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DRAFT LITP 2026 - 2031

Thabazimbi Local Municipality Integrated Transport Plan (ITP)

Prepared for: Limpopo Department of Transport and Community Safety (LDTCS)

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Executive Summary

Introduction

The Thabazimbi Local Municipality (TLM) Integrated Transport Plan (ITP) 2026-2031 has been prepared on behalf of the Limpopo Department of Transport and Community Safety (LDTCS) in accordance with the requirements of the National Land Transport Act, 2009 (Act No. 5 of 2009) and the Minimum Requirements for Integrated Transport Plans (2016). The ITP provides a strategic framework to guide transport planning, infrastructure investment, public transport development and mobility improvements within the municipality over the five-year planning horizon.

The municipality occupies a strategically important position within the Waterberg District Municipality and serves as a regional economic hub driven primarily by mining, agriculture and tourism activities. The transport system is characterised by a dispersed settlement pattern, extensive rural areas, high reliance on road-based transport and strong economic linkages between Thabazimbi, Northam, mining operations and neighbouring municipalities.

The purpose of the ITP is to provide an integrated and coordinated approach to transport planning that supports economic development, improves accessibility and mobility, enhances road safety, strengthens public transport services and aligns transport investment with broader municipal development objectives.

Chapter 1: Introduction and Institutional Arrangements

The ITP confirms that transport remains a critical enabler of socio-economic development within TLM. The municipality is classified as a Type 3 Planning Authority and is therefore required to prepare and maintain a Local Integrated Transport Plan that aligns with municipal, district, provincial and national planning frameworks.

A key finding of the institutional assessment is that transport functions are currently fragmented across various municipal departments, limiting coordination and implementation effectiveness. To address this challenge, the ITP recommends the establishment of an Integrated Transport Planning and Coordination Unit (ITPCU) to strengthen transport planning, project implementation, stakeholder coordination and compliance with the National Land Transport Act.

Key institutional findings include:

- Absence of dedicated transport planning capacity.
- Limited coordination between transport-related functions.
- Need for improved transport monitoring and reporting.
- Requirement for an integrated transport planning structure within the municipality.

Chapter 2: Transport Status Quo Assessment

The transport system within TLM is predominantly road-based and heavily influenced by mining-related activities. The municipality has an extensive road network of approximately 870 km, of which approximately 74% remains unpaved. While the strategic corridors provide regional connectivity, many local and rural roads are in poor condition and require significant investment.

The socio-economic profile indicates a population of approximately 96 000 people, characterised by:

- A predominantly youthful and economically active population.
- Strong mining-driven labour migration.
- Significant commuter travel between settlements and mining areas.
- High dependence on public transport and walking for daily mobility.

Road Network:

The strategic road network is centred on the:

- R510 Corridor;
- R511 Corridor; and
- R516 Corridor.

These routes perform critical freight, mining, tourism and public transport functions. However, increasing freight demand, heavy vehicle traffic and maintenance backlogs have contributed to infrastructure deterioration and declining levels of service.

Public Transport

Minibus taxis are the dominant form of public transport within the municipality and account for approximately 77% of public transport trips. Services are primarily operated by:

- Regorogile Taxi Association;
- Northam Taxi Association; and
- Swartklip Taxi Association.

Although public transport services are generally available in major towns, significant infrastructure shortcomings remain, including:

- Inadequate passenger facilities.
- Extensive reliance on informal ranks.
- Lack of shelters and passenger amenities.
- Limited accessibility in rural areas.

Freight Transport

Freight transport is dominated by mining-related logistics. The R510 serves as the municipality's primary freight corridor and supports substantial heavy vehicle activity. Freight infrastructure deficiencies include:

- Lack of formal truck stops.
- Closure of the Northam Weighbridge.
- Limited freight management infrastructure.
- Increasing freight-related impacts on road infrastructure.

Road Safety and Non-Motorised Transport

Road safety remains a significant concern, particularly along the R510 corridor and around mining areas. Accident trends indicate concentrations of fatal crashes associated with speeding, driver behaviour, pedestrian conflicts and freight traffic. Non-motorised transport infrastructure remains limited, exposing pedestrians to elevated safety risks.

Chapter 3: Transport Needs Assessment

The transport needs assessment identified several critical transport challenges requiring intervention during the planning period.

Road Infrastructure Needs

Priority needs include:

- Upgrading and rehabilitation of strategic corridors.
- Improved rural accessibility.
- Gravel road upgrading.
- Stormwater and drainage improvements.
- Improved road maintenance and asset preservation.

Public Transport Needs

The assessment highlighted:

- Need for formalisation of informal public transport facilities.
- Upgrading of taxi ranks.

- Improved public transport accessibility.
- Expansion of passenger facilities.
- Improved connectivity between Northam and Thabazimbi.

Freight Transport Needs

Critical freight-related needs include:

- Reactivation of the Northam Weighbridge.
- Development of truck stop facilities.
- Freight corridor management.
- Improved overloading control.
- Investigation of a future weighbridge facility within Thabazimbi.

Road Safety and NMT Needs

The municipality requires:

- Pedestrian infrastructure improvements.
- School safety interventions.
- Road safety audits.
- Traffic calming measures.
- Improved pedestrian crossing facilities.

Chapter 4: Transport Improvement Proposals

The transport improvement proposals were developed in response to the challenges and needs identified during the transport assessment process. The proposals are organised into strategic programmes aimed at improving mobility, accessibility, safety and economic development.

Key proposals include:

Strategic Road Infrastructure Programme

- R510 Strategic Economic Corridor improvements.
- R511 Regional Mobility Corridor rehabilitation.
- R516 Regional Access Corridor upgrades.
- Rehabilitation and upgrading of priority district roads including D2460, D1309, D1649, D869, D1235, D928, D1031, D1581, D727 and D2702.

Public Transport Programme

- Northam Public Transport Interchange.
- Thabazimbi Public Transport Interchange Upgrade.
- Formalisation of informal public transport facilities.
- Formalisation of pick-up and drop-off facilities.
- Implementation of the Northam-Thabazimbi Scheduled Bus Service.

Freight Transport Programme

- R510 Freight Corridor Management Programme.
- Reactivation of the Northam Weighbridge.
- Investigation of a future Thabazimbi Weighbridge and Freight Control Centre.
- Development of freight staging and truck stop facilities.

Tourism Transport Programme

- Tourism wayfinding and signage improvements.
- Improved access to tourism destinations.
- Investigation of future development opportunities at the Thabazimbi Airfield.

Institutional Programme

- Establishment of the ITPCU.
- Development of transport planning and management systems.
- Annual traffic count programme.
- Roads and Stormwater Master Plan.
- Road Asset Management System.

Chapter 5: Implementation Plan

A structured prioritisation methodology was applied to evaluate projects based on:

- Economic impact.
- Accessibility and mobility benefits.
- Strategic network importance.
- Infrastructure preservation.
- Implementation readiness.

The highest priority projects include:

- R510 Strategic Economic Corridor.
- D2460 Rehabilitation.
- D1309 Upgrading.
- D928 Surfacing.
- Northam-Thabazimbi Bus Service.
- Northam Weighbridge Reactivation.
- ITPCU Establishment.
- Public Transport Interchange Improvements.

Investment Requirements

The total estimated investment requirement for the implementation of the ITP is approximately R1.84 billion. The majority of investment is directed towards road infrastructure improvements, reflecting the extensive road backlog and the strategic importance of the road network to mining, agriculture and tourism activities.

Summary of programme allocations includes:

Programme Name	Summary of budget	% of total budget
Strategic Road Infrastructure Improvement Programme	R309 000 000.00	16.8%
Strategic Road Infrastructure Improvement Programme	R1 353 250 000.00	73.5%
Public Transport Infrastructure Improvement Programme	R44 750 000.00	2.4%
Freight Transport Improvement Programme	R77 350 000.00	4.2%
Tourism Transport Improvement Programme	R4 777 700.00	0.3%

Programme Name	Summary of budget	% of total budget
Non-Motorised Transport (NMT) and Road Safety Improvement Programme	R45 000 000.00	2.4%
Institutional and Planning Improvement Programme	R6 000 000.00	0.3%
Total	R1 840 127 700.00	

Potential funding sources include:

- Municipal Infrastructure Grant (MIG).
- Roads Agency Limpopo (RAL).
- LDTCS transport funding programmes.
- Public Transport Operations Grant.
- Municipal own revenue.
- Mining sector Social and Labour Plans (SLPs).
- Public-Private Partnerships.

Chapter 6: Public Transport Plan and Operating Licence Strategy

The Public Transport Plan confirms that minibus taxis will remain the dominant public transport mode within the municipality over the planning period. The plan provides a framework for improving service quality, infrastructure provision and regulatory compliance.

The assessment identified:

- High utilisation on most public transport routes.
- Over-utilisation of several informal facilities.
- Significant demand for travel between Thabazimbi and Northam.
- Continued dependence on informal public transport facilities.
- Presence of unregistered public transport vehicles on some routes.

The Operating Licence Strategy supports:

- Rationalisation of operating licence allocations.
- Formalisation of existing operations.
- Improved law enforcement and compliance monitoring.
- Alignment of operating licences with observed demand and route capacity.
- Improved regulation of public transport services.

Conclusion

The Thabazimbi Local Municipality Integrated Transport Plan presents a comprehensive and prioritised programme of transport interventions aimed at improving accessibility, mobility, road safety and economic development throughout the municipality. The proposed projects recognise the municipality's role as a strategic mining, freight and tourism hub within the Waterberg District and seek to address long-standing infrastructure backlogs while supporting future growth and investment.

The successful implementation of the ITP will require strong collaboration between TLM, LDTCS, Roads Agency Limpopo, Waterberg District Municipality, the mining sector and other key stakeholders. Through the phased implementation of the proposed interventions, the municipality will be better positioned to provide a safer, more efficient and more integrated transport system that supports sustainable development and improves quality of life for all residents.

List of Acronyms

Acronym	Definition
ITP	Integrated Transport Plan
LITP	Local Integrated Transport Plan
TLM	Thabazimbi Local Municipality
LDTCS	Limpopo Department of Transport and Community Safety
NLTA	National Land Transport Act
NLTSF	National Land Transport Strategic Framework
PLTF	Provincial Land Transport Framework
IDP	Integrated Development Plan
SDF	Spatial Development Framework
SPLUMA	Spatial Planning and Land Use Management Act
RAL	Roads Agency Limpopo
NMT	Non-Motorised Transport
ITPCU	Integrated Transport Planning and Coordination Unit
PRE	Provincial Regulatory Entity
NPTR	National Public Transport Regulator
OLS	Operating Licence Strategy
OL	Operating Licence
MBT	Minibus Taxi
MIG	Municipal Infrastructure Grant
SLP	Social and Labour Plan
PPP	Public-Private Partnership
CBD	Central Business District
GIS	Geographic Information System
LED	Local Economic Development
CoGHSTA	Cooperative Governance, Human Settlements and Traditional Affairs
WDM	Waterberg District Municipality

Glossary of Terms

Term	Definition
Accessibility	Ease with which people can reach destinations, services and opportunities.
Mobility	Ability of people and goods to move efficiently within the transport system.
Freight Transport	Movement of goods by road, rail or other transport modes.
Public Transport	Passenger transport services available to the general public.
Integrated Transport Planning	Coordinated planning of transport infrastructure, services and land use.
Transport Corridor	Route that accommodates significant passenger or freight movement.
Road Hierarchy	Classification of roads according to function and importance.
Overloading Control	Measures to prevent vehicles from exceeding legal load limits.
Weighbridge	Facility used to weigh vehicles for compliance and enforcement purposes.
Truck Stop	Facility providing parking, rest and support services for freight vehicles.
Non-Motorised Transport	Walking, cycling and other human-powered transport modes.
Learner Transport	Transport services used by learners travelling to and from educational facilities.
Transport Interchange	Facility where passengers transfer between transport services.
Operating Licence	Authorisation permitting public transport operations on specified routes.
Road Safety Audit	Formal assessment of safety performance and risks on a road facility.
Transport Demand	The need for movement of people and goods within an area.
Modal Split	Distribution of trips among available transport modes.
Wayfinding	Signage and information systems that assist navigation.
Institutional Capacity	Ability of an organisation to plan, manage and implement programmes.
Implementation Horizon	Time period during which a project is scheduled for implementation.

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1.2 Purpose and Legal Status of the Integrated Transport Plan (ITP)

The **Integrated Transport Plan (ITP)** has been prepared in accordance with the requirements of the **National Land Transport Act, 2009 (Act No. 5 of 2009) (NLTA)**, as well as the “**Minimum Requirements for the Preparation of Integrated Transport Plans**” published in 2016.

In terms of the **NLTA**, all municipalities classified as planning authorities are required to prepare Integrated Transport Plans covering a **five-year planning horizon**, aligned with the municipal Integrated Development Plan (IDP). The Thabazimbi Local Municipality, as a local municipality, is required to prepare a **Local Integrated Transport Plan (LITP)**, which feeds into the Waterberg District Integrated Transport Plan.

The purpose of the ITP is to:

- Provide a coordinated and integrated framework for the planning and provision of transport infrastructure and services;
- Improve accessibility, mobility, and connectivity for all residents;
- Support economic development through efficient movement of goods and people;
- Promote safe, reliable, and affordable public transport systems;
- Integrate transport planning with land-use planning and development objectives.

The ITP is a statutory component of the municipality’s IDP and must be reviewed annually, with a comprehensive revision undertaken every five years to ensure responsiveness to changing conditions and emerging development trends.

Figure 1-2 illustrate the ITP requirements in accordance with the NLTA. As shown, the **Thabazimbi Local Municipality** is categorised a **Type 3 Planning Authority** requiring a **LITP**.

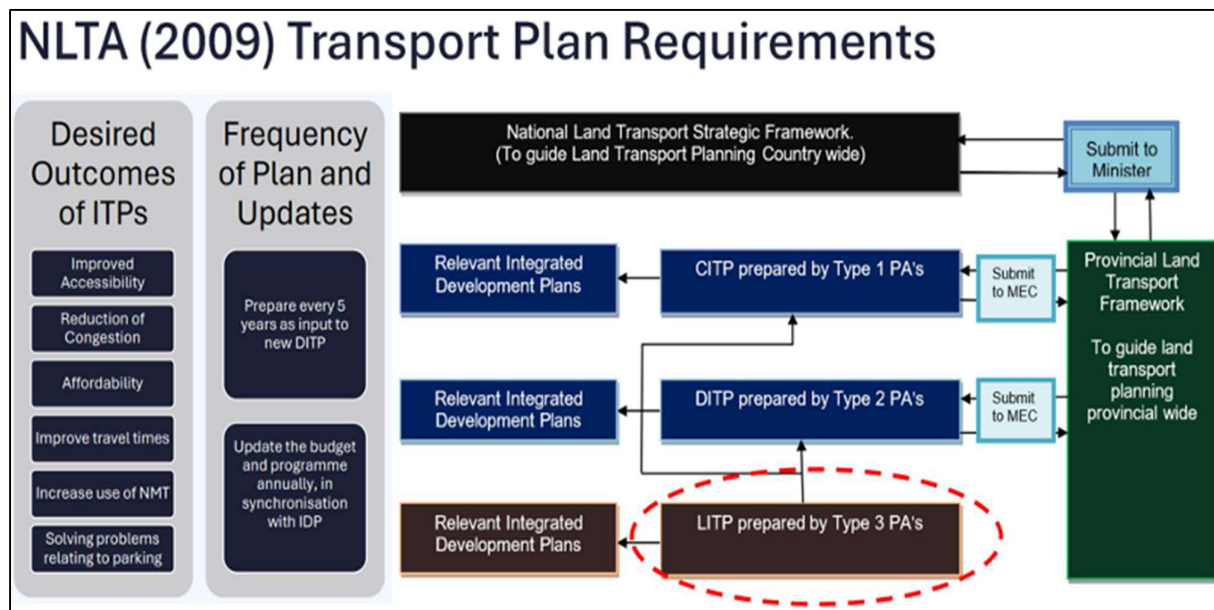


Figure 1-2: NLTA (2009) ITP Requirements

1.3 Responsibility for Plan Preparation

The **Thabazimbi Local Municipality** is the designated planning authority responsible for the preparation and implementation of the Integrated Transport Plan.

The **Limpopo Department of Transport and Community Safety (LDTCS)** has appointed **SMEC South Africa (Pty) Ltd** as the professional service provider to undertake the development of the ITP on behalf of the municipality.

The preparation of the ITP follows a structured and participatory process that includes:

- Engagement with municipal officials and departments;
- Consultation with public transport operators, including taxi associations and bus operators;
- Stakeholder engagement with local communities, traditional authorities, and industry representatives;
- Collection and analysis of transport-related data, including surveys and field investigations.

This collaborative approach ensures that the ITP reflects local needs, priorities, and operational realities while remaining aligned with legislative and policy requirements.

1.4 Scope and Geographic Coverage

The **ITP** covers the entire jurisdiction of the **Thabazimbi Local Municipality** within the Waterberg District Municipality.

The plan addresses all modes of transport and transport-related infrastructure within the municipal area, including:

- National, provincial, and municipal road networks;
- Public transport services (minibus taxis, buses, and informal services);
- Public transport facilities such as taxi ranks and bus stops;
- Non-motorised transport (NMT) infrastructure, including walking and cycling;
- Freight movement and logistics;
- Road safety and traffic management.

The municipality's transport system is predominantly road-based, with no operational passenger rail services. The road network is largely composed of Class 4 roads, with approximately 74% of the network being unpaved, reflecting the rural nature of the municipality.

The geographic scope includes key activity nodes such as:

- Thabazimbi town (administrative and service centre);
- Northam (major mining and employment node);
- Surrounding rural settlements and mining areas.

Figure 1-3 illustrate the Thabazimbi Local Municipality geographic locality and extent of the ITP within the local municipal boundary.

The ITP therefore considers both intra-municipal and inter-regional transport linkages, particularly those associated with mining operations and labour movement.

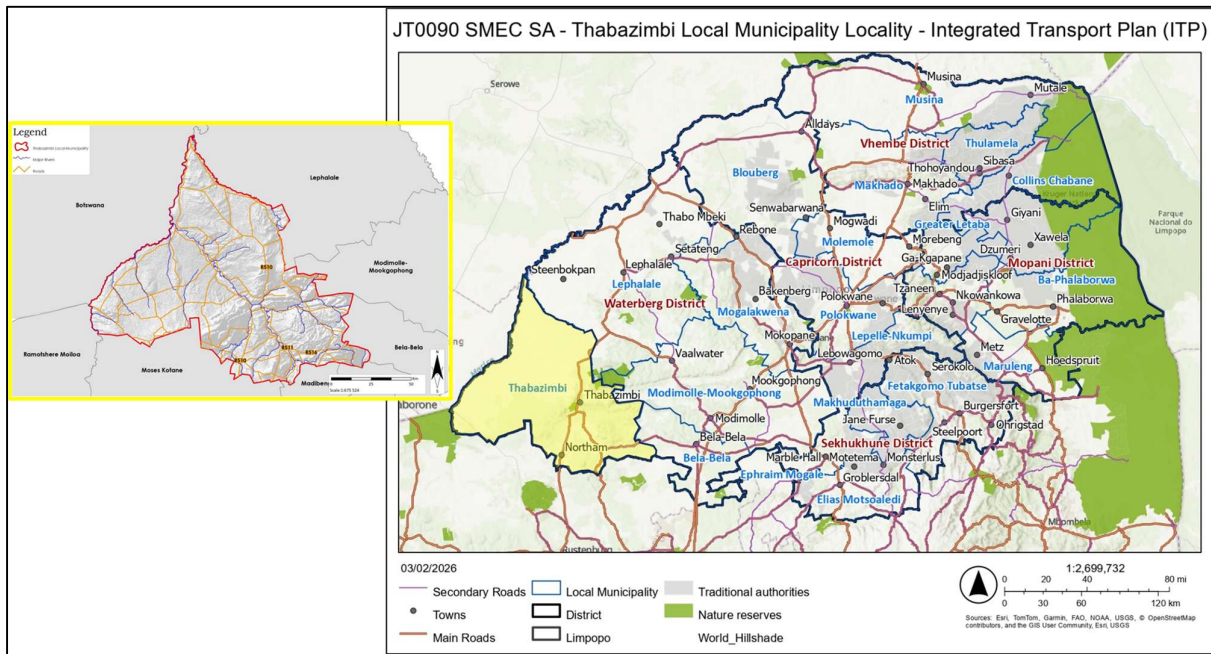


Figure 1-3: Thabazimbi Local Municipality - Locality Plan

1.5 Structure and Format of the LITP

The overall format of this LITP, as provided by the NLTA requirements, covers the following Chapters:

- 1 •Chapter 1: Introduction and Background
- 2 •Chapter 2: Transport Status Quo Analysis
- 3 •Chapter 3: Transport Needs Assessment
- 4 •Chapter 4: Transport Improvements Proposals
- 5 •Chapter 5: Implementation Plan
- 6 •Chapter 6: Public Transport Plan & OLS
- 7 •Chapter 7: Stakeholder Engagement

1.6 Institutional and Organisational Arrangements

1.6.1 Current Organogram and Institutional Context

The **Thabazimbi Local Municipality** operates within a standard municipal organisational structure comprising several functional departments, as seen in Figure 1-4 including:

- Municipal Manager's Office;
- Technical Services;
- Community Services;
- Spatial Planning and Economic Development;

- Budget and Treasury.

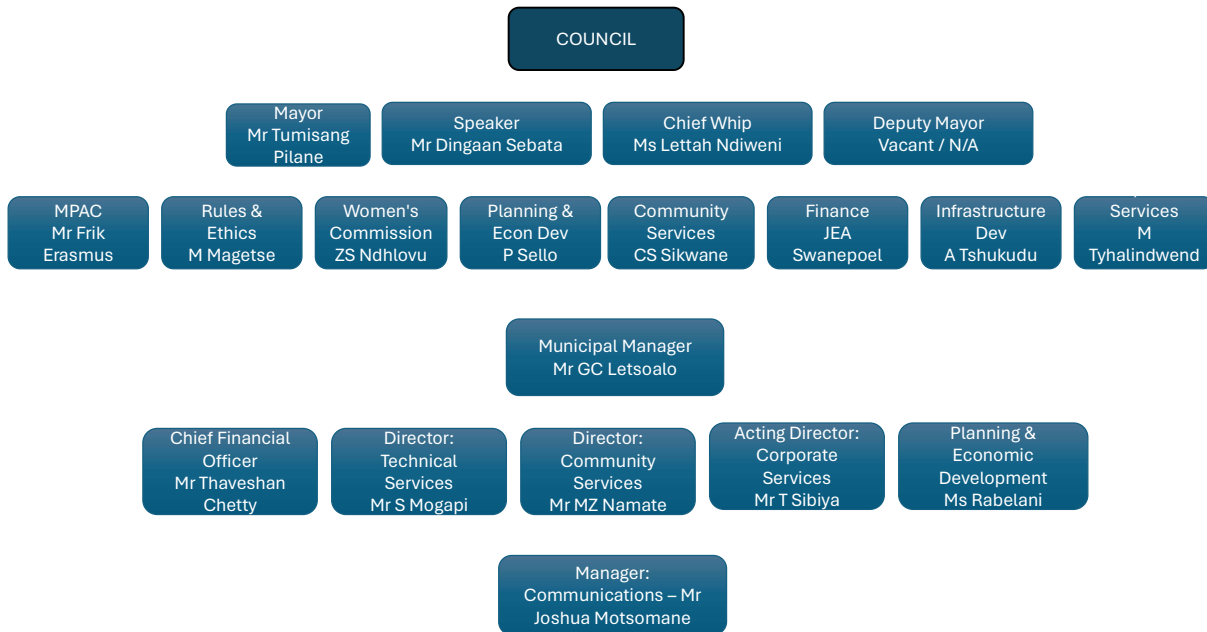


Figure 1-4: Thabazimbi Local Municipality (Municipal & Administration) Organogram (2024)

Transport-related functions within the municipality are currently dispersed across multiple departments rather than being centralised within a dedicated transport planning unit. Typically:

- Technical Services is responsible for road infrastructure development and maintenance;
- Community Services manages traffic enforcement and licensing functions;
- Spatial Planning contributes to land-use and development planning that influences transport demand.

This fragmented institutional arrangement creates several challenges, such as:

- Limited coordination between planning and implementation functions;
- Absence of dedicated transport planning capacity;
- Constraints in integrating public transport, road infrastructure, and land-use planning;
- Challenges in compliance with statutory planning requirements under the NLTA.

Despite these challenges, the municipality engages with stakeholders through informal or ad hoc structures, including interactions with taxi associations and industry stakeholders.

1.6.2 Recommended Organogram for the ITP Unit

To strengthen transport planning and implementation capacity, it is recommended that the Thabazimbi Local Municipality establishes a dedicated **Integrated Transport Planning and Coordination Unit (ITPCU)**.

This unit should be responsible for:

- Development and annual updating of the ITP;
- Coordination between municipal departments and external stakeholders;
- Planning and management of public transport systems;
- Integration of transport infrastructure with spatial development objectives;
- Monitoring and evaluation of transport projects and interventions.

The proposed structure for the ITPCU includes:

- **Head of Unit: Integrated Transport Planning**
 - Overall responsibility for strategic planning, coordination, and implementation.
- **Sub-Unit 1: Transport Planning and Data**
 - Transport Planner (analysis, modelling, planning)
 - GIS/Data Technician (mapping and spatial analysis)
- **Sub-Unit 2: Transport Operations and Infrastructure**
 - Public Transport Officer (operator liaison and services)
 - Roads and NMT Engineer (infrastructure planning and maintenance)
- **Sub-Unit 3: Transport Regulation and Monitoring**
 - Compliance Officer (licensing and regulatory matters)
 - Monitoring & Evaluation Officer (performance tracking and reporting)

Figure 1-5 shows the recommended ITPCU.

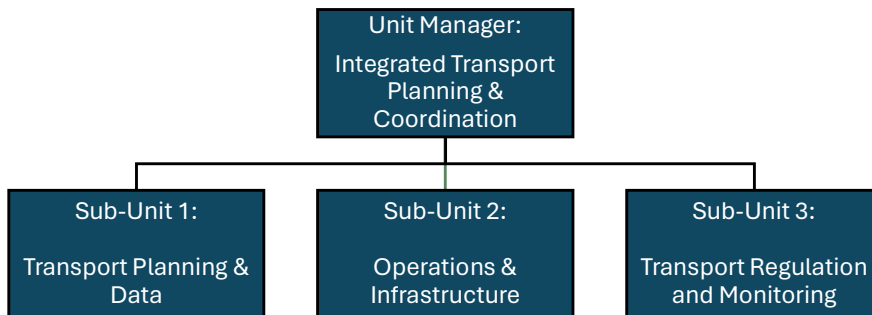


Figure 1-5: Recommended Organogram for the ITPCU

The unit should ideally be located within the **Community Services or Technical Services Department**, depending on institutional alignment, to ensure effective coordination between operational and planning functions.

Establishing this unit will:

- Improve institutional capacity and compliance with NLTA requirements;
- Enable coordinated transport planning and service delivery;
- Enhance stakeholder engagement and responsiveness;
- Support implementation of the ITP and associated projects.

2. Chapter 2: Transport Status Quo

2.1 Background

This chapter presents an assessment of the current transport system within the Thabazimbi Local Municipality (TLM). It provides a comprehensive **overview of existing infrastructure, services, travel patterns, and operational challenges** affecting mobility within the municipality.

The status quo analysis forms the foundation for identifying transport needs, constraints, and opportunities. It integrates findings from:

- Field observations and site visits;
- Public transport facility assessments;

- Stakeholder engagement with transport operators and users;
- Review of existing planning documents and datasets.

The transport system in TLM is predominantly **road-based**, with no operational passenger rail services and limited alternative transport modes. The spatial dispersion of settlements and strong dependence on mining activities significantly influence travel behaviour and transport demand.

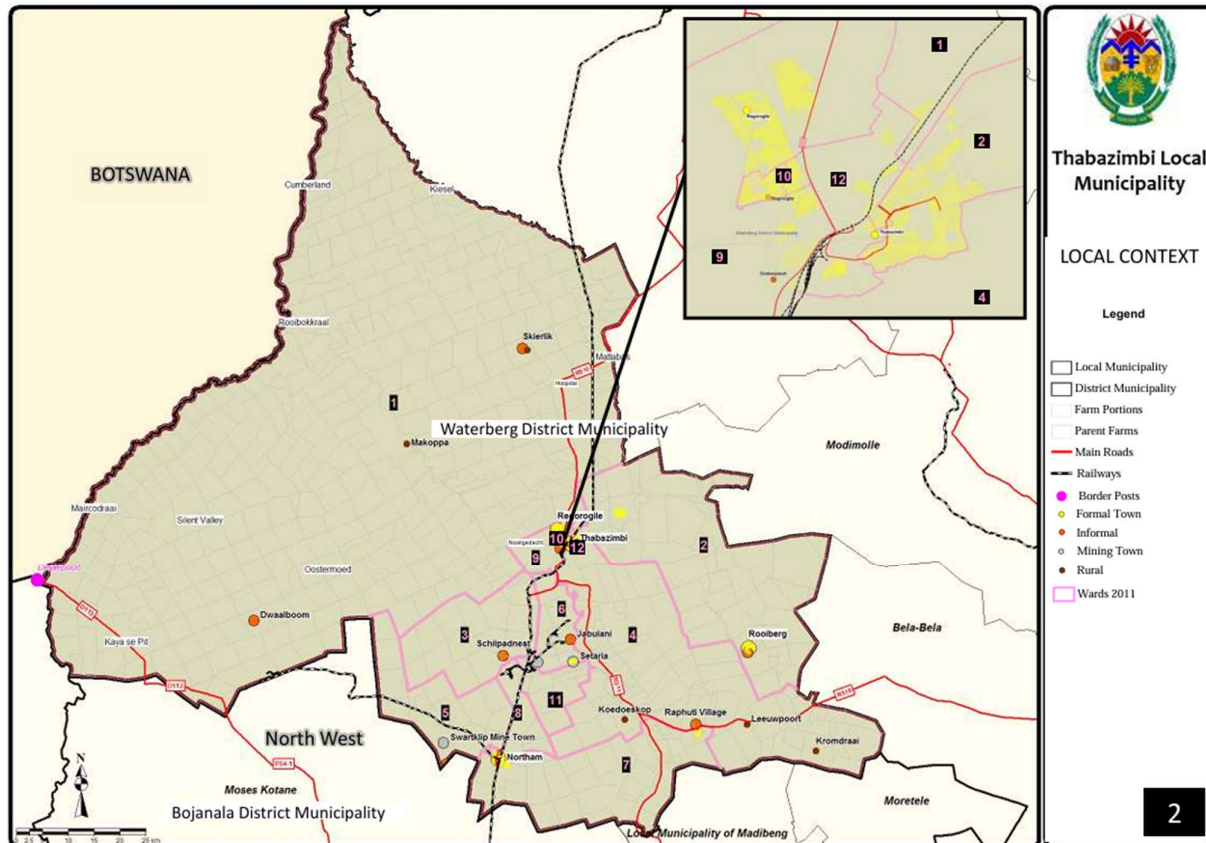


Figure 2-1: Thabazimbi Local Municipality Wards, Towns, Transport Corridors (*Thabazimbi SDF 2014*)

The spatial structure of Thabazimbi Local Municipality, as illustrated in Figure 2-1, reflects a large, predominantly rural municipality characterised by a combination of dispersed settlements, mining nodes, farming areas, and strategically located transport corridors. The municipality falls within the Waterberg District Municipality and shares boundaries with Botswana to the north, as well as neighbouring municipalities such as Modimolle–Mookgophong, Bela-Bela, and Moses Kotane.

Municipal Wards and Spatial Structure:

The municipality is divided into multiple wards (Ward 1 – 12), which are extensive in geographic coverage, particularly in the northern and western areas where settlement density is low.

- Wards 1 and 2 cover large rural and farming areas with limited settlement concentration.
- Central wards (9, 10 and 12) represent the most urbanised zones, centred around Thabazimbi town and Regorogile, which serve as the primary service and administrative hub.
- Southern wards (3, 4, 5, 6, 7, 8, and 11) are more influenced by mining activities, including Northam and Swartklip, and exhibit higher population concentrations.

This ward configuration highlights a polycentric spatial pattern, where development is clustered around key nodes rather than uniformly distributed.

Key Nodes and Settlement Patterns:

The figure indicates a hierarchy of settlements comprising formal towns, mining towns, rural villages, and scattered informal settlements:

- Thabazimbi (in Ward 12) is the primary formal urban node, functioning as the main administrative, commercial, and service centre.
- Northam (in Ward 7) emerges as a critical mining town and economic node, driven by platinum mining operations and associated residential growth.
- Rooiberg serve as secondary node linked to mining and tourism.
- Informal and rural settlements such as Raphuti Village, Skierlik, Dwaalboom, and Koedoeskop reflect dispersed settlement patterns, typically located along transport routes or near economic opportunities.
- Some informal and rural settlements such as Dwaalboom and Makoppa are even further dispersed from the urban key nodes.

Overall, settlement distribution is strongly influenced by proximity to mining areas and transport corridors, resulting in uneven spatial development.

Farm Portions and Rural Land Use:

A significant portion of the municipality is composed of farm portions and parent farms, particularly in Wards 1, 2, and 3. These areas are characterised by:

- Low-density settlements.
- Extensive livestock and game farming.
- Limited access to infrastructure and services.

The dominance of farm portions reinforces the rural character of the municipality and contributes to long travel distances between settlements and service centres.

Mining Areas and Economic Nodes:

Mining activities are clearly concentrated in the southern and central-eastern parts of the municipality, particularly around:

- Northam and Amandelbult mining belt.
- Swartklip mining area.
- Rooiberg mining region.

These mining zones form key economic drivers, attracting labour migration and generating significant commuter flows and freight movements. Mining towns are typically associated with higher population densities and increased demand for transport infrastructure and services.

The spatial configuration depicted in Figure 2-1 demonstrates that Thabazimbi Local Municipality is:

- Highly dispersed and rural, with development clustered around mining and urban nodes.
- Structurally dependent on a limited number of strategic transport corridors.
- Strongly influenced by mining activities, which shape settlement patterns and travel demand.
- Characterised by long travel distances and low accessibility in farm and rural areas.

For transport planning purposes, this spatial context highlights the need to:

- Prioritise key corridors linking economic nodes (Thabazimbi–Northam–mining belt)
- Improve rural accessibility and connectivity to scattered settlements
- Integrate freight and passenger movement planning, particularly in mining areas
- Support multi-nodal development, rather than relying on a single urban centre

2.2 Legislative and Policy Framework

The transport system within Thabazimbi Local Municipality operates within a multi-layered legislative and policy environment that defines responsibilities, planning requirements, funding mechanisms, and operational guidelines. These frameworks ensure that transport planning is integrated, sustainable, and aligned with national development objectives.

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

The **National Land Transport Act (NLTA)** is the principal legislation governing land transport in South Africa. It provides a comprehensive framework for the transformation, restructuring, and integration of the transport sector, including public and freight transport.

A key objective of the NLTA is to ensure that the transport system:

- Meets the mobility and accessibility needs of all users, particularly vulnerable and rural communities;
- Supports economic development and spatial integration;
- Promotes safe, reliable, and affordable transport services.

2.2.1.1 Institutional Responsibilities

The NLTA clearly defines responsibilities across the three spheres of government as follows:

- **National Government** – policy development, regulation, and funding support;
- **Provincial Government** – regulatory oversight and coordination;
- **Municipalities** – designated as transport planning authorities, responsible for preparing and implementing ITPs.

2.2.1.2 Transport Planning Requirements

The Act mandates that municipalities must:

- Prepare Integrated Transport Plans (ITPs) aligned with their Integrated Development Plans (IDPs);
- Ensure integration of land use and transport planning;
- Undertake planning across infrastructure, operations, and regulation.

ITPs must therefore:

- Be updated annually by the responsible Planning Authority (Thabazimbi Local Municipality);
- Provide a 5-year implementation framework;
- Guide investment priorities and project implementation.

Failure to comply with these requirements has been identified as a major contributor to issues such as:

- Congestion on road networks;
- Poor pedestrian infrastructure;
- Uncoordinated development.

2.2.2 Minimum Requirements for ITPs (2016)

The Minimum Requirements for ITPs provide detailed guidance on the preparation, structure, and content of transport plans.

2.2.2.1 Core Components of ITPs

These guidelines require that ITPs must include the following as part of the comprehensive assessment and development of the transport plan:

1. Transport Status Quo Assessment;
2. Transport Needs and Gap Analysis;
3. Transport Strategies and Interventions;
4. Implementation Programme (projects, budgets, timelines);
5. Monitoring and evaluation framework.

2.2.2.2 Planning Principles

The guidelines further places emphasise on the following components or elements of a transport plan:

- Evidence-based planning supported by data;
- Integration across transport modes and sectors;
- Alignment with spatial development objectives;
- Stakeholder participation.

2.2.3 National Land Transport Strategic Framework (NLTsf)

The **NLTsf** provides the strategic direction for transport development in South Africa over a rolling five-year period. It translates national transport policy into actionable priorities for provinces and municipalities.

2.2.3.1 Key Strategic Objectives

The NLTsf focuses on:

- Promoting public transport as the backbone of the transport system;
- Improving rural accessibility and mobility;
- Supporting economic development corridors;
- Enhancing integration between transport modes;
- Encouraging non-motorised transport (NMT) and sustainable mobility.

2.2.3.2 Relevance to Rural Municipalities

In rural contexts such as Thabazimbi:

- Transport systems are typically fragmented and underdeveloped;
- There is heavy reliance on flexible and road-based public transport systems (such as minibus taxis) and some informal public transport systems (such as hitch hiking and utilisation of 4+1's);
- Infrastructure backlogs limit accessibility for the community at large.

The NLTsf therefore places strong emphasis on:

- Improving access roads and public transport infrastructure;
- Supporting affordable and reliable transport services;
- Ensuring equitable access to socio-economic opportunities.

2.2.4 Provincial Land Transport Framework (PLTF)

The **Limpopo Provincial Land Transport Framework** translates national policy into a provincial context, focusing on regional connectivity and service delivery improvement.

2.2.4.1 Key Provincial Challenges

In Limpopo, the following issues have been identified:

- Insufficient public transport services in rural areas, resulting in limited access to jobs and services;
- Poor road infrastructure, particularly gravel roads, which limit service provision;
- Lack of updated transport plans, affecting the ability to regulate the taxi industry effectively.

2.2.4.2 Planning Implications for Thabazimbi Local Municipality

For Thabazimbi Local Municipality, the planning implications in relation to the PLTF include the following:

- The PLTF highlights the need for improved inter-settlement connectivity;
- It supports enhanced taxi industry regulation through updated ITPs;
- It emphasises alignment with provincial economic corridors and mining logistics routes.

2.2.5 Municipal Systems Act, 2000 (Act No. 32 of 2000)

The **Municipal Systems Act** establishes the framework for **Integrated Development Planning (IDP)**, which serves as the primary planning instrument at municipal level.

2.2.5.1 Key Requirements

In accordance with the Municipal Systems Act, municipalities must:

- Develop integrated and coordinated development plans;
- Align sector plans (including transport) with the IDP;
- Ensure community participation in planning processes.

The ITP is therefore not a standalone document but a sectoral component of the IDP, ensuring:

- Alignment between infrastructure, land use, and service delivery;
- Integration of transport priorities into municipal budgeting processes.

2.2.6 Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) – SPLUMA

SPLUMA promotes spatial transformation and development integration, addressing the legacy of fragmented planning in South Africa.

Key SPLUMA principles include the following:

- Spatial efficiency and accessibility;
- Integration of transport and land use planning;
- Promotion of compact and connected settlements.

For Thabazimbi, this implies:

- Strengthening links between settlements and economic nodes;
- Reducing travel time and / or distances;
- Enhancing accessibility through improved transport systems.

2.2.7 Rural Transport Policy

South Africa's Rural Transport Strategy highlights that:

- Approximately 50% of the population lives in rural areas, with higher levels of poverty and limited access to services;
- Transport plays a critical role in economic development and poverty alleviation;

Key Challenges:

- Poor access to transport infrastructure;
- Reliance on informal transport modes;
- Limited availability of formal services;
- High travel costs.

This context is directly relevant to Thabazimbi, which exhibits similar rural characteristics.

2.2.8 Thabazimbi Land Use Scheme (2014)

The Thabazimbi Land Use Scheme (2014) is the municipality's primary statutory instrument for regulating land use, zoning, and spatial development within the municipal area. It was prepared in terms of the Town Planning and Townships Ordinance, 1986, and applies to the entire jurisdiction of the Thabazimbi Local Municipality.

The Scheme provides a structured framework for:

- Managing land development rights;
- Regulating the use of land and buildings;
- Controlling spatial patterns and settlement growth;
- Ensuring compatibility between adjacent land uses.

It forms a critical component of the land use management system (LUMS) and operates in conjunction with the IDP and SDF.

2.2.8.1 Key Provisions of the Scheme:

Land Use Zoning and Development Control, i.e., the Scheme establishes a zoning system whereby:

- All land is assigned a specific use zone;
- Development rights are determined by zoning, including:
 - Permitted uses;
 - Consent uses;
 - Prohibited uses.

Land may only be used in accordance with its assigned zoning, and any deviation requires formal municipal approval. Where land is not specifically zoned, it is generally deemed to be agricultural, unless alternative rights exist.

2.2.8.2 Development Controls and Transport Implications

The Land Use Scheme establishes key development controls, including density, building height, coverage, floor area ratios, building lines, and parking requirements, which regulate how land can be developed across the municipality. These controls ensure orderly spatial development and influence travel demand, accessibility, and urban form.

The Scheme also recognises transport-related land uses such as taxi ranks, parking areas, and transport facilities, while providing for road planning through the reservation of land for future road widening, access control, and intersection safety measures. Parking and loading requirements further support traffic management and operational efficiency.

Overall, the Scheme plays a critical role in linking land use and transport by shaping settlement patterns, travel needs, and infrastructure provision. However, it has limited explicit focus on public transport prioritisation and non-motorised transport, requiring alignment with the ITP to support integrated and sustainable mobility planning.

2.2.9 National Public Transport Regulator (NPTR)

The NPTR Handbook provides guidance on the regulation and licensing of tourist transport services in South Africa, in terms of the National Land Transport Act (NLTA). It outlines the processes for obtaining operating licences and accreditation for transport operators, ensuring that services are provided in a safe, reliable, and regulated manner.

The handbook emphasises that all operators providing road-based public transport services must hold a valid operating licence, which authorises the provision of transport services within defined areas. In addition, operators may be required to obtain accreditation, confirming that they meet prescribed standards related to safety, vehicle condition, and operational capability.

The licensing process involves submission of applications, verification of compliance, and adjudication by the NPTR, with input from relevant stakeholders such as planning authorities. This ensures that transport services are aligned with regulatory requirements and broader planning frameworks.

From a municipal perspective, the NPTR framework has implications for:

- Regulation of public and tourist transport services;
- Coordination between transport operators and planning authorities;
- Ensuring compliance with safety and operational standards.

Overall, the NPTR Handbook reinforces the importance of formalised, regulated transport operations, supporting the objectives of integrated and safe transport systems within the municipality.

2.2.10 NPTR Standard Operating Procedure (SOP) Manual

The NPTR SOP Manual provides a standardised framework for processing operating licence and accreditation applications in terms of the National Land Transport Act. Its purpose is to ensure consistent, transparent, and efficient regulatory processes across national, provincial, and municipal transport authorities.

The manual outlines a structured process for applications, including submission, verification, consultation with planning authorities, public notification, adjudication, and the issuing of operating licences. It emphasises compliance with legal requirements, alignment with municipal Integrated Transport Plans (ITPs), and consideration of factors such as operator suitability, vehicle standards, and stakeholder input.

Overall, the SOP reinforces a formal, rules-based approach to transport regulation, ensuring that public transport operations are safe, compliant, and coordinated with planning authorities. It also highlights the importance of intergovernmental coordination and appeals processes, supporting integrated and accountable transport planning.

2.2.11 Thabazimbi Local Municipality Draft Integrated Development Plan (IDP) (2017 – 2022)

Development planning within Thabazimbi Local Municipality is guided by the Integrated Development Plan (IDP), which serves as the principal strategic instrument to direct socio-economic development, service delivery, and spatial transformation in the municipal area.

The municipality is characterised by a resource-based economy driven primarily by **mining**, **agriculture**, and **tourism** activities. Key economic contributors include iron ore and platinum mining, irrigated and dryland agriculture, and eco-tourism anchored by the Marakele National Park and surrounding game reserves.

The IDP aligns local development priorities with national and provincial frameworks such as the National Development Plan (NDP), Medium-Term Strategic Framework (MTSF), and Limpopo Development Plan (LDP), ensuring coordinated planning and resource allocation across all spheres of government.

2.2.11.1 Development Priorities

The municipality focuses on the following key development priorities:

- Provision and maintenance of basic services (water, sanitation, electricity, roads and waste management);

- Promotion of local economic development (LED) and job creation;
- Enhancement of financial viability and revenue management;
- Strengthening of good governance and public participation;
- Advancement of spatial planning and sustainable land use management.

2.2.11.2 Socio-Economic

The municipality has a population of approximately 96,000 people with a high proportion of youth, placing pressure on employment creation and social services. Poverty and unemployment remain key challenges despite moderate improvements in education levels.

