



PUBLIC NOTICE

PUBLIC COMMENTS ON THE DRAFT INTEGRATED TRANSPORT PLAN (ITP) FOR BLOUBERG LOCAL MUNICIPALITY.

Notice is hereby given in terms of Section 13(a) read with Sections 21(1) to (5) of the Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) that Blouberg Local Municipality invites members of the public, Interested and Affected Parties, and all relevant stakeholders to submit comments on the Draft Integrated Transport Plan (ITP).

The Draft Integrated Transport Plan outlines the Municipality's strategic approach to transport planning, mobility improvement, and transport infrastructure development within the municipal area.

Members of the public and stakeholders who wish to submit comments, inputs and/or representations are requested to do so in writing within **21 working days** from the date of publication of the Municipal website.

Written submissions may be directed to:

Attention: Mphateng PF

Position: Director Community Services

Email: Potedi33@gmail.com

Attention: Mpya MJ

Position: Chief Licensing officer

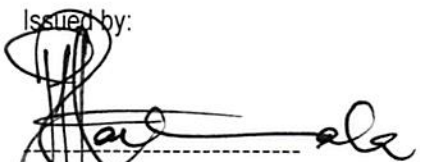
Email : Mpyaj@blouberg.gov.za

The document will also be available on the Municipality's website:

WWW.Blouberg.gov.za

Any person who is unable to read or write may visit the above offices where municipal officials will provide assistance in recording their comments or representations.

Issued by:


Ramothlwala R.J.
Municipal Manager
Blouberg Municipality
Date: 17/08/2026



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DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



Integrated Transport Plan (ITP) For Blouberg LM

Progress Meeting

10 March 2026

Content

1. Project Overview
2. Status Quo Assessment
3. Transport Needs Assessment
4. Transport Improvement Proposal
5. Implementation Plan
6. Public Transport Plan and Operation License Strategy



1. Project Background



1.1. Project Background

1. SMEC South Africa was appointed by LDTCS to develop a **Local Integrated Transport Plan** for Blouberg Local Municipality
2. Local Integrated Transport Plan
 - a. LITP must be prepared in full compliance with the **Minimum Requirements for the Preparation of Integrated Transport Plans, 2016 (Government Notice No. 40174, 29 July 2016)**.
 - b. Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality
 - c. Update the budget and programme (Chapter 5) for the following year annually, in synchronisation with IDP
 - d. Update Transport Register (Chapter 2) if new data collection occurs. Focus on addressing gaps and information of poor quality
 - e. Report annually on contracted services. Database of operating licences to be updated on an ongoing basis (Chapter 6)

Chapter 1: Introduction

Chapter 2: Transport Status Quo Analysis (Transport Register)

Chapter 3: Transport Needs Assessment

Chapter 4: Transport Improvement Proposals

Chapter 5: Implementation Budget and Programme

Chapter 6: Public Transport Plan and Operating License Strategy

2. Status Quo Assessment

The Minimum Requirements outline and contents for an LITP:

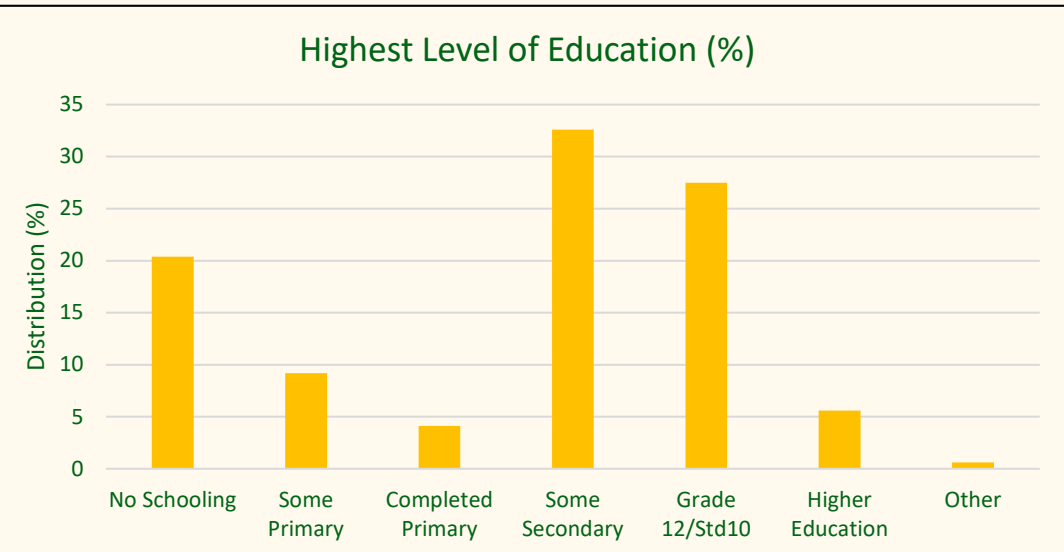
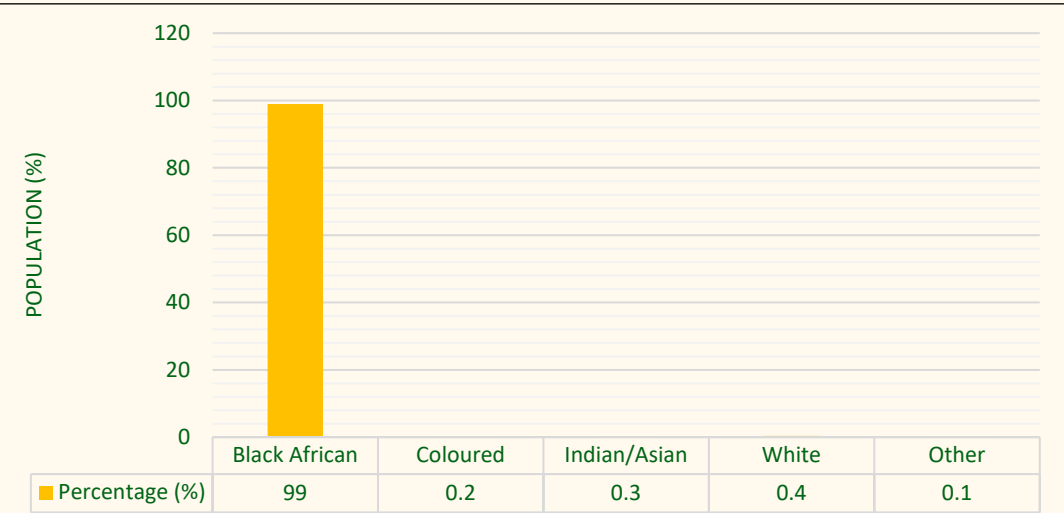
- Provides an inventory and condition assessment of roads and public transport facilities under the local municipality's responsibility, based on the Transport Register (TR) prepared by the district municipality.



2.1. DEMOGRAPHIC AND SOCIO-ECONOMIC

Population

1. Total population = 192 109. Third in the District.
2. Blouberg Local Municipality has a predominantly Black African population. Other ethnic groups, such as Coloured, Indian/Asian, White, and Other, make up a small fraction of the community within the Municipality.
3. A significant proportion of the population within Blouberg Local Municipality has some secondary education, with most having completed Grade 12/Std 10.

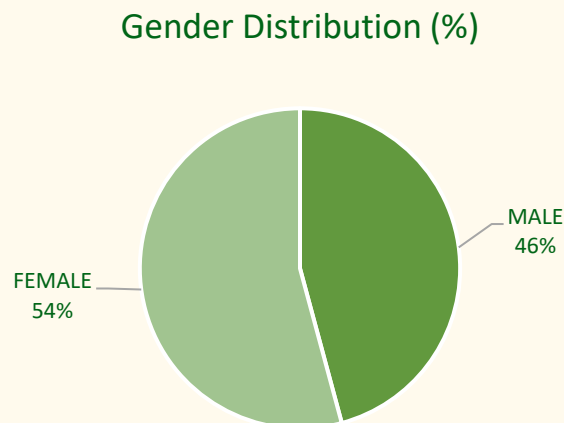


2.1. DEMOGRAPHIC AND SOCIO ECONOMIC

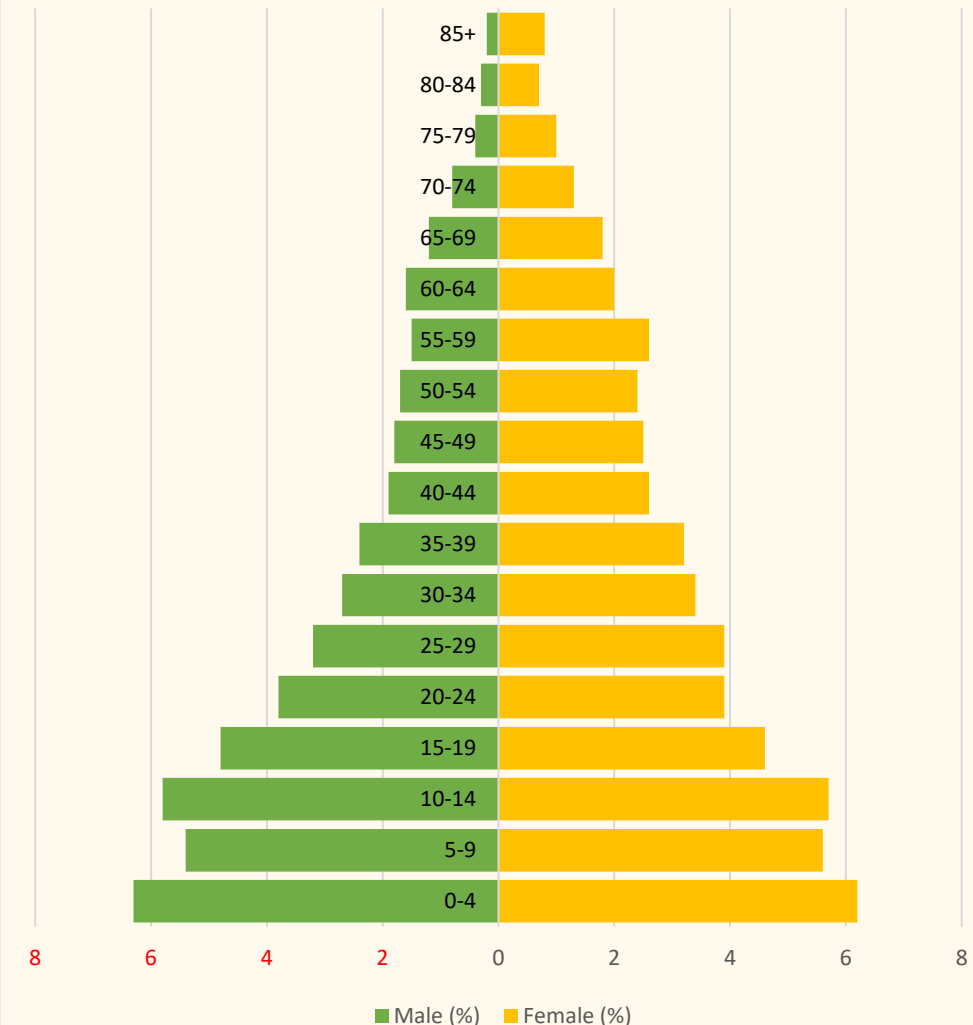
Population (continued)

4. The population distribution in Blouberg Local Municipality is 54% female and 46% male. It is noteworthy that the Census 2011 reported 53% female and 47% male.

5. A significant proportion of the population in Blouberg Local Municipality is considered to be youth, aged 35 and younger.

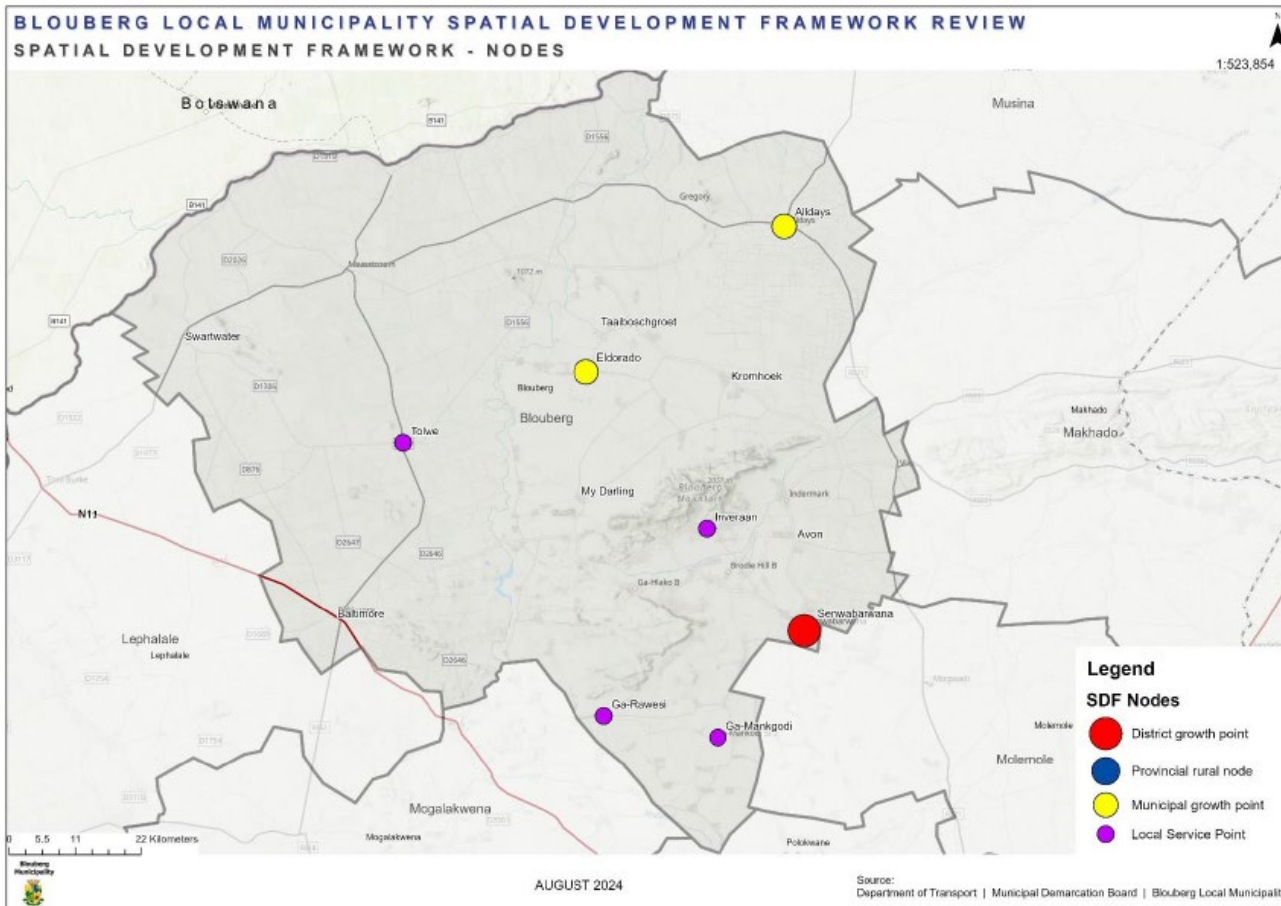


Gender and Age Distribution (%)



