RICHMOND
Local Municipality

2026/2027 LOCAL INTEGRATED TRANSPORT PLAN

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CONTENTS

LIST OF DEFINITIONS

Accessibility

The ease with which people can reach desired services, destinations, and opportunities using available transport systems.

Arterial Road

A major road intended to carry large volumes of traffic over long distances, connecting key nodes within and between municipalities.

Collector Road

A road that collects traffic from local roads and distributes it to arterial roads.

Culvert

A drainage structure that channels water beneath a road or railway line to prevent flooding and maintain infrastructure integrity.

Integrated Transport Plan (ITP)

A statutory plan prepared by a municipality in terms of national legislation, outlining transport strategies, infrastructure, and services to meet current and future mobility needs.

Integrated Development Plan (IDP)

A strategic planning instrument that guides all development and planning within a municipality, including transport planning.

Intermodal Integration

The seamless connection between different transport modes, enabling efficient movement of passengers and goods.

Level of Service (LOS)

A performance measure describing traffic flow conditions, including speed, travel time, comfort, and congestion levels.

Local Road

A road providing direct access to properties and carrying low traffic volumes.

Mobility

The ability to move people and goods efficiently across the transport network.

Modal Split

The percentage distribution of trips across different transport modes such as private vehicles, public transport, walking, and cycling.

Non-Motorised Transport (NMT)

Transport modes that do not require motorised vehicles, including walking, cycling, and other human-powered mobility.

Public Transport

A transport service available to the general public, including buses, minibuses, and other shared passenger services.

Public Transport Facility

Infrastructure designed to support public transport operations, including ranks, terminals, bus stops, and shelters.

Right of Way (ROW)

The legal right for transport infrastructure to occupy and use land for movement purposes.

Road Hierarchy

The classification of roads based on their function, including arterial, collector, and local roads.

Road Rehabilitation

The repair and restoration of an existing road to improve its condition and extend its lifespan.

Road Upgrading

The improvement of a road standard, such as paving a gravel road or widening an existing road.

Rural Accessibility

The ability of rural communities to access essential services and economic opportunities via the transport network.

Stormwater Management

Systems designed to control, convey, and dispose of rainwater runoff to prevent flooding and infrastructure damage.

Sustainable Transport

Transport systems that are environmentally responsible, economically viable, and socially inclusive.

Transport Demand Management (TDM)

Strategies aimed at influencing travel behaviour to reduce congestion and promote efficient use of transport systems.

Transport Infrastructure

Physical facilities that enable movement, including roads, bridges, culverts, and transport terminals.

Transport Network

An interconnected system of transport routes and infrastructure within a defined area.

Universal Access

The design of transport systems that are accessible to all users, including persons with disabilities, the elderly, and vulnerable groups.

Ward

A demarcated administrative area within a municipality used for governance and service delivery purposes.

ACRONYMS AND ABBREVIATIONS

ACRONYM	FULL MEANING
COGTA	Cooperative Governance and Traditional Affairs
DTPW	Department of Transport and Public Works
IDP	Integrated Development Plan
ITP	Integrated Transport Plan
KZN	KwaZulu-Natal
LOS	Level of Service
NDP	National Development Plan
NLTA	National Land Transport Act
NMT	Non-Motorised Transport
PRASA	Passenger Rail Agency of South Africa
ROW	Right of Way
SANRAL	South African National Roads Agency Limited
SDF	Spatial Development Framework
TDM	Transport Demand Management
TOD	Transit-Oriented Development

CHAPTER 1: GUIDELINES AND OVERVIEW

1.1. Executive Summary

This document presents the Richmond Local Municipality Integrated Transport Plan (LITP). It is a statutory document required by the National Land Transport Act No. 5 of 2009, and the regulations provide the minimum requirements that planning authorities must comply with when preparing integrated transport plans.

All planning authorities must comply with the prescribed minimum requirements and any additional requirements prescribed by the MEC. LITPs must contain a long-term planning component (vision, long-term objectives and strategies), and annual action plans. Preliminary and detail design are not part of LITP but follow logically from its approval.

The Integrated Transport Plans prepared by Planning Authorities (Municipalities) must comply, as a minimum, with the requirements. In terms of the above, the Richmond Local Municipality is required to prepare a Type 3 Local Integrated Transport Plan every five years, covering period from 2023 to 2027.

Integrated transport planning is defined as follows:

An integrated process for generating a plan relating to the regulation, provision and management of transport infrastructure (roads, rail, stations, terminals and public transport facilities) and for regulating public transport operations/services and the use of infrastructure by both operators of public transport and private service. The spatial relationship between residential and economic activities which gives rise to the demand for travel makes it essential that an integrated transport plan should be developed in the context of a land use plan which is supportive of efficient public transport. Details to be contained in a transport plan include public transport operations, circulation or movement and mobility needs, vehicles and rolling stock, depots/equipment and human resources.

1.2. Legislative Overview

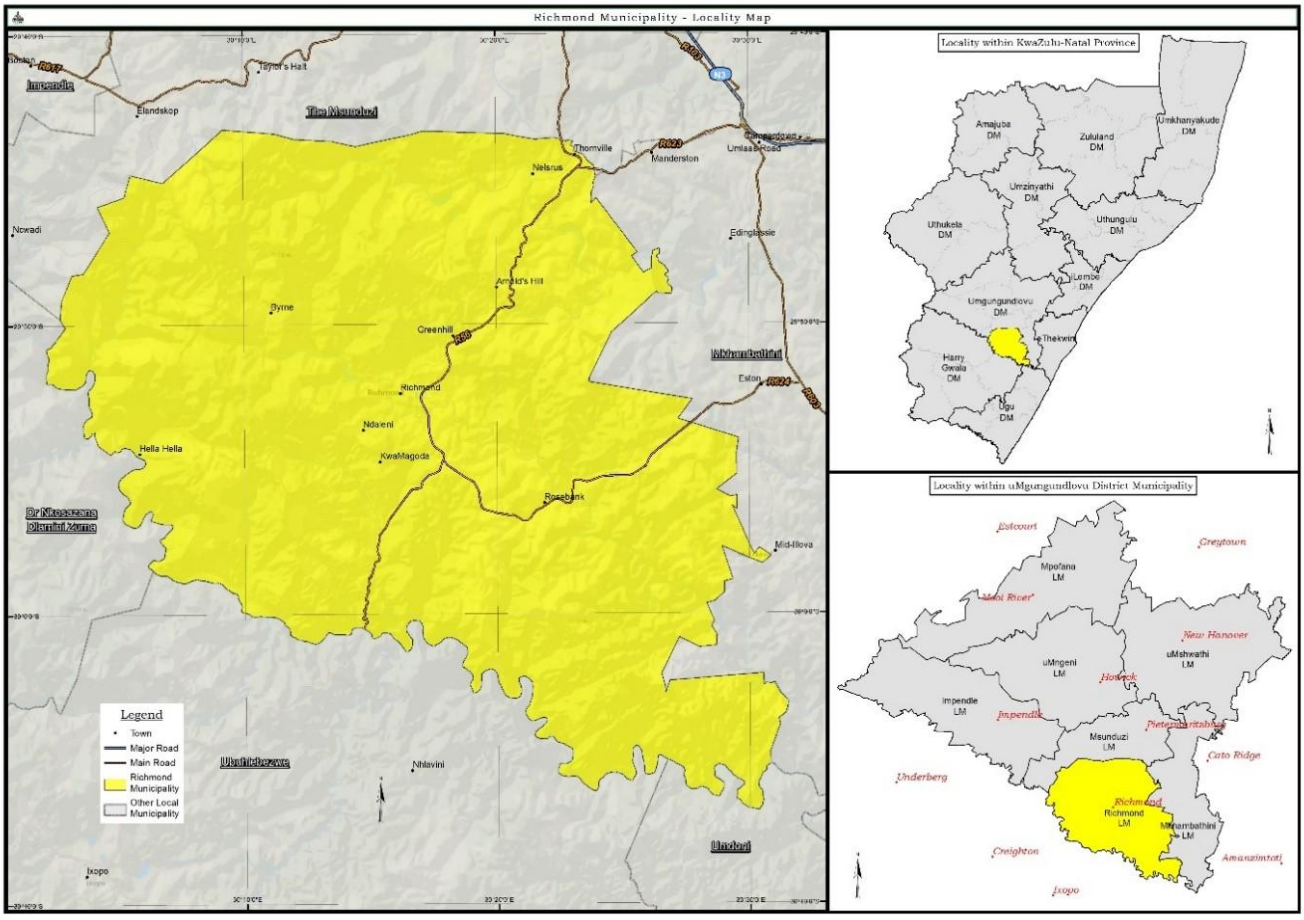
Though it is the requirement for a Type 3 Municipality to compile a LITP, this is the first LITP to be drafted by the Richmond Local Municipality. It should be prepared every 5 years, updated annually and integrated into the IDP process. The following national legislation informs the preparation of the LITP:

- White Paper on National Transport Policy, 1996 (currently under review)
- National Land Transport Strategic Framework, 2006-2011 (currently under review)
- National Development Plan 2030
- National Public Transport Strategy, 2006
- National Freight Logistic Strategy, 2005 (reviewed in 2015)
- Moving South Africa Strategy: 2020
- Minimum Requirements for the Preparation of Integrated Transport Plans, 2007
- Municipal Plans and Policies
- Spatial Planning and Land Use Management, 2013 (Act No. 16 of 2013)
- Provincial Growth and Development Strategy
- Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000)
- uMgungundlovu 5th Generation Integrated Development Plan (2022/2023 – 2026/2027)
- Richmond Local Municipality Integrated Development Plan
- Richmond Local Municipality Spatial Development Plan, (2022-2027)

1.3. Overview of Richmond Local Municipality

The Richmond Municipality (KZ227) is one of the category B municipalities and comprises of seven (7) wards. It is located on the southern part of the UMgungundlovu District Municipality (DC22) and is approximately 38 kilometres south of Pietermaritzburg which is the capital of the KwaZulu-Natal Province. It is bordered by Msunduzi Municipality to the north, Dr Nkosazana Dlamini-Zuma Municipality to the west, Mkhambathini Municipality to the east and Ubuhlebezwe Municipality and UGU Distrct Municipality to the south. It is approximately 1232 square kilometres in extent with an estimated population of 62 754 people accommodated within 13 580 households according to Statistics South Africa Census 2022 data. It is the fourth smallest Municipality within the uMgungundlovu District Municipality family of Municipalities. The map below provides a geographic illustration of the location of the Richmond Municipality in relation to provincial, district and municipal levels:

1.4. Locality Map



Map 1 : Locality Map of Richmond Local Municipality

CHAPTER 2: LAND TRANSPORT VISION AND OBJECTIVES

Developing a land transport vision for the Local Municipality is vital. A vision is a declaration of the Municipality ideals and its long-term objectives. Both the vision and objectives should take into consideration issues relating to mobility, accessibility, socio-economic development, costs, and the environment. These serve to guide all transport planning activities for the Municipality. To ensure that the Municipality vision and objectives are aligned, key policy documents at the different spheres of government have been considered.