2.2.11.3 Service Delivery

While access to basic services has improved over time, the municipality continues to experience:

- Ageing and inadequate infrastructure
- Water losses and supply challenges
- Electricity supply constraints and reliance on Eskom
- Backlogs in roads, stormwater, and sanitation infrastructure

2.2.11.4 Spatial and Land Use

The municipal area extends over approximately 986,000 hectares and is largely rural in nature, with:

- Extensive livestock and game farming;
- Concentrated mining activities;
- Scattered settlements and growing informal settlements.

Key growth nodes include Thabazimbi / Regorogile (provincial growth point) and Northam (municipal growth point), which drive economic activity and service provision.

2.2.11.5 Key Development Challenges

The municipality faces several structural challenges, including:

- High unemployment and limited economic diversification;
- Housing backlog and proliferation of informal settlements;
- Weak revenue collection and financial constraints;
- Environmental pressures from mining activities;
- Institutional capacity limitations and infrastructure backlogs.

2.2.11.6 Development Opportunities

Opportunities exist to leverage:

- Tourism growth and eco-tourism development;
- Mining sector partnerships and enterprise development;
- Agricultural expansion and Agro processing;
- Private sector investment and regional linkages to Gauteng and neighbouring regions.

2.3 Socio-Economic Profile

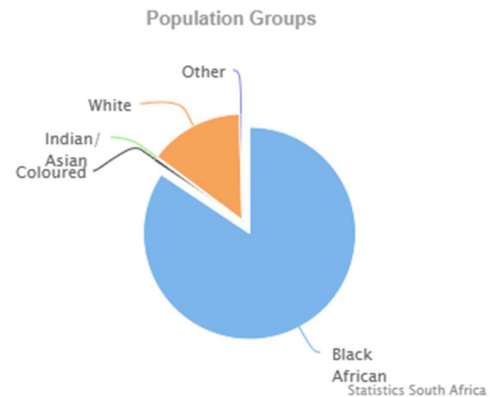
The socio-economic profile of Thabazimbi Local Municipality provides an overview of the demographic, economic and social conditions that shape development within the municipal area. This chapter presents key indicators

relating to population dynamics, employment, income levels, education and household characteristics in order to inform planning and decision-making. Understanding these trends is critical for identifying service delivery needs, addressing poverty and inequality, and guiding sustainable economic growth and development interventions. The analysis further supports the prioritisation of programmes and projects in the IDP by highlighting the key development challenges and opportunities affecting the municipality.

2.3.1 Demographics

The **population composition** of Thabazimbi Local Municipality is predominantly Black African, accounting for approximately 84.3% of the total population, followed by a significant minority of White residents at 14.4%, while Coloured (0.6%), Indian/Asian (0.2%) and Other groups (0.4%) collectively make up a very small proportion of the population.

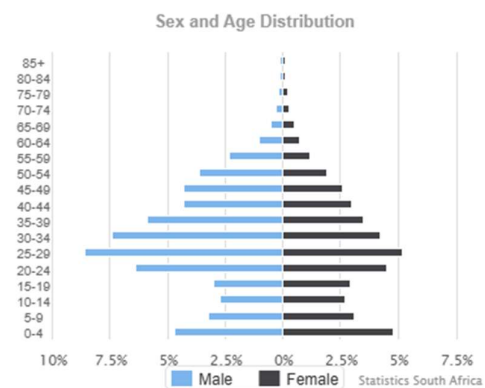
This demographic structure reflects a largely homogeneous population profile with limited diversity, which has implications for planning and service delivery, particularly in addressing historical inequalities, targeting socio-economic development programmes, and ensuring inclusive access to municipal services across all population groups.



The **age and sex distribution** of Thabazimbi Local Municipality reflects a predominantly youthful and economically active population, with a notable concentration in the 20–34 age cohort, particularly among males where peaks occur at 25–29 years (8.6%) and 30–34 years (7.4%), compared to lower female proportions.

Younger age groups (0–19 years) are relatively balanced between males and females, each contributing between approximately 2.7% and 4.8%, while the population steadily declines in the older age categories (60+), indicating a relatively small elderly population.

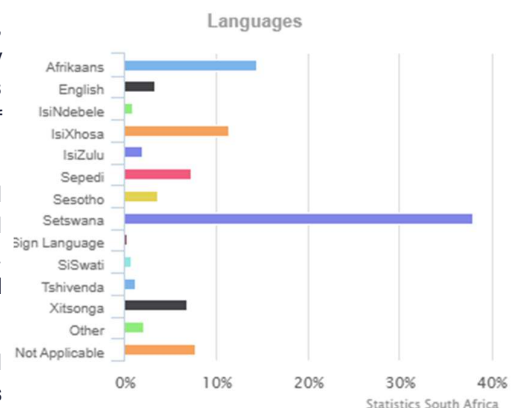
The higher proportion of males within the key working-age groups suggests in-migration linked to mining and economic opportunities. This demographic structure has significant implications for the municipality, highlighting the need for job creation, skills development, and youth-focused socio-economic programmes, as well as planning for future service demands associated with a growing economically active population.



The **linguistic profile** of Thabazimbi Local Municipality is diverse, with Setswana being the dominant language spoken by approximately 38% of the population, followed by Afrikaans (14.5%) and IsiXhosa (11.4%), indicating a strong presence of both indigenous and historically established language groups.

Other commonly spoken languages include Sepedi (7.3%) and Xitsonga (6.8%), while languages such as English (3.3%) and Sesotho (3.6%) are spoken by smaller portions of the population. The remaining languages, including IsiZulu, Tshivenda and others, each account for less than 2% individually.

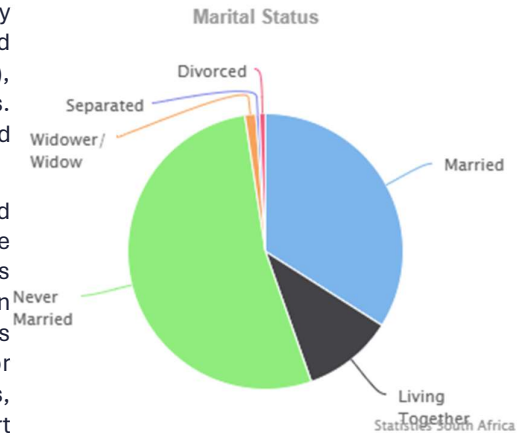
The presence of multiple languages reflects a heterogeneous and mobile population influenced by economic activities such as mining, which attract people from various regions. This diversity



has important implications for municipal communication, requiring inclusive and multilingual approaches to ensure effective public participation, service delivery communication, and access to information across all communities within the municipality.

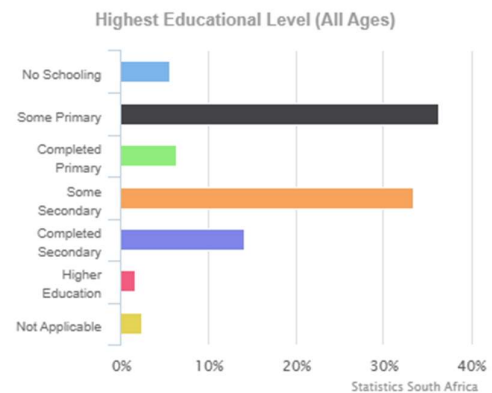
The **marital status** profile of Thabazimbi Local Municipality indicates that the majority of the population is never married (53%), followed by a significant proportion that is married (34%), while 10.6% of residents are living together as married partners. Smaller proportions are recorded for widowed (1.3%), divorced (0.7%), and separated (0.4%) individuals.

This distribution reflects a predominantly young and economically active population, with a high proportion of single individuals, which is consistent with labour migration patterns associated with the mining sector. The relatively low proportion of formally married and previously married individuals suggests household structures are more fluid, which has implications for service delivery planning, particularly in housing typologies, social services, and demand for community-based support programmes.



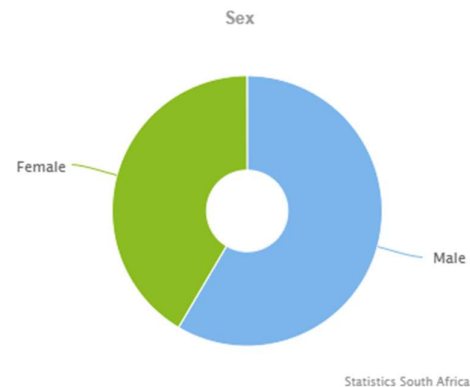
The **educational profile** of Thabazimbi Local Municipality indicates relatively low levels of formal educational attainment, with the majority of the population having either some primary education (36.3%) or some secondary education (33.4%). A smaller proportion has completed secondary education (14.2%), while only 1.6% have attained higher education. Additionally, 5.6% of the population has no schooling, and 6.4% have completed primary education.

This distribution highlights a significant skills gap within the municipality, with limited access to higher education and a large portion of the population not completing secondary schooling. These trends have important implications for local economic development, indicating a need for targeted interventions in education, skills development, and training programmes to support employment creation, improve workforce capacity, and enhance long-term socio-economic growth within the municipality.



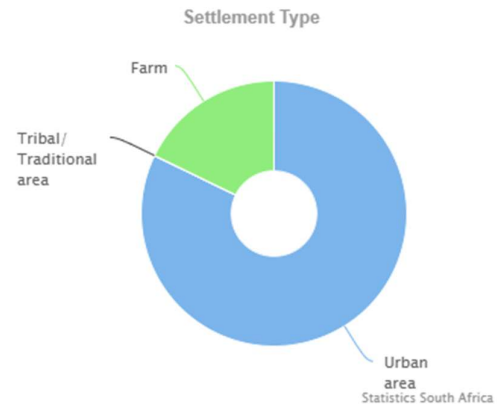
The **sex distribution** of Thabazimbi Local Municipality indicates a male-dominated population, with males comprising 58.5% of the total population compared to 41.5% females. This imbalance is likely attributed to labour migration patterns associated with the mining and related economic sectors, which predominantly attract male workers to the area.

The skewed gender ratio has important implications for planning, particularly in relation to housing demand, social services, and employment programmes, as well as the need to ensure equitable access to services and opportunities for both male and female residents within the municipality.



The **settlement pattern** of Thabazimbi Local Municipality is predominantly urban, with approximately 82.2% of the population residing in urban areas, while 17.8% live on farms and there is no population residing in tribal or traditional areas. This distribution reflects the municipality's economic structure, where mining, industrial activities, and associated services are concentrated within urban centres such as Thabazimbi and Northam.

The relatively high proportion of farm-based population also highlights the continued role of agriculture and dispersed rural settlements in the local economy. This spatial distribution has important implications for infrastructure planning and service delivery, as the municipality must balance the provision of urban services with the logistical challenges of servicing low-density farm areas.



The combined socio-economic profile of Thabazimbi Local Municipality indicates a young, male-dominated and economically active population, largely influenced by mining-driven in-migration, with a predominantly urban settlement pattern (82.2%) and significant linguistic diversity led by Setswana.

The population is characterised by low to moderate education levels, high proportions of never-married individuals, and a limited base of higher skills, which collectively point to ongoing challenges of unemployment, inequality, and skills shortages.

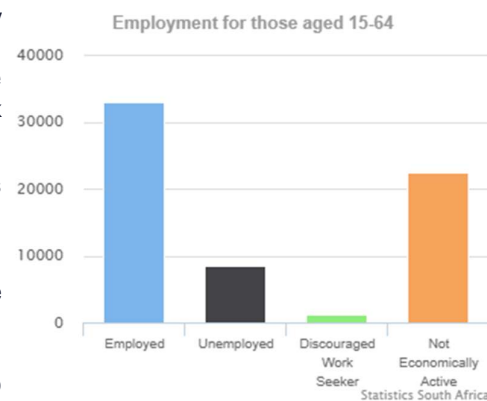
For the TLM ITP, this profile implies the need to prioritise public transport accessibility to urban economic nodes, support mobility for a growing working-age population, and improve connectivity between urban centres and farm areas. Furthermore, the findings highlight the importance of integrating inclusive communication strategies, supporting skills development and job access, and ensuring that transport planning aligns with the spatial distribution of economic activities and population concentrations to enhance access to opportunities and services across the municipality.

2.3.2 Economy

The **employment profile** of Thabazimbi Local Municipality indicates that out of the working-age population (15–64), approximately 32,918 individuals are employed, while 8,562 are unemployed, and an additional 1,236 are discouraged work seekers, reflecting a notable level of labour market exclusion.

A significant portion of the population, 22,438 individuals, is classified as not economically active, which includes students, homemakers and others not participating in the labour force.

This distribution highlights the dominance of employment relative to unemployment, likely influenced by mining and related economic activities; however, the presence of unemployed and discouraged individuals still points to underlying challenges in job accessibility and economic diversification.

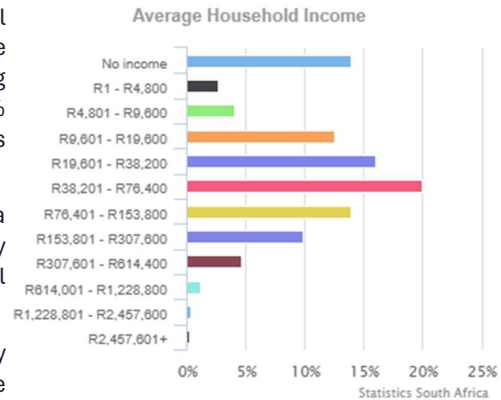


For the TLM ITP, this underscores the need to improve accessibility to employment opportunities through enhanced transport connectivity, support labour mobility between residential areas and economic nodes, and promote inclusive transport solutions that cater for both the employed and economically inactive population.

The **household income** distribution in Thabazimbi Local Municipality reflects a mixed but generally low-to-middle income profile, with the largest proportion of households (20%) earning between R38,201 and R76,400 per annum, followed by 16.1% earning between R19,601 and R38,200, and 14% of households earning no income at all.

Lower-income categories (below R19,600) collectively represent a substantial share of the population, highlighting ongoing poverty and income inequality within the municipality, while only a small proportion of households earn above R307,600 annually.

This distribution indicates limited high-income earning capacity and a relatively narrow middle-income base. For the TLM ITP, these conditions underscore the importance of providing affordable and accessible public transport, prioritising cost-efficiency, and ensuring that transport systems support low-income households by improving access to employment opportunities, services, and economic activities across the municipal area.



The employment and income profiles collectively indicate that, while Thabazimbi has a relatively strong employed base driven by mining activities, a significant proportion of the population remains unemployed, discouraged, or economically inactive, with many households earning low to moderate incomes or no income at all.

This socio-economic reality has direct implications for the TLM ITP, highlighting the need to prioritise affordable, reliable, and accessible public transport systems that support daily mobility between residential areas and key employment centres such as Thabazimbi and Northam.

Transport planning must particularly cater for low-income households and job seekers, ensuring reduced travel costs and improved access to economic opportunities. Furthermore, there is a need to strengthen connectivity to emerging economic nodes and support informal and dispersed labour markets, while accommodating the travel needs of economically inactive groups who rely on transport for access to education, healthcare, and social services. Overall, the ITP should focus on inclusive, cost-sensitive, and spatially integrated transport solutions to support economic participation and reduce socio-economic inequality within the municipality.

2.3.3 Economic Drivers in Thabazimbi Local Municipality

The economy of Thabazimbi Local Municipality is primarily driven by **mining**, **agriculture**, and **tourism**, which collectively influence spatial development patterns, employment distribution, and mobility demand across the municipal area. These sectors generate significant daily travel flows, particularly between residential settlements and key economic nodes such as **Thabazimbi** and **Northam**.

2.3.3.1 Mining Sector

Mining is the dominant economic driver within the municipality, particularly concentrated around **Northam**, **Amandelbult**, and surrounding mining settlements. The sector is responsible for a large share of employment and is a major attractor of in-migration, contributing to a male-dominated and economically active population. Mining operations generate high commuter volumes linked to shift work patterns, as well as significant freight movement of raw materials and inputs along key routes such as the **R510** corridor. These activities place considerable pressure on the road network and strongly influence peak travel patterns and transport demand within the municipality.

Mining operations in Thabazimbi Local Municipality relate to mining of the following minerals:

- Platinum;
- Iron ore;
- Chrome, and
- Other mineral resources.

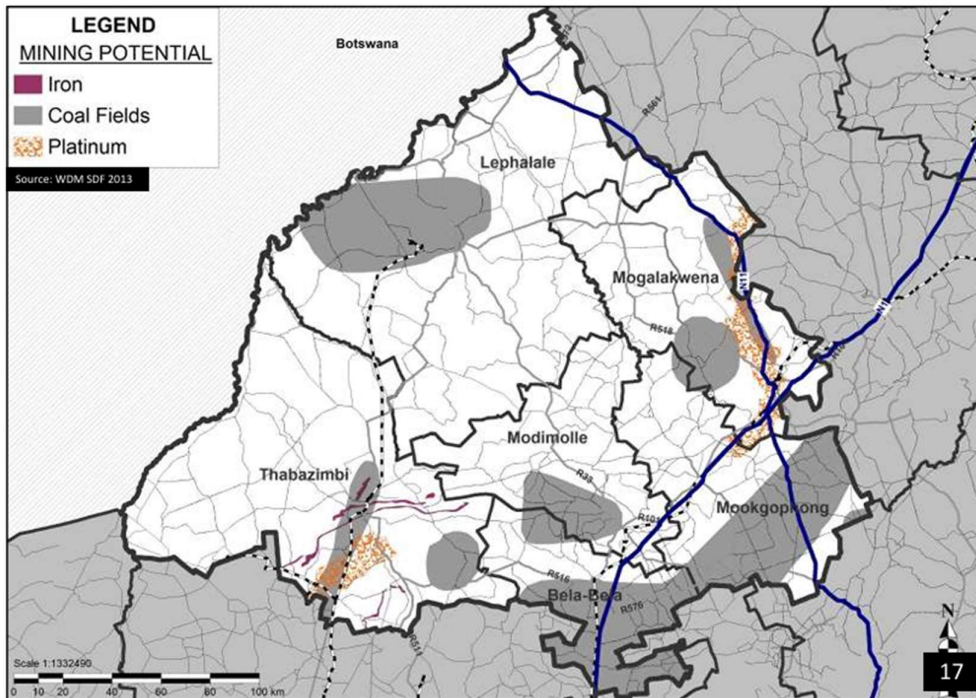


Figure 2-2: Waterberg District Mining Potential (Thabazimbi Regional Context) (*Thabazimbi SDF 2014*)

2.3.3.2 Agriculture Sector

Agriculture remains an important supporting economic activity (Figure 2-3), largely comprising **livestock farming, game farming, and limited crop production** across extensive rural and farm areas (Figure 2-4). Unlike mining, agricultural activities are spatially dispersed, resulting in lower-density travel patterns and reliance on road-based transport for access to markets, services, and employment. This sector contributes to the need for improved rural accessibility and connectivity, particularly along lower-order and often unpaved road networks that serve farming communities.

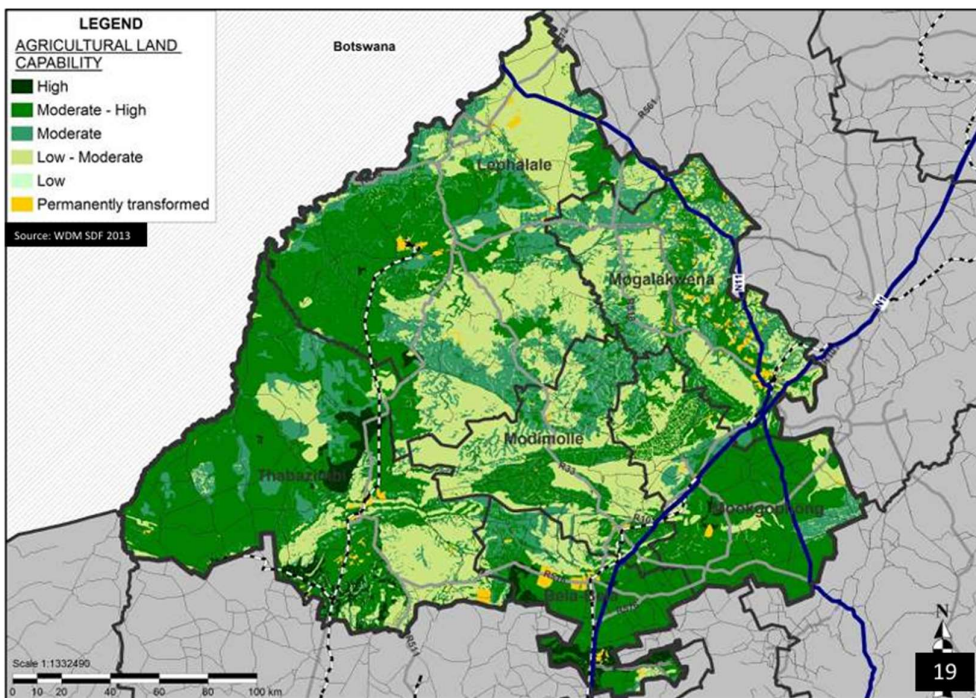


Figure 2-3: Waterberg District Agricultural Land Capability (Thabazimbi Regional Context) (*Thabazimbi SDF 2014*)

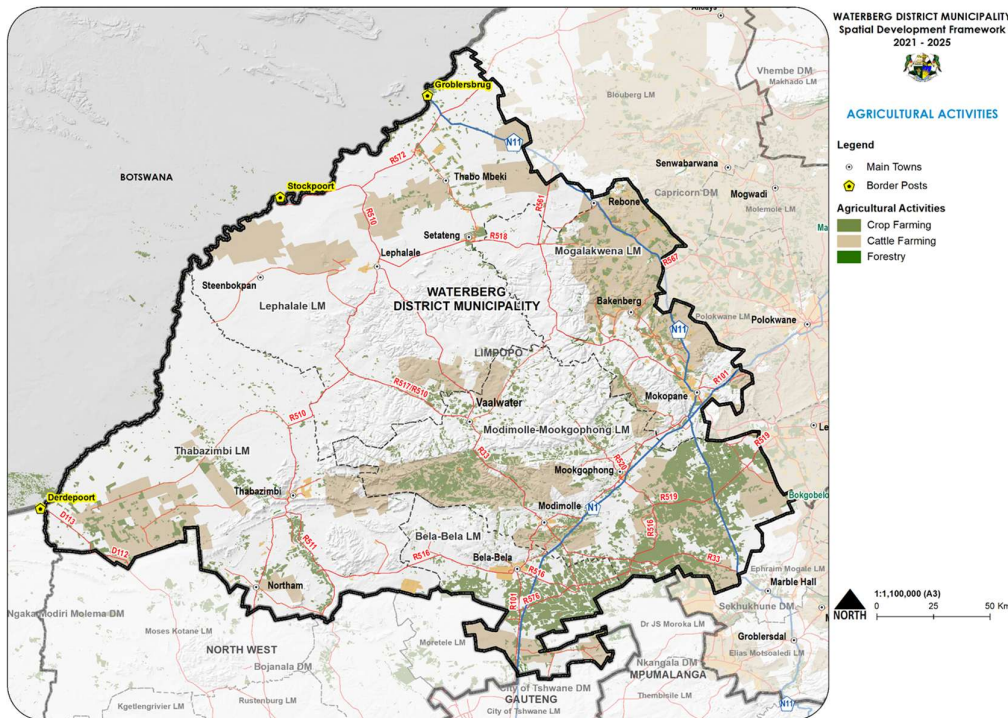


Figure 2-4: Waterberg District Agricultural Activities (Thabazimbi Regional Context) (WDM SDF 2021-2025)

2.3.3.3 Tourism Sector

Tourism is an emerging and growing sector, supported by natural assets such as the **Marakele National Park**, **Waterberg Biosphere**, and private game reserves. The municipality's positioning as an eco-tourism destination generates both local and external travel demand, primarily through private vehicle use and tourist transport services. However, the sector remains constrained by limited accessibility, road conditions, and supporting infrastructure, which affects its full development potential and integration into the local economy.

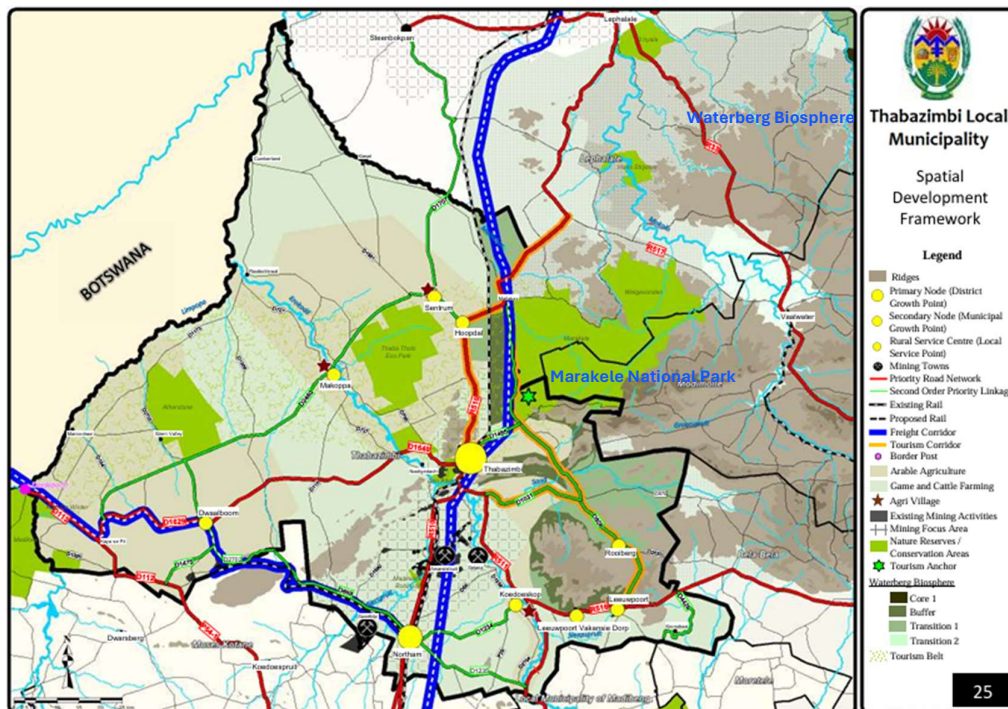


Figure 2-5: Thabazimbi Spatial Development Framework - Tourism Nodes and Routes

2.3.3.4 Trade and Services Sector

In addition to the primary sectors, a small but developing trade and services economy exists within urban centres such as Thabazimbi and Northam. These activities support local livelihoods and provide access to essential goods and services, contributing to intra-urban travel demand. Informal economic activities also play a role in supporting household incomes, particularly for lower-income groups, and are closely linked to public transport accessibility and urban mobility patterns.

2.4 Road Network

The road network of Thabazimbi Local Municipality forms the backbone of mobility and accessibility within the municipal area and plays a critical role in supporting economic activity, particularly mining, agriculture, and tourism. The network is characterised by a hierarchical structure comprising regional routes (provincial roads), and an extensive system of local Class 4 roads (D-Roads), which collectively provide connectivity between widely dispersed settlements, economic nodes, and surrounding municipalities.

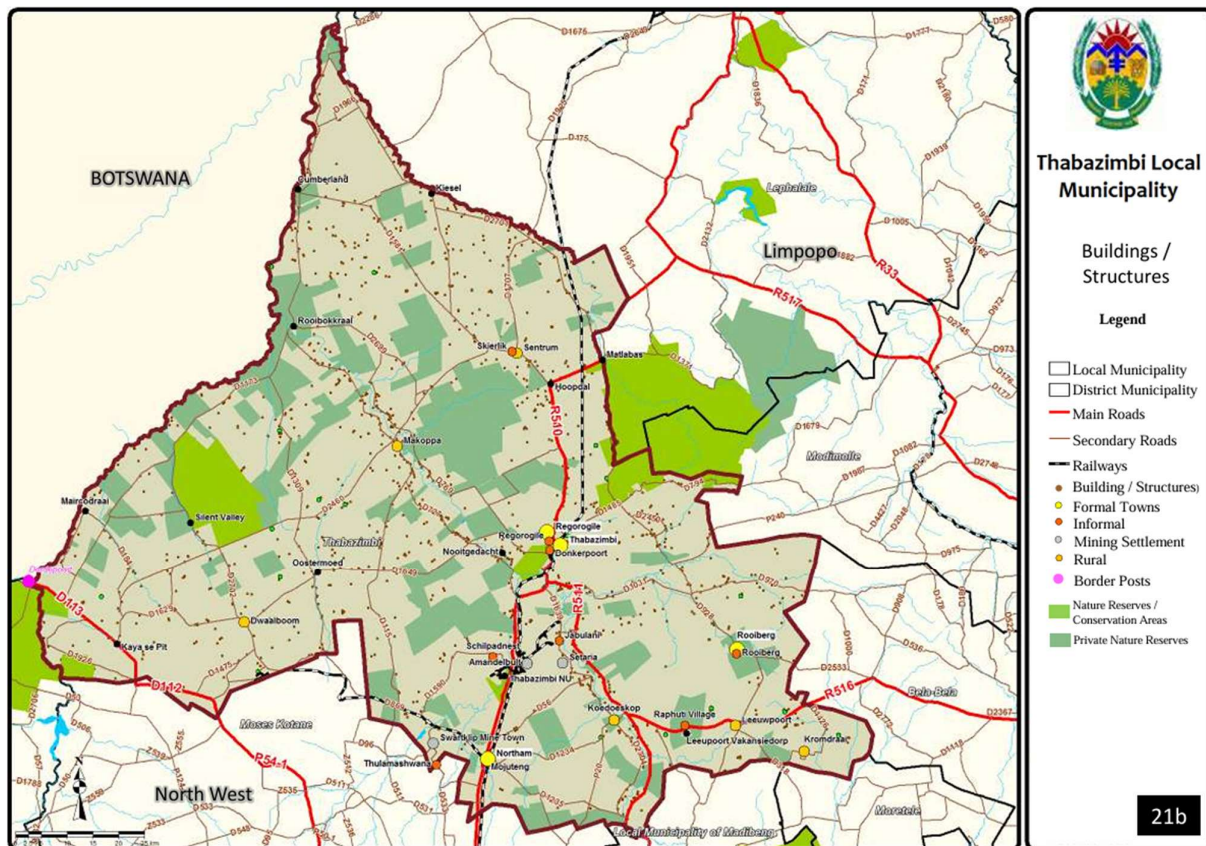


Figure 2-6: Thabazimbi Local Municipality Transport Routes Network

2.4.1 Road Network Classification (Structure and Hierarchy)

The primary road network is structured around key regional corridors, including the **R510**, **R511**, and **R516**, which provide strategic connectivity between Thabazimbi, Northam and neighbouring municipalities such as Lephalale to the north, Bela-Bela to the east and Moses Kotane to the south in the North-West province. These routes serve as the main mobility spine of the municipality, accommodating both passenger and freight movement and linking major economic nodes, including mining areas (in the Northam southern area) and urban centres (Central Thabazimbi).

Supporting these are a network of secondary and local roads, which provide:

- Intra-municipal connectivity (within TLM).

- Commuter movements between settlements, farms, towns and mining areas.
- Freight transport, particularly mining-related goods, including through regional freight transport.
- Regional connectivity within the Waterberg District, and the broader provincial region.

The spatial distribution of these roads reflects a resource-based and historically fragmented development pattern, resulting in long travel distances and limited route alternatives in many parts of the municipality.

Table 2-1: Key Routes in Thabazimbi Local Municipality (Thabazimbi Draft IDP 2025 - 2026)

SETTLEMENT	ROUTES	DESCRIPTION	STANDARD OF ACCESS TO SETTLEMENT
Thabazimbi/Regorogile	P16/2	Route from Rustenburg/Northam to Thabazimbi Classified as a main route to the Botswana border (Stockport) Link with the P84/1 situated in the Lephalale Local Municipality Link to the North West Province (Rustenburg)	High Quality Access
	P110/1	North-South route Classified as a main route to the North West Province (Brits/ Madibeng)	High Quality Access but require serious upgrading due to occurrence of potholes
Northam	P16/2	Route from Rustenburg linking Northam with Thabazimbi Classified as a main route Link with the P84/1 situated in the Lephalale Local Municipality	High Quality Access
	P20-2	East-West route Classified as a main route Link between Koedoeskop and Northam	High Quality Access
Rooiberg	D928	Access road to Rooiberg from Thabazimbi Classified as a main route	High Quality Access, but gravel portion needs to be upgraded to tar road to improve linkage with Thabazimbi
Leeupoort	P20-1	East-West route Classified as a main route between Thabazimbi and Bela-Bela and Northam & Bela-Bela Main access to Bela-Bela	High Quality Access, but requires regular upgrading and maintenance
Dwaalboom	D1649	Access road to Dwaalboom Link between Thabazimbi and Dwaalboom	High Quality Access

The Table 2-1 highlights the key transport routes within Thabazimbi Local Municipality, illustrating a well-defined network of primary corridors that support regional connectivity and access to settlements.

- The P16/2 and P110/1 routes serve as the main north-south and regional connectors, linking Thabazimbi/Regorogile and Northam to major economic centres such as Rustenburg, Lephalale, and the North-West Province, thereby functioning as critical mobility spines for both commuter and freight movement.
- East-west corridors, including P20-2 and P20-1, provide important linkages between settlements such as Koedoeskop, Northam, Thabazimbi, and Bela-Bela, supporting intra-regional accessibility and economic integration.
- Secondary access roads such as D928 (Rooiberg) and D1649 (Dwaalboom) provide connectivity to smaller settlements and border areas, although some routes, particularly gravel roads, require upgrading and ongoing maintenance to improve accessibility and reliability.
- Overall, the network offers generally high-quality access to most settlements, but specific corridors, especially those affected by potholes or unsealed surfaces, require targeted improvements to enhance connectivity, support economic activity, and ensure sustainable transport operations within the municipality.

2.4.2 Road Network Extent and Condition

The total road network within the municipality is approximately **870 km** in length, of which a significant proportion is unpaved. Specifically:

- Approximately 74% (± 645 km) of the network is unpaved, and
- Only about 26% (± 225 km) is surfaced (paved).

This high proportion of unpaved roads is a defining characteristic of the municipality and has several implications:

- Reduced accessibility, particularly during adverse weather conditions.
- Higher vehicle operating and maintenance costs.
- Lower levels of service reliability for both private and public transport.
- Constraints on the provision of formalised public transport services.

The condition of the road network varies across the municipality, with major corridors generally in better condition, while many rural access roads require maintenance and upgrading to meet current and future mobility demands.

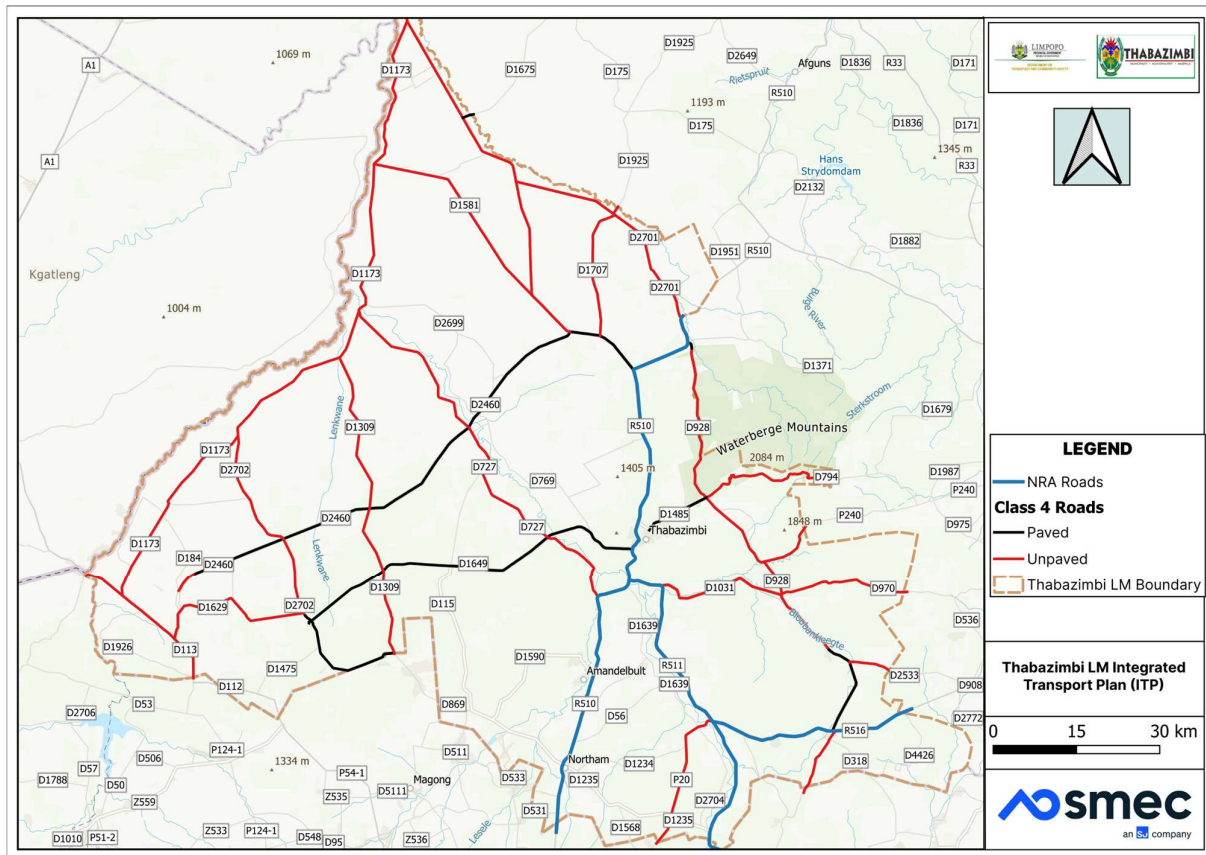


Figure 2-7: Road Network Extent of Paved and Unpaved Surface

As per the Roads Agency Limpopo (RAL) presentation dated June 2025, presented at the Provincial Land Transport Framework (PLTF) progress meeting on Roads Infrastructure (Figure 2-8), several planned road infrastructure interventions were identified within the Thabazimbi Local Municipality, specifically relating to Class 4 roads. These included:

- **D2460:** Planned interventions comprised a combination of reconstruction along the northern section and rehabilitation of the southern section. However, observations from the site visit undertaken by SMEC during the Inception Phase of this ITP indicate that the road is currently in a severely deteriorated state, with sections described as completely undriveable, highlighting an urgent need for intervention.
- **D1649:** This route primarily requires special maintenance across the majority of its length, with a shorter section in the southern portion identified for rehabilitation to restore acceptable operating conditions.
- **D1309:** Proposed works include a combination of Routine Road Maintenance (RRM), with an estimated 5% patching, together with special maintenance interventions to address localized defects and maintain serviceability.
- **D869:** Proposed interventions include Routine Road Maintenance (RRM) with approximately 5% patching along the western section, special maintenance activities along the central section, and rehabilitation works towards the eastern end of the route to restore overall road condition and functionality.
- **D1235:** Planned works comprise a combination of special maintenance and road rehabilitation interventions, aimed at addressing both routine deterioration and structural deficiencies along the route. The section of D1235/10 road connecting the R510 and R511 to the south of Thabazimbi local municipality has been transferred from Province to SANRAL.

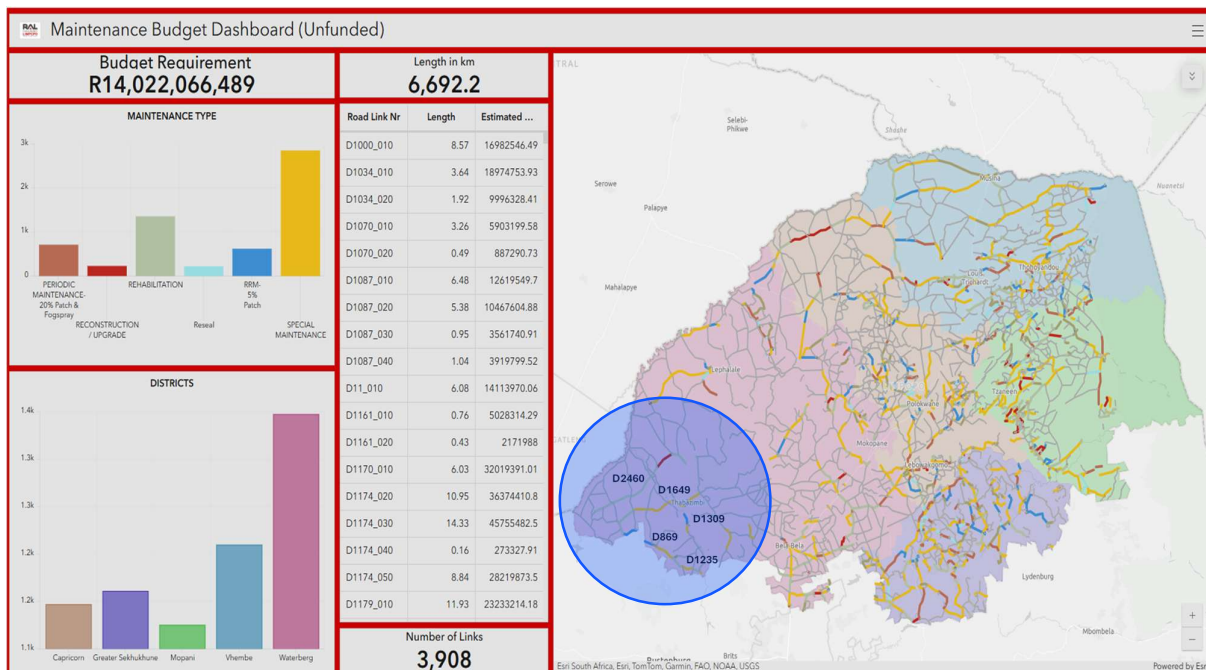


Figure 2-8: RAL Road Maintenance Plan (June 2025)

2.4.3 Key Road Network Challenges:

The road network in Thabazimbi faces several critical challenges, including:

- High proportion of unpaved roads and associated accessibility constraints.
- Infrastructure backlogs, particularly in rural areas.
- Increased road deterioration due to mining-related freight traffic
- Limited funding for maintenance and upgrading of lower-order roads
- Long travel distances and reduced connectivity for dispersed settlements

These challenges impact not only mobility but also economic development, service delivery, and quality of life within the municipality.

The characteristics of the road network have direct implications for transport planning within the ITP, including the need to:

- Prioritise upgrading of key corridors and rural access roads.
- Align road infrastructure improvements with public transport routes and demand.
- Support freight management strategies to reduce the impact of heavy vehicles.
- Improve accessibility and connectivity between settlements and economic nodes.
- Ensure coordinated planning between road infrastructure and land use development.

Overall, the road network in Thabazimbi Local Municipality reflects a rural, mining-influenced transport environment, requiring context-sensitive and prioritised interventions to improve accessibility, reliability, and long-term sustainability.

Table 2-2 is a summary of road condition observations Thabazimbi Local Municipality:

Table 2-2: General Road Condition of Roads



D2460 Road Condition – Paved (Extremely Poor)



D2460 Road Condition – Paved (Extremely Poor))



D1309 Road Condition – Gravel (Poor)



Road D1309 Condition – Gravel (Poor)



D1649 Road Condition – Paved (Good)



D869 Road Condition – Paved (Good)



D1335 Road Condition – Paved (Good)



General Condition of Gravel Roads

2.4.4 Road Safety

Road safety in Thabazimbi Local Municipality must be understood within the broader developmental objectives outlined in the Integrated Development Plan (IDP) 2025/26, which emphasises the provision of safe, sustainable services and infrastructure as a core municipal mandate.

The municipality's vision of creating a "safe environment" and improving basic services, including roads and transport infrastructure, directly aligns with the need to address persistent road safety challenges.

The municipality is characterised by:

- A mining-driven economy (e.g. Northam).
- Significant freight traffic, particularly on regional routes.
- A mix of rural and urban settlements, often linked by lower-standard roads.

These factors contribute to heightened road safety risks, especially along key corridors such as the **R510, R511 and R516**.

2.4.4.1 Overview of Accident Trends (2022 – 2025)

Analysis of the accident dataset for Thabazimbi (2022 – 2024 with partial 2025 trends) reveals several important patterns, as follows:

- **High Fatality Proportion:** A significant proportion of recorded accidents are fatal incidents rather than minor collisions. Many accidents involve one or more fatalities, particularly in **rural and high-speed environments** (e.g. R510 corridor).
- **Concentration Along Key Routes:** The R510 corridor (linking Northam – Thabazimbi – Lephalale) consistently records the highest number of incidents, including fatal crashes. Other notable routes:
 - R511 (Koedoeskop area),
 - R516 (Rooiberg/Grootfontein areas).
 - District roads (e.g. D1235) — often associated with poor road conditions.

This confirms that regional roads carrying mining and freight traffic are the primary high-risk corridors.

2.4.4.2 Key Causes of Accidents

The dataset indicates that road accidents in Thabazimbi are predominantly driven by:

Accident Cause:	Contributions:
Driver Behaviour (Primary Factor)	The majority of incidents are linked to: • Reckless and negligent driving, • Speeding, • Unsafe overtaking / following distance violations, • Driving under the influence (noted in 2024 cases). These are grouped under human error, which is the dominant cause category.
Loss of Control and Vehicle Handling	Frequent causes include: • Loss of control / overturning, • Occurring particularly at Night-time, Early morning hours, and On high-speed rural roads
Pedestrian-Related Incidents	A notable number of fatal incidents involve pedestrians, often:

	• Hit-and-run cases. • Occurring in or near settlements along major roads. This indicates limited pedestrian infrastructure and visibility challenges.
Mechanical Failures	Several cases relate to: • Brake failure, • Tyre bursts. These incidents often involve heavy vehicles or high-occupancy transport, leading to higher injury counts.
Road and Environmental Factors	Contributing factors include: • Potholes, • Poor road surface conditions, • Animal-related incidents in rural areas. Although less frequent than human error, these factors increase accident severity.