2.1. DEMOGRAPHIC AND SOCIO ECONOMIC

Spatial Structure



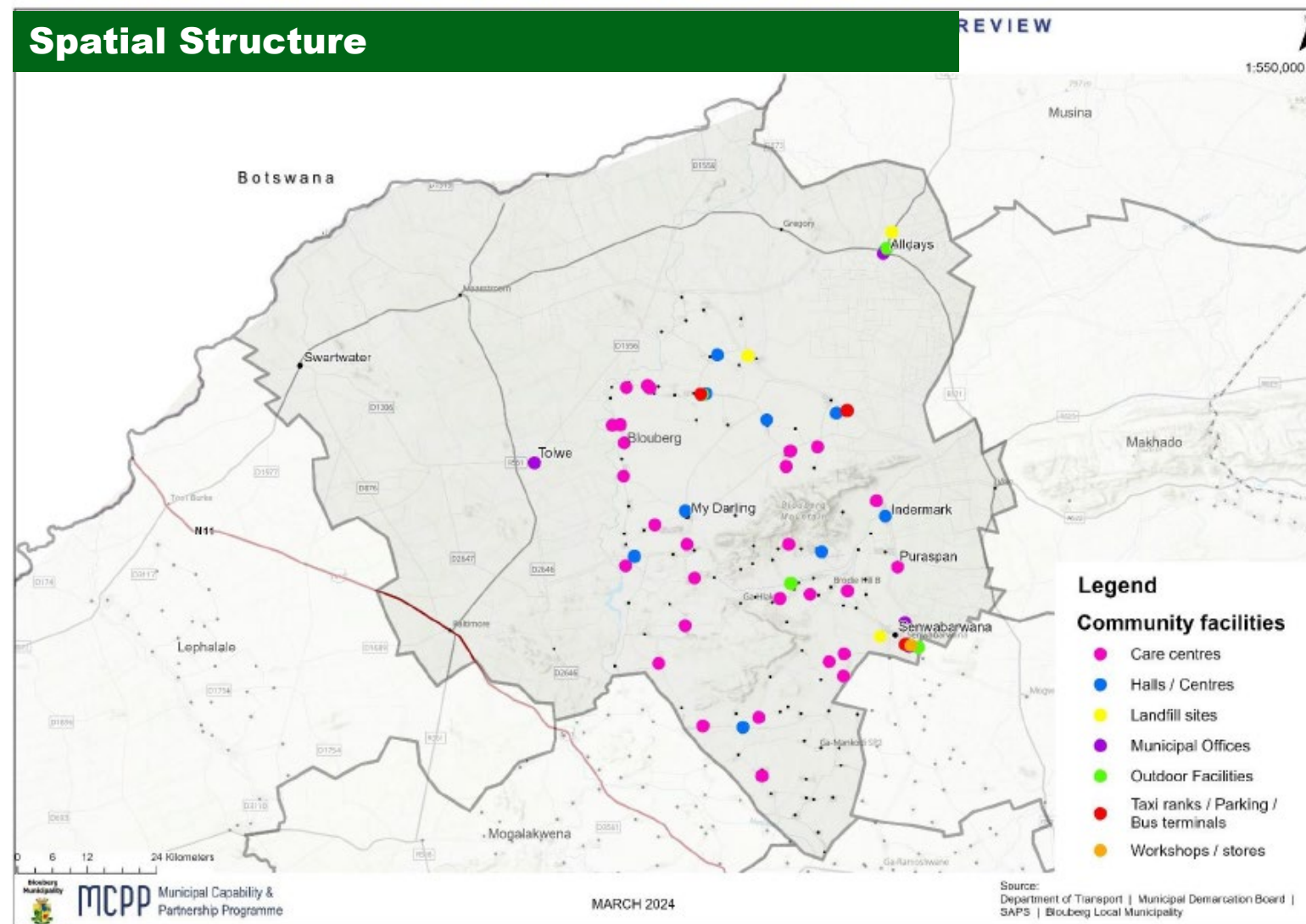
Nodal Hierarchy (Source: BLM SDF 2024 Review)



Figure 37: Population Density Blouberg Local Municipality

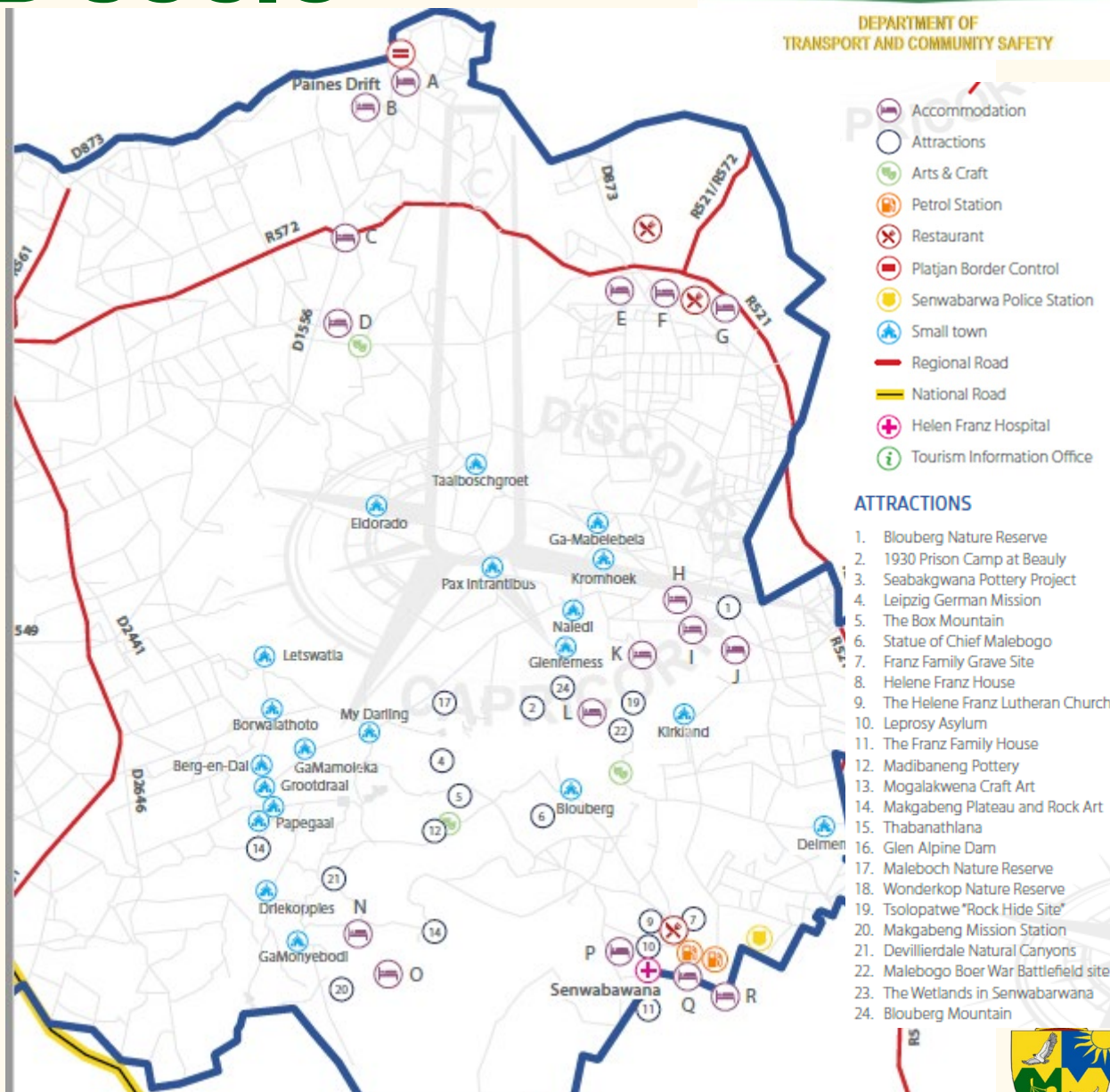
Population Density (Source: CDM IPTN, 2022)

2.1. DEMOGRAPHIC AND SOCIO ECONOMIC



2.1. DEMOGRAPHIC AND SOCIO ECONOMIC

Tourism Potential



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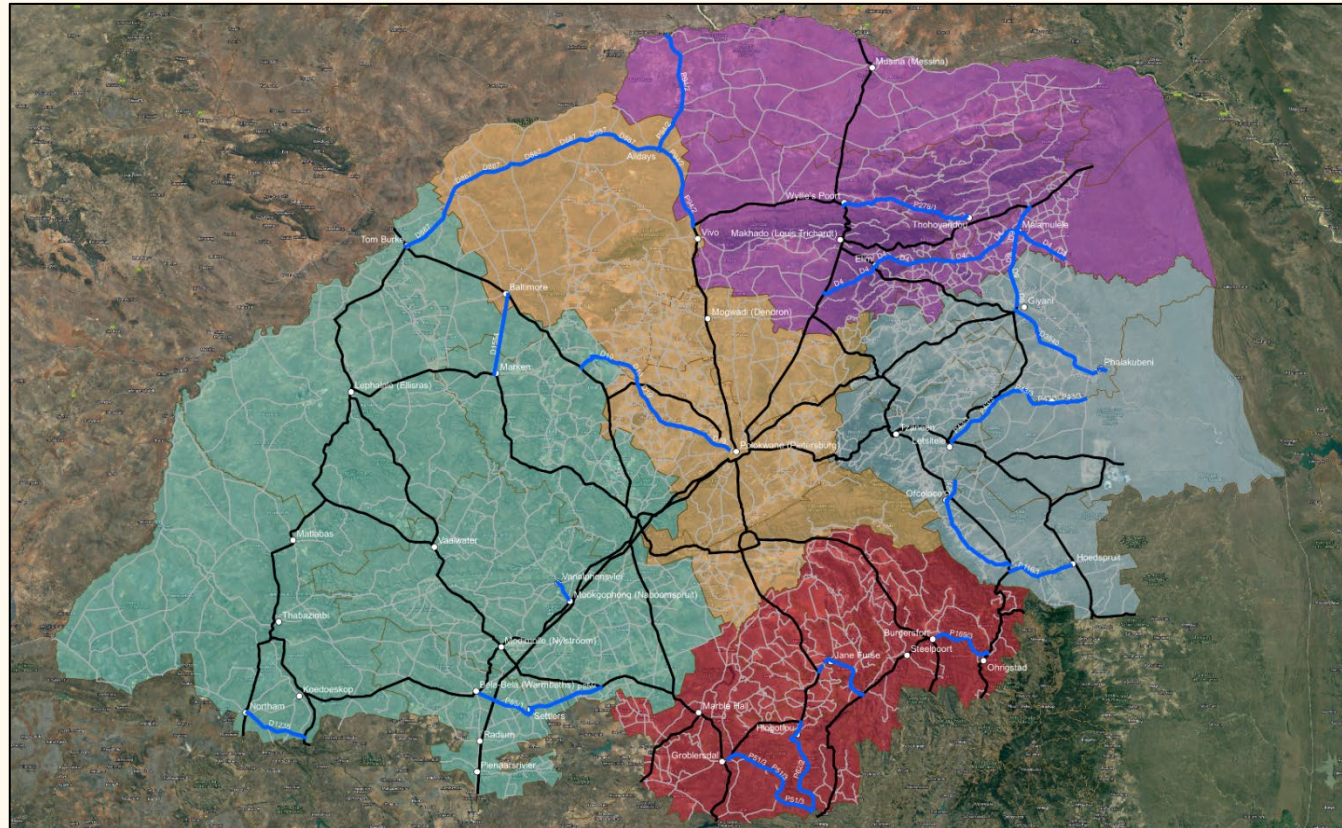
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RIFSA Classification

- Class 1 (SANRAL) – 0 km
- Class 2 (RAL/SANRAL) – 367.6 km
- Class 3 (RAL) – 557.0 km
- Class 4 (RAL/BLM) – 210.6 km
- Class 5 (BLM) – 1 548.0 km



2.2. Inventory and Condition of Municipal Roads



Provincial roads transferred to SANRAL

Road	Provincial Road No.	Route Description	Length (km)
R521	P94/2	Vivo - Alldays	40.25
R572	D887	Tom Burke - Maasstroom	63.41
R572	D887	Maasstroom - Alldays	73.32

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The map displays the Blouberg Local Municipality (LP) boundary in red. Surrounding areas include Maasrroom, Blouberg, Blouberg Mountain, and Blouberg. The road network is shown with orange lines for paved roads and brown lines for unpaved roads. Key roads include N11, R521, R522, R523, R524, R525, R526, R527, R528, R529, R530, R531, R532, R533, R534, R535, R536, R537, R538, R539, R540, R541, R542, R543, R544, R545, R546, R547, R548, R549, R550, R551, R552, R553, R554, R555, R556, R557, R558, R559, R560, R561, R562, R563, R564, R565, R566, R567, R568, R569, R570, R571, R572, R573, R574, R575, R576, R577, R578, R579, R580, R581, R582, R583, R584, R585, R586, R587, R588, R589, R590, R591, R592, R593, R594, R595, R596, R597, R598, R599, R600. The map also shows the Limpopo River, Mopane River, and Mopane River. A legend in the bottom right corner identifies the LP-Boundary (red line), LP-Local Municipalities copy (blue line), and the Road Network (orange for paved, brown for unpaved).

2.2. Inventory and Condition of Municipal Roads

Site visits were conducted from 10 to 12 June 2025.

The following villages were visited:

- Gedion
- Eldorado
- Ga-Mamoleka
- My Darling
- Sekhung
- Ga-Mankgodi

Major towns covered during the site visit included:

- Alldays
- Senwabarwana (Bochum)



Learner transport needs were noted across different villages, including Eldorado and My Darling.