2.1 National

2.1.1 National Development Plan 2030

The National Development Plan (NDP) makes it known what the long-term vision for the future development of South Africa. It acknowledges the spatial inefficiencies that characterises existing settlements and commits the national government to developing a National Spatial Framework. It also identifies the need to activate rural economies through the stimulation of small-scale agriculture, tourism and mining investments.

The NDP 2030 policy and planning priorities are:

- Create workable urban transit solutions with public and private components
- Strengthen and optimize freight corridors
- Provide long-distance passenger transport options
- Address rural access and mobility

According to the NDP by 2030 investments in the transport sector will ensure that it serves as a key driver, empowering South Africa and its people, enabling:

- Improved access to economic opportunities, social spaces and services, bridging geographic distances affordably, reliably and safely.
- Economic development, by supporting the movement of goods from points of production to where they are consumed, facilitating regional and international trade.
- Greater mobility of people and goods through transport alternatives that support minimized environmental harm.

2.1.2 White Paper on National Transport

The White Paper on National Transport Policy (1996) states the vision for transport for the country as follows:

"Provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable."

This White Paper is currently under review, but the vision is not expected to change. It has been proposed, though, that greater emphasis may be put on:

- Transport as a system
- The role of spatial planning
- Corridor development and inter-modal linkages
- Behavioural change, especially as it relates to safety
- Non-motorised transport (NMT)
- Energy and environmental considerations
- Unified economic regulation across transport modes
- The "ocean / blue economy"

2.1.3 Local Government: Municipal Systems Act, 2000 (Act No 32 Of 2000)

Section 26 (e) of the Local Government: Municipal Systems Act (MSA), 2000 (Act No 32 of 2000) states that all municipalities are required to prepare an SDF as a core component of the Integrated Development Plan (IDP). The Act further states that the SDF must include basic guidelines for land use and management system for the Municipality. Furthermore, the MSA also states the provision of the Spatial Development Frameworks and they are to be read closely with provisions of Spatial Planning and Land Use Management Act, 2013 (Act No 16 of 2013) for SDFs.

2.1.4 Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013)

The Spatial Planning and Land Use Management Act (SPLUMA), 2013 (Act No. 16 of 2013) is a framework for all spatial planning and land use management legislation in South Africa. The act seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments.

Section 12 (1) of Chapter 4 of SPLUMA states that each Municipality must prepare a Spatial Development Framework (SDF) that establish a clear vision which must be developed through a thorough inventory and analysis based on national spatial planning principles and long-term development goals and plans. The preparation of the SDF must be in accordance with the provision of the MSA.

The following development principles are applicable to all SDFs and they are as follows:

a) Spatial Justice: redressing the past spatial imbalances through improved access to and use of land by disadvantaged communities and persons.

b) Spatial Sustainability: spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability.

c) Efficiency: optimising the use of existing resources and the accompanying infrastructure.

d) Spatial Resilience: there must be flexibility when it comes to spatial plans, policies and land use management systems.

e) Good Administration: all spheres of government must adopt an integrated approach to land use and land development.

2.1.5 National Land Transport Strategic Framework 2015-2020

The NLTSF 2015-2020 sets out the short-term goals for transport planning as follows:

- To adopt an incremental, back to basics approach to transport planning and implementation
- To improve integrated land use and transport planning
- To promote social inclusion and accessibility in transport planning
- To improve transport safety and security
- To reduce the impact of transport on the environment
- To promote sustainable transport modes

The overall Vision of the Department for Transport in the context of the policy framework within which the NLTSF operates, and current national imperatives is to create:

“An integrated and efficient transport system supporting a thriving economy that promotes sustainable economic growth, provides safe and accessible mobility options, socially includes all communities and preserves the environment.”

2.1.6 Draft Green Transport Strategy (2017-2050)

The National Department of Transport (NDOT) is currently drafting the Green Transport Strategy for the country. It states that to address the significant contribution of transport to national GHG emissions, the Department of Transport (DoT) has undertaken to develop a Green Transport Strategy (GTS) which aims to minimise the adverse impact of transport on the environment while addressing current and future transport demands based on sustainable development principles. The strategy will promote green mobility to ensure that the transport sector supports the achievement of green economic growth targets and protecting the environment.

The objectives of the GTS include:

- Enabling the transport sector to contribute its fair share to the national effort to combat climate change in a balanced fashion, considering the DoT and the sector's primary responsibility of promoting the development of the efficient integrated transport systems to enable socio- economic development.
- Promoting sustainable and cleaner mobility development
- Engaging the low carbon transition of the sector, to assist with the aligning and developing policies which promote energy efficient and less carbon intensive mobility.
- Facilitate the sector's just transition to a climate resilient and low carbon economy and society.

It is important to develop a vision that will consider environment factors as outlined in the GTS.

2.2. Provincial

2.2.1. Provincial Growth and Development Strategy

The Provincial Growth and Development Strategy (PGDS) provide KwaZulu-Natal with a reasoned strategic framework for accelerating and sharing the benefits of an inclusive growth through deepened, meaningful, effective and sustainable catalytic and developmental interventions. This must be achieved with a coherent equitable spatial development architecture, putting people first, particularly the poor and vulnerable and other groups currently marginalised, through building sustainable communities, livelihoods and living environments. At the same time, attention also must be given to the provision of infrastructure and services that cater for the needs of the people, in a manner that preserves and restores natural and historical assets and resources. It further acknowledged that public sector leadership, a firm focus on delivery and commitment to accountability, is essential to ensure that this strategy is responded to with resilience, innovation and adaptability. This strategy will continue to lay the foundation for

attracting and instilling investor confidence, as well as to strengthen and expand the existing social compacts between the development partners of this province.

The PGDS also highlights the general spatial intentions and provincial guiding principles which should be pursued within all levels of spatial planning and alignment with the provincial spatial development strategy. The following principles have been extracted from the PGDS and are relevant to transport:

- Principle of Spatial Concentration: Aims to build on existing concentrations of activities and infrastructure towards improved access to communities to social services and economic activities. In practical terms this promotes concentration along nodes and corridors with multi-sectoral investment i.e. roads, facilities, housing, etc. this is envisaged to lead to greater coordination of both public and private investment and result in higher accessibility of goods and services to communities while ensuring more economic service delivery; and
- Principle of Accessibility: Seeks to promote the highest level of accessibility to resources, service, opportunities and other communities. It is linked to transport planning and considers the localised needs for transportation of people and goods by various modes of transport as guided by the scale and function of region.

2.2.2. KwaZulu-Natal Department of Transport Vision

The vision for KZN DOT is simply stated as: *"Prosperity Through Mobility"* This means that all activities of the Department and the way the Department delivers services to communities are intended to increase the wealth and quality of life to all citizens of the province.

2.3. District

2.3.1. Umgungundlovu District Municipality IDP

In terms of the National Land Transportation Act 2009, Districts are the designated planning authorities for area of jurisdiction. According to Umgungundlovu District Municipality, the Integrated Transport Plan was concluded in 2013, however the District is now in the process of reviewing it in collaboration with the Department of Transport in KwaZulu -Natal.

2.4. Local

2.4.1. Richmond Integrated Development Plan

The Municipality's Integrated Development Plan Vision reads as follows:

"By 2042 Richmond Municipality will be an economically vibrant Smart Town and Agricultural Hub offering its citizens a safe, healthy and social environment"

The IDP also discusses the municipal spatial transformation concept which has been formulated and guided by SPLUMA.

2.4.2 Richmond Spatial Development Framework

The Municipality compiled a Spatial Development Framework. The SDF is essentially a tool to guide future development and interventions in context of local conditions and outlines the Richmond Municipal Spatial Transformation Concept. The key pillars of the concept are discussed, and its main objectives are intended to address the integrated development, municipality compacting, structural elements, equal access to land, create sustainable economic development and opportunities which will contribute to job opportunities. In addition to this, the SDF also prioritises development within and along municipal nodes and corridors as well as developing a development partnership with neighbouring municipalities.

CHAPTER 3 : TRANSPORT REGISTER

The transport register has been compiled in accordance with the “Minimum Requirements for the Preparation of Integrated Transport Plans” as published in the Government Gazette on 29 July 2016. Transport Register covers the high level of data collection necessary for the planning of all types or transport infrastructure and operations, which includes:

- Land-use information
- Public transport
  -Bus
  -Minibus Taxis
  -Institutional and organizational arrangement
  -Other public transport services i.e. metered taxis, learner transport, staff transport etc.
- Road infrastructure
- Transport safety
- Freight transport routes
- Airports
- Financial information

The Transport Register provides a high level overview of the status of the transportation system and operations within the Richmond Local Municipality. An overview of the condition of the road infrastructure is also provided. This transport register covers high level assessment required for planning of transport infrastructure and operations. No detail survey surveys have been conducted (except for validation), with most of the information having been obtained from the relevant stakeholders.