2.4.4.3 Temporal Patterns

The temporal distribution of road accidents in Thabazimbi Local Municipality indicates a clear pattern linked to both time of day and days of the week. A significant proportion of serious and fatal incidents occur during late night and early morning hours (**approximately 20:00 (PM) to 05:00 (AM)**), periods typically associated with reduced visibility, driver fatigue, and a higher likelihood of impaired driving.

In addition, there is a noticeable increase in accidents over **weekends**, particularly from **Saturday to Sunday**, which may be attributed to increased social activity, alcohol consumption, and long-distance travel. These temporal trends highlight the heightened risk during off-peak hours and weekends, emphasizing the need for targeted enforcement and awareness campaigns during these high-risk periods.

2.4.4.4 Spatial Risk Profile

The spatial distribution of road accidents in Thabazimbi Local Municipality reveals distinct **high-risk environments** associated with the structure and function of the road network. The **most prominent risk areas** are located along **mining and freight corridors**, particularly the **R510 route** linking Thabazimbi, Northam, and surrounding mining operations. This corridor consistently records a **high number of serious and fatal accidents**, largely due to the **interaction between heavy vehicles, high travel speeds, and long-distance freight movement**. The presence of mining-related transport further intensifies traffic volumes and increases the likelihood of severe collisions.

A **second key spatial risk area** is found on **rural and district roads**, such as the **D1235** and similar routes that provide access to farms, mining sites, and dispersed settlements. These roads are often characterised by **poor surface conditions, limited maintenance, lack of signage, and minimal lighting**, all of which contribute to higher accident risk. Incidents on these routes frequently involve **loss of control, vehicle overturning, and environmental factors such as potholes or animals in the roadway**. These conditions not only increase the probability of accidents but also exacerbate their severity.

A third critical spatial risk profile occurs at **interfaces between road corridors and settlements**, particularly in areas such as **Northam, Koedoeskop**, and parts of **Thabazimbi town**. Here, major roads pass directly through or adjacent to residential areas, creating zones of **high conflict between vehicles and pedestrians**. The accident data reflects a notable number of **pedestrian-related fatalities**, often linked to inadequate pedestrian infrastructure, such as a **lack of sidewalks, controlled crossings, and street lighting**. These settlement interface zones represent some of the most vulnerable locations in the municipality, where human exposure to traffic risks is highest.

Overall, the spatial risk profile of Thabazimbi highlights a pattern where high-speed regional corridors, underdeveloped rural road networks, and poorly managed settlement interfaces converge, creating a complex and high-risk road safety environment that requires targeted, location-specific interventions.

2.4.4.5 Key Road Safety Challenges

Road safety in Thabazimbi Local Municipality is a critical development challenge, driven largely by human behaviour, high-speed regional corridors, and infrastructure limitations. The R510 corridor emerges as the primary risk route, with additional risks on district roads and at settlement interfaces.

The integration of accident data with the IDP highlights the urgent need for targeted infrastructure upgrades, improved enforcement, and enhanced safety planning. Addressing these issues will be essential to achieving the municipality's broader goal of creating a safe and sustainable living environment for all residents.

2.5 Freight Transport

2.5.1 Overview of Freight Traffic

The road network plays a critical role in supporting freight movement associated with mining activities, which are concentrated in the central and southern parts of the municipality, particularly around Northam and Amandelbult.

Key characteristics include:

- High volumes of heavy vehicles transporting raw materials and mining equipment.
- Significant pressure on major corridors, especially the **R510** corridor.
- Accelerated deterioration of road infrastructure due to heavy axle loads.

In addition to road transport, a **rail line traverses the municipality (North-South in parallel to the R510 road corridor and East-West between Northam and Dwaalboom)**, primarily used for bulk freight transport associated with mining operations. While this reduces some pressure on the road network, road transport remains essential for:

- First- and last-mile logistics
- Workforce mobility
- Distribution of goods and services

However, rail infrastructure appears to have limited direct impact on passenger transport, with the system primarily serving industrial logistics.

2.5.2 Review of Freight Transport Implementation Strategy for Limpopo Province

Freight transport within Thabazimbi Local Municipality is strongly influenced by its position within the broader Limpopo provincial freight network, which is characterised by resource-based economic activity, cross-border trade linkages, and regional logistics corridors. The provincial freight strategy highlights that freight movement is primarily driven by mining, agriculture, and regional trade, with significant volumes moving along key road and rail corridors connecting Limpopo to national markets and the SADC region.

Within the Thabazimbi context, freight transport is dominated by mining-related logistics, particularly the movement of bulk commodities such as iron ore and platinum. These activities generate high volumes of heavy vehicle traffic, placing considerable pressure on the municipal road network, especially along strategic corridors linking Thabazimbi, Northam, Lephalale, and the North-West Province. The continued reliance on road-based freight transport is a key challenge, as it contributes to road deterioration, overloading issues, and increased maintenance requirements, which have been identified as critical concerns at the provincial level.

The provincial strategy further emphasises the importance of **rail freight infrastructure** in supporting bulk commodity transport; however, challenges such as limited rail capacity, service quality, and uneven modal

distribution between road and rail persist. As a result, road transport remains the dominant mode for freight movement in municipalities like Thabazimbi, particularly for first- and last-mile logistics and access to mining operations.

In addition, Thabazimbi plays a role within regional and cross-border freight systems, given its proximity to the Botswana border and linkage to major freight routes within the Waterberg District. This contributes to increased transit traffic, further intensifying demand on key transport corridors and reinforcing the need for improved freight management strategies.

Key challenges identified in the provincial freight context that are directly relevant to Thabazimbi include:

- Road infrastructure deterioration and maintenance backlogs.
- Overloading of heavy vehicles and enforcement constraints.
- Limited development of logistics hubs and intermodal facilities.
- Inefficiencies in rail freight utilisation.
- Growing demand linked to mining expansion and regional trade.

Overall, freight transport in Thabazimbi is characterised by a heavy dependence on road-based movement of mineral commodities, supported by a limited but strategically important rail network. The municipality forms part of a broader provincial freight system under increasing pressure from economic growth and cross-border trade, requiring improved infrastructure, better modal integration, and strengthened freight planning to ensure efficient and sustainable transport operations.

2.5.3 Truck Stops and Weighbridges

2.5.3.1 Truck Stops

Based on the Limpopo Freight Transport Implementation Strategy Status Quo Report (2012), the provision of formal truck stops and fuel (petrol/diesel) stations across the province is primarily concentrated along the main freight corridors, particularly the national road network.

In the specific context of Thabazimbi Local Municipality, this has the following implications:

- The municipality is not identified as a major logistics hub within the provincial freight system, with most formal truck stop infrastructure being located along high-volume national corridors (e.g. N1 and key border routes) rather than within more remote or secondary corridors.
- As a result, truck stop and refuelling facilities within and around Thabazimbi are likely to be limited in number, smaller in scale, and primarily service-oriented (fuel stations) rather than fully developed logistics staging facilities (e.g. secure rest areas, overnight parking, or intermodal support).
- Given that road freight dominates the provincial modal split (approximately 90%), the limited distribution of formal truck stops in secondary corridors such as those serving Thabazimbi presents a constraint for:
 - Driver rest and safety compliance.
 - Efficient freight operations (refuelling, staging, maintenance).
 - Management of heavy vehicles within mining corridors.

Furthermore, the report notes the importance of developing intermodal facilities and logistics nodes, including truck-related infrastructure, as part of strengthening the freight system. This highlights a gap in the current network, particularly in municipalities like Thabazimbi where:

- Freight flows are high due to mining activities, and
- Supporting infrastructure such as formal truck stops is not commensurate with demand.

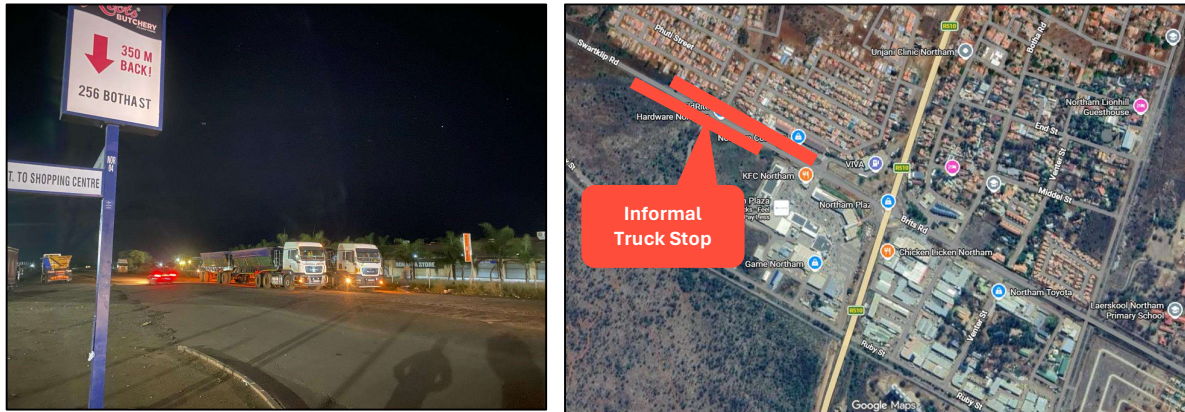
Key Takeaway for the ITP:

In summary, while fuel stations and basic truck servicing facilities do exist, the provision of formalised, well-equipped truck stops in Thabazimbi Local Municipality is limited, reflecting its position outside primary provincial freight hubs. This represents a notable infrastructure gap, particularly given the municipality's role in mining-

driven freight movements, and may warrant future investment in strategically located truck staging and support facilities along key corridors such as the **R510**.

Table 2-3 shows informal truck stops hotspots along the town streets. It is notable that there are demands and need for formalised truck stops within the Thabazimbi Local Municipality, particularly to service road-based freight traffic along the **R510**.

Table 2-3: Informal Truck Stops observed in Thabazimbi and Northam towns



Adjacent the Northam Plaza along Swartklip Road in Northam town.



Along the R510 (Warmbad Weg Road) across the Lantern Foodzone in Thabazimbi town.

2.5.3.2 weighbridges

Table 2-4 provides a summary of overloading control facilities within Limpopo Province, highlighting their location, operational status, and management arrangements. In the context of Thabazimbi Local Municipality, the closest and most directly relevant facility is the Northam (Waterberg) weighbridge, located along the R510 corridor and managed by the Department of Roads and Transport.

However, the table indicates that the Northam overloading control facility is currently not operational, being classified as closed. This is a significant concern, considering that the R510 is a key freight corridor within the municipality, particularly for mining-related transport between Thabazimbi, Northam, and surrounding regional economic nodes.

More broadly, the table shows that while several overloading control facilities across Limpopo remain operational (e.g. Groblersbrug, Mampakuil, Mantsole, and Rathoke), a number of facilities within the province — including Baltimore, Vivo, and Northam — are closed, and others are either newly established or have limited operational

hours. This reflects inconsistent geographic coverage and capacity of overloading enforcement across the province.

Table 2-4: Limpopo Overloading Control Facilities (Limpopo Freight Transport Implementation Strategy: Status Quo Report 2012)

TCC WITH OVERLOAD CENTRE	DISTRICT	CLOSEST TOWN	OPERATING HOURS	MANAGEMENT	COMMENT
Groblersbrug	Waterberg	Martin's Drift (10km on N11)	16hrs (06h00–22h00)	Department of Roads and Transport	Still operational
Beit Bridge	Vhembe	Musina (4km on the N1)	24hrs	Bakwena Concession on a PPP with SANRAL	Still operational
Baltimore	Waterberg	Tom Burke (20km on the N11)	n/a	Department of Roads and Transport	Closed
Mampakuil	Vhembe	Louis Trichardt (10km on the N1)	16hrs (06h00–22h00)	Department of Roads and Transport	Still Operational
Mantsole	Waterberg	Hammanskraal (21km on the N1)	24hrs	Bakwena Concession on a PPP with SANRAL	Still Operational
Mooketsi	Mopani	Mooketsi (700m on the R81)	14hrs (06h00–20h00)	Department of Roads and Transport	Still Operational
Northam	Waterberg	Northam (R510)	n/a	Department of Roads and Transport	Closed
Polokwane	Capricorn	Polokwane (10km on R101 and N1)	-	Department of Roads and Transport on partnership with SANRAL	New
Rathoke	Sekhukhune	Marble Hall (10km on N11)	14hrs (06h00–20h00)	Department of Roads and Transport	Still Operational
Vivo	Vhembe	Vivo (R523)	n/a	Department of Roads and Transport	Closed
Zebediela	Waterberg	Modimolle (10km on the N11/N1)	-	Department of Roads and Transport	New

Source: Department of Roads and Transport (email dated 4th August 2010)

In the Thabazimbi context, the absence of an operational weighbridge at Northam has several direct implications, including:

- Increased risk of overloaded heavy vehicles, particularly associated with mining and freight operations.
- Accelerated deterioration of key road infrastructure, especially along the **R510** and associated routes.
- Reduced effectiveness of freight regulation and law enforcement within the municipality.
- Greater pressure on municipal and provincial budgets for road maintenance and rehabilitation

Given the municipality's strong dependence on road-based freight transport, particularly for bulk mineral movement, the lack of active overloading control infrastructure highlights a critical gap in the freight management system. This underscores the need for reactivation or upgrading of the **Northam facility**, as well as improved coordination between provincial authorities and local transport planning initiatives to ensure sustainable road network performance.

2.5.4 Hazardous Substances Transport Routes

The transportation of hazardous substances in Limpopo Province is primarily undertaken via the road network, with key freight corridors accommodating the movement of dangerous goods such as chemicals, fuels, and mining-related materials. The Limpopo Freight Transport Implementation Strategy (2012) highlights that

significant volumes of hazardous materials are transported by road across national and provincial routes, reflecting the dominance of road-based freight within the provincial logistics system.

In the context of **Thabazimbi Local Municipality**, the movement of hazardous substances is closely linked to the mining and industrial activities that characterise both the municipality and the broader Waterberg District. These activities generate the need to transport materials such as:

- Fuel and diesel for mining operations.
- Chemical inputs used in mineral processing.
- Industrial materials associated with cement and construction industries (e.g. Dwaalboom area).

Key Transport Routes for Hazardous Substances:

Hazardous materials are predominantly transported along the municipality's primary and secondary road corridors, which form part of the provincial freight network:

- **R510 Corridor (Northam – Thabazimbi – Lephalale):**

This is the most critical route within the municipality for hazardous goods movement, serving the platinum mining belt and linking to major industrial and mining operations. The route accommodates high volumes of heavy vehicles, including those transporting fuel and mining-related chemicals.

- **R511 and R516 Corridors:**

These routes provide east – west connectivity, linking Thabazimbi to Bela-Bela, Modimolle, and the national logistics network. They also facilitate the distribution of hazardous materials to regional markets and service centres.

- **Provincial and District Roads:**

Secondary routes provide access to mining sites, farming areas, and smaller settlements, often carrying hazardous goods over shorter distances (last-mile distribution). However, these roads are generally of lower standard and present increased safety risks.

Operational Characteristics

The provincial freight report notes that dangerous goods transport is widespread across the road network, with no dedicated or segregated routes specifically reserved for hazardous materials. Instead:

- Hazardous substances are transported along the same corridors used for general freight and passenger traffic.
- Transport operations are influenced by proximity to mining operations and industrial nodes.
- Movement is often long-distance, linking production areas in Limpopo to processing facilities, ports, and markets in other provinces.

Key Challenges in the Thabazimbi Context

The movement of hazardous materials within Thabazimbi Local Municipality presents several challenges:

- **Lack of dedicated hazardous material routes:**

Mixed-use corridors increase the risk of accidents, particularly in areas where freight traffic intersects with settlements.

- **Road condition constraints:**

The high proportion of unpaved and poorly maintained roads affects safe transport, particularly for hazardous loads.

- **Limited enforcement and control infrastructure:**

The absence or closure of nearby overloading control facilities (e.g. Northam weighbridge) may contribute to unsafe operating conditions.

- **Proximity to settlements:**

Many routes carrying hazardous materials pass through or near towns, mining settlements, and rural communities, increasing potential exposure in the event of incidents.

Implications for Transport Planning

The transport of hazardous substances in Thabazimbi highlights the need for:

- Improved route management and designation of preferred hazardous goods corridors.
- Upgrading of key freight routes, particularly those serving mining areas.
- Enhanced safety measures and monitoring, including signage, enforcement, and emergency response planning.
- Integration of hazardous goods planning into the broader freight and road network strategy.

In summary, hazardous substances within Thabazimbi Local Municipality are primarily transported via regional and provincial road corridors aligned with mining and industrial activities, with the **R510 corridor** serving as the dominant route. While the existing network enables the movement of these materials, the absence of dedicated infrastructure and ongoing road condition challenges pose significant safety and operational risks, requiring targeted interventions as part of the **Integrated Transport Plan**.

2.6 Public Transport Services

The public transport service status quo provides summary information collected as part of the data collection process, including details about facilities, routes, and capacity utilisation of both ranks and routes.

2.6.1 Minibus Taxi Public Transport

Public transport in Thabazimbi Local Municipality is predominantly serviced by the minibus taxis, which are the primary mode of travel for most residents. This service is widely accessible in areas with established taxi ranks or touting spots. In the Thabazimbi Local municipality, the operation of minibus taxis is notably influenced by the mining industry working shifts. Most minibus taxi services within Northam operate between 02:00 and 21:00, providing mining workers with transport options that accommodate their working shifts.

Northam Platinum Mine has contracted minibus taxis to provide staff transportation to destinations including Northam, Smash block, and Thabazimbi.

A significant shortcoming in the current public transport system is the lack of formal taxi ranks with essential amenities in several strategic locations. There are three taxi associations from the Thabazimbi Local Municipality:

- Regorogile Taxi Association
- Northam Taxi Association
- Swartklip Taxi Association

2.6.2 Bus Public Transport

Minibus taxis are the dominant mode of public transport in the Thabazimbi Local Municipality. However, the presence of bus services was observed during the taxi rank surveys, such as Bojanala bus and Thari Bus service. This bus service serves mostly the mining industry for the transportation of staff.

2.6.3 Rail Transport

Rail transport within Thabazimbi Local Municipality plays a limited but strategically significant role, primarily supporting the movement of **bulk freight** associated with the **mining sector**. In line with the economic profile of the municipality, which is strongly influenced by mining and heavy industry, **rail infrastructure is largely oriented towards the transportation of minerals rather than passenger mobility**.

Historically, **Thabazimbi has been served by rail infrastructure linked to iron ore mining operations**, providing connectivity to the national rail network managed by **Transnet Freight Rail**. These rail lines facilitate the movement of bulk commodities such as iron ore and, to a lesser extent, other mining-related materials, towards

processing facilities and export terminals. However, rail usage is highly sector-specific and corridor-based, and does not provide broad-based accessibility across the municipality.

Figure 2-9 indicated the freight transport network, including rail corridors. As seen, rail corridor within Thabazimbi, which is largely associated with movement of goods, connects between Northam and Lephalale to the north, running parallel to the R510 road-based corridor.

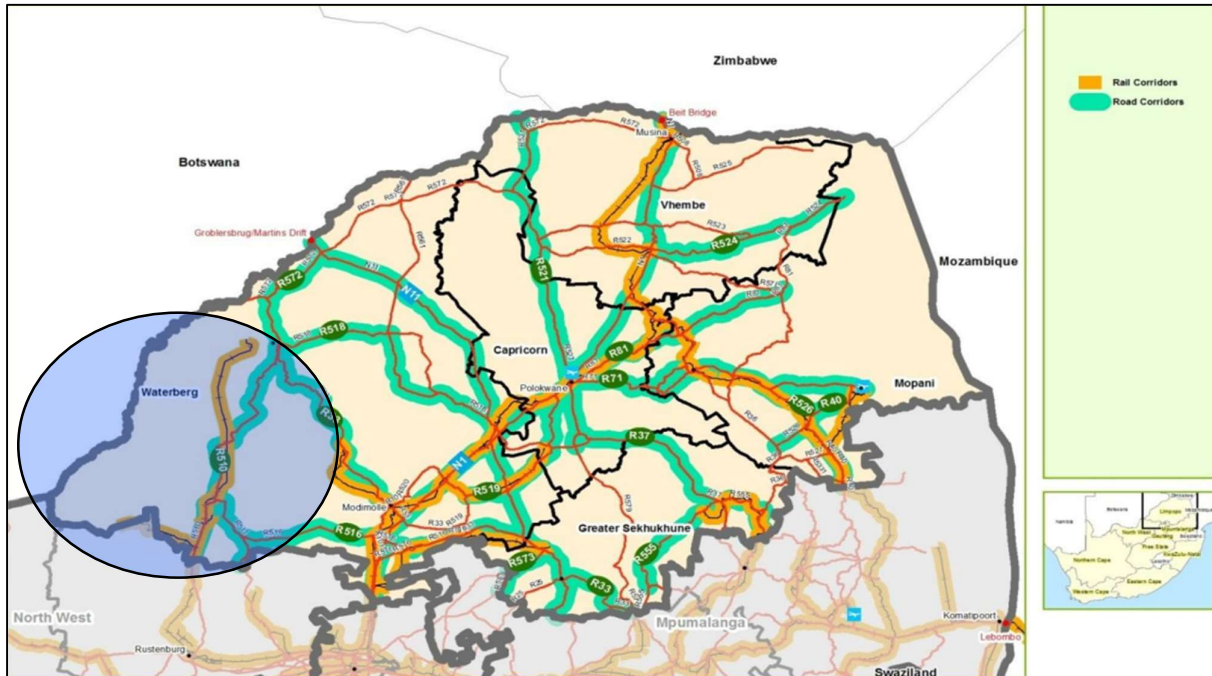


Figure 2-9: Freight Transport Network (Freight Transport Implementation Strategy for Limpopo Province 2012)

At present, **passenger rail services are effectively non-existent within Thabazimbi**, resulting in a complete **reliance on the road network for public transport and commuter travel**. This absence of passenger rail is consistent with patterns observed in many rural and mining-dominated municipalities, where low population densities and dispersed settlement patterns do not support viable rail-based commuter systems. Consequently, public transport demand is accommodated mainly through minibus taxis and private vehicles, increasing pressure on already constrained road infrastructure.

The current freight rail system is further characterised by limited coverage and accessibility, with rail lines serving specific mining operations rather than functioning as an integrated municipal transport network. This creates a situation where most freight, including hazardous materials and general goods, continues to be transported by road, particularly along the **R510 corridor** and other regional routes. The heavy reliance on road freight contributes to increased road deterioration, congestion, and elevated accident risks, as reflected in the municipality's accident statistics.

From an infrastructure perspective, rail facilities within the municipality are largely underutilised outside of mining operations, and there is minimal evidence of expansion or diversification into other sectors such as agriculture or general freight logistics. Furthermore, there is limited intermodal integration between rail and road transport, reducing the efficiency of the overall freight system.

The IDP emphasises the importance of improving infrastructure and supporting economic development, particularly in sectors such as mining, agriculture, and trade. Within this context, rail transport presents a potential opportunity to:

- Reduce road-based freight pressures,
- Enhance logistics efficiency for bulk commodities, and
- Improve regional connectivity if expanded and integrated more effectively.

However, realising this potential would require significant investment in rail infrastructure, improved access points, and better integration with road-based transport networks.

In summary, the rail transport system in Thabazimbi Local Municipality is functionally limited, freight-oriented, and concentrated around mining activities, with no passenger services and minimal network integration. As a result, the municipality remains heavily dependent on road transport, highlighting a key gap in the current transport system and an opportunity for future infrastructure development and modal shift.

2.6.4 Other Public Transport Services

During the site visit to the study area, evidence of the 4+1 vehicle usage was observed, that are operating as a metered taxi. In addition to this, communities also rely on hitchhiking between Northam and Thabazimbi, as well as to the mining sector areas. However, Hitchhiking is not a safe mode of transportation due to the potential risk of criminal activity that may affect either the commuter or the vehicle owner.

2.7 Public Transport Facilities

2.7.1 Bus Facilities

There are bus facilities within Northam town at the Northam Plaza rank and the Dichaba Mine rank. There are no bus stop shelters along the key routes in the Thabazimbi Local Municipality. The bus shelter is present within the mining private property.



Figure 2-10: Bus facility in Northam Plaza Rank

Most of the formal public transport facilities only accommodate minibus taxi operations.

2.7.2 Minibus Taxi Facilities

Thabazimbi Local Municipality have two formal minibus rank which are in Thabazimbi and Northam town, respectively. There are also four formal ranks that are in the private properties which are servicing Thabazimbi local municipality. These facilities serve as critical infrastructure for passenger movement both within the

municipality and to surrounding regions. They support structured operations and improve accessibility for residents across urban and rural areas.

The location, type of service and facility size are summarised in Table 2-5 and Figure 2-11 below. The facility size for the informal ranks is not included in this summary, since these ranks do not have a formal bay.

The main formal taxi ranks include:

- Northam Taxi Rank: Functions as the central hub for local and regional connections, facilitating a high volume of passengers in Northam Town and connections with the mining areas surrounding the town.
- Thabazimbi Taxi Rank: provides essential services for the surrounding residential areas and regional connections, facilitating daily passenger movement in and out of Thabazimbi town.

It should be noted that while the two main formal facilities are identified in the 2014 Waterberg District Integrated Transport Plan. There are another 22 facilities identified during the surveys, which include privately owned formal ranks and strategically located informal ranks to ease accessibility to the commuters.

Table 2-5: Summarised Minibus taxi facilities Information

No.	Town	Facility Name	Physical Location		Facility Size (bays)	Type of Service	Formal/ Informal	Facility type			On/Off Street	Paving	Electricity	Roof structure	Ablution Facilities	Office
			Latitude	Longitude				Bus terminals	Taxi Rank	Holding Area						
1	Northam	Northam Taxi Rank	24°57'33.23"S	27°15'46.09"E	25	Commuters	Formal	No	Yes	Yes	Off-Street	Yes	Yes	Yes	Yes	Yes
2		Northam Long Distance Rank	24°57'27.26"S	27°15'30.64"E	12	Commuters	Formal	Yes	Yes	Yes	Off-Street	Yes	Yes	Yes	No	Yes
3		Mozambique Informal Rank	24°57'43.99"S	27°15'57.49"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
4		Roots Informal Rank	24°57'29.07"S	27°15'45.63"E	-	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	No	No	No
5		Mokgalweneng Informal Rank (Foodzone)	24°57'33.70"S	27°15'42.66"E	-	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	No	No	No
6		Debonairs Informal Rank	24°57'24.97"S	27°15'42.01"E	-	Commuters	Informal	No	Yes	Yes	Off-Street	Yes	No	No	No	No
7		Usave Informal Rank	24°57'24.64"S	27°15'46.66"E	-	Commuters	Informal	No	Yes	Yes	Off-Street	No	No	No	No	No
8		Northam KFC Informal Rank	24°57'19.29"S	27°15'32.82"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
9		Northam Platinum Mine Rank	24°49'47.50"S	27°20'8.65"E	20	Commuters	Formal	No	Yes	Yes	Off-Street	Yes	No	Yes	No	No
10		Dichaba Mine Rank	24°45'37.03"S	27°23'16.98"E	8	Commuters	Formal	Yes	Yes	Yes	Off-Street	Yes	No	Yes	No	No
11		Dichaba Mine Informal Rank	24°45'35.50"S	27°23'15.77"E	-	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	No	No	No
12		Mlanje Hostel Taxi Rank	24°48'4.69"S	27°19'51.59"E	2	Commuters	Informal	Yes	Yes	No	Off-Street	Yes	No	Yes	No	No
13		Tumela Mine Rank	24°49'32.45"S	27°17'6.41"E	6	Commuters	Informal	No	Yes	Yes	Off-Street	No	No	Yes	No	No
14	Smasher Block	Smasher Block Informal Rank	24°47'10.95"S	27°17'1.09"E	-	Commuters	Informal	No	Yes	No	On-Street	No	No	No	No	No
15	Swartklip	Swartklip Rank	24°56'15.85"S	27°9'12.84"E	18	Commuters	Formal	No	Yes	Yes	Off-Street	Yes	No	Yes	Yes	No
16		Swartklip Informal Rank	24°56'10.19"S	27°9'25.62"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
17	Raphuti	Raphuti Informal Rank	24°54'37.66"S	27°38'26.42"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
18	Rooiberg	Rooiberg Informal Rank	24°47'3.33"S	27°44'17.61"E	4	Commuters	Informal	No	Yes	No	Off-Street	No	No	Yes	No	No
19	Skierlik	Skeirlik Informal Rank	24°15'40.17"S	27°19'16.22"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
20	Thabazimbi	Thabazimbi Taxi Rank	24°35'16.19"S	27°24'38.93"E	12	Commuters	Formal	No	Yes	Yes	Off-Street	Yes	Yes	Yes	Yes	Yes
21		Thaba Mall Informal Rank	24°35'21.80"S	27°23'54.78"E	-	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	No	No	No

No.	Town	Facility Name	Physical Location		Facility Size (bays)	Type of Service	Formal/ Informal	Facility type			On/Off Street	Paving	Electricity	Roof structure	Ablution Facilities	Office
			Latitude	Longitude				Bus terminals	Taxi Rank	Holding Area						
22		Thabazimbi TotalEnergy Informal Rank	24°35'29.23"S	27°23'52.78"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
23		Thaba Square Informal Rank	24°34'40.68"S	27°24'46.54"E	4	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	No	No	No
24		Regorogile Informal Rank	24°35'2.04"S	27°23'14.99"E	-	Commuters	Informal	No	Yes	No	Off-Street	No	No	No	No	No
25		Thabazimbi Foodzone Informal Rank	24°36'8.30"S	27°23'13.30"E	2	Commuters	Informal	No	Yes	No	Off-Street	Yes	No	Yes	No	No

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Thabazimbi Local Municipality Integrated Transport Plan (ITP)
Prepared for Limpopo Department of Transport and Community
Safety

2.7.2.1 Infrastructure Assessment of Formal Taxi Facilities

The infrastructure assessment of the various ranks in TLM is discussed in Table 2-6 to Table 2-11. The condition is based on visual observations and feedback from the minibus taxi drivers and users at the respective ranks.

Table 2-6: Northam Taxi Rank

Northam Taxi Rank	
	
	
The Northam taxi rank is in good condition. There are potholes at the access driveway leading to the rank. All the MBTs are ranked from inside the rank, with some bays utilised as the holding area. The majority of the MBT users reported that the public transport services at this rank are frequent and efficient, with short waiting times. According to the surveyed users, the facility at the rank is in average to good condition, except for the bathrooms, which are accessed at a fee. There is a need for maintenance at the facility to maintain good condition. There is not enough lighting at the rank, and there is no visibility of security personnel to improve safety within the facility. The rank has an area available that provides hawker facilities on the premises.	

Table 2-7: Northam Long-Distance Taxi Rank

Northam Long-Distance Taxi Rank	
	
The Northam Long-Distance (Northam Plaza) taxi rank is in good condition. This rank operates from 14:00 until late service, with long-distance trips mostly to the Eastern Cape. There is no bathroom at the facility, and it's on private property. Some buses operate from this facility.	

Table 2-8: Northam Platinum Mine Taxi Rank

Northam Platinum Mine Taxi Rank	
	
	
The condition of the Northam Platinum taxi rank is bad, without proper ranking facilities such as a shelter for the MBTs and an unpaved surface in the ranking area. The facility is owned by the Northam Platinum Mine. The bathroom was observed, but there are days where they are locked. There is a need for an upgrade in this facility.	

Table 2-9: Dichaba Mine Taxi Rank

Dichaba Mine Taxi Rank	
	
	
Dichaba Mine Taxi rank is a formal, off-street rank under the ownership of Dichaba Mine. The rank facilitates mini-bus taxis and buses that provide a service for commuters. The rank provides a loading area without a roofed structure and a roofed structure for the commuter waiting area shelters. The pavement condition of the rank is in good condition.	

Table 2-10: Swartklip Taxi Rank

Swartklip Taxi Rank	
	



Swartklip Taxi Rank is a formal off-street facility utilised by minibus taxis catering for commuters. The rank is privately owned. The rank is paved and roofed with a passenger-only shelter. There are ablution facilities on-site, although there is no water supply. The premises also provide rubbish bins. There is no informal trading space; they trade from the commuters waiting benches.

Table 2-11: Thabazimbi Taxi Rank

Thabazimbi Taxi Rank



Thabazimbi Taxi rank is a formal rank, off-street facility for minibus taxis catering for commuters, long-distance and interprovincial travellers. The rank is owned by the Municipality. The rank is paved and roofed with a minibus taxi shelter. There are offices and ablution facilities in the premises, and they also provide a rubbish bin. The informal traders trade from the loading area of the minibus taxis, the open trading area and nearby convenience stores.

2.7.2.2 Infrastructure Assessment of Informal Taxi Facilities (Touting points)

In Thabazimbi Local Municipality, most informal taxi facilities are strategically located within the central hub to serve commuters travelling to various destinations. Some routes are also operated from formal taxi facilities due to demand and key points of attraction, as these locations improve accessibility for commuters and help reduce hitchhiking. These are open spaces used for loading commuters, which some operate for a specific period, and others operate the whole day. In the Table 2-12 and Table 2-13 the summarised list of informal ranks in Northam and Thabazimbi Town is detailed respectively.

Table 2-12: Northam Informal taxi facilities

Northam Informal Taxi Facilities	
<u>Usave Informal Rank</u> 	<u>Debonairs Informal Rank</u> 
<u>Mokgalweneng Informal Rank</u> 	<u>Mozambique Informal Rank</u> 
<u>Dichaba Informal Rank</u> 	<u>KFC Informal Rank</u> 

Raphuti Informal Rank



Rooiberg Informal Rank



Roots Informal Rank



Smash Block Informal Rank



Swartklip Informal Rank



Mlanje Hostel Rank



Tumela Mine Rank



Table 2-13: Thabazimbi Informal taxi facilities

Thabazimbi Informal Taxi Facilities	
<u>Thaba Mall Informal Rank</u> 	<u>Thaba Square Informal Rank</u> 
<u>Foodzone Informal Rank</u> 	<u>TotalEnergies Informal Rank</u> 

It is indicated in the Thabazimbi IDP (2025/2026) that taxi ranks are still operated informally on streets or from vacant off-street areas, with many facilities lacking basic infrastructure such as toilets, shelters, paving, and informal trading facilities

2.8 Learner Transport

Learner transport within Thabazimbi Local Municipality forms an important component of the local mobility system, particularly given the municipality's dispersed settlement patterns, rural farm areas, and mining-based population distribution. A significant number of learners travel daily from outlying settlements, farms, and mining communities to schools located in urban centres such as Thabazimbi, Northam, and Rooiberg. As a result, learner mobility is heavily reliant on road-based transport, with no alternative modes such as rail available to support school travel.



Figure 2-12: Observed Learner Transport in Thabazimbi (Reenpan Primary School) – (Intersection of P16/2 and D2460)

The current learner transport system is largely informal and road-dependent, comprising a mix of:

- Minibus taxis,
- Private buses, and
- Light delivery vehicles (LDVs) and SUVs used as scholar transport.

While some formal scholar transport services exist through government-supported programmes, a large portion of learner transport is provided by private operators, often operating under varying levels of compliance and regulation. This reflects broader trends in rural municipalities where public transport supply is insufficiently structured.

Recent enforcement operations by the Limpopo Department of Transport and Community Safety (LDTCS) highlight significant challenges within the system. In January 2026, a targeted scholar transport compliance operation in Thabazimbi CBD inspected 86 vehicles, resulting in:

- 13 traffic summonses, and

- 10 vehicles being impounded (including buses, taxis, and SUVs), due to issues such as permit violations and lack of valid Professional Driving Permits (PrDPs).

These findings point to systemic safety and regulatory concerns, including:

- Non-compliant or unlicensed operators,
- Vehicles operating without proper permits,
- Concerns regarding driver qualifications and roadworthiness.

In addition, the nature of the road network in Thabazimbi further compounds learner transport risks. Many learners depend on transport along:

- High-speed regional routes (e.g. R510, R511), and
- Lower-order rural roads, which are often unpaved or in poor condition

This exposes learners to safety risks, particularly where:

- Pedestrian infrastructure is limited,
- Vehicles are overloaded or poorly maintained,
- Travel distances are long.

The IDP highlights broader infrastructure and service delivery challenges, including roads and transport accessibility, which indirectly affect learner mobility and safety. The combination of long travel distances, informal transport operations, and infrastructure constraints creates a system that is functional but fragile and uneven in quality.

In summary, learner transport in Thabazimbi Local Municipality is characterised by a predominantly informal, road-based system with strong reliance on minibus taxis and private operators, serving a dispersed population. While the system plays a critical role in enabling access to education, it faces persistent challenges related to safety compliance, infrastructure quality, and regulatory enforcement, highlighting the need for strengthened oversight, improved road conditions, and more structured scholar transport planning within the ITP.

2.9 Active modes

2.9.1 Non-motorised Transport

Non-motorised Transport (NMT) is a significant mode of transport in rural areas. NMT refers to modes of transport which are either human or animal-driven, such as walking, cycling, wheelchairs, donkey carts, and the use of wheelbarrows. There is normally a lack of non-motorised transport infrastructure in rural areas, especially in the informal and semi-formal townships. This results in unsafe and uncomfortable environments for non-motorised transport users.

In TLM, bicycles were provided by the Deputy Minister of Transport, who walk up to 5km to access schools through the Shova Kakula Transport programme. Bicycles are also used by community members as a daily mode of transport, alongside other informal options such as wheelbarrows for fetching water.

Most towns within TLM are in rural areas, with gravel roads and informal walkways along the outskirts. Roads in the central business districts (CBDs) of the towns are generally paved. However, sidewalks are only provided along a limited number of these paved roads. Informal traders are trading goods on the informal sidewalks in the CBD, obstructing pedestrian flow on these sidewalks, as indicated in Figure 2-13.



Figure 2-13: Informal traders obstructing the sidewalks in Northam

The pedestrian crossing is provided along Van Der Bijl Street in Thabazimbi CBD, that is leading to the shopping complex from the taxi rank nearby, as indicated in Figure 2-14. Pedestrians walk on the side of the road, but there are road signs and informal traders' tent poles on the side of the road that obstruct the walking area on the sidewalks.



Figure 2-14: Pedestrian crossing and sidewalks in Thabazimbi CBD

2.9.2 Pedestrian Safety

Urbanisation and urban sprawl in Northam and Thabazimbi, together with mining activities in TLM, have resulted in an increase in traffic volumes and the number of pedestrians on the road networks. Some of the roads in TLM are not designed for this increase in traffic volume, and on some of the higher-order roads mix between vehicular and non-motorised transport modes results in safety hazards. An increase in traffic and pedestrians on the road network increases the risk of accidents, especially if insufficient safety measures are in place.

There is a lack of pedestrian infrastructure in TLM, forcing pedestrians to walk on the shoulders provided next to the road and in the roadway itself, as indicated in Figure 2-15. The existing situation in TLM poses safety concerns for pedestrians and other non-motorised transport users.



Figure 2-15: Pedestrian crossing R510 in Northam Town

It is also indicated in the TLM IDP (2025–2026) that there are no railway bridges or formal crossing points in Thabazimbi and Northam, resulting in unsafe pedestrian crossings along the railway line, Figure 2-16, illustrates unsafe railway crossing conditions for both pedestrians and vehicles.



Figure 2-16: Northam railway crossing

Overall, these observations indicate that both the NMT infrastructure and the social environment play a significant role in improving pedestrian safety on the municipal road network.

2.9.3 Perceived Quality of NMT Infrastructure

During the road network assessment, it was observed that the NMT infrastructure was not considered during the development of the existing road network infrastructure, which is due to the time the development was done; the NMT was not prioritised as part of the infrastructure development, only vehicles were considered during that time.

As displayed in Figure 2-17, there are no designated pedestrian sidewalks along the street in Thabazimbi town, and the existing road reserve is being informally occupied by residents for gardening purposes. In Figure 2-18, trucks are parked on the road reserve, there are no designated pedestrian walkways along the roadside, and there is no street lighting.



Figure 2-17: 12th Avenue, Thabazimbi, no sidewalks



Figure 2-18: No NMT infrastructure observed near Northam Plaza

2.10 Tourism Transportation

The current transport context for tourism in Thabazimbi reflects a mix of strategic geographic advantages and significant infrastructure and coordination constraints, as identified across the reviewed documents, including the Thabazimbi Tourism Strategy (2018).

From a strategic perspective, Thabazimbi is well-positioned as a regional gateway, connecting Gauteng and the North-West Province to Botswana through key routes such as the R510, R511 and R516. This positioning supports its role as an access corridor to major tourism assets, including **Marakele National Park** and the wider **Waterberg Biosphere**. However, despite this advantage, transport infrastructure and services are not yet optimally configured to support a competitive tourism destination.

Road-based access remains the dominant mode of transport for visitors, which is consistent with national tourism trends. While primary routes exist, road quality, maintenance, and prioritisation are inconsistent, with key tourism linkages - such as the Thabazimbi to Rooiberg (D928) route to Marakele - remaining underdeveloped or incomplete. This directly affects accessibility to core attractions and limits the overall visitor experience. In addition, the lack of coordinated pavement management and traffic data constrains evidence-based investment and planning in the transport network.

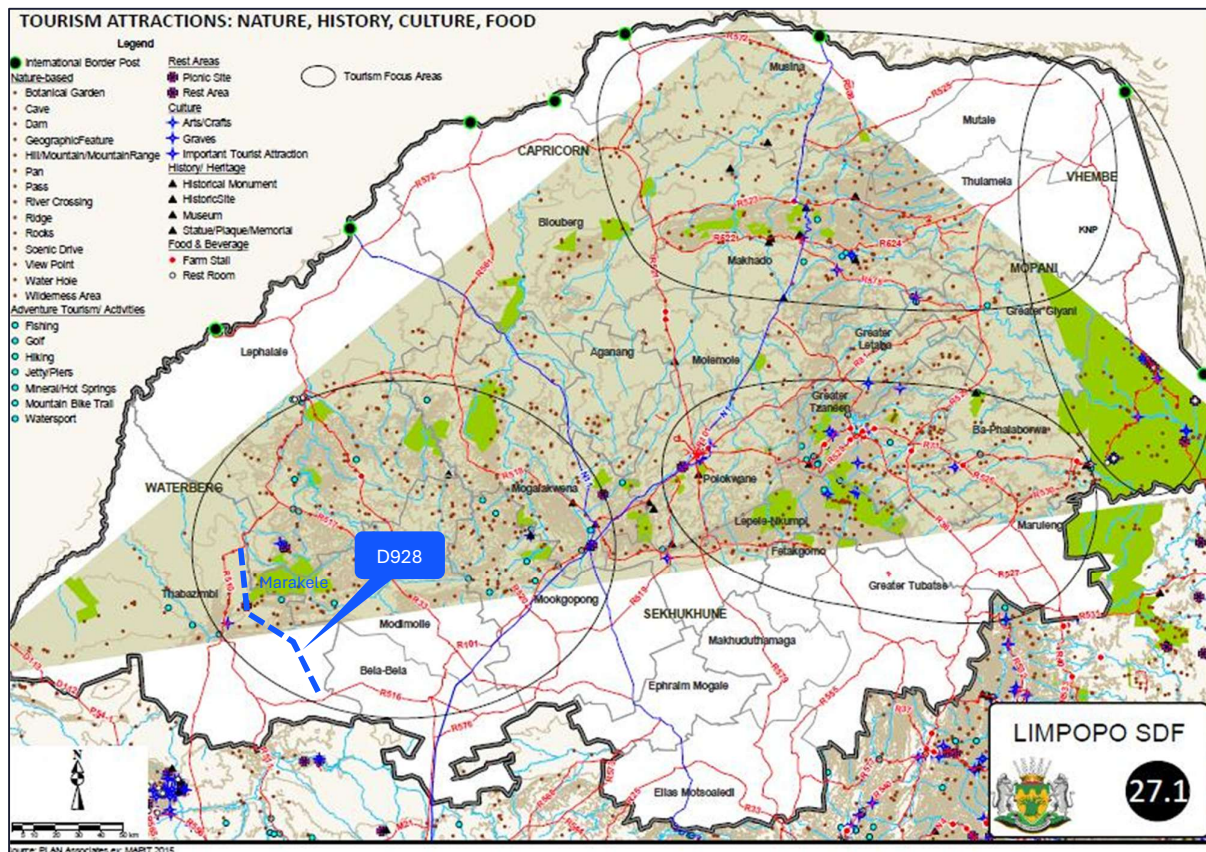


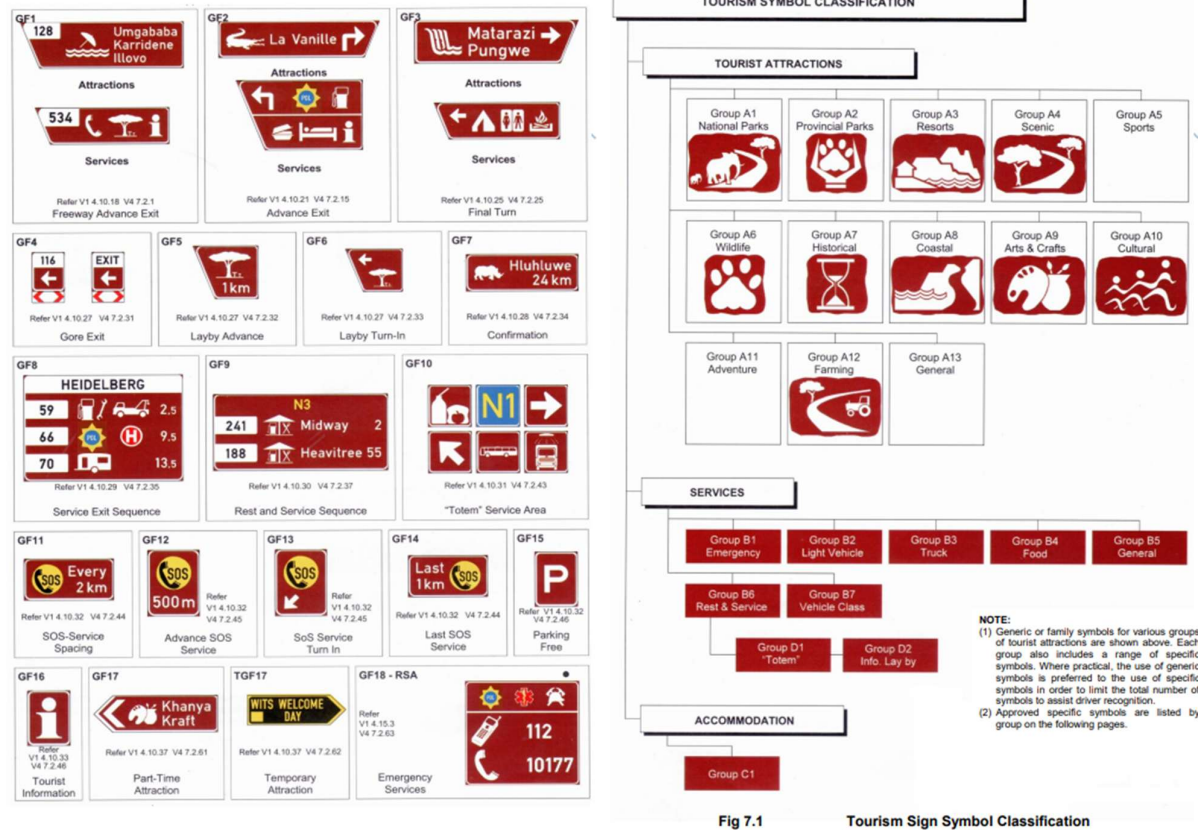
Figure 2-19: Limpopo Tourism Attractions (Nature, History, Culture and Food)

Beyond road infrastructure, there is limited diversification of transport options. Public transport systems are informal and fragmented, largely dependent on local taxi associations and private services, with minimal integration into structured tourism offerings. There are also gaps in dedicated tourism transport services such as shuttle operators, car rentals, and packaged transport experiences, which reduces convenience for visitors and constrains movement between attractions.