Careful consideration is needed for the gravel roads connecting Eldorado, Gedion, and Ga-Mankgodi.



Throughout the villages, work has been done to provide bus shelters.



Major construction projects are taking place in Senwabarwana (Bochum).

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Title:
Blouberg LM - Formal Taxi Ranks & Tauting Points

Legend:

- Formal Taxi Rank
- Tauting Point

Road Network

- Major
- Main
- Secondary
- Other

Local Municipality

- Blouberg

Scale: 0 5 10 20 30 40 50 Kilometers

Map Labels: Limpopo Lipadi Game and Wilderness Reserve, Wonderkop Nature Reserve, Bangalong, Alldays, ALLDAYS TAXI RANK, GA-RAMASWIKANA - Tauting Point, GEDION - Tauting Point, ELDORADO TAXI RANK, KROMHOEK TAXI RANK, BURG GLADE - Tauting Point, INDERMARK - Tauting Point, DANZIGHT - Tauting Point, SEPHIKENG - Tauting Point, SEKIDING - Tauting Point, Senwabarwana (Bochum), BOCHUM TAXI RANK, NORMA - Tauting Point, TELEBRUGH - Tauting Point, BORGWELL - Tauting Point, MAMEHLABE - Tauting Point, MOKGOKONG - Tauting Point, R572, R522, R521, N11, R631, R632, R633, R634, R635, R636, R637, R638, R639, R640, R641, R642, R643, R644, R645, R646, R647, R648, R649, R650, R651, R652, R653, R654, R655, R656, R657, R658, R659, R660, R661, R662, R663, R664, R665, R666, R667, R668, R669, R670, R671, R672, R673, R674, R675, R676, R677, R678, R679, R680, R681, R682, R683, R684, R685, R686, R687, R688, R689, R690, R691, R692, R693, R694, R695, R696, R697, R698, R699, R700, R701, R702, R703, R704, R705, R706, R707, R708, R709, R710, R711, R712, R713, R714, R715, R716, R717, R718, R719, R720, R721, R722, R723, R724, R725, R726, R727, R728, R729, R730, R731, R732, R733, R734, R735, R736, R737, R738, R739, R740, R741, R742, R743, R744, R745, R746, R747, R748, R749, R750, R751, R752, R753, R754, R755, R756, R757, R758, R759, R760, R761, R762, R763, R764, R765, R766, R767, R768, R769, R770, R771, R772, R773, R774, R775, R776, R777, R778, R779, R780, R781, R782, R783, R784, R785, R786, R787, R788, R789, R790, R791, R792, R793, R794, R795, R796, R797, R798, R799, R800, R801, R802, R803, R804, R805, R806, R807, R808, R809, R810, R811, R812, R813, R814, R815, R816, R817, R818, R819, R820, R821, R822, R823, R824, R825, R826, R827, R828, R829, R830, R831, R832, R833, R834, R835, R836, R837, R838, R839, R840, R841, R842, R843, R844, R845, R846, R847, R848, R849, R850, R851, R852, R853, R854, R855, R856, R857, R858, R859, R860, R861, R862, R863, R864, R865, R866, R867, R868, R869, R870, R871, R872, R873, R874, R875, R876, R877, R878, R879, R880, R881, R882, R883, R884, R885, R886, R887, R888, R889, R890, R891, R892, R893, R894, R895, R896, R897, R898, R899, R900, R901, R902, R903, R904, R905, R906, R907, R908, R909, R910, R911, R912, R913, R914, R915, R916, R917, R918, R919, R920, R921, R922, R923, R924, R925, R926, R927, R928, R929, R930, R931, R932, R933, R934, R935, R936, R937, R938, R939, R940, R941, R942, R943, R944, R945, R946, R947, R948, R949, R950, R951, R952, R953, R954, R955, R956, R957, R958, R959, R960, R961, R962, R963, R964, R965, R966, R967, R968, R969, R970, R971, R972, R973, R974, R975, R976, R977, R978, R979, R980, R981, R982, R983, R984, R985, R986, R987, R988, R989, R990, R991, R992, R993, R994, R995, R996, R997, R998, R999, R1000, R1001, R1002, R1003, R1004, R1005, R1006, R1007, R1008, R1009, R1010, R1011, R1012, R1013, R1014, R1015, R1016, R1017, R1018, R1019, R1020, R1021, R1022, R1023, R1024, R1025, R1026, R1027, R1028, R1029, R1030, R1031, R1032, R1033, R1034, R1035, R1036, R1037, R1038, R1039, R1040, R1041, R1042, R1043, R1044, R1045, R1046, R1047, R1048, R1049, R1050, R1051, R1052, R1053, R1054, R1055, R1056, R1057, R1058, R1059, R1060, R1061, R1062, R1063, R1064, R1065, R1066, R1067, R1068, R1069, R1070, R1071, R1072, R1073, R1074, R1075, R1076, R1077, R1078, R1079, R1080, R1081, R1082, R1083, R1084, R1085, R1086, R1087, R1088, R1089, R1090, R1091, R1092, R1093, R1094, R1095, R1096, R1097, R1098, R1099, R1100, R1101, R1102, R1103, R1104, R1105, R1106, R1107, R1108, R1109, R1110, R1111, R1112, R1113, R1114, R1115, R1116, R1117, R1118, R1119, R1120, R1121, R1122, R1123, R1124, R1125, R1126, R1127, R1128, R1129, R1130, R1131, R1132, R1133, R1134, R1135, R1136, R1137, R1138, R1139, R1140, R1141, R1142, R1143, R1144, R1145, R1146, R1147, R1148, R1149, R1150, R1151, R1152, R1153, R1154, R1155, R1156, R1157, R1158, R1159, R1160, R1161, R1162, R1163, R1164, R1165, R1166, R1167, R1168, R1169, R1170, R1171, R1172, R1173, R1174, R1175, R1176, R1177, R1178, R1179, R1180, R1181, R1182, R1183, R1184, R1185, R1186, R1187, R1188, R1189, R1190, R1191, R1192, R1193, R1194, R1195, R1196, R1197, R1198, R1199, R1200, R1201, R1202, R1203, R1204, R1205, R1206, R1207, R1208, R1209, R1210, R1211, R1212, R1213, R1214, R1215, R1216, R1217, R1218, R1219, R1220, R1221, R1222, R1223, R1224, R1225, R1226, R1227, R1228, R1229, R1230, R1231, R1232, R1233, R1234, R1235, R1236, R1237, R1238, R1239, R1240, R1241, R1242, R1243, R1244, R1245, R1246, R1247, R1248, R1249, R1250, R1251, R1252, R1253, R1254, R1255, R1256, R1257, R1258, R1259, R1260, R1261, R1262, R1263, R1264, R1265, R1266, R1267, R1268, R1269, R1270, R1271, R1272, R1273, R1274, R1275, R1276, R1277, R1278, R1279, R1280, R1281, R1282, R1283, R1284, R1285, R128

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2.2. Inventory and Condition of PT Facilities

Facility surveys + Commuter Interview

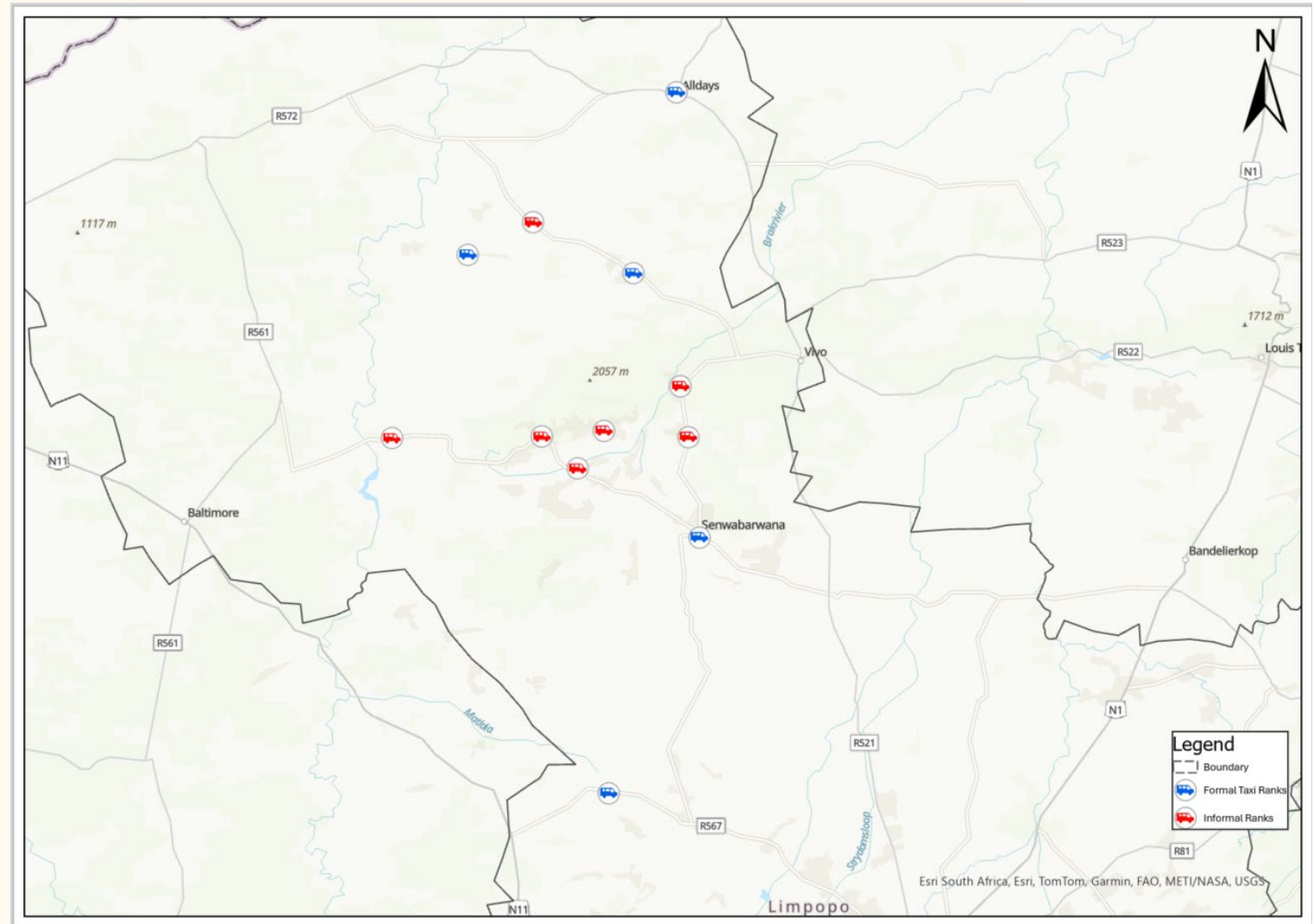
Formal Taxi Ranks

1. Mo-Bochum
2. Kromhoek/Makgato
3. Alldays*
4. Eldorado
5. Tibane

Taxi Rank surveys

Informal Taxi Ranks

6. Letshwatla
7. Danzight
8. Sikeding
9. Avon
10. Indermark
11. Sepheking
12. Taaibosch



2.2. Inventory and Condition of PT Facilities

Formal Facilities



	Amenity	Mo-Bochum	Kromhoek /Makgoto	Alldays	Eldorado	Tibane
1	Ranking/Loading	Y	Y	Y	Y	Y
2	Holding Area	Y	Y	Y	Y	Y
3	Parking	Y	Y	Y	X	Y
4	Shelter	Y	Y	Y	X	Y
5	Toilets	Y	Y	Y	X	Y
6	Taps	Y	Y	X	X	Y
7	Seating	Y	Y	X	X	Y
8	Dustbins	Y	Y	X	X	Y
9	Lighting	Y	X	X	X	Y
10	Information signs	Y	X	X	X	X
11	Fencing	Y	Y	Y	Y	Y
12	Handrails	X	X	X	X	X
13	Hawker stalls	Y	Y	X	X	Y
14	Fire Hose	Y	X	X	X	X
15	Wash bays	X	X	X	X	X
16	Shops nearby	Y	X	X	X	Y

2.2. Inventory and Condition of PT Facilities

Formal Facilities



	Amenity	Mo-Bochum	Kromhoek /Makgato	Alldays	Eldorado	Tibane
1	Ranking/Loading	Y	Y	Y	Y	Y
2	Holding Area	Y	Y	Y	Y	Y
3	Parking	Y	Y	Y	X	Y
4	Shelter	Y	Y	Y	X	Y
5	Toilets	Y	Y	Y	X	Y
6	Taps	Y	Y	X	X	Y
7	Seating	Y	Y	X	X	Y
8	Dustbins	Y	Y	X	X	Y
9	Lighting	Y	X	X	X	Y
10	Information signs	Y	X	X	X	X
11	Fencing	Y	Y	Y	Y	Y
12	Handrails	X	X	X	X	X
13	Hawker stalls	Y	Y	X	X	Y
14	Fire Hose	Y	X	X	X	X
15	Wash bays	X	X	X	X	X
16	Shops nearby	Y	X	X	X	Y

2.2. Inventory and Condition of PT Facilities

Formal Facilities



	Amenity	Mo-Bochum	Kromhoek /Makgato	Alldays	Eldorado	Tibane
1	Ranking/Loading	Y	Y	Y	Y	Y
2	Holding Area	Y	Y	Y	Y	Y
3	Parking	Y	Y	Y	X	Y
4	Shelter	Y	Y	Y	X	Y
5	Toilets	Y	Y	Y	X	Y
6	Taps	Y	Y	X	X	Y
7	Seating	Y	Y	X	X	Y
8	Dustbins	Y	Y	X	X	Y
9	Lighting	Y	X	X	X	Y
10	Information signs	Y	X	X	X	X
11	Fencing	Y	Y	Y	Y	Y
12	Handrails	X	X	X	X	X
13	Hawker stalls	Y	Y	X	X	Y
14	Fire Hose	Y	X	X	X	X
15	Wash bays	X	X	X	X	X
16	Shops nearby	Y	X	X	X	Y

