and maintenance.
- Improvement of pedestrian and non-motorised transport infrastructure.
- Provision of safe learner transport infrastructure.
- Traffic calming measures.
- Improvement of transport linkages to surrounding settlements and the R521 corridor.

Mohodi–Phago Rural Node

The Mohodi–Phago area functions as an important rural service node supporting surrounding communities and agricultural activities. However, the area continues to experience accessibility and road infrastructure challenges. Strategic interventions should include:

- Upgrading of gravel roads.
- Improvement of rural accessibility infrastructure.
- Provision of public transport shelters and facilities.
- Road maintenance programmes.

- Improvement of drainage infrastructure.
- Safety improvements for pedestrians and scholar transport users.

Ramokgopa Rural Node

Ramokgopa functions as an emerging rural development node strategically located along important regional movement routes. The node requires improved transport infrastructure investment to support future growth and improve mobility. Strategic interventions should include:

- Improvement of access roads and internal road infrastructure.
- Upgrading of public transport facilities.
- Improvement of road maintenance and drainage systems.
- Development of pedestrian infrastructure.
- Road safety improvements.
- Strengthening connectivity with surrounding settlements and economic areas.

10.3. Public Transport Infrastructure Strategy

Public transport infrastructure plays a critical role in supporting mobility within Molemole Local Municipality, where many residents depend on minibus taxis and subsidised bus services for daily travel. The strategy seeks to improve the functionality, safety, and accessibility of public transport facilities throughout the municipality. Priority focus areas include:

- Upgrading existing taxi ranks and loading facilities.
- Formalisation of informal loading points.
- Provision of shelters, seating, lighting, and ablution facilities.
- Improvement of accessibility for persons with disabilities.
- Enhancement of passenger safety and security.
- Development of designated holding areas.

Specific attention should be given to:

- Mogwadi Taxi Rank
- Marama Taxi Rank
- Morebeng Taxi Rank
- Informal loading facilities along strategic corridors and rural nodes

The municipality should further strengthen coordination with taxi associations and public transport operators to support integrated infrastructure planning and facility management.

10.4. Rail Transport Infrastructure

Although Molemole Local Municipality currently has limited passenger rail services, the municipality is located within the broader Limpopo rail and strategic transport corridor system. Future national and provincial rail investment may therefore have implications for land-use planning, public transport integration, freight movement and local economic development within the municipality.

It is recommended that the Municipality, in collaboration with Capricorn District Municipality, Limpopo Department of Transport and Community Safety, PRASA, Transnet, SANRAL and other relevant authorities, consider the following interventions during future reviews of the Integrated Transport Plan and Spatial Development Framework:

10.4.1. Protection of Existing and Potential Rail Corridors

Existing railway corridors, railway reserves, station areas and strategically located land associated with rail infrastructure should, as far as practicable, be protected against incompatible development. This is particularly important because rail infrastructure has a considerably longer planning horizon than the five-year municipal planning cycle.

Future reviews of the Molemole ITP and SDF should therefore consider incorporating a long-term rail reservation or safeguarding layer identifying existing railway infrastructure, potential station areas, strategic crossings and land that may be required for future passenger or freight rail development.

10.4.2. Integration with the Gauteng–Polokwane–Musina Strategic Rail Corridor

The Municipality should participate in future planning processes relating to the proposed Gauteng–Polokwane–Musina rail corridor and other strategic rail investments affecting Limpopo Province.

Particular consideration should be given to the potential implications and opportunities for settlements situated along or within the influence area of

the corridor. Future corridor studies should assess whether Molemole settlements could function as feeder areas, interchange points or beneficiaries of improved regional rail accessibility.

10.4.3. Assessment of Passenger Rail Opportunities

Any future proposal for the introduction, reinstatement or expansion of passenger rail services affecting Molemole should be supported by a detailed demand and feasibility assessment.

Such assessments should consider existing travel patterns, settlement distribution, public transport demand, accessibility, potential station locations, operating requirements and integration with existing minibus-taxi and bus services before significant infrastructure investment is undertaken.

10.4.4. Integration of Rail with Minibus-Taxi and Bus Services

Should passenger rail services be introduced or expanded within or near Molemole, rail should not be planned as an isolated transport mode. Station and interchange planning should incorporate minibus-taxi services, bus services, pedestrian access and, where appropriate, cycling facilities.

Engagement with affected taxi associations and other public transport operators should form part of future rail planning to ensure that feeder services complement rather than unnecessarily duplicate existing public transport operations.

10.4.5. Protection of Rural Rail Infrastructure and Branch Lines

Existing railway infrastructure and railway reserves should not automatically be regarded as redundant solely because passenger services are currently limited or absent.

Before supporting the closure, disposal, conversion or release of railway land, the potential long-term transport, economic and social value of the infrastructure should be assessed in consultation with the Municipality, affected communities and relevant transport authorities.

10.4.6. Assessment of Local Impacts of Freight Rail Expansion

Any future increase in freight rail activity affecting Molemole should include an assessment of local impacts, particularly at road–rail crossings and within settlements located close to railway infrastructure.

Assessments should consider road safety, level-crossing delays, pedestrian safety, noise, access to communities, emergency-service accessibility and the interaction between freight operations and the municipal road network. Appropriate mitigation measures should be incorporated into municipal infrastructure and transport implementation programmes.

10.4.7. Alignment between the ITP and Spatial Development Framework

Rail planning should be undertaken jointly with land-use planning. Future reviews of the Molemole SDF should therefore recognise strategic railway corridors and associated infrastructure identified through the ITP.

This alignment should seek to prevent incompatible development within railway reserves while identifying opportunities for appropriate development around strategically located transport nodes.

10.4.8. Institutional and Funding Support

Given the limited technical and financial capacity available to many rural local municipalities, national and provincial transport authorities should provide technical assistance to Molemole Local Municipality where rail-related planning responsibilities are assigned to the Municipality.

Future rail projects affecting Molemole should clearly identify the responsible implementing authority, funding source, planning responsibility and municipal role rather than transferring unfunded rail-planning obligations to the Municipality.

10.4.9. Overall Recommendation

Molemole Local Municipality should adopt a rail safeguarding and integration approach rather than committing to the implementation of new rail infrastructure at this stage. The immediate municipal responsibility should be to protect strategic rail infrastructure and land, participate in national and provincial corridor planning, integrate rail considerations into the ITP and SDF, and ensure that future rail proposals are supported by detailed demand, feasibility, environmental and socio-economic assessments.

This approach will preserve future transport options without creating an unfunded infrastructure commitment for the Municipality.

10.5. NMT Infrastructure Strategy

NMT remains an important mode of transport within Molemole Local Municipality, particularly for learners and residents travelling short distances to schools, clinics, shops, and public transport facilities. However, many areas currently experience limited pedestrian infrastructure. The strategy seeks to promote safe and accessible NMT infrastructure through:

- Construction of pedestrian walkways and sidewalks.
- Provision of pedestrian crossings near schools and public facilities.
- Development of safe learner walking routes.
- Improvement of street lighting in high pedestrian activity areas.
- Universal accessibility improvements for persons with disabilities.

Priority should be given to Mogwadi, Botlokwa, Morebeng, Mohodi–Phago, Ramokgopa, and other areas experiencing high pedestrian activity and road safety risks.

10.6. Freight Infrastructure Strategy

Freight movement remains an important component of the local economy due to agricultural activities, logistics operations, and regional trade movement. Freight transport within Molemole Local Municipality relies heavily on the road network, particularly the R521, R36, R81 and N1 corridors. A critical finding from the Status Quo Report is that freight operators deliberately divert onto R521 and D-roads to avoid N1 weighbridges, causing disproportionate pavement damage on routes not designed for heavy vehicle loading. The increase in heavy vehicle traffic contributes to road deterioration and safety concerns, particularly on provincial and rural roads. The Freight Infrastructure Strategy seeks to:

- Preserve strategic freight corridors.
- Improve road conditions on freight routes.
- Strengthen pavement maintenance programmes.
- Promote freight safety and efficiency.
- Support agricultural logistics and rural economic development.
- Improve coordination with provincial and national transport authorities regarding freight management initiatives.

Special attention should be given to freight movement associated with agricultural activities around Morebeng, Mogwadi, and surrounding rural settlements.

10.7. Road Safety Infrastructure Strategy

Road safety remains a major concern within Molemole Local Municipality, particularly along high-traffic corridors and within rural settlements. Challenges include speeding, poor visibility, pedestrian conflicts, unsafe scholar transport practices, and animal-related accidents. The strategy seeks to improve road safety through:

- Traffic calming measures in settlement areas.
- Installation of road signage and warning signs.
- Improvement of road markings.
- Provision of pedestrian crossings.
- Safety awareness initiatives.
- Improved lighting at public transport facilities and intersections.
- Measures to reduce livestock-related accidents.

Priority attention should be given to:

- Mogwadi, Botlokwa, Morebeng
- Mohodi–Phago
- Ramokgopa
- School zones and public transport activity areas along strategic corridors

10.8. Road Maintenance and Institutional Arrangements

Both the Classification Definition and Limpopo Provincial Roads Network Definition datasets assign all Molemole Local Municipality (municipal code: LIM353) roads to responsible authority Roads Agency Limpopo (RAL). In practice, maintenance responsibilities are exercised across four institutional spheres, as set out in Table 36. The Status Quo Report confirms that maintenance across all spheres is largely reactive, with limited preventative maintenance accelerating the deterioration of the road network.