At the same time, there are latent opportunities in alternative transport modes. Existing airstrips and potential rail connections (e.g., Lephalale – Thabazimbi corridors) present opportunities to enhance tourist access, but these remain underutilised and require further feasibility assessment and investment.

In addition to physical infrastructure, wayfinding and supporting systems are inadequate. Poor tourism signage, limited transport information, and weak integration with digital platforms reduce ease of navigation and overall accessibility. These gaps are compounded by broader service delivery challenges, including maintenance and coordination between stakeholders.

Section 7.2: TOURISM DIRECTION – Guidance Signs and Symbols



MAY 2012 SADC - RTSM - VOL 4 GUIDANCE-4 GUIDANCE-4 SADC - RTSM - VOL 4 MAY 2012

Figure 2-20: Tourism Signage (Wayfinding - SADC Road Traffic Signs Manual Chapter 7)

Overall, the tourism transport status quo can be characterised as:

- Strategically located but under-leveraged,
- Road-dependent with infrastructure gaps,
- Poorly integrated with tourism products and services, and
- Lacking coordinated planning, data, and investment prioritisation.

Addressing these challenges will require a coordinated, multi-stakeholder approach, aligned with the Tourism Strategy's emphasis on enabling infrastructure, improved accessibility, and integrated destination development, to unlock tourism growth and enhance visitor experience.

2.11 Traffic Conditions

This section of the Draft ITP report for Thabazimbi Local Municipality provides a narrative and statistics for the vehicle population in the context of provincial, district, and municipal traffic demands and conditions.

2.11.1 Provincial Traffic Conditions

Figure 2-21 indicates the provincial traffic conditions for Limpopo. As seen, a steady increase in vehicle population in Limpopo between 2023 and 2025, which has direct implications for traffic conditions.

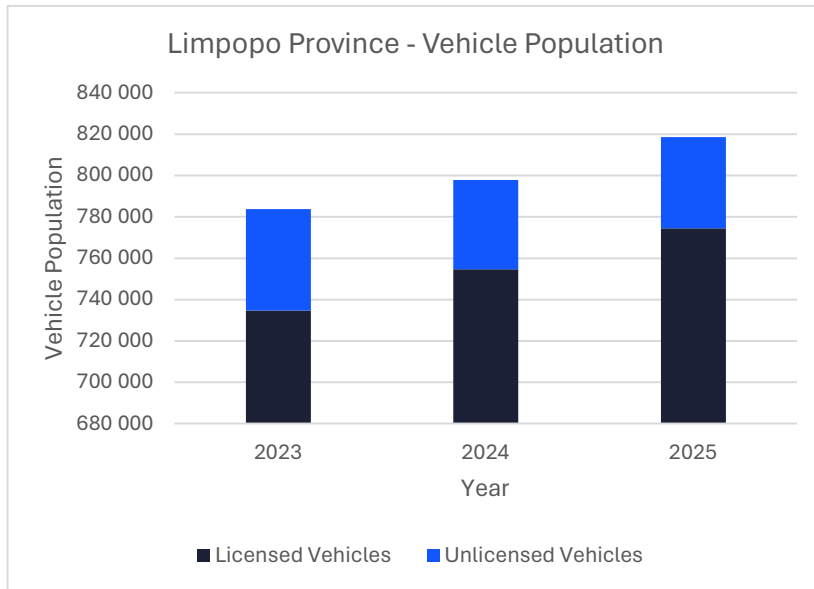


Figure 2-21: Limpopo Province - Vehicle Population (2023 - 2025)

Total vehicles (licensed and unlicensed combined) grew from 783,772 in 2023 to 818,582 in 2025, representing an overall increase of approximately 4.4% over the period. This consistent growth suggests rising travel demand, likely driven by economic activity, population growth, and increased private vehicle ownership.

Licensed vehicles show a clear upward trend from 2023 to 2025 (734,577 to 774,505), indicating improved compliance and expansion of the formal vehicle fleet. In contrast, unlicensed vehicles declined from 49,195 in 2023 to 43,038 in 2024, before slightly increasing to 44,077 in 2025. This pattern suggests initial improvements in enforcement or compliance, followed by marginal regression, but overall unlicensed vehicles represent a relatively small and stable share (approximately 5 – 6%) of the total fleet.

From a traffic perspective, the growing vehicle base points to increasing pressure on the road network, particularly in urban and economic hubs. Rising vehicle numbers, coupled with limited expansion of transport infrastructure, are likely contributing to gradual congestion, longer travel times, and higher maintenance demands. Furthermore, the dominance of licensed vehicles reinforces a car-dependent mobility pattern, which may limit the efficiency of the transport system without stronger public transport alternatives.

Overall, the status quo reflects a moderately growing but increasingly stressed road-based transport system, requiring proactive planning interventions to manage congestion and support sustainable mobility.

2.11.2 District Level Traffic Conditions

At a district level, as illustrated in Figure 2-22, traffic conditions within the Waterberg District Municipality reflect uneven but generally increasing transport demand, with notable variation between municipalities. Overall, the vehicle population shows a moderate upward trend between 2023 and 2025, particularly in Mogalakwena and Lephalale, which are the dominant economic hubs. Mogalakwena consistently records the highest vehicle volumes, growing from 52,636 to 55,876 licensed vehicles, indicating sustained economic activity and increasing mobility demand. Similarly, Lephalale shows steady growth (27,535 to 28,478), likely linked to energy and mining developments, suggesting rising traffic pressures on key corridors serving these areas.

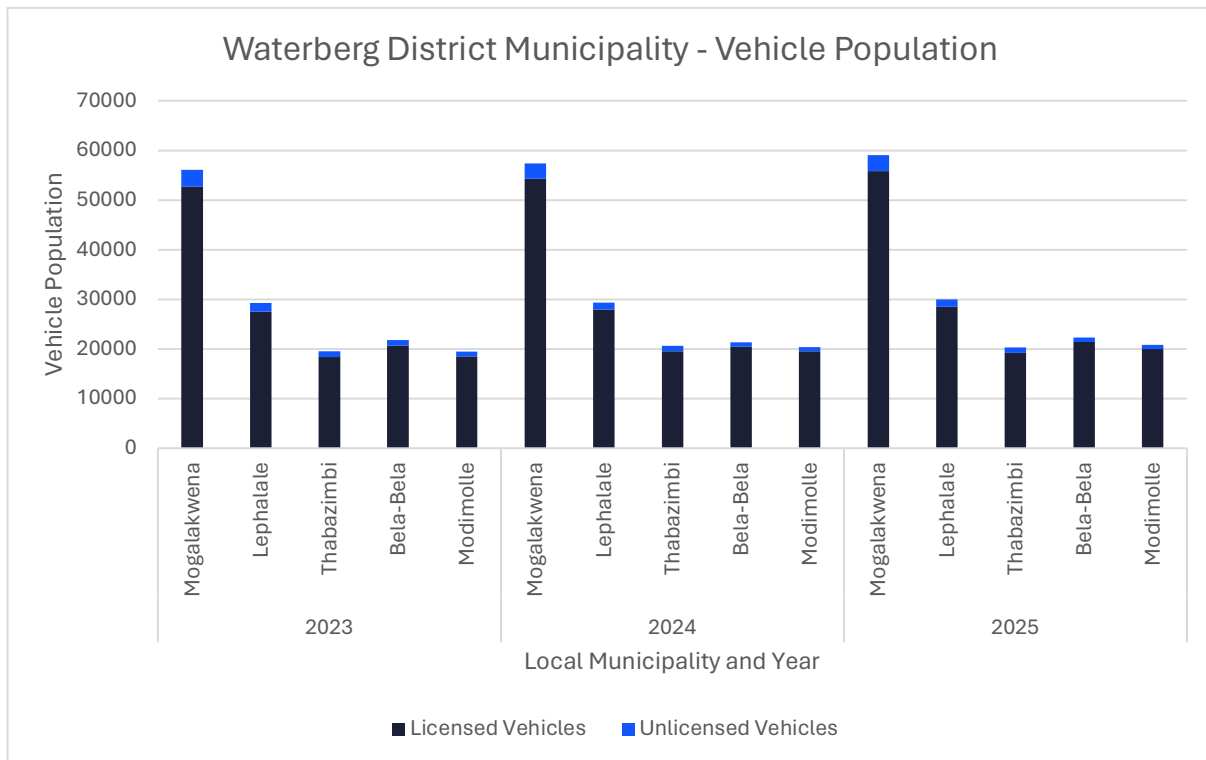


Figure 2-22: Waterberg District Municipality - Vehicle Population (2023 - 2025)

In contrast, smaller or tourism-oriented municipalities such as Bela-Bela and Modimolle exhibit fluctuating but overall modest growth, reflecting more stable and seasonal traffic patterns. **Thabazimbi** shows slight variability, with growth between 2023 and 2024 followed by a marginal decline in 2025, indicating relatively stable but not rapidly expanding traffic demand.

Across the district, unlicensed vehicle numbers show a general decline from 2023 to 2024, followed by slight increases in 2025. This suggests improving compliance and enforcement, although the persistence of unlicensed vehicles (particularly in Mogalakwena) indicates ongoing regulatory challenges. Importantly, unlicensed vehicles remain a small proportion relative to the total fleet, limiting their overall impact on traffic volumes but still relevant for enforcement and safety considerations.

Overall, traffic conditions in the Waterberg District can be characterised as moderately growing with localized pressure points, particularly in economically active municipalities. The data highlights a strong reliance on private and road-based transport, with increasing vehicle numbers likely contributing to gradual congestion, especially along key regional routes, and reinforcing the need for improved transport planning and infrastructure management at both municipal and district levels.

2.11.3 Thabazimbi (Municipal) Traffic Conditions

Figure 2-23 refers. Traffic conditions in **Thabazimbi Local Municipality** are characterised by a stable but gradually intensifying road-based transport system, driven predominantly by light vehicles. Across the period 2023 – 2025, the total vehicle fleet remains relatively constant at around 20,000 vehicles (licensed and unlicensed combined), indicating moderate growth with signs of plateauing. The data shows that light passenger vehicles (approximately 8,400 – 8,900) and light load vehicles (approximately 7,200 – 7,700) dominate the fleet, together accounting for the vast majority of vehicles (over 90% of the fleet percentage share). This clearly reflects a high dependence on private vehicles and small commercial vehicles, which is typical of dispersed, rural–tourism contexts.

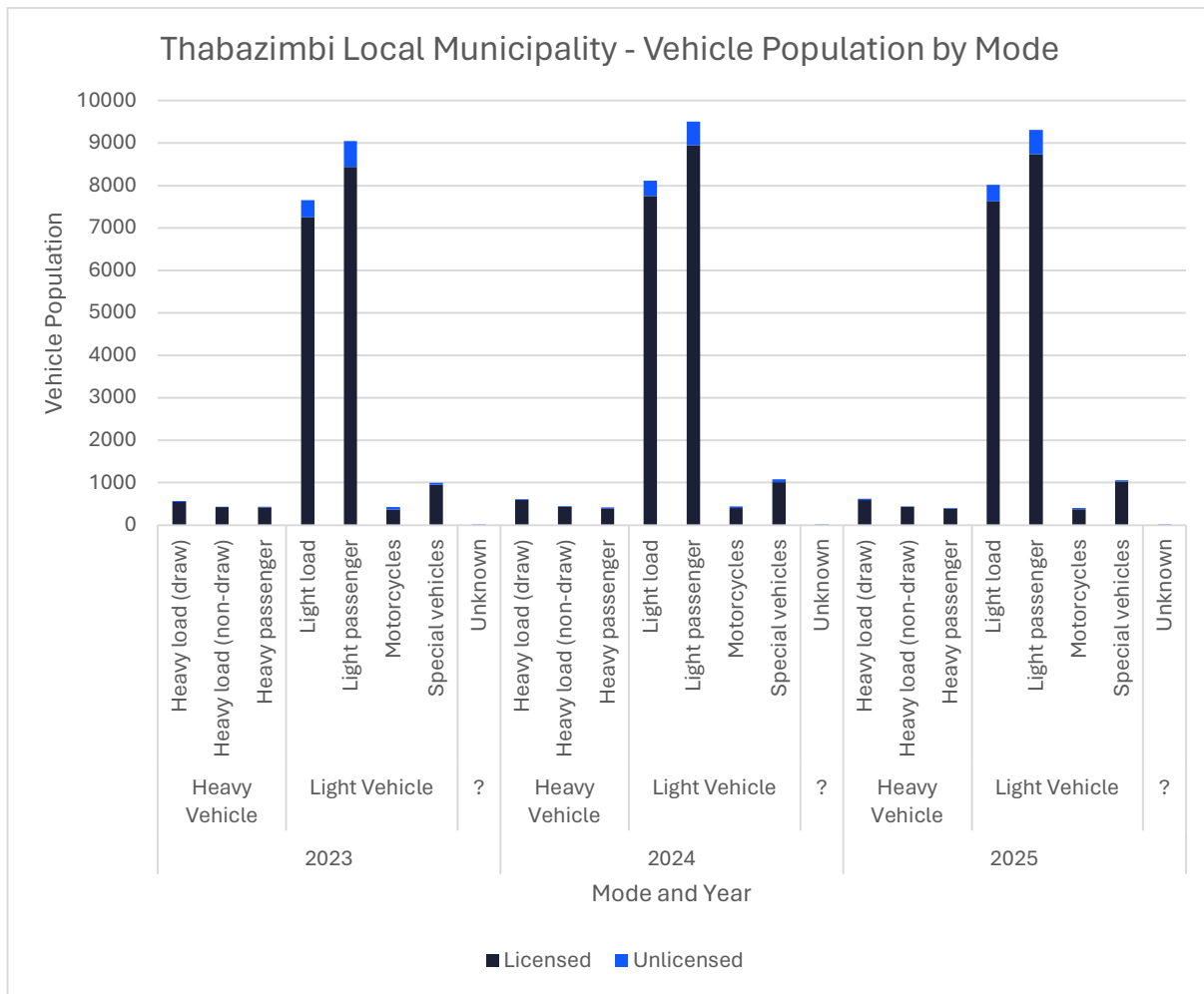


Figure 2-23: Thabazimbi Local Municipality Modal Traffic Conditions (2023 - 2025)

Heavy vehicles, including freight and heavy passenger vehicles, remain comparatively limited but stable, with totals of around 1,300 – 1,400 vehicles annually (just below 10% of the total modal share). This suggests a moderate presence of industrial and logistics activity, likely linked to mining operations and regional goods movement. Meanwhile, the number of heavy passenger vehicles (public transport buses) remains relatively low (390 – 417 licensed vehicles), indicating limited high-capacity formal public transport provision, with mobility likely supplemented by informal transport services, and primarily serviced by the minibus taxi mode.

Unlicensed vehicles declined from 1,168 in 2023 to 1,058 in 2024, before increasing slightly to 1,085 in 2025, suggesting generally improving compliance with minor fluctuations. However, their proportion remains small relative to the total fleet, implying limited direct impact on overall traffic volumes.

Overall, traffic conditions in Thabazimbi can be described as stable but increasingly pressured, with growing reliance on road transport - particularly private vehicles - contributing to localized congestion, especially along key access routes to economic and tourism nodes. This reinforces the need for improved transport planning, enhanced public transport provision, and better management of key corridors to support both daily mobility and tourism access.

2.12 Air Transport

In Thabazimbi town, there is an airstrip located north of the CBD, which is identified as a potential site for upgrade and development, as indicated in Figure 2-24. This facility could serve as an air transport hub for tourists accessing nearby attractions and areas of interest such as Marakele National Park and Leeuport Nature Reserve.

This will enhance tourism connectivity within TLM and the surrounding regions, thereby improving overall accessibility.



Figure 2-24: Thabazimbi Vliegerveld Airstrip

2.13 Summary of Travel Behaviour and Patterns

2.13.1 Modal Split

Based on the commuter interviews conducted during the taxi rank surveys, the primary mode of public transport utilised is the minibus taxi, with walking forming an integral component of the travel chain, including the initial journey from home to the public transport stop or route, as well as the last kilometre from the drop-off point to the final destination. Figure 2-25 shows that 77% of the individuals surveyed use minibus taxis as their preferred mode of transport. This is largely due to the availability of minibus taxis within TLM. Other modes of transport are only partially available and are used less frequently for daily trips. Walking is also a commonly utilised mode of transport, highlighting the need for improved NMT infrastructure within TLM.

Bakkies are considered unsafe and are not permitted for use as public transport due to the lack of adequate safety features for commuters.

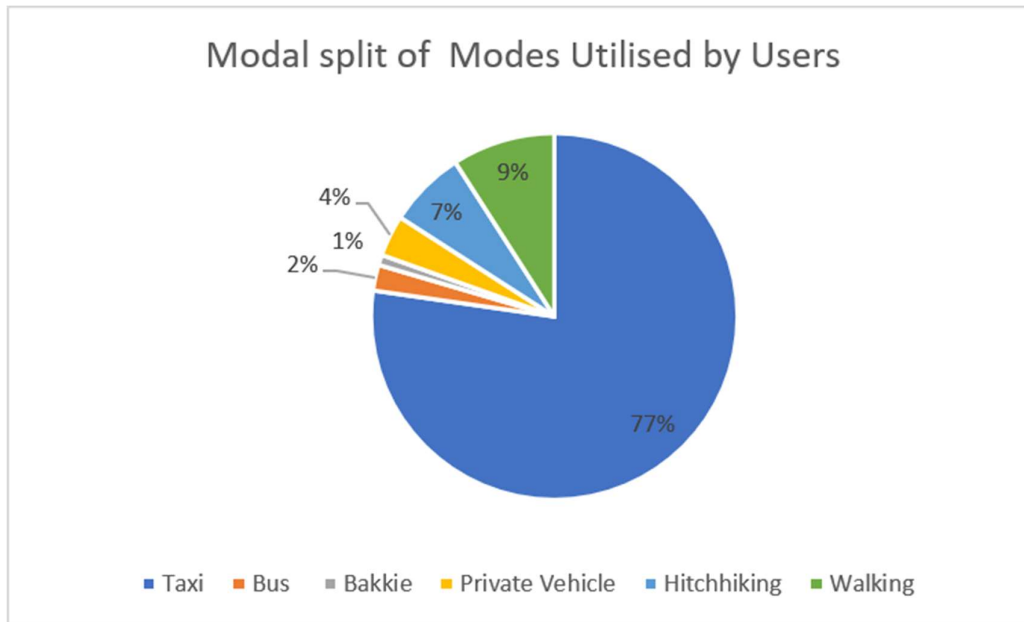


Figure 2-25: Mode of Transport used

2.13.2 Time waiting for Public Transport

From the commuter interview, 21% of the surveyed respondents indicated that they spend less than 10 minutes waiting for public transport, while 53% spend between 11- and 30-minutes waiting for public transport, which highlights that over 70% of commuters in TLM spend less than 30 minutes waiting for public transport, as indicated in Figure 2-26 below. This highlights the need for shelter at the pick-up points that have a high number of commuters in various locations within the municipality.

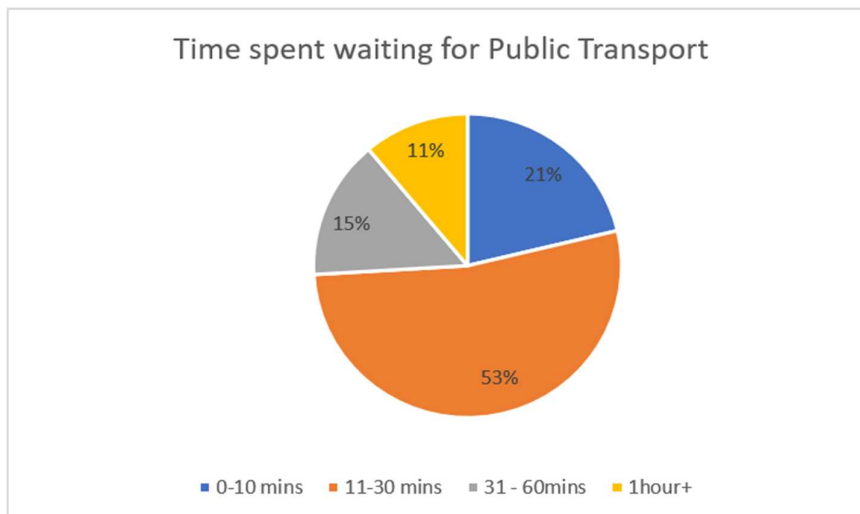


Figure 2-26: Time people spent waiting for public transport

2.13.3 Access to Public Transport

One of the challenges identified in the IDP is the lack of public transport accessibility to essential services centres, such as schools, clinics, and recreational facilities in rural areas of the municipality. Although passengers in these areas are highly dependent on public transport as their primary means of mobility, they generally have a negative perception of the public transport industry, largely due to these challenges.

In Figure 2-27, 44% of commuters' responses indicated that there is no service coverage to clinics or hospitals in their area of residing which these surveys were conducted in town. This also highlights the challenge highlighted on the IDP about the lack of service coverage to the clinics in rural areas of TLM. The lack of public transport is one of the reasons commuters purchase private cars as soon as they can afford them, while those who cannot afford private cars are forced to walk to access essential services. This challenge also creates a gap that allows illegal public transport service providers to emerge and operate to meet the unmet demand for transport services.

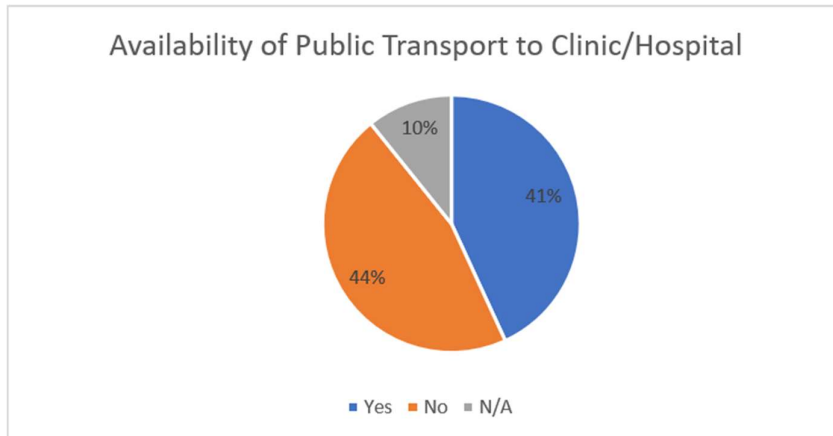


Figure 2-27: Availability of public transport to Health Centres

2.13.4 Public Transport Facility and Route Utilisation

2.13.4.1 Facility Utilisation

The utilisation of public transport facilities varies significantly between formal and informal ranks, which can be influenced by routes that are catered to from each facility and the locality of each facility. Formal facilities tend to accommodate the highest passenger volumes, reflecting their structured operations and stronger demand. These facilities are typically located in main economic nodes and/or rural service nodes.

In contrast, informal facilities tend to have a low level of utilisation as they are strategically positioned to serve specific demand and improve accessibility for certain routes. These facilities are often situated in designated areas or on the outskirts to enhance connectivity with key economic hubs and towns.

2.13.4.1.1 Thabazimbi Town Facility Utilisation

The facility utilisation of various ranks in Thabazimbi town can be seen in Table 2-14.

Table 2-14: Rank Utilisation Thabazimbi Town

Town	Facility							Utilisation				
	Name	Longitude	Latitude	Mode	Type of Service	Loading/Holding Area	No of Bays	Days of Max utilisation	Max No of Vehicles	Time of Max Utilisation		% Utilisation
Thabazimbi	Thabazimbi Town Rank	24°35'16.19"S	27°24'38.93"E	MBT	Commuter	Combined	12	Weekend	9	11:30 - 12:30	-	75%
	Thaba Mall	24°35'21.80"S	27°23'54.78"E	MBT	Commuter	Loading	1	Weekend	4	13:40 - 14:40	-	400%
	Thaba Square	24°34'40.68"S	27°24'46.54"E	MBT	Commuter	Loading	4	Weekday	5	15:25 - 16:25	-	125%
	Foodzone Rank	24°36'8.30"S	27°23'13.30"E	MBT	Commuter	Combined	2	Weekday	4	16:00 - 17:00	-	200%
	Total Energies	24°35'29.23"S	27°23'52.78"E	MBT	Commuter	Loading	1	Weekday	2	10:00 - 11:00	-	200%

It is clear from Table 2-14, Thabazimbi formal taxi rank is underutilised, with a peak-hour utilisation of 75%. Some routes that are intended to operate from this rank instead operate from various informal ranks within the town to provide better accessibility to public transport in high-demand areas. The remainder of the ranks that were surveyed are all informal ranks; however, it was evident from site observations that the MBTs rank off-street open space at these ranks.

2.13.4.1.2 Northam Town Facility Utilisation

The facility utilisation of various ranks in Thabazimbi town can be seen in Table 2-15.

Table 2-15: Rank Utilisation Northam Town

Town	Facility							Utilisation			
	Name	Longitude	Latitude	Mode	Type of Service	Loading/Holding Area	No. of Bays	Days of Max utilisation	Max No. of Vehicle	Time of Max Utilisation	% Utilisation
Northam	Northam Taxi Rank	24°57'33.23"S	27°15'46.09"E	MBT	Commuter	Combined	25	Weekday	30	07:00 - 08:00	120%
	LongDistance Rank	24°57'27.26"S	27°15'30.64"E	MBT	Commuter	Combined	12	Weekday	1	17:00 - 18:00	8%
	Roots Rank	24°57'29.07"S	27°15'45.63"E	MBT	Commuter	Loading	1	Weekday	12	14:30 - 15:30	1200%
	Debonairs Rank	24°57'24.97"S	27°15'42.01"E	MBT	Commuter	Loading	1	Weekday	13	09:55 - 10:55	1300%
	Usave Rank	24°57'24.64"S	27°15'46.66"E	MBT	Commuter	Combined	1	Weekday	2	06:30 - 07:30	200%
	Northam KFC Rank	24°57'19.29"S	27°15'32.82"E	MBT	Commuter	Loading	1	Weekday	9	10:00 - 11:00	900%
	Northam Platinum Mine Rank	24°49'47.50"S	27°20'08.65"E	MBT	Commuter	Combined	20	Weekday	16	06:00 - 07:00	80%
	Dichaba Mine Rank	24°45'37.03"S	27°23'16.98"E	MBT	Commuter	Combined	8	Weekday	11	12:00 - 13:00	138%
	Dichaba Mine Rank	24°45'35.50"S	27°23'15.77"E	MBT	Commuter	Loading	1	Weekday	9	13:00 - 14:00	900%
	Tumela Mine Rank	24°49'32.45"S	27°17'06.41"E	MBT	Commuter	Combined	6	Weekday	28	11:30 - 12:30	467%
Swartklip	Swartklip Rank	24°56'15.85"S	27°09'12.84"E	MBT	Commuter	Loading	18	Weekday	5	10:00 - 11:00	28%

As summarised in the table above, Northam Taxi is overutilized on weekdays, with a maximum utilisation of 120% on a surveyed weekday. Some routes that are intended to operate from this rank are operating from informal ranks in the CBD and shopping complexes to provide better accessibility to public transport. The informal ranks in Northam are operating from the parking lot of the shopping complex, which doesn't actually have a designated loading area.

2.13.4.2 Service capacity and Route Utilisation

According to IDP, there are 41 minibus taxi routes in TLM, while the LDTCS have 30 recorded routes from the three taxi associations within the Thabazimbi local municipality boundary.

Summary of the service capacity and route utilisation observed per facility in TLM facilities for various routes operating from the rank facilities.

2.13.4.2.1 Thabazimbi Town

The service capacity and utilisation for the different routes observed in the Thabazimbi town ranking facilities are summarised in Table 2-16 below.

Table 2-16: Service Capacity and Route Utilisation in Thabazimbi town Facilities

Rank	Route Code	Route Name	Period	No of Departures	Service Capacity	No of Pax	% Utilisation
Thabazimbi Town Rank		Foodzone	10:30 - 11:30	2	37	13	35%
		Group 5	10:00 - 11:00	1	15	2	13%
	BRCLP77700	Mokopa	17:00 - 18:00	1	15	15	100%
		Mamba	13:30 - 14:30	1	15	2	13%
		Mokgalaneng	14:00 - 15:00	2	30	15	50%
	BRCLP77700/BRCLP00171	Platina	11:30 - 12:30	1	15	15	100%
		Pretoria	10:30 - 11:30	2	30	20	67%
		Regorogile	17:00 - 18:00	11	172	172	100%
	BRCLP0032101	Rooiberg	14:00 - 15:00	1	15	15	100%
		Skierlek	17:00 - 18:00	1	15	15	100%
	BRCLP77700	Smash Block	13:00 - 14:00	1	15	15	100%
		Vakansie	12:00 - 13:00	1	15	15	100%
Foodzone Rank	BRCLP77700/BRCLP00171	Northam	14:10 - 15:10	3	44	45	102%
Thaba Mall		Regorogile	16:40 - 17:40	11	165	165	100%
Thaba Square		Regorogile	15:30 - 16:30	3	43	22	51%
		Town	15:00 - 16:00	5	75	28	37%
TotalEnergies		Lephalale	10:00 - 11:00	1	22	22	100%

From the table above, it is evident that during the peak hour of each route per facility majority of routes are operating at capacity, with routes at Thabazimbi rank and Thaba square that are operating under capacity. The summary of the daily trips and passengers for these routes is shown in Figure 2-28, which also illustrates how each route travels.

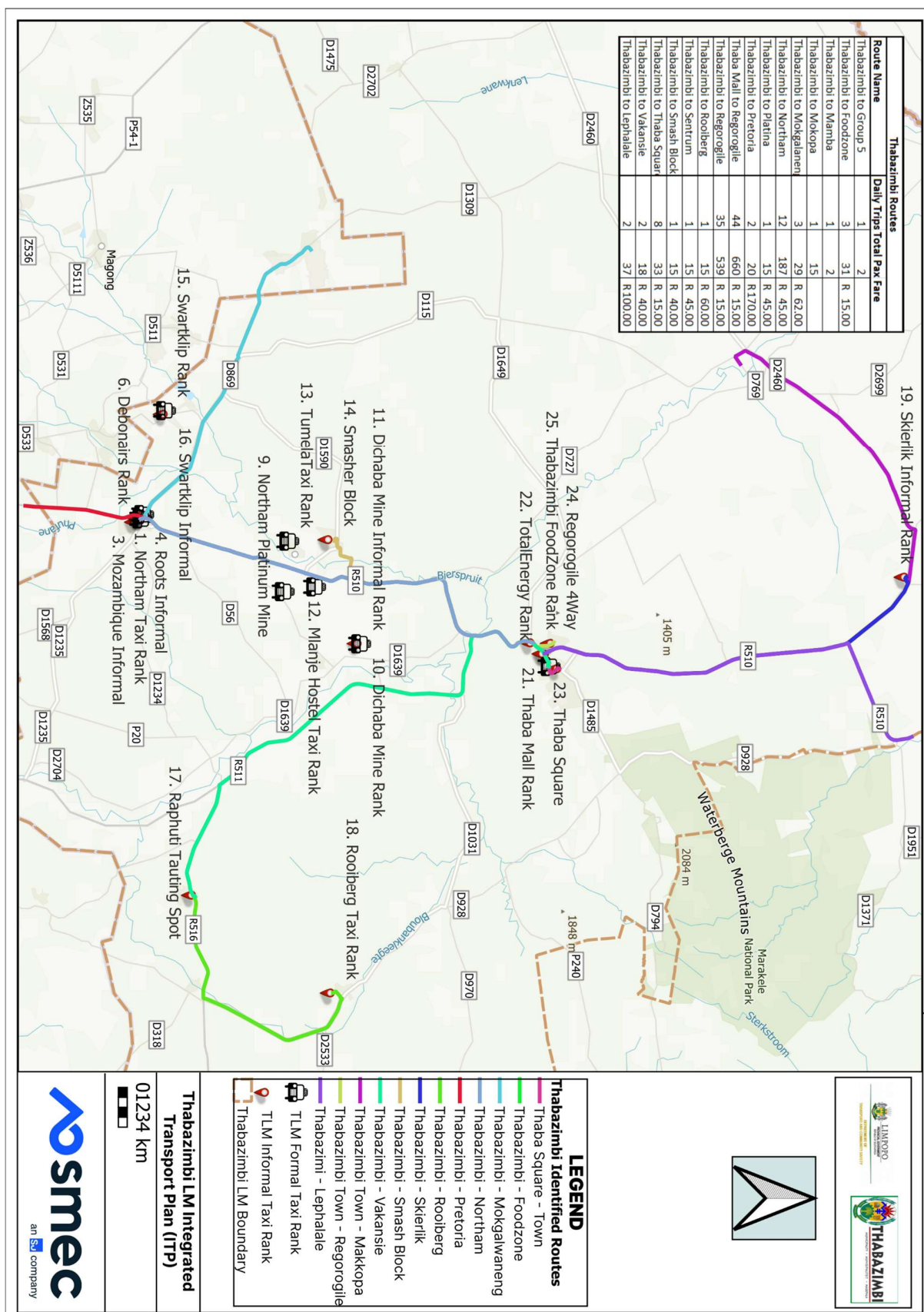


Figure 2-28: Thabazimbi Observed Routes

2.13.4.2.2 Northam and Swartklip Town

The service capacity and utilisation for the different routes observed in the Thabazimbi town ranking facilities are summarised in Table 2-15 below.

Table 2-17: Service Capacity and Route Utilisation in Northam Town Facilities

Rank	Route Code	Route Name	Period	No of Departures	Service Capacity	No of Pax	% Utilisation
Northam Taxi Rank	BRCLP767620	Johannesburg	09:00 - 10:00	1	15	15	100%
		Lesotho		1	22	0	0%
		Phadi	11:30 - 12:30	4	58	57	98%
		Mmorogong	15:50 - 16:50	5	75	75	100%
		Moruleng	16:15 - 17:15	4	60	60	100%
		Phalane	14:00 - 15:00	2	30	30	100%
		Smash Block	15:50 - 16:50	8	120	120	100%
		Pretoria	15:00 - 16:00	2	30	30	100%
		Swartklip	16:00 - 17:00	6	90	90	100%
	BRCLP11102	Sefikile	16:30 - 17:30	6	86	86	100%
		Rustenburg	15:45 - 16:45	2	30	0	0%
Long Distance Rank	NORTHAM13	Eastern Cape	17:00	0	22	1	5%
Roots Informal Rank		Northam RDP	15:34 - 16:34	15	222	222	100%
Debonairs Informal Rank		Sandfontein	10:39 - 11:39	3	45	45	100%
		Mogwase	14:30 - 15:30	2	30	31	103%
	BRCLP11101	Dikweipi	14:50 - 15:50	4	59	59	100%
		Lerome	14:15 - 15:15	4	58	58	100%
Usave Informal Rank	BRCNOR900CLN	Giyani	08:00 - 09:00	1	15	15	100%
Northam KFC Informal Rank		Swartklip	15:23 - 16:23	8	120	120	100%
Northam Platinum Mine Rank		Thabazimbi	15:30 - 16:30	5	96	96	100%
		Northam	16:30 - 17:30	11	172	102	59%
		Smash Block	15:10 - 16:10	5	75	75	100%
Dichaba Mine Rank		Platina	11:30 - 12:30	1	15	1	7%
		Smash Block	14:55 - 15:55	6	87	87	100%
		Northam	15:10 - 16:10	7	112	100	89%
Tumela Mine Rank		Northam	14:15 - 15:15	12	180	180	100%
		Smash Block	14:20 - 15:20	7	104	104	100%
		Mlanje	16:00 - 17:00	1	22	16	73%
Swartklip Rank		Kraalhoek	15:50 - 16:50	5	74	74	100%
		Mantserre	13:55 - 14:55	4	60	60	100%

From the table above, it is evident that during the peak hour of each route per facility, the routes are operating at capacity. The routes that show evidence of underutilisation from Northam Taxi rank are those that operate from an informal rank when departing for their destination. The summary of the daily trips and passengers for these routes in Northam and Swartklip towns is shown in Figure 2-29 and Figure 2-30 respectively, which also illustrates how each route travels.

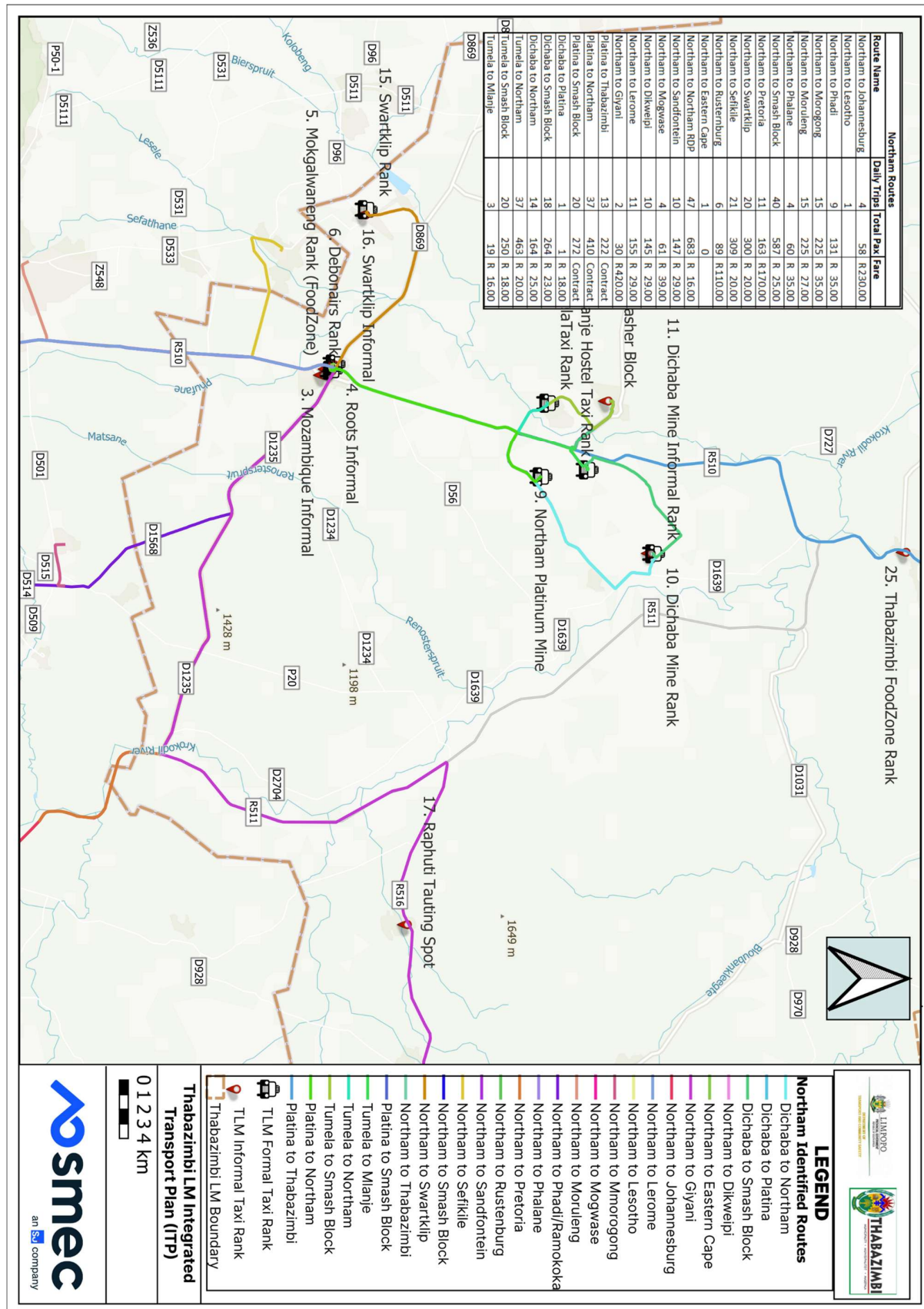


Figure 2-29: Northam Observed Routes

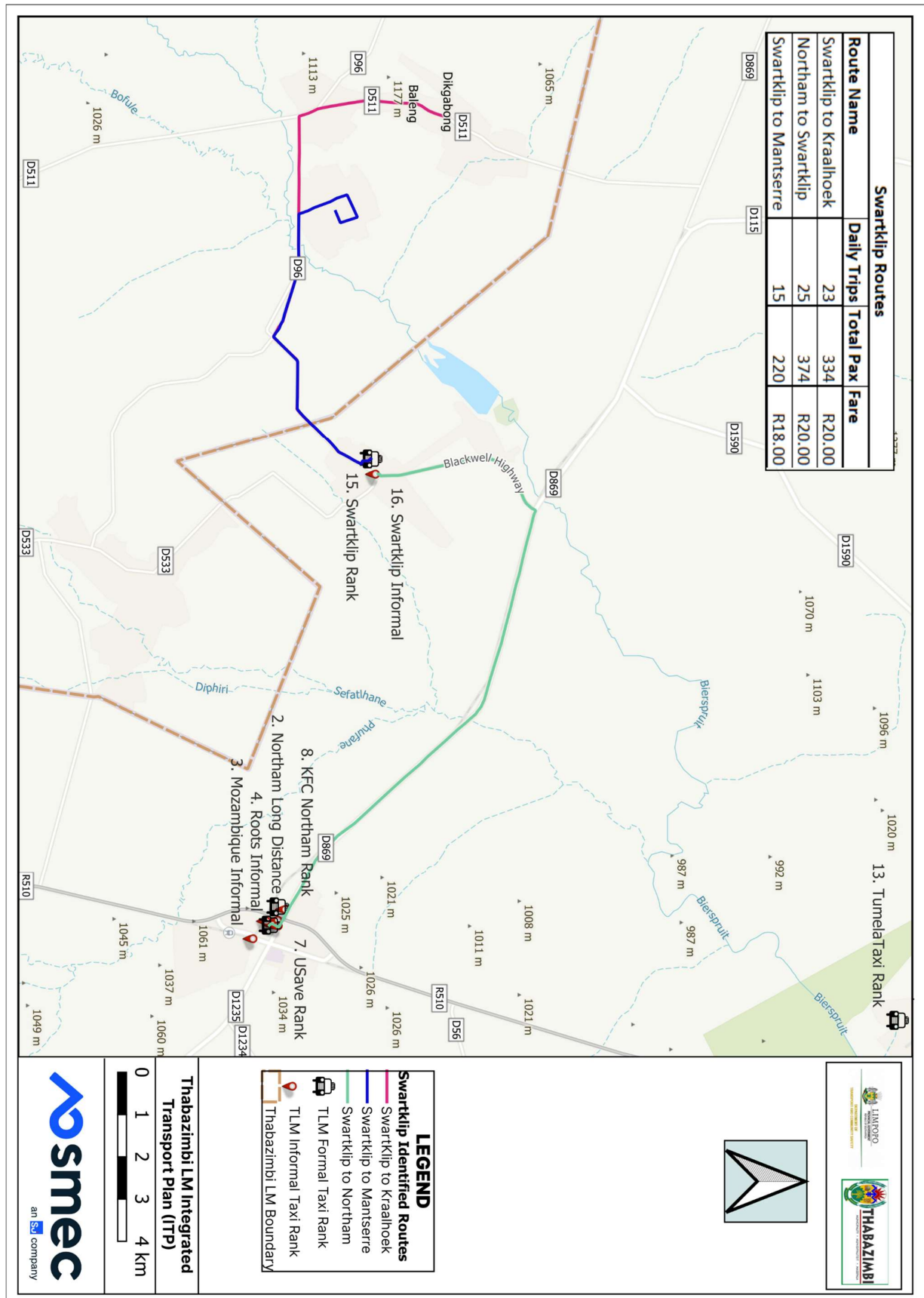


Figure 2-30: Swartklip Observed Routes

2.14 Community Level of Satisfaction with Transport

As part of the questionnaire conducted for this ITP, a subset of questions focused specifically on evaluating public transport in comparison to existing transport services. These explored commuters' satisfaction with security at rank, safety of the service, vehicle appearance, comfort of the vehicles, appearance of the rank and facility conditions such as ablution blocks.