2.2. Inventory and Condition of PT Facilities

Informal Facilities



Letshwatla Tauting Point



Ga-Mmankgodi Tauting Point



Sephikeng Tauting Point

2.2. Inventory and Condition of PT Facilities

Informal Facilities

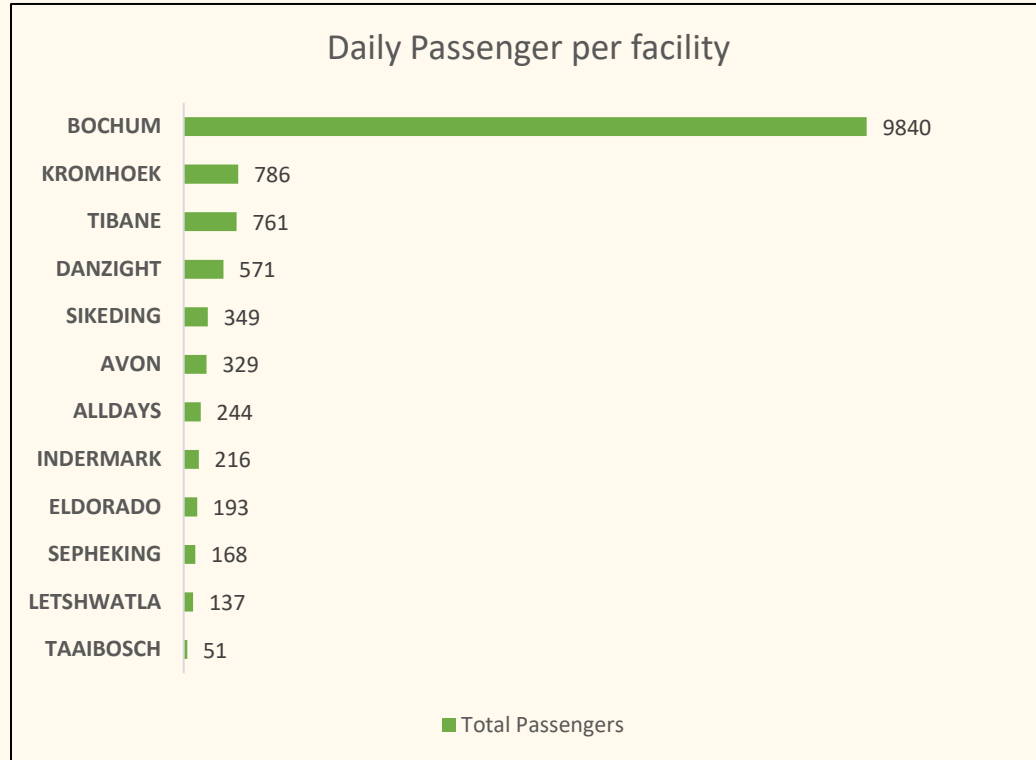


Alldays Tauting Point:

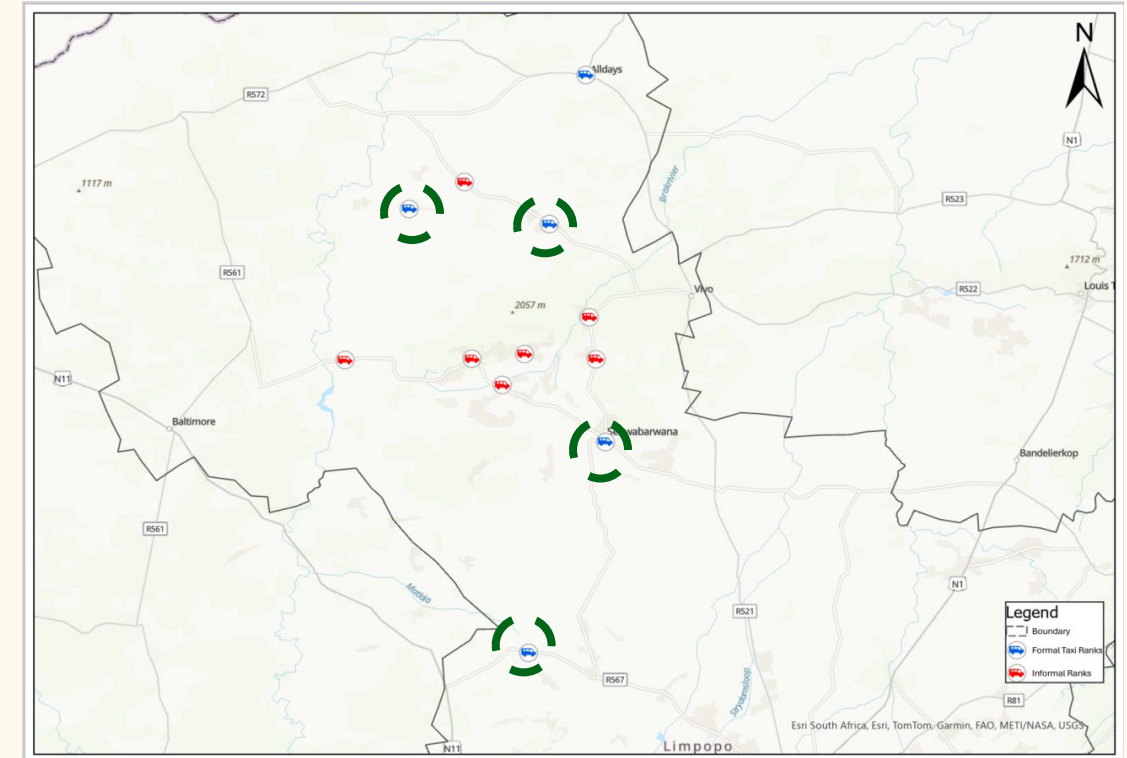
- While there is a formal facility provided at Alldays taxi rank, this facility is currently not being used for operations.
- Instead, the parking lot at the local shopping centre is used as an informal facility
- This is because the facility was not formally handed over to the association

2.3. Summary of Travel Behaviour and Patterns

PT Facilities Utilisation



- This high demand suggests that Bochum functions as a major regional transport node.
- Tibane is located near the Tibane Shopping Centre which is a major trip attraction*.

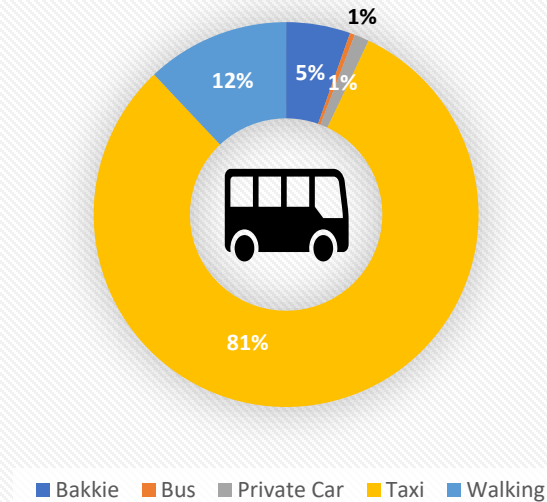


- Eldorado is mainly operational during the morning peak, after which operations move to Kromhoek taxi rank
- Kromhoek functions as a distribution point from various villages

2.3. Summary of Travel Behaviour and Patterns

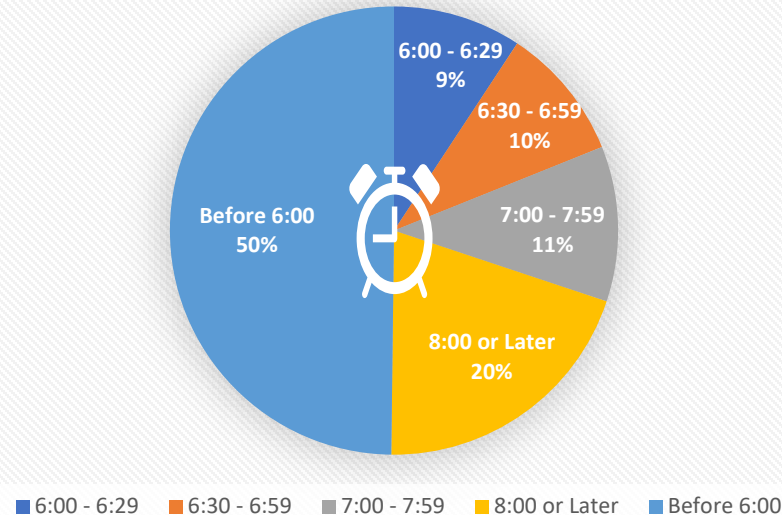
Mode used to travel to work/school

What Mode Do Use to Travel to Work/School?



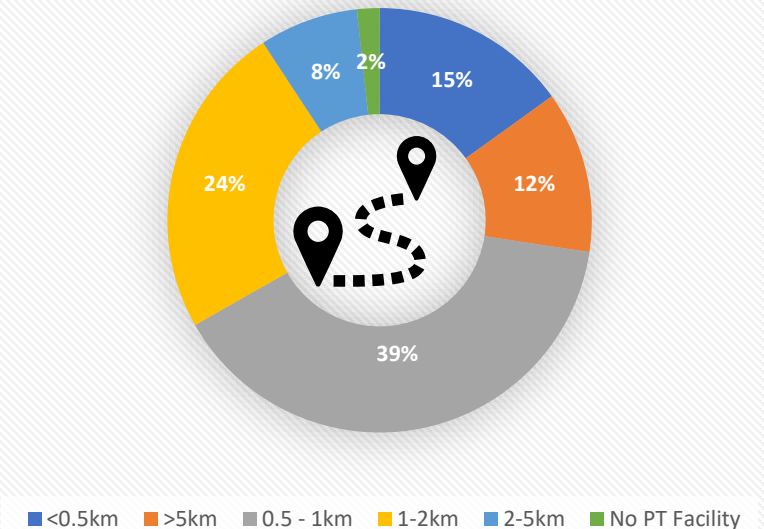
Time people leave home for school/work

What time do you leave home for school/work?



Distance to nearest PT facility

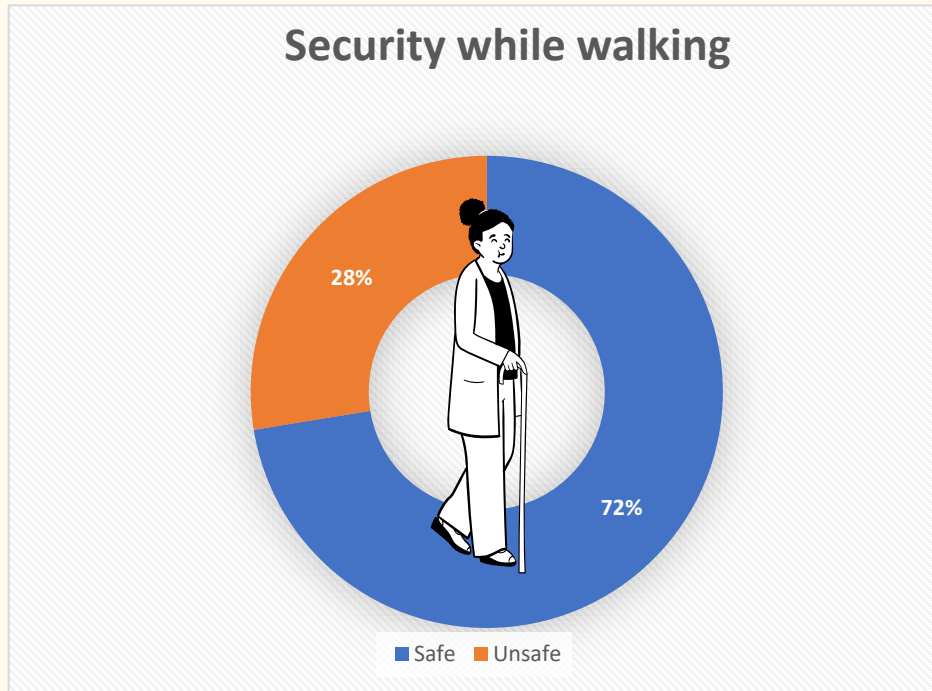
Distance to nearest PT facility



- Main mode of transport is minibus taxis (81%) and walking (12%)
- Most people leave home before 6:00, during which there is limited PT service
- 55% walk at most 1km to access PT, showing high accessibility of PT
- 12% walk more than 5km to access PT, equivalent to more than one hour of travel
- 2% indicated have no access to PT service

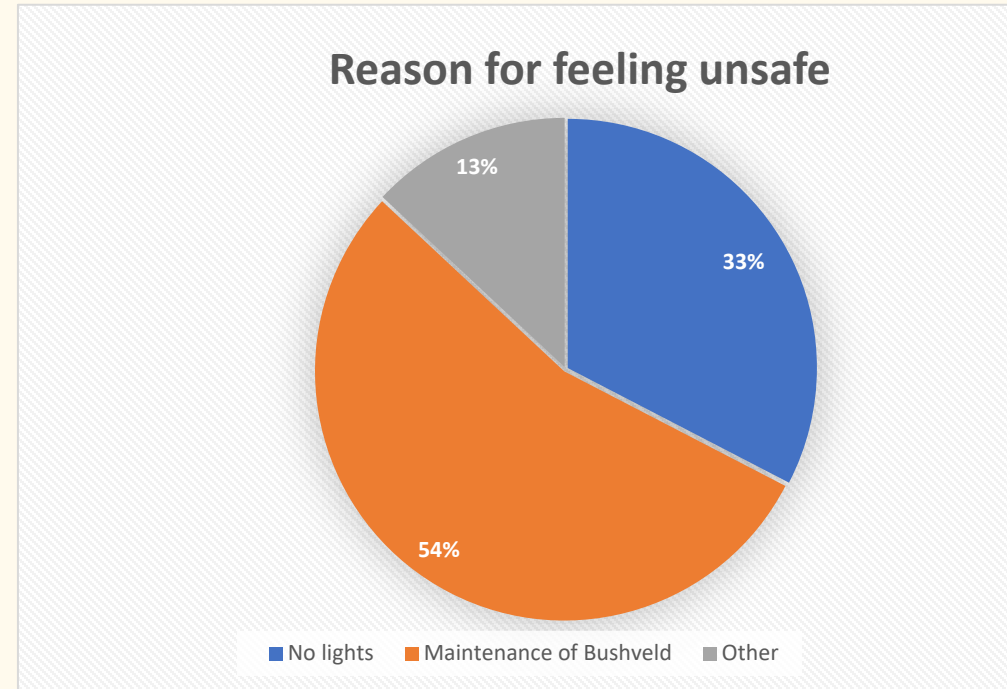
2.3. Summary of Travel Behaviour and Patterns

Perceived safety while walking



- 72% of respondents indicated that they feel safe, while 28% reported feeling unsafe.
- The 28% who reported feeling unsafe represent 67 respondents, of which 40 are from the Eldorado rank, making Eldorado the largest contributor to reported safety concerns.
- The “unsafe” responses represent 55% of respondents from Eldorado, indicating that safety issues may be localized.

