

ESTABLISHMENT OF TRUCK INN & PUBLIC TRANSPORT FACILITIES IN THE LIMPOPO PROVINCE

PHASE 1

VOLUME 1 EXECUTIVE SUMMARY



DEPARTMENT OF TRANSPORT

**FINAL REPORT
DECEMBER 2002**

**ESTABLISHMENT OF TRUCK INN & PUBLIC TRANSPORT TRANSFER
FACILITIES IN THE LIMPOPO PROVINCE:
VOLUME 1:
EXECUTIVE SUMMARY**

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ESTABLISHMENT OF TRUCK INN & PUBLIC TRANSPORT TRANSFER FACILITIES IN THE LIMPOPO PROVINCE:

VOLUME 1: EXECUTIVE SUMMARY

1. INTRODUCTION

This report is the executive summary of the first phase of the investigation into the establishment of transport termini (TTs) and truck-inn facilities (TLs) along the main transport corridors of the Limpopo Province. The comprehensive report consists of a number of volumes as follows:

- **Volume 1: Executive Summary**
- **Volume 2: Public Transport Transfer Facilities At Mines On The Dilokong Corridor**
- **Volume 3: Musina Traffic & Load Control Centre**
- **Volume 4: Polokwane Public Transfer Facility**
- **Volume 5: Gateway Freight Logistics Centre**

As part of the regional economic development strategy of the LIMPOPO PROVINCE, the Departments of Transport and of Trade and Industry instructed the former Northern Province Investment Initiative (now Trade and Investment Limpopo -TIL) to investigate the establishment of transport termini (TTs) and truck-inn facilities (TLs) along the main transport corridors of the Province.

The purpose of these intended developments is to improve the quality and efficiency of transport movements as one important economic sector of the province. In view of the fact that the Limpopo Province serves as a gateway to other countries north of our borders, this project is considered important to support economic development within the province and for the country as a whole.

The project therefore involves a study of movements on the transport main corridors in the province, details and requirements of SDIs, clusters and economic development strategies generally. The process is conducted in phases of which the first phase concerns the initial research and fact-finding processes, an assessment of all relevant information, consultation with relevant role players and, by means of an assessment and evaluation process, the formulation of a long list of potential sites where transport termini and truck inn facilities can be developed.

A first draft report on the initial first step investigation was completed early 2002 and a summary is given below. Based on the results recommendations have been made on possible sites that are suggested as priorities for development. Cabinet considered the recommendations and TIL was instructed to focus on Beit Bridge, the Dilokong Corridor, Gateway, Thohoyandou and Mokopane (Potgietersrus) with the intent to formulate conceptual development frameworks and business plans for truck inns and transport termini at identified sites.

In addition to the above the transfer facilities in Polokwane (Pietersburg) also became a major priority and TIL was then instructed to continue as the second step of the first phase with the formulation of development plans for the first three of the above list and also the Polokwane transfer facility. Interim reports for each of the four sites were submitted, each containing a conceptual framework and business plan for development. The reports (as contained in separate volumes indicated above) were presented to the Project Steering Committee after which comments and additions were processed.

Following the eventual approval of individual development frameworks and business plans as contained in the respective reports, the second phase of the project would concentrate on the formulation of further development frameworks and business plans for other identified development sites, based on the original priority list which can be reviewed from time to time. The second phase would also concentrate on the implementation of the individual development plans.

2. FACT FINDING AND EVALUATION OF POTENTIAL SITES.

2.1 PROCESS FOLLOWED

This phase consists of four Main Tasks (or milestones) with separate interim or technical reports that were submitted for each Main Task as listed in section 2.2 below.

Main Task 1 concerns the project management procedures including the finalization of the details of the approved project framework, the project management structures, workshops to customize the various participants in the project about the requirements and all relevant details to assist in the approach to project execution. A number of Steering Committee Meeting and project team meetings (workshops) were held as well as some informal one-to-one meetings with individual role players.

The second, third and fourth Main Tasks concern the initial research and consultation processes:

- Task 2 focused on the consultation sessions with the respective role players
- Task 3 entailed the research on corridor and cluster developments, spatial frameworks and economic development strategies.
- Task 4 focused on the technical transport related research and information gathering processes.

The final results of the above tasks aim at identifying potential sites that can be considered for development. The process involved field visits along all identified transport corridors and basic research in terms of economic and community development in the respective areas, transport related matters in broad terms; and then to evaluate and assess potential sites with the intent to formulate recommendations for a short list of potential sites. The above tasks were completed in the first quarter of 2002.

The final step of the first phase involved detailed studies to enable the formulation of conceptual designs (development frameworks of identified of the recommended sites) and business plans for implementation.

The next phase to follow this report would involve two separate processes: firstly to oversee the implementation of the submitted business plans for the first four priorities and secondly to attend to the next set of priorities for which conceptual frameworks and business plans are to be formulated.

As part of the consultation process a series of meetings were held with the relevant stakeholders to obtain their inputs on the proposed developments with regard to how they would affect them and how they stand to benefit from them in their view. The following institutions were consulted:

- Limpopo Province Taxi Council
- Limpopo Province Taxi Registrar's office
- The South African Bus Operators' Association (SABOA) and
- The Coach Operators Association of South Africa, which represents the majority of the bus operators in South Africa.
- Labour Unions.
- The Steelpoort Producers Forum.
- Representatives from the various miners along the Dilokong corridor.
- Gateway International Airport.

In addition to the above consultation with local municipalities were conducted on a one-to-one basis, particularly with Polokwane, Thohoyandou and Mokopane.

2.2 CORRIDORS INVESTIGATED

Based on the terms of reference to concentrate on the main development corridors, the following corridor sections have been investigated as reflected in Figure 1:

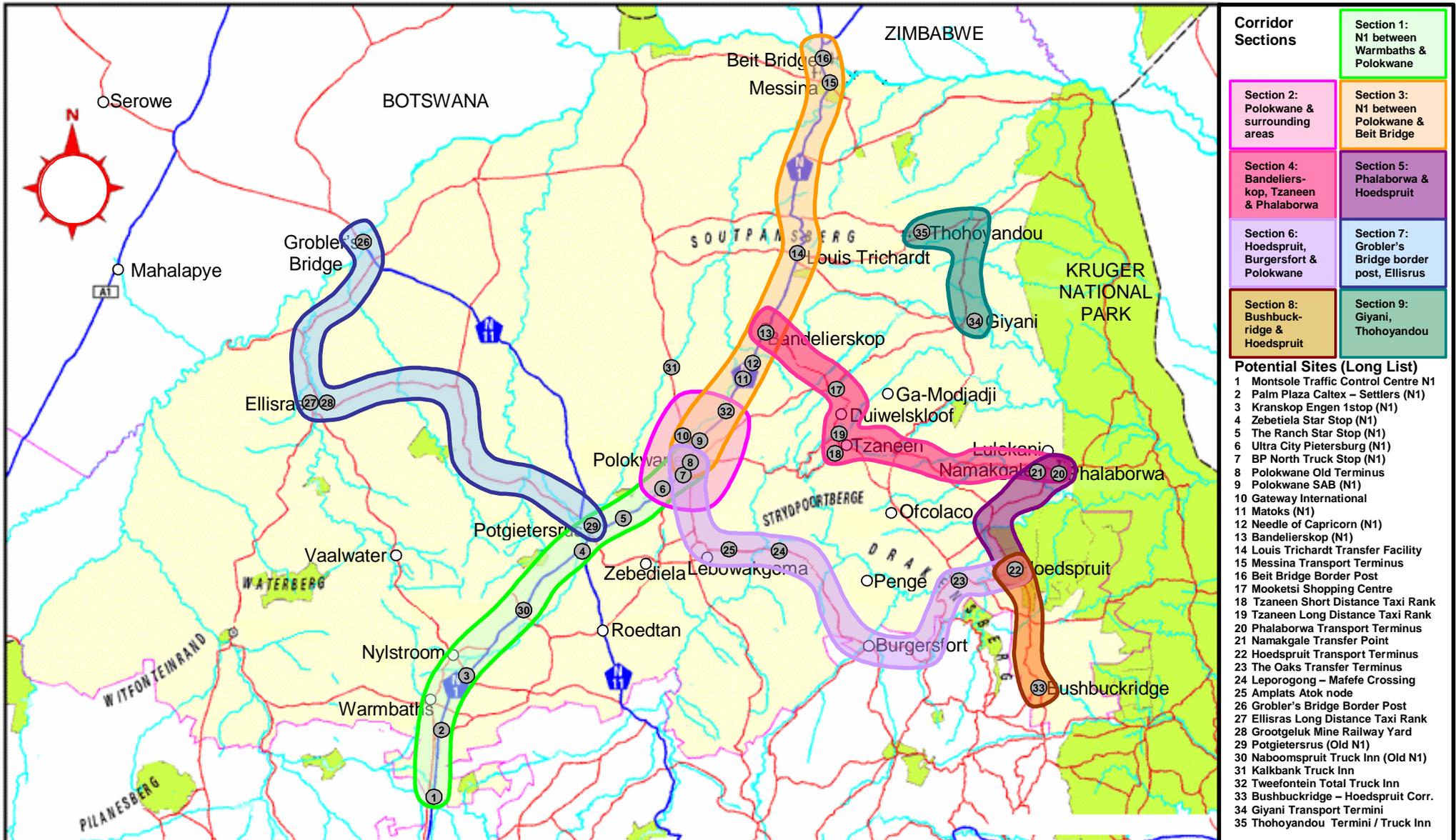
- (i) Section 1: N1 between Warmbaths and Polokwane
- (ii) Section 2: Polokwane and surrounding areas.
- (iii) Section 3: N1 between Polokwane and Beit Bridge
- (iv) Section 4: Bandelierskop, Tzaneen, Phalaborwa
- (v) Section 5: Phalaborwa, Hoedspruit
- (vi) Section 6: Hoedspruit, Burgersfort, Polokwane
- (vii) Section 7: Mokopane, Ellisras and Grobler's Bridge border post
- (viii) Section 8: Bushbuckridge to Hoedspruit
- (ix) Section 9: Giyani and Thohoyandou and surrounding areas