Table 36: ROAD MAINTENANCE RESPONSIBILITIES AND FUNDING – MOLEMOLE LOCAL MUNICIPALITY (MUNICIPAL CODE: LIM353)			
Authority	**Formal Responsibility**	**Funding Mechanism**	**Key Constraint**
SANRAL	National roads (N1)	National Roads Fund	- Adequate for N1 - No role in lower-order roads
RAL / Limpopo Department of Public Works, Roads and Infrastructure	- All 824.58km in Molemole Local Municipality (LIM353) classification dataset recorded as RAL - Confirmed by Limpopo Provincial Roads Network Definition dataset	Provincial Roads Maintenance Grant (PRMG)	- Growing maintenance backlog - Reactive maintenance predominates - Provincial Roads Maintenance Grant (PRMG) insufficient for network extent
Capricorn District Municipality	District collector (R4) roads in practice	Municipal Infrastructure Grant (MIG) / Equitable Share allocation	- Limited road asset management capacity - Inadequate coordination with RAL
Molemole Local Municipality	R5 access roads and unrecorded community tracks in practice	Municipal Infrastructure Grant (MIG) / Own Revenue / Equitable Share	- No road asset register - No prior approved ITP - Entirely reactive maintenance - Very limited own-source revenue

Source: MLJ Consulting Status Quo Report, April 2026; Road Classification Definition Dataset 2023; Limpopo Provincial Roads Network Definition Dataset 2023 (AUTH_ID = RAL - for all Molemole segments); Capricorn District ITP.

The Status Quo Report identified several institutional and operational challenges affecting the effective management of the road network within Molemole Local Municipality. These include a predominantly reactive maintenance approach with limited preventative maintenance planning, the absence of a GIS-based road asset management system, and funding limitations arising from the capital-focused nature of the Municipal Infrastructure Grant (MIG), which provides limited support for routine maintenance activities.

This highlights institutional and jurisdictional overlaps between Molemole Local Municipality, Capricorn District Municipality, RAL, and the Limpopo Department of Public Works, Roads and Infrastructure (LDPWRI), which contribute to coordination challenges in road infrastructure management. In addition, heavy vehicle overloading along the R521 corridor continues to accelerate road deterioration beyond available maintenance capacity. The absence of a previously approved ITP has also meant that no formal, systematic framework has existed to guide infrastructure maintenance prioritisation and long-term transport planning within the municipality.

10.9. Key Priority Actions

10.9.1. Develop a geographic information system (GIS)-based road asset register for all Molemole Local Municipality roads, reconciling Classification Definition and Limpopo Provincial Roads Network Definition datasets and capturing all unrecorded community tracks.

10.9.2. Implement a routine maintenance and upgrading programmes for all formal taxi facilities within Molemole Local Municipality, with priority focused on the maintenance of ablution facilities, lighting infrastructure, vegetation clearing, waste management, and general facility upkeep to improve safety, cleanliness, accessibility, and the overall operating environment for public transport users and operators.

10.9.3. Commission a weighbridge feasibility study for the R521 corridor as a joint Molemole–Capricorn District Municipality–Limpopo Department of Public Works, Roads and Infrastructure initiative.

10.9.4. Prepare a 5-year prioritised road rehabilitation programme targeting paving of key gravel-surfaced R4 District Collector District Collector roads (D5, D13, D3332) for Municipal Infrastructure Grant (MIG) and Provincial Roads Maintenance Grant (PRMG) funding.

10.9.5. Conduct a formal road ownership and maintenance responsibility audit with RAL / Limpopo Department of Public Works, Roads and Infrastructure and Capricorn District Municipality to resolve jurisdictional ambiguities and establish a joint preventive maintenance programme.

10.10. Conclusion

The Transport Infrastructure Strategy provides a strategic framework to guide the development, upgrading, maintenance, and management of transport infrastructure within Molemole Local Municipality. The strategy recognises the important role of transport infrastructure in supporting mobility, economic development, rural accessibility, and public transport operations.

Priority focus is placed on improving infrastructure conditions along the R521, R36, R81 and N1 corridors, while simultaneously strengthening transport connectivity and infrastructure investment within strategic growth points and rural nodes such as Mogwadi, Morebeng, Botlokwa, Mohodi - Phago, and Ramokgopa. Successful implementation of the strategy will require integrated planning, sustainable funding, stakeholder collaboration, and alignment with broader municipal, district, provincial, and national development objectives.

11. FREIGHT TRANSPORT

11.1. Background

A synopsis of freight movement figures and strategies for road-based movements, are provided in this chapter without going into too many details. By far, the most widely used mode for distributing freight in South Africa is the road, followed by rail. It is therefore clear that as the dominant mode, appropriate provisions must still be made for distribution of freight by road. The majority of the South African

roads handle the major proportion of all import-export cargo for the Southern Region.

Agriculture, mining and manufacturing economic sectors are the main generators of freight movement and services in the Molemole Local Municipality. The mission for land freight transport as formulated in the White Paper on National Transport Policy, 1996, is *"to provide safe, reliable, effective, efficient and fully integrated land freight transport operations and infrastructure which best meets the needs of customers at improving levels of service at an equitable cost in a fashion which supports government strategies for economic and social development, while being environmentally and economically sustainable."*

11.2. Freight Transport Infrastructure

Passenger transport and freight transport share the same road infrastructure. There is no dedicated road infrastructure for exclusive use of either passenger transport (both public and private passenger transport) or fright transport. In other words, Molemole has various routes used for both passenger and freight transporting purposes.

Almost all provincial and national roads that run through the Molemole area have been identified as being used by heavy vehicles. Freight operators deliberately try to avoid law enforcement at the weighbridges and tollgates, and therefore diverting into other routes, such as R521, which are not necessarily suitable for heavy vehicles.

Those routes are in most cases not suitable for carrying heavy loads and as such they deteriorate very quickly. Heavy trucks contribute massively towards the depletion of the road infrastructure, leading to serious accidents and vehicle breakdowns. Therefore, the major challenge facing both Molemole and the Limpopo province is the extent of illegal operations by freight operators, who are using unauthorised routes to avoid toll gates and weighbridges.

To enable Molemole Local Municipality to formulate freight policies and strategies at local level, a study into possibility of establishing weighbridge/s should be conducted to:

- enable Molemole Local Municipality to do proper infrastructure investment and planning;
- enable Molemole Local Municipality to identify the gaps/bottlenecks; and
- enhance operational efficiencies across modes.

Two of the most important road networks in the Molemole Local Municipality, namely the N1 and R521, are already heavily utilized and congested, and in their present state, are incapable of absorbing future projected heavy vehicle traffic flows. The municipality has law enforcement officers that strive to enforce the laws for the reduction of fatal crashes on the municipal roads, especially along the N1 from Polokwane to Musina, and road R521 between Polokwane and Alldays. However, operating from budgetary constraints, it is difficult for the municipality to plan for 24-hours law enforcement deployment on critical routes and hotspots on the road.

ITP must be developed to enhance the effective functioning of cities, towns and rural areas through integrated planning of transport infrastructure and facilities, transport operations including freight movement, bulk movement, bulk services, and public transport services.

Freight and logistics are a vital feature of the Molemole Local Municipality economy, because the municipality has huge road traffic volumes of minerals and horticultural products transported to markets within and

outside the municipality and beyond. The Molemole Local Municipality is strategically positioned within the province.

The study for the development of Molemole Local Municipality ITP seeks to, *inter alia*, and deal with the challenges faced by road freight investment levels, which includes the:

- Deterioration of the road infrastructure;
- Practice of overloading on our roads;
- Lack of adequate law enforcement; and
- Introduction of user-pay principle through weighbridge, especially along the R521.

Freight movement occurs mainly on the N1, R36 and R521 routes in the municipality. There are no adequate or dedicated routes to transport freight, especially along the R521, which results in undue delays and damage to road infrastructure. While they play a leading role in economic development, heavy vehicles (and especially overloaded ones) contribute exponentially to the deterioration of the road network and serious economic maintenance consequences.

The road network in South Africa is an essential facility for moving goods and services daily and plays a crucial role in promoting economic growth and living standards of the people in the country. It is essential that every possible effort be made to protect this valuable investment. Most of the freight vehicles, mainly those from the neighbouring countries, carry heavy loads which are not suitable for current road infrastructure. The road is heavily constrained by the limited road capacity.

A travel demand management plan needs to be developed for the municipality. A broader stakeholder consultation which includes stakeholders like the mining house, bus and taxi operators, traffic official needs to be urgently constituted to seek alternative solutions.

The National Transport Master Plan 2050 (NATMAP 2050) focuses on the evaluation of the capacity of all freight transport modes. This means that the

NATMAP 2050 places a strong emphasis on evaluating the capacity of all freight transport whether road, rail, ports and pipeline. This includes the assessment of the current infrastructure, the likes of R521 and R36 in Morebeng, whether they can accommodate future freight demands. It addresses the projection of future changes and the implications for the provision of transport services and identifies current and future operational capacity constraints. Currently, road is unavoidably the default freight transport mode, absorbing whatever traffic cannot be accommodated in other modes.

The following are the objectives of collecting freight data:

- Promote transportation efficiency and mitigate congestion;
- Improve local, regional, provincial, and national economic competitiveness;
- Enable effective local transport and land use planning;
- Inform investment and policy decisions about modal optimization;
- Enhance freight transportation safety and security;
- Identify freight transportation marketing opportunities;
- Reduce fuel consumption and improve air quality;
- Understand the economic impact of movement of goods to consumers; and
- Reduce incremental operating costs for all users.