The following section presents a detailed discussion of the key issues emerging from the public transport evaluation questions.

2.14.1 Perceived Security and Safety

The respondents, when asked to evaluate the security at their respective ranks, safety of service, and security at the ranks, were evaluated, and the results indicate a good outcome, with 58% of respondents rating the ranks as safe, as indicated in Figure 2-31.

The safety of the service is generally rated good at 62% rating it as a safe service. However, 38% of unsafe conditions could be improved by enhancing road infrastructure. Improving road quality would contribute significantly to safer service delivery, as vehicles are more likely to operate safely and remain in good condition over the long term when driven on well-maintained routes.

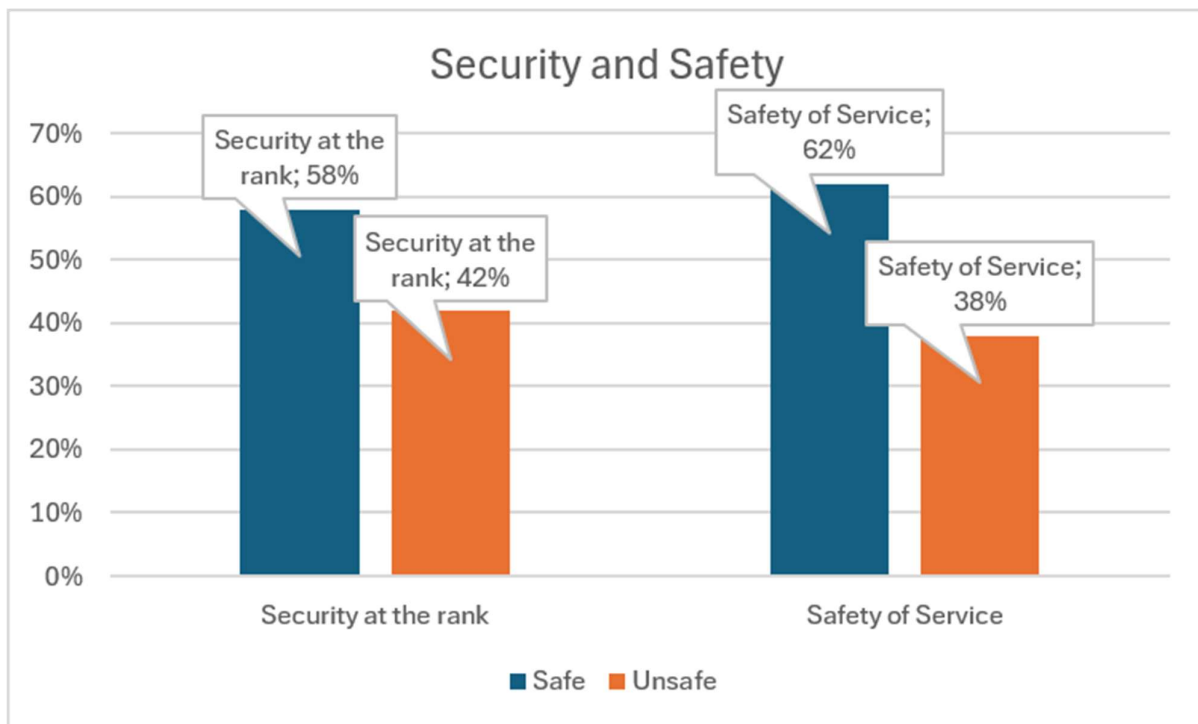


Figure 2-31: Thabazimbi Public Transport Safety and Security

Security at the ranks remains a challenge, as most ranking facilities are informal. As a result, there is limited scope for improving security until the facilities themselves are properly developed. Once these facilities are upgraded, appropriate security measures can then be effectively implemented.

2.14.2 Perceived Quality of Public Transport

When asked to evaluate the quality of public transport in TLM, rating the appearance and comfort of vehicles providing the service to the commuters. As indicated in Figure 2-32 the respondents evaluated the appearance of the vehicles, and the results indicated that the overall appearance is of good quality. Over 60% of respondents gave positive ratings, with more than 10% assigning the highest possible rating.

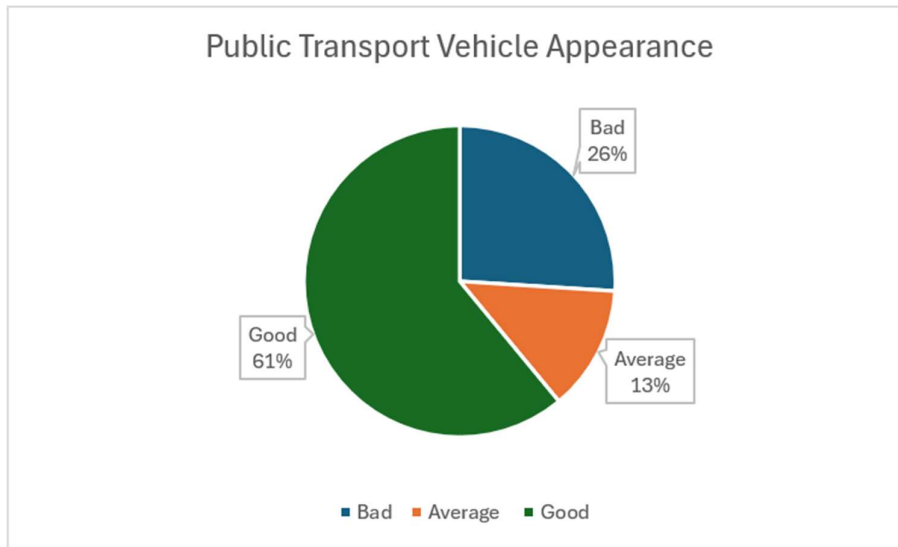


Figure 2-32: TLM MBT Appearance

As indicated in Figure 2-33, The respondents evaluated the comfort of the vehicles; the results indicated that they are generally comfortable, with over 60% of respondents giving positive ratings.

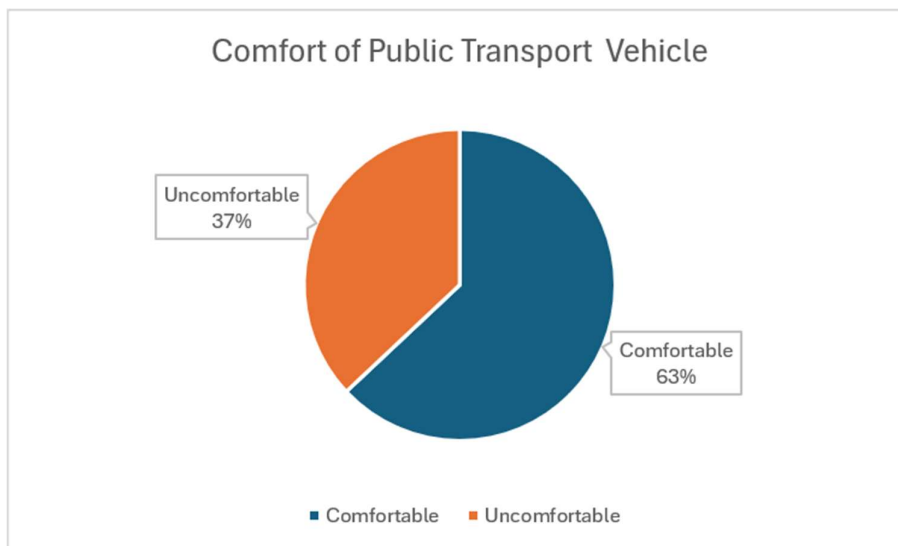


Figure 2-33: TLM MBT Comfortability

The overall rating for vehicle appearance and comfort is predominantly positive, with both getting over 60% favourable ratings. However, disparities in perceived public transport quality may persist, potentially influenced by spatial factors such as commuters' areas of origin and infrastructural conditions, particularly the quality of road networks utilised by transport vehicles

2.15 Conclusion on Transport Status Quo

The transport status quo assessment for the Thabazimbi Local Municipality (TLM) presents a comprehensive picture of a predominantly road-based, mining-influenced, and spatially dispersed transport system characterised by significant structural strengths but also persistent and systemic challenges.

Locality and demographics:

At a strategic level, the municipality benefits from its location within the Waterberg District and its connectivity through key regional corridors such as the R510, R511, and R516, which support both passenger mobility and

freight movement, particularly related to mining and regional trade. However, this strategic positioning is not fully leveraged due to constraints in infrastructure quality, modal diversity, and system integration. The overall transport system is therefore functional but underdeveloped in relation to current and future demand pressures.

A defining feature of TLM is its polycentric and spatially dispersed settlement structure, with development concentrated around Thabazimbi, Northam, and mining nodes, and extensive rural and farming areas with low-density settlements. This spatial pattern results in long travel distances, limited accessibility, and high transport costs, particularly for rural communities. The socio-economic profile further reinforces these challenges, with a predominantly low- to middle-income population, limited access to private vehicles, and strong dependence on public transport, especially minibus taxis.

Road network:

The road network forms the backbone of the transport system but remains a critical constraint. While key corridors provide regional connectivity, the network is characterised by a high proportion of unpaved roads (approximately 74%), infrastructure backlogs, and significant deterioration due to heavy freight traffic. These conditions reduce accessibility, increase vehicle operating costs, and undermine the efficiency and reliability of both public and private transport. The impact is particularly severe in rural areas, where connectivity to economic and social services remains uneven.

Freight:

The freight transport system, driven largely by mining activities, places considerable pressure on the road infrastructure. High volumes of heavy vehicles along corridors such as the R510, coupled with limited supporting infrastructure (e.g., formal truck stops and non-operational weighbridges), contribute to road deterioration, safety risks, and enforcement challenges. The transport of hazardous materials on mixed-use roads further amplifies safety concerns, especially in areas where freight routes intersect with settlements.

Public transport:

Public transport in TLM is dominated by minibus taxis, which serve as the primary and most flexible mode of transport, accounting for the majority of commuter trips. While the system demonstrates relatively high operational efficiency in core areas, particularly around Northam and Thabazimbi, it remains largely informal and unevenly distributed, with limited-service coverage in rural areas. The absence of passenger rail and the limited role of formal bus services result in a high dependency on road-based transport, increasing pressure on the road network and limiting modal choice.

Public transport infrastructure reflects similar disparities. While there are formal taxi ranks in key urban nodes, a significant portion of the system operates through informal ranks and touting points, many of which lack basic facilities such as shelters, ablution services, lighting, and security. This contributes to operational inefficiencies, overcrowding, and safety concerns, particularly at high-demand locations.

Non-motorised transport (NMT):

Non-motorised transport (NMT) plays an important role in daily mobility, particularly in rural and low-income areas. However, the lack of dedicated pedestrian and cycling infrastructure, combined with poor road conditions and encroachment of sidewalks, creates unsafe conditions for vulnerable road users. This is further exacerbated by increasing traffic volumes and the absence of adequate pedestrian facilities, particularly along major corridors and in settlement interfaces.

Road safety:

Road safety emerges as a major concern, with a high incidence of fatal accidents concentrated along key freight and regional routes. The primary contributing factors include reckless driving, speeding, poor road conditions, and pedestrian exposure, particularly in areas where infrastructure is inadequate. Temporal trends indicate higher risks during night-time and weekends, while spatial patterns highlight the vulnerability of rural roads and settlement interfaces.

Travel behaviour:

The assessment of travel behaviour and user perception highlights a system that is broadly functional but constrained. While a majority of users experience relatively acceptable waiting times, there are significant gaps in accessibility to essential services, particularly healthcare and rural areas. Informal facilities are often over-utilised, while formal infrastructure is sometimes underutilised, reflecting inefficiencies in network design and

service distribution. Community feedback further points to concerns regarding affordability, safety, infrastructure quality, and service reliability, particularly outside urban centres.

Institutional arrangements (transport planning capacity):

From an institutional perspective, the current arrangement is fragmented, with transport functions distributed across multiple municipal departments and lacking a dedicated coordinating structure. This limits the municipality's ability to effectively plan, implement, and monitor transport interventions in a coordinated and integrated manner.

Overall Synthesis:

In summary, the transport system in Thabazimbi Local Municipality is characterised by:

- Strong reliance on road-based transport, with limited modal alternatives;
- A functionally effective but largely informal public transport system, dominated by minibus taxis;
- Significant infrastructure constraints, particularly in the road network and public transport facilities;
- Increasing pressure from mining-driven freight traffic and growing travel demand;
- Safety risks, particularly along major corridors and in areas with poor infrastructure;
- Inequitable access, especially for rural communities; and
- Institutional capacity limitations, affecting planning and coordination.

Implications for the ITP:

The status quo analysis clearly demonstrates that, while the existing transport system provides a basic level of mobility, it is not sufficiently integrated, resilient, or equitable to meet current and future demands. The key implications for the Integrated Transport Plan are therefore to:

- Improve road infrastructure quality and connectivity, particularly in rural and high-demand corridors;
- Strengthen and formalise the public transport system, including facilities and operations;
- Enhance freight management, especially along mining corridors;
- Prioritise road safety and NMT infrastructure, with a focus on vulnerable users;
- Address spatial inequities in transport access, particularly for rural and low-income communities; and
- Establish institutional capacity and coordination mechanisms to support integrated transport planning and implementation.

This chapter provides a critical evidence base that highlights both the current performance and systemic shortcomings of the transport network in Thabazimbi, forming a sound foundation for the Transport Needs Assessment and subsequent intervention planning.

3. Chapter 3: Transport Needs Assessment

3.1 Introduction

This chapter presents an assessment of the **transportation needs of Thabazimbi Local Municipality** based on the findings of the Transport Status Quo Assessment presented in Chapter **Error! Reference source not found..** The **purpose** of the assessment is to **identify existing gaps, deficiencies** and **future requirements** within the municipal transport system in order to inform the development of targeted transport interventions, projects and implementation priorities.

The needs assessment has been informed by a review of the following:

- Municipal planning frameworks,

- Transport survey findings,
- Stakeholder consultations,
- Field observations,
- Public transport facility assessments, and
- Discussions undertaken through the Project Steering Committee (PSC) process.

The assessment considers both current transportation challenges and future demands arising from expected population growth, mining expansion, economic development and changes in travel behaviour within the municipality.

The findings of Chapter **Error! Reference source not found.** demonstrated that Thabazimbi Local Municipality remains highly dependent on road-based transportation for the movement of people and goods. The municipality's dispersed settlement pattern, extensive mining activities, regional freight movement and limited public transport alternatives place considerable pressure on the existing transportation system. These conditions create a need for a coordinated and integrated transport planning approach that supports economic growth while improving accessibility, mobility and safety for all users.

The transport needs identified in this chapter, therefore, represent the gap between the existing transport system and the transport system required to support the municipality's future development objectives.

3.2 Transport Needs Identification Process

The identification of transport needs was undertaken through a multi-faceted assessment process incorporating both quantitative and qualitative information sources. The process was designed to ensure that the resulting needs assessment reflects the operational realities of the municipality while remaining aligned with provincial and national planning frameworks.

The assessment commenced with a review of the existing transport system documented in Chapter **Error! Reference source not found.**, including:

- Road infrastructure,
- Public transport services,
- Freight transport operations,
- Learner transport,
- Non-motorised transport (NMT) facilities, and
- Road safety conditions.

This review was supplemented through extensive field inspections undertaken throughout the municipality, allowing the project team to verify infrastructure conditions and observe operational challenges first-hand.

Transport surveys undertaken in Thabazimbi and Northam, as well as on the broader municipal landscape, further provided valuable information relating to travel behaviour, modal choice, public transport utilisation, route demand, service capacity and commuter perceptions of the transport system.

The survey findings were complemented by engagement with municipal officials, public transport operators, provincial stakeholders and members of the Project Steering Committee. These engagements ensured that local knowledge and operational concerns could be incorporated into the assessment process.

Future transportation needs were assessed through consideration of planned developments within the municipality, including mining sector expansion, growth within Northam and Thabazimbi, tourism development opportunities and future infrastructure investment programmes. Attention was given to projected increases in freight movement, employee travel demand and public transport requirements associated with the municipality's principal economic sectors.

As part of the Transport Needs Identification Process, the following elements were considered in the ITP, in Sections 3.2.1 – 3.2.4.

3.2.1 Current Needs Identification Process

The identification of current transportation needs was undertaken through a comprehensive review of available transport planning information, infrastructure records, public transport operational data, stakeholder inputs and field investigations. The objective of the assessment was to establish a clear understanding of the performance, adequacy and condition of the existing transport system within Thabazimbi Local Municipality (TLM), and to identify deficiencies that currently constrain mobility, accessibility and economic development.

The starting point for the assessment was the Transport Register compiled as part of the Waterberg District Municipality (WDM) District Integrated Transport Plan (DITP) prepared in 2011. The Transport Register provided baseline information regarding the extent of transport infrastructure and services within the municipality, including roads, public transport facilities, public transport routes and travel patterns.

While the DITP provides a valuable district-wide overview of transport planning issues, its primary focus is on transportation matters affecting the broader Waterberg District. Consequently, additional municipal-specific information sources were reviewed to identify needs directly applicable to Thabazimbi Local Municipality and to ensure that current transport conditions were accurately reflected.

The review incorporated a range of transport planning and operational information, including:

- Limpopo Provincial Regulatory Entity (PRE) data relating to registered public transport operators, operating licences and approved routes.
- Roads Agency Limpopo (RAL) and SANRAL road maintenance, rehabilitation and upgrading programmes affecting strategic transport corridors within the municipality.
- Thabazimbi Local Municipality Integrated Development Plans (IDPs), which identify community concerns, service delivery priorities and infrastructure investment requirements.
- The Thabazimbi Spatial Development Framework (SDF), which guides settlement patterns, growth areas, economic nodes and future land use development.
- Available road safety information, freight transport studies and transport-related provincial planning initiatives.

The review of these information sources enabled the identification of existing transport challenges, service gaps and infrastructure deficiencies. Attention was given to understanding the impact of road conditions on accessibility, the adequacy of public transport services and facilities, freight transport requirements associated with mining activities, and the ability of the transport system to support access to healthcare, education, employment opportunities and municipal services.

Where information gaps were identified during the literature review process, these were supplemented through field inspections, stakeholder consultations and transport surveys undertaken within Thabazimbi and Northam. This ensured that the transport needs assessment was informed by both documented evidence and actual conditions observed on the ground.

3.2.2 Future Demands and Needs Identification Process

In addition to understanding current transportation challenges, it was necessary to assess future transportation demands that may arise over the five-year planning horizon of the Integrated Transport Plan. Future demand assessment is particularly important in a municipality such as Thabazimbi, where transport demand is significantly influenced by economic development, mining activity, urban growth and changing settlement patterns.

The assessment of future transportation needs was undertaken through a review of the Integrated Development Plans (IDPs), Spatial Development Frameworks (SDFs) and other strategic planning documents prepared by both Thabazimbi Local Municipality and Waterberg District Municipality. These documents provide insight into planned developments, future growth areas, infrastructure investment priorities and anticipated socio-economic changes that are likely to influence travel demand and transport service requirements.

The review identified several strategic developments that are expected to impact the municipal transport system during the planning period. These include growth associated with the mining sector, expansion of residential areas

within and around Northam and Thabazimbi, increased tourism development opportunities and ongoing economic development initiatives aimed at improving employment creation and service delivery.

Consideration was given to the relationship between transportation and access to social and economic opportunities. The provision of adequate transport infrastructure and services is essential to support access to:

- Educational facilities and learner transport services.
- Healthcare facilities and emergency services.
- Employment opportunities, particularly within the mining and agricultural sectors.
- Commercial and retail activities.
- Government and community services.

The municipal planning framework further highlights several strategic initiatives that may generate additional travel demand and require future transport interventions. These include:

- The identification and release of strategically located development land in partnership with the Housing Development Agency (HDA) and the Department of Cooperative Governance, Human Settlements and Traditional Affairs (CoGHSTA) to accommodate future residential and economic development.
- The proposed transfer of the vehicle registration and licensing function within Northam to improve access to licensing services and reduce travel requirements for residents.
- Local Economic Development (LED) initiatives aimed at expanding mining, tourism, agriculture and related support industries within the municipality.
- Continued growth of Northam as a major employment, residential and economic node within the municipal area.
- Increased freight transport demand associated with expanding mining and industrial activities.

The assessment of future demand, therefore, considered not only current transport deficiencies but also the transport infrastructure, services and institutional arrangements required to support future growth and development within Thabazimbi Local Municipality.

3.2.3 Stakeholder Engagement Needs Identification Process

Stakeholder engagement formed a critical component of the transport needs identification process and provided an opportunity to validate technical findings, identify operational challenges and incorporate local knowledge into the development of the Integrated Transport Plan.

Representatives from Thabazimbi Local Municipality (TLM), Waterberg District Municipality (WDM), Limpopo Department of Transport and Community Safety (LDTCS), public transport operators and taxi associations participated throughout the planning process. These stakeholders contributed information, reviewed findings and provided comments on key deliverables developed during the study.

The stakeholder engagement process was undertaken to ensure that the Integrated Transport Plan is aligned with district, provincial and national transport planning objectives, as required by the National Land Transport Act (Act No. 5 of 2009). Furthermore, engagement with key stakeholders assisted in ensuring that proposed transportation interventions remain practical, implementable and responsive to local conditions.

Stakeholder inputs were particularly valuable in identifying challenges associated with:

- Public transport operations and route coverage.
- Road condition and maintenance priorities.
- Freight transport and mining-related mobility requirements.
- Learner transport services and accessibility.
- Public transport facility deficiencies.
- Road safety concerns.
- Institutional and coordination challenges affecting transport implementation.

In addition to government stakeholders and transport operators, direct engagement was undertaken with public transport users during the survey process. This provided members of the community with an opportunity to contribute to the development of the ITP and to express concerns regarding transportation services and infrastructure.

The engagement process highlighted a number of recurring themes, including concerns regarding road maintenance, public transport accessibility, safety, freight management and the adequacy of existing transport facilities. These inputs not only validated findings from the literature review and field investigations but also assisted in prioritising transport interventions based on the lived experiences of transport users and operators.

As a result, the stakeholder engagement process served as an important mechanism for ensuring that the transport needs assessment reflects both strategic planning objectives and practical transportation challenges experienced throughout the municipality.

3.2.4 Transport Surveys Needs Identification Process

Primary transportation data was collected through a series of surveys undertaken at selected public transport facilities within Thabazimbi and Northam. The surveys were conducted between 26 and 28 March 2026 within Thabazimbi Town and between 05 and 15 May 2026 within Northam Town.

The purpose of the survey programme was to obtain current information regarding public transport demand, service supply, facility utilisation, commuter perceptions and operating conditions within the municipality. The survey results were further used to validate and update secondary information obtained through the literature review process and to identify transportation needs that may not be reflected within existing planning documentation.

Several survey components were undertaken as part of the data collection programme, as follows.

Route Utilisation Surveys

Route utilisation surveys were undertaken at public transport facilities to establish the relationship between passenger demand and service supply across the municipality's public transport network. During these surveys, the number of vehicle departures, the number of passengers transported, and route destinations were recorded.

The route utilisation surveys were used to:

- Determine passenger demand levels on individual routes.
- Assess service capacity and route performance.
- Identify routes operating at or near capacity.
- Determine the number of vehicles required to adequately serve observed passenger demand.
- Identify potential public transport service gaps and areas of over- or undersupply.

Commuter Interviews

Commuter interviews were undertaken at selected public transport facilities to obtain user perspectives regarding the quality, accessibility and performance of existing transportation services.

Commuters were requested to provide information regarding:

- Availability of public transport services.
- Travel times and waiting times.
- Safety and security perceptions.
- Accessibility to healthcare facilities and other community services.
- Quality and condition of transport infrastructure.
- Priority improvements required to enhance mobility.

The findings from the commuter surveys provided valuable insight into how transportation conditions affect daily travel behaviour and helped identify the areas requiring the greatest intervention from a community perspective.

Public Transport Facility Assessments

Detailed infrastructure assessments were undertaken at formal taxi ranks and major public transport facilities throughout the municipality. The assessments evaluated both the condition and adequacy of existing facilities.

Infrastructure elements assessed included:

- Passenger shelters.
- Loading and ranking facilities.
- Ablution facilities.
- Lighting infrastructure.
- Security fencing.
- Accessibility for persons with disabilities.
- Holding areas and vehicle circulation arrangements.
- General maintenance and operational conditions.

The assessment results were used to determine infrastructure maintenance requirements, identify facility upgrade needs and evaluate whether existing facilities can accommodate future transport demand.

Collectively, the survey programme provided a comprehensive understanding of public transport operations and commuter travel patterns within Thabazimbi Local Municipality. The information obtained from these surveys and field observations played a critical role in identifying gaps within the existing transportation system and informed the development of the transport needs assessment presented in this chapter, as well as the improvement proposals and prioritised interventions contained in the subsequent chapters of this Integrated Transport Plan.

3.3 Transport Needs Identified Through Municipal Planning Frameworks

The assessment of the existing transport system within Thabazimbi Local Municipality (TLM) identified several infrastructures, operational and service delivery needs that continue to impact mobility, accessibility and economic development within the municipal area. These transportation challenges are consistently reflected across a range of municipal, district and provincial planning instruments, including the Thabazimbi Local Municipality Integrated Development Plan (IDP), Spatial Development Framework (SDF), Waterberg District planning documents, public transport planning studies and various provincial transport strategies.

The municipality's transport network plays a critical role in supporting key economic sectors such as mining, agriculture and tourism, while also facilitating access to employment opportunities, healthcare facilities, educational institutions and government services. However, the status quo assessment undertaken in Chapter **Error! Reference source not found.** highlighted several deficiencies affecting the efficiency and effectiveness of the transport system. These include deteriorating road infrastructure, insufficient public transport facilities, limited non-motorised transport infrastructure, growing freight transport pressures and accessibility challenges experienced by vulnerable users.

The latest Reviewed **Integrated Development Plan (2025/26)** similarly identifies road infrastructure and transportation services as key service delivery priorities. The IDP emphasises the importance of maintaining strategic transport corridors, improving accessibility to communities and supporting future economic growth through transportation investment. As such, the transport needs identified through the review of municipal planning frameworks are closely aligned with broader municipal development objectives and provide an important basis for the identification of future transport interventions.

The key transport needs identified from the planning framework review are discussed in the sections 3.3.1 – 3.3.2.

3.3.1 Summary of Public Transport Related Needs

Public transport remains the primary means of mobility for a large proportion of residents within Thabazimbi Local Municipality. The public transport system plays a particularly important role in providing access to employment opportunities within the mining sector, as well as access to education, healthcare services and commercial activities. The Status Quo Assessment confirmed that **minibus taxis remain the dominant mode** of public transport within the municipality, accounting for the majority of daily passenger movements. While the existing taxi industry provides extensive geographic coverage, several operational and infrastructure-related challenges continue to undermine the effectiveness of the public transport system.

The growth of Northam as a major mining and residential node has further increased demand for public transport services between Northam, Thabazimbi and surrounding settlements. This demand is expected to continue increasing as mining investment and residential development expand within the municipality. During the PSC engagement process, stakeholders also highlighted the planned **Thabazimbi-Northam bus service** as a strategic intervention that should be incorporated into future transport planning for the municipality.

The review of planning frameworks, stakeholder inputs and transport survey findings identified the following key public transport needs:

3.3.1.1 Service Provision and Accessibility

The current public transport network experiences several service-related limitations that affect passenger mobility and accessibility. These include:

- Public transport users reported that existing services are often unreliable and that service frequencies are insufficient to provide a convenient and efficient travel option.
- Limited direct connectivity between origins and destinations results in longer travel times, increased reliance on transfers and higher transport costs for commuters.
- Public transport accessibility remains constrained in some rural settlements, farming areas and lower-density communities where service demand is dispersed.
- Improved integration between public transport services and major employment centres, particularly mining operations, is required.
- Better accessibility to healthcare facilities, schools and government services is required, particularly for communities located outside the primary urban centres.
- The municipality requires improved public transport planning and service coordination to respond to future growth in passenger demand.

3.3.1.2 Public Transport Infrastructure and Facilities

In addition to operational challenges, several deficiencies relating to public transport facilities were identified. Although formal taxi facilities exist within Northam and Thabazimbi, substantial passenger activity continues to occur at informal loading points and privately operated facilities.

Key infrastructure-related needs include:

- Upgrading and expansion of existing taxi rank infrastructure.
- Formalisation of high-demand informal loading points.
- Provision of additional passenger shelters and seating facilities.
- Improved lighting, safety and security infrastructure.
- Improved ablution facilities and facility maintenance programmes.
- Provision of passenger information and wayfinding signage.
- Additional loading and holding facilities to accommodate future growth in public transport demand.
- Provision for future scheduled bus services and associated passenger facilities.

The assessment additionally identified a shortage of formal taxi ranks and associated amenities at several strategic locations. This shortage constrains public transport operations, reduces passenger convenience and contributes to the continued use of informal ranking facilities. Similar observations were made during field inspections undertaken as part of the Status Quo Assessment.

Furthermore, the municipality currently does not have an approved Integrated Transport Plan in place. The preparation of this ITP therefore represents an important step towards establishing a structured transport planning framework that can guide future public transport investment, operating licence planning and infrastructure development. The Limpopo Department of Transport and Community Safety is currently supporting the municipality through the preparation and adoption of this plan.

3.3.1.3 Learner (Scholar) Transport

Access to education is heavily dependent on the availability of safe, reliable and affordable transportation services. The status quo assessment identified learner transport as an important transportation issue within Thabazimbi Local Municipality, particularly in rural areas, farming areas and dispersed settlements where learners must travel significant distances to access educational facilities.

The assessment found that learner transportation within the municipality is currently provided through a combination of buses, minibus taxis and other road-based transport services. However, concerns were raised regarding vehicle compliance, road conditions, accessibility and the overall safety of learner transport operations. Poor road conditions on several routes serving schools further affect the reliability and safety of scholar transport services, particularly during adverse weather conditions.

During the PSC process, stakeholders further highlighted the need to distinguish between **formally contracted scholar transport services and privately operated learner transport services** to ensure that future planning interventions appropriately address regulatory compliance, safety and service delivery requirements. The PSC further resolved that additional learner transport information should be obtained from LDTCS to support the completion of the learner transport assessment.

The key learner transport needs identified include:

- Improved accessibility to schools for learners residing in remote settlements and farming areas.
- Improved road conditions on routes utilised by learner transport services.
- Strengthened monitoring and enforcement of learner transport vehicle compliance.
- Improved coordination between the municipality, Department of Education and LDTCS regarding learner transport planning.
- Clear identification and management of contracted and privately operated learner transport services.
- Improved safety measures at schools and learner pick-up/drop-off locations.
- Enhancement of pedestrian facilities used by learners travelling to schools.
- Expansion of learner transport services where excessive walking distances are experienced.
- Monitoring of service reliability and performance of learner transport operators.
- Integration of learner transport requirements into future road upgrading and transport planning programmes.

Addressing these needs will improve access to education, enhance learner safety and support the municipality's broader social development objectives while ensuring that transportation does not act as a barrier to educational opportunities.

3.3.2 Summary of Road-Related Needs

The road network within Thabazimbi Local Municipality forms the backbone of the transport system and remains the municipality's most important transportation asset. Roads facilitate the movement of people, freight and services throughout the municipality and support economic activities associated with mining, agriculture, tourism and trade. Given the municipality's strategic location within the Waterberg District and its proximity to key regional and cross-border freight movements, maintaining an efficient and reliable road network remains essential to long-term economic growth and service delivery.

The status quo assessment highlighted several infrastructure deficiencies that continue to affect network performance. A significant proportion of the municipal road network remains unpaved (~74%), while increased freight traffic associated with mining operations has accelerated pavement deterioration on several strategically important routes. These conditions increase vehicle operating costs, reduce travel reliability, and negatively affect accessibility for communities located in rural and farming areas.

The key road-related needs identified through the planning framework review include the following:

3.3.2.1 Road Infrastructure and Maintenance

The municipality requires ongoing investment in road maintenance, rehabilitation and upgrading programmes to preserve existing infrastructure and improve network performance.

Priority needs include:

- Upgrading and rehabilitation of deteriorated strategic road corridors.
 - Reconstruction and Rehabilitation of **Road D2460**.
 - Upgrading and maintenance of **Road D1309**.
 - Rehabilitation and preservation of **Road D1649**.
 - Maintenance interventions on **Road D869**.
 - Rehabilitation of strategic sections of **Road D1235**.
- Reduction of the extensive gravel road backlog.
- Improved maintenance of gravel roads serving rural communities, farming areas and mining operations.
- Improved pavement preservation and preventative maintenance programmes.
- Improved coordination between municipal, provincial and national road authorities.
- Road asset management systems to support long-term maintenance planning.

3.3.2.2 Stormwater and Climate Resilience

Road infrastructure throughout the municipality remains vulnerable to stormwater damage and flooding, particularly on gravel roads and lower-order access routes.

As a result, the municipality requires:

- Improved stormwater management infrastructure.
- Upgrading of drainage systems along strategic transport corridors.
- Improved protection of vulnerable road infrastructure against flood damage.
- Increased resilience of the transport network during adverse weather conditions.

3.3.2.3 Accessibility and Connectivity

The municipality's dispersed settlement pattern creates a need for improved connectivity between residential areas, economic nodes and social facilities.

Key accessibility-related needs include:

- Improved connectivity between rural settlements and major towns.
- Better access to employment opportunities, particularly mining and agricultural activities.
- Improved connections to educational and healthcare facilities.
- Enhanced regional connectivity with neighbouring municipalities.
- Improved accessibility to tourism destinations and attractions.
- Reduction in travel times and transport costs.

3.3.2.4 Non-Motorised Transport and Universal Access

The assessment identified significant deficiencies in Non-Motorised Transport (NMT) infrastructure throughout the municipality. Walking forms an important component of daily travel, particularly for public transport users, school learners and lower-income households. However, the provision of pedestrian facilities remains limited in many parts of the municipality.

The municipality therefore requires:

- Additional sidewalks and pedestrian facilities.
- Improved pedestrian links to public transport facilities and stops.
- Safer pedestrian crossings at key locations.
- Improved street lighting in high pedestrian activity areas.
- Greater integration of NMT infrastructure into road upgrading projects.
- Dedicated consideration of cyclist movements where appropriate.

The assessment further highlighted the need to improve universal accessibility throughout the transport system. Existing public transport vehicles, facilities and associated infrastructure generally do not adequately accommodate people with disabilities, elderly persons and other mobility-impaired users.

To address these shortcomings, future transport interventions should incorporate:

- Universal access principles into public transport facilities.
- Accessible pedestrian infrastructure.
- Improved access to public buildings and transport interchanges.
- Consideration of special-needs users in public transport planning and infrastructure design.

These interventions will assist in creating a more inclusive transport system that supports equitable mobility and access for all residents of Thabazimbi Local Municipality.

3.3.2.5 Road Safety

Road safety remains a significant concern within Thabazimbi Local Municipality and was identified as a priority issue through the road safety assessment, stakeholder engagements and review of accident information. The status quo assessment highlighted that the municipality experiences a mixture of road safety challenges associated with high-speed regional corridors, mining-related freight traffic, deteriorating road infrastructure and increasing interaction between pedestrians and vehicular traffic.

The **R510** corridor, which serves as the municipality's primary freight and mining route linking Northam, Thabazimbi and Lephalale, was identified as one of the most critical road safety corridors within the municipality. Similar concerns were identified along sections of the **R511 and R516**, particularly where these routes pass through or are adjacent to settlements and activity nodes. Accident trends indicate that driver behaviour, speeding, reckless driving, loss of control, pedestrian conflicts and poor road conditions remain major contributing factors to crashes within the municipality.

The continued growth of mining activity and associated freight transport movements is expected to place additional pressure on these corridors over the planning period. Consequently, road safety interventions must form an integral part of future transport investment planning.

The key road safety needs identified include:

- Road safety improvements along the R510, R511 and R516 corridors.
- Improved road signage, road markings and delineation measures.
- Traffic calming interventions within settlements and high pedestrian activity areas.
- Improved intersection safety at identified high-risk locations.
- Additional street lighting in urban areas, transport facilities and pedestrian activity zones.

- Strengthened traffic law enforcement and road safety monitoring.
- Improved management of heavy vehicle operations on strategic freight routes.
- Enhanced pedestrian safety measures near schools, public transport facilities and community facilities.
- Road safety awareness and behavioural change programmes targeting drivers, pedestrians and public transport operators.
- Improved accident monitoring and identification of future hazardous locations for targeted interventions.

The implementation of these measures will contribute towards reducing accident rates, improving road user safety and supporting the municipality's broader objective of providing a safe and efficient transport system.

3.4 Transport Needs Identified through Surveys

The transport surveys and stakeholder engagement process provided valuable insight into the travel behaviour, mobility challenges and transport priorities of residents, commuters and public transport operators within Thabazimbi Local Municipality. While the review of planning documents identified strategic transportation challenges, the survey programme provided an opportunity to validate these findings and understand how transportation issues affect users daily.

The surveys confirmed that public transport plays a critical role in providing access to employment opportunities, social services, healthcare facilities, educational institutions and commercial centres. The findings also highlighted several service and infrastructure deficiencies relating to public transport coverage, accessibility, safety and user convenience. These findings were largely consistent with concerns raised by stakeholders during consultation sessions and site investigations undertaken as part of the Transport Status Quo Assessment.

The key transport needs identified through the surveys and stakeholder engagement process are discussed below, under Section 3.4.1– 3.4.3.

3.4.1 Public Transport Coverage

Improving public transport coverage remains one of the most important transportation needs identified during the survey process. Commuters were requested to identify destinations that they were unable to access conveniently using existing public transport services or where additional public transport services were required. The responses indicate locations experiencing unmet transport demand and highlight areas where passengers would benefit from improved route coverage and service provision.

Figure 3-1 summarises the destinations identified by commuters as requiring improved public transport services. The survey results indicate that passengers require more direct and convenient connections between their residential areas and important destinations within the municipality. In many cases, passengers are required to walk long distances, transfer between services or rely on informal transport arrangements to complete their journeys.

The surveys were conducted at public transport facilities within Thabazimbi and Northam, and the identified destinations largely reflect the travel patterns and mobility needs of passengers using the existing public transport system. The results indicate that demand is concentrated around employment areas, commercial centres, educational facilities and healthcare services.

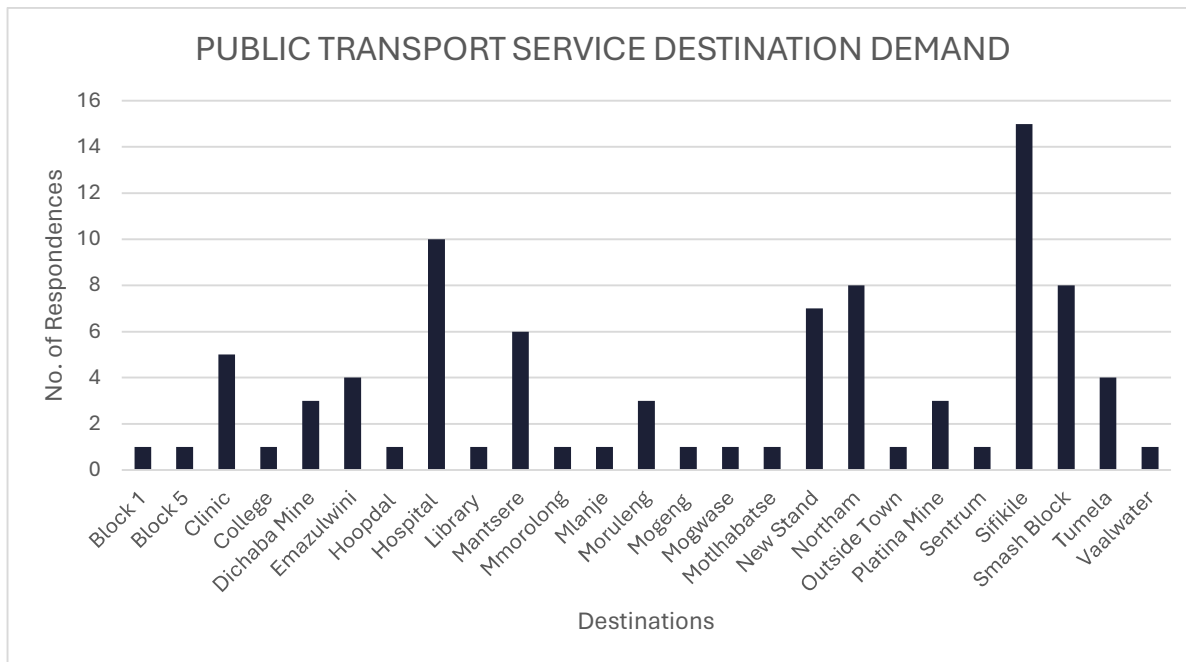


Figure 3-1: Summary of Destinations Identified for Public Transport Service Demand

The survey findings identified:

- Sifikile is the destination with the highest reported demand, with 15 respondents indicating a need for improved public transport services.
- Hospitals and healthcare facilities recorded the second-highest demand, with 11 respondents indicating a need for transport services.
- Additional demand was identified for destinations such as Northam, Smash Block, New Stand, Platinum Mine, Mantsero and Clinic facilities, reflecting the municipality's strong relationship between residential settlements, mining activities and service delivery centres.

The findings suggest that while the current public transport network provides broad coverage across the municipality, there are shortcomings relating to direct connectivity and accessibility. A significant proportion of existing travel demand is associated with access to employment opportunities, healthcare services and mining activities, indicating the need for a transport system that is better aligned with current travel patterns.

The key public transport coverage needs identified include:

- Improved direct connectivity between residential settlements and major destinations.
- Enhanced accessibility to healthcare facilities and hospitals.
- Better public transport access to employment areas, particularly mining-related destinations.
- Improved connectivity between Thabazimbi, Northam and surrounding settlements.
- Additional route coverage in areas currently dependent on indirect services and transfers.
- Improved integration between existing taxi services and future public transport initiatives such as the proposed Thabazimbi-Northam bus service.
- Reduction in travel times and transport costs associated with multiple transfers.

Addressing these needs will improve mobility, reduce travel burdens on passengers and support greater accessibility to socio-economic opportunities throughout the municipality.

3.4.2 General Transport Needs

In addition to destination-specific transport demand, commuters and stakeholders identified several broader transportation challenges affecting mobility throughout the municipality. These challenges were consistently raised during commuter interviews, operator engagement sessions and stakeholder consultations.

A common theme emerging from the surveys was the strong relationship between transportation infrastructure and service quality. Poor road conditions, inadequate public transport facilities and limited pedestrian infrastructure were frequently cited as factors affecting travel comfort, reliability and accessibility.

The survey findings indicate that transport users require:

- Improved road maintenance and rehabilitation programmes.
- Better public transport service reliability and operational efficiency.
- Additional passenger facilities and transport infrastructure.
- Improved accessibility to social services and community facilities.
- Greater transport integration between residential areas and economic centres.
- Improved mobility opportunities for vulnerable users, including learners, elderly persons and persons with disabilities.

Respondents also highlighted the importance of transport in supporting economic participation. Reliable transport services were viewed as critical for accessing employment opportunities, particularly within Northam, Thabazimbi and the surrounding mining areas. Similarly, affordable and convenient transport services were considered important for accessing education, healthcare and retail facilities.

The stakeholder engagement process further highlighted the need for improved coordination between transport planning, land use planning and infrastructure investment programmes to ensure that future development is supported by adequate transport services and infrastructure.

3.4.3 Public Transport Safety

Safety emerged as one of the most important transport concerns identified during both the commuter surveys and stakeholder engagement process. The findings indicate that safety challenges are not limited to road traffic accidents, but also relate to the quality of transport infrastructure, pedestrian accessibility and the operational environment of public transport facilities.

The survey findings and field observations identified several factors contributing to transport-related safety concerns within the municipality.

Road Infrastructure and Road Safety

Poor road conditions were consistently associated with safety concerns for both motorists and pedestrians. The municipality's extensive gravel road network, coupled with deteriorating surfaced roads in several areas, increases the risk of accidents, vehicle damage and reduced mobility during adverse weather conditions.

The safety concerns associated with road infrastructure include:

- Deteriorated pavement conditions.
- Potholes and surface failures.
- Reduced visibility due to poor road markings and signage.
- Limited roadside safety infrastructure.
- Poor drainage and stormwater management.
- Unsafe conditions on heavily trafficked freight corridors.

These issues are particularly significant on routes carrying high volumes of mining-related freight traffic, where road conditions directly influence vehicle safety and operating efficiency.

Safety at Hitchhiking and Informal Pick-Up Locations

The surveys and site observations identified several informal hitchhiking and passenger pick-up points throughout the municipality. Concern was raised regarding the hitchhiking location within Northam, where large numbers of passengers gather despite the absence of formal transport infrastructure.