3. RESULTS OF INITIAL RESEARCH

Underneath is a table indicating the potential sites (long list) that have been identified for possible truck inn and transport termini developments in the province. Refer to Figure 1 indicating the geographic location of the sites on the main transport corridors:

LONG LIST OF POTENTIAL DEVELOPMENT SITES				TABLE 1
Nu.	SITE NAME/LOCATION	Nu.	SITE NAME/LOCATION	
1	Mantsole Traffic Control Centre (N1)	20	Phalaborwa Transport Terminus	
2	Palm Plaza (Caltex) - Settlers (N1)	21	Namakgale Transfer Point	
3	Kranskop 1-Stop (Engen) (N1)	22	Hoedspruit Transport Terminus	
4	Zebetela Star Stop (N1)	23	The Oaks Transfer Terminus	
5	The Ranch - Star Stop (N1)	24	Leporogong – Mafefe Crossing	
6	Ultra City – Polokwane (N1)	25	Amplats Atok node	
7	BP North Truck Stop (N1)	26	Grobler's Bridge Border Post	
8	Polokwane (Old Terminus)	27	Ellisras Long Distance Taxi Rank	
9	Polokwane – SAB (N1)	28	Grootgeluk Mine Railway Yard	
10	Gateway International	29.	Mokopane (Old N1)	
11	Matoks (N1)	30.	Naboomspruit Truck Inn (Old N1)	
12	Needle of Capricorn (N1)	31.	Kalkbank	
13	Bandelierskop (N1)	32.	Tweefontein Total	
14	Louis Trichardt Transfer Facility	33	Bushbuckridge – Hoedspruit Corridor	
15	Messina Transport Terminus	34.	Giyani Transport Termini	
16	Beit Bridge Border Post	35.	Thohoyandou transport termini/truck Inn	
17	Mooketsi Shopping Centre			
18	Tzaneen Short Distance Taxi Rank			
19	Tzaneen Long Distance Taxi Rank			

The technical details for each of the identified sites are shown in Annexure 1 containing two sets of tables indicating the inventory of attributes found at each site and secondly detailed descriptions of each site as evaluated.



Corridor Sections	
Section 1: N1 between Warmbaths & Polokwane	Section 3: N1 between Polokwane & Beit Bridge
Section 2: Polokwane & surrounding areas	Section 5: Phalaborwa & Hoedspruit
Section 4: Banderlierskop, Tzaneen & Phalaborwa	Section 7: Grobler's Bridge border post, Ellisrus
Section 6: Hoedspruit, Burgersfort & Polokwane	Section 9: Giyani, Thohoyandou
Section 8: Bushbuckridge & Hoedspruit	

- Potential Sites (Long List)**
- 1 Montsole Traffic Control Centre N1
 - 2 Palm Plaza Caltex – Settlers (N1)
 - 3 Kranskop Engen 1stop (N1)
 - 4 Zebediela Star Stop (N1)
 - 5 The Ranch Star Stop (N1)
 - 6 Ultra City Pietersburg (N1)
 - 7 BP North Truck Stop (N1)
 - 8 Polokwane Old Terminus
 - 9 Polokwane SAB (N1)
 - 10 Gateway International
 - 11 Matoks (N1)
 - 12 Needle of Capricorn (N1)
 - 13 Banderlierskop (N1)
 - 14 Louis Trichardt Transfer Facility
 - 15 Messina Transport Terminus
 - 16 Beit Bridge Border Post
 - 17 Mooketsi Shopping Centre
 - 18 Tzaneen Short Distance Taxi Rank
 - 19 Tzaneen Long Distance Taxi Rank
 - 20 Phalaborwa Transport Terminus
 - 21 Namakgale Transfer Point
 - 22 Hoedspruit Transport Terminus
 - 23 The Oaks Transfer Terminus
 - 24 Leporogong – Mafefe Crossing
 - 25 Amplats Atok node
 - 26 Grobler's Bridge Border Post
 - 27 Ellisras Long Distance Taxi Rank
 - 28 Grootgeluk Mine Railway Yard
 - 29 Potgietersrus (Old N1)
 - 30 Naboomspruit Truck Inn (Old N1)
 - 31 Kalkbank Truck Inn
 - 32 Tweefontein Total Truck Inn
 - 33 Bushbuckridge – Hoedspruit Corr.
 - 34 Giyani Transport Termini
 - 35 Thohoyandou Termini / Truck Inn

**MAIN DEVELOPMENT CORRIDOR SECTIONS AND POTENTIAL SITES
FIGURE 1**

4. CONCLUSIONS: INITIAL RESEARCH

Based on the results of initial research, interim technical reports were submitted at the end of 2001 containing recommendations that are summarized below. Following a Steering Committee meeting early December 2001 that considered the interim technical reports, some further requests were made to expand the research for potential sites also to the Bushbuckridge-Hoedspruit corridor and also to the Giyani and Thohoyandou areas.

Consequently these areas were also investigated and the interim reports were updated with additional technical details and a priority list was compiled and submitted to the Steering Committee. The final recommendations and priority list are as follows:

- (i) For some development nodes and corridors special, more comprehensive investigations would have to be conducted before final development projects can be formulated. These comprehensive investigations would focus on the formulation of holistic and integrated land use, transport and economic development strategies. Limited investigations where truck inns and transfer facilities are the only focus areas would be counter productive.
- (ii) Comprehensive investigations are required for:
 - Beit Bridge and Grobler's Bridge border posts.
 - The Dilokong corridor
 - The need for a cold storage and freight distribution facility at the Tzaneen/Duiwelskloof area.
 - Gateway International Airport as a broader industrial development node.
- (iii) Apart from the above, specific development projects that can be considered for immediate detailed study and conceptual facility design, as part of this study, include in order of priority:
 - The Namakgale Transfer Facility
 - The Oaks Transfer Facility
 - A Truck Inn at the Needle of Capricorn as part of a tourism attraction facility or alternatively the Bandelierskop Truck Inn (one of two possible sites).
 - Improvements to taxi ranks in the Thohoyandou CBD
 - The Mokopane Truck Inn
 - Grobler's Bridge Border Post

5. RESOLUTIONS OF THE STEERING COMMITTEE ON INITIAL RESEARCH

The final priority list was then approved by the Steering Committee in May 2002 as follows:

- (i) **Priority 1** – Beit Bridge (Vhembe District): International truck-inn and passenger transfer facilities.
- (ii) **Priority 2** – Dilokong Corridor between Polokwane and Burgersfort (Sekhukune District): Truck-inn and passenger transfer facilities.
- (iii) **Priority 3** – The Oaks between Hoedspruit and Burgersfort (Bohlabela District): Taxi transfer facilities.
- (iv) **Priority 4** – Namakgale near Phalaborwa (Mopani District): Taxi transfer facilities.
- (v) **Priority 5** – Needle of Capricorn/Bandelierskop (Capricorn District): Truck-inn facilities
- (vi) **Priority 6** – Mokopane (Waterberg District): Truck-inn facility
- (vii) **Priority 7** – Thohoyandou (Vhembe District): Multi-modal transfer facility
- (viii) **Priority 8** – Gateway (Capricorn District): Inter-modal freight distribution facility.
- (ix) **Priority 9** – Tzaneen (Mopani District): Cold storage and freight distribution facilities.
- (x) **Priority 10** – Grobler's Bridge Border Post (Waterberg District): Truck-Inn facility.