There are provincial weighbridges in the Limpopo Province where overloading control is enforced. All weighbridges in the province are controlled by the Provincial Authority, and their function is to monitor freight vehicles entering and leaving the province. There are no overloading control facilities within the Molemole Local Municipality. There is a need for a weighbridge along R521. This corridor is under heavy pressure from freight vehicles, including those from the neighbouring countries which often leads to road damage. This has led to higher maintenance and repair costs and shortens the life span of tarred road, which in turn places an additional burden on the state as well as law abiding road users who ultimately carry the costs of careless and inconsiderate overloading.

Regarding the rail freight infrastructure, the municipality is served by only one railway line in Morebeng that is meant to serve mainly the agricultural activities. This freight rail line is owned and operated by Transnet. The only rail line for the movement of freight in and out is at Morebeng. However, there are traces of PRASA signboards for passenger rail at Morebeng Station as well, implying that there could be movement of passengers as well in future, or there had been some in the past.

The main purpose of this study is therefore to collate and update information on freight movement across all modes within the Molemole Local Municipality. The objectives of the study are to identify the ways and means through which the government can force road freight operators to comply with the law enforcement, including*, inter alia*, to:

- monitor and enforce road freight movement;
- propose the design of weighbridge network, especially along R521;
- streamline functions, improve inefficiencies, and
- consolidate resources for the purpose of delivering services better and faster.

Focus will be on research and determining problems, defining road freight network, and consultation with relevant stakeholders within the freight transport fraternity. There are also economic problems related to heavy vehicle overloading. Overloading vehicles traveling illegally on the public road network also causes poor road safety conditions in two ways:

- In the first instance, overloaded vehicles cause premature deterioration to the roads resulting in less safe roads to drive on. One of the signs of deterioration is rutting or longitudinal grooves in the road that are formed in the wheel paths of the vehicles. As the rut depths increases, so the driving on these roads for lighter vehicles becomes less safe.

  This is further accentuated when it rains; rainwater tends to accumulate in the grooves and can result in dangerous aquaplaning of light vehicles such as cars and taxi traveling at higher speeds. Accumulation of water on the road also increases spray mist, which in turn reduces driver visibility. Further deterioration can result in potholes that are also safety

hazard to motorists, particularly at night.

- The second way in which overloaded vehicles create less safe driving conditions is through the direct presence of the vehicle on the road. Heavily overloaded vehicles are more difficult to control and are therefore a safety hazard to other motorists. A high percentage of heavy vehicles that are overloaded, fail braking efficiency tests and are thus not roadworthy because of the heavy load. Overloaded heavy vehicles experience faulty brakes, i.e. have a braking efficiency below the legal limit.

11.3. Overloading of Freight Vehicles

Overloaded vehicles also generally travel at a crawling speed up hills, because of their reduced power-to-weight ratio. On single lane roads like R521, this often causes congestion, as traffic builds up behind the slow-moving vehicle. Impatient motorists become frustrated and often take chance by overtaking where the. passing sight distance is not adequate. This situation can easily result in head-on collisions with fatal consequences.

Many overloaded vehicles are not adequately stable when the driver performs certain manoeuvres, such as overtaking which can also be a safety hazard to other motorists. In addition, certain loads are more likely to shift during transport if the vehicle is overloaded. Due to minimum level of enforcement, low levels of fines and limited success with prosecution in the courts, many freight transport operators appear to have adopted a policy of deliberate overloading. In many cases, it is not simply a case of 10 or 15 percent overloads, but 50 or 100 percent more than the maximum permissible loads.

One of the major deterrents to vehicle overloading is an overloaded vehicle being prevented from proceeding until it complies with the regulation. This may involve a significant time loss to hauler because the load must either be redistributed on the same vehicle (in cases where the load is incorrectly distributed) or transferred to another vehicle (in cases where the maximum

vehicle/combination mass is exceeded). In both instances, the hauler may have to hire a crane to shift the load and in the latter instance, another vehicle must send to the weighbridge site to carry the excess load. Depending on the distance between the weighbridge site and the nearest hauler depot, this may prove to be very expensive.

Table 37 presents the freight movement data collected along the R521 corridor, providing an indication of traffic volumes, vehicle classifications, and freight activity within the study area. It should be noted that this data is based on a one-day survey and may not fully represent typical or peak freight patterns. As such, actual freight volumes may be higher, and the findings should be interpreted as indicative rather than comprehensive.

To enable MLM to formulate freight policies and strategies at a local level, a study into the need for weighbridges should be conducted to:

- Enable the MLM to do proper infrastructure investments and planning;
- Enable the MLM to identify the gaps/bottlenecks; and
- Enhance operational efficiencies across modes.

Figure 20: Truck Stop at Dendron Global Garage

Table 37: WEST OF MOLEMOLE CORDON COUNTS ANALYSIS - FREIGHT DATA									
ID	Survey Points		Weekday Trucks Trips/Day						
		Peak Period	Trips/Day	East	North	West	South	Total Pax	Pax/ Trip
3	De Loskop Marowe https://maps.app.goo.gl/DPWYM3SzqNziCJoK9	AM Peak	48		48	-	-	3	48
		Off Peak	147		147		-	3	147
		PM Peak	-	-	-	-	-	-	-
4	Dendron Cross https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	AM Peak	20	20	-	-	-	3	20
		Off Peak	56	43	13	-	-	3	56
		PM Peak	4		4	-	-	3	4
5	Dendron Global https://maps.app.goo.gl/vMbM98pqgsDUBfrk8	AM Peak	43	5	16	6	16	3	43
		Off Peak	155	23	40	30	62	3	155
		PM Peak	32	7	4	3	18	3	32

Note:

1. Refer to Cordon Survey MAP for Survey Point Location and Pax travel direction

2. North, West, South, East means vehicle travel direction from survey point, e.g. (East of Dendron, Global Survey Point means travelling towards Dendron/Mogwadi Town)

12. ROAD TRAFFIC MANAGEMENT AND ROAD SAFETY

12.1. Introduction and Policy context

Road safety remains one of the most critical transport challenges in South Africa, with significant social, economic and public health impacts. The National Road Safety Strategy (NRSS) 2016–2030 identifies human behaviour as the leading cause of crashes (approximately 84% of fatal crashes nationally), and the RTMC's Quarterly State of Road Safety Report (Jan–Mar 2025) recorded 2,403 fatalities and 2,050 fatal crashes nationally, of which roughly 31% involved pedestrians and 22% were hit-and-run.

Within Molemole Local Municipality, road safety is shaped by a rural spatial structure, long travel distances, poor road conditions, high pedestrian activity, growing freight movement along the N1 and R521, weak non-motorised transport (NMT) infrastructure, and unsafe learner transport practices. The municipality's Status Quo assessment identified deteriorating roads, unsafe pedestrian movement, a lack of sidewalks and crossings, poor visibility, heavy vehicle movement, and animal-drawn carts sharing public roads as defining concerns.

This chapter tests and quantifies those observations against a dedicated Road Traffic Accident Analysis of 336 DTCS-recorded incidents in Molemole over 2020–2024 and translates the combined evidence into prioritised traffic management and road safety interventions for the ITP.

12.2. Road Safety Evidence Base (2020-2024)

Data and method. This section draws on DTCS incident records for Molemole LM, filtered to the five most recent complete years (2020–2024): 336 incidents. Cause of accident uses DTCS's 8 standard categories; fatality outcome uses the Incident Type field cross-checked against Total Deaths; road-route and village names were standardised. 48 records (14.3%) have no road/route captured (“Unspecified”).

Table 38: Five-year headline/Incidents totals, Molemole LM, 2020–2024

INDICATOR	2020–2024 TOTAL	ANNUAL AVERAGE
Total incidents	336	67.2

Table 38: Five-year headline/Incidents totals, Molemole LM, 2020–2024		
INDICATOR	**2020–2024 TOTAL**	**ANNUAL AVERAGE**
Fatal incidents	110 (32.7%)	22.0
Deaths	145	29.0
Injuries	650	130.0

Reported incidents fell 26% (77 in 2020 to 57 in 2024), but the fatality rate rose from 22.1% to a peak of 41.7% in 2022 before easing to 28.1% in 2024 fewer crashes, but for most of the period a higher chance any one crash killed someone. Driver Behaviour/Human Error (117) and Loss of Control/Vehicle Handling (98) are the largest cause categories by volume (64% of all incidents combined), but only 40 incidents (11.9%) were pedestrian-related yet those were fatal 75% of the time, over three times the rate for Driver Behaviour (20.5%) and the highest of any category. “Reckless driving” alone is the single most common specific cause (49 incidents, 14.6% of the total).