3. PASSENGER TRAVEL BEHAVIOUR

The following section describes the travel patterns of learners and workers, as well as general travelling. The information was sourced from the National Household Travel Survey Kwazulu-Natal Profile, 2014.

3.1. Public Transport

3.1.1. Minibus Taxis

Table 1: Taxi Routes in Richmond Local Municipality

Origin	Destination
Richmond Taxi Rank	Durban
Ixopo Taxi Rank	Richmond
Gengeshe	Richmond
Richmond	Eston
Magoda	Richmond
Masangazane	Richmond
Ndaleni	Richmond
Phatheni	Richmond Taxi Rank
Simozomeni	Richmond Taxi Rank
Inhlazuka	Richmond
Pietermaritzburg	Richmond

Source: KZN Department of Transport – Richmond Final IDP 2025/2026

3.1.2. Bus Operations

Table 2: Bus Operations in Richmond Local Municipality

Bus Associations in Richmond Local Municipality	Number of Registered Long Distance Routes	Total Number of Routes
Mashimane	1	1
Intercape Ferreira Mainliner (Pty) Ltd	5	5

3.1.3. Other Transport Services (Learner, Staff, and Metered Taxis)

Table 3: Other Transport Services in Richmond Local Municipality

Associations in Richmond Local Municipality	Number of Registered Long Distance Routes	Total Number of Routes
E-Hailing Services (Uber, Bolt, Taxify etc.)	0	0
Staff Transport (Light vehicles, 7-seaters etc.)	3	1

3.1.5. Transport Provision for Special Needs Person(s)

Richmond Municipality does not currently have a programme for the transportation of passengers with special needs. Passengers with special needs are passengers with not only disabilities but to all passengers with special needs. This includes children between 5 – 14 years of age; women during pregnancy; the aged resulting in age related impairments; physical or cognitive impairments and disabilities or neurological impairments.

3.2. Internal Movements

Internal movement within the study area is taking place at an excessive scale since there are a lot of small rural settlements that contain limited activities and services. This movement is limited to the following:

- Scholars – school pupil who commute from home to the nearby schools. The school facilities are located within the villages which imply that this movement primary exists within each settlement area. However, there are smaller settlements (dwelling within farms) which do not have the school facilities which imply that the children commute long distances to access schools within the nearby settlements.
- Schedule public gatherings – this movement involves members of the public who commute to the community halls and tribal courts when there are scheduled public meetings or events. This movement also mainly exists within the settlement areas since the facilities are located in the main settlements and the majority of the population resides

within these areas. This also implies that the households that reside within farms travel to these settlement areas if they want to access these facilities.

- Workers - this movement occurs daily with people walking from their homes to their workplace either by walking all the way which is common among farm and factory workers or walking to the nearest bus or taxi pick up point.

3.3. External Movements

There is movement from other areas to Richmond Central Business District (CBD). This involves the movement of population from different parts of the study area to seek better commercial activities, employment opportunities and health & social services that do not exist within their locality. This proves that as much as Richmond Town is the economic hub of Richmond Municipality. This movement is motivated by the following:

- Employment – the employment opportunities normally arise within the urban areas due to the agglomeration of economic activities within these areas.
- Commercial services – the lack of diversity in terms of commercial services within other areas implies that most of the population must travel to the CBD for routine and ad-hoc purchases. These purchases would include the grocery for each household.
- Clothing and furniture may be purchased after a few months and years. The local population also travel to the CBD for entertainment purposes since it is developed with a range of leisure outlets.
- Social services - the non-availability of some of the social services within other area also creates a dependency on other municipalities. These include the hospital, education facilities (FET Colleges) and government offices (i.e. Municipality)

3.4. Non-Motorised Transport

Non-Motorised Transport (NMT) is all forms of transport that are human powered, and include walking, cycling, animal powered transport as well as skates, skateboards, push scooters, hand carts and wheelchairs. Non-Motorised Transport (NMT) is expected to play a key role in the provision of affordable, sustainable, and environmentally friendly transportation systems in developing and developed countries around the world. To a large majority of the population,

predominantly in the rural and low-income areas, NMT is the only form of transport available to access employment, schools, service centres and commercial nodes. A high-level overview of Richmond Local Municipality with regards to non-motorised transport reveals the following:

- High level Infrastructure for non-motorised transport is provided in the form of sidewalks within the CBD near the mall areas. However, there are no provisions made for bicycle infrastructure.
- There is a general lack of NMT facilities in the CBD and in the rural
- There is poor NMT connectivity between the different rural areas, which could result in NMT users crossing the higher speed roads and being exposed to accidents
- There is a lack of NMT infrastructure providing safe, direct and continuous links between the rural towns and the CBD areas
- Sidewalks are quite narrow in some areas and do not provide sufficient width to accommodate pedestrian flows. The positioning of street furniture, informal trade activities etc. needs to be addressed where the effective width of sidewalks are reduced.
- The existing sidewalks do not meet the universal access requirements for special needs users.
- Cycling is a mode that is minimally used in Richmond Municipality but has a major potential as a form on non-motorised transport. The provision of infrastructure for cyclists needs to be investigated further if there is sufficient demand

The development of Non-motorised Transport (NMT) infrastructure and networks will promote the use of energy efficient modes such as cycling and walking, thereby reducing the carbon footprint of households. Non-motorised transport links should ideally be added to extend the catchment area of public transport facilities and improve the inclusiveness of existing neighbourhoods. In order to provide more effective and efficient integration of modes and services at key points in the public transport system, the NMT strategy will be focused within a 1km radius of the following public transport facilities: The High Level NMT strategy will take into consideration, not limited to, the following aspects: Visual assessment of the provision, adequate widths, condition of sidewalks, footpaths etc;

- Provision of lighting
- Provision of pedestrian crossings
- Provision of safety barriers for pedestrians
- Highlight safety issues or vehicle-pedestrian conflict

3.5. Freight Transportation

From the road freight perspective, the main road is the R56 forming a north-south corridor and links Pietermaritzburg, Richmond, and Ixopo and the R624 linking Richmond to the coast. The role of R56 is fundamentally important within the regional sphere of influence as it is the main

trunk route that connect KwaZulu-Natal to the Eastern Cape province via N2. The focus of freight in Richmond is focussed round timber, logs and processed wood products.

3.6. Civil Aviation

Pietermaritzburg Airport is situated within uMgungundlovu District, approximately 40.2km from Richmond CBD. The airport is a public category domestic airport with a medium-term potential mainly tourism, offering private flights Airport. Accessibility by air is important from both economic and tourism development, The airport create a limited number of direct jobs but provide a significant boost to the economy.

3.7. Railway Transportation in Richmond

There is one railway line that traverses the municipal area. This railway stations still have buildings in Thornville but are currently not being utilised. These were previously used as station points for the delivery of goods within the municipality. The railway line provides an opportunity as an important economic route as the economy of the municipality expands. With the possibilities of the UDM envisaged to obtain a metro status, the railway line could in future be utilised as a commodity or commuter transport route linking the district to other important economic nodes in the region

3.8. Road Intersections

An intersection is an area, shared by two or more roads, whose main function is to provide for the change of route direction. In addition, the. intersection includes the areas needed for all modes of travel: pedestrian, bicycle, motor. vehicle, and transit. Mushrooming of new rural settlements especially along the existing main roads should be discouraged, if there is any, because it will cause a problem with the road network. This is so since each settlement would require a new access point that will be informally (unregistered) established. In many instances these access points are very dangerous due to the angle of the access point i.e., intersection that do not meet the standards (90 degrees angle) as stipulated by the Department of Transport which limit the visibility by motorists. The possible best solution will be to limit the access points by designing the parallel flank routes along each settlement and ensure that the access on an off point is re-aligned to the 90 angles.

CHAPTER 4 : SPATIAL DEVELOPMENT FRAMEWORK

A Spatial Development Framework (SDF) is conceptual in nature and seeks to contextualise the regional development imperatives while also presenting a spatial overtone of the development strategies as outlined in the municipal Integrated Development Plan (IDP).

It is aligned with the spatial development plans of neighbouring local municipalities, as well as that of the uMgungundlovu District Municipality. The purpose of Chapter 4 of the LITP is to ensure integration and that interaction between transport and spatial development is facilitated in such a way that both elements support and activate each other. The objective is that the mutual impacts on each other be determined and provided for as part of the CITP.

Richmond Spatial Development Framework (SDF) will serve as a strategic framework that directs the implementation of the IDP and guides the overall spatial distribution of current and desirable land uses within a Municipality to give effect to the vision, goals, and objectives of the municipal IDP. The Municipality's SDF will represent a long term (+20 years) plan and is revised in line with the IDP 5-year cycles or annually if required by the municipality.

The Constitution of the Republic of South Africa, (Act No. 108 of 1996) confers to municipalities major developmental responsibilities intended to improve quality of life people residing and/or working within a municipality's area of jurisdiction.

A SDF, therefore, forms part of the systems and procedures at the disposal of the municipality to perform on its developmental mandate and facilitate removal of spatial remnants of the apartheid past. The main purpose of the SDF is to guide the form and location of future spatial development within Richmond Local Municipality. It is a legislative requirement and has a legal status.

The SDF is a primary spatial response to the development context, needs and development vision of the municipality. It is a key land use management tool of the Municipality as it has an important role to play in guiding and managing Municipal decisions relating to the use, development, and planning of land.

Ultimately, the SDF and accompanying package of plans, defines, and facilitates a progressive move towards the attainment of an agreed upon desired spatial form within the municipality's area of jurisdiction.