Presentations to the Economic Cluster Committee then followed with recommendations to Cabinet for further action as the second step of the first phase. Cabinet decided that preference should be given to the first four priorities stipulated below for conceptual frameworks and business plans to be compiled:

- Beit Bridge
- Dilokong Corridor
- Gateway
- Thohoyandou.

6. DETAILED INVESTIGATIONS AND DEVELOPMENT OF BUSINESS PLANS

6.1 THE PROCESS

Given the above directives, the action plan was then expanded to conduct further research, fact-finding exercises and the formulation of technical requirements and standards for the development of facilities. It includes further consultation processes with individual role players for each individual site and a three-day workshop in August at Waterpoort (see next section).

The approach and methodology that was adopted for each of the sites were to some extent different and are described in more detail in the attached volumes. However the process was standardized to the extent that each report dealt with the following main issues:

- The objectives
- A background description
- The approach and methodology followed for each site
- A description of the study area and some visual information
- A detailed analysis of the development perspectives and requirements for each site
- The determination of technical standards and requirements for physical development purposes.
- Relevant information on spatial development, local transport practices and facilities, demographic and other market related information such as the population, worker numbers and traffic volumes.
- The formulation of development scenarios and alternatives.
- Finally a conceptual design and business plan for each site, followed by specific recommendations.

The contents of the further research are included in the individual reports for each site attached to this Executive Summary.

6.2 WATERPOORT WORKSHOP

The three-day workshop at Waterpoort was attended by representatives of the Limpopo provincial departments that are part of the Province's economic cluster including Transport, Economic Affairs and Finance and the office of the Premier. Trade and Investment Limpopo facilitated the process with the support from consultants.

The main issues that were dealt with and the resolutions taken at the workshop are summarized below.

6.2.1 Dilokong Corridor

- (i) The current developments along the Dilokong Corridor (referring to the development of new mines, residential areas, etc) mean that it is not practical to locate a site and provide a conceptual design of transport infrastructure along the Dilokong Corridor at this stage. To this end a Transport Corridor Development master plan must first be formulated. It was decided that a project framework must be formulated for this purpose.

- (ii) The project framework should focus on the following issues:
 - The future public transport system for the corridor
 - The need for freight transport facilities along the corridor
 - An assessment of the provincial/national road system for the corridor and the possibility of improvement/re-alignment of the current provincial road to allow for through traffic and local traffic that should be diverted from the main road.
 - The possible role of the rail mode for both goods and passenger transport.
 - The identification of important economic activity nodes where transport would fulfill an important role in terms of either/or multi-public transport transfer facilities truck-inn facilities, traffic control centers; all of these integrated with other economic land uses.
- (iii) Based on the above a master plan must be formulated where the following transport related infrastructure and services are shown for the Dilokong Corridor:
 - A regional road network (provincial/national and feeder roads).
 - A regional rail network with rail station (passenger and goods lines).
 - A conceptual public transport operational framework.
 - Positioning of Integrated Traffic Control Centers.
 - Positioning of transfer facilities (multi-modal and single modal).
 - Positioning of truck-inn facilities.
 - Positioning of freight re-distribution centers (container depots).
- (iv) As a preliminary step to finalize the phase 1 project, the consultants were mandated to look into the positioning of taxi ranks at the entrances to the new mine developments with a conceptual layout. This conceptual framework would replace a framework for a truck inn facility.

Following the above decisions about the Dilokong corridor, a follow-up meeting was held where it was decided that Dilokong Transport Corridor Development Framework must be compiled under the coordination of Trade and Investment Limpopo with the Department of Transport as project principal. Following the above, a project framework was prepared and submitted for consideration.

6.2.2 Musina/Beit Bridge

- (i) Facilities must be separated: some to be located at Beit Bridge and others at Musina town at the Pontdrift T-junction.
- (ii) An integrated traffic control centre must be located at Musina, with the following facilities:
 - A-grade testing station.
 - Weigh-In-Motion equipment for both directions.
 - Static scale, particularly for south bound traffic.
 - Public services for license renewal and payment of fines.
 - A truck parking area to accommodate impounded vehicles and freight reloading.
 - Offices for the traffic personnel and the cross-border personnel.
 - Ablution facilities.
- (iii) The above centre should be well located to overlook the national road directly north of the Pontdrift T-junction.
- (iv) Adjacent to the traffic control centre, a site must be provided to accommodate an economy class hotel, general tourist related facilities and coach facilities for long distance buses.
- (v) The current developments at Beit Bridge are supported, providing for the following:
 - New truck-inn facility, south of Shell Ultra City.
 - Relocation of the taxi facilities to a site adjacent to the railway station.
 - There are a few alternative sites at Beit Bridge that could be suitable for hotel facilities. All of those should be private sector driven projects although making land available at a cost could provide some government support.
- (vi) The **conceptual design** at the Musina - site must be completed, also indicating the land-uses at Beit Bridge.
- (vii) The conceptual design will then be taken further by Limpopo Department of Transport with NRA.

6.2.3 Gateway

- (i) The Gateway conceptual design must be completed with the requirements listed underneath.
- (ii) The conceptual design must be based on a “Dry Port” – concept where rail, air and road based services meet with facilities to handle containers and to exchange cargo and to break-up and redistribute cargo.
- (iii) A truck-inn facility possibly linked with the fuel station opposite the brewery site or elsewhere.
- (iv) Gateway should also accommodate a customs “pre check” – facility for all traffic to Beit Bridge, with the Polokwane customs offices located at this point.

6.2.4 Thohoyandou and Polokwane

- (i) The conceptual design for the Thohoyandou Truck-Inn facility must be postponed to the second phase together with the Mokopane truck-inn and other reviewed priorities.
- (ii) A basic conceptual design of the new Polokwane public transport transfer facility must be formulated, with a detailed design process to follow after the conceptual design was approved in principle.

6.2.5 Phasing of Tasks

The following tasks should be executed as part of phase 1 of the project:

- (i) **Musina/Beit Bridge:** Conceptual design
- (ii) **Dilokong Corridor:** Positioning of taxi ranks at entrances of mines, with a requirement list of amenities to be provided at each rank and an example of a typical layout.
- (iii) **Gateway:** Conceptual design
- (iv) **Polokwane:** Conceptual design

6.2.6 Second Phase Program

The following tasks should be submitted for additional budget once principle decisions have been taken on the First Phase recommendations (as contained in this report):

- (i) Detailed design and contract specifications for Musina Traffic Control Centre (subject to agreements with NRA).
- (ii) Project Framework for the Dilokong Transport Corridor Development.
- (iii) Detailed Design and Contract specifications for Polokwane public transport facility (subject to agreement with Municipality).
- (iv) Conceptual designs for second phase of Truck-Inns (Thohoyandou, Mokopane, others).

7. CONCEPTUAL DESIGNS AND BUSINESS PLANS

The conceptual designs, referring to the principles of the proposed development framework for each site, and the respective business plans for each are contained in the volumes attached to this report:

- **Volume 2:** Development Of Public Transport Facilities At Mines On The Dilokong Corridor
- **Volume 3:** Musina Traffic & Load Control Centre
- **Volume 4:** Polokwane Public Transfer Facility
- **Volume 5:** Gateway Freight Logistics Centre

A summary of the recommendations for each development node, as well as an estimated budget requirement is indicated below. Note that the detailed technical designs and other identified development requirements are specified in the separate volumes for each development site and that the recommendations should be read together with these detailed specifications.