Table 39: Incidents, deaths and fatality rate by cause category.			
Cause category	**Incidents**	**Deaths**	**Fatality rate**
Driver Behaviour / Human Error	117	38	20.5%
Loss of Control / Vehicle Handling	98	39	30.6%
Pedestrian-Related	40	30	75.0%
Vehicle Interaction / Collision Dynamics	32	27	50.0%
Road / Environmental Factors	19	2	10.5%
Animal-Related	12	3	25.0%
Mechanical / Vehicle Failure	9	1	11.1%
Other / Unknown	9	5	44.4%

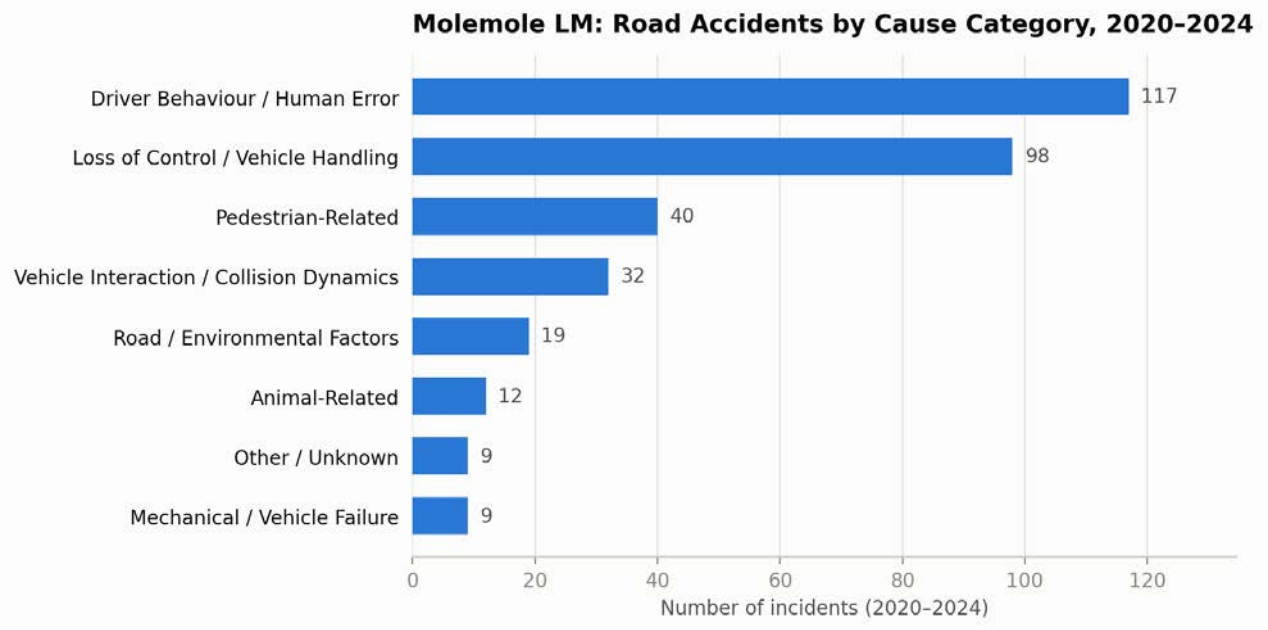


Figure 21: Incidents by cause category, Molemole LM, 2020–2024.

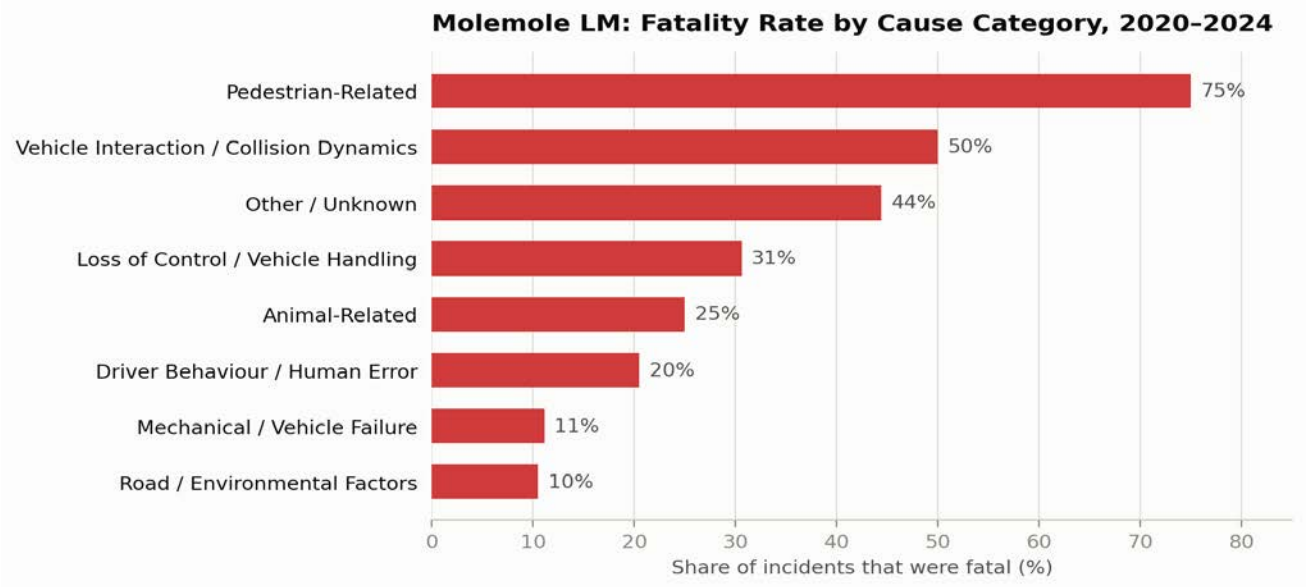
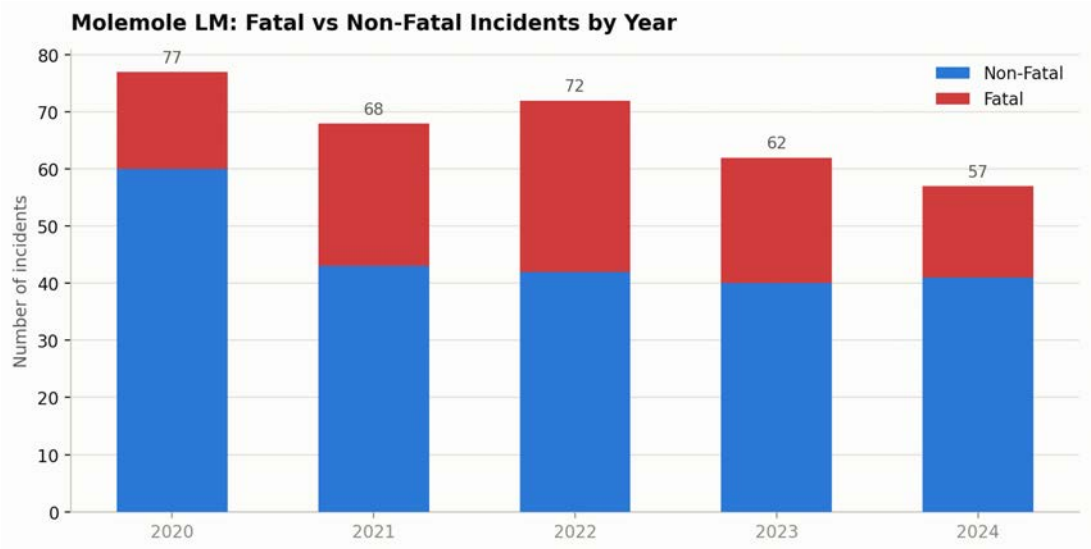


Figure 22: Share of incidents that were fatal, by cause category.

Incidents are also concentrated in time. Saturday is both the highest-volume day (68 incidents, 20%) and by far the highest-fatality day (47.1%); weekends together account for 41% of incidents but 49% of fatal incidents consistent with weekend leisure/social travel and likely alcohol involvement.

Table 40: Incidents and fatality rate by day of the week.		
Day	**Incidents**	**Fatality rate**
Monday	44	36.4%
Tuesday	38	28.9%
Wednesday	31	22.6%
Thursday	35	34.3%
Friday	49	20.4%
Saturday	68	47.1%
Sunday	71	31.0%

Figure 23: Fatal vs non-fatal incidents by year, Molemole LM.



Fourteen incidents caused two or more deaths each (49 of 145 deaths, 34% see Table 41 below for the six worst); the single most severe was a head-on collision at Matoks RDP Houses on the N1 (23 September 2023: 8 deaths, 11 injuries).

Table 41: Six most severe (multiple-fatality) incidents, 2020–2024				
Date	**Village/locality**	**Road**	**Deaths**	**Injuries**
23.09.2023	Matoks RDP Houses	N1	8	11
16.09.2022	Waterkuil	N1	6	2
04.03.2022	Vreedzaam Farm	R81	5	0
19.11.2022	Global	N1	5	1
24.09.2020	Al3 Farm	R521	4	1
02.06.2021	Ga-Phasha	N1	3	5

Where it happens. The N1 national route carries 39.6% of all incidents (133 of 336) but 51% of all deaths (74 of 145) a 39.1% fatality rate, more than double the R521 (18.8%), the second-busiest road. Ten villages/localities account for 128 incidents (38% of the total); Bylsteel, Ga-Phasha and Kalkbank are tied as the most frequent sites (15 each), while Waterkuil stands out for severity (10 deaths from just 12 incidents).

Table 42: Incidents by road/route, 2020–2024.