The safety concerns identified include:

- Lack of lighting.
- Absence of shelters and formal waiting areas.
- Vehicle and pedestrian conflicts.
- Limited security and surveillance.
- Exposure of commuters to adverse weather conditions.

These findings indicate a need for the municipality to investigate formalisation measures and improved infrastructure provision at high-demand collection points.

Non-Motorised Transport Safety

Pedestrian safety remains a significant challenge within both Thabazimbi and Northam. Survey respondents identified inadequate Non-Motorised Transport (NMT) infrastructure as one of the major barriers to safe mobility.

Field observations showed that:

- Several areas lack dedicated sidewalks.
- Pedestrians frequently share road space with vehicles.
- Safe pedestrian crossing facilities are limited.
- Access routes to public transport facilities are often poorly defined.
- Construction activities associated with the R510 upgrade have created temporary pedestrian safety concerns in parts of Northam.

These conditions increase conflict between pedestrians and vehicles and negatively affect access to public transport facilities, schools, workplaces and community services.

The key NMT safety needs identified include:

- Construction of sidewalks along key pedestrian corridors.
- Provision of safe pedestrian crossings.
- Improved lighting along walking routes.
- Universal access infrastructure.
- Improved NMT links to public transport facilities.
- Integration of pedestrian facilities into future road upgrading projects.

Public Transport Facility Safety

Commuters further highlighted the need for improved facilities at taxi ranks and public transport loading areas to improve both safety and passenger comfort.

The most frequently identified requirements include:

- Provision of passenger shelters.
- Additional seating and waiting areas.
- Improved ablution facilities.
- Perimeter fencing and access control.
- Improved lighting.
- Security enhancements.

- Improved maintenance of rank infrastructure.

The implementation of these improvements will enhance both the actual and perceived safety of public transport users, while improving the overall quality of the passenger experience within Thabazimbi Local Municipality.

The survey findings confirm that the primary transport needs experienced by residents relate to improved public transport accessibility, safer and more reliable transport infrastructure, better connectivity to key destinations and improved public transport facilities. The findings also reinforce the need for ongoing investment in road maintenance, pedestrian infrastructure and transport safety initiatives. These needs directly inform the transport improvement proposals presented in Chapter **Error! Reference source not found.** and provide an important evidence base for prioritising future transportation investments within Thabazimbi Local Municipality.

3.5 Freight Transport Needs

Freight transport is a critical component of the transport system within Thabazimbi Local Municipality due to the significant contribution of the mining, agricultural and industrial sectors to the local economy. As highlighted in Chapter **Error! Reference source not found.**, Freight movement within the municipality is predominantly road-based, with the **R510 corridor** acting as the primary freight route linking Northam, Thabazimbi, Lephalale and surrounding regional economic centres. The corridor serves major mining operations and accommodates large volumes of heavy vehicles transporting mineral products, construction materials, fuel, equipment and other goods. As mining activities continue to expand within and around the municipality, freight transport demand is expected to increase further over the planning period.

While the municipality benefits from strategic freight connectivity, the status quo assessment identified several freight-related challenges requiring intervention. These challenges relate primarily to the availability of freight support infrastructure, protection of the road network, overload control and the safe movement of hazardous goods. Failure to address these challenges may result in accelerated infrastructure deterioration, increased road safety risks and reduced freight efficiency.

The key freight transportation needs are discussed below, under Sections 3.5.1– 3.5.3.

3.5.1 Truck Stops

The assessment identified a shortage of formal truck support facilities within Thabazimbi Local Municipality. Although freight vehicles regularly traverse the municipality and serve several mining and industrial operations, there are currently limited formal facilities that provide dedicated truck parking, staging, rest areas and driver support services. During the status quo assessment, several informal truck parking and staging areas were observed within both Thabazimbi and Northam, indicating an existing demand for such facilities. These informal locations have largely developed in response to operational requirements rather than formal planning and are generally not supported by the infrastructure typically associated with freight transport facilities.

The absence of formal truck stops has several implications for freight operations and road safety. Truck drivers have limited opportunities for regulated rest stops, vehicle inspections and overnight parking, which may contribute to driver fatigue and roadside parking along strategic routes. In addition, the lack of dedicated facilities reduces opportunities for managing freight activities in a controlled environment and can negatively affect the efficiency of mining and industrial logistics operations.

The key truck stop needs identified include:

- Development of formal truck stop facilities along the R510 corridor, in Northam and Thabazimbi town areas.
- Provision of dedicated heavy vehicle parking and staging areas.
- Facilities supporting driver rest periods and compliance with road transport regulations.
- Provision of freight support infrastructure such as ablution facilities, lighting, security and vehicle inspection areas.
- Strategic location of facilities to support mining, industrial and regional freight operations.
- Integration of truck stop planning with future freight corridor management initiatives.

The provision of formal truck stops would improve road safety, support freight efficiency and contribute towards improved management of heavy vehicle activity within the municipality.

3.5.2 Weighbridges and Overload Control

The condition of the municipal and provincial road network is significantly influenced by heavy vehicle traffic associated with mining and industrial activities. Effective overload control plays an important role in protecting road infrastructure, reducing maintenance costs and improving road safety. The assessment identified a need to strengthen freight monitoring and overload control mechanisms within the municipality.

During the PSC engagement process, concerns were raised regarding the apparent non-operational status of the **Northam weighbridge** and the absence of effective overload control measures **along the R510 freight corridor**. Stakeholders highlighted the importance of understanding the status of the facility and evaluating opportunities to strengthen freight regulation within the municipality.

Subsequent feedback received from the Limpopo Department of Transport and Community Safety clarified that the Northam weighbridge facility previously identified along the R510 corridor is not a provincial weighbridge facility managed by the province. Information obtained from provincial officials indicated that the facility is understood to belong to the municipality, while local enquiries further suggested that a private weighbridge is being utilised by mining operations for weighing trucks entering and exiting mine sites. The feedback, therefore, confirmed that the facility in question does not form part of the provincial overload control network.

Despite this clarification, the assessment confirms that a gap remains regarding public-sector overload control within the municipality. Given the significant volumes of mining-related freight traffic utilising the R510 corridor, there remains a need to evaluate mechanisms for strengthening freight monitoring and overload enforcement.

The key weighbridge and overload control needs identified include:

- Investigation into the current ownership, operational status and future role of the existing weighbridge facility along the R510 corridor.
- Assessment of opportunities to establish or operationalise a publicly accessible overload control facility within the municipality.
- Improved monitoring of overloaded freight vehicles operating on strategic freight corridors.
- Strengthening coordination between TLM, LDTCS, SANRAL, Roads Agency Limpopo and mining companies regarding overload control.
- Protection of strategic routes from premature pavement deterioration caused by excessive axle loads.
- Investigation of the feasibility of a strategically located overload control facility within the Thabazimbi area to complement freight management initiatives.

Addressing these needs will assist in safeguarding municipal and provincial road infrastructure while supporting safer and more sustainable freight transport operations.

3.5.3 Hazardous Substances Routes

The transportation of hazardous substances represents a specialised component of freight movement within Thabazimbi Local Municipality. The municipality's mining, industrial and commercial activities generate demand for the transportation of fuels, chemicals, explosives and other potentially hazardous materials. These materials are generally transported along the same routes used by conventional freight traffic, creating potential safety risks for surrounding communities and road users.

As discussed in Chapter **Error! Reference source not found.**, the primary routes utilised for hazardous goods transportation include the R510 corridor, sections of the R511 and R516, and several supporting district roads that provide access to mining operations and industrial facilities. These routes serve as important economic corridors but are characterised by varying road conditions, significant freight traffic and, in certain locations, proximity to settlements and community facilities.

The assessment identified a need for greater planning and management of hazardous goods movements to improve safety, emergency response preparedness and freight regulation.

The key hazardous goods transport needs identified include:

- Formal identification and designation of preferred hazardous goods transport routes.
- Improved route signage and warning systems along hazardous goods corridors.
- Enhanced monitoring of hazardous material transport operations.
- Improved emergency response planning and incident management procedures.
- Greater coordination between transport authorities, emergency services and freight operators.
- Infrastructure improvements on routes frequently utilised by hazardous goods vehicles.
- Integration of hazardous goods planning into broader freight corridor management strategies.

Improved management of hazardous goods routes will contribute towards reducing transport risks, improving public safety and protecting critical infrastructure supporting the municipality's economic activities.

3.6 Summary

Assessment of Current Needs:

The assessment of current transportation needs confirmed that Thabazimbi Local Municipality remains heavily dependent on a road-based transport system for the movement of both passengers and freight. The review of the Waterberg District Integrated Transport Plan, municipal planning documents, public transport operational information and field investigations identified several shortcomings relating to road infrastructure condition, public transport accessibility, freight management, road safety and non-motorised transport provision. Existing infrastructure deficiencies, particularly along strategic roads serving mining, agricultural and tourism activities, continue to affect mobility, accessibility and service delivery throughout the municipality.

The assessment further confirmed that many transportation challenges currently experienced within the municipality are directly linked to ageing infrastructure, increasing freight demand, inadequate maintenance investment and the absence of an approved Integrated Transport Plan to guide coordinated transport development.

Assessment of Future Demands and Needs:

The future needs assessment highlighted that transportation demand within the municipality is expected to increase over the planning horizon because of continued mining expansion, population growth, economic development and future land development initiatives. Growth within Northam, Thabazimbi and surrounding mining areas is expected to generate additional demand for road infrastructure, public transport services, freight movement and learner transport accessibility.

The review of municipal planning frameworks further identified opportunities associated with strategic land development, local economic development initiatives, tourism growth and improved government service provision. These developments will require a transport system capable of accommodating increasing travel demand while maintaining efficient access to employment opportunities, healthcare facilities, educational institutions and commercial centres.

Stakeholder Engagement

Stakeholder engagement confirmed many of the transportation challenges identified through the literature review and technical assessment process. Representatives from TLM, WDM, LDTCS, taxi associations and the wider public highlighted concerns relating to road condition, public transport infrastructure, learner transport accessibility, freight regulation and road safety.

Stakeholders further emphasised the need for improved institutional coordination, better integration between transport planning and implementation, and improved communication between government authorities and transport operators. Several freight-related concerns, including weighbridge facilities and truck management, were also raised through the PSC process and incorporated into the assessment.

Surveys

The transport surveys provided valuable information regarding public transport demand, service utilisation, commuter perceptions and facility conditions. The surveys confirmed that minibus taxis remain the dominant

form of public transport within the municipality and continue to provide essential mobility for residents travelling to employment opportunities, healthcare facilities, schools and commercial centres.

Survey findings highlighted concerns relating to service reliability, public transport accessibility, road condition, passenger safety and public transport facility infrastructure. The information collected through the surveys played an important role in validating status quo findings and identifying priority transport interventions from both operator and commuter perspectives.

Public Transport Related Needs

The assessment identified several public transport needs that require intervention to improve accessibility, service quality and passenger convenience. These needs relate to both operational and infrastructure components of the transport system. Key requirements include improved public transport connectivity between Thabazimbi and Northam, expansion of services to underserved areas, improved access to healthcare and educational facilities, and enhanced integration between mining-related transport services and the broader public transport network.

The assessment also identified a need for significant investment in public transport facilities, including the upgrading of existing taxi ranks, formalisation of informal loading facilities, provision of passenger amenities and accommodation of future bus services. Particular emphasis was placed on improving passenger safety, comfort and universal accessibility at public transport facilities.

Road Related Needs

Road infrastructure emerged as one of the most significant transport priorities identified during the assessment. The municipality's extensive gravel road network, ageing infrastructure and increasing freight activity continue to place pressure on transportation infrastructure and contribute to accessibility constraints. Strategic road corridors require ongoing rehabilitation, maintenance and preservation to support economic activity and community access.

The assessment further identified the need for improved stormwater management, strengthened regional connectivity and continued investment in roads supporting mining, agricultural and tourism activities. Opportunities were also identified to improve freight and rail integration and strengthen the resilience of the municipal transport network.

Road Safety Needs

Road safety was identified as a major transport challenge within the municipality, particularly along strategic corridors such as the R510, R511 and R516. Accident trends and stakeholder inputs highlighted the influence of speeding, freight traffic, pedestrian conflicts and deteriorating infrastructure on road safety performance.

The assessment identified the need for a comprehensive road safety programme incorporating infrastructure improvements, traffic management measures, pedestrian facilities, law enforcement and public awareness interventions. These measures will be critical in improving safety for both vehicle occupants and vulnerable road users throughout the municipality.

Learner Transport Needs

Learner transport was identified as an important social and accessibility requirement within Thabazimbi Local Municipality. Several communities remain dependent on scholar transport services due to long travel distances between residential areas and educational facilities. The assessment highlighted the need to improve accessibility, compliance monitoring and operational coordination within the learner transport sector.

Key needs include safer learner transport routes, improved road conditions on scholar transport corridors, improved service monitoring and stronger coordination between the municipality, Department of Education and LDTCS. Addressing these requirements will improve learner safety and support equitable access to education throughout the municipality.

Freight Transport Needs

Freight transport was identified as a strategic priority due to the municipality's mining-driven economy and the significant volumes of heavy vehicles operating on the road network. The assessment confirmed a need for improved freight management measures to reduce infrastructure deterioration, improve safety and support economic growth.

A key need identified relates to the provision of formal truck support infrastructure. The absence of dedicated truck stop facilities and staging areas within the municipality has resulted in the use of informal truck parking areas that do not adequately support freight operations. Furthermore, the municipality requires strengthened overload control measures to protect strategic freight routes and extend the lifespan of road infrastructure.

The assessment also identified the need to investigate the status and future role of existing weighbridge facilities, improve freight monitoring and enforcement, and strengthen planning for hazardous goods routes. Improved freight and rail integration was similarly identified as a long-term opportunity to reduce pressure on strategic roads while supporting future mining and industrial growth.

Non-Motorised Transport and Universal Accessibility Needs

The assessment highlighted significant deficiencies in non-motorised transport infrastructure throughout the municipality. Walking remains an important mode of travel, particularly for public transport users, learners and lower-income households. However, the provision of sidewalks, pedestrian crossings and supporting infrastructure remains limited in many areas.

The assessment further identified shortcomings in the provision of universally accessible transport infrastructure and services. Existing public transport facilities and vehicles generally do not adequately accommodate persons with disabilities, elderly users and other mobility-impaired groups. Future transport planning should therefore prioritise universal accessibility principles and improved pedestrian infrastructure to create a safer and more inclusive transport system for all users.

Overall Conclusion

The Transport Needs Assessment confirms that Thabazimbi Local Municipality faces a range of interconnected transportation challenges associated with road infrastructure backlogs, increasing freight demand, public transport deficiencies, road safety concerns and accessibility constraints. Addressing these challenges will require a coordinated approach involving infrastructure investment, service improvements, institutional strengthening and improved transport planning.

The needs identified throughout this chapter provide the strategic foundation for the development of transport improvement proposals, priority projects and implementation programmes contained in Chapters 4, 5 and 6 of this Integrated Transport Plan. The proposed interventions seek to improve mobility, accessibility, safety and economic competitiveness while supporting the municipality's long-term spatial and socio-economic development objectives.

4. Chapter 4: Transport Improvement Proposals

4.1 Introduction

The transport status quo assessment and needs analysis presented in Chapters 2 and 3 identified several challenges affecting mobility, accessibility, freight movement, public transport operations, road safety and economic development within the Thabazimbi Local Municipality (TLM). These challenges are largely a consequence of the municipality's dispersed settlement structure, extensive mining activities, growing freight demand, deteriorating road infrastructure, public transport facility deficiencies and limited provision of non-motorised transport infrastructure.

The municipality performs an important economic function within the Waterberg District and Limpopo Province through its mining, agricultural and tourism sectors. The transport network therefore serves not only local mobility requirements but also regional freight movements, tourism access and strategic economic linkages to neighbouring municipalities, Gauteng Province, Botswana and the broader SADC region. The continued growth of mining activities in Northam, Amandelbult and the surrounding mining belt places increasing pressure on road infrastructure and requires a more integrated and proactive transport investment approach.

The transport improvement proposals contained in this chapter have been informed by:

- The transport status quo assessment;
- The municipal transport needs assessment;
- Roads Agency Limpopo (RAL) road infrastructure programmes;
- The Waterberg District Integrated Transport Plan;
- The Thabazimbi Integrated Development Plan (2025/26);
- The Limpopo Freight Transport Implementation Strategy;
- The Thabazimbi Tourism Strategy;
- Stakeholder consultation processes; and
- Site investigations undertaken during preparation of the ITP.

The proposed interventions are grouped into strategic transport investment programmes that collectively support economic growth, improved accessibility, sustainable mobility and enhanced transport service delivery over the planning horizon.

4.2 Strategic Road Infrastructure Improvement Programme

Road transport remains the dominant mode of movement within Thabazimbi Local Municipality. The road network provides critical access to employment centres, mining operations, educational facilities, healthcare facilities, tourism destinations and surrounding municipalities. The status quo assessment revealed that approximately **74%** of the municipal road network remains **unsurfaced (Gravel)**, creating significant accessibility challenges, particularly in rural areas and during adverse weather conditions. Furthermore, many strategic roads have deteriorated due to increasing freight traffic associated with mining activities.

To address these challenges, a comprehensive road infrastructure improvement programme is proposed, consisting of strategic corridor improvements, rural accessibility projects and rehabilitation of key district roads.

4.2.1 Strategic Regional Corridor Improvement Programme

The municipality's economic development is dependent on the efficient functioning of several strategic transport corridors which support passenger mobility, freight movement and tourism access.

Project	Description	Improvement Proposals
R510 Strategic Economic Corridor	The R510 represents the most important transport corridor within the municipality and serves multiple functions including freight transport, mining logistics, public transport operations, tourism access and inter-regional connectivity. The route links Thabazimbi, Northam, Lephalale and the Botswana border while accommodating substantial volumes of mining-related freight traffic. The Limpopo Freight Strategy identifies the R510 as one of the province's strategic mineral logistics corridors. Given its strategic importance, the corridor requires a dedicated investment programme aimed at improving safety, reducing freight impacts and supporting future economic growth.	Proposed Interventions • Rehabilitation of distressed pavement sections. • Pavement strengthening along freight-intensive sections. • Intersection improvements at key access points. • Heavy vehicle climbing lanes. • Shoulder widening and safety improvements. • Upgraded road markings and signage. • Improved access to mining and industrial developments.
R511 Regional Mobility Corridor	The R511 corridor provides critical connectivity between Thabazimbi, Bela-Bela and Gauteng. The route serves significant tourism traffic, agricultural movements and business travel.	Proposed improvements include: • Targeted rehabilitation of deteriorated sections. • Safety upgrades at high-risk locations. • Improvement of tourist route signage. • Upgrading of intersections serving tourism destinations.
R516 Regional Access Corridor	The R516 provides important east-west connectivity and supports access to Rooiberg and surrounding tourism destinations.	Proposed interventions include: • Pavement rehabilitation. • Shoulder improvements. • Drainage rehabilitation. • Tourism signage enhancements.

4.2.2 Rural Accessibility Improvement Programme

The needs assessment identified poor accessibility as one of the most significant transport challenges facing rural communities within TLM. Many settlements remain dependent on gravel roads that deteriorate rapidly and become difficult to use during periods of rainfall. Limited accessibility constrains access to healthcare, education, public transport and employment opportunities.

A Rural Accessibility Improvement Programme is therefore proposed.

Priority Rural Roads

The following roads have been identified as priority investment corridors:

Project	Current Surface Type	Strategic Function	Improvement Proposals
D2460 Road (81.00km)	Surfaced	Learner transport and rural accessibility	Re-surfacing
D1309 Road (57.11km)	Gravel	Agricultural and settlement access	Regravelling and future surfacing
D1649 Road (65.80km)	Surfaced	Regional connectivity	Rehabilitation
D869 Road (C5) (25.45km)	Gravel	Rural mobility	Rehabilitation and maintenance
D1235 Road (29.62km)	Gravel	Freight and mining access	Rehabilitation and maintenance
D928 Road (79.18km)	Gravel	Tourism connectivity	Surfacing
D1031 Road (24.39km)	Gravel	Tourism connectivity	Surfacing
D1581 (49.12km), D727 (73.22km), and D2702 (59.96km) Roads	Gravel	Agricultural connectivity	Regravelling and maintenance
Portion of P16/2 (14.16km)	Surfaced	Agricultural connectivity	Rehabilitation

The D2460 route is regarded as a critical priority due to its extremely poor condition and importance for school transport and rural accessibility. Site observations confirmed that certain sections are approaching complete pavement failure and require urgent reconstruction.

Figure 4-1 illustrates the prioritised Class 4 road network within Thabazimbi Local Municipality, categorising road corridors into high-, medium- and low-priority intervention routes based on road condition, accessibility requirements, economic significance and transport demand.

The prioritisation framework provides a strategic basis for future road investment and maintenance planning, ensuring that limited resources are directed towards corridors that deliver the greatest socio-economic and transport benefits to the municipality.

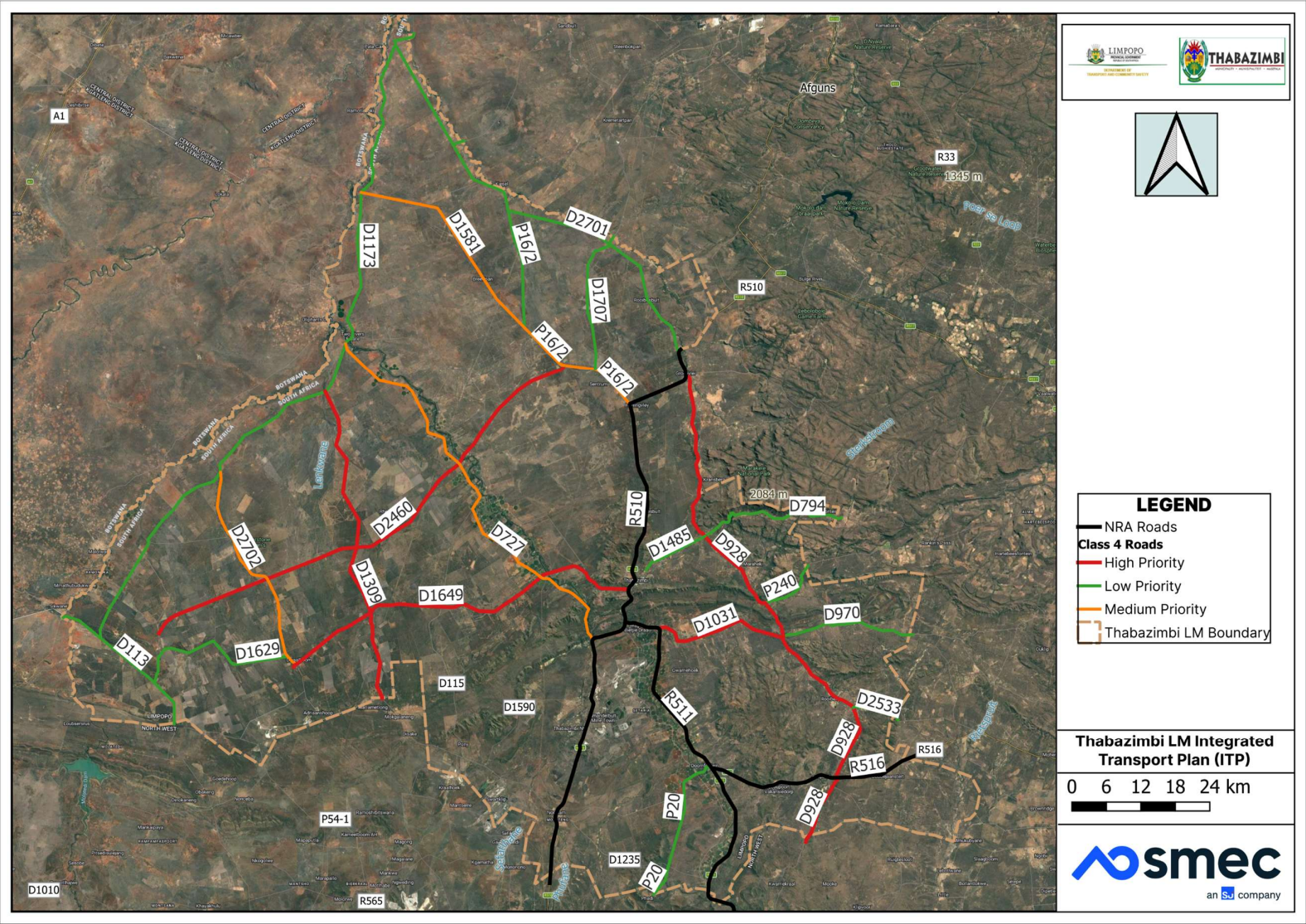


Figure 4-1: Prioritised Class 4 road network within Thabazimbi Local Municipality

4.3 Public Transport Infrastructure Improvement Programme

Public transport within TLM is dominated by the minibus taxi industry, which performs an essential mobility function. Despite relatively good service availability within major urban centres, the public transport system remains constrained by inadequate infrastructure, extensive reliance on informal facilities and poor passenger amenities. The surveys undertaken as part of this ITP identified numerous informal loading points operating throughout Northam and Thabazimbi, many of which lack shelters, ablution facilities, lighting and designated loading areas.

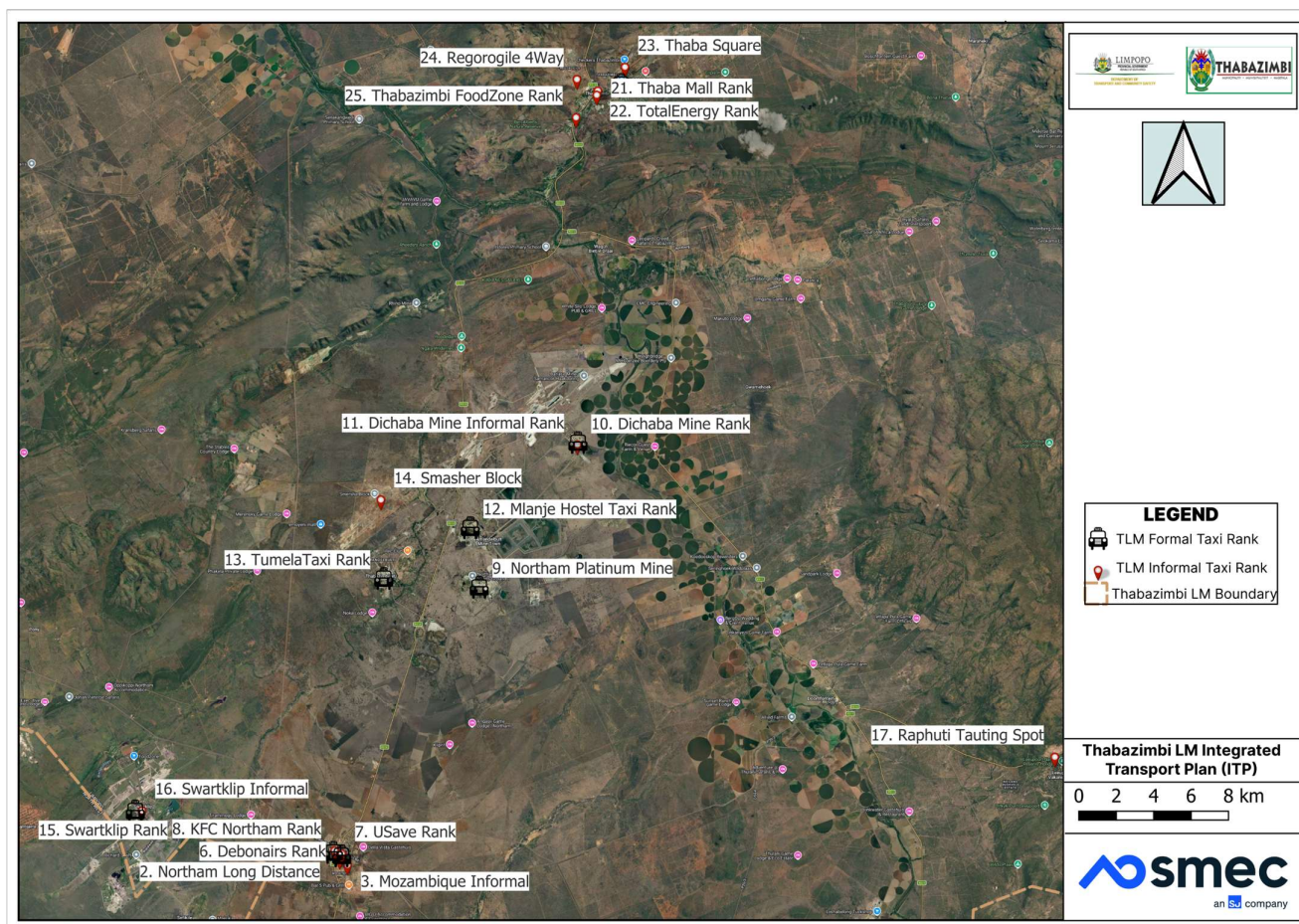


Figure 4-2: Public Transport (Taxi Ranks) Locality

Project	Strategic Function	Improvement Proposals
Northam Public Transport Interchange	Northam functions as one of the municipality's primary economic and employment nodes. Existing public transport facilities experience significant pressure due to mining-related travel demand and increasing commuter volumes. This facility will consolidate several dispersed informal loading areas currently operating within the Northam CBD.	A new integrated public transport interchange is proposed incorporating: - Formal taxi loading facilities. - Passenger waiting areas. - Informal trading facilities. - Public ablutions. - Security infrastructure. - Dedicated holding facilities.
Thabazimbi Public Transport Interchange Upgrade	The existing Thabazimbi Taxi Rank remains the municipality's primary transport hub. While the facility provides a basic level of infrastructure, upgrades are required to accommodate future demand and improve passenger experience.	The proposed interventions include: - Expansion of passenger shelter facilities. - Formalisation of trading spaces. - Accessibility improvements. - Security enhancements. - Improved circulation arrangements.
Informal Rank Formalisation Programme	A number of informal facilities currently function as illegal public transport operations. These facilities provide valuable accessibility benefits but operate without adequate infrastructure. Each facility should have a formalised pick up / drop off zone that will play a role of feeding the main interchange rank, while some of the facilities may be progressively upgraded to a formal taxi rank, such as Foodzone Rank in Thabazimbi and Rooiberg Rank.	Priority facilities include: - Foodzone Rank (upgrade to a formal taxi rank). - Thaba Mall Rank (upgrade to a formal taxi rank). - Thaba Square Rank (Formalised pick up / drop off). - KFC Rank (Formalised pick up / drop off). - Debonairs Rank (Formalised pick up / drop off). - Roots Rank (Formalised pick up / drop off). - Rooiberg Loading Area (upgrade to a formal taxi rank). - Raphuti Loading Area (Formalised pick up / drop off).
Northam–Thabazimbi Bus Service	The introduction of a scheduled bus service is expected to improve mobility between the municipality's primary economic nodes, support labour market accessibility, reduce transport costs for commuters and	Feasibility Study and Implementation of Scheduled Bus Service. Northam - Thabazimbi route via R510 Corridor.

Project	Strategic Function	Improvement Proposals
	contribute towards a more integrated public transport system within Thabazimbi Local Municipality. It may also serve as the foundation for future expansion of public transport services to Rooiberg, Raphuti, Smash Block and other settlements within the municipal area.	

4.4 Freight Transport Improvement Programme

Freight transport is a defining characteristic of the Thabazimbi transport system. Mining activities in Northam, Amandelbult, Dwaalboom and Thabazimbi generate substantial freight movements that place considerable pressure on road infrastructure. The Freight Transport Strategy identifies the municipality as one of Limpopo's key mining logistics zones.

The growth of mining activities and associated logistics operations necessitates dedicated freight interventions aimed at improving efficiency while reducing infrastructure damage and improving road safety.

Project	Strategic Function	Improvement Proposals
R510 Freight Corridor Management Programme	The R510 is the municipality's primary freight corridor and serves regional mining operations, industrial activities and cross-border trade.	Proposed interventions include: - Freight route management plans. - Pavement strengthening. - Freight safety treatments. - Freight vehicle monitoring systems. - Dedicated truck staging facilities.
Northam Weighbridge Reactivation	The Freight Strategy identifies the Northam Weighbridge as a strategically important facility that is currently non-operational despite being located on one of Limpopo's major freight routes.	Reactivation of the facility will: - Improve overloading enforcement. - Reduce road deterioration. - Enhance freight compliance. - Improve freight safety.
Investigations of a new Thabazimbi weighbridge	While the Northam facility serves the southern mining belt effectively, future freight growth projections associated with mining, industrial development and regional logistics suggest the need to investigate a second overloading control facility within the municipality. It is therefore proposed that a detailed feasibility study be undertaken to determine the viability of establishing a new Freight Control Centre and Weighbridge Facility in the vicinity of Thabazimbi Town. Such a facility would create a dual-facility freight control system within TLM, consisting of:	Potential locations of a new Freight Control Centre: - Northern R510 Gateway to Thabazimbi: Control of freight entering the urban area - Southern R510 Entrance: Intercept mining and industrial traffic - R510/R511 Intersection Area: Monitor regional freight entering and leaving the municipality The facility could ultimately incorporate: - Static weighbridge facilities;

Project	Strategic Function	Improvement Proposals
	1. Northam Weighbridge serving the mining belt and southern freight corridor; and 2. Thabazimbi Freight Control Centre serving regional freight, industrial traffic, tourism corridors and northern municipal logistics movements. This arrangement would significantly improve freight monitoring, protect strategic road infrastructure, support freight planning and contribute towards improving road safety on the municipality's primary freight corridors. This is a High Priority Strategic Freight Project because it directly addresses three transport issues identified throughout the ITP: • Road deterioration caused by mining freight. • Road safety risks associated with heavy vehicles on the R510. • Protection of major future investments that will be made in the R510, D1235, D2460 and other strategic routes.	• Weigh-in-motion technology; • Overloading enforcement facilities; • Freight vehicle inspection bays; • Hazardous goods inspection facilities; • Driver rest facilities; • Freight information systems; • Truck staging and parking areas.
Freight Staging and Truck Stop Facilities	Significant numbers of heavy vehicles currently use informal parking and staging locations within both Northam and Thabazimbi. This creates traffic management and safety concerns. Formal truck stop facilities are proposed at: • Northam. • Thabazimbi.	Facilities should include: • Secure parking. • Fuel facilities. • Driver rest areas. • Ablutions. • Vehicle servicing facilities

4.5 Tourism Transport Improvement Programme

Tourism has been identified as one of the municipality's key economic diversification opportunities. Major attractions include Marakele National Park, the Waterberg Biosphere, Rooiberg and numerous private game reserves. However, transport accessibility remains one of the primary constraints to tourism growth.

The Tourism Transport Improvement Programme aims to improve accessibility to key tourism assets while enhancing visitor experience.

Project	Strategic Function	Improvement Proposals
Marakele Tourism Access Programme	The D928 corridor provides strategic access to Marakele National Park and surrounding tourism destinations.	Proposed interventions include: • Upgrading remaining gravel sections. • Safety improvements. • Tourism signage. • Scenic stop facilities. • Viewpoint infrastructure.
Tourism Wayfinding and Information Programme	A coordinated tourism signage programme should be implemented along: R510, R511, R516 and D928.	The programme should provide: • Directional signs. • Attraction information. • Distance markers. • Tourism route branding.
Thabazimbi Airfield Development Investigation	The existing Thabazimbi airstrip presents an opportunity to support tourism development, emergency services and business travel.	A feasibility study is proposed to investigate: • Charter operations. • Tourism aviation opportunities. • Emergency medical services. • Economic viability of future upgrades.

4.6 Non-Motorised Transport (NMT) and Road Safety Improvement Programme

Project	Strategic Function	Improvement Proposals
Priority NMT interventions are proposed within: • Northam; • Thabazimbi; • Regorogile; • Rooiberg.	The findings of the transport surveys indicate that walking represents a significant component of daily travel in TLM. Despite this, pedestrian infrastructure remains largely absent throughout much of the municipality, creating substantial safety risks.	The programme should include: • Sidewalk construction. • Pedestrian crossings. • Universal accessibility improvements. • Street lighting. • Public transport pedestrian links.
Key Municipal Nodes	Road safety analysis identified several high-risk environments including the R510 corridor, mining access roads, rural roads and settlement interfaces where pedestrian activity interacts with high-speed traffic.	A comprehensive road safety programme is proposed comprising: • R510 Safe Corridor Programme. • School Safety Improvement Programme. • Black Spot Improvement Programme. • Pedestrian Safety Programme. • Traffic Calming Programme.

4.7 Institutional and Planning Improvement Programme

Project	Strategic Function	Improvement Proposals
Institutional Transport Planning Capacity Building	It is proposed that Thabazimbi Local Municipality establish a dedicated Integrated Transport Planning and Coordination Unit (ITPCU) as the principal institutional mechanism for coordinating transport planning and implementation activities within the municipality. The ITPCU should function as the municipality's transport planning authority and serve as the focal point for all matters relating to: • Transport planning; • Infrastructure coordination; • Public transport management; • Freight transport planning; • Non-motorised transport planning; • Road safety planning; • Transport monitoring and reporting; • ITP implementation and review. The establishment of the ITPCU will significantly improve compliance with the requirements of the National Land Transport Act and strengthen the municipality's ability to secure funding for transport infrastructure projects.	Functions of the ITPCU The proposed unit should be responsible for the following: Strategic Transport Planning • Preparation and updating of the Integrated Transport Plan. • Development of transport sector plans. • Alignment of transport planning with the IDP and SDF. • Support for transport-related grant applications. Transport Infrastructure Coordination • Coordination with Roads Agency Limpopo. • Coordination with Waterberg District Municipality. • Coordination with SANRAL and LDTCS. • Monitoring transport infrastructure implementation. Public Transport Management • Taxi rank planning and management. • Public transport facility development. • Operator engagement. • Public transport monitoring. Freight Transport Management • Freight corridor monitoring. • Overloading control coordination. • Weighbridge planning and management. • Logistics infrastructure planning. Road Safety Management • Road safety programmes. • Black spot monitoring.

Project	Strategic Function	Improvement Proposals
		• Learner transport safety initiatives. • Awareness campaigns. Data Collection and Monitoring • Traffic counts. • Freight movement monitoring. • Public transport surveys. • GIS transport databases.
Planning Initiatives	In addition to physical infrastructure projects, a number of institutional and planning initiatives are required to strengthen transport planning and management capacity within the municipality. These initiatives will improve transport governance, support evidence-based decision making and strengthen implementation capacity.	The following studies and systems are proposed: • Roads and Stormwater Master Plan. • Transport Asset Management System. • Annual Traffic Count Programme. • Public Transport Facility Development Plan. • Road Safety Strategy. • Tourism Mobility Strategy.

The transport improvement proposals presented in this chapter establish a comprehensive transport investment framework for Thabazimbi Local Municipality. The proposed interventions seek to improve road infrastructure, strengthen public transport operations, support freight logistics, enhance tourism accessibility, improve road safety and increase mobility for pedestrians and other vulnerable road users.

Altogether, the proposed programmes support the municipality's developmental objectives by promoting economic growth, improving accessibility to opportunities and services, enhancing transport safety and creating a more integrated and sustainable transport system. The prioritisation, implementation sequencing and funding requirements for these projects are presented in Chapter 5.

5. Chapter 5: Implementation Plan

5.1 Introduction

The transport improvement proposals identified in Chapter 4 represent a comprehensive programme of infrastructure, public transport, freight transport, tourism, road safety and institutional interventions required to address current transport challenges within Thabazimbi Local Municipality (TLM). The successful implementation of these projects will depend on the availability of financial resources, institutional capacity and cooperation between the municipality, provincial departments, state-owned entities and private sector stakeholders.

Given the scale of investment required and the limited resources available to the municipality, it is necessary to adopt a prioritisation approach that ensures available funding is allocated to projects that provide the greatest benefit to the municipality. This chapter therefore presents the prioritisation methodology, project rankings, indicative budget estimates and potential funding mechanisms that may be utilised during implementation of the ITP.

5.2 Project Prioritisation Methodology

Due to the extensive number of transport projects identified during the development of the ITP, it was necessary to assess projects against a set of criteria to determine their relative importance and implementation priority.

The prioritisation process considered the ability of each project to contribute towards improved accessibility, economic development, freight mobility, public transport enhancement, road safety and tourism development within TLM.

Projects were evaluated using the criteria presented in Table 5-1.

Table 5-1: Project Prioritisation Criteria

Criteria	Description	Weight
Economic Impact	Contribution towards economic growth, mining, tourism, freight and employment creation.	30%
Accessibility and Mobility	Improvement in access to jobs, schools, healthcare facilities and public transport.	25%
Strategic Network Importance	Importance of the route or facility within the municipal and regional transport network.	20%
Infrastructure Preservation	Extent to which the project preserves existing infrastructure assets and reduces future maintenance costs.	15%
Implementation Readiness	Likelihood of implementation based on funding availability, institutional readiness and project maturity.	10%
Total		100%

Projects were scored on a scale of 1 to 5 with respect to the level of potential impact, where:

- 1 = Very Low Impact
- 2 = Low Impact
- 3 = Moderate Impact
- 4 = High Impact
- 5 = Very High Impact

The weighted scores were used to determine overall project priority.

The weighted project scores were grouped into three implementation categories, as shown in Table 5-2.

Table 5-2: Project Priority Classification

Priority Category	Score Range	Implementation Horizon	Fiscal Year Implementation
Priority 1	≥ 4.0	Short Term (0-2 Years)	2026/27 – 2027/28
Priority 2	3.0 - 3.9	Medium Term (2-5 Years)	2028/29 – 2030/31
Priority 3	< 3.0	Long Term (Beyond 5 Years)	2031/32 and beyond

Priority 1 projects are generally projects that address critical economic impact, accessibility, freight transport, public transport and road safety needs, while Priority 2 projects represent important medium-term investments. Priority 3 projects generally consist of long-term expansion projects, strategic investigations and projects requiring significant future investment.

5.3 Summary of budgets and Prioritised Project Programme

#	Project Name	Project Type	Unit	Quantity	Rate per unit	Total	Project Custodian	Key Department Stakeholders	Priority Score	Priority Category	Implementation Horizon	Implementation Horizon
Strategic Road Infrastructure Improvement Programme (National / Provincial Roads)												
1	R510 Strategic Economic Corridor	Rehabilitation & Maintenance	km	107.00	R1 500 000.00	R160 500 000.00	RAL	LDTCS	4.85	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
2	R511 Regional Mobility Corridor	Rehabilitation & Maintenance	km	62.00	R1 500 000.00	R93 000 000.00	RAL	LDTCS	4.00	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
3	R516 Regional Access Corridor	Rehabilitation & Maintenance	km	37.00	R1 500 000.00	R55 500 000.00	RAL	LDTCS	3.50	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
Strategic Road Infrastructure Improvement Programme (District / Municipal Roads)												
4	D2460 Road (81.00km)	Re-surfacing	km	81.00	R3 500 000.00	R283 500 000.00	TLM	LDTCS / RAL	4.70	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
5	D1309 Road (57.11km)	Regravelling and future surfacing	km	57.11	R5 000 000.00	R285 550 000.00	TLM	LDTCS / RAL	4.25	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
6	D1649 Road (65.80km)	Rehabilitation	km	65.80	R1 500 000.00	R98 700 000.00	TLM	LDTCS / RAL	4.00	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
7	D869 Road (C5) (25.45km)	Rehabilitation and maintenance	km	25.45	R1 500 000.00	R38 175 000.00	TLM	LDTCS / RAL	3.25	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
8	D1235 Road (29.62km)	Rehabilitation and maintenance	km	29.62	R1 500 000.00	R44 430 000.00	TLM	LDTCS / RAL	3.65	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
9	D928 Road (79.18km)	Surfacing	km	79.18	R5 000 000.00	R395 900 000.00	TLM	LDTCS / RAL	4.00	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
10	D1031 Road (24.39km)	Surfacing	km	24.39	R5 000 000.00	R121 950 000.00	TLM	LDTCS / RAL	4.00	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
11	D1581 Road (49.12km)	Regravelling and maintenance	km	49.12	R350 000.00	R17 192 000.00	TLM	LDTCS / RAL	3.25	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
12	D727 Road (73.22km)	Regravelling and maintenance	km	73.22	R350 000.00	R25 627 000.00	TLM	LDTCS / RAL	3.25	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
13	D2702 Road (59.96km)	Regravelling and maintenance	km	59.96	R350 000.00	R20 986 000.00	TLM	LDTCS / RAL	2.80	Priority 3	Long Term (Beyond 5 Years)	2031/32 and beyond
14	Portion of P16/2 (14.16km)	Rehabilitation	km	14.16	R1 500 000.00	R21 240 000.00	TLM	LDTCS / RAL	3.90	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
Public Transport Infrastructure Improvement Programme												
15	Northam Public Transport Interchange	Public Transport	No.	1.00	R15 000 000.00	R15 000 000.00	TLM	LDTCS	4.10	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
16	Thabazimbi Public Transport Interchange Upgrade	Public Transport	No.	1.00	R12 000 000.00	R12 000 000.00	TLM	LDTCS	4.25	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
17	Informal Rank Formalisation Programme	Public Transport	No.	3.00	R3 000 000.00	R9 000 000.00	TLM	LDTCS	3.45	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
18	Formalisation of PT Pick Up / Drop Off Programme	Public Transport	No.	5.00	R750 000.00	R3 750 000.00	TLM	LDTCS	3.45	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
19	Northam–Thabazimbi Bus Service	Public Transport Operations	No.	1.00	R5 000 000.00	R5 000 000.00	LDTCS	TLM	4.60	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
Freight Transport Improvement Programme												
20	R510 Freight Corridor Management Programme	Freight Infrastructure & Operations	km	107.00	R50 000.00	R5 350 000.00	TLM	LDTCS / RAL	4.50	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
21	Northam Weighbridge Reactivation	Freight Infrastructure	No.	1.00	R20 000 000.00	R20 000 000.00	LDTCS	TLM / RAL	4.30	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
22	Investigations of a new Thabazimbi weighbridge	Planning	No.	1.00	R2 000 000.00	R2 000 000.00	LDTCS	TLM / RAL	3.40	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
23	Freight Staging and Truck Stop Facilities (Thabazimbi and Northam)	Freight Infrastructure	No.	2.00	R25 000 000.00	R50 000 000.00	LDTCS	TLM / RAL	3.80	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
Tourism Transport Improvement Programme												
24	Tourism Wayfinding and Information Programme: R510, R511, R516 and D928	Tourism Transport Infrastructure	km	285.18	R15 000.00	R4 277 700.00	TLM	RAL / LDTCS / Limpopo Tourism Agency	3.25	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31

#	Project Name	Project Type	Unit	Quantity	Rate per unit	Total	Project Custodian	Key Department Stakeholders	Priority Score	Priority Category	Implementation Horizon	Implementation Horizon
25	Thabazimbi Airfield Development Investigation	Planning	No.	1.00	R500 000.00	R500 000.00	TLM / LDTCS	RAL / Limpopo Tourism Agency	2.80	Priority 3	Long Term (Beyond 5 Years)	2031/32 and beyond
Non-Motorised Transport (NMT) and Road Safety Improvement Programme												
26	Priority NMT interventions within: • Northam; • Thabazimbi; • Regorogile; • Rooiberg	NMT Infrastructure	km	40.00	R1 000 000.00	R40 000 000.00	TLM		3.80	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
27	Road Safety Audits (R510 corridor, mining access roads, rural roads and settlement interfaces where pedestrian activity interacts with high-speed traffic)	Road Safety & Traffic Management	No.	50.00	R100 000.00	R5 000 000.00	TLM	RAL / LDTCS	3.80	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31
Institutional and Planning Improvement Programme												
28	Institutional Transport Planning Capacity Building (ITPCU)	Institutional Capacity Building	No.	1.00	R3 000 000.00	R3 000 000.00	TLM	Limpopo CoGHSTA	4.30	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28
29	Planning Initiatives: • Roads and Stormwater Master Plan. • Transport Asset Management System. • Annual Traffic Count Programme. • Public Transport Facility Development Plan. • Road Safety Strategy. • Tourism Mobility Strategy.	Institutional and Planning	No.	6.00	R500 000.00	R3 000 000.00	TLM		3.60	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31

The budget estimates presented in this chapter represent planning-level capital cost estimates for the implementation of the transport improvement projects identified in Chapter 4. The estimates have been developed using indicative unit rates applicable to road infrastructure, public transport facilities, freight infrastructure, non-motorised transport infrastructure and transport planning projects, and are intended to support project prioritisation, budgeting and funding applications. Detailed project costing and engineering estimates will be required during subsequent planning and design phases.