7.1 DEVELOPMENT OF PUBLIC TRANSPORT FACILITIES ON THE DILOKONG CORRIDOR

7.1.1 Lebowa Platinum Mine

It is recommended that:

For facilities at the T-junction with the provincial road:

- (i) A Category B transfer facility as specified in Volume 2 should be located at the southwestern corner of the T-junction, to develop eventually into Category A facility as the demand grows.
- (ii) Arrangements should commence immediately to reserve the land, to authorize the specified land uses and to negotiate with fuel companies.
- (iii) Based on the recommended conceptual design, detailed design should follow pending the outcome of the agreements reached and cognizance should be taken of the requirements stated in paragraph 4.1.8 of Volume 2.
- (iv) Budget to initiate the implementation program and to fund a portion of the capital should be placed on the provincial budget (see 7.1.6).

For facilities at the entrance to the mine:

- (v) A Category C load facility (Iye-bye type) should be provided to serve as a load and off-load point only, as specified in Volume 2.
- (vi) Negotiations with the mine should commence immediately on the positioning of the specified facilities and to assist with the funding of the facilities.
- (vii) Detailed design should follow pending the outcome of the agreements reached and should be cognizance of the requirements stated in paragraph 4.1.8.
- (viii) Budget to initiate the implementation program and to fund all or part of the capital should be placed on the provincial budget.

7.1.2 Twickenham Platinum Mine

It is recommended that:

For facilities at the T-junction with the provincial road:

- (i) Arrangements should commence immediately to reserve the land on the southwestern side of the R37 junction to provide for either a Category C or a Category B facility and to authorize the specified land uses and to negotiate with oil companies.
- (ii) Development of the facilities should be scheduled not within 24 months, after which the category of development and the timing should be reassessed.
- (iii) Detailed design should follow the above, pending the outcome of the agreements reached.
- (iv) Budget to initiate the implementation program and to fund a portion of the capital should be placed on the provincial budget of 2004.
- (v) The access road of 7kms leading from the provincial road to the mine should be upgraded at a cost of about R14.0m.

For facilities at the entrance to the mine:

- (vi) A Category C facility is provisionally recommended at the entrance to the mine.
- (vii) Negotiations with the mine should commence immediately on the positioning of the facilities, the category or type of facility and to assist with the funding of the facilities.
- (viii) Detailed design should follow pending the outcome of the agreements reached.
- (ix) Budget to initiate the implementation program and to fund all or part of the capital should be placed on the 2004 provincial budget.

7.1.3 Marula Platinum Mine

It is recommended that:

For facilities at the T-junction with R37 provincial road:

- (i) A Category A transfer facility should be located at the southeastern corner of the T-junction, lower down to the hospital.
- (ii) Arrangements should commence immediately to reserve the land, to authorize the specified land uses and to negotiate with oil companies.
- (iii) Detailed design should follow pending the outcome of the agreements reached
- (iv) Budget to initiate the implementation program and to fund a portion of the capital is placed on the provincial budget.

For facilities at the entrance to the various mining shafts:

- (v) Lay-by facilities should be provided at about 4 entrances to the various shafts down the service road.
- (vi) Negotiations with the mine should commence immediately on the positioning of the specified facilities and to assist with the funding of the facilities.
- (vii) Detailed design should follow for individual lay-byes, pending the outcome of the agreements reached, and the requirements stated in paragraph 4.3.7.
- (viii) Budget to initiate the implementation program and to fund all or part of the capital should be placed on the provincial budget for 2003.

7.1.4 Dilokong Mine

It is recommended that:

For facilities at the entrance to the mine:

- (i) At the mine entrance itself on the north-western side of the entrance, a Category C facility should be provided.
- (ii) Negotiations with the mine commence immediately on the positioning of the facilities, the category or type of facility and to assist with the funding of the facilities.
- (iii) Detailed design should follow, pending the outcome of the agreements reached, taking into consideration the requirements in paragraph 4.4.8.
- (iv) Budget to initiate the implementation program and to fund all or part of the capital should be placed on the 2003 provincial budget.

For facilities at the T-junction with R37:

- (v) No facilities are to be provided unless the results of the CPTR surveys prove that a meaningful demand exists. Category C lay-by facility could be justified but its need should first be confirmed with the CPTR survey results.
- (vi) The access road of 2kms leading from the provincial road to the mine should be upgraded at a cost of about R4.0m.

7.1.5 Maandagshoek Mine

It is recommended that:

For facilities at the T-junction with R37 provincial road:

- (i) A Category C lay-by facility is provided at the T-junction with the R37, subject to confirmation with the results of the CPTR results.
- (ii) A detailed design should follow pending the above confirmation.

For facilities at the entrance to the mine and at the drop off points along within the mining area:

- (iii) Negotiations with the mine should commence immediately on the positioning of the main transfer facility at the entrance area and within the mine area and to assist with the funding of the facilities.
- (iv) A detailed design should follow pending the outcome of the agreements reached taking into account the requirements in paragraph
- (v) Budget to initiate the implementation program and to fund all or part of the capital should be placed on the provincial budget for 2003.

7.1.6 Budget Requirements for Dilokong Development Projects

It is recommended that:

- (i) A total amount of R33.7 million should be budgeted over a period of two financial years (2003/04, 2004/5) for capital development, planning and design and project management costs, as indicated in the table below.
- (ii) Negotiations to be initiated with mining groups for partial funding of the budget requirement towards the projects as indicated in the respective business plans.

FINANCIAL YEAR	CAPITAL COST	DESIGN/PROJECT MANAGEMENT COST	TOTAL
2003/04	R 20.750m	R 2.800m	R 28.750m
2004/05	R 4.550m	R 0.400m	R 4.950m
TOTAL	R 25.300M	R 3.200M	R 33.700M

7.2 MUSINA/BEIT BRIDGE

7.2.1 Traffic And Load Control Centre At Musina

It is recommended that:

- (i) A Traffic and Load Control Centre be established at Musina at a position indicated in section 2 of Volume 3.
- (ii) The lay out and type of facility should be subject to further technical investigation as part of the detailed design, but it is recommended that a Type 3 facility as specified in Volume 3 be implemented.
- (iii) The technical specifications listed in section 4 of Volume 3 are proposed as a general guideline but will also be subject to further investigation suggested in the recommendation above.
- (iv) Part of the detailed investigation is to develop a comprehensive overloading control strategy for the Limpopo Province which must confirm the positioning of such a facility at Musina and secondly discussions with the National Roads Agency to fund the construction of the proposed Load Control Centre north of Messina. An implementation process should then be initiated once the principle of the development is finally approved.
- (v) The final recommendations are submitted to Limpopo Provincial Government for consideration.
- (vi) The Provincial Government budget an amount of R2 million to develop a comprehensive overloading control strategy for the province and to initiate the development of the Traffic and Load Control Centre at Musina.
- (vii) A total amount of R30 million to be budgeted for the implementation of the traffic control centres at Musina. (2003/2004: R2-3m for investigations, consultation, planning and design. 2004/2005: R27m for implementation)
- (viii) Funding of the above is subject to the negotiations with NRA.

7.2.2 Other Adjacent Transport Related And Commercial Facilities

It is recommended that:

- (i) No truck-inn should be provided at Musina unless a separate private sector development arises as a spontaneous market related reaction.
- (ii) In the absence of such development, the Beit Bridge truck-inn should be considered as the facility to accommodate the Musina needs in this respect.
- (iii) No other public transfer facility should be developed at this node other than a tour bus stop that is in turn subject to the development of a tourist hotel facility at this node.
- (iv) Land use rights should be granted to establish a fuel station and other supporting commercial activities at or adjacent to the Traffic Control Centre.
- (v) Government land should be donated to accommodate the above-proposed commercial developments.
- (vi) Proposals should be invited from oil companies and other private sector parties to develop a fuel station and supporting commercial activities at the site indicated below.
- (vii) A portion of the entire node should be reserved for a hotel development but any further development in this respect should be a private sector initiative.
- (viii) Private sector proposals should be invited for a consortium development with the hotel and the fuel station as the main economic activities.
- (ix) Informal hawker stalls are not recommended to be part of either the fuel station or the hotel developments, given the nature of these developments.
- (x) All capital requirements for commercial and other transport related facilities should be private sector driven and as such no government budget requirement is requested, other than an amount of R100 000 to initiate the process with private sector and to manage the development process parallel to the establishment of the traffic control centre.