4.1. Link Between Integrated Development Plan, Spatial Development Plan and Local Integrated Development Plan

Figure 1 below illustrates the relationship between the municipal Integrated Development Plan (IDP), Spatial Development Framework (SDF) and the Local Integrated Transport Plan (LITP). The IDP provides guidance and direction to the SDF and the LITP. It is important for the LITP to be aligned with the SDF to ensure that the developmental vision and goals for the Municipality are realised.

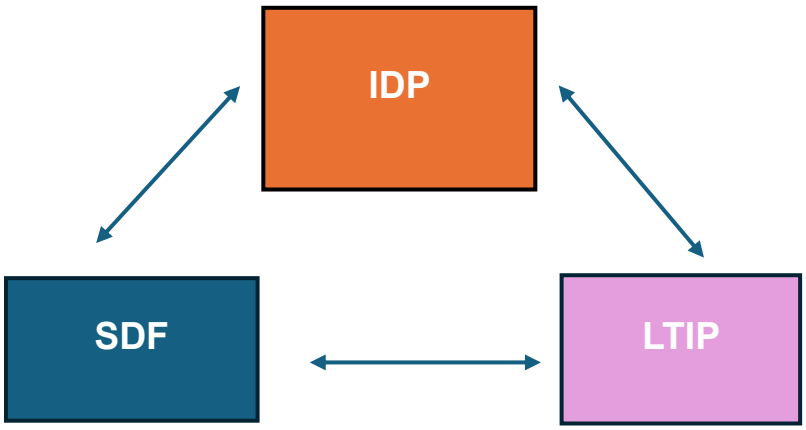


Figure 1: Link Between IDP, SDF and LITP

4.2. Features of the SDF

4.2.1. Primary Corridors

Two main access, activity and mobility routes have been identified as primary development (regional) corridors which have been emphasized during the situational analysis on the transport network segment and these are as follows: The R56 which links the municipality to Pietermaritzburg and Ixopo, eventually unto the south of N2 within the municipality of uMuziwabantu. P24 connects with Eston in Mkhambathini and ultimately links with connects the N3 which has major function to be a mobility corridor to eThekwini from Richmond.

4.3.2. Secondary Corridors

There are a multitude of existing roads that have potential to develop as secondary or sub-regional development corridors. The key existing secondary corridors include the following: D58 and P121 connecting to Elandskop. L3068 linking to Ixopo and Donnybrook. P116, P115, D158, D2169, and L1516 all lead into eThekwini and Eston.

4.3.3. Tertiary Corridors

Tertiary corridors are also known as local corridors because they serve mainly a local function. These routes ensure linkages between settlements and serve as strategic areas for the location of public facilities and webs of settlement. Within Richmond Municipality, these tertiary corridors mainly include the following:

- D63
- D684 leads into KwaGengeshe
- L2761 links Ndaleni and KwaCebelele
- D2225 links Simozomeni and Mgadleleni
- D59 and
- L1642

4.4. Proposed Urban Linkage Activity Spine

The proposed urban linkage that exists within Richmond Local Municipality is the R56 corridor. Along this primary corridor exists great agricultural potential. Development along the R56 will unlock economic opportunities for the municipalities. The corridor connects the small municipality with Pietermaritzburg and the Eastern Cape, offering an endless economic potential.

4.5. Transport Network

A wide-ranging road network exists within Richmond, providing many households with access to road transport. While the national and provincial roads are in a generally good condition, the quality of district and local roads tends to be poor. This is mainly because these roads are gravel, they require regular maintenance and upgrading. During the rainy season, these roads are particularly bad and hamper access to settlements.

4.6.Regional Road Network

The main road linkages in the municipality are R56 forming a north south corridor and links Pietermaritzburg, Richmond, and Ixopo and the R624 linking Richmond to the coast. The role of R56 is fundamentally important within the regional sphere of influence as it is the main trunk route that connect KwaZulu-Natal to the Eastern Cape province via N2. It is a general two-way carriage route which is tar and in a relatively fair condition.

4.7. Primary Road Network in Richmond

The other important provincial routes can be listed as follows:

- P121: which connect Richmond and Impendle.
- P8-1: which connects Richmond with Creighton.
- P24 (R624): which connects Richmond to Mkhambathini.
- P115: which connect Richmond to Mkhambathini (Rural areas)
- P116: which connect Richmond to Mkhambathini (Rural areas)
- P117: which connect Thornville to Eston.
- P334: which connect Thornville to Boston.
- P257: which connects P115 and P116.

Provincial roads within Richmond are in a fair to poor condition. The roads within the town of Richmond although tarred are in a poor condition. In addition, the following issues were also identified with respect to these roads i.e., inadequate storm water drainage, lack of speed humps, lack of adequate electronic traffic calming measures, lack of properly aligned pedestrian walkways and poorly designed parking bays.In the semi-urban areas only the main roads in the Greater Ndaleni area, Hopewell, Thornville, and Byrne Valley are tarred. The remainder of the roads, which are mainly gravel roads, are in poor condition. The following were also identified as issues which needs to be considered:

- Deterioration of existing infrastructure.
- Lack of piped storm water drainage.
- Lack of sidewalks.
- Lack of speed humps and signage
- Overgrown verges.

The rural gravel roads at Inhlazuka, Phatheni, Gengeshe, Mgxobeleni, Masangazane and Somozomeni require regular maintenance.

4.8. Roads to be Upgraded

Below is a list of roads which need to be maintained, upgraded, and constructed, and they are as follows:

- Construction of proper driveways in Harare
- Speed humps in Harding Street
- Rehabilitation of Lamport Street (all streets in Richmond)
- Upgrade roads in Byrne
- Construction of access road and bridges on Siyathuthuka Main Road
- Shiyamphahla/Mkhomazi bridge
- Blacktopping D158 and P115
- Low level crossing at Malizayo to be upgraded
- Access roads at Ngwegwe and other areas
- Roads from Mkhobeni to store need maintenance
- Pedestrian Bridge at Phatheni
- Upgrade the road to Blacktop at Phatheni
- Mkhobeni bridge to be maintained
- Rehabilitation of Rhuwanda bridge

CHAPTER 5: TRANSPORT NEEDS ASSESSMENT

5.1. Background

The legislated requirement specification contained in the Government Gazette in terms of the needs assessment action of the LITP appears to place emphasis on the infrastructure element of the LITP:

In essence (it) must be a description of the process that was followed to identify the upgrading and maintenance of all roads and public transport facilities" and "this should include reference to any pavement management system".

It continues to specify that "the transport needs assessment should be based on the spatial development framework" which is in nature more infrastructure development driven, but then it continues and specifies that it must give adequate attention to measures to promote public transport, the needs of learners and people with disabilities, non-motorised transport, private transport and travel demand estimation.

5.2. Community Surveys

5.2.1. Methodology and Approach

The transport needs assessment was undertaken through a household sample survey and stakeholder engagement process to understand travel patterns, mobility challenges and transport requirements within the Richmond Local Municipality.

The assessment was guided by the Spatial Development Framework (SDF) which identifies settlement patterns, development corridors and key activity nodes within the municipality. Richmond Municipality has a predominantly rural settlement pattern with dispersed villages and farm settlements, which significantly influences transport demand and mobility patterns.

According to municipal demographic data, Richmond Municipality has:

Total Population: ± 62 754 people

Total Number of Households: ± 13 580 households

Settlement structure: rural villages, agricultural settlements and a small urban CBD in Richmond town.

The survey aimed to capture the transport needs of residents living in:

- Richmond CBD
- Ndaleni
- Thornville
- Byrne Valley
- Phatheni
- Inhlazuka
- Gengeshe
- Masangazane
- Simozomeni

These areas correspond with settlement clusters and corridors identified in the SDF.

Household Sample Survey:

A representative household sample survey was conducted to capture mobility patterns across different wards of the municipality.

Sample Size : *Table 4: Household Survey of Mobility Patterns within Richmond*

Indicator	Value
Total households in Richmond	13 580
Sample size used for survey	200 households
Wards covered	7
Survey type	Structured household interviews

The sample size represents approximately 1.5% of total households, which is adequate for indicative transport planning analysis in rural municipalities.

Survey Distribution:

Table 5: Household Survey

Area	Number of Households Surveyed
Richmond Town	40
Ndaleni	35
Thornville	30
Byrne Valley	25
Phatheni	25
Inhlazuka	20
Gengeshe / Masangazane	15
Simozomeni	10
Total	**200**

Data Collection Instrument

A structured questionnaire was used to collect information on household travel behaviour, accessibility to services, and transport challenges.

The questionnaire included the following sections:

Section A: Household Demographics

- Household size
- Employment status
- Monthly income
- Access to private vehicles

Section B: Travel Behaviour

- Main purpose of travel (work, school, shopping, health services)
- Distance travelled daily
- Travel frequency

Section C: Mode of Transport

- Minibus taxi
- Bus
- Private vehicle
- Bakkie / informal transport
- Walking
- Cycling

Section D: Accessibility

- Distance to nearest taxi rank
- Distance to public transport stop
- Travel time to Richmond CBD

Section E: Transport Challenges

- Cost of transport
- Road conditions
- Availability of public transport
- Safety concerns
- Accessibility for disabled persons

Section F: Infrastructure Needs

- Roads
- Public transport facilities
- Pedestrian infrastructure
- Street lighting
- Traffic calming measures

Surveys were conducted through face-to-face interviews with household representatives and supplemented by stakeholder input from schools, taxi operators and local businesses.

5.3. Findings

The household survey revealed several important trends relating to transport demand within Richmond Municipality.

5.3.1 Household Travel Patterns

Most travel trips within Richmond Municipality are related to:

Table 6: Household Travel Patterns

Travel Purpose	Percentage
Work	34%
School / Education	29%
Shopping / Services	21%
Health Services	10%
Social / Other	6%

Key observation:

Most employment and services are concentrated in Richmond CBD, requiring residents from rural settlements to travel long distances.