The total estimated investment required to implement the proposed transport improvement programme within Thabazimbi Local Municipality is approximately **R1.84 billion** over the planning horizon. The estimated investment programme budget does not cater for inflation rates over the 5-year planning horizon. The largest component of the programme budget is associated with the Rural Accessibility and District Road Improvement Programme, which accounts for approximately 73.5% of the total investment requirement. This reflects the extensive gravel road network within the municipality, the significant backlog in road infrastructure upgrades, and the need to improve accessibility to rural settlements, farming areas, mining operations and tourism destinations.

The Strategic Road Corridor Improvement Programme, comprising the R510, R511, and R516, accounts for approximately 16.8% of the total programme budget and reflects the importance of maintaining and upgrading the municipality's primary economic, freight and mobility corridors. Together, the two road infrastructure programmes (provincial and municipal) account for more than 90% of the total estimated investment requirement, highlighting the critical role that road infrastructure plays in supporting mobility, freight movement, economic development and service delivery within the municipality.

Although representing a smaller proportion of the total programme budget, investments in public transport infrastructure, freight transport facilities, non-motorised transport infrastructure, road safety improvements and institutional capacity building remain important components of the proposed transport programme. These interventions are aimed at improving accessibility, enhancing transport safety, supporting freight logistics, promoting tourism development and strengthening the municipality's transport planning and implementation capacity.

The budget estimates should therefore be regarded as indicative and will need to be refined as projects progress through feasibility studies, detailed design and implementation planning processes. Table 5-3 overleaf shows a summary of transport improvement programme budgets

Table 5-3: Summary of Transport Improvement Programme Budgets

Programme Name	Summary of budget	% of total budget
Strategic Road Infrastructure Improvement Programme (National / Provincial Roads)	R309 000 000.00	16.8%
Strategic Road Infrastructure Improvement Programme (District / Municipal Roads)	R1 353 250 000.00	73.5%
Public Transport Infrastructure Improvement Programme	R44 750 000.00	2.4%
Freight Transport Improvement Programme	R77 350 000.00	4.2%
Tourism Transport Improvement Programme	R4 777 700.00	0.3%
Non-Motorised Transport (NMT) and Road Safety Improvement Programme	R45 000 000.00	2.4%
Institutional and Planning Improvement Programme	R6 000 000.00	0.3%
Total		R1 840 127 700.00

5.4 Potential Funding Sources

The successful implementation of the transport improvement projects identified in this ITP will require a combination of funding sources from the municipal, provincial, national and private sectors. Given the estimated investment requirement of approximately R1.84 billion, the municipality will need to adopt a diversified funding approach that leverages both public sector grants and alternative financing mechanisms. Transport infrastructure investment should therefore be pursued through a combination of capital grants, operational funding programmes, public-private partnerships (PPP), developer contributions and municipal own revenue sources.

5.4.1 Municipal Infrastructure Grant (MIG)

The Municipal Infrastructure Grant (MIG) remains one of the primary sources of capital funding available to municipalities for the development and upgrading of basic municipal infrastructure. Within the transport sector, MIG funding may be utilised to support projects that improve access to communities, promote economic development and enhance service delivery.

Potential transport projects that may qualify for MIG funding within TLM include:

- Municipal road upgrades and rehabilitation projects;
- Rural accessibility improvement projects;
- Stormwater infrastructure associated with road projects;
- Taxi rank infrastructure;
- Public transport facilities;
- Sidewalks and non-motorised transport infrastructure;
- Road safety improvements associated with municipal roads.

Given the municipality's extensive gravel road network and significant accessibility challenges, MIG funding will remain an important source of funding for the Rural Accessibility and District Road Improvement Programme.

5.4.2 Public Contributions

Public contributions may be secured through partnerships with local communities, community organisations, businesses and stakeholders that benefit directly from transport infrastructure investments.

Community participation may include:

- Community labour-based construction programmes;
- Community maintenance initiatives;
- Participation in road safety awareness programmes;
- Contributions towards local transport facility improvements.

Although public contributions are generally limited in value compared to infrastructure grants, they can provide important support for project implementation, operation and maintenance, particularly in rural areas.

5.4.3 Inter-Governmental Transfers

Inter-governmental transfers remain a significant funding source for transport infrastructure and mobility improvement projects. These transfers may be received from national and provincial government departments through dedicated infrastructure and transport programmes.

Potential sources include:

- Limpopo Department of Transport and Community Safety (LDTCS);
- Roads Agency Limpopo (RAL);
- Department of Public Works, Roads and Infrastructure;
- National Department of Transport (NDOT);
- Waterberg District Municipality (WDM);
- National Treasury infrastructure allocations.

These funding mechanisms are particularly important for the implementation of strategic road corridor improvements, road safety projects, public transport facilities and freight management initiatives.

Projects such as the R510 Strategic Economic Corridor, Northam Weighbridge Reactivation, Thabazimbi Weighbridge Investigation and Implementation and the proposed Northam-Thabazimbi Bus Service are well positioned for support through provincial and national funding programmes due to their regional significance.

5.4.4 Municipal Own Revenue

Municipal own revenue remains an important source of funding for transport infrastructure maintenance and smaller capital projects. Municipal allocations may be derived from property rates, service charges and other own-revenue sources.

Municipal own revenue is generally suited to:

- Routine road maintenance;
- Minor road rehabilitation projects;
- Traffic management infrastructure;
- Public transport management initiatives;
- Transport planning projects;
- Operation of the Integrated Transport Planning and Coordination Unit (ITPCU).

The municipality should continue to allocate funding annually for the maintenance and preservation of transport infrastructure assets in order to reduce future rehabilitation costs.

5.4.5 Service Charges

Service charges generated by municipal service delivery functions may indirectly contribute towards transport infrastructure investment where appropriate and permissible within municipal budgeting frameworks.

Examples include:

- Traffic and parking-related charges;
- Licensing and permit-related fees;
- Public facility user charges; and
- Rental income from municipal transport facilities.

Revenue generated through transport-related service charges may assist in funding maintenance, operational activities and facility management functions.

5.4.6 Development Charges/ Betterment Levies or Taxes

Development charges and betterment levies provide an opportunity for municipalities to recover a portion of the costs associated with infrastructure upgrades required as a result of new developments.

Within TLM, these mechanisms may be particularly applicable to:

- Mining developments;
- Industrial developments;
- Residential township developments;
- Commercial developments;
- Tourism and hospitality developments.

The municipality should consider strengthening its development contribution policies to ensure that future growth contributes towards the provision and upgrading of supporting transport infrastructure.

5.4.7 Other Revenue

Additional funding opportunities may be explored through special funding programmes, grants and strategic partnerships that support infrastructure development, tourism, freight logistics and economic development initiatives.

Potential sources include:

- Tourism infrastructure grants;
- Disaster management and climate resilience funding;
- Green infrastructure funding programmes;
- Rural development programmes;
- International donor funding;
- Infrastructure support programmes administered by sector departments.

The municipality should actively monitor and pursue alternative funding opportunities that align with the objectives of the ITP.

5.4.8 Service Provider Funding

The mining sector plays a significant role in the economy of Thabazimbi Local Municipality and represents an important potential funding partner for future transport infrastructure projects. Mining houses, logistics operators and other large service providers often participate in infrastructure development through Social and Labour Plans (SLPs), Corporate Social Investment (CSI) programmes and public-private partnerships (PPP).

Potential contributors include:

- Anglo American Platinum (Amandelbult Complex) - major mining employer and freight generator within the Northam/Amandelbult area.
- Northam Platinum (Zondereinde and Booyseindal-related interests) - major mining operator and significant transport infrastructure stakeholder.

- PPC Cement (Dwaalboom) - substantial freight generator, with heavy reliance on the municipal and provincial road network.
- Imerys South Africa - active industrial/mineral processing operations within the municipal area.
- Andalusite Resources / Rhino Andalusite Operations - freight-generating mining activities in the municipal area.

Such partnerships may assist in funding:

- Road rehabilitation projects;
- Freight transport infrastructure;
- Public transport facilities;
- Road safety initiatives;
- Learner transport programmes; and
- Rural accessibility improvements.

The municipality should continue engaging with major economic stakeholders to identify opportunities for collaborative investment in transport infrastructure.

5.4.9 Commercial Lending

Commercial lending may be considered for large-scale transport infrastructure projects where long-term economic benefits justify the financing costs. This funding mechanism would typically be used for projects that generate measurable economic returns or support strategic economic development objectives.

Potential projects that may warrant consideration for commercial financing include:

- Public transport interchanges;
- Freight staging and truck stop facilities;
- Weighbridge infrastructure;
- Tourism gateway facilities;
- Large-scale road infrastructure improvements.

Commercial lending should be carefully evaluated against the municipality's financial position, borrowing capacity and long-term affordability. Such funding should generally be viewed as a supplementary financing mechanism where grant funding and other revenue sources are insufficient to meet infrastructure requirements.

6. Chapter 6: Public Transport Plan and Operating License Strategy

6.1 Transport Register Update Information

The Transport Register (TR) documents the movement of public transport vehicles and users, as well as the transport of goods in municipalities. This is an important section of an ITP since it informs future transport requirements based on current and future transport needs.

6.1.1 Data Collection Overview

The data collection process followed, and the development of the transport register is described in detail in Chapter 3. The Transport Register (TR) records the movement of public transport vehicles and users, as well as the transport of goods in the municipality.

The data collected will be used to update the current TR with specific attention to the following items:

- Overview of the current public transport system, including rank utilisation, information on passengers, type of services, types of trips made, information on taxi associations, and routes travelled.
- Overview of the private and freight transport in the municipality, with information on congestion experienced on major routes.
- Information on any other service in the municipality.

6.1.2 Road-Based Public Transport Information

Minibus taxis are the primary mode of public transport within Thabazimbi Local Municipality (TLM). Services within the municipality are operated by three local taxi associations, while routes connecting TLM to surrounding areas are also served by associations from neighbouring municipalities. The main associations operating within TLM are:

- Regorogile Taxi Association – Operating from Thabazimbi town;
- Swartklip Taxi Association – Operating from Swartklip; and
- Northam Taxi Association – Operating from Northam town.

TLM currently has two formal municipal taxi facilities that are owned and managed by the municipality. These are supplemented by three privately owned taxi facilities, which support public transport operations across the municipal area.

In addition to the taxi services, a negotiated bus service was planned to operate between Northam and Thabazimbi to enhance connectivity between these two key economic and residential centres within the municipality. Although the service was scheduled to commence in January 2026, it is currently not operational, limiting public transport options between the two towns. The status of negotiations for the Northam-Thabazimbi bus service is currently underway between the internal LDTCS departments and the vehicle operating service.

6.1.3 Thabazimbi LM PRE Data

Figure 6-1 illustrates the minibus taxi (MBT) routes identified from the Public Transport Record from the Provincial Regulatory Entity (PRE) data for each taxi association operating within the study / municipal area. The routes currently served by the respective associations are depicted spatially, providing an overview of the public transport network and service coverage. A detailed list of the routes, including route numbers and descriptions, is provided in Table 6-1.

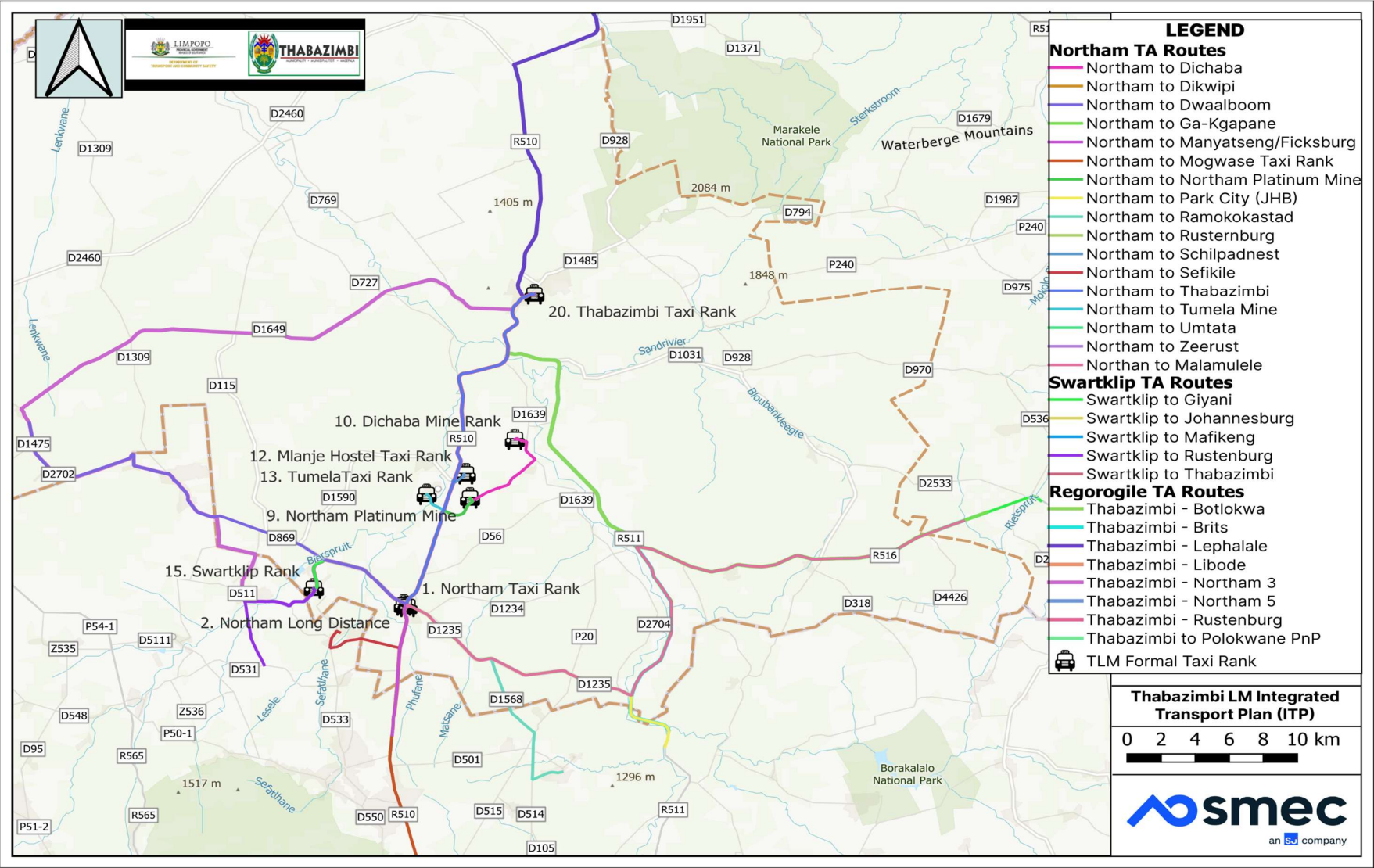


Figure 6-1: Minibus Taxi routes per Association and Facility (Routes received from PRE)

Table 6-1: TLM Minibus Taxi PRE Routes

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
Regorogile Taxi Association	BRCLP0032101	ROUTE 1 FORWARD JOURNEY: FROM THABAZIMBI TAXI RANK TO MARAKELE, LEBOTLOANE, VIA ROOIBERG, BELA-BELA, MODIMOLLE, MOOKGOPONG, MOKOPANE, AND PROCEED TO POLOKWANE PICK 'N PAY TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE ALTERNATIVE ROUTE: FROM THABAZIMBI, MARAKELE, LEBOTLOANE, VIA ROOIBERG, BELA-BELA, FREEWAY VIA NYL PLAZA AND ZEBEDIELA PLAZA AND PROCEED TO POLOKWANE PICK 'N PAY TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFF-LOADED ALONG THE ROUTE.	Thabazimbi	Polokwane Pick n Pay Taxi Rank	Y
	BRCLP898901	ROUTE 2 FORWARD JOURNEY: FROM THABAZIMBI TAXI RANK TO KOEDOSKOP PROCEED TO BRITZ TAXI RANK USING R511. RETURN JOURNEY VIA THE SAME ROAD IN REVERSE. ALTERNATIVE ROUTE ON RETURN JOURNEY FROM BRITZ TAXI RANK TO THABAZIMBI USING R511 AND JOIN D19 TO NORTHAM, JOIN R510 AND PROCEED TO THABAZIMBI TAXI RANK. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFF-LOADED ALONG THE WAY.	Thabazimbi	Brits	N
	BRCLP77700	ROUTE 3 FORWARD JOURNEY: FROM THABAZIMBI TAXI RANK TO AMANDEBUILT MINES, NORTHAM PLATS, SMASH BLOCK TO NORTHAM TAXI RANK USING R510 ROAD. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. ALTERNATIVE ROUTE: FROM THABAZIMBI TAXI RANK TO MOKOPA, HOLFONTEIN, KRAALHOEK, MOPYANE, MANTSERERE, SWARTKLIP, DWAALBOOM AND PROCEED TO NORTHAM TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFF-LOADED ALONG THE ROUTE.	Thabazimbi	Northam	Y
	BRCLP0907060	ROUTE 4 FORWARD JOURNEY: FROM THABAZIMBI TAXI RANK TO SENTRUM, STEENBOKPAN, MATLABAS AND PROCEED TO LEPHALALE TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFF-LOADED ALONG THE ROUTE.	Thabazimbi	Lephalale	Y

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
	BRCLP00171	ROUTE 5 FORWARD JOURNEY: FROM THABAZIMBI TAXI RANK ON VAN DER BIJL STREET TO NORTHAM, TURN LEFT ON R510, PROCEED TO NORTHAM TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS MAY BE LOADED AND OFF-LOADED ALONG THE WAY.	Thabazimbi	Northam	Y
	REGOR-06	ROUTE 6 FORWARD JOURNEY: FROM THABAZIMBI, USING KOEDOSKOP, BELA-BELA, MODIMOLLE, MOOKGOPONG, MOKOPANE, POLOKWANE, OFF-LOADING ONLY AND PROCEED TO BOTLOKWA.OFF-LOADING AND LOADING. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE	Thabazimbi	Botlokwa	N
	REGOR-070	ROUTE7 FORWARD JOURNEY: FROM THABAZIMBI WATERBERG DISTRICT, LIMPOPO PROVINCE, TO LIBODE IN THE EASTERN CAPE PROVINCE USING RUSTENBURG, DERBY, VENTERSDORP, KLERKSDORP, ORKNEY, BOTHAVILLE, THEUNISSEN, SMITHFIELDS, BLOEMFONTEIN, REDDERSBURG, SMITHFIELD, ALIWAL NORTH, BARTKLEY EAST, LADYGREY, ELLIOT, ENCGOBO, MTHATHA AND THEN PROCEED TO LIBODE IN NYANDENI MUNICIPALITY. ALTERNATIVE: FROM THABAZIMBI TO LIBODE USING BRITS, HARTEBESPOORT, DIEPSLOOT, TURN LEFT TO MIDRAND, JOIN NI AND JOIN N3 TOWARDS HEIDELBERG, DEHOEK, VILLIERS, WARDEN, HARRISMITH, PIETERMARITZBURG, RICHMOND, XHOPO, MZIMKULU, KOKSTAD, FLAGSTAFF INTO LUSIKISIKI TAXI RANK OFF-LOADING AND PROCEED TO MOUNT AYLIFF, MONTFRERE, QHUMBU, MTHATHA, AND PROCEED TO LIBODE RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE.	Thabazimbi	Libode	N
	REGORO-08	ROUTE 8 FORWARD JOURNEY: FROM THABAZIMBI USING R510 PASS NORTHAM, SANDFONTEIN, MOGWASE, FOURWAY STOP AND JOINT BETLEHEM STREET, INTO RUSTENBURG TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITION THAT NO LOADING FROM NORTHAM UNTIL RUSTENBURG ON THE FORWARD JOURNEY AND NO LOADING AT FOUR WAYS STOP UNTIL NORTHAM ON THE RETURN JOURNEY.	Thabazimbi	Rustenburg	N
	BRCLP11111	ROUTE 1 FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO RUSTENBURG (NORTH WEST PROVINCE) VIA: JOIN R510 ROAD TO RUSTENBURG TAXI RANK. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Rustenburg	Y

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
Northam Taxi Association	BRCLP11101	ROUTE 2 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO DIKWEIPI VIA: R510 ROAD, CROSS RAILWAY LINE, SANDFONTEIN, WELGEVAL, LEROME TO DIKWEIPI. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Dikweipi	Y
	BRCLP11102	ROUTE 3 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO SEFIKLE TAXI RANK VIA: JOIN R510 ROAD, TURN RIGHT AND ENTER SEFIKLE TAXI RANK RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Sefikile	Y
	BRCLP11103	ROUTE 4 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO RAMOKOKASTAD VIA: JOIN ROAD TO BRITZ, RAMOKOKA/ PHADI, TURN RIGHT, PROCEED TO MOGORONG VILLAGE, JOIN PHADI ROAD, TURN RIGHT TO RAMOKOKASTAD. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Ramokokastad	Y
	BRCLP11104	ROUTE 5 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO TIMELA MINE TAXI RANK VIA: R510 ROAD NORTH TO TIMELA MINE TAXI RANK. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Timela	N
	BRCLP17016	ROUTE 6 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO NORTHAM PLATINUM MINE AND AMANDEBUILT MINE, JOIN R510 ROAD, PROCEED AND TURN RIGHT AND LEFT TO THE HOSTEL AND TO THE TAXI RANK. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Northam Platinum Mine/Amandebuilt	Y
	BRCLP11106	ROUTE 7 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO SCHILPADNEST VIA: JOIN R510 ROAD TO NORTH PASS CHROMITE, TURN RIGHT AND PROCEED TO SCHILPADNEST. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Schilpadnest	N
	BRCLP11107	ROUTE 8 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO DICHABA VIA: JOIN R510 ROAD, SMATCHBLOCK, TURN LEFT AND LEFT AGAIN UNTIL MLANTJE HOSTEL, RETHABILE VILLAGE AND TO DICHABA. RETURN JOURNEY: VIA THE SAME ROUTE IN REVERSE	Northam	Dichaba	Y

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
	BRCLP767620	ROUTE 9 FORWARD JOURNEY: FROM NORTHAM TAXI RANK TURN RIGHT ALONG BOTHA STREET AND TURN RIGHT TO BRITS/NORTHAM ROAD, PROCEED TO CROCODILE RIVER, JOIN R511 PROCEED TO BRITS TAXI RANK OFF-LOADING/LOADING, PROCEED WITH R511 JOIN R514 TO HERCULES, PROCEED TO BOSMAN TAXI RANK OFF-LOADING AND LOADING, TURN TO CHURCH STREET PASS ATTREDGEVILLE AND PROCEED UNTIL R511 PROCEED ON R511 TO DIEPSLOOT, TURN LEFT AND PROCEED TO MIDRAND ROAD PROCEED ON AND TURN RIGHT TO N1, TURN LEFT TO M31 JOE SLOVO ROAD, TURN RIGHT INTO LOUIS BOTHA AVENUE, TURN LEFT INTO CLAIM STREET, TURN RIGHT INTO NOORD STREET, OFF-LOADING AND LOADING. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT PASSENGERS BE OFF-LOADED AND LOADED AT BOSMAN ONLY ON THE RETURN JOURNEY. ALTERNATIVE ROUTE: TURN LEFT FROM N1 TO R511 HARTEBESPOORTDAM PROCEED TO SCHOEMANVILLE PROCEED WITH R511 TO NORTHAM.	Northam	Park City Main Taxi Rank (Johannesburg)	Y
	BRCLP16016	ROUTE 10 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, JOIN BOTHA STREET, TURN LEFT AND JOIN R510 AND PROCEED TO THABAZIMBI TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE.	Northam	Thabazimbi	Y
	NORTHAM12	ROUTE 11 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, TURN RIGHT INTO BOTHA STREET, TURN LEFT INTO D1235 ROAD, PROCEED TO R510 ROAD TO RUSTENBURG THROUGH SANDFONTEIN VILLAGE, TURN RIGHT AT MOGWASE INDUSTRIES AND PASS-THROUGH MOGWASE TOWNSHIP, JOIN R556, TURN RIGHT AT BOSHOEK TOWN, PROCEED THROUGH TLOKWENG AND PELLA VILLAGES, TURN RIGHT, PROCEED AND TURN LEFT AND AGAIN TURN RIGHT. PROCEED TO SWATRUGGENS, PROCEED TO WEVEDACHT TAXI RANK IN ZEERUST.OFF- (LOADING AND LOADING). RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. SUBJECT TO THE CONDITION THAT NO PASSENGERS WILL BE LOADED AND OFF-LOADED ALONG THE WAY	Northam	Zeerust	N
	NORTHAM13	ROUTE 12 FORWARD JOURNEY: FROM NORTHAM VIA RUSTENBURG, DERBY, VENTERSDORP, KLERKSDORP, ORKNEY, BOTHAVILLE, WELKOM, THEUNISSEN, BRANDFORT, BLOEMFONTEIN, READERSBURG, SMITHFIELD, WEPENAAR, ROUCVILLE, ZASTRON, ALUWAL NORTH, STRKSPRUIT, LADYCREY, BARKLEY EAST ELLIOT, NGCOBO, DUTYWA, UMTATA TO MAQANDULI TAXI RANK.	Northam	Umtata	Y

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
	NORTHAM14	ROUTE 13 FORWARD JOURNEY: FROM NORTHAM TAXI RANK AT 21 BOTHA STREET, TURN RIGHT AND PROCEED TO D1235 THEN TURN RIGHT AND PROCEED UNTIL 5511 THEN AT R511, TURN LEFT PROCEED TO BELABELA, MODIMOLLE PROCEED WITH NI TOLL ROAD AND ALTERNATIVE R101 TO POLOKWANE TO 36, DIKGALE, SEKGOPO, MOOKETSI AND TURN LEFT AT MODJADJI CROSS, MOOIPLAAS AND TURN AT MALATJIE GARAGE TO GA-KGAPANE TAXI RANK. (OFF-LOADING AND LOADING)	Northam	GaKgapanne Taxi Rank	N
	NORTH-014	ROUTE 14 FORWARD JOURNEY: FROM NORTHAM TAXI RANK, TURN RIGHT INTO BOTHA STREET, TURN LEFT INTO D1235 ROAD, PROCEED TO R510 ROAD TO RUSTENBURG THROUGH SANDFONTEIN VILLAGE, TURN RIGHT AT MOGWASE INDUSTRIES AND PASS-THROUGH MOGWASE TOWNSHIP TO MOGWASE TAXI RANK. OFF-LOADING AND LOADING. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE ALTERNATIVE FROM NORTHAM USING MONONONO VILLAGE, MANAMAKGOTHEENG, MORULENG, LEROME TO MOGWASE TAXI RANK.OFF-LOADING AND LOADING.	Northam	Mogwase Taxi Rank	Y
	NORTH-015	ROUTE 15 FORWARD JOURNEY: FROM NORTHAM TAXI RANK PROCEED TO RUSTENBURG, DERBY, VENTERSDORP, POTCHEFSTROOM, VEKJOENKROON, KROONSTAD, SENEKAL, LADYBRANDT, MANYATSENG, FICKSBURG THROUGH THE RSA BORDER POST. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITION THAT ON THE FORWARD JOURNEY NO OFF-LOADING AND LOADING ALONG THE WAY, OFF-LOADING AT MANYATSENG AND FICKSBURG TAXI RANK AND ON THE RETURN JOURNEY, PASSENGERS MAY BE LOADED FROM MANYATSENG AND FICKSBURG UNTIL NORTHAM TAXI RANK.	Northam	Manyatseng/Ficksburg	N
	BRCNOR95CLN	ROUTE 17 FROM NORTHAM TAXI RANK, DISTRICT WATERBERG TO DWAALBOOM VIA MOKGALWANENG, DISAKE, MATLAMETLONG VILLAGE PROCEED TO DWAALBOOM. LOADING AND OFF-LOADING ALONG THE WAY. RETURN JOURNEY VIA THE SAME ROUTE.	Northam	Dwaalboom	N
	BRCNOR900CLN	ROUTE 16 FROM NORTHAM TAXI RANK AT 21 BOTHA STREET, TURN RIGHT AND PROCEED STRAIGHT TO D1235, TURN LEFT TO R511 THEN RIGHT TO R516 BELA BELA ROAD MODIMOLLE PROCEED STRAIGHT WITH N1 FREEWAY TO POLOKWANE USING R81 TO DIKGALE, SEKGOPO, MOOKETSI AND TURN LEFT AT SHELL GARAGE.	Northam	Malamulele	N

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
		PROCEED STRAIGHT TO MAPHALLLE, PHAPHATI, DZINGI-DZINGI, PROCEED STRAIGHT TO MALAMULELE TAXI RANK. NO LOADING OF PASSENGERS ALONG THE WAY, RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE.			
Swartklip Taxi Association	BRCLP53131	ROUTE 1 FORWARD JOURNEY: FROM SWARTKLIP TAXI RANK TO NORTHAM, MOGWASE, RUSTENBURG, MAGALIES PROCEED WITH ROAD R510 TO JOHANNESBURG NOORD STREET TAXI RANK. LOADING AND OFF-LOADING IN NORTHAM. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. ALTERNATIVE ROUTE (REVERSE JOURNEY) FROM JOHANNESBURG NOORD STREET TAXI RANK TO BRITZ AND PROCEED TO SWARTKLIP TAXI RANK USING R511 SUBJECT TO THE CONDITION THAT NO PASSENGERS WILL BE ROUTED (AND OFF-LOADED ALONG THE WAY	Swartklip	Noord Street Taxi Rank (Joubert Park)	N
	BRCLP63630	ROUTE 2 FORWARD JOURNEY: FROM SWARTKLIP TAXI RANK TO MAFIKENG VIA D96 ROAD, VIA R510 ROAD, VIA SANDFONTEIN, P53/1, MOGWASE, SUN CITY, LEDIG P11/1, BOSHOEK, TURN LEFT IN D114, RIKKESDAM, D2709, ZEERUST AND P2/2 TO MAFIKENG TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE. ALTERNATIVE ROUTE(REVERSE ROUTE) FROM MAFIKENG TAXI RANK TO RUSTENBURG VIA SWARTKLIP ON P2/3 SUBJECT TO THE CONDITION THAT PASSENGERS MAY ONLY BE OFF-LOADED ALONG THE ALTERNATIVE ROUTE FROM MAFIKENG TO RUSTENBURG VIA SWARTKLIP ON P2/3	Swartklip	Mafikeng	N
	BRCLP55337	ROUTE 3 FORWARD JOURNEY: FROM SWARTKLIP TAXI RANK TO THABAZIMBI TAXI RANK VIA AMANDEBULT, VIA REGOROGILE TOWNSHIP, YSTERBERG TOWNSHIP, FREKKIE MEYER STREET TAXI RANK TO THABAZIMBI. ALTERNATIVE ROUTE, FROM SWARTKLIP TAXI RANK D96 MANTSERE VILLAGE, BACK TO D96, D511, MOPYANE, KRAAIHOEK INTO D869, DISAKE, MANGOATO SECTION HOLFONTEIN, D1309 LEADING TO D1649 JOINING R510 VIA REGOROGILE TO THABAZIMBI TAXI RANK RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE.	Swartklip	Thabazimbi	N
	BRCLP631162	ROUTE 4 FORWARD JOURNEY: FROM SWARTKLIP TAXI RANK TO GIYANI VIA D96, D869, NORTHAM, D511, D516, WARBATHS(BELA-BELA) R101, NYLSTROOM(MODIMOLLE), NI, NABOOMSRUIT(MOOKGOPONG), MOKOPANE, POLOKWANE, R518, MOOKETSI TO GIYANI TAXI RANK.	Swartklip	Giyani	N

Taxi Association	Route Code	Route Description	Origin	Destination	Observed
		RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE SUBJECT TO THE CONDITION THAT NO LOADING AND OFF-LOADING ALONG THE WAY.			
	BRCLP66610	ROUTE 5 FORWARD JOURNEY: FROM SWARTKLIP TAXI RANK TO VILLAGES AND TOWNSHIPS VIA D96, LEADING TO D869, VIA NORTHAM, JOINING R510 TO RUSTENBURG, MOGWASE, KANANA, PAARDEKRAAL, LEADING TO RUSTENBURG TAXI RANK. RETURN JOURNEY VIA THE SAME ROUTE IN REVERSE	Swartklip	Rustenburg	N

** A review of the PRE route descriptions identified several instances where provincial "R" roads have been incorrectly recorded as "D" roads, as well as a number of spelling errors in route and destination names. These discrepancies should be corrected to improve the accuracy of route records and ensure consistency across transport planning and regulatory databases. Failure to address these inaccuracies may create challenges during Operating Licence (OL) verification processes and could result in confusion or enforcement difficulties during compliance inspections and traffic law enforcement activities.

6.1.4 Thabazimbi LM Operating Licence findings

A review of the survey findings identified notable discrepancies between the Provincial Regulatory Entity (PRE) records and actual operating conditions observed during the field surveys. Table 6-2 compares the number of vehicles registered with the PRE against the vehicles observed operating on routes within TLM.

The comparison indicates that a significant proportion of vehicles observed during the surveys were not reflected in the registration records available from the Limpopo Department of Transport and Community Safety (LDTCS).

The Regorogile Taxi Association exhibited the highest proportion of vehicles not reflected in the PRE records, with approximately 68% of observed vehicles falling into this category, followed by the Swartklip Taxi Association (52%) and the Northam Taxi Association (33%).

Table 6-2: Summary of PRE vehicles and Observed Vehicles

Taxi Association	PRE DATA		SURVEY OBSERVATION			% operating unregistered
	No. of Routes	Total Vehicles	Unique Vehicles Observed	Registered Vehicles	Unregistered Vehicles	
Regorogile Taxi Association	8	70	113	36	77	68%
Northam Taxi Association	17	231	237	158	79	33%
Swartklip Taxi Association	5	52	29	14	15	52%

It should be noted that the number of vehicles identified as unregistered does not necessarily imply illegal operations. Some of these vehicles may have pending operating licence applications currently under consideration by the PRE and may therefore not yet appear in the available registration records. Furthermore, a number of services operating within Thabazimbi Local Municipality are provided by associations from neighbouring municipalities and provinces, particularly on inter-municipal and inter-provincial routes. As a result, certain vehicles observed during the surveys may be registered under other associations and therefore would not be reflected within the records of the three primary associations operating within TLM.

Nevertheless, the discrepancies identified between the observed vehicle fleet and the PRE records highlight the need for ongoing verification and updating of operating licence records to ensure that regulatory databases accurately reflect public transport operations within the municipality. Accurate operating licence records are essential for effective transport planning, route management, law enforcement and the evaluation of future operating licence applications.

6.1.5 Comparison of PRE-Data

Updated Operating Licence Administration System (OLAS) data is required to confirm the current number of licensed public transport routes and vehicles operating within Thabazimbi Local Municipality (TLM). At the time of preparing this ITP, the available OLAS data provided by the Limpopo Department of Transport and Community Safety (LDTCS) was still under review and updating, and may therefore not fully reflect current operating conditions within the municipality.

The availability of regularly updated OLAS data is important to support:

- Verification of licensed routes and vehicles operating within TLM;
- Assessment of whether existing services are aligned with observed public transport demand;
- Identification of overlapping or duplicated services within the municipality;
- Verification of pending operating licence applications and vehicles operating while applications are under consideration; and
- Evaluation of future operating licence applications and route rationalisation initiatives.

Accurate and up-to-date OLAS information is essential for the effective implementation of the municipality's Operating Licence Strategy, as it provides the basis for informed decision-making, transport planning, regulatory

oversight and public transport service monitoring. It is anticipated that further updates to the OLAS database may be made available by LDTCS during the stakeholder review process and can be incorporated into future updates of the ITP.

6.2 Public Transport Plan (PTP)

6.2.1 Overview

The Public Transport Plan (PTP) provides a strategic framework for the planning, management and development of public transport services within Thabazimbi Local Municipality (TLM). The purpose of the PTP is to guide the provision of an integrated, efficient, safe and sustainable public transport system that responds to the mobility and accessibility needs of residents, visitors and the broader economy.

The PTP builds on the findings of the transport status quo assessment, transport surveys and transport needs assessment undertaken as part of the ITP process. It seeks to integrate existing and future public transport services, infrastructure and operations within TLM and its surrounding areas, while ensuring alignment with municipal, district, provincial and national transport planning objectives.

The plan recognises the important role played by public transport in supporting access to employment opportunities, education facilities, healthcare services, commercial centres and government services. Particular focus is placed on strengthening connectivity between Thabazimbi, Northam, Rooiberg, Swartklip, Regorogile and surrounding rural settlements, while also supporting travel demands generated by the mining, agricultural and tourism sectors.

6.2.2 Policies and Strategies

The Public Transport Plan is informed by the principles of integrated transport planning as promoted by the National Land Transport Act (Act No. 5 of 2009), which seeks to develop public transport systems that are coordinated, accessible, affordable, reliable and responsive to passenger needs.

The overarching objective of the PTP is to facilitate the integration of public transport services across all public transport modes operating within TLM. This includes formal and informal public transport services, contracted bus services where applicable, learner transport operations and supporting non-motorised transport (NMT) facilities.

The following strategic priorities have been identified for the municipality:

- Improving public transport connectivity between major settlements and economic activity nodes, particularly between Northam and Thabazimbi;
- Enhancing access to employment opportunities, schools, healthcare facilities and government services;
- Upgrading and formalising public transport facilities, including taxi ranks, loading areas and passenger waiting facilities;
- Supporting the implementation of the proposed Northam-Thabazimbi bus service to strengthen public transport accessibility along the R510 corridor;
- Improving integration between public transport services and non-motorised transport infrastructure;
- Promoting universal accessibility for persons with disabilities, the elderly and other vulnerable users;
- Improving passenger safety, security and comfort at public transport facilities;
- Supporting more efficient and reliable public transport operations; and
- Ensuring that future public transport planning is aligned with municipal growth, spatial development and economic development objectives.

The successful implementation of these strategies will contribute towards the development of an integrated public transport system that improves mobility, reduces transport-related barriers to socio-economic opportunities and supports sustainable growth within Thabazimbi Local Municipality.

6.2.3 Development of the Public Transport System

Public transport should be supported by a comprehensive non-motorised transport (NMT) network that provides safe, convenient and accessible connections to and from public transport facilities, stops and major activity centres. NMT infrastructure plays a critical role in enhancing overall transport connectivity by enabling commuters to access public transport services, employment opportunities, educational institutions, healthcare facilities, commercial centres and other key destinations through walking and cycling. The provision of integrated pedestrian and cycling infrastructure also promotes safer travel, improves accessibility for vulnerable road users and contributes to the development of a more sustainable and inclusive transport system within the municipality.

Mode	Proposed Role	Proposed Policies	Proposed Strategies
Bus	Quality Bus Services (QBS) can operate between Northam and Thabazimbi Town	- Competitively tender any bus service that requires subsidy. - Provide an affordable and efficient bus service. - Promote the use of public transport for the safety of commuters.	- Determine the vehicle type-based on fleet size for the proposed route. - Monitor the vehicles subsidised and the vehicles provided for operation.
Minibus Taxi	Provide the responsive services for direct routes from the outskirts of town villages where there is a demand for the services	- Improve the safety of minibus taxi services and the quality of the vehicles operating - Improve the quality of taxi ranks and meet the capacity required by the existing fleet. - Provide an affordable and efficient taxi service throughout TLM.	- Approved operating licenses (OLs) must meet the service demand of the route. - Provide new operating licences to areas that require additional OL. - Minimise duplicate services in the area.
Learner Transport (MBT/Bakkies)	Public Transport service and NMT to link schools and the community to support scholar transport	- The Limpopo Department of Transport and Community Safety (LDTCS), in collaboration with the Limpopo Department of Education, should facilitate the provision of safe, reliable and accessible learner transport services to improve access to educational facilities. - All learner transport services should be appropriately regulated and monitored to ensure the safe transportation of learners. This includes services operated using minibus taxis and other approved learner transport vehicles, with full	- Allow schools, where appropriate, to procure learner transport services from suitably licensed and compliant operators, subject to applicable legislation, safety requirements and regulatory approval. - Establish a Learner Transport Forum comprising schools, learner transport operators, the Municipality, the Department of Education and LDTCS to improve coordination, communication, compliance monitoring and the

Mode	Proposed Role	Proposed Policies	Proposed Strategies
		compliance to applicable safety and operating standards. LDTCS should continue to regulate and oversee the allocation of learner transport operating licences to ensure that services are provided by suitably authorised operators and that learner transport demand is adequately accommodated throughout the municipality	management of learner transport services.
Metered Taxi	- Metered taxis are not established in Thabazimbi LM. - Metered taxi and E-hailing can support the future operation in major towns.	- Develop a standard approach to legalise the existing “4+1” operations in TLM - Develop requirements for vehicles and the driver's competency for the safety of passengers. - Develop the metered taxi association to control and avoid destructive competition.	- Provide a metered taxi rank to avoid illegal parking or long-term occupancy of public parking and for easy accessibility. - Evaluate the impact on traffic and congestion in an urban area.
Universal Access		- Provide universally accessible public transport facilities and stops. - Provide NMT facilities to provide access to public transport that is universally accessible.	Specify design standards for public transport and NMT infrastructure.
Non-Motorised Transport		- Improve pedestrian access to public transport facilities - Improve NMT facilities around schools, hospitals and other public services - Provide NMT facilities for a range of non-motorised modes used in the area, including cycling.	- Design NMT pathways to encourage direct access to walking and cycling. - Improve pedestrian safety by providing pedestrian walkways. - Develop an NMT Plan that prioritises NMT infrastructure in TLM.

6.2.4 Overall Network Design

Thabazimbi Local Municipality's network design is guided by the **Waterberg District Integrated Transport Plan**, **LDTCS bus contract plans**, and **existing services**. The design must identify preferred modes for municipal routes and corridors, including inter-municipal and inter-provincial links, and set priorities for investment, service levels and integration between modes.

6.2.4.1 Preferred Mode for Particular Routes or Corridors

Minibus taxis are the principal mode for regular municipal routes in TLM. Mode selection should be based on passenger demand profiles, peak and off-peak travel times, route length, trip frequency and connectivity to major activity nodes. Survey observations indicate most operating vehicles are 15-seater minibus taxis, which are well suited to provide flexible, on-demand and demand-responsive services that complement scheduled bus services.

6.2.4.2 Maintaining Financially Sustainable Transport Operations

Public transport infrastructure and services require long-term planning, lifecycle budgeting and routine maintenance to ensure financial sustainability. Insufficient funding and deferred maintenance lead to infrastructure deterioration, increased safety risks, declining service quality and reduced coverage, which in turn depresses ridership and revenue. TLM should pursue a mix of funding sources - including government grants, targeted capital allocations and public-private partnerships - and apply grant conditions and risk management measures to protect service continuity and long-term affordability.