7.3 POLOKWANE PUBLIC TRANSFER FACILITY

It is recommended that:

- (i) A macro terminal facility should be developed at the old bus terminus site in Polokwane, with a public transport operating system that is based on Alternative Strategy 4 as contained in section 3.1 (illustrated in Figures 4.2 and 4.3) of the main report (Volume 4).
- (ii) The choice of this option is also affected by other structural developments within Polokwane and it should not be contradicting other policy decisions in terms of the structural development of the city. A detailed investigation that would take these issues into account and all other detailed technical and financial considerations is a prerequisite.
- (iii) With regards to the positioning of the site, the old bus terminus site is considered as the most optimum position but subject to a new access bridge over the railway on the southeast corner of the site at reasonable cost relative to other options.
- (iv) Linked to the choice and position of the macro terminal, it is also recommended that a system of scattered loading points distributed through the CBD be implemented, supported by the current taxi ranks situated in the CBD.
- (v) A phased approach must be adopted for the development of the entire system including the suggested infrastructure. Refer to the action plan below.
- (vi) It is suggested that the above recommendations be taken as principle decision but subject to further detailed investigation as indicated in the action plan below.
- (vii) The following action plan is recommended:
 - Firstly, principle decisions in terms of the above recommendations must be taken first, subject to the confirmation by the detailed further investigation.
 - Secondly, identify which roads within the CBD will serve permanently as the recognized public transport routes (instituted through by-laws). Refer to the suggested routes indicated in Figure 4.3. Public transport vehicles will not be allowed to use any other roads in the CBD area as part of their normal service delivery process.

- Identify where scattered loading points (Figure 4.3) will be provided along these roads, based on the principle of one loading point for each second alternative block along all identified public transport routes.
 - As a preliminary measure to release the immediate capacity pressure, implement the loading point development program by means of budgeting, designing and implementing the scattered loading points program. Note that the choice of the position of the future macro terminal might affect the positioning of the loading points. Technical specifications would have to be designed that are tailor-made for Polokwane.
 - At the same time when the above steps are implemented, a program must be launched to develop the macro terminal. A budget for this process must be provided and a steering committee must be appointed consisting of all relevant role players. The detailed investigation must be initiated based on the principle recommendations of this conceptual report, should it be adopted. An evaluation and feasibility analysis of the identified potential sites must be performed.
 - Based on the approved recommendations of the detailed investigation, the design and implementation steps must be taken.
- (viii) No budget requirement for the development of the Polokwane Transfer Facility can be determined at this stage as it is subject to the results of the action plan above.
- (ix) A budget of R100 000 is required to execute the above action plan but excludes a detailed design of the new public transfer facility and the bridge over the railway line, the access roads and the on street loading areas.

7.4 GATEWAY FREIGHT LOGISTICS CENTRE

It is recommended that:

- (i) As a first step the contents of the Interim Report, and in particular the detailed technical recommendations in (iv) – (viii) below, be considered as inputs for the more comprehensive study on the establishment of the IDZ.
- (ii) The IDZ study to take cognisance of these recommendations and the results of the IDZ study should then be used for a review of the principle recommendations contained in the Interim Report.
- (iii) A detailed design, feasibility and implementation process then is initiated as contained in the proposed business/action plan in section 5 of the main report (Volume 5).

The following technical recommendations are made for the development of a Logistics Park, truck inn facility and filling station at Gateway:

- (iv) The establishment of the Logistics Park, truck inn facility and filling station be positioned at the plots identified on the eastern side of Gateway as indicated in Figure 9 of Volume 5.
- (v) The land use strategy as indicated in Alternative 2, section 4.4.2, be supported as an integrated framework for the siting of both the IDZ and the Logistics Park/truck inn facility.
- (vi) Should the IDZ study indicate the above strategy is not feasible from a land size point of view or for any other reason, then the location of the Logistics Park and the truck inn and filling station should still be on Zones D and E on the eastern side.
- (vii) The conceptual drawings and technical requirements as set out in section 4 be used as a departure point for further investigation and for the design of the Logistics Park facilities and the truck inn and filling station.
- (viii) A more detailed demand and supply survey is however required to optimise the technical design of these facilities.
- (ix) An estimated budget requirement of R42 m is estimated at this stage but this requirement is subject to the results of the IDZ study and the review of the business plan for the logistics park accordingly.
- (x) An amount of R100 000 is required to execute the actions listed above.

ANNEXURE 1:

TECHNICAL DETAILS OF POTENTIAL DEVELOPMENT SITES

**TRUCK INN AND PUBLIC TRANSPORT TERMINI
SUMMARY OF INFORMATION COLLECTED OF ALL POTENTIAL SITES (LONG LIST)**

DESCRIPTION OF AVAILABLE FACILITIES: GENERAL INFORMATION		DIAGRAM 2
1. MANTSOLE TRAFFIC CONTROL CENTRE (N1)		
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> The facility is located on both sides of the N1 next to the Gauteng and Northern Province Boundary. 	
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Access is directly from the N1 via a left-in slip lane and egress via a left-out slip lane. All heavy vehicles including buses are weighed in motion on the N1 and diverted if over loaded to the Mantsole Traffic Control Centre. 	
Topography/surroundings And other Technical Description	<ul style="list-style-type: none"> Next to the N1 Flat area 	
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> South African National Road Agency (SANRA) 	
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services are available and a relatively large area is available for the further development of facilities. 	
Business Potential	<ul style="list-style-type: none"> Public facility, not for business activities 	
Traffic Volumes	<ul style="list-style-type: none"> High, see maps 	
2. PALM PLAZA (CALTEX) - SETTLERS (N1)		
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> The facility is located off the N1 at the Settlers turnoff, north west corner. 	
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> A relatively small filling station with diesel pumps, with an open gravel area for trucks. The forecourt has block paving in a poor condition. A priority control intersection provides access from the provincial road. A right turning is not provided to the provincial road. The access is also located on the fill for the I/C bridge and a heavy vehicle will have to wait on a gradient for a gap in the traffic on the provincial road. A pleasant looking open park area is provided with farm animals, trim park and a cell phone communications tower 	
Topography/surroundings, other Technical Description	<ul style="list-style-type: none"> Flat Open bushveld 	
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> Private 	
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services (water, electricity, Telkom and sewer) are available. Storm water drainage is a problem. 	
Business Potential	<ul style="list-style-type: none"> Fair, situated on the crossing to Settlers 	
Traffic Volumes	<ul style="list-style-type: none"> See maps, high 	

3. KRANSKOP 1-STOP (ENGEN) (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> The facility is located adjacent and south of the Kranskop Toll Gate on both sides of the N1
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Access is directly from the N1 via a left-in slip lane and egress via a left-out slip lane. A typical freeway facility located on both sides of the N1, with amenities for truck drivers such as a Quick Stop Convenience store, a Wimpy, telephones, rest rooms, showers and a ABSA ATM.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> Attractive surroundings Bushveld Next to N1
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> ENGEN
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services (water, electricity, Telkom and sewer) are available. The truck parking area consists of 17 x15 m bays and is paved with block paving.
Business Potential	<ul style="list-style-type: none"> Good
Traffic Volumes	<ul style="list-style-type: none"> High, see maps

4. ZEBETIELA STAR STOP (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> The facility is located on both sides of the N1, directly north and adjacent to the Nyl Toll Plaza.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Access is directly from the N1 via a left-in slip lane and egress via a left-out slip lane. A typical freeway facility located on both sides of the N1, with amenities for truck drivers such as a Quick Stop Convenience store, a Wimpy, telephones, rest rooms, showers and a ABSA ATM. The truck parking area consists of 5x17m truck bays and is paved with block paving.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> Flat area Bushveld
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> CALTEX
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services (water, electricity, Telkom and sewer) are available.
Business Potential	<ul style="list-style-type: none"> Fair to good
Traffic Volumes	<ul style="list-style-type: none"> High, see maps