5.3.2 Main Modes of Transport

Table 7: Main Modes of Transport

Mode of Transport	Percentage of Users
Minibus Taxi	46%
Walking	28%
Bakkie / Informal Transport	11%
Private Car	10%
Bus	3%
Cycling	2%

Key findings:

- Minibus taxis are the dominant mode of transport within the municipality.
- Walking remains the second most common mode, especially in rural settlements.
- Bus usage is very limited due to low service availability.

5.3.3. Travel Distance

Table 8: Travel Distance

Travel Distance	Percentage
Less than 2 km	31%
2 – 5 km	37%
5 – 10 km	22%
More than 10 km	10%

Observation:

Many learners and low-income residents walk between 2–5 km daily to reach schools or taxi pick-up points.

5.3.4 Key Transport Challenges Identified

Table 9: Key Transport Challenges

Challenge	% of Respondents
Poor road conditions (gravel roads)	42%
High transport costs	25%
Lack of public transport in rural areas	14%
Lack of street lighting	8%
Lack of pedestrian facilities	6%
Safety concerns	5%

Key issues raised by communities include:

- Poor condition of rural gravel roads
- Limited public transport services in outlying settlements
- Lack of formal bus stops and shelters
- Poor pedestrian infrastructure near schools

5.3.5 Learner Transport

The survey identified that many learners rely on walking to school.

Table 10: Learner Transport

Mode of Transport (Learners)	Percentage
Walking	58%
Taxi	25%
Private scholar transport	12%
Bus	5%

Challenges include:

- Long walking distances
- Unsafe roads without sidewalks
- Lack of scholar transport programmes in some rural areas.

5.3.6 Non-Motorised Transport (NMT)

Non-motorised transport plays a significant role in Richmond due to its rural nature.

Key issues identified:

- Lack of sidewalks in rural settlements
- Poor lighting along pedestrian routes
- Unsafe crossings near schools
- Limited bicycle infrastructure

5.3.7 Access to Public Transport

Table 11: Access to Public Transport

Distance to Taxi Pick-up Point	Percentage
Less than 500 m	32%
500 m – 1 km	41%

Distance to Taxi Pick-up Point	Percentage
1 – 3 km	22%
More than 3 km	5%

Observation:

- Most residents walk 500 m – 1 km to reach taxi pick-up points

Summary of Key Transport Needs

The survey identified the following priority needs:

- Upgrading rural road infrastructure to improve accessibility to settlements.
- Improved taxi facilities including shelters and lighting.
- Expansion of scholar transport programmes in rural areas.
- Development of non-motorised transport infrastructure, particularly sidewalks and pedestrian crossings.
- Improved street lighting along major pedestrian routes.
- Better integration between rural settlements and the Richmond CBD, which functions as the main economic and service hub.

5.4. Needs Assessment

The transport needs assessment for Richmond Local Municipality is informed by the household survey results, stakeholder engagement, spatial development patterns identified in the Spatial Development Framework (SDF), and the current transport system analysis.

Richmond Municipality is characterised by a predominantly rural settlement structure, with dispersed villages and farm settlements connected to the Richmond Central Business District (CBD) which functions as the primary economic and service hub. The spatial separation between residential settlements and economic opportunities results in significant daily travel demand.

The transport needs assessment therefore focuses on improving:

- Accessibility between rural settlements and economic nodes
- Public transport infrastructure and services
- Non-motorised transport infrastructure
- Road infrastructure and safety
- Transport accessibility for learners and vulnerable groups

5.4.1 Transport Overview

The transport system in Richmond is dominated by road-based transport, with minibus taxis serving as the primary public transport mode. The R56 corridor acts as the main mobility spine, linking Richmond with Pietermaritzburg and Ixopo, while the R624 provides connectivity to coastal areas. The SDF identifies these corridors as key development routes that support mobility, economic activity and access to services.

However, the survey and spatial analysis revealed several constraints within the existing transport system:

- Poor condition of rural access roads
- Limited public transport coverage in rural areas
- Inadequate pedestrian infrastructure
- Limited provision for non-motorised transport
- Insufficient public transport facilities such as shelters and lighting

Addressing these challenges is essential for improving mobility and supporting the municipality's development objectives.

5.4.2 Public Transport Needs

Public transport is the primary means of mobility for most residents in Richmond Municipality. Minibus taxis provide most of the transport services linking rural settlements with the Richmond CBD and other regional centres. Despite the availability of taxi services along major routes, several challenges were identified:

Key Issues

- Limited availability of public transport in remote rural settlements
- Lack of formalised taxi stops and shelters
- Poor lighting and security at taxi ranks and pick-up points
- Limited integration between transport modes
- Limited bus services and irregular service schedules

Transport Needs

The following public transport improvements are required:

- Upgrading and formalisation of taxi ranks and loading areas
- Provision of passenger shelters and seating at major taxi stops
- Improved lighting and security at transport facilities

- Expansion of public transport routes to underserved rural areas
- Improved coordination between transport operators and government stakeholders

5.4.3 Road Infrastructure Needs

The road network is the backbone of the transport system in Richmond Municipality. While the regional road network is generally functional, many local and district roads are in poor condition.

Most roads serving rural settlements are gravel roads which deteriorate during rainy seasons, limiting accessibility to schools, health facilities and economic opportunities.

Key Issues

- Deterioration of gravel roads in rural settlements
- Lack of stormwater drainage infrastructure
- Limited road maintenance
- Poor road signage and markings
- Lack of traffic calming measures

Transport Needs

- Priority infrastructure needs include:
- Upgrading key gravel roads to surfaced roads
- Improved maintenance of district and rural roads
- Installation of stormwater drainage infrastructure
- Improved road signage and road markings
- Traffic calming measures in residential areas and near schools

Improving road infrastructure will significantly enhance connectivity between rural settlements and the Richmond CBD.

5.4.4 Non-Motorised Transport Needs

Non-motorised transport (NMT) plays a significant role in Richmond Municipality due to the high number of residents who rely on walking to access schools, transport facilities and services.

However, the municipality currently has limited pedestrian infrastructure outside the CBD, which presents safety risks for pedestrians.

Key Issues

- Lack of sidewalks in rural settlements
- Poor pedestrian connectivity between settlements
- Unsafe road crossings
- Lack of bicycle infrastructure
- Limited street lighting along pedestrian routes

Transport Needs

The development of NMT infrastructure is critical to improving accessibility and safety.

Priority interventions include:

- Construction of sidewalks along major pedestrian routes
- Development of pedestrian crossings near schools and public facilities
- Improved street lighting in high pedestrian movement areas
- Development of pedestrian bridges in areas with river crossings
- Investigation of cycling infrastructure opportunities

These interventions will enhance mobility, particularly for low-income households and school learners.

5.4.5 Learner Transport Needs

Learners represent a significant proportion of transport users within the municipality. Many learners travel long distances to reach schools, particularly in rural areas where educational facilities are limited.

The survey findings revealed that many learners walk long distances to school, often along roads that lack pedestrian infrastructure.

Key Issues

- Long walking distances to schools
- Lack of safe pedestrian infrastructure
- Limited availability of organised scholar transport
- Lack of safe drop-off zones at schools

Transport Needs

To improve learner mobility and safety, the following interventions are required:

- Expansion of subsidised learner transport programmes
- Development of pedestrian infrastructure near schools
- Provision of safe learner drop-off and pick-up zones
- Improved road safety measures around schools

These interventions should be implemented in collaboration with the Department of Education and the Department of Transport.

5.4.6. Transport Needs for Special Needs Passengers

The municipality currently has limited infrastructure and services that cater for passengers with disabilities and other special needs.

Key Issues

- Public transport vehicles not designed for disabled access
- Lack of universal access infrastructure
- Inadequate pedestrian facilities

Transport Needs

Key interventions required include:

- Provision of accessible sidewalks and ramps
- Ensuring public transport facilities accommodate persons with disabilities
- Training of public transport operators on accommodating passengers with special needs
- Improved signage and accessible infrastructure at transport facilities

These interventions will promote inclusive mobility within the municipality.

5.4.7 Economic and Freight Transport Needs

The Richmond economy is strongly influenced by agriculture and forestry activities, which generate freight movement within the municipality.

Freight movement is primarily concentrated along the R56 corridor, which connects the municipality with regional markets.

Key Issues

- Heavy vehicles using rural roads not designed for freight
- Limited freight logistics infrastructure
- Road deterioration caused by heavy freight vehicles

Transport Needs

Key freight transport interventions include:

- Strengthening and upgrading freight routes
- Improving road maintenance on major freight corridors
- Coordination with provincial authorities on freight movement management

The transport needs assessment highlights the need for integrated transport interventions that address infrastructure deficiencies, improve accessibility, and support economic development within Richmond Municipality.

Priority transport interventions include:

Upgrading rural road infrastructure

- Improving public transport facilities and services
- Expanding non-motorised transport infrastructure
- Supporting learner transport programmes
- Enhancing accessibility for vulnerable users

These interventions should be aligned with the Spatial Development Framework and the municipality's long-term development vision, ensuring that transport investments support spatial integration and improved accessibility across the municipality.

5.4.1. Transport Overview

This section focuses on the needs as identified by households, school principals and industries during the sample surveys. The needs assessment will provide the present problems and needs that can be translated into projects for prioritisation.