Reasons for feeling unsafe while walking

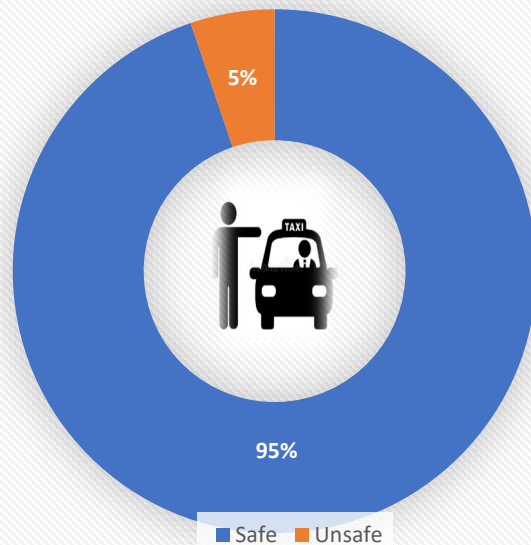


- The largest proportion of respondents (54%) attributed their concerns to poor maintenance of surrounding bushveld, suggesting that overgrown vegetation and obstructed visibility are major contributors to perceived risk

2.3. Summary of Travel Behaviour and Patterns

Security at Ranking Facilities

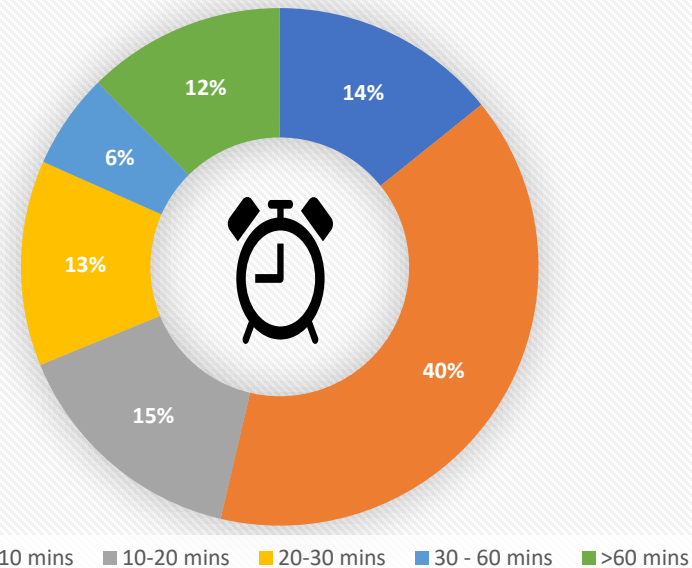
Do you feel safe at the rank?



- A sense of security is provided by having people around and being in a familiar community
- 77% respondents who reported feeling unsafe are those leaving home before 6:30

Time spent waiting for a taxi

Time spent waiting for a taxi

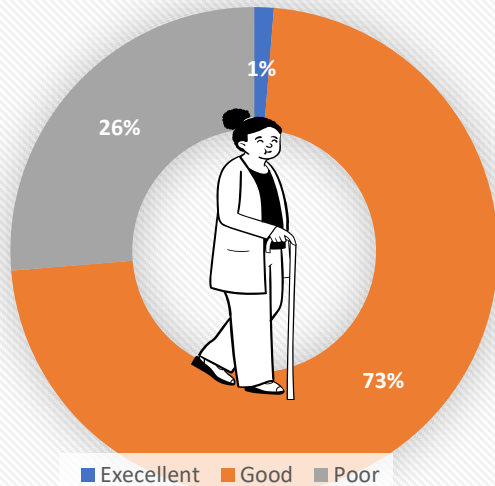


- Short waiting time indicate high frequency service
- 59% of respondents waiting more than 60 minutes are from Alldays taxi rank
- 83% of respondents waiting longer than 30 minutes travel before 6:30

2.3. Summary of Travel Behaviour and Patterns

Overall quality of walking and /or NMT Infrastructure

Overall Quality of walking and/or nmt infrastructure

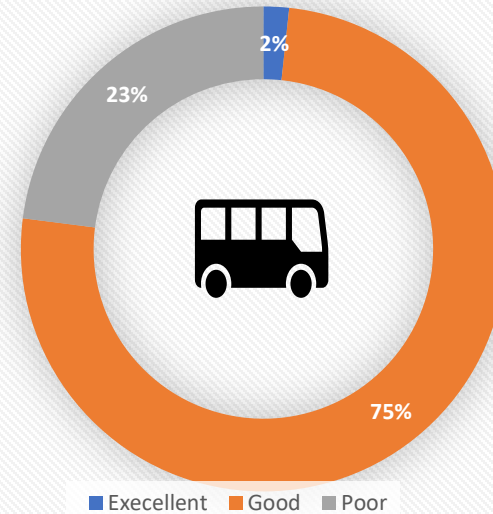


Poor rating:

- 56% from Eldorado
- 22% for Alldays
- 22% from remaining other areas

Overall quality of public transport

Overall Quality of Public Transport



Poor rating:

- 61% from Eldorado
- 20% for Alldays
- 19% from remaining other areas

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

Behaviour and Patterns

Behaviour and Patterns

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

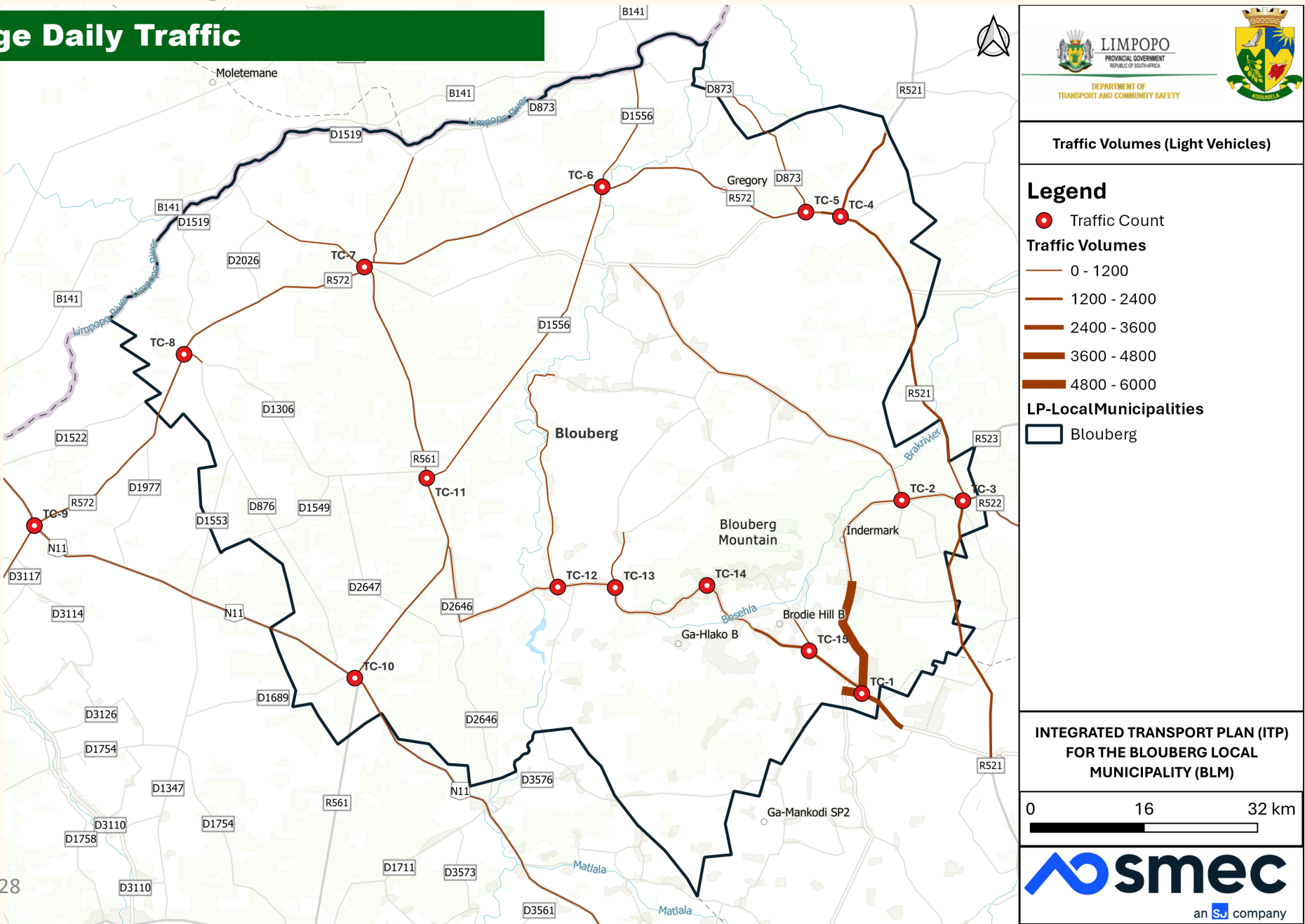
**DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY**

Traffic
ADT

- > 10,920
- 8,000
- 5,000
- 3,000
- < 0

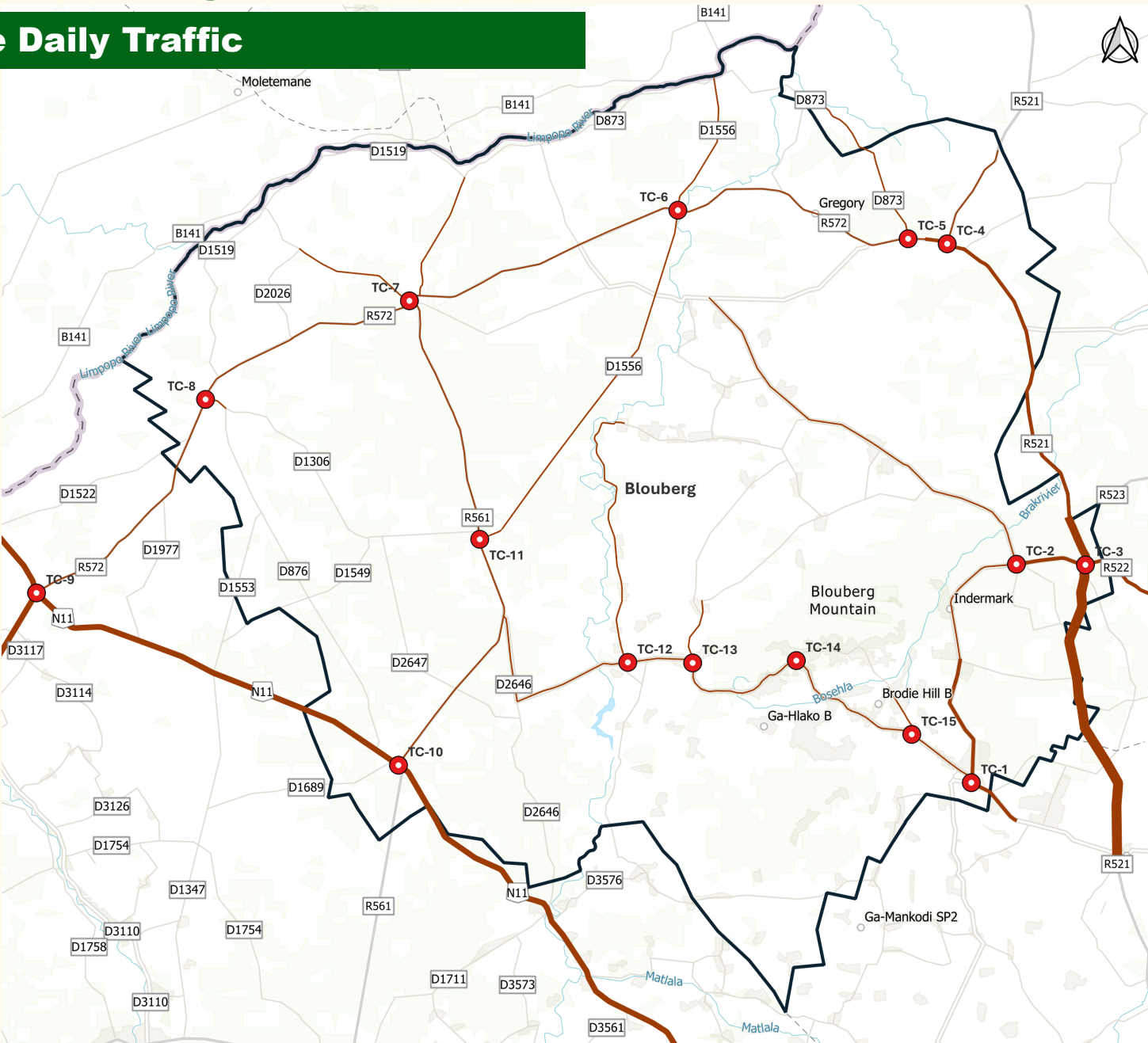
2.3. Summary of Travel Behaviour and Patterns

Average Daily Traffic



2.3. Summary of Travel Behaviour and Patterns

Average Daily Traffic



DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

Traffic Volumes (Heavy Vehicles)