5. THE RANCH – STAR STOP (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> The facility is located on one side only of the N1 between Mokopane and Polokwane
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Access is directly from the N1 via a left-in slip lane and egress via a left-out slip lane. A typical freeway facility located on one side of the N1, with amenities for truck drivers such as a Star Mart Convenience store, a BJ's restaurant telephones and rest rooms. The truck parking area consists of 5x40 meter truck bays and is paved with block paving.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> Flat Highlands
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> Petroleum company
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services (water, electricity, Telkom and sewer) are available. Wendy huts next to the fuel station serve as temporary accommodation (staff?)
Business Potential	<ul style="list-style-type: none"> Fair to good Access from both the N1 and Alternative route
Traffic Volumes	<ul style="list-style-type: none"> High

6. ULTRA CITY – POLOKWANE (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Located on both sides of the N1, a few kilometers south of Polokwane.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> A typical freeway facility with amenities for truck drivers such as a Select Convenience store, a Whistle Stop restaurant, telephones and rest rooms and a gravel open parking area for trucks on the western side and a paved area on the eastern side. Access is directly from the N1 via a left-in slip lane and egress via a left-out slip lane and access is also provided via the site to a Landmark Lodge, located on the western site. Additional access from the back to serve eastern site from the old Polokwane-Mokopane road and Zebetela
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> Next to N1 Highlands
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> Shell
Development projects in the area and along the corridor	<ul style="list-style-type: none"> All engineering services (water, electricity, Telkom and sewer) are available.
Business Potential	<ul style="list-style-type: none"> Fair to good
Traffic Volumes	<ul style="list-style-type: none"> High

7. BP NORTH TRUCK STOP (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Located on the N1 near Polokwane
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Poor truck facilities, filling station that needs development
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Capital injection required • Need to develop the facility
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Local municipality • Motel and police station near by
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • A slightly run down truck stop with minimum facilities and a small convenience store, located at the BP depot. It is expected that the filling station be mainly used by trucks with BP accounts and by BP tankers.
Business Potential	<ul style="list-style-type: none"> • Very little, serves more as a depot for BP vehicles
Traffic Volumes	<ul style="list-style-type: none"> • High

8. POLOKWANE – OLD BUS TERMINUS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • The existing access to the site is located approximately 100metres from Nelson Mandela Drive on a secondary route via a priority intersection.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Direct access from Nelson Mandela Drive will not be possible as Nelson Mandela Drive is in fill to clear the railway line.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • CBD site • Flat terrain
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • A vast paved area that has been previously been used as a bus terminus, with no facilities at present.
Business Potential	<ul style="list-style-type: none"> • Depends on other land uses
Traffic Volumes	<ul style="list-style-type: none"> • High

9. Polokwane – SAB (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • On N1 to Louis Trichardt, opposite S.A Breweries, beyond the municipal boundary.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • A vacant site zoned as industrial • It is an open veld.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Access to the site is at present via a typical industrial road with a priority controlled intersection on the N1. • The N1 is an undivided 4-lane facility and the development of the site as a transport termini or a truck inn facility will most probably require the construction of at least a right turning lane or even the installation of a traffic light to accommodate the turning movements of heavy vehicles safely. • The site can alternatively only serve the southbound traffic, which will then necessitate the construction of a median with a left-in left-out only access.
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Private (Local Municipality?)

Development projects in the area and along the corridor	<ul style="list-style-type: none"> • It was previously earmarked for a petroleum refinery plant that never realized. • Although engineering services is not available on the site it should not be a problem as existing industries are located adjacent to the site with all services available.
Business Potential	<ul style="list-style-type: none"> • Its proximity to the city requires that business potential being looked at from a different angle
Traffic Volumes	<ul style="list-style-type: none"> • Growing through the access road to Duiwelskloof

10. GATEWAY INTERNATIONAL	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Feeder road to N1 – approximately three km from N1 at existing airport site
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> •
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> •
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Northern Province Government
Development projects in the area and along the corridor	<ul style="list-style-type: none"> •
Business Potential	<ul style="list-style-type: none"> • Existing businesses are travel agents, curio shop, car rental, and safari shop. • Much opportunity for service business to air freight
Traffic Volumes	<ul style="list-style-type: none"> • Mostly passenger transport

11. MATOKS (N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Situated on the N1, some kilometers from Polokwane and a few kms to the Needle of Capricorn, at the intersection of the roads to Ramokgopa and Mphakane and • Situated in the Trans-Limpopo Corridor on the eastern side
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Vast area earmarked for taxi rank/ facilities development • At the turn-off to Chief Ramokgopa • Access for southbound traffic will be via a left-turn slip lane from the N1 and northbound traffic and the egress from the site will be via a priority-controlled intersection with right turning lanes on the N1. The posted speed limit on the N1 is 60 kph and no problems are foreseen with access from the N1.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • It is a rural environment • In the middle of the Matoks Village
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • It is in the area of the Batlokwa tribe ruled by Chief Machaka. • Owned by Batlokwa (PTY) LTD comprising about 20 CC's from the community. • Earmarked for business use • About R500000 collected/being collected • Concept plans for the development exist already
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Development earmarked for taxi rank, stalls, welding, sewing, etc. • It is an industrial site and consists of a retail component, filling station, combi-taxi facilities, a clinic, bank and post office totaling approximately 4500 m².

Business Potential	<ul style="list-style-type: none"> • The Batlokwa Community and a private developer, Jean Groenewald, undertake the development jointly. The existing land use on the site includes a Hardware store and a Save More shop. • It has great potential as a taxi rank but not for a Truck-Inn. • Its location in a village does not make it attractive for a Truck-Inn.
Traffic Volumes	○ Fair

12. NEEDLE OF CAPRICORN N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • The site is at the location of the Capricorn needle, 60 km from Polokwane, along Trans-Limpopo Corridor
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • The N1 has been re-aligned to divert around the Capricorn needle • Access has already been provided from a two full access intersections on the N1 (north and south of the site) and then via the old alignment of the to the site. • Rocky/mountainous area (klip-kop outcrops • Attractive scenery - on a hill
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • The Needle the only place/point on earth indicating the Tropic of Capricorn ideal for tourism • Non- commercial – more tourism potential
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Owned by Chief Ramokgopa and his subjects and they have a title deed
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • No facilities are available at the site and all engineering services will have to be provided at significant cost. • Could be anything-truck inn or a taxi facility. A cultural village is being planned, with a filling station. • Truck-Inn and cultural village do not go together • Not suitable for a service station as another service station is being built some ±3 kilometers away
Business Potential	<ul style="list-style-type: none"> • Department of Transport wants a cultural village and a Truck-Inn • Could be a Truck-Inn or a taxi facility
Traffic Volumes	• Fair

13. BANDOLIERSKOP/SOEKMEKAAR CROSSING	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Trans-Limpopo Corridor: 8,5 km from Matoks, high volume traffic along Dendron, Tzaneen, Louis Trichardt, Polokwane road • Two positions, at cross roads and in Bandelierskop • Junction Trans-Limpopo and Phala SDI N1; R36 • It has a service station-BP • Close to the toll gate
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Provision is made for heavy vehicles that have to turn on a gravel area to be able to stop at the diesel pumps. • Ideal for Truck-Inn • Can join with Maputo Corridor • Road crossing - no activities taking place
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Open veld at crossing • Small town character at Bandelierskop

Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Among privately owned farms
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • The filling station at Bandelierskop is a small facility with limited provision for heavy vehicles • Other facilities are provided such as a bottle store, Kolobhe's Pub and the Bandelierskop police station. • Access to the facility is via the cross road and the intersection of the cross road with the N1 is a full access intersection with dedicated left turn and right turn lanes.
Business Potential	<ul style="list-style-type: none"> • Business potential is high; Provides for: Filling Station, Restaurant, Bottle Store, Post Boxes, Hotel, Pub, Workshop, Police Station
Traffic Volumes	<ul style="list-style-type: none"> • Fair

14. LOUIS TRICHARDT TRANSFER FACILITY	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • A major terminus on the outskirts of Louis Trichardt, located approximately 500 m of the N1. Ultra City • Buses and taxis accommodated together • Located off the main road on the right hand side to Musina
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Taxi rank – long distance • It is in a built-up area close to town
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Close to Indian shopping complex
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Local municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Sasol sponsored shelters are provided and ablution facilities and hawker facilities are provided. • A bus terminus is located on the northern side of the cross road and a combi-taxi terminus southern side.
Business Potential	<ul style="list-style-type: none"> • It has a great business potential
Traffic Volumes	<ul style="list-style-type: none"> • Fair