5.4.1.1. Public Transport Analysis

Table 12: Public Transport Analysis

Mode of Transport	Supporting Infrastructure	Barriers/ Challenges	Proposals/ Key Interventions
1. MinibusTaxi	• Users in Richmond have sufficient access to taxi rank facilities • Some outer lying rural areas such as Inhlazuka have low number of passengers accessing taxis	• Lack of Shelters around Taxi ranks • Street lights to offer safety and security by keeping areas well lit • Driver behaviour and conduct towards passengers	• Fast track the provision of shelters at the taxi rank • Maintain street lights frequently to avoid outages • Law enforcement presence must increase
2. Bus	• There is poor provision of bus stop facilities such as shelters and bus stop signage • There is no designated lanes for buses	• Lack of bus routes and frequency of bus travel in Richmond • Low demand for buses • Distance from homes to bus stops • Travel time and schedule of bus	• Improvement of access facilities • Provide learner buses at schools
3. Bakkie	• Fair amount of the population are travelling with road worthy bakkies/vans • Gravel roads are accessed by this mode of transport	• Safety and security on the roads • Potential overloads whilst travelling long distances away from the Richmond CBD	• Provision of Street lights outside Richmond CBD • Increase visibility of Law enforcement in to address road worthiness of

		• Lack of traffic calming facilities e.g. speed humps • Road signage visibility • Street lights	Bakkies and vans
4. Private Car	• Large contingency of users and owners are in Ward 1 • High percentage of users have access to Municipal roads • Roads are in fair condition and mostly tarred especially around the CBD •	• Use of private vehicles is expensive • Traffic congestion around CBD • Access and distance to Petrol filling stations • Potholes and uneven terrain • Law enforcement to restrict unlawful usage of vehicles by drivers	• Promote usage of public transport to combat traffic • Ensure potholes are addressed efficiently and effectively • Increase road safety for users

CHAPTER 6: PUBLIC TRANSPORT PLAN

6.1. Background

All District Municipalities and Local Municipalities are required to formulate an Integrated Transport Plan (ITP). Within the ITP, these entities are required to develop a Public Transport Plan (PTP), this plan should highlight whether the transport service within the area covered is by the Plan are contracted or not, subsidized or not or whether there are many modes or only a single mode of transport in operation.

6.2. Public Transport Strategies

Broad public transport strategies which have been informed by Chapter 5 of the ITP:

- Measures to promote public transport
- Needs of learners
- Special needs passengers
- Needs of industries
- Modal integration

Each of the above strategies will contain brief summary of national and provincial strategies; specific principles and objectives to be achieved; proposed strategies (including focus areas); and plan of action.

6.2.1 Measures to Promote Public Transport

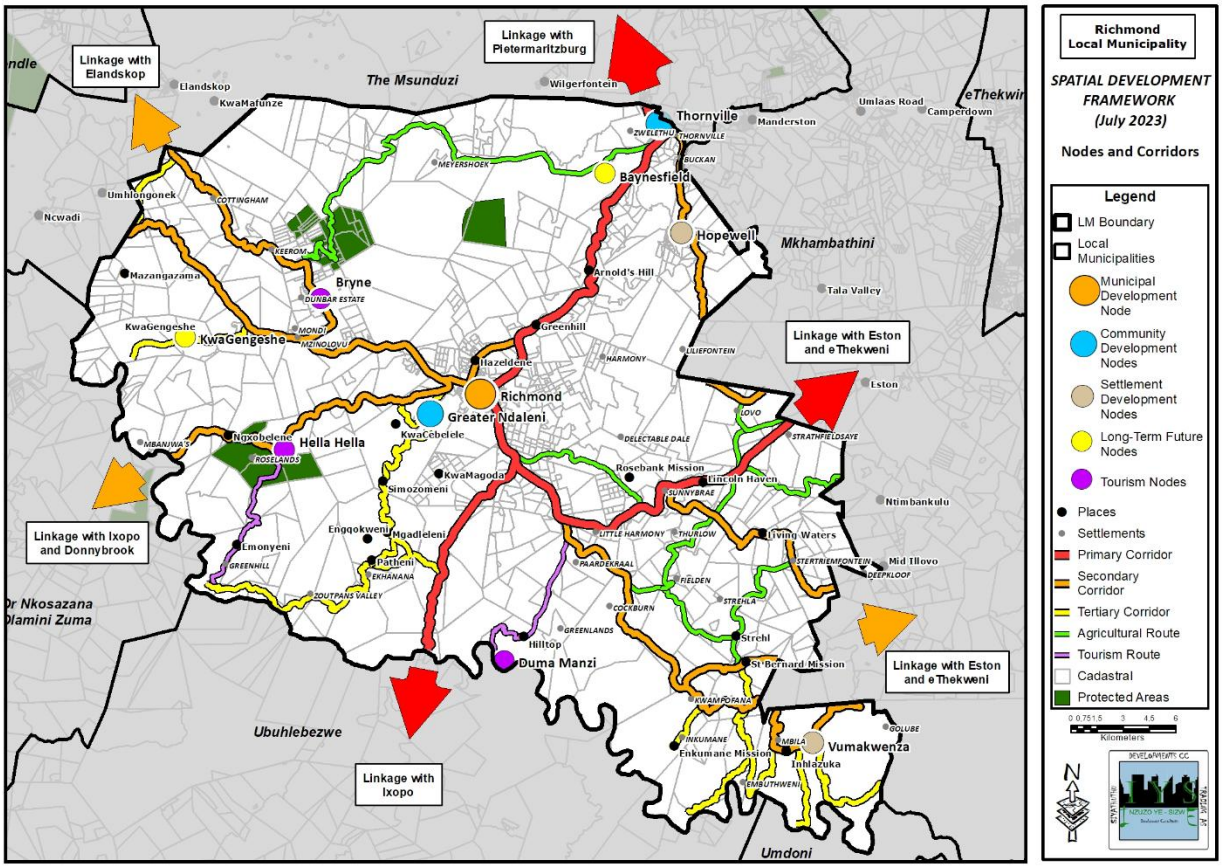
6.2.1.1 Principles and Objectives

The following are measures considered to promote public transport within the Richmond Local Municipality :

- Increase utilisation of bus, taxi and meter taxi services
- Improve safety and security of public transport
- Improve quality and reliability of public transport and efficiency

6.2.2 Proposed Strategy

Chapter 4: Spatial Development Framework provided the basis of the proposed strategies where the development nodes and corridors were identified. The maps below is an illustration of the development nodes and corridors within the Municipality, and they are in line with the municipal SDF.



Map 2 : Nodes and Corridors in Richmond LM

The proposed strategy to promote public transport is as follows:

- Public transport must be improved along all the major corridors
- Improve public transport that feeds into and out of the main rural nodes of the Municipality.
- Ensure that public transport system is safe, acceptable and reliable.
- Ensure that public transport facilities are safe, secure and accessible.
- To improve institutional arrangements between stakeholders.

6.2.2.1 Plan of Action

The following are some specific projects that could be implemented to promote public transport within the Municipality:

- Provision of multimodal facilities for public transport at the primary and secondary nodes to enhance the integration of the different modes of public transportation.
- Empower public transport drivers and operators on public transport systems.
- Develop and improve public transport facilities in areas outside of major nodes.

6.2.3. Needs of the Learners

In Chapter 5: Transport Needs Assessment of the LITP revealed that learners rely on both public and private transport within the Municipality. It appears that transport operators do not offer learners a reduced transport fare and do not ensure that learners are transported efficiently and safely. In instances where there is organised transport for learners, the parents are the ones responsible for organizing such transportation. The interviews further revealed that learners walking or cycling to school are using unsafe roads to do so. The learners using private and public transport upon their arrival at school, there are no dedicated drop off and pick up zones which makes it unsafe for learners who are dropped off along busy roads. The KwaZulu-Natal Department of Transport (KZNDoT) carries the responsibility of providing subsidised learner transport.

6.2.3.1. Relevant National and/or Provincial Strategies

The National Land Transport Act (5 of 2009) in Section 72 deals with the transporting of scholars, students, teachers or lecturers. In this section, it is stated that the Minister may prescribe regulations on special requirements for those services, including, but not limited to ;

- requirements for supervision of scholars;
- special requirements for drivers;
- requirements for insurance;
- documents that must be kept in the vehicle and special vehicle markings or livery; and
- requirements that drivers of other vehicles must stop those vehicles in the vicinity of vehicles loading or offloading scholars or students.

The Policy on Learner Transport for Public Schools 2013 new era in the governance of learner transport in the country. The policy caters for contracted and non-contracted service providers within the broader spectrum of learner transportation. The development of this Provincial Learner Transport Policy falls within the context of National Transport Policy and Regulations for Safety Measures on Public and Independent Schools. The policy seeks to support on-going efforts by Government to address the socio and economic development of the country and regulate the movement of learners in any school activity. This policy seeks to recognize the need to bring a uniform safe approach to the transportation of learners and the fulfilment of the constitutional mandate of the Department of Transport to provide a safe and efficient transport system.

6.2.3.2. Principles and Objectives

- To provide safe, reliable, accessible and affordable transport for learners.
- Implement and maintain non-motorised transport for learners.
- To limit to less than 5 kilometres the distance learners must walk to and from school, failing which the relevant department/s must provide an alternative. Chapter 5: TNA provided the basis of the walking distance by learners.
- To improve institutional arrangements for organized transport alternatives for learners.

6.2.3.3. Proposed Strategy

Improve the relationship between the Municipality, DoE and DoT to jointly to address matters of learner transportation.

- DoT must ensure that learners are provided with subsidized transport.
- DoT must ensure safety of learners making use of public transport.
- DoE and DoT must ensure safety of learners when walking or cycling to school.
- DoE must ensure that schools have adequate infrastructure for the safe passage of learners
- within the vicinity of the schools.
- Relevant law enforcement agencies must ensure that leaners are transported in clearly
- marked vehicles.
- Relevant law enforcement agencies must ensure that public transport operators have the
- necessary permits to transport learners and they must be insured.
- Empower public transport drivers and operators on public transport systems related to the
- transportation of learners.

6.2.4. Special Needs Passengers

The Richmond Local Municipality does not currently have a programme for the transportation of passengers with special needs. Passengers with special needs are passengers with not only disabilities but to all passengers with special needs. This includes children between 5 – 14 years of age; women during pregnancy; the aged resulting in age related impairments; physical or cognitive impairments and disabilities or neurological impairments.