Legend

● Traffic Count

Traffic Volumes

0 - 100

100 - 200

200 - 300

300 - 500

500 - 600

LP-LocalMunicipalities

Blouberg

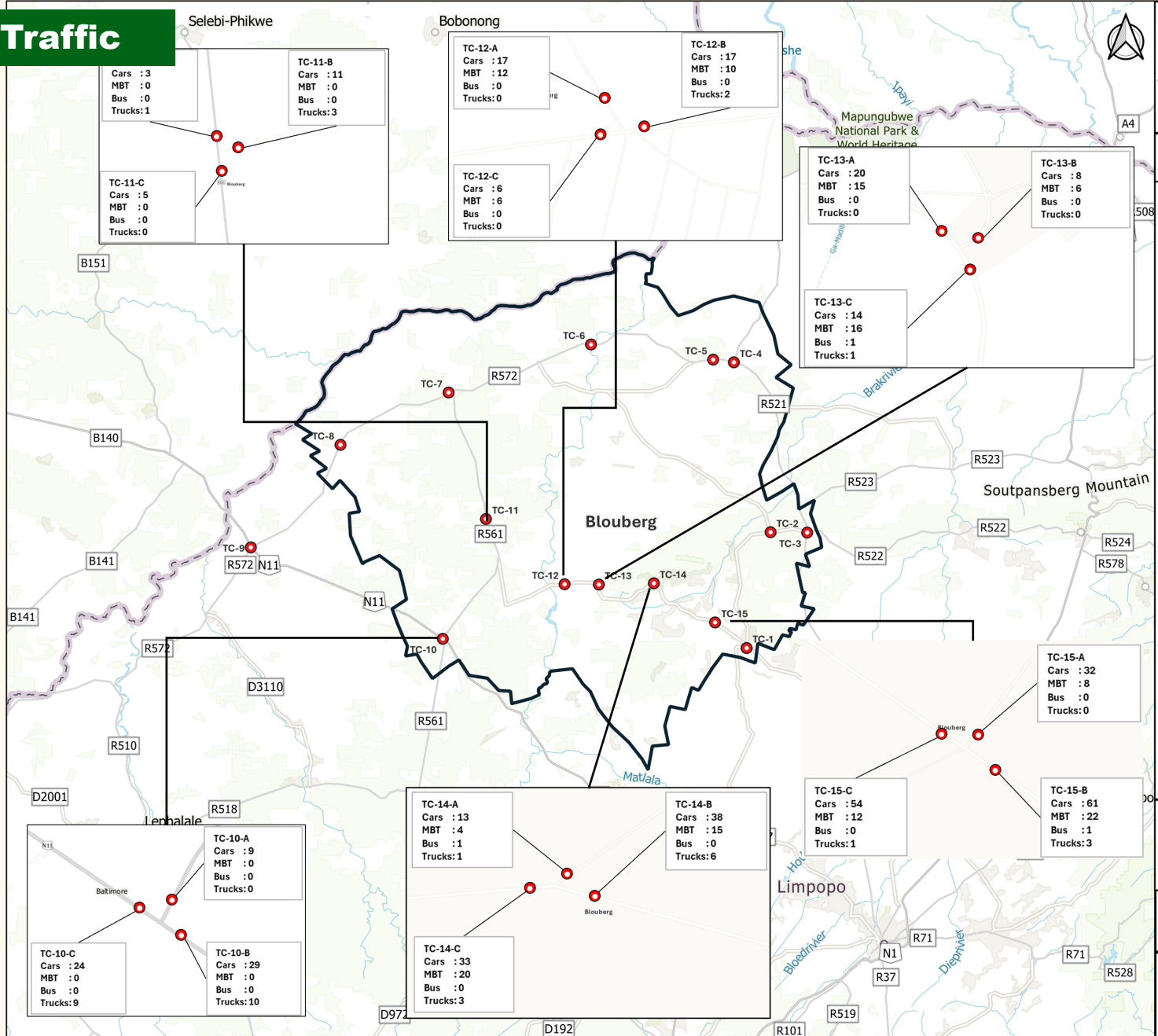
**INTEGRATED TRANSPORT PLAN (ITP)
FOR THE BLOUBERG LOCAL
MUNICIPALITY (BLM)**

0 16 32 km

an su company

2.3. Summary of Travel Behaviour and Patterns

Peak Hour Traffic

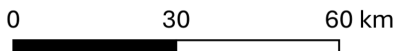


AM Peak Traffic Volumes
07:00 - 08:00

Legend

- Traffic Count
- LP-LocalMunicipalities
- Blouberg

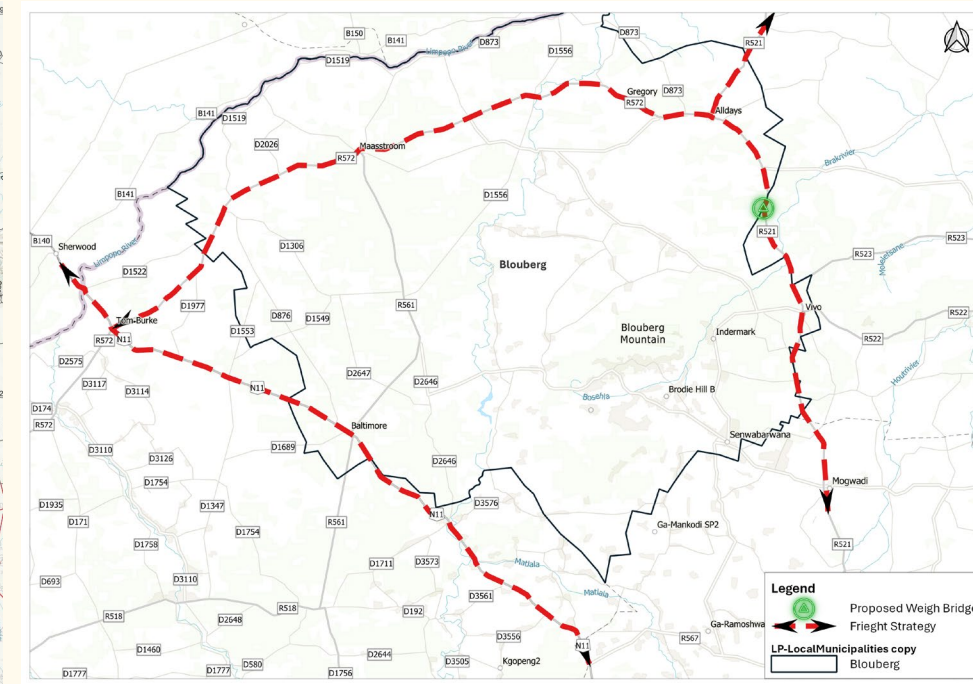
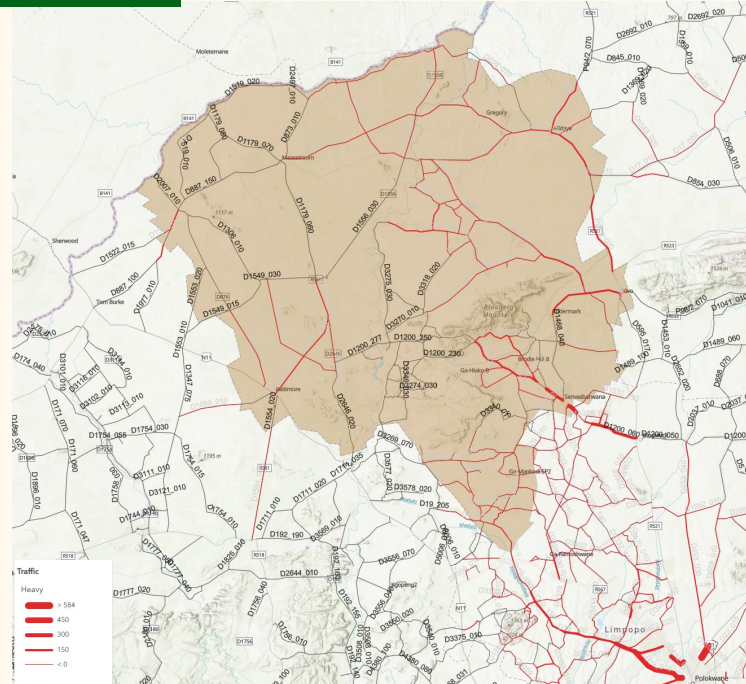
INTEGRATED TRANSPORT PLAN (ITP)
FOR THE BLOUBERG LOCAL
MUNICIPALITY (BLM)



2.3. Summary of Travel Behaviour and Patterns

Freight and Hazardous Substances

- ITP guidelines require municipalities to identify key freight traffic routes.
- These routes must include those designated for abnormal loads and dangerous goods.
- Abnormal loads refer to vehicles or cargo exceeding legal limits for weight, height, or length.
- Transporting abnormal loads requires special permits, approved routes, and escort arrangements.
- Dangerous goods include hazardous materials that pose risks to health, safety, or the environment.



- Key freight routes: R521, N11
- Lack of overloading controls means deteriorate faster than expected
- Feasibility of putting a weighbridge on R521 needs to be assessed
- Incident Management Systems required to respond to incidents involving hazardous materials

2.3. Summary of Travel Behaviour and Patterns

Non-Motorised Transport



- Animal drawn carriages observed during site visit



- General lack of pedestrian infrastructure

3. Transport Needs Assessment

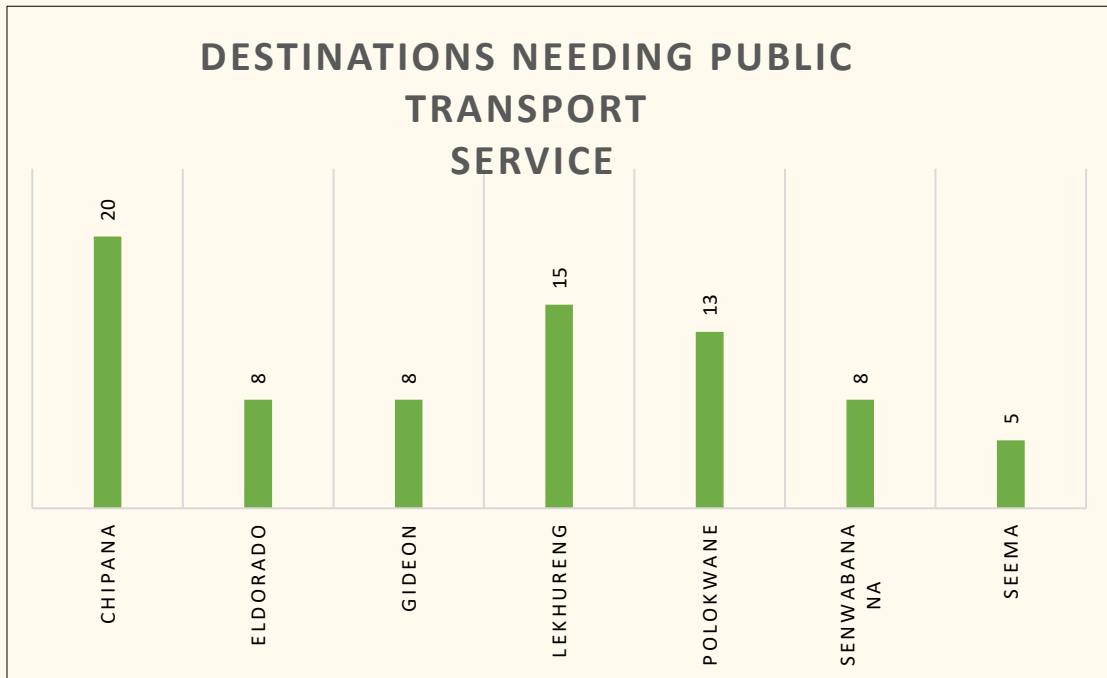
The Minimum Requirements and contents for an LITP:

- Details the process for identifying upgrading and maintenance needs for roads and facilities, using information from the municipality's IDP or stakeholder consultations.



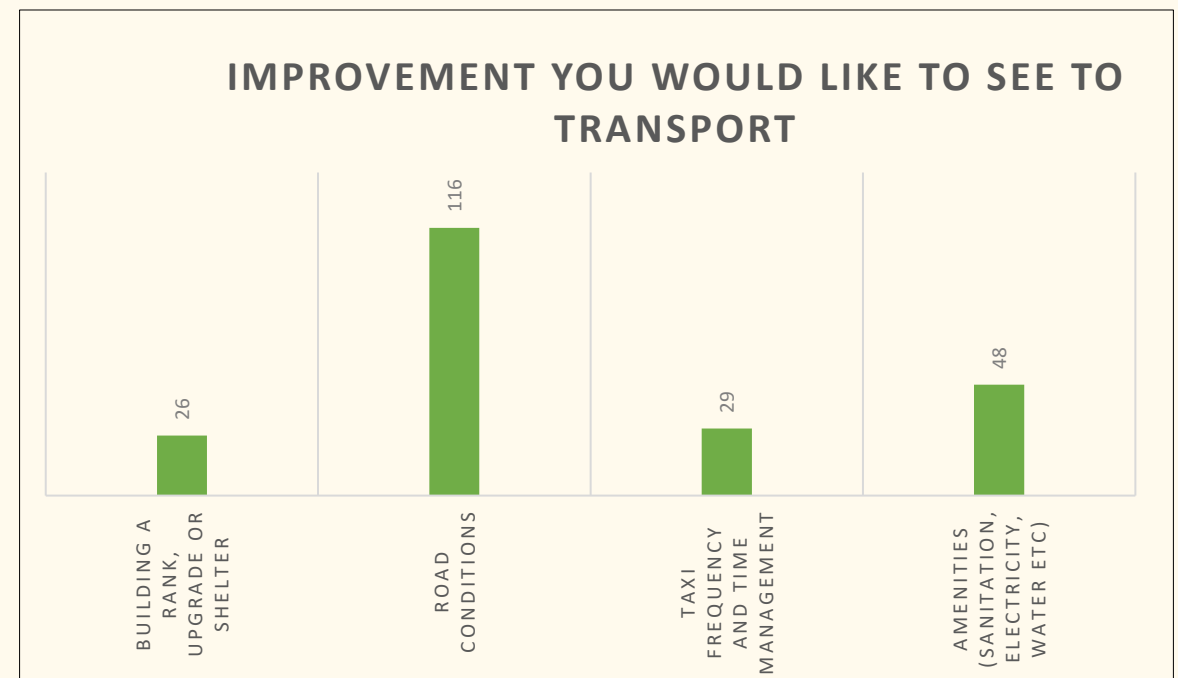
3.1. Summary of Needs and Challenges

Destinations needing PT services



- Summary provides the most frequently mentioned places, other places were identified but by fewer respondents
- The need for PT reflects either that there is no direct services, or that passengers have to wait long to get a vehicle
- This aligns to taxi frequency and time management being a concern for commuters
- Gideon does not have dedicated taxis waiting to pick up passengers, instead a taxi is called from Letswatla depending on the number of passengers waiting

Improvement required



Stated priorities:

- structural improvements (roads and shelter),
- operational improvements (frequency, time management), and
- passenger-centred improvements (safety, access to basic amenities).

3.1. Summary of Needs and Challenges

Summary of Public Transport Related Needs

- **Limited-service hours:** Municipal public transport services operate only between 06:00 and 18:00, leaving commuters without transport options outside these hours. This concern has also been consistently raised in stakeholder engagements and mirrors the service-hour limitation noted in the IDP.
- **Inadequate taxi facilities:** The absence of formal taxi ranks and related amenities in strategic areas such as Avon, Vivo, Buffelshoek, Windhoek, and Harris Wish constrains operations and commuter convenience. Operators have raised the shortage of built ranking facilities through the municipal transport forum.
- **Safety:** Commuters expressed feeling unsafe when accessing taxi ranks in Eldorado.