15. MUSINA TRANSPORT TERMINUS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • A major terminus situated next to the railway station in the CBD • Local + long distance + cross border taxi operations • Nice and clean taxi rank • No buses • Trans-Limpopo Corridor
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Access is excellent and direct of the N1 and the facility is located next to the railway station, with access to the station.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Along the main road towards boarder post in the CBD
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Municipal ground/Local council
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Sasol sponsored shelters are provided and ablution facilities and hawker facilities are provided.
Business Potential	<ul style="list-style-type: none"> • Not for Truck-Inns • Taxi rank and shops •
Traffic Volumes	<ul style="list-style-type: none"> • Fair

16. BEIT BRIDGE BORDER POST	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • A Shell filling Station is located immediately before the border post on the western side of the N1 with access via a cross road. • Clearing agents are situated on a site next to the fuel station.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> •
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Environment in a bad state, dilapidated and undeveloped
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • National Government – administered by the Department of Trade and Industry which has an interest in customers – used also by the Department of Transport/Cross Border Road Transport Agency
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Limited truck facilities are provided at the filling station, i.e. an open gravel parking area with high mast lighting and rest rooms and a convenience store. • A truck stop is located adjacent to the Shell Ultra City. Security Truck Park Protectit CC operates the truck stop and they charge R12 for 0-12 hours and R24 for 13-24 hours in the truck park area. • The parking area is gravel and the fee charged includes access to showers and toilet facilities. • Apart from a small tuck shop no other facilities is provided. A few export/import brokers have their offices in the same area. • A combi-taxi terminus is also located on the eastern side of N1.
Business Potential	<ul style="list-style-type: none"> • Considering the number of trucks parked and the average waiting time of 2 days to clear freight at Beit Bridge this area is in dire need for upgrading to improve the conditions for truck drivers. • Trucks are queuing in the road reserve to get through the border post and 1 km queues are often experienced. • It has potential for development
Traffic Volumes	<ul style="list-style-type: none"> ○ Fair, congestion at border post because of customs delays

17. MOOKETSI SHOPPING CENTRE	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Complex is situated on the R81, immediately north of the intersection with the R36.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Along the R36 towards Tzaneen
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Farms and small shopping center with surgery and filling station
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Among privately owned farms
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Combi –taxi facilities directly adjacent on the R81, immediately north of the intersection with the R36. A Shell filling station is located on the R36 immediately west of the intersection, with typical facilities such as toilets, a workshop and a convenience store.
Business Potential	<ul style="list-style-type: none"> • Heavy traffic to Giyani, Duiwelskloof and Polokwane
Traffic Volumes	<ul style="list-style-type: none"> • High

18. TZANEEN SHORT DISTANCE TAXI RANK	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Facility is located next to a BP filling station and the Sanlam Centre • Local taxi rank • Phalaborwa SDI
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Well developed taxi rank • Access is provided via a signalized intersection of the main road between Tzaneen and Phalaborwa.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Shoprite and other shops • Close to CBD
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Local council/Municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Combi-taxi facility is located next to a BP filling station • Sanlam Centre and Shoprite next door.
Business Potential	<ul style="list-style-type: none"> • Development is as a result of surrounding businesses
Traffic Volumes	<ul style="list-style-type: none"> • High

19. TZANEEN LONG DISTANCE TAXI RANK	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Located at the Pick and Pay in Tzaneen • Next to Tzaneen Mall • Buses and long distance taxi rank
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Part of the shopping center
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • CBD area
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Private, shopping center
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Shelters, ablution facilities and hawker facilities are provided.
Business Potential	<ul style="list-style-type: none"> • Result of the businesses that the rank has developed
Traffic Volumes	<ul style="list-style-type: none"> • Congested- making traffic flow difficult either in or out

20. PHALABORWA TRANSFER TERMINUS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Local taxi rank and buses • Long and short distance • Taxis start in Namakgale • Phalaborwa SDI
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Local short distance combi-taxi rank with access of Mellor Street via a crossroad.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Behind the industrial area - CBD
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Local Municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • None
Business Potential	<ul style="list-style-type: none"> • Very good with space available
Traffic Volumes	<ul style="list-style-type: none"> • Less congested

21. NAMAKGALE TRANSFER POINT (PHALABORWA)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Situated at the entrance to the Namakgale township, on highway between Tzaneen and Phalaborwa • Namakgale crossing Polokwane Road
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Little and poor facilities – only toilets and benches in a shaded place • No paving, shelters, water and electricity – in poor state • Attractive open park with lawn and covered areas across road.
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Flat area, natural habitat, trees
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Municipality or provincial
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • No developments in the immediate vicinity • Serves as Long distance taxi rank
Business Potential	<ul style="list-style-type: none"> • Can be developed - lots of traffic • Hawkers are active in the area
Traffic Volumes	<ul style="list-style-type: none"> • Fairly high, entrance to township

22. HOEDSPRUIT PUBLIC TRANSFER TERMINUS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Buses only • Taxis are in the next street – short and long distance taxis are separate. • The Oaks would be some 45kms away • Acornhoek ones were also separate---all in all we found 1 or 2 taxis at each rank. • Much empty space. • No bus in sight at 09h44. • The rank is not busy at all.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Hawkers stalls and community hall on one side of road, taxi site – undeveloped on the other side
Topography/surroundings and other Technical Description	<ul style="list-style-type: none"> • Bus termini found next to the filling station and some developing industries • Taxis park under the trees, no specific site for taxi rank
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Local Municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Drakensig Total filling station, Bears, Spar and Cash Loans adjacent to terminus. • Asphalt paved area next to railway line. Facilities include hawker and passengers shelters.
Business Potential	<ul style="list-style-type: none"> • Yes – long term
Traffic Volumes	<ul style="list-style-type: none"> • Fair, small town traffic volumes

23. THE OAKS TRANSFER TERMINUS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Located on the left side along the Lydenburg – Tzaneen route
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • It is at a T-Junction—on the road from Tzaneen to Hoedspruit, being joined by a dirt road from Ga-Sekororo.
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • Long and short distance taxis – place under developed • Has a big fresh vegetable market with stalls • Serves people from Ga-Sekororo and other surrounding areas • No buses and no facilities
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Municipality
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Long and short distance c-taxis located on both sides of the R36 immediately west of the Olifantsriver. • Potential to develop further to be investigated.
Business Potential	<ul style="list-style-type: none"> • Good: traffic is high between Tzaneen and Hoedspruit/BB Ridge • Taxi development is highly recommended, truck inn is possible • Very active hawker community with several stalls
Traffic Volumes	<ul style="list-style-type: none"> • Appears to be low, but high feet traffic is evident, most likely in peak times

24. LEPOROGONG MAFEFE CROSSING	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Long distance facility located on the R37 between Burgersfort and Polokwane. Long and short-distance taxis. • It has covered parking bays • No water on site although a borehole exists.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • In the middle of nowhere but situated at road crossing
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • Open veld • Fairly flat area
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Owned by Chief Mathabatha.
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Shelters are provided. • Access off cross road to Leporogong with no turning lanes on the R37.
Business Potential	<ul style="list-style-type: none"> • There are no villages nearby except for Mafefe. • Others are some distance away e.g. Mphahlele, Ga-Nkuna, Mohlaketsi • Potential for taxis exists. • Little hawker activity
Traffic Volumes	<ul style="list-style-type: none"> • Fair

25. AMPLATS ATOK	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Situated on main road between Burgersfort and Lebowakgomo, in the middle of platinum mines
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Site is not developed, with many informal trading in the area
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • Flat, semi mountainous

Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> Provincial or trust land
Development projects in the area and along the corridor	<ul style="list-style-type: none"> None
Business Potential	<ul style="list-style-type: none"> Not likely, but could require a Truck-Inn when mining activities become more active.
Traffic Volumes	<ul style="list-style-type: none"> Moderate