6.2.4.1. Relevant National and/or Provincial Strategies

The National White Paper on Transport Policy, 1996 requires of local authorities to set up programmes for the efficient and safe transportation of passengers with special needs. The National Public Transport Strategy and Action Plan of 2007 sets a 100% target for public transport and public transport infrastructure that is friendly to passengers with special needs.

6.2.4.2 Principles and Objectives

- To provide safe, reliable and accessible public transport services for passengers with special needs.
- To provide safe and accessible public transport infrastructure for passengers with special needs.

6.2.4.3 Proposed Strategy

- To ensure that passengers with special needs are provided with safe and reliable public transport.
- To ensure that public transport facilities are friendly to passengers with special needs.
- To ensure that public transport drivers and operators are adequately trained to facilitate a safe and
- smooth transportation of passengers with special needs.
- To ensure that all public transport and facilities user-friendly for passengers with special needs
- must be clearly marked.
- To ensure that passengers with special needs are charged a reduced fare.

CHAPTER 7: TRANSPORT INFRASTRUCTURE STRATEGY

The White Paper on Transport Policy defined the mission statement for transport infrastructure as follows: To facilitate the establishment, maintenance and efficient utilisation of adequate transport infrastructure and facilities that will enhance the accessibility of integrated inter-modal services for both passenger and freight transport. The goal of transport infrastructure as described in the White Paper on Transport Policy is: To co-ordinate, facilitate and provide efficient and effective transport infrastructure for all private, public and freight transportation.

The scope of the information and decision support systems has been defined as:

- A central road network register, with spatial display in a related Geographic Information System
- A pavement management system
- An unpaved road management system
- A bridge management system with bridge inventory
- An inventory management system for road furniture, including drainage assets
- A traffic information system.

The transport infrastructure strategy of the LITP deals with the maintenance and provision of all types of transport infrastructure including infrastructure for non-motorized modes and road-based modes. The following types of infrastructure projects are generally included.

7.1. Infrastructure Maintenance

The road network is of critical importance for the efficient functioning of the overall transport system. The availability of an efficient and well-maintained road network is vital for the economic well-being of the Richmond Municipality. The aim is to ensure that the road network is efficiently managed at an optimum condition. This will be achieved by applying best practice principles in assessing the road network and carrying out the required road maintenance interventions timeously and within budget.

For infrastructure to be kept at an acceptable and good working order it is important that it be maintained when required. The main advantages of maintenance include:

- Prolonged life and reduced rate of deterioration
- Reduced operating costs
- Reduction in accidents
- Reduction on CO2 emissions and wastage of fuels
- Reduction of large capital investment required for reconstruction.

7.1.1. Road Upgrades

Table 13: Mpumalanga Based Projects (Richmond)

Current Projects			
Richmond Zone	Internal Team	P5/3,P5/4,P575	Blacktop Patching complete
Richmond Zone	Internal team	P121,P334,	Blading in progress
Richmond Zone	Internal team	D188,L50	Blading in progress
Richmond Zone	Internal team	L2103	Blading in progress

Source : KZN Department of Transport – Richmond DC 22 Presentation March 2026

Table 14: Mpumalanga Current Projects

Contract Number	Description	Contractor Name	Completion Date
ZNB01228	Richmond Zone	Sihlahlasiyahluma JV TSI	November 2025
ZNB02586	Richmond Zone (New)	Adjudication	TBC

Source : KZN Department of Transport – Richmond DC 22 Presentation March 2026

Table 15: Rehabilitation Projects by Head Office

Road No.	Start kms	End kms	Financial Year	Local Municipality	Status	Budget Allocation
P334	0.00	4.17km	2023/2024	Richmond	Terminated	R72 671 791,00

Source : KZN Department of Transport – Richmond DC 22 Presentation March 2026

Table 16: Upgrades and Bridges by the Region/District

Road No.	Description	Kms	Local Municipality	Status
D158	Construction of D158 Bridge	17.9 km	Richmond KZ227 Ward 4	Design Stage

Source : KZN Department of Transport – Richmond DC 22 Presentation March 2026

CHAPTER 8: TRAVEL DEMAND MANAGEMENT (TDM) STRATEGY

The supply or construction of new road infrastructure to meet the growing transportation demand will ultimately attract more vehicle traffic and congestion and warrant even further upgrades in future resulting in cities continuously trying to build their way out of congestion. To end this cycle, transportation systems worldwide are undergoing a paradigm shift from supply side to demand side. Transportation Demand Management (TDM), also called Travel Demand Management is a strategy which aims to maximize the efficiency of the transport system by discouraging unnecessary private vehicle use and promoting and encouraging more effective, healthy and environmentally friendly modes of transport, i.e. public transport and non-motorised transport.

Rather than increasing supply by widening or building new roads, TDM is an effective tool which focuses on managing the demand side of the transportation equation by:

Influencing traveller behaviour to use the existing built environment or infrastructure in more efficient ways;

- Focusing on understanding how people make their transportation decisions and helping travellers to make use of the infrastructure for public transport, ridesharing, walking, cycling
- Providing expanded options to reduce or redistribute the actual travel demand, or number of vehicles placed on transportation facilities;
- Guiding the design of transportation and physical infrastructure so that cost- effective alternatives to driving are naturally encouraged and transport systems are better balanced.

The greatest impacts can be achieved by combining cost effective TDM solutions together with

properly designed infrastructure and can be achieved in some of the following ways:

- Provision of non-motorized transport and universal access infrastructure
- Lowering off-street parking minimums for new developments
- Congestion pricing, monetary incentives to switch modes, car sharing, bike sharing etc.)
- Collaborating with employers (employee transit benefits and subsidies, employer organized carpools, priority parking for carpools, flexible work schedules, showers, changing rooms and secure bike parking to encourage employees to cycle to work)
- Improving public transportation (simplified fare structure and payment, accurate real-time information, standardized wayfinding, integrated transportation systems)
- TDM-friendly policy decisions, programs and legislation which can be used as a tool to balance transportation investments and avoid the problems associated with excessive motorisation such as traffic congestion and pollution.

8.1 OBJECTIVES OF A SUCCESSFUL TDM STRATEGY

Travel demand management is a cost-effective alternative to increasing road capacity and use public

transport more efficiently. The main objectives of a successful TDM strategy are:

- Improved public health and fitness through healthier lifestyle choices
- Reduced traffic congestion – when fewer vehicles are competing for road space, traffic moves more quickly, average travel time reduces and subsequently the environmental impact of idling vehicles is reduced
- Road cost savings – reduced costs to build, maintain and operate roadway systems
- Consumer savings – transportation cost savings to consumers by making alternative transportation more affordable
- Safe, resilient and liveable communities
- Environmental benefits – energy conservation and emission reductions
- Well-connected places and efficient land-use – more accessible community design
- Improved mobility options, more sustainable travel choice and behaviour

8.2 TDM IN A SOUTH AFRICAN CONTEXT

Developing countries tend to be characterised by low car ownership, and captive dependence on public transport and non-motorised transport. South Africa is unique due to apartheid era planning processes which designed towns and cities to spatially separate race groups, resulting in people travelling long distances from home to access employment, schools and recreation. Car ownership is high in South Africa compared to other developing countries and is greatly influenced by income. The result is that car dependency is typical of middle- high income groups.

Transport needs to provide efficient, integrated services that reach the people that are captive to public transport – to meet the basic transportation needs of these lower income groups but also be attractive to potential new users from the middle-high income groups. In the South African context, there has been difficulty in implementing TDM measures relating to mode shift to public transport in middle-high income areas which are the largest contributors to commuter congestion. Public transport usage is a function of congestion and convenience.

In the City of Cape Town and Gauteng congestion is significant and therefore public transport patronage amongst the middle to high income groups is good. Conversely in Richmond, congestion levels are low and the number of vehicle owners are low. TDM is particularly appropriate in developing countries, because of its low costs and multiple benefits. Since TDM is a relatively new concept and the unique South African situation, this places great importance on

pilots/ trials of proposed TDM measures. This allows measures to be adapted and refined to best suit the area of implementation. Also, emphasis should be placed on undertaking detailed surveys of the potential users specific to the area to gauge their attitudes, perceptions and willingness to use the proposed TDM measure.

8.3. KEY TRAVEL DEMAND MANAGEMENT STRATEGIES

8.3.1.Land Use and Transport Integration

- Encourage higher-density development within the Richmond CBD and along main transport routes.
- Promote mixed-use development to reduce the need for long-distance travel.
- Locate public facilities such as schools, clinics and government services within accessible areas.
- Align land-use approvals with public transport routes and mobility corridors.

8.3.2. Promotion of Non-Motorised Transport (NMT)

- Provide sidewalks and pedestrian walkways along major roads and routes used by learners.
- Develop safe pedestrian crossings near schools, clinics and public transport facilities.
- Improve street lighting in high pedestrian movement areas.
- Introduce traffic calming measures in residential areas and near schools.
- Provide universal access infrastructure for persons with disabilities.

8.3.3. Public Transport Support and Optimization

- Upgrade and formalize taxi ranks in the Richmond CBD and key settlements.
- Provide formalised public transport stops and shelters along main routes.
- Improve road infrastructure serving key public transport routes.
- Facilitate engagement with taxi associations on route planning and service improvements.
- Improve passenger safety through lighting and surveillance in transport facilities.

8.3.4. Learner Transport Demand Management

- Identify key learner travel routes within the municipality.
- Implement safe pedestrian infrastructure along school routes.
- Collaborate with the Department of Education to support scholar transport programmes.
- Introduce school transport management plans where necessary.

8.3.5.Travel Behaviour Change and Awareness

- Conduct public awareness campaigns promoting walking and public transport.
- Encourage carpooling and lift club systems among municipal employees and residents.
- Partner with local employers to promote alternative travel arrangements.