Road / route	Incidents	Deaths	Fatality rate
N1 (National route)	133	74	39.1%
R521 (Provincial route)	69	19	18.8%
Unspecified / not recorded	48	29	58.3%
D1200 + D1356 (gravel roads)	38	6	15.8%
R81 (Provincial route)	24	11	25.0%
R36 (Provincial route)	12	4	25.0%

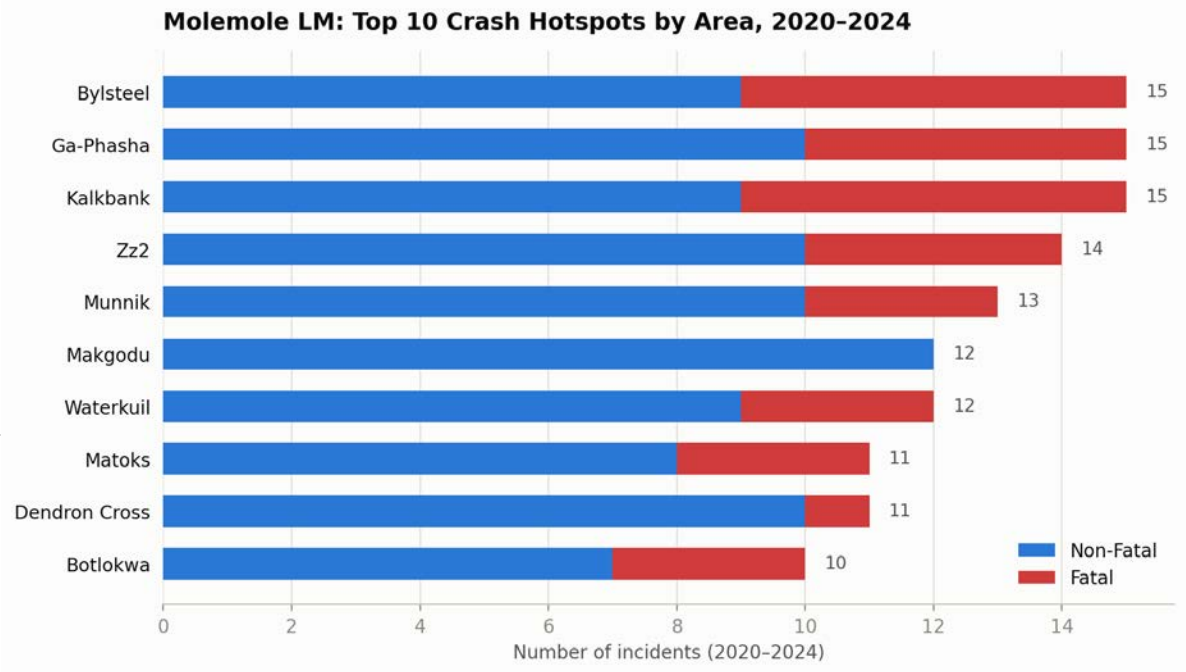


Figure 24: Molemole LM: Top 10 crash Hotspots by Area, 2020-2024

12.3. Existing Road Safety Conditions and synthesis of concerns

The qualitative Status Quo assessment and the quantitative evidence above point to the same set of problems. Roads surfaced and gravel alike suffer potholes, damaged shoulders, poor drainage and erosion, worsened by freight movement on the R521 and N1. Pedestrians

routinely share road space with vehicles because sidewalks and formal crossings are largely absent, especially around villages, schools and public transport nodes the single most severe safety gap confirmed by the data. Animal-drawn carts operate on public roads without separation from motorised traffic, especially at night. Unsafe learner transport (LDVs and unsuitable vehicles), informal taxi stopping and congestion around transport nodes, and a general shortage of signage, markings, traffic calming and street lighting complete the picture all of which help explain the elevated night-time and weekend fatality rates.

Table 43: Synthesis of key road safety concerns, local implications and supporting evidence.

Key safety concern	Local implication	Supporting 2020–2024 evidence
Pedestrian crashes	No sidewalks/crossings near villages, schools, transport nodes	40 incidents; 75% fatality rate highest of any cause
N1 corridor risk	Single most dangerous route in the municipality	39.6% of incidents; 51% of deaths; 39.1% fatality rate
Weekend / night risk	Elevated risk Friday evening–Sunday, poor lighting	Weekends = 41% of incidents, 49% of fatal incidents; Sat 47.1%
Hotspot villages	Risk concentrated in a few settlements	10 villages = 128 incidents (38% of total)
Reckless driving / following distance	Speeding and tailgating on rural roads and corridors	Largest specific cause: 49 incidents (14.6%)
Animal-drawn carts / livestock	Shared road space, no separation, poor night visibility	12 incidents; 25.0% fatality rate
Road surface failures	Potholes, gravel erosion, poor drainage	D1200 + D1356 gravel roads: 38 incidents
Freight movement	Heavy trucks damaging roads, conflicting with local traffic	Concentrated on N1/R521, the two highest-incident routes
Learner transport / limited traffic control	Unsafe scholar transport; missing signage, markings, calming, lighting	Qualitative Status Quo finding, not separately coded in DTCS data

12.4. Traffic Management and Road Safety Strategies

The following strategy areas respond directly to Table 44 and underpin the priority action programme in Section 12.5.

Table 44: Traffic management and road safety strategy areas and key measures.	
Strategy area	**Key measures**
Road infrastructure safety	Pothole repairs, shoulder rehabilitation, drainage, resurfacing and gravel-road maintenance (RAL/SANRAL/Municipality); safety audits on high-risk corridors and hotspots
Pedestrian safety	Sidewalks, formal and raised crossings near schools, pedestrian signage, lighting in villages and transport areas — prioritised on the N1 and R521
Traffic calming	Speed humps, rumble strips, raised intersections, reduced speed zones in villages, school zones and the ten hotspot settlements
Signage and markings	Road signs, centreline/edge-line markings, hazard warning signs — priority on rural roads, high-risk curves, and the N1/R521
Freight traffic management	Heavy-vehicle regulation enforcement, overloading control, truck routing and maintenance planning on freight corridors
Learner transport safety	Safer scholar transport operations, designated loading zones, road safety education, safer pedestrian access to schools
Non-motorised transport (NMT)	Sidewalks, cycling lanes, pedestrian facilities and safer crossings built into all future transport projects
Law enforcement and compliance	Enforcement on speeding, reckless driving, drunk driving, unsafe overtaking, overloading and roadworthiness; joint SAPS operations, weighted to weekends/evenings
Awareness and education	Continuous campaigns on pedestrian safety, learner safety, speeding, alcohol, seatbelts and road-sharing

12.5. Priority Actions for the ITP

Table 45: Priority action programme for traffic management and road safety, Molemole LM ITP.				
#	**Priority**	**Key actions**	**Lead**	**When**
1	N1 corridor upgrade	Medians, crossings, lighting, speed-calming at hotspots; speed enforcement	SANRAL/RAL/SAPS	Short med
2	Pedestrian safety programme	Crossings, sidewalks on N1/R521 near villages, lighting, lower speed limits	Municipality/RAL	Short
3	Weekend/evening enforcement	Visible policing, drunk-driving checkpoints Fri–Sun	SAPS	Immediate
4	Hotspot village interventions	Engineering audits and calming at the 10 hotspot villages	Municipality/RAL	Medium
5	Driver-behaviour enforcement & education	Speed/following-distance enforcement + public education	SAPS/Municipality	Ongoing
6	Road & signage maintenance	Pothole/shoulder/drainage repairs; signs and markings on rural roads	RAL/SANRAL	Ongoing
7	Freight management	Heavy-vehicle enforcement, overloading control, truck routing	RTI/SAPS	Ongoing
8	Learner transport & NMT	Safer scholar transport; sidewalks/cycling lanes in future projects	Education/Municipality	Short–long
9	Data system improvement	Standardise DTCS capture forms; refresh evidence base for next ITP review	DTCS/Municipality	Short

12.6. Conclusion

Between 2020 and 2024, Molemole LM recorded 336 road traffic incidents, 110 fatal, resulting in 145 deaths and 650 injuries. Incident volume fell 26% but severity rose through the middle of the period before easing in 2024. Three areas offer the highest-value ITP intervention: the N1 corridor (40% of incidents, over half of all deaths, double the fatality rate of any other road); pedestrian safety (75% fatality rate, the highest of any cause); and weekend risk (Saturday alone: a fifth of incidents, the highest fatality rate of any day). Driver behaviour and loss of vehicle control remain the largest contributors to incident volume and should be addressed through sustained, paired enforcement and education. The municipality should treat road safety, underpinned by an improving evidence base (Section 2 and Table 8, priority 9), as a core, funded component of transport planning, in line with the National Road Safety Strategy 2016–2030 and the NLTA.

13. TRANSPORT FUNDING AND IMPLEMENTATION PLAN

13.1. Introduction

This chapter presents the Transport Funding and Implementation Plan for Molemole Local Municipality as part of the ITP. The chapter outlines the investment required to improve transport infrastructure, address service delivery gaps, and guide the implementation of projects over the short term (0–5 years), medium term (5–10 years), and long term (10+ years).

At the time the Capricorn District Municipality ITP (2022–2027) was finalised, Molemole Local Municipality did not have an approved LITP. This ITP, prepared by MLJ Consulting on behalf of the Limpopo Department of Transport and Community Safety (LDTCS), is therefore the first standalone transport plan developed specifically for Molemole Local Municipality and is aligned with the Molemole IDP 2026/2027.

13.2. Policy and Legislative Framework

Table 46: TRANSPORT FUNDING AND IMPLEMENTATION PLAN: POLICY	
Legislative / Policy Instrument	**Funding / Implementation Implication**
National Land Transport Act, No. 5 of 2009 (NLTA)	Requires MLM as Planning Authority to prepare and maintain an ITP incorporated into the IDP. Section 27 provides for the Municipal Land Transport Fund.
Division of Revenue Act (DORA)	Governs conditional grants: MIG, RRAMSG, PTOG, PTNG, INEP, EPWP.
Municipal Finance Management Act, No. 56 of 2003	Governs capital budgeting, MTREF, borrowing, and asset management. All ITP capital projects require IDP budget alignment.
Municipal Systems Act, No. 32 of 2000	Requires ITP integration with IDP and SDBIP.
National Land Transport Strategic Framework (NLTSF), 2017	Links funding approval to professional capacity; emphasises intergovernmental coordination.
CDM DITP 2022–2027	District-level plan this LITP must align with. CDM DITP project costs are referenced in this chapter but are district totals MLM-specific shares require detailed design.
Molemole IDP 2026/2027	Primary municipal planning and budgeting instrument. Confirmed IDP project costs in this chapter are drawn directly from the IDP MTREF.
Molemole SDF (2017/18 Review)	Nodal priorities: Mogwadi, Mohodi, Mphakane/Botlokwa, Morebeng to inform where transport investment is concentrated.