3.1. Summary of Needs and Challenges

Summary of Roads Related Needs

- **Upgrading and maintenance of road infrastructure:** The municipal road network consists predominantly of unpaved local roads linking dispersed, low-density settlements. There is a significant backlog in road maintenance and upgrading, largely due to insufficient funding.
- **Improved stormwater management systems:** Inadequate stormwater drainage, combined with poor road conditions, leads to certain areas, including access routes to essential services such as schools and hospitals, becoming inaccessible during rainy weather.
- **Enhanced connectivity across the Mogalakwena River:** The river geographically divides the municipality, with most settlements located on the eastern side. Improved crossings and connectivity infrastructure are required to ensure equitable access across both regions.
- **Exploration of rail connectivity:** The municipality currently has no rail service. Future consideration should be given to potential regional linkages that could enhance goods and passenger mobility. Providing a rail option for the movement of goods will also reduce road maintenance cost and prolong the pavement lifespan due to reduction of trucks.

3.1. Summary of Needs and Challenges

Transport Safety

Summary provides the most frequently mentioned places, other places were identified but by fewer respondents

- **Safety concerns are concentrated at specific taxi ranks**, with Taaibosch Rank consistently highlighted as a location where commuters feel most vulnerable.
- **Early-morning travel**, particularly before 06:30 am was repeatedly mentioned as a time when commuters feel unsafe, largely due to limited lighting, reduced public activity, and longer waiting times.
- **Walking and NMT infrastructure in certain areas**, especially Eldorado and Alldays, was identified as unsafe or inadequate. These areas lack proper pedestrian facilities and safe access routes to ranks.
- Commuters reported **unsafe walking conditions**, including:
 - missing or discontinuous sidewalks,
 - limited street lighting,
- Many commuters expressed the **need for improved rank amenities** that support safety and comfort. These include:
 - proper shelters,
 - adequate lighting,
 - clean and well-maintained waiting areas,
 - access to basic utilities (such as water and electricity),
 - clear and organised boarding areas.
- **Road condition issues** are widely linked to safety concerns, for both vehicles and pedestrians.
- **Longer waiting times at certain ranks**, particularly during early travel periods, were identified as increasing exposure to unsafe conditions.
- **Rise in freight and dangerous goods traffic** requires development & enforcement of overload control mergers and IMS

3.2. Process Followed

Transport Safety

1. Review of municipal planning framework
2. Stakeholder engagement
3. Surveys
 - a. Public transport facility assessment
 - b. Route utilisation surveys
 - c. Commuter interviews
 - d. Traffic counts

Execution of Surveys

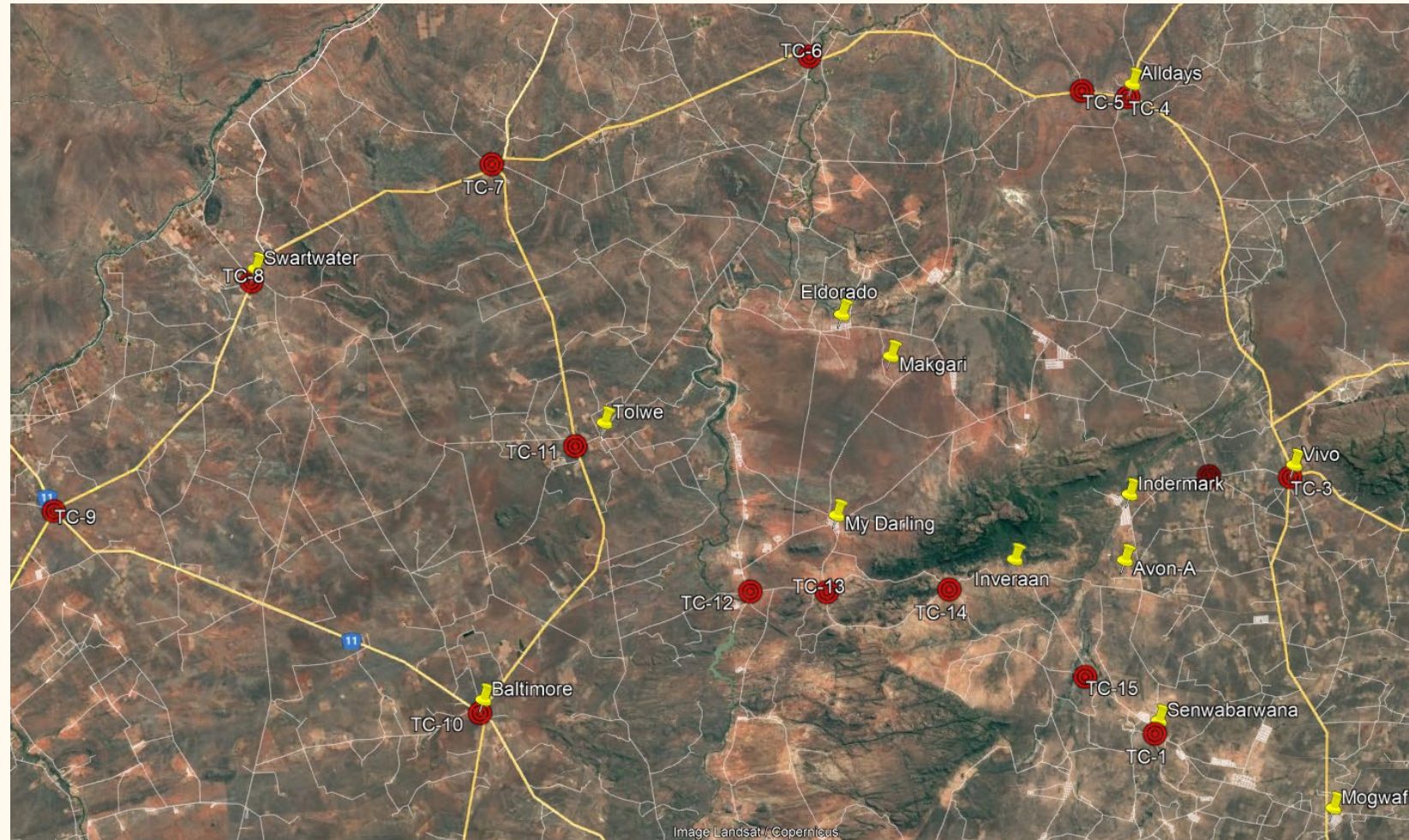
1. Planning
 - Engagement with operators: 12 September 2025
 - Training of local enumerators: 29 September 2025
2. **01 October 2025**
 - Informal facilities
 - Route utilisation surveys
3. **02 October 2025**
 - Formal facilities
 - Route utilisation + Infrastructure Assessment + Commuter surveys
 - Traffic counts

3.2. Process Followed

Traffic Counts

Traffic Count Location

- D1200/D3332 & D1468
- D1466 & D1588
- D1488/R522 & R521
- R521 & Waterhound Street
- R572 & D873
- R572 & D1556
- R572 & D1179/R561
- R572 & D876
- R572 & N11
- N11 & R561
- R561 & D1556
- D1200 & D3275
- D1200 & D974
- D1200 & D3278
- D1200 & D3322



4. Transport Improvement Proposals

The Minimum Requirements contents for an LITP:

- Lists and prioritizes projects identified in Chapter 3, including non-motorized and private transport.



4.1. Project Identified for Development

Evaluation & Prioritization

- **Economic growth and development (Weight = 30%):** Evaluating the project's potential for on unlocking economic sectors such as tourism and agriculture. This also takes into consideration whether the economic activities in the area are existing or at planning stage.
- **Accessibility and mobility (Weight = 25%):** Evaluating the project's impact on providing community access to economic centres and social services. This includes the extending coverage of and accessibility to public transport.
- **Integrated planning and overall network design (Weight = 20%):** Evaluating the projects contribution to the municipality's long-term vision and objectives including spatial transformation and multimodal integration.
- **Maintenance and serviceability (Weigh = 15%):** Evaluating the affordability of non-capital costs required to maintain the condition and continuous operation of proposed infrastructure or service.
- **Likelihood of implementation (Weight = 10%):** Evaluating the effort required for project approval, funding, and implementation. This also considers the participation of various stakeholders in the project

Projects were given a score of 1 (low impact), 2 (moderate impact) or 3 (high impact) for each item

Priority	Score
High Priority	2.3-3
Medium Priority	1.6-2.2
Low Priority	1-1.5

4.1. Project Identified for Development

#	Project Name	STUDY OBJECTIVE	PROJECT TYPE	PROJECT CUSTODIAN & KEY DEPT	INDICATION OF PRIORITY
1	Surfacing of gravel roads	BLM has a backlog of 688km (71.7%) provincial roads and 583.9 km (91.25%) municipal roads which are gravel. Gravel roads are not drivable during rainy day, limiting the movement of persons and public transport thereby preventing access to educational facilities, health facilities, work, etc.	Roads	RAL, SANRAL, BLM	2.4
2	Rehabilitation and resurfacing of surfaced roads	Key strategic roads have potholes and rutting which increases vehicle maintenance costs and results in slower travel speeds for private, freight and public transport vehicles. Pavement design should consider the existing and future traffic volumes on the road, including the expected future truck volumes.	Roads	RAL, SANRAL, BLM	1.8
3	Construction and upgrading of stormwater infrastructure	Poor stormwater management results in some roads being waterlogged limiting movement of persons and public transport thereby preventing access to educational facilities, health facilities, work, etc.	Stormwater	RAL, SANRAL, BLM	2.3
4	Establishment of an Integrated Transport Planning & Coordination Unit	Municipal unit responsible for transport planning & data collection, operations & infrastructure, as well as transport regulation and monitoring. The units mandate is proactive planning and integration of spatial planning; as well as coordinate implementation of transport projects.	Planning	BLM	N/A
5	Updated of RAMS Data and Municipal Roads Maintenance Plan	Annual assessment of road conditions (paved and unpaved), traffic counts, safety audits and infrastructure conditions. Priority roads for maintenance or upgrading to be identified based on level of damage and the socio-economic role of the road segment (traffic volumes, access to schools & hospitals, freight and public transport routes).	Planning	RAL, SANRAL, BLM	N/A
6	Upgrading and maintenance of public transport facilities	Formal public transport either do not have or require maintenance of amenities such as ablution facilities, shelter, offices and hawker stalls. It was also observed that the facilities currently most facilities do not have sufficient capacity for holding all vehicles operating from the facility.	Public transport	BLM	1.7

#	Project Name	STUDY OBJECTIVE	PROJECT TYPE	PROJECT CUSTODIAN & KEY DEPT	INDICATION OF PRIORITY	
7	Construction of formal public transport intermodal facilities	Most facilities in local residential areas are informal, which are mainly open spaces used by minibus taxis for loading and holding. With the implementation of the contracted services and CDM-IPTN, facilities will have to be designed for both minibus taxis and busses to make transfers between routes convenient to passengers	Public transport	CDM, BLM	2.1	SAFETY
8	Development of corridor densification strategies and nodal development	BLM is characterised by disaggregated low density settlements which is a presents a challenge for balance economic viability and affordability of public transport services. Corridor densification will help to intensify demand along public transport corridors. Nodal development will both facilitate economic growth, improve access to social facilities and eliminate the need for long distance travel to a single economic hub.	Spatial planning	BLM	N/A	
9	Extend public transport operating hours	Extend public transport operating hours to improve mobility during early mornings, late evenings, and weekends, particularly for workers, learners, and essential service users., This can also be achieved by implementation of the CDM-IPTN which is envisaged to operate between 05:00 - 20:00 on weekdays	Public transport	BLM, PT Operators	1.9	
10	Extended coverage of areas without public transport routes	Plan and implement new public transport routes to provide coverage to currently underserved and unserved areas, promoting equitable access to employment, education, and social services	Public transport	BLM, PT Operators	1.9	
11	Feasibility study for the potential development of weigh bridge	Undertake feasibility study for the potential development of a weigh bridge along the R521. Overloading reduces the life cycle of road pavements thereby requiring more regular maintenance and rehabilitation. Given the planned establishment of the agricultural zone and promotion of the mining industry, overload control is going to be critical to management of road infrastructure in the municipality	Planning	LDTCS	N/A	
12	NMT infrastructure upgrades	Upgrade non-motorised transport infrastructure, including sidewalks, pedestrian crossings, and cycle facilities, supported by conceptual designs along priority NMT corridors.	NMT	BLM	2.3	
13	Updating of OLAS data	Conduct public transport studies to estimate demand and service capacity on routes, utilisation of public transport facilities, and determine need for new routes and services. The studies should also include assessment long term surveys (+7 days) to verify if all vehicles with operating licences are still operating.	Planning	BLM	N/A	

5. Implementation Plan

The Minimum Requirements contents for an LITP:

- Presents a five-year budget and programme for high-priority projects from Chapter 4, with detailed plans for the first year. It includes new facilities and maintenance of existing ones, focusing only on projects with allocated budgets and realistic implementation chances. This chapter must be updated annually.