26. GROBLERS BRIDGE BORDER POST	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Provincial end point / border with Botswana Alternative route to Zimbabwe
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Western side has high level and will be expensive to develop Private farmhouse next door on the eastern side.
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none">
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> Western side owned by government Eastern side privately owned by farmer
Development projects in the area and along the corridor	<ul style="list-style-type: none"> None
Business Potential	<ul style="list-style-type: none"> Shop plus small fast food outlet operated by the land owner Several clearing agents Potential for further business development around a truck stop Currently no ablution facilities Many vehicles over-night along the main road Plans exist for a private truck stop to be developed by the land owner
Traffic Volumes	<ul style="list-style-type: none"> Relatively high, about 33% of Beitbridge

27. ELLISRAS LONG DISTANCE TAXI RANK	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Within one block from the main road Across the street from Shoprite shopping complex
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Levels are good
Topography/surroundings and Other Technical Description	
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> City council but currently in dispute for final transfer
Development projects in the area and along the corridor	<ul style="list-style-type: none">
Business Potential	<ul style="list-style-type: none"> Existing business complex

28. GROOTGELUK MINE RAILWAY YARD	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Fenced off
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Flat
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> Railway ending

Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Within mine property
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Mine development
Business Potential	<ul style="list-style-type: none"> • Low as it is away from the normal routes
Traffic Volumes	<ul style="list-style-type: none"> •

29. MOKOPANE (OLD N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Open areas next to provincial road, south of the town
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Graveled areas next to the road • Wide shoulder • Long straight road section
Topography/surroundings, Technical Description	<ul style="list-style-type: none"> • Traffic signs to prohibit trucks to stop and overnight
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Provincial
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • None
Business Potential	<ul style="list-style-type: none"> • Potential should exist at another sight that would be acceptable to both local municipality and truckers
Traffic Volumes	<ul style="list-style-type: none"> • Carries all N11 long distance and north – south traffic on the old road

30. NABOOMSPRUIT TRUCK INN (OLD N1)	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • At southern entrance to the town • Exist for long time with most of the facilities available
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Well developed and well maintained • Easy access from the N1 and provincial road
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • Pleasant with well kept park
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Town council with private developers
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • With-in the town development
Business Potential	<ul style="list-style-type: none"> • No additional potential
Traffic Volumes	<ul style="list-style-type: none"> • High

31. KALKBANK	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Situated 40 kms northwest from Polokwane on the Dendron Road at southern entrance to the town.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Old farmhouse developed into a fuel station and truck inn facility. • Situated on a koppie, south of the road • Direct and easy access from the provincial road
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • Bushveld- Savannah • Site developed as a facility that serves the diverted traffic to the Beitbridge, to avoid the steep gradients of the N1 route.
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • Private
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Shops, sports bar type facilities are available

Business Potential	<ul style="list-style-type: none"> Exclusively for trucks, very little other traffic
Traffic Volumes	<ul style="list-style-type: none"> Low to fair

32. TWEEFONTEIN TOTAL	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Situated 6 kms north of Polokwane on the N1 on one side only (east).
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> Total fuel station with shops and truck staging area Direct and easy access from the provincial road
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> Bushveld-Savannah
Ownership/Land uses/LDO/IDP	<ul style="list-style-type: none"> Private
Development projects in the area and along the corridor	<ul style="list-style-type: none"> Supermarket, butchery and bottle store with conference facilities and accommodation are available
Business Potential	<ul style="list-style-type: none"> High, serves the N1 traffic and surrounding plot areas. Both trucks and other traffic use the facility.
Traffic Volumes	<ul style="list-style-type: none"> High, facility is close to town but outside. It would be a fairly good strategic point for trucks to overnight.

33. BUSHBUCKRIDGE – HOEDSPRUIT CORRIDOR	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> Potential sites would depend on the strategy that would be followed to provide truck inns at regular intervals once the Maputo harbor project is implemented. Potential sites have been identified on the corridor between Bushbuckridge to Hoedspruit as described below and as indicated in the visual material. Potential sites for taxi ranks have been observed at Bosbokrand next to the main provincial road (see visual material), various small villages that are located along the corridor (see the visual material on Ngurudi and Nkamako that serve as examples for many such villages. Potential sites that have been observed for possible truck inn facilities include Dwarsklip Fuel Station, Roadside Petroleum depot, Klaserie railway station, Hoedspruit Railway Station next to the provincial Road, Samey fuel station and shop near Mica
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> The corridor starts at the boundary between Mpumalanga and Northern Province at Bushbuckridge and continues to Hoedspruit.
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> The corridor mainly consist of either tribal trust land of the former Gazankulu and Lebowa homelands or game farming areas with little villages along the route serving the surrounding farming and trust land communities. The sections that are part of the former homelands are mainly rural residential areas with very low-key farming, shops and other businesses serving the low-income communities. No large-scale business or industrial developments are noticed. Along these areas many small villages exist that would require taxi ranks similar to the needs identified for Namakgale and Oak Tree. The areas along the corridor within the game farming areas (former white areas) are also developed except for the game farms and with the exception of one or two fuel stations and shops along the route, very little potential sites are appropriate for truck inn facilities.
Ownership/Land uses/LDO/IDP	<ul style="list-style-type: none"> Trust land: public owned; Game farms: privately owned land

Development projects in the area and along the corridor	<ul style="list-style-type: none"> • Except for the game farms, some new residential developments along the trust land areas and some low-key shops and fuel stations along the route, there are no other development projects along the route.
Business Potential	<ul style="list-style-type: none"> • Current business potential is very limited in view of the low level of development along the corridor. The demand for public transfer facilities is high as the low-income communities are entirely dependent on public transport. The business potential for truck inn facilities at this stage is low but future demand would be dependent on the international traffic that could come through the Maputo harbour.
Traffic Volumes	<ul style="list-style-type: none"> • Low

34. GIYANI TRANSPORT TERMINI	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Three current taxi sites have been identified within Giyani, with another site near Gravelotte on the road to Giyani. Some sites for truck inn activities were observed but little need for such facilities are evident. No redistribution takes place and the town is mainly a destination for deliveries to retailers. Very little production takes place that could justify such facilities.
Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • The long distance taxi rank has some covered bays but with no passenger shelters. Another large well-developed taxi rank is situated in the northern part of the CBD. The facilities are located at a shopping complex and are part of the parking area that has been provided with some taxi bays that are covered.
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • The sites are located within the urban areas in the Northern Province bushveld areas.
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • All sites are public owned.
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • The CBD of Giyani is fairly well developed but some neglect is evident. Taxi facilities are well developed in town. The site at Consolidated Murchison Mine could be considered for development as a public transport transfer facility.
Business Potential	<ul style="list-style-type: none"> • Current business potential for truck inn facilities is limited. Taxi ranks are fairly well developed.
Traffic Volumes	<ul style="list-style-type: none"> • Fair to high

35. THOHOYANDOU TRANSPORT TERMINI/TRUCK INNS	
Geographical position (nodal identification, route, corridor)	<ul style="list-style-type: none"> • Three taxi ranks are located in the CBD area. • One potential truck inn site has been identified within the CBD area between two fuel stations along the main road in the CBD. See visual material. • Some trucks overnight opposite the police station, perhaps for safety reasons.

Description/Layout/Size, Gradients, Sight distances	<ul style="list-style-type: none"> • Current taxi ranks are in need of further improvement and development, including adjacent informal trading and other related facilities. • All taxi ranks are generally underdeveloped with only some paved areas that are in a bad condition. Some covered bays are provided although most taxis park in the sun in hot conditions. • There are no passenger shelters. • The sites are fairly large and the need for improvements is high. • Truck inn activities are perhaps on a slightly higher level and two potential sites have been identified within the CBD area. Some trucks overnight opposite the police station, perhaps for safety reasons.
Topography/surroundings and Other Technical Description	<ul style="list-style-type: none"> • The sites are located within the CBD in the Northern Province bushveld areas.
Ownership/Land uses/LDO/IDP, any other statutory information	<ul style="list-style-type: none"> • All sites are public owned.
Development projects in the area and along the corridor	<ul style="list-style-type: none"> • The CBD is typical for a rural town and not well developed although large-scale new developments are in process. New taxi rank improvements should be part of the regional transport plan.
Business Potential	<ul style="list-style-type: none"> • Current business potential for truck inn facilities is limited but for taxi activities it is high.
Traffic Volumes	<ul style="list-style-type: none"> • High