13.3. Current Transport Expenditure Baseline

13.3.1. Municipal Capital Budget

The Final IDP 2026/2027 confirms a total capital budget of approximately R89.57 million for the 2026/27 financial year, of which approximately R70.67 million (about 79%) is funded from capital grants and transfers and approximately R18.90 million from internally generated funds. Of this, R25.78 million, funded through the Municipal Infrastructure Grant (MIG), has been confirmed for the Upgrading of Vuka to Madiehe Internal Streets (Tech-001-2026/2027) the only confirmed road transport capital project for 2026/27. Table 40 presents the capital expenditure trends together with the confirmed allocations over the MTREF period, as set out in the Final IDP.

Table 47: CURRENT TRANSPORT EXPENDITURE BASELINE					
Functional Category	**2022/23 Audit (R'000)**	**2023/24 Audit (R'000)**	**2024/25 Audit (R'000)**	**2025/26 pre-audit (R'000)**	**2026/27 Budget (R'000)**
Road Transport	39 378	58 290	19 515	18 900	25 776*
Community & Public Safety	(40)	1 929	1 929	1 485	n/a
Trading Services (Energy, Water, Waste)	7 437	54 588	31 020	13 129	n/a
Governance & Administration	6 040	7 471	7 471	5 542	n/a
TOTAL CAPEX	**52 855**	**65 335**	**52 823**	**34 817**	**89 570**

Source: Molemole IDP 2026/2027 Budgeted Capital Expenditure by Functional Classification

13.4. Confirmed IDP Transport and Transport-Related Projects (2026/27 – 2028/29)

The following projects have been confirmed in the IDP 2026/2031 MTREF. The estimated costs are sourced directly from the IDP and provide an indicative budget framework for implementation planning, SDBIP alignment, and future funding or grant application processes. The figures remain subject to detailed design assessments and final project approvals where applicable.

Table 48: CONFIRMED IDP TRANSPORT AND TRANSPORT-RELATED PROJECTS (2026/27 – 2028/29)						
Ref	**Project Name**	**Location**	**2026/27 (R)**	**2027/28 (R)**	**2028/29 (R)**	**Source**
ROADS — Source: IDP 2026/27 confirmed						
Tech-001	Upgrading of Vuka to Madiehe Internal Streets — design of 4.5km and upgrading of 2.0km internal street from gravel to surfacing with dedicated stormwater control (Yr1); upgrading of 1.25km (Yr2); upgrading of 1.25km (Yr3)	Ward 3 & 4	25 775 909	11 987 801	11 987 801	MIG
SHARED INFRASTRUCTURE — Source: IDP 2026/27 confirmed						
Tech-002	Upgrading of Mogwadi Sports Facility Phase 2 (athletic track, 450 grandstands, ablutions, parking, electrical & water)	Ward 10	19 343 241	11 263 614	—	MIG
Tech-003	Upgrade of Morebeng Combi-Courts	Ward 1	5 000 000	—	—	MIG/Own
LAW ENFORCEMENT / LICENSING — Source: IDP 2026/27 confirmed (Own revenue)						
COMM-002	Rehabilitation of Morebeng Traffic Station	Ward 1	300 000	—	—	Own
COMM-003	Upgrading of Mogwadi Driving Licence Testing Centre (DLTC)	Ward 10	1 000 000	—	—	Own
COMM-004	Construction of a DLTC (K53 test track and rally-docking facility) at the Moletji satellite office (replaces the draft's 'law enforcement motorbikes' line item, which does not appear in the Final IDP)	Ward 16	1 200 000	—	—	Own
IDP 2025/26 CARRY-FORWARDS — costs from prior MTREF; must be confirmed in 2026/27 adjustment estimates						
[2025/26]	Sekonye–Springs Internal Streets Phase 2 (completion of prior IDP project)	Wards 5 & 7	22 466 529*	—	—	MIG
[2025/26]	Upgrading of Mogwadi Stormwater Management	Ward 10	—	—	13 000 000*	MIG
[2025/26]	Upgrading of Masedi Riverside Internal Streets	Masedi Riverside	—	—	10 000 000*	MIG
[2025/26]	Upgrading of Mohodi Newstand C Internal Streets	Ward 13	—	—	13 000 000*	MIG
Source: Appeared in IDP 2025/26 MTREF as 2027/28 allocations. Confirmed still absent from the Molemole IDP 2026/2027 (Final) Technical Services capital tables reviewed. Must be confirmed in the next IDP adjustment estimates before commitment.						

13.5. Provincial Projects in Molemole

The RAL and DPWRI project costs presented below are sourced directly from the Final IDP project register (Integration Phase, pp.183-185) and therefore represent confirmed budget allocations by the respective implementing agencies, rather than preliminary cost estimates.

Table 49: PROVINCIAL PROJECTS IN MOLEMOLE LM

Contract	Project Description	Total Project Value (R)	Expenditure to Date (R)	Status
RAL/T1360	Upgrading D3474, D3440, D3434 (Ga-Moleele to Schoongezicht to Ga-Dikgale to Uitkyk)	278 300 000	3 961 647	Design (3% progress) — Final IDP downgrades status from the draft's 'active construction'
RAL/T1291	Upgrading Road D3332 (Rankhuwe to Ga-Moleele via Maribana)	426 535 062	16 397 930	Design stage
RAL/T1004B	Preventative Maintenance - Road D879 (N1 to Matseke to Ramokgopa)	19 999 900	26 761 367	Practical completion (100% construction milestone; 97% overall progress)
RAL/T1140	Preventative Maintenance - Roads D3770 & D3711 (Rita Tickeyline)	26 873 227	12 974 271	Site handed over to contractor (5% progress) — Final IDP revises the draft's 'Early construction'
RAL/T1004A	Preventative Maintenance - Road D879 (N1 to Matseke to Ramokgopa) — separate contract phase from RAL/T1004B	24 561 811	14 803 322	Completion (100%)
DPWRI	3-Year Term Contract: Household Based Routine Road Maintenance (new term contract)	TBC not stated in IDP register	0	Tender stage (5% progress)
DPWRI	3 Years Household Based Routine Roads Maintenance Project at Molemole LM (active cycle)	TBC not stated in IDP register	32 952 805	Construction 26-50% (55% progress)
DPWRI	3-Year Household Routine Roads Maintenance at Molemole Municipality (prior/completed cycle)	TBC not stated in IDP register	46 776 931	Completion (100%)
DPWRI	Preventative maintenance — Road D1200, Mohodi	TBC not stated in IDP register	0	Tender stage

DPWRI	Preventative maintenance — Road D1356, Mokomene	TBC not stated in IDP register	0	Tender stage
DPWRI	Rehabilitation of road P54/1, Munnik towards Morebeng	TBC not stated in IDP register	0	Tender stage
DPWRI	Repairs of flood-damaged road infrastructure (listed as 2 separate contracts in the IDP register)	TBC not stated in IDP register	0	Tender stage

Source: Molemole IDP 2025/26 and 2026/2031RAL and DPWRI project registers. All values are confirmed agency figures.

13.6. Transport Funding Framework

13.6.1. Overview

Transport infrastructure investment within Molemole Local Municipality is primarily funded through national conditional grants, provincial department allocations, and limited municipal own revenue. At present, the municipality has not yet established a Municipal Land Transport Fund (MLTF), although the creation of such a fund remains an important priority to support long-term transport planning and infrastructure maintenance. In addition, the Integrated National Electrification Programme (INEP) is currently being implemented across 15 villages, with funding increasing from approximately R7 million in 2026/27 to about R29 million in 2027/28. Although not a direct transport investment, the programme is expected to improve overall accessibility, safety, and living conditions within rural communities.

13.6.2. National Conditional Grants

Table 50: NATIONAL CONDITIONAL GRANTS			
Grant	**Purpose**	**Administered By**	**MLM Applicability**
Municipal Infrastructure Grant (MIG)	Capital finance to eradicate basic infrastructure backlogs. Primary vehicle for road construction.	COGTA / National Treasury	High — active. Road transport R25.78m (2026/27) confirmed for Tech-001 (Upgrading of Vuka to Madiehe Internal Streets). Annual MIG allocation must be confirmed each DORA cycle.

RRAMSG	Funds rural road condition data collection to guide MIG investment. MIG requires RAMS data for road prioritisation.	Dept of Transport	Applicable — MLM has no RAMS. Application for RRAMSG is a Year 1 priority.
PTOG	Subsidises commuter bus services under contract. Funds all 4 subsidised bus operators in MLM.	Dept of Transport / Province	Active — GNT, Kopano, Bahwaduba and Madodi services funded through PTOG via LDTCS.
PTNG	Funds integrated PT network infrastructure: passenger facilities, NMT, operational subsidies.	Dept of Transport	Applicable (medium term) — for taxi rank formalisation, bus stops, NMT. MLM must prepare business cases.
NDPG	Upgrades identified precincts to stimulate third-party investment.	National Treasury	Applicable at Mogwadi, Mphakane/Botlokwa and Morebeng growth points (medium term).
EPWP	Labour-intensive construction and maintenance. Reduces capital cost through community labour.	DPWI / National Treasury	High — all road maintenance and NMT construction must embed EPWP principles.