5.1. Summary of Budget

#	PROJECT NAME	PROJECT TYPE	PROJECT CUSTODIAN & KEY DEPT STAKEHOLDERS	Unit	Quantity	Rate	Total	BUDGET					INDICATION OF PRIORITY
								2026/27	2027/28	2028/29	2029/30	2030/31	
1	Surfacing of gravel roads	Roads	RAL, SANRAL, BLM	km	639	R6 000 000.00	R3 831 000 000.00	R574 650 000.00	R574 650 000.00	R766 200 000.00	R957 750 000.00	R957 750 000.00	
2	NMT infrastructure upgrades	NMT	BLM	sqm	1 277 000	R258.00	R329 466 000.00	R49 419 900.00	R49 419 900.00	R65 893 200.00	R82 366 500.00	R82 366 500.00	
3	Construction and upgrading of stormwater infrastructure	Stormwater	RAL, SANRAL, BLM	km	962	R1 222.00	R1 174 953.00	R176 242.95	R176 242.95	R234 990.60	R293 738.25	R293 738.25	
4	Rehabilitation and resurfacing of surfaced roads	Roads	RAL, SANRAL, BLM	km	323	R6 000 000.00	R1 938 000 000.00	R290 700 000.00	R290 700 000.00	R387 600 000.00	R484 500 000.00	R484 500 000.00	
5	Upgrading and maintenance of public transport facilities	Public transport	BLM	No. of facilities	20	R20 000 000.00	R400 000 000.00	R80 000 000.00	R80 000 000.00	R80 000 000.00	R80 000 000.00	R80 000 000.00	
6	Construction of formal public transport intermodal facilities	Public transport	CDM, BLM	No. of facilities	1	R20 000 000.00	R20 000 000.00			R20 000 000.00			
7	Development of corridor densification strategies and nodal development	Spatial planning	BLM	No. of strategies	1	R1 500 000.00	R1 500 000.00	R1 500 000.00					
8	Feasibility study for the potential development of weigh bridge	Planning	LDTCS	No. of feasibility studies	1	R1 500 000.00	R1 500 000.00	R1 500 000.00					
9	Updating of OLAS data	Planning	BLM	No. of PT Studies Conducted	1	R200 000.00	R400 000.00			R200 000.00			



6. Public Transport Plan and Operating License Strategy

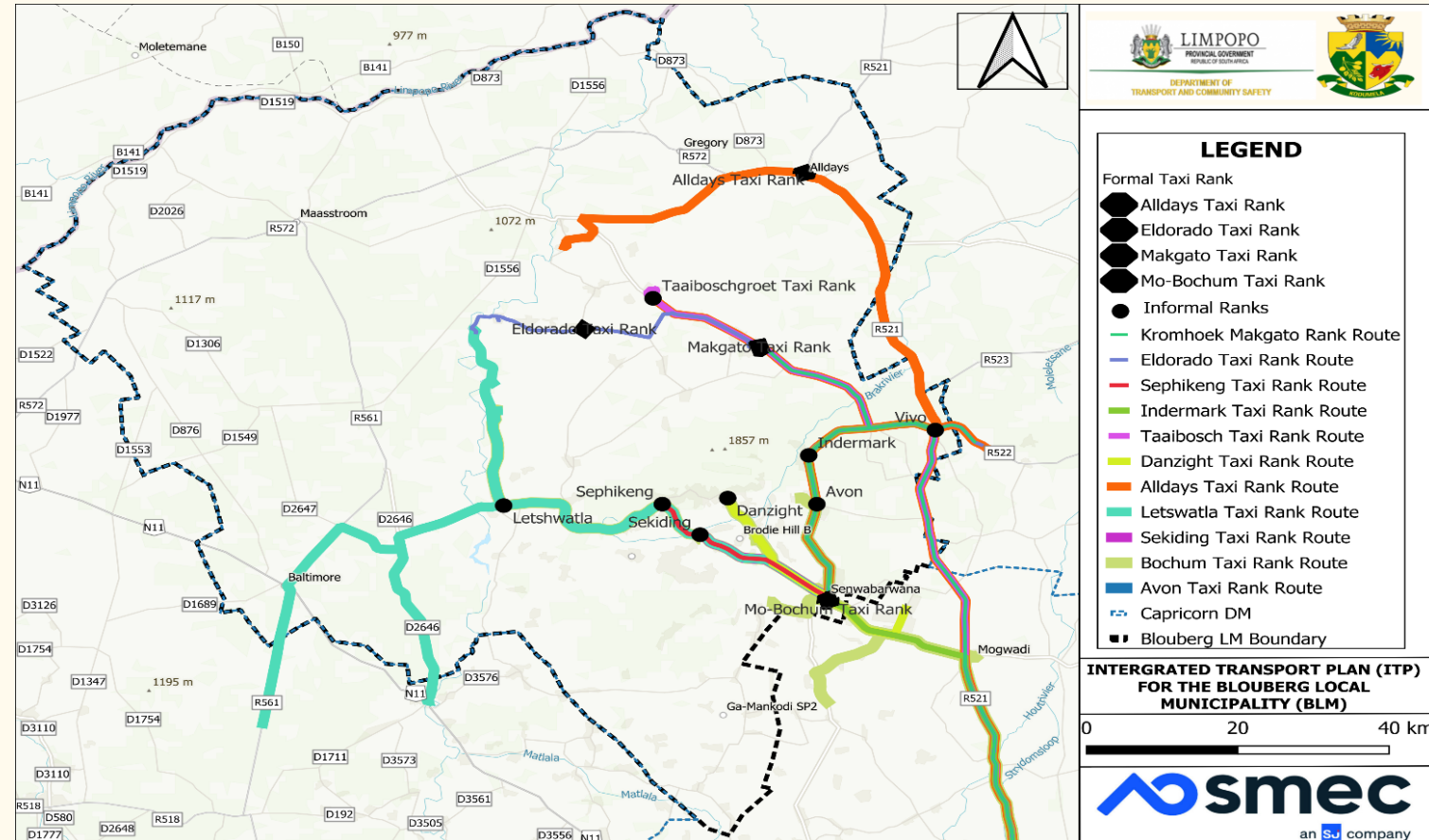


6.1. Road-Base Public Transport

Minibus Taxi Survey Result

Public Transport in BLM is currently provided by minibus taxi services, with routes operated by 5 associations.

- Bochume Taxi Association
- Alldays Taxi Association
- Letswatla Taxi Association
- Kromhoek Taxi Association, and
- Bakoena Taxi Association



6.1. Road-Base Public Transport

Minibus Taxi Survey Result

Origin (Facility)	Destination	Daily Trips	Peak Demand	Hour Route Length (KM)	OL Required for Peak
Alldays	Bochum	5	23	92	5
	Grootboom	1	14	101	3
	London	2	15	**	**
	Louis Trichardt	1	15	121	4
	Polokwane	2	20	151	6
	Sampson	2	12	**	**
	Sias	2	15	42	2
	Taaibosch	6	45	36	4
Avon	Bochum ^m	42	72	21	4
Sekiding	Bochum ^m	37	104	22	6
Letswatla	Gideon	9	18	30	2
	Bochum ^m	16	37	54	5
	Lephalale	1	15	147	5
	Letswatla	1	1	16	1
	Mokhurumele	1	3	21	1
	Steilloop	3	4	44	1
Danzigt	Bochum	48	47	24	3
	Ditsatu	16	51	24	3
	Mamolele	1	15	41	2
	Molebobeng	3	6	**	**
	Local	14	32	5	1

Origin (Facility)	Destination	Daily Trips	Peak Demand	Hour Route Length (KM)	OL Required for Peak
Taaibosch	Polokwane	1	13	150	4
	Bochum	2	15	75	3
	Local	1	7	5	1
Indermark	Bochum	22	35	25	3
	Vivo	4	23	20	2
	Polokwane	3	15	120	4
Sepikeng	Bochum	51	52	36	5
Eldorado	Bochum	16	71	84	12
	Gedion	5	20	17	1
	Kromhoek	6	4	30	1
	Makhado	2	10	135	3
	Polokwane	4	41	159	13
	Wegdraai	4	17	11	1
Kromhoek	Bochum	25	60	55	7
	Louis Trichardt	12	45	105	10
	Polokwane	25	75	130	19

- ** The destination is not located on the GPS to determine the route length
- m = minor direction
- P = peak direction

6.1. Road-Base Public Transport

Minibus Taxi Survey Result

Origin (Facility)	Destination	Daily Trips	Peak Demand	Hour Route Length (KM)	OL Required for Peak
Mo-Bochum	Amos	100	284	11	10
	Avon ^p	114	333	20	17
	Bochum	100	345	4	7
	Ditatsu	10	75	15	4
	Johannesburg	9	57	410	44
	Letswatla ^p	11	75	60	10
	Local	8	30	5	1
	Mamolele	1	15	17	1
	Mokgwadi	70	270	23	15
	Molebogong	2	15	**	**
	Ntatsu	1	15	**	**
	Polokwane	81	290	85	50
	Pretoria	5	66	350	44
	Reinland	1	0	**	**
	Sekiding ^p	90	342	22	19
	Tembisa	2	30	380	22

- ** The destination is not located on the GPS to determine the route length
- m = minor direction
- p = peak direction

6.1. Road-Base Public Transport

CDM - IPTN

Table 3-4: Proposed CDM-IPTN Implementation Programme (Source: Capricorn District Integrated Transport Plan, 2022)

Phase	Year												
	01	02	03	04	05	06	07	08	09	10	11	12	13
Phase 1 - Implementation													
Phase 1 -Operations													
Phase 2 -Implementation													
Phase 2 -Operations													
Phase 3 -Implementation													

- Phase 1: All routes operated by minibus taxis
- Phase 2: Trunk corridors operated by bus

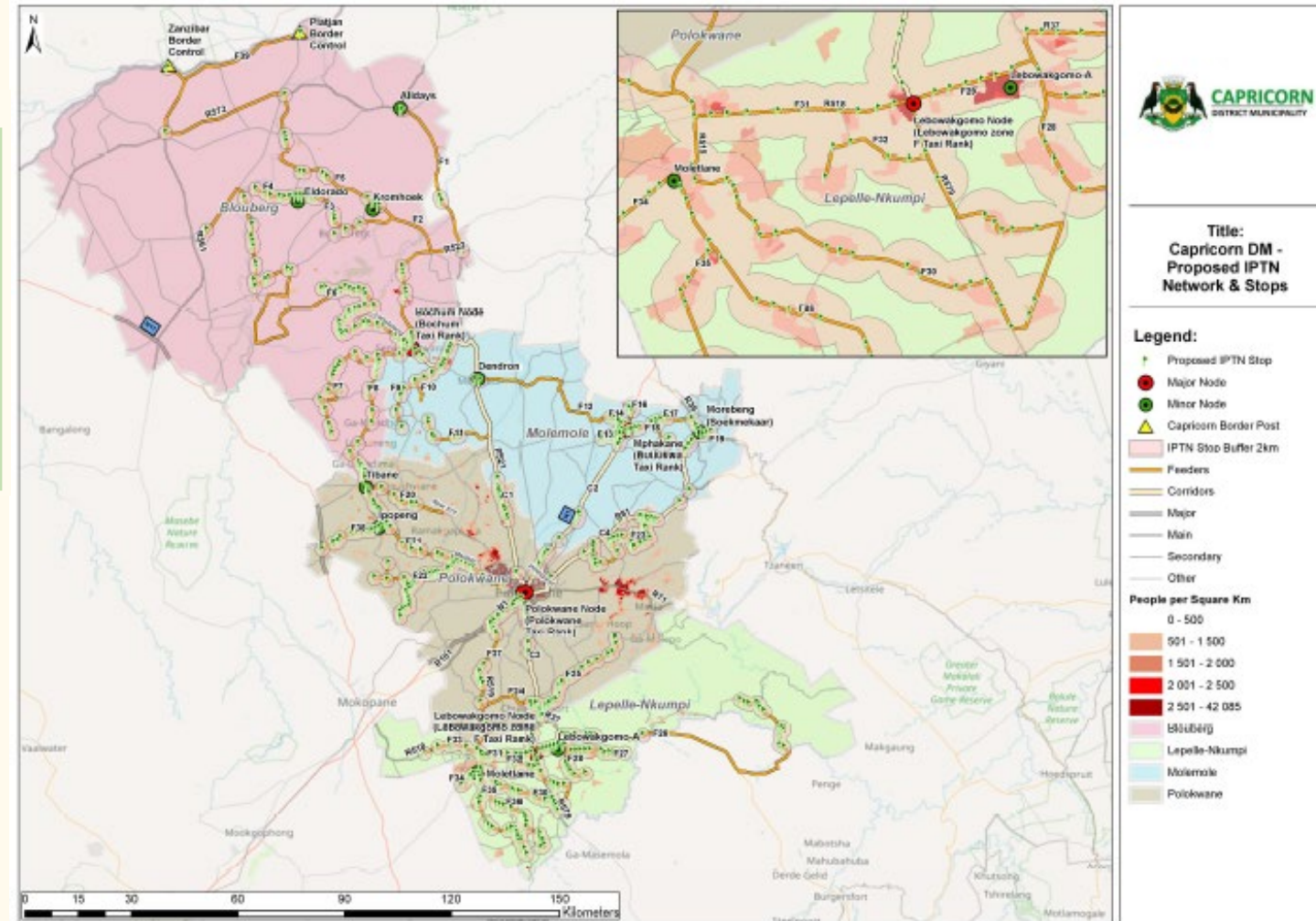


Figure 68: IPTN Network and Stop Locations with 2 km Walking Radius

6.1. Road-Base Public Transport

CDM - IPTN

Table 3-5: CDM-IPTN Phase 1 Frequency Per Route (Source: Capricorn District IPTN, 2022)

Route	Fleet	Frequency (Trips/Hour)			
		AM Peak	Off Peak	PM Peak	Weekend
C1: Polokwane – Bochum	216	56	38	56	28
F1: Alldays - Bochum	20	4	3	6	2
F2: Kromhoek - Bochum	20	9	3	9	5
F3: Eldorado - Bochum	28	8	3	8	4
F4: Wegdraai - Eldorado	5	6	2	6	3
F5: Ga-Ramawikana - Kromhoek	10	6	2	6	3
F6: Tolwe - Bochum	82	12	4	12	6
F7: Mosehleng - Bochum	11	4	2	4	2
F8: Bochum - Tibane	14	9	3	9	5
F9: Masehlong - Bochum	8	5	2	5	3
F10: Ga-Sako - Bochum	4	4	2	4	2
F39: Ga-Ramasikwana - Zanzibar Border - Platjan Border	14	4	2	4	2

Table 1-4: New Infrastructure Cost Phase 1 - Blouberg Local Municipality

New Infrastructure Cost Phase 1 – Blouberg LM					
No	Item	Unit	Quantity	Rate	Amount
1	Roadway civil works - Pavement strengthening	m ²	0	R 450	R -
2	Roadway civil works - Road widening	m ²	0	R 1 500	R -
3	Roadway civil works - Upgrading of gravel roads to asphalt roads	km	12	R 3 850 000	R 46 200 000
4	Roadway civil works - Taxi / Bus Bay	No	254	R 175 000	R 44 450 000
5	Civil works - Sidewalks	m ²	50 500	R 350	R 17 675 000
6	Traffic signal adjustments at Intersection	No of Intersection	0	R 250 000	R -
7	To structures for stops	No	254	R 20 000	R 5 080 000
8	Taxi rank upgrades major and minor nodes (facilities and capacity)	No	4	R 20 000 000	R 80 000 000
9	Layover / holding area	No	0	R 20 000 000	R -
10	Depots	No	0	R 80 000 000	R -
11	Land and property acquisition	Lump Sum	1	R 3 076 923	R 3 076 923
Total New Infrastructure Cost Phase 1					R 196 481 923

- Project implementation should be aligned with other stakeholders and projects within BLM as envisage in Chapter 4 & 5
- Operations should be rationalised with existing minibus taxi services and contracted services for an efficient, sustainable public transport service without destructive competition and service duplication

Thank you