6.2.5 Commuter Rail Plan

Thabazimbi LM is traversed by rail infrastructure, but no passenger rail service operates within the municipality. Rail assets should be monitored for future potential, coordinated with provincial and national rail agencies, and considered in long-term modal integration and corridor planning.

6.2.6 PTP Contracted Services Plan

This section sets out management of existing and prospective road-based public transport contracts in TLM, including a strategy to rationalise current contracts and define requirements for new contracts (routes, frequencies, and fleet).

6.2.6.1 Existing Contracts

Northam Platinum operates a contracted minibus taxi shuttle service for its staff; this contract is an established element of the municipality's contracted services.

6.2.6.2 Proposed Plan for New Contracts and Process for Rationalising New Contracts

Following PSC feedback, a proposed bus operation is targeted at the primary corridor (R510) between Northam and Thabazimbi. Contract rationalisation should review existing services, remove duplications, and align contracted services with demonstrated demand and network objectives.

6.2.6.3 Requirements for New Contracts

New bus contracts should be phased and driven by measured passenger volumes, peak/off-peak demand, service reliability targets and cost-effectiveness. Contract specifications must define route alignments, headways, vehicle type and minimum performance standards, with phased implementation tied to demand thresholds.

6.2.7 PTP Non-contracted Services Plan

Licensing and allocation of non-contracted routes must respond to route-specific capacity needs based on passenger demand and current supply, informed by:

- PRE list of existing operating licences;

- Commuter questionnaire responses and stakeholder engagement;
- Capacity at ranking/loading facilities and daily vehicle operations;
- Alignment with municipal transport vision, targets and objectives.

This process applies to minibus taxis and metered taxis. Legalisation and allocation of metered-taxi licences should follow a survey of informal operations and stakeholder consultation. Required minibus taxi licences for peak periods are determined from route utilisation surveys (summarised in Table 6-4).

6.3 Operating Licence Plan (OLP)

The Operating Licence Plan (OLP) provides a framework to guide Thabazimbi Local Municipality (TLM) in the assessment, regulation and management of operating licences (OLs) for road-based public transport services operating within the municipal area. The OLP supports informed decision-making regarding operating licence applications by ensuring that public transport services are aligned with passenger demand, route requirements, available infrastructure and broader transport planning objectives.

The plan further aims to promote an efficient, safe and sustainable public transport system by guiding the allocation of operating licences, preventing the over-supply or duplication of services, and supporting the development of an integrated public transport network that adequately serves the mobility needs of residents, workers and visitors within TLM

6.3.1 Purpose of the Operating Licence Plan

The Minimum Requirements for the Preparation of Integrated Transport Plans (2016) define the purpose of an Operating Licence Plan (OLP) as providing guidance to the planning authority on which Operating Licence (OL) applications and public transport transactions should be supported or opposed based on identified transport needs, service demand and network requirements.

The OLP therefore serves as an important planning and regulatory tool that assists in determining:

- Whether additional public transport services are required on specific routes,
- Whether existing services are sufficient to meet demand, or
- Whether there is an oversupply of services within certain corridors.

The assessment is based on the findings of the public transport surveys undertaken as part of this ITP, together with information obtained from the Provincial Regulatory Entity (PRE) and the Operating Licence Administration System (OLAS).

The public transport network within TLM comprises both intra-municipal and inter-municipal routes linking settlements, economic activity areas and neighbouring municipalities. As part of the OLP, existing operating licences and registered routes were assessed against observed public transport operations to determine the extent to which current services meet passenger demand and accessibility requirements.

The taxi rank and route surveys undertaken during the study identified several operational routes that are not adequately reflected in the current operating licence database, as well as areas where recent residential developments and changing travel patterns may justify the introduction of additional public transport services. Furthermore, several routes were observed operating outside of formally recognised route descriptions, while discrepancies between observed operations and PRE records were also identified.

To assess these issues, the observed route network was superimposed onto existing PRE route data and evaluated against the municipality's existing and proposed spatial development framework. This assessment enabled the identification of service gaps, route overlaps, duplication of services and areas with limited public transport coverage. The outcomes of this analysis provide the basis for route rationalisation, the evaluation of future operating licence applications and the identification of potential new routes required to support future growth and development within Thabazimbi Local Municipality.

6.3.2 Policy Framework

The National Land Transport Act (NLTA), 2009 (Act No. 5 of 2009), provides the legislative framework for the transformation, regulation and management of South Africa's land transport system, including the regulation of road-based public transport services. Sections 20 and 23 of the Act provide for the establishment of the National Public Transport Regulator (NPTR) and Provincial Regulatory Entities (PREs), respectively, which are responsible for considering and adjudicating Operating Licence (OL) applications in accordance with the provisions of Chapter 6 of the Act.

In Limpopo Province, the Operating Licence function is currently vested in the provincial government through the Provincial Regulatory Entity (PRE). In terms of the Act, all applications for the granting, renewal, amendment or transfer of Operating Licences are referred to the relevant Planning Authority for comment. The Planning Authority is required to assess each application against the provisions of its Integrated Transport Plan (ITP) and indicate whether there is a demonstrated need for the proposed service. Based on this assessment, the Planning Authority may recommend that the application be approved, approved subject to conditions, or rejected.

Where the Operating Licence function has been assigned to a municipality in terms of Section 11 of the NLTA, such municipality becomes responsible for adjudicating Operating Licence applications within its area of jurisdiction. At present, the Operating Licence function has not been assigned to Thabazimbi Local Municipality (TLM), and all Operating Licence applications are therefore processed and adjudicated by the Limpopo PRE.

The purpose of this Operating Licence Plan (OLP) is to provide a policy and planning framework to assist TLM in formulating recommendations to the PRE on applications relating to:

- The granting of new Operating Licences;
- The renewal of existing Operating Licences;
- The amendment of Operating Licence conditions, routes or operating areas; and
- The transfer of Operating Licences between operators.

These recommendations are informed by the public transport needs identified through this ITP, observed travel demand, route performance, public transport facility capacity and broader municipal development objectives.

Types of Public Transport Services Requiring an Operating Licence:

The NLTA defines a public transport service as any scheduled or unscheduled service for the conveyance of passengers by road or rail for a fare, reward or other consideration, whether operated under contract or otherwise. Accordingly, the following categories of public transport services require an Operating Licence:

- Minibus taxi services;
- Bus services;
- Charter services;
- Long-distance services;
- Metered taxi services;
- Tourist transport services;
- Staff transport services; and
- Learner transport services provided for reward.

Certain services are exempt from the requirement to hold an Operating Licence. These include qualifying courtesy services, lift clubs, employers transporting their own employees, municipalities transporting their own staff, ambulances, and educational institutions transporting their own learners or students for educational purposes. In terms of Section 50(1) of the NLTA, no person may operate a public transport service unless he or she is the holder of a valid Operating Licence or permit authorising that service.

The Limpopo PRE, based at the Limpopo Department of Transport and Community Safety offices in Polokwane, currently administers and processes all Operating Licence applications applicable to services operating within Thabazimbi Local Municipality. The recommendations contained in this OLP are therefore intended to support the

PRE in making informed decisions that promote an efficient, balanced and sustainable public transport system within the municipality.

6.3.3 Period of Validity

Operating Licences are generally issued for a period of five years in accordance with the provisions of the National Land Transport Act. Consequently, the Operating Licence Plan (OLP) should be aligned with the planning horizon of the Integrated Transport Plan and will remain valid for the period 2026 to 2031. The OLP should be reviewed and updated as part of the municipality's regular ITP review process to ensure that it continues to respond to changing travel demand patterns, public transport service requirements and future development within Thabazimbi Local Municipality.

6.3.4 Operating License Application Process

In terms of the National Land Transport Act (NLTA), 2009 (Act No. 5 of 2009), the National Public Transport Regulator (NPTA) or the Provincial Regulatory Entity (PRE) may not consider an application for the granting, renewal, amendment or transfer of an Operating Licence (OL), other than for tourist transport, charter services and contracted services, without first consulting the relevant Planning Authority. The Planning Authority is required to provide comments and recommendations on the application based on the provisions of its Integrated Transport Plan (ITP), including existing and future transport needs, route demand, service coverage and public transport network requirements.

As the designated Planning Authority, Thabazimbi Local Municipality (TLM) is required to assess Operating Licence applications affecting services within its area of jurisdiction and provide recommendations to the PRE. These recommendations assist the PRE in determining whether there is a need for the proposed service, whether existing services are sufficient to meet demand, and whether the application supports the objectives of the municipality's public transport network.

Figure 6-2 illustrates the typical Operating Licence application process followed by the PRE. The process includes the submission and verification of applications, consultation with the Planning Authority, publication of applications where required, adjudication by the relevant authorities and the issuing or rejection of Operating Licences. The Planning Authority plays an important role in ensuring that Operating Licence decisions are aligned with local transport planning objectives and passenger transport needs.

The following service standards currently apply to Operating Licence administration by the Limpopo Department of Transport and Community Safety (LDTCS):

- Processing and issuing of Operating Licence applications within 90 days of receipt of a complete application.
- Processing and issuing of special Operating Licence applications within two working days.
- Processing of payments to public and private entities within 20 working days.
- Registration of public transport operators, vehicles, routes and service modes within 90 days.

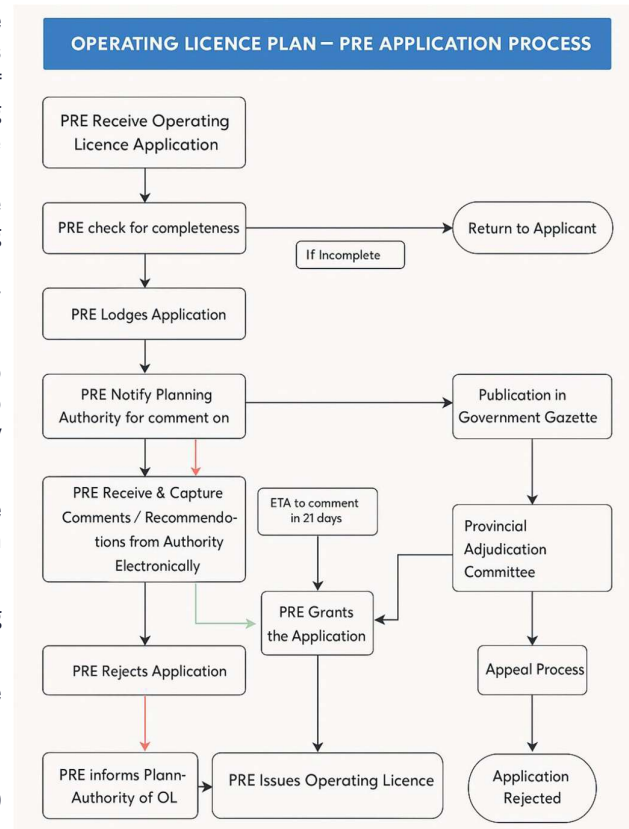


Figure 6-2: Operating License Application Process

Types of Vehicles that may be used for Public Transport Services:

Operating Licences may only be issued for vehicles that have been designed or lawfully adapted by a registered manufacturer for the transport of passengers and comply with the relevant provisions of the NLTA. The categories of vehicles that may be authorised to provide public transport services include:

- **Motor Cars:** Vehicles designed to carry fewer than nine persons, including the driver.
- **Minibuses:** Vehicles designed to carry between nine and sixteen persons, including the driver.
- **Midibuses:** Vehicles designed to carry between seventeen and thirty-five persons, including the driver.
- **Buses:** Vehicles designed to carry more than thirty-five persons, including the driver.

The vehicle type authorised on an Operating Licence should be appropriate to the nature of the service, passenger demand and route characteristics to ensure that public transport services are safe, efficient and responsive to user requirements.

6.3.5 Operating License Strategy (OLS) for TLM

Public transport surveys undertaken as part of the previous Operating Licence Plan contained in the Waterberg District Municipality Integrated Transport Plan (2011) were limited in scope, with only the Northam Taxi Rank surveyed within Thabazimbi Local Municipality (TLM). As reflected in Table 6-3, the Northam Taxi Rank accommodated approximately 50 daily trips and 704 passengers, operating at approximately 96% of its passenger carrying capacity at the time.

Table 6-3: Summary of Rank Survey (Extracted: DITP 2011, WDM)

Town	Rank	Trips	Capacity	No. of Pax	% of Total Pax
Northam	Northam Taxi Rank	50	733	704	96%

Since the preparation of the 2011 DITP, significant growth has occurred within the municipality, particularly in the Northam area due to expanding mining and associated economic activities. The public transport surveys undertaken for this ITP therefore provide a more comprehensive understanding of current public transport operations and demand patterns within TLM.

Table 6-4 indicate a substantial increase in public transport activity across the municipality. The Northam Taxi Rank alone recorded 146 trips during the survey period, representing an increase of more than 190% compared to the 2011 survey. Furthermore, a considerably larger public transport network currently operates within Northam, supported by several informal ranks and mining-related transport facilities, including the Roots, Debonairs, KFC and Usave informal ranks, as well as rank facilities serving the Northam Platinum, Dichaba and Tumela mining operations.

The survey results further illustrate the important role played by informal facilities in accommodating passenger demand. Several informal ranks in both Northam and Thabazimbi were observed to be operating at or near full capacity, with passenger utilisation levels ranging between 99% and 100%. In contrast, certain formal facilities, including the Thabazimbi Taxi Rank, were observed to have spare capacity, indicating that commuters and operators may be favouring more conveniently located informal facilities closer to key activity areas, commercial centres and employment opportunities.

Overall, the survey data indicates that Northam remains the municipality's primary public transport demand node, accommodating approximately 6,448 passengers per day and operating at an overall utilisation level of approximately 85%. Thabazimbi recorded approximately 2,605 passengers per day with a utilisation level of 57%, while the Swartklip Rank was observed to be operating at full capacity during the survey period.

Table 6-4: TLM Rank survey summary

Town	Facility Name	Survey Period	Daily Trips	Capacity	No of Pax	Pax % utilisation
Northam	Northam Taxi Rank	07:00 - 18:00	146	2174	1815	83%
		09:00 - 15:00	79	1169	967	83%
	Northam Long Distance Rank	14:00 - 18:00	1	22	0	0%
	Roots Informal Rank	10:00 - 17:00	47	693	683	99%
	Debonairs Informal Rank	10:00 - 17:00	35	509	508	100%
	Usave Informal Rank	06:00 - 10:00	2	30	30	100%
	Northam KFC Informal Rank	10:00 - 17:00	25	374	374	100%
	Northam Platinum Mine Rank	06:00 - 18:00	70	1104	904	82%
	Dichaba Mine Rank	12:00 - 17:00	33	496	429	86%
	Tumela Mine Rank	06:00 - 18:00	66	1005	738	73%
	Total		504	7576	6448	85%
Swartklip	Swartklip Rank	10:00 - 17:00	38	554	554	100%
Thabazimbi	Thabazimbi Taxi Rank	10:00 - 18:00	99	1516	731	48%
		10:00 - 15:00	98	1504	526	35%
	Thaba Mall Informal Rank	10:00 - 18:00	44	660	660	100%
		10:00 - 15:00	29	435	435	100%
	TotalEnergies Informal Rank	10:00 - 13:00	2	37	37	100%
	Thaba Square Informal Rank	10:00 - 17:00	17	251	59	24%
	Foodzone Informal Rank	10:00 - 18:00	10	156	157	101%
	Total		299	4559	2605	57%

The findings highlight several important considerations for the Operating Licence Strategy:

- Public transport demand within TLM has increased significantly since the previous surveys were undertaken.
- Informal public transport facilities play a critical role in service delivery and should be considered in future public transport planning i.e., formalisation of identified informal public transport facilities and construction of a public transport interchanges strategically located in Northam and Thabazimbi CBD as per Chapter 4 of this ITP indicating proposed transport improvement programmes.
- Several routes and facilities are operating at or near capacity and may require additional operating licences to accommodate future demand growth.
- Certain formal facilities are underutilised, indicating the need to improve connectivity, accessibility and route integration.
- Future operating licence decisions should support the formalisation of high-demand informal facilities while avoiding unnecessary duplication of services.
- New operating licence applications should be assessed in conjunction with observed passenger demand, route utilisation levels, recent residential development and future growth areas within the municipality.

The survey findings therefore suggest that the municipality's Operating Licence Strategy should focus on strengthening service provision along high-demand corridors, supporting the rationalisation of existing services, formalising currently informal operations where appropriate, and ensuring that future operating licence approvals are aligned with demonstrated transport demand and the municipality's spatial development objectives.

6.3.5.1 OLS Contracted Services Plan

The Contracted Services Plan provides an overview of existing and proposed contracted public transport services operating within Thabazimbi Local Municipality (TLM). Responsibility for the planning, implementation and management of contracted public transport services within the municipality primarily rests with the Limpopo Department of Transport and Community Safety (LDTCS) and Waterberg District Municipality (WDM).

Existing Contracted Services

At the time of preparing this ITP, no information was available regarding existing negotiated or subsidised public transport service contracts operating within TLM under the authority of either LDTCS or WDM. Furthermore, no formally contracted public transport services were identified during the stakeholder engagement process or transport surveys undertaken as part of this study.

Proposed Contracted Services

No confirmed proposals for new contracted public transport services were available from LDTCS or WDM at the time of preparing this ITP. However, during discussions held through the Project Steering Committee (PSC), reference was made to a proposed scheduled bus service between Northam and Thabazimbi that was reportedly intended to improve public transport connectivity between the municipality's two primary economic and residential centres.

Although this service was expected to be operational, no such service was observed during the transport surveys and no operational information was available at the time of the assessment. Given the significant travel demand between Northam and Thabazimbi, the implementation of a scheduled bus service remains a key public transport improvement proposal identified in this ITP and should be further investigated by LDTCS and TLM as part of future public transport planning initiatives.

6.3.5.2 OLS Non-Contracted Services Plan

Existing Regular Services

The primary form of public transport within Thabazimbi Local Municipality (TLM) is the minibus taxi industry, which provides the majority of daily passenger transport services within and between settlements. These services operate as route-based networks allocated to specific taxi associations and are regulated through Operating Licences issued by the Provincial Regulatory Entity (PRE). The PRE database contains the registered route network and associated operating licence information for services operating within the municipality.

The evaluation of existing services and future Operating Licence applications should be informed by observed passenger demand, service utilisation levels and the number of valid Operating Licences currently issued on each route. Public transport surveys undertaken as part of this ITP revealed several key operational characteristics and challenges within the existing network:

- Most local routes operating from the Thabazimbi and Northam rank facilities were observed to be operating at between 90% and 103% capacity during weekday peak periods, indicating a generally strong correlation between service supply and passenger demand.
- Certain Thabazimbi routes, including those operating under route codes **BRCLP7770** and **BRCLP00171**, displayed comparatively low utilisation levels at the formal rank facility. However, field observations confirmed that many vehicles depart the formal rank and continue to nearby informal loading areas where they reach full passenger capacity before commencing their journeys.
- Route services operating under route codes **BRCLP11111** and **NORTHAM12** do not primarily utilise the Northam Taxi Rank for passenger collection. Instead, the formal facility functions largely as a holding area before vehicles proceed to nearby informal loading points where passenger demand is concentrated.
- A route operating between Thabazimbi and Regorogile was observed during the surveys but could not be linked to a corresponding route registration within the available OLAS data.
- Average passenger waiting times on local routes during weekday peak periods were generally low, with an average waiting time of approximately ten minutes. This suggests that, within the main urban areas, service provision is reasonably well balanced with demand.
- Routes serving villages, farming areas and lower-density settlements generally experienced longer waiting times due to lower passenger demand and reduced service frequency.
- The surveys also identified the presence of informal and unauthorised transport operations. In Thabazimbi, passengers were observed walking from the CBD and Foodzone area to informal hitchhiking points where they were collected by private vehicles travelling to Northam. Similar practices were observed in Northam, particularly along the R510 corridor, where private vehicles transport passengers to mining areas and surrounding settlements.

The findings indicate that although the existing public transport network generally performs well within the municipality's primary urban centres, there is a need to formalise certain operational practices, improve data accuracy within the operating licence database and strengthen enforcement to address unauthorised operations.

Irregular Services

Irregular public transport services operating within TLM include long-distance passenger services, learner transport services, staff transport services and limited metered taxi-type operations.

Conventional metered taxi services are not well established within the municipality. However, several informal "4+1" passenger vehicle operations were observed during the surveys. These services currently operate outside the formal public transport system and may warrant further investigation to determine whether they can be formalised and regulated through appropriate operating licence mechanisms, subject to compliance with applicable legislation and regulatory requirements.

Long-distance passenger transport services are primarily provided by minibus taxis operating inter-municipal, interprovincial and, in some cases, cross-border services. These services play an important role in connecting TLM with surrounding municipalities, major economic centres and neighbouring provinces.

During the surveys, interprovincial services were observed operating from:

- Usave Informal Rank (Northam);
- Debonairs Informal Rank (Northam);
- Northam Taxi Rank; and
- Total-Energies Informal Rank (Thabazimbi).

Cross-border services were observed primarily operating from the Northam Taxi Rank and associated informal loading areas.

Learner transport and staff transport services are also largely provided by the minibus taxi industry, particularly in areas where limited formal public transport alternatives exist. These services remain important in supporting access to schools, mining operations and other major employment centres throughout the municipality.

The municipality should continue to monitor irregular public transport services to ensure that all services operate within the applicable regulatory framework and that future public transport planning appropriately responds to emerging mobility demands and operational trends.

6.3.6 Operating License Strategy (OLS) Findings and Recommendations for TLM

Section 50 of the National Land Transport Act (Act No. 5 of 2009) stipulates that no person may operate a road-based public transport service unless he or she is the holder of a valid Operating Licence (OL) or permit. Furthermore, Section 55 of the Act provides that an Operating Licence may only be granted where the relevant Planning Authority has demonstrated, through its Integrated Transport Plan (ITP), that there is a need for the proposed service.

The public transport surveys undertaken as part of this ITP revealed a number of issues relating to the regulation and management of operating licences within Thabazimbi Local Municipality (TLM). A significant discrepancy exists between the number of vehicles observed operating on routes and the number of vehicles reflected in the Provincial Regulatory Entity (PRE) records. This situation has implications for both public transport planning and the assessment of future Operating Licence applications.

The discrepancy may be attributed to several factors, including:

- Vehicles operating with pending Operating Licence applications that have not yet been captured on the PRE database;
- Operators providing services that may not be reflected in the currently available OLAS and PRE records;
- Applications for new services that require assessment against existing passenger demand and service provision levels; and
- The continued presence of unauthorised or "pirate" operations within the municipality, particularly on high-demand corridors and routes.

The survey findings indicate that public transport demand within TLM is generally being accommodated by the existing fleet, although several routes are operating at or near capacity during peak periods. While additional vehicles may be required on certain high-demand routes, the overall priority should remain the regulation and formalisation of existing operations before significant expansion of fleet numbers is considered.

Based on the survey findings and regulatory requirements, the following Operating Licence Strategy principles are proposed for TLM:

- All vehicles operating public transport services within TLM must be authorised through a valid Operating Licence applicable to the specific vehicle, route and service being provided.
- Operating Licence decisions should seek to balance passenger demand with the number of vehicles operating on a particular route in order to prevent both over-supply and under-supply of services.
- New Operating Licence applications should be assessed against observed passenger demand, route utilisation levels, existing service provision and future development requirements.
- A mechanism should be established to allow operators to demonstrate that changes in land use, passenger demand or settlement development justify the introduction of additional licences or services.
- Regular updating and verification of OLAS and PRE records should be undertaken to improve the accuracy of operating licence information.
- Effective law enforcement remains essential to ensure compliance with Operating Licence requirements and to reduce unauthorised public transport operations.

Table 6-5 presents the route-by-route assessment undertaken for the municipality. Based on the optimisation of route headways and observed passenger demand, it is estimated that approximately **415 Operating Licences** would be required to adequately serve peak-period passenger demand across the TLM public transport network. By comparison, PRE records indicate that approximately **353 active Operating Licences currently exist** within the municipality.

The survey results undertaken for this ITP show that:

- The surveys recorded a total of 379 unique minibus taxi vehicle registrations, of which 208 vehicles were identified on the PRE records, while 171 vehicles were not reflected in the available registration database. This suggests that approximately 45% of the observed vehicles were not captured in the PRE records at the time of the survey. It should be noted, however, that some of these vehicles may be operating under pending applications or may be associated with services authorised through neighbouring municipalities or provinces.
- The route assessment further indicates that most high-demand routes are operating at or near capacity during peak periods. In many instances, the difference between the number of vehicles required to meet demand and the number of vehicles observed during the surveys is relatively small. This suggests that the existing service network is generally responding to passenger demand, albeit with a significant proportion of operators currently not reflected in the available licensing records.

It is therefore recommended that the municipality, in consultation with the PRE and the Limpopo Department of Transport and Community Safety (LDTCS), pursue the regularisation and legalisation of existing operators where appropriate and subject to compliance with legislative requirements. This approach will assist in aligning regulatory records with actual operating conditions while maintaining adequate service provision for passengers.

A specific issue identified during the surveys relates to the route operating between Thabazimbi CBD and Regorogile, including services operating via the Thaba Mall area. Despite carrying a substantial number of passengers and accommodating a significant number of vehicles, this route is not adequately reflected within the current PRE route database. Given the importance of this corridor and the level of existing demand, it is recommended that the route be formally recognised within the PRE route register and that existing operators on the corridor be assessed for possible regularisation and inclusion within the formal Operating Licence system.

Overall, the Operating Licence Strategy seeks to achieve a balance between regulatory compliance, passenger demand, service sustainability and network efficiency, while ensuring that future Operating Licence decisions are informed by reliable transport planning data and aligned with the transport needs of Thabazimbi Local Municipality.

Table 6-5: Operating License Strategy for TLM

Rank	Origin	Destination	Route No.	Peak Pax No.	Peak Period	Service Capacity	Utilis %	Cycle (Min)	Ave Veh Capacity	Headway (Min)	OL Required for Peak	Peak No. of Veh Surveyed	
Thabazimbi Town Rank	Thabazimbi	Foodzone		13	10:30 - 11:30	37	35%	34	15	46	1	2	
		Group 5		2	10:00 - 11:00	15	13%	4	15	303	1	1	
		Makkopa	BRCLP77700	15	17:00 - 18:00	15	100%	114	15	40	3	1	
		Mamba		2	13:30 - 14:30	15	13%	124	15	303	1	1	
		Mokgalaneng		15	14:00 - 15:00	30	50%	114	15	40	3	2	
		Northam	BRCLP7770/BRCLP00171	3	13:30 - 14:30	15	20%	104	15	202	1	1	
		Platina	BRCLP77700	15	11:30 - 12:30	15	100%	74	15	40	2	1	
		Pretoria		20	10:30 - 11:30	30	67%	304	15	30	11	2	
		Regorogile		172	17:00 - 18:00	172	100%	44	15	3	15	11	
		Rooiberg	BRCLP0032101	15	14:00 - 15:00	15	100%	184	15	40	5	1	
		Skierlek		45	14:00 - 15:00	45	100%	144	15	13	12	3	
		Smash Block	BRCLP77700	15	13:00 - 14:00	15	100%	84	15	40	3	1	
		Vakansie		15	12:00 - 13:00	15	100%	124	15	40	4	1	
		Thaba Mall	Regorogile		165	16:40 - 17:40	165	100%	44	15	3	15	11
		Thaba Square	Regorogile		22	15:30 - 16:30	43	51%	64	15	27	3	3
Foodzone Rank	Town		28	15:00 - 16:00	75	37%	24	15	21	2	5		
	Northam	BRCLP77700/BRCLP00171	45	14:10 - 15:10	44	102%	124	15	13	10	3		
	Total Energies	Lephalale	BRCLP090700	22	10:00 - 11:00	22	100%	204	22	40	6	1	
Northam Taxi Rank		Johannesburg	BRCLP767620	15	09:00 - 10:00	15	100%	364	15	40	10	1	
		Lesotho		1		22	5%	1264	15	607	3	1	
		Phadi	Brc1p11103	57	11:30 - 12:30	58	98%	84	15	10	9	4	
		Morogong	Brc1p11103	75	15:50 - 16:50	75	100%	154	15	8	20	5	
		Moruleng	NORTH-014	60	16:15 - 17:15	60	100%	84	15	10	9	4	
		Phalane		30	14:00 - 15:00	30	100%	184	15	20	10	2	
		Smash Block	Brc1p11107	120	15:50 - 16:50	120	100%	84	15	5	17	8	
		Pretoria	BRCLP767620	30	15:00 - 16:00	30	100%	304	15	20	16	2	
		Swartklip	BRCLP55337	90	16:00 - 17:00	90	100%	64	15	6	11	6	
	Sefikile	BRCLP11102	86	16:30 - 17:30	86	100%	74	15	7	11	6		

Rank	Origin	Destination	Route No.	Peak Pax No.	Peak Period	Service Capacity	Utilis %	Cycle (Min)	Ave Veh Capacity	Headway (Min)	OL Required for Peak	Peak No. of Veh Surveyed
	Northam	Rusternburg	Brclp11111/NORTHAM12	1	15:45 - 16:45	30	3%	194	15	607	1	2
Northam Long Distance Rank		Eastern Cape	NORTHAM13	1		22	5%	1540	22	891	2	0
Roots Informal Rank		Northam RDP		222	15:34 - 16:34	222	100%	44	15	2	22	15
Debonairs Informal Rank		Sandfontein	Brclp11101/NORTHAM12	45	10:39 - 11:39	45	100%	74	15	13	6	3
		Mogwase	NORTHAM12/NORTH-014	31	14:30 - 15:30	30	103%	100	15	19	6	2
		Dikweipi	Brclp11101	59	14:50 - 15:50	59	100%	74	15	10	8	4
		Lerome	Brclp11101/NORTH-014	58	14:15 - 15:15	58	100%	90	15	10	9	4
Usave Informal Rank		Giyani	BRCNOR900CLN	15	08:00 - 09:00	15	100%	804	15	40	21	1
KFC Informal Rank		Swartklip		120	15:23 - 16:23	120	100%	64	15	5	13	8
Northam Platinum Mine Rank		Thabazimbi	BRCLP77700	96	15:30 - 16:30	96	100%	74	15	6	13	5
		Northam	BRCLP17016	102	16:30 - 17:30	172	59%	64	15	5	13	11
		Smash Block		75	15:10 - 16:10	75	100%	74	15	8	10	5
Dichaba Mine Rank		Platina	Brclp11107	1	11:30 - 12:30	15	7%	54	15	607	1	1
		Smash Block	Brclp11107	87	14:55 - 15:55	87	100%	84	15	6	14	6
		Northam	Brclp11107	100	15:10 - 16:10	112	89%	84	15	6	14	7
Tumela Mine Rank		Northam	Brclp11104	180	14:15 - 15:15	180	100%	74	15	3	25	12
		Smash Block		104	14:20 - 15:20	104	100%	44	15	5	9	7
		Mlanje		16	16:00 - 17:00	22	73%	54	22	55	1	1
Swartklip Rank	Swartklip	Kraalhoek		74	15:50 - 16:50	74	100%	64	15	8	8	5
		Mantserre		60	13:55 - 14:55	60	100%	48	15	10	5	4
	TOTAL										415	193

6.3.7 Rationalisation of Public Transport Routes

The Operating Licence Plan (OLP) provides an opportunity to rationalise public transport services within Thabazimbi Local Municipality (TLM) and ensure that the supply of services is aligned with passenger demand. Effective route rationalisation is necessary to prevent the over-supply of vehicles, duplication of services and destructive competition between operators, while ensuring that communities continue to receive adequate and reliable public transport services.

Both regular and irregular public transport services should be continuously assessed to determine whether existing services adequately meet passenger demand and whether adjustments to route allocations or service levels are required. Such assessments should consider passenger volumes, route utilisation levels, travel patterns, land use changes, development trends and the availability of supporting public transport infrastructure.

The route rationalisation process should further seek to:

- Eliminate unnecessary route duplication and overlapping services;
- Improve the distribution of public transport services across the network;
- Enhance operational efficiency and sustainability;
- Support the formalisation and regularisation of existing operations;
- Improve accessibility to settlements, employment areas, schools, healthcare facilities and other key destinations; and
- Ensure that the issuing of Operating Licences is aligned with actual transport demand.

Where significant land use changes, new developments or shifts in travel demand occur, consideration should be given to the introduction of new routes or the amendment of existing route structures. Any proposed new services should be supported by demonstrated passenger demand and should complement the existing public transport network rather than create unnecessary competition with established services.

6.3.8 Conditions for Evaluating Operating Licence Applications

The assessment of Operating Licence applications should be informed by both existing and anticipated passenger demand on a route. For proposed new routes, sufficient evidence should be provided to demonstrate the need for additional services and to justify the granting of new Operating Licences.

As the regulatory authority responsible for the issuing of Operating Licences within Limpopo Province, the Provincial Regulatory Entity (PRE) is required, in terms of Section 55 of the National Land Transport Act, to consult the relevant Planning Authority before making a decision on an Operating Licence application. The Planning Authority must assess the application against the provisions of its Integrated Transport Plan (ITP) and provide recommendations regarding the need for the proposed service.

The following factors should be considered when evaluating applications for Operating Licences:

- The demonstrated passenger demand for the route, informed by transport surveys, the transport register, PRE records, OLAS data and other available public transport information;
- The alignment of the proposed service with the strategic objectives and proposals contained in the ITP, Public Transport Plan (PTP), Spatial Development Framework (SDF) and other relevant planning documents;
- The suitability of the proposed transport mode and vehicle type for the route and passenger demand characteristics;
- The availability of capacity at taxi ranks, public transport interchanges, holding facilities and passenger loading areas;
- The extent to which the proposed service complements existing services and contributes to an integrated public transport network;
- The potential impact of the application on existing operators and service sustainability; and
- Compliance with applicable legislation, regulations, municipal by-laws, operating conditions and transport policies.

The evaluation of Operating Licence applications should ultimately seek to ensure that public transport services within TLM remain safe, efficient, sustainable and responsive to the mobility needs of communities and the municipality's future development objectives.

6.4 Summary

This chapter presented the Public Transport Plan (PTP) and Operating Licence Plan (OLP) for Thabazimbi Local Municipality (TLM), providing a strategic framework for the planning, management and regulation of public transport services over the 2026-2031 planning period. The chapter was informed by public transport facility surveys, route utilisation surveys, passenger interviews, stakeholder engagements and the assessment of Operating Licence data obtained from the Provincial Regulatory Entity (PRE).

The assessment confirmed that the **minibus taxi industry remains the dominant mode of public transport** within TLM, providing the majority of passenger transport services within and between Thabazimbi, Northam, Swartklip, Rooiberg, Regorogile, mining areas and surrounding settlements. Public transport operations are primarily provided by the Regorogile, Northam and Swartklip Taxi Associations, supported by a network of formal and informal facilities distributed throughout the municipality.

The public transport surveys revealed that demand is concentrated around the major economic and residential nodes of Northam and Thabazimbi, with significant commuter movements associated with mining activities, employment opportunities, education facilities and access to commercial services. Several routes were observed operating at or near full capacity during peak periods, particularly those serving mining areas, Regorogile, Northam RDP, Smash Block, Swartklip and surrounding settlements. Passenger waiting times on most urban routes were generally low, indicating that service levels are largely meeting current demand. However, longer waiting times were recorded on routes serving low-density rural settlements, reflecting limited-service frequencies and lower passenger volumes.

The assessment further highlighted the growing role of informal public transport facilities within the municipality. While formal facilities such as the Northam and Thabazimbi Taxi Ranks continue to function as major transport hubs, several strategically located informal ranks have emerged in response to passenger demand and accessibility requirements. In many instances, these facilities were found to operate at significantly higher utilisation levels than formal ranks, indicating the need for future formalisation, upgrading and integration into the municipal public transport network.

A review of PRE and Operating Licence Administration System (OLAS) data identified several discrepancies between registered public transport operations and conditions observed during the field surveys. A substantial number of vehicles operating on public transport routes were not reflected in the available PRE records. While some of these vehicles may be associated with pending Operating Licence applications or operations linked to neighbouring municipalities, the findings suggest that a significant portion of public transport activity is not adequately reflected within the current regulatory database. The surveys also identified route description inconsistencies, route coding discrepancies and routes currently operating that are not formally recorded within the available PRE records.

The route utilisation analysis indicates that public transport demand within the municipality is generally being accommodated by the existing service network. However, several high-demand routes may require additional capacity during peak periods, while certain routes and facilities exhibit lower utilisation levels and opportunities for service optimisation. The assessment demonstrated the need for ongoing route rationalisation, improved data management and stronger alignment between operating licence allocations and observed passenger demand.

The Operating Licence Strategy developed for TLM therefore seeks to ensure that:

- Public transport services are aligned with demonstrated passenger demand;
- Operating Licence decisions support an efficient and sustainable public transport network;
- Existing operators are appropriately regularised and integrated into the formal regulatory system where applicable;
- Route duplication and destructive competition are minimised;
- Route networks are updated to reflect current operational realities and municipal development patterns;

- Public transport services respond to future residential, economic and spatial growth; and
- Regulatory compliance and law enforcement are strengthened throughout the municipality.

Particular attention should be given to the formal recognition of observed routes not currently reflected in PRE records, including the high-demand corridor between Thabazimbi CBD and Regorogile, as well as the regularisation of operators currently providing services along such routes. Similarly, the municipality should work with the PRE and LDTCS to improve the accuracy and maintenance of Operating Licence records to ensure that future licensing decisions are based on reliable and up-to-date information.

No confirmed contracted public transport services currently operate within TLM. However, the assessment highlighted the continued need to investigate and implement the proposed Northam-Thabazimbi scheduled bus service, which has the potential to improve connectivity between the municipality's two primary economic centres and complement existing taxi services.

Overall, the findings indicate that the public transport system within TLM is functional and responsive to existing demand but faces challenges related to infrastructure provision, informal operations, regulatory compliance and data accuracy. The implementation of the Public Transport Plan and Operating Licence Strategy will assist in creating a safer, more integrated, accessible and sustainable public transport system that supports economic development, social inclusion and improved mobility throughout Thabazimbi Local Municipality.

Appendix A Projects Programme and Budgets

#	Project Name	Project Type	Unit	Quantity	Rate per unit	Total	Project Custodian	Key Department Stakeholders	Priority Score	Criteria Score					Priority Category	Implementation Horizon	Implementation Horizon	Summary of budget
										Economic Impact	Accessibility and Mobility	Strategic Network Importance	Infrastructure Preservation	Implementation Readiness				
Strategic Road Infrastructure Improvement Programme																		R309 000 000.00
1	R510 Strategic Economic Corridor	Rehabilitation & Maintenance	km	107.00	R1 500 000.00	R160 500 000.00	RAL	LDTCS	4.85	5	5	5	4	5	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
2	R511 Regional Mobility Corridor	Rehabilitation & Maintenance	km	62.00	R1 500 000.00	R93 000 000.00	RAL	LDTCS	4.00	4	4	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
3	R516 Regional Access Corridor	Rehabilitation & Maintenance	km	37.00	R1 500 000.00	R55 500 000.00	RAL	LDTCS	3.50	3	4	3	4	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
Strategic Road Infrastructure Improvement Programme																		R1 353 250 000.00
4	D2460 Road (81.00km)	Re-surfacing	km	81.00	R3 500 000.00	R283 500 000.00	TLM	LDTCS / RAL	4.70	5	5	4	5	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
5	D1309 Road (57.11km)	Regravelling and future surfacing	km	57.11	R5 000 000.00	R285 550 000.00	TLM	LDTCS / RAL	4.25	4	5	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
6	D1649 Road (65.80km)	Rehabilitation	km	65.80	R1 500 000.00	R98 700 000.00	TLM	LDTCS / RAL	4.00	4	4	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
7	D869 Road (C5) (25.45km)	Rehabilitation and maintenance	km	25.45	R1 500 000.00	R38 175 000.00	TLM	LDTCS / RAL	3.25	3	3	3	4	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
8	D1235 Road (29.62km)	Rehabilitation and maintenance	km	29.62	R1 500 000.00	R44 430 000.00	TLM	LDTCS / RAL	3.65	4	3	4	4	3	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
9	D928 Road (79.18km)	Surfacing	km	79.18	R5 000 000.00	R395 900 000.00	TLM	LDTCS / RAL	4.00	4	4	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
10	D1031 Road (24.39km)	Surfacing	km	24.39	R5 000 000.00	R121 950 000.00	TLM	LDTCS / RAL	4.00	4	4	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
11	D1581 Road (49.12km)	Regravelling and maintenance	km	49.12	R350 000.00	R17 192 000.00	TLM	LDTCS / RAL	3.25	3	3	3	4	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
12	D727 Road (73.22km)	Regravelling and maintenance	km	73.22	R350 000.00	R25 627 000.00	TLM	LDTCS / RAL	3.25	3	3	3	4	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
13	D2702 Road (59.96km)	Regravelling and maintenance	km	59.96	R350 000.00	R20 986 000.00	TLM	LDTCS / RAL	2.80	3	3	2	3	3	Priority 3	Long Term (Beyond 5 Years)	2031/32 and beyond	
14	Portion of P16/2 (14.16km)	Rehabilitation	km	14.16	R1 500 000.00	R21 240 000.00	TLM	LDTCS / RAL	3.90	4	4	4	4	3	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
Public Transport Infrastructure Improvement Programme																		R44 750 000.00
15	Northam Public Transport Interchange	Public Transport	No.	1.00	R15 000 000.00	R15 000 000.00	TLM	LDTCS	4.10	4	5	4	3	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
16	Thabazimbi Public Transport Interchange Upgrade	Public Transport	No.	1.00	R12 000 000.00	R12 000 000.00	TLM	LDTCS	4.25	4	5	4	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
17	Informal Rank Formalisation Programme	Public Transport	No.	3.00	R3 000 000.00	R9 000 000.00	TLM	LDTCS	3.45	3	4	3	3	5	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
18	Formalisation of PT Pick Up / Drop Off Programme	Public Transport	No.	5.00	R750 000.00	R3 750 000.00	TLM	LDTCS	3.45	3	4	3	3	5	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
19	Northam–Thabazimbi Bus Service	Public Transport Operations	No.	1.00	R5 000 000.00	R5 000 000.00	LDTCS	TLM	4.60	5	5	5	3	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
Freight Transport Improvement Programme																		R77 350 000.00
20	R510 Freight Corridor Management Programme	Freight Infrastructure & Operations	km	107.00	R50 000.00	R5 350 000.00	TLM	LDTCS / RAL	4.50	5	4	5	4	4	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
21	Northam Weighbridge Reactivation	Freight Infrastructure	No.	1.00	R20 000 000.00	R20 000 000.00	LDTCS	TLM / RAL	4.30	5	3	5	5	3	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
22	Investigations of a new Thabazimbi weighnbridge	Planning	No.	1.00	R2 000 000.00	R2 000 000.00	LDTCS	TLM / RAL	3.40	4	2	4	4	3	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
23	Freight Staging and Truck Stop Facilities (Thabazimbi and Northam)	Freight Infrastructure	No.	2.00	R25 000 000.00	R50 000 000.00	LDTCS	TLM / RAL	3.80	5	3	4	3	3	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
Tourism Transport Improvement Programme																		R4 777 700.00
24	Tourism Wayfinding and Information Programme: R510, R511, R516 and D928	Tourism Transport Infrastructure	km	285.18	R15 000.00	R4 277 700.00	TLM	RAL / LDTCS / Limpopo Tourism Agency	3.25	3	3	4	2	5	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
25	Thabazimbi Airfield Development Investigation	Planning	No.	1.00	R500 000.00	R500 000.00	TLM / LDTCS	RAL / Limpopo Tourism Agency	2.80	4	2	3	2	2	Priority 3	Long Term (Beyond 5 Years)	2031/32 and beyond	
Non-Motorised Transport (NMT) and Road Safety Improvement Programme																		R45 000 000.00
26	Priority NMT interventions within: • Northam; • Thabazimbi; • Regorogile; • Rooiberg	NMT Infrastructure	km	40.00	R1 000 000.00	R40 000 000.00	TLM		3.80	3	5	4	3	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	

#	Project Name	Project Type	Unit	Quantity	Rate per unit	Total	Project Custodian	Key Department Stakeholders	Priority Score	Criteria Score					Priority Category	Implementation Horizon	Implementation Horizon	Summary of budget
										Economic Impact	Accessibility and Mobility	Strategic Network Importance	Infrastructure Preservation	Implementation Readiness				
27	Road Safety Audits (R510 corridor, mining access roads, rural roads and settlement interfaces where pedestrian activity interacts with high-speed traffic)	Road Safety & Traffic Management	No.	50.00	R100 000.00	R5 000 000.00	TLM	RAL / LDTCs	3.80	3	4	4	4	5	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
Institutional and Planning Improvement Programme																		R6 000 000.00
28	Institutional Transport Planning Capacity Building (ITPCU)	Institutional Capacity Building	No.	1.00	R3 000 000.00	R3 000 000.00	TLM	Limpopo CoGHSTA	4.30	4	4	5	4	5	Priority 1	Short Term (0-2 Years)	2026/27 – 2027/28	
29	Planning Initiatives: • Roads and Stormwater Master Plan. • Transport Asset Management System. • Annual Traffic Count Programme. • Public Transport Facility Development Plan. • Road Safety Strategy. • Tourism Mobility Strategy.	Institutional and Planning	No.	6.00	R500 000.00	R3 000 000.00	TLM		3.60	3	3	4	5	4	Priority 2	Medium Term (2-5 Years)	2028/29 – 2030/31	
										Total R1 840 127 700.00								



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