13.6.3. Provincial Agency Funding

- RAL: Responsible for the construction and maintenance of provincial D-roads and P-roads within Molemole Local Municipality. Molemole Local Municipality should continue engaging with RAL through the Capricorn District Municipality Transport Forum on an annual basis to motivate for the inclusion of additional community-prioritised roads within RAL's Medium-Term Expenditure Framework (MTEF).
- Limpopo Department of Public Works, Roads and Infrastructure (DPWRI): Currently implementing Household Routine Roads Maintenance term contracts, with six contracts at different stages within Molemole Local Municipality. The municipality should continue advocating for the continuation and expansion of this programme, particularly to support rural road maintenance and local job creation initiatives.
- Limpopo Department of Transport and Community Safety (LDTCS): The department is the commissioning authority for the development of this ITP. It is also responsible for managing Public Transport Operations Grant (PTOG) contracts for subsidised bus operators, overseeing scholar transport subsidy programmes, and facilitating the approval of operating licences through PRE.

13.6.4. Municipal own revenue

Municipal own revenue is primarily allocated towards smaller-scale transport and operational priorities within Molemole Local Municipality. These include upgrades to the Driving Licence Testing Centre (DLTC) and traffic station facilities (COMM-002 and COMM-003 as confirmed in the Final IDP), construction of a new DLTC (K53 and rally-docking facility) at the Moletji satellite office (COMM-004), funding for a Transport Planning Officer position, operational costs associated with the Municipal Transport Forum, the establishment of a Municipal Land Transport Fund (MLTF), and municipal co-funding requirements linked to grant-funded projects. Due to current financial constraints and limited revenue capacity, the municipality cannot fund large-scale transport infrastructure projects

from its own revenue sources.

13.6.5. Municipal Land Transport Fund and Alternative Sources

Molemole Local Municipality should prioritise the establishment of a MLTF within two years following the adoption of the ITP. In addition to traditional government funding sources, the municipality should also explore alternative financing opportunities such as Development Bank of Southern Africa (DBSA) concessional funding for major road infrastructure projects, Limpopo Economic Development Agency (LEDA) support for tourism-related access roads, and Public-Private Partnership (PPP) models for the development of transport interchanges and related facilities, which the Final IDP identifies as a strategic funding avenue under Local Economic Development. Note: the specific PPP feasibility-study KPI target cited in the draft ITP could not be verified against the Final IDP and should be confirmed with the municipality before re-use.

13.7. Capital Investment Programme

13.7.1. Cost Basis: Legend and Methodology

Every project in the tables below includes a Cost Basis column as follows. This column must be read before interpreting any cost figure.

Symbol	Category	Meaning and reliability
IDP 2026/27	Confirmed IDP budget	- Approved in the Molemole IDP 2026/2027 (Final) capital budget, as adopted by Council. Cost is confirmed and SDBIP-ready. -
IDP 2025/26*	Prior-year IDP carry-forward	- Appeared in the IDP 2025/26 MTREF. - Must be confirmed in the 2026/27 IDP adjustment estimates before being treated as committed budget.
CDM ITP	CDM DITP district reference	- Referenced in the CDM DITP 2022–2027 as a district-level programme. - MLM's specific share and detailed project cost have not been determined. - Cost shown is indicative based on the district total; detailed design required before budgeting.
ROM	Rough order of magnitude	- Derived from general South African municipal construction benchmarks (SANRAL road cost norms, ASAQS rates, SALGA comparators). - No Bills of Quantities, site investigation, or detailed design has been undertaken for Molemole. - These figures must not be used for contract procurement or SDBIP without detailed design and an independent cost estimate.

13.7.2. Prioritisation Criteria

Table 51: CAPITAL INVESTMENT PROGRAMME-PRIORITISATION CRITERIA		
Priority	**Criterion**	**Rationale**
1	Safety and access to essential services	Roads serving clinics, schools, police stations, and DLTCs are highest priority.
2	Connectivity of SDF Growth Points and corridors	Investment at Mogwadi, Mphakane/Botlokwa, Mohodi, and Morebeng in line with SDF and CDM ITP.
3	Rural accessibility and service gaps	IDP ward submissions and stakeholder engagement confirm gravel internal roads and absent NMT as the most urgent issues.
4	Alignment with RAL/DPWRI programmes	Avoids duplication; ensures complementarity with provincial agency pipelines.
5	Job creation potential (EPWP)	Projects using labour-intensive construction are prioritised for EPWP funding.

13.7.3. Short-Term Capital Investment Programme (2026/27 – 2030/31)

Projects are listed with their Cost Basis. Green = confirmed IDP budget. Blue = prior IDP carry-forward. Amber = CDM DITP reference. Red = ROM estimate. All costs are in 2026 Rand values.

Table 52: SHORT-TERM CAPITAL INVESTMENT PROGRAMME (2026/27 – 2030/31)						
No.	**Project**	**Location**	**Est. Cost (R)**	**Cost Basis**	**Agent**	**Funding Source**
ROADS AND STORMWATER						
R1	Upgrading of Vuka to Madiehe Internal Streets — gravel to surface (design 4.5km + upgrading 2.0km with stormwater control, Yr1; 1.25km Yr2; 1.25km Yr3)	Ward 3 & 4	R49 751 511 (3-year total)	**IDP 2026/27**	MLM	MIG
R2	Sekonye–Springs Internal Streets Phase 2 — completion of prior IDP project	Wards 5 & 7	R22 466 529	**IDP 2025/26**	MLM	MIG
R3	Mogwadi–Botlokwa gravel road — detailed design and land tenure survey	Wards 6 & 10 corridor	TBC — to be scoped	**ROM**	MLM / RAL	MIG / RAL
R4	Annual regravelling and blading programme — all 16 wards	Municipal-wide	TBC — requires RAMS	**ROM**	MLM	MIG / EPWP
R5	Pothole patching — surfaced municipal roads (annual)	Municipal-wide	TBC — requires RAMS	**ROM**	MLM	Own / EPWP
R6	Mogwadi stormwater management upgrade (carry-forward from IDP 2025/26)	Ward 10	R13 000 000	**IDP 2025/26**	MLM	MIG
R7	Masedi Riverside internal streets upgrade (carry-forward)	Masedi Riverside	R10 000 000	**IDP 2025/26**	MLM	MIG
R8	Mohodi Newstand C internal streets upgrade (carry-forward)	Ward 13	R13 000 000	**IDP 2025/26**	MLM	MIG
R9	Access road to Makgato Cemetery and Clinic	Ward 5	TBC	**ROM**	MLM	MIG / EPWP
R10	Road signs, line markings and speed calming — priority routes	Municipal-wide	TBC	**ROM**	MLM / RAL	MIG / RAL
LAW ENFORCEMENT, LICENSING AND ROAD SAFETY						

Table 52: SHORT-TERM CAPITAL INVESTMENT PROGRAMME (2026/27 – 2030/31)						
No.	**Project**	**Location**	**Est. Cost (R)**	**Cost Basis**	**Agent**	**Funding Source**
LE1	Rehabilitation of Morebeng Traffic Station [COMM-002]	Ward 1	R300 000	**IDP 2026/27**	MLM	Own
LE2	Upgrading of Mogwadi DLTC [COMM-003]	Ward 10	R1 000 000	**IDP 2026/27**	MLM	Own
LE3	Construction of DLTC (K53 and rally-docking facility), Moletji satellite office [COMM-004]	Ward 16	R1 200 000	**IDP 2026/27**	MLM	Own
LE5	Road safety audit — N1 corridor through Mphakane to Morebeng	N1 corridor	TBC (district budget: R4m total)	**CDM ITP**	CDM / SANRAL	CDM / LDTCS
PUBLIC TRANSPORT INFRASTRUCTURE						
PT1	Upgrade and formalise Mogwadi Taxi Rank (shelter, ablution, paving, lighting)	Ward 10-Mogwadi	TBC (district budget: R40m + R140m for all ranks in CDM)	**CDM ITP**	MLM / CDM	MIG / PTNG
PT2	Upgrade and formalise Mphakane/Botlokwa Taxi Rank	Ward 1 / 7	TBC	**CDM ITP**	MLM / CDM	MIG / PTNG
PT3	Upgrade Morebeng Taxi Rank (shelter, ablution, paving, lighting)	Ward 1-Morebeng	TBC	**CDM ITP**	MLM / CDM	MIG / PTNG
PT4	Provision of bus laybys and shelters — N1 and R521 (CDM DITP district budget: R140m for all stops)	Wards 1, 5, 7	TBC (district budget: R140m for all stops in CDM)	**CDM ITP**	MLM / RAL / CDM	PTNG / RAL
PT5	Scholar transport loading zones at 10 priority schools (Phase 1)	Municipal-wide	TBC	**ROM**	MLM / LDTCS	LDTCS / MIG
Table 52: SHORT-TERM CAPITAL INVESTMENT PROGRAMME (2026/27 – 2030/31)						

No.	Project	Location	Est. Cost (R)	Cost Basis	Agent	Funding Source
PT6	Route rationalisation plan — 4 bus companies + taxi + maxi taxi integration; operating licence compliance framework	Municipal-wide	TBC	**ROM**	MLM / LDTCS / PRE	LDTCS / Own
NON-MOTORISED TRANSPORT (NMT)						
NMT1	NMT Survey and Strategy (pedestrian routes, cyclist counts, desire lines) — CDM DITP district budget: R2m	Municipal-wide	TBC (district budget: R2m)	**CDM ITP**	MLM / CDM	CDM / Own
NMT2	Pedestrian footpaths and crossings — Mogwadi CBD	Ward 10	TBC	**ROM**	MLM	MIG / PTNG
NMT3	Shova Kalula bicycle programme — Phase 1 application and distribution (500 bicycles)	All wards	TBC (standardised DoT programme costs)	**DoT Programme**	MLM / DoT	Dept of Transport
TRANSPORT PLANNING AND INSTITUTIONAL CAPACITY						
I1	Recruitment of dedicated Transport Planning Officer (new post to be created)	MLM	TBC (subject to job evaluation and post grading)	**ROM**	MLM	Own / Equitable Share
I2	Development of Road Asset Management System (RAMS)	Municipal-wide	TBC (subject to RRAMSG scope)	**RRAMSG**	MLM	RRAMSG
I3	Formalisation of Transport Forum (ToR, Council endorsement, quarterly meetings)	MLM	TBC (minor operational cost)	**ROM**	MLM / CDM	Own
I4	Establishment of Municipal Land Transport Fund (legal opinion, Council resolution)	MLM	TBC (legal fees)	**ROM**	MLM	Own
I5	ITP 5-year review (due 2030/31)	MLM	TBC (subject to LDTCS / CDM procurement scope)	**CDM DITP**	MLM / LDTCS	LDTCS / CDM

CDM DITP district budget — specific Molemole cost and implementation responsibility must be confirmed with CDM through the Transport Forum. ROM estimate based on typical SA municipal benchmarks — not for budgeting without detailed design.

13.7.4. Medium-Term Capital Investment Programme (2031/32 – 2035/36)

All medium-term costs are ROM estimates or CDM ITP reference figures unless stated otherwise. None should be treated as confirmed budget allocations. They serve as planning-level triggers for feasibility studies and intergovernmental budget engagement during the short-term programme period.

Table 53:MEDIUM-TERM CAPITAL INVESTMENT PROGRAMME (2031/32 – 2035/36)

No.	Project	Location	Est. Cost (R)	Cost Basis	Lead / Funding
ROADS AND CORRIDORS — all ROM unless noted					
R11	Surfacing of Road D2037 (Mogwadi to Bandelierkop) - CDM ITP priority route	Mogwadi corridor	TBC	**ROM**	RAL / CDM / MIG
R12	Surfacing of Road D15 (P54/1) - Morebeng to Vhembe DM boundary	Morebeng north	TBC	**ROM**	RAL (rehab ongoing)
R13	Surfacing of Road D3459 (Ga-Kgare to D1200 gravel section)	Molemole West	TBC	**ROM**	RAL / MIG
R14	Full upgrade of Mogwadi–Botlokwa road - construction phase (design from short-term R3)	Wards 6 & 10 corridor	TBC - design required first	**ROM**	RAL / CDM
R15	Internal road surfacing - Mohodi growth point priority streets	Wards 12 & 13	TBC	**ROM**	MIG / NDPG
R16	Internal road surfacing - Ramokgopa cluster priority streets	Wards 2 & 3	TBC	**ROM**	MIG
R17	Surfacing of D879 extension (Boschbokhoek to D1356) - CDM ITP priority	Eastern Molemole	TBC	**ROM**	RAL / MIG
PUBLIC TRANSPORT FACILITIES - all CDM DITP or ROM					
PT7	Integrated transport interchange - Mogwadi (taxi holding, bus bay, NMT, commercial component)	Mogwadi CBD	TBC	**ROM**	MIG / PTNG / PPP
PT8	Formalise Eisleben Cross Taxi Rank - permanent structure	Ward 2	TBC	**CDM DITP**	MIG / PTNG

PT9	Rural public transport stops / shelters - 50 stops across all wards	Municipal-wide	TBC (district budget: R140m for all stops in CDM)	**CDM DITP**	MIG / PTNG
PT10	Demand-responsive transport for farm workers (vehicles, routes, operating licences)	Agricultural areas	TBC	**ROM**	LDTCS / Private sector
PT11	Formalisation of maxi taxi operations - Mogwadi and Mohodi (PRE applications, ToR)	Mogwadi/ Mohodi	TBC	**ROM**	MLM / PRE / LDTCS
NMT, FREIGHT AND TOURISM ACCESS - all ROM or CDM DITP					
NMT4	NMT network - Mphakane/Botlokwa (pedestrian paths, crossings, lighting)	Ward 1 / 7	TBC	**ROM**	MIG / PTNG
NMT5	NMT network - Morebeng (pedestrian spine: station – taxi rank – health facilities)	Ward 1	TBC	**ROM**	MIG / PTNG
F1	Access road improvements - Machaka Game Reserve and Motumo Trading Post	Molemole East/ R521	TBC	**ROM**	LEDA / RAL
F2	Truck stop facility - Mphakane/N1 corridor (CDM ITP project 20 - district budget: R200m)	Mphakane / N1	TBC (district budget: R200m)	**CDM ITP**	CDM / Private / NDPG
F3	Railway agricultural freight feasibility study - Morebeng station (per IDP 2026/2031)	Morebeng station	TBC	**ROM**	MLM / Transnet / LEDA

ROM = Rough Order of Magnitude (What is left for service delivery after salaries). Not for budgeting without detailed design. CDM ITP District Budget: MLM share and project cost TBD through CDM Transport Forum and detailed design.

13.7.5. Long-Term Investment Intentions (2036 and beyond)

The following are long-term strategic transport planning intentions for Molemole Local Municipality. At this stage, no confirmed budgets have been allocated to these initiatives, and detailed feasibility studies, technical assessments, and cost estimates will need to be undertaken during future ITP review cycles before implementation can be considered:

- Progressive surfacing of major internal roads within key growth points, including Mogwadi, Mphakane/Botlokwa, Mohodi, and Morebeng, to improve accessibility, mobility, and economic development opportunities.
- Investigation into the potential revitalisation of the Morebeng railway station for possible commuter rail services and enhanced agricultural freight movement.
- Development of a long-distance transport node in Mogwadi to support regional and cross-border transport movement along the R521 and Botswana corridor.
- Long-term integration of Molemole's public transport system into the broader Capricorn District Integrated Public Transport Network (IPTN), including integrated ticketing and coordinated route systems.
- Introduction of smart transport management systems, subject to future improvements in digital infrastructure, connectivity, and municipal technological capacity.

13.8. Institutional Arrangements and Capacity Building

13.8.1. Status and Remaining Gaps

Table 54: INSTITUTIONAL ARRANGEMENTS AND CAPACITY BUILDING AND REMAINING GAPS

Gap	Status (2026)	Required Action
Dedicated transport planning officer	Not created	- Create post; advertise; appoint. - Year 1 priority - NLTSF links funding approval to available expertise.

Table 54: INSTITUTIONAL ARRANGEMENTS AND CAPACITY BUILDING AND REMAINING GAPS		
Gap	**Status (2026)**	**Required Action**
IDP budget line for transport planning	Not confirmed	Include operational transport planning budget in 2026/27 IDP adjustment estimates and 2027/28 IDP.
Transport Forum	Not Launched (IDP 2026/2031)	**Launch and Formalise**: - Council-approved ToR - quarterly meetings - secretariat (Transport Planning Officer) - include all four bus companies - taxi associations - metered/maxi taxi operators.
Road Asset Management System (RAMS)	Not developed	- Apply for RRAMSG in Year 1. All future MIG road investment decisions must be informed by RAMS condition data.
Municipal Land Transport Fund	Not established	- Legal opinion Year 1; - Council resolution Year 2; - Operational Year 3.
Maxi taxi /emerging transport regulation	No framework; operating informally	- Engage PRE and LDTCS proactively; - Include operators in Transport Forum; - Compliance notices; Interim operating framework.
ROM cost estimates in this chapter	Unverified	- Initiate detailed designs and BoQs for all ROM projects before IDP inclusion or SDBIP use. - Transport Planning Officer to manage this programme.

13.8.2. Intergovernmental Coordination

MLM must participate in:

- CDM Transport Forum - ITP alignment - RAL pipeline;
- IDP/Budget Representative Forum (annual project integration);
- Limpopo Transport Forum (LDTCS programme funding);
- SALGA Limpopo (peer learning); and -PRASA/Transnet/LEDA bilateral (railway feasibility)

REFERENCES

1. Capricorn District Integrated Public Transport Network Plan, 2022
2. Capricorn District Municipality Integrated Transport Plan, 2023
3. Competition Commission's Market Inquiry into the Land Based Public Passenger Transport Sector, March 2021 (Main Report Non-Confidential)
4. Constitution of the Republic of South Africa
5. Limpopo Development Plan 2025–2030
6. Limpopo Provincial Transport Register
7. Molemole Local Municipality IDP
8. Molemole Local Municipality SDF
9. Moving South Africa: Action Agenda (MSA)
10. National Land Transport Act, 2009 (Act No. 5 of 2009)
11. National Land Transport Strategic Framework, 2017
12. National Land Transport Amendment Act, 2024
13. National Road Safety Strategy 2016–2030
14. National Road Traffic Act, 1996 (Act No. 93 of 1996)
15. National Transport Strategy and Action Plan, 2007
16. State of Road Safety Quarterly Report, January 2025 to March 2025
17. The National Road to Safety 2001–2005 (Strategy Document of the National Department of Transport)
18. White Paper on National Transport Policy, 2021