8.4. Pedestrian Tracks and Bridges

The Municipal area is predominantly rural in nature, and the majority of people walk as a mode of transport, thus creating a network of pedestrian paths. T Bridges promotes pedestrian safety especially for school children, the elderly, and the public. It facilitates the safe transport of agricultural goods, farm livestock and general amenities to neighbouring urban towns. The municipality needs to upgrade and construct new bridges especially in areas like Ezulwini as also indicated in the IDP (2021/22), Siyathuthuka main road in Ward 2, Shiyamphahla/mkhomazi bridge in ward 5, Pedestrian Bridge at Phatheni in Ward 6, Mkhobeni and Rhuwanda bridges need to be maintained.

8.5. Road Markings and Road Signage

Most road signs can only be seen in the urban area of the municipality, along the R56, and very minimal in the rural sections of the municipality. Non-motorised Transport Road signage and road marking are lacking especially on roads near schools and along tourism attraction areas. There is a need to have such road markings for the safety of all Richmond residents.

8.6. Pavements

Most of the public generally considers pedestrian facilities to be limited to sidewalks; however, they encompass a much broader scope of services and facilities. Pedestrian facilities include, but are not limited to, traffic control devices, curb ramps, grade separations (overpasses and underpasses), crosswalks, and design features intended to encourage pedestrian travel (such as traffic calming devices including speed bumps or centre refuge islands). In general, these facilities parallel the roadway system and are provided as part of the public right-of-way. In the case of Richmond Municipality, the latter is generally provided in Richmond Town as is non-existent in the rest of the Municipal area.

CHAPTER 9: FRIEGHT TRANSPORT STRATEGY

Freight transport plays a vital role in supporting economic development within Richmond Local Municipality by facilitating the movement of goods between rural production areas, local markets, and regional economic hubs. An efficient freight system is essential for reducing logistics costs, improving market access, and enhancing the competitiveness of local industries. This chapter assesses the current freight transport environment, identifies key challenges, and proposes strategies to improve freight movement within the Municipality.

9.1. Freight Transport Context

Richmond Local Municipality is predominantly rural, with freight activities largely associated with:

- Agricultural production, including timber, crops, and livestock
- Local retail and small-scale trade
- Movement of goods to and from areas such as Pietermaritzburg, Durban and Eastern Cape
- Delivery of construction materials for infrastructure development

Freight movement is primarily road-based, with limited or no rail freight integration within the Municipality.

9.2. Freight Network and Key Routes

Freight transport in the Municipality relies on a hierarchy of roads, including:

Primary Freight Routes

- Main access routes linking Richmond to regional economic hubs such as R56 and the N3
- Key corridors such as the Siyathuthuka–Magoda route serving rural settlements

Secondary Freight Routes

- Collector roads connecting farms and rural areas to main roads
- Gravel roads providing direct access to agricultural land and rural settlements

9.3. Key Freight Challenges

The Municipality faces several constraints affecting efficient freight movement:

1. Poor Road Conditions
- Deterioration of surfaced roads
- High proportion of gravel roads limiting heavy vehicle access
2. Limited All-Weather Accessibility
- Roads become impassable during heavy rainfall
- Inadequate stormwater infrastructure
3. Lack of Freight Facilities
- No dedicated loading/offloading zones
- Absence of logistics hubs or freight consolidation points
4. Safety Concerns
- Interaction between freight vehicles and pedestrians
- Limited road signage and traffic calming measures
5. Overloading and Road Damage
- Heavy vehicles contribute to accelerated road deterioration especially along Durban Road

9.4. Opportunities for Freight Development

Despite challenges, the Municipality has several opportunities:

- Strengthening agricultural value chains
- Improving rural-urban linkages
- Leveraging proximity to Pietermaritzburg and Durban
- Upgrading strategic corridors to support economic growth nodes

Freight transport is a key enabler of economic development in Richmond Local Municipality. Improving road infrastructure, enhancing connectivity, and developing basic freight facilities will significantly improve the efficiency of goods movement and support local economic growth.

CHAPTER 10: OTHER TRANSPORT STRATEGIES

In addition to the core transport planning components of the Integrated Transport Plan, several cross-cutting strategies are required to ensure that the transport system functions efficiently, safely and inclusively. These supporting strategies address issues related to non-motorised mobility, safety, enforcement, tourism mobility and institutional coordination.These strategies support the objectives of the National Land Transport Act and align with the spatial restructuring objectives of the Richmond Spatial Development Framework.

10.1. Non-Motorised Transport (NMT)

- Develop sidewalks and pedestrian pathways along primary mobility routes.
- Provide pedestrian crossings near schools, clinics and transport facilities.
- Improve lighting along major pedestrian routes.
- Introduce traffic calming measures in residential neighbourhoods.
- Develop cycling infrastructure where feasible.
- Ensure universal access design for persons with disabilities.

10.2. Safety and Security

- Improve lighting at taxi ranks and transport nodes.
- Introduce visible policing and security presence at major transport facilities.
- Install surveillance systems where feasible.
- Promote community participation in safety monitoring.
- Improve maintenance of transport infrastructure to reduce safety hazards.

10.3. Road User Safety

- Identify accident hotspots within the municipal road network.
- Improve road signage and markings.
- Conduct road safety awareness campaigns in partnership with schools and community organisations.

10.4. Law Enforcement

- Increase traffic law enforcement visibility along major routes.
- Conduct regular roadblocks and vehicle compliance inspections.
- Address illegal public transport operations.
- Enforce parking regulations within the Richmond CBD.
- Collaborate with provincial traffic authorities to strengthen enforcement capacity.

10.5. Tourism Transport

- Improve road access to tourism sites and cultural attractions.
- Provide directional signage to tourism destinations.
- Support local tourism transport services where feasible.
- Integrate tourism routes into municipal transport planning.
- Coordinate with local tourism stakeholders to improve visitor mobility.

10.6. Institutional Arrangements

- Strengthen coordination between Richmond Municipality and the KwaZulu-Natal Department of Transport.
- Improve interdepartmental coordination between Traffic, Planning and Development, Technical Services and Community Services units.
- Establish stakeholder engagement platforms with taxi associations and community organisations.
- Monitor and evaluate implementation of transport strategies within the Integrated Transport Plan.

10.7. Accessible Transport System

- Improve accessibility of sidewalks and pedestrian routes.
- Ensure public transport stops are accessible to persons with disabilities.
- Promote awareness of inclusive transport planning.

CHAPTER 11: FUNDING STRATEGY AND SUMMARY OF PROPOSALS AND PROGRAMMES

11.1. Introduction

The implementation of the Integrated Transport Plan requires a coordinated programme of transport projects, policy interventions and institutional actions to improve mobility and accessibility within Richmond Municipality.

This chapter outlines the implementation framework, identifies priority transport projects, and establishes a phased implementation programme to guide transport investment within the municipality over the medium to long term.

The implementation programme is aligned with the spatial development objectives contained in the Richmond Spatial Development Framework and the municipal Integrated Development Plan (IDP).

11.2. Implementation Framework

The implementation framework focuses on the following key transport priorities:

- Improving accessibility between rural settlements and the Richmond urban areas
- Strengthening public transport infrastructure and facilities
- Enhancing pedestrian and non-motorised transport infrastructure
- Improving road safety and traffic management
- Supporting tourism mobility and local economic development
- Strengthening institutional coordination and transport governance

Successful implementation will require collaboration between the key stakeholders and representatives of the following;

- Richmond Municipality
- KwaZulu-Natal Department of Transport
- Public transport operators
- Community stakeholders
- National government departments

11.3. Priority Transport Projects

The following priority projects have been identified to improve mobility and accessibility within Richmond Municipality.

11.3.1. Richmond Taxi Rank Upgrade

Upgrade and formalisation of the existing taxi rank to improve passenger safety, circulation and operational efficiency.

- Formalised taxi loading bays
- Passenger shelters and seating
- Lighting and security improvements
- Informal trader facilities
- Improved pedestrian access

11.4. Institutional Responsibilities

The successful implementation of the Integrated Transport Plan will require coordination between various institutions.

Institution	Key Responsibility
Richmond Municipality	Local transport planning, infrastructure development and maintenance
KwaZulu-Natal Department of Transport	Public transport regulation, infrastructure funding and provincial coordination
National Department of Transport	Policy development and national transport funding
Public Transport Operators	Ensuring safe and efficient movement of commuters

11.6. Funding Sources

There are various sources of funding for transport projects, for both the LITP proposed projects and those in the IDP and SDF. They include:

- Equitable share allocation from National Treasury
- Municipal Infrastructure Grant (MIG)
- Grant funding from the KwaZulu-Natal Department of Transport
- Integrated Development Funding Grant
- Urban Settlements Development Grant
- Expanded Public Works Programme Integrated Grant for Municipalities
- Public Transport Network Grant
- Public Private Partnerships

CHAPTER 12: STAKEHOLDER CONSULTATION

12.1 Introduction

Stakeholder consultation forms a critical component of the Integrated Transport Plan (ITP) preparation process. The development of a transport system that is responsive to the needs of the community requires active participation and engagement with key stakeholders involved in transport planning, operations and governance.

The consultation process enables Richmond Municipality to obtain valuable input from affected stakeholders, identify transport challenges experienced by users of the transport system, and ensure that proposed transport strategies and interventions reflect the needs and priorities of the community.

In accordance with the principles of cooperative governance and participatory planning, stakeholder engagement was undertaken throughout the development of the Integrated Transport Plan.

12.2 Objectives of Stakeholder Consultation

The key objectives of the stakeholder consultation process were to:

- Obtain stakeholder input on transport challenges and mobility needs within the municipality
- Identify priority transport infrastructure and service improvements.
- Facilitate coordination between transport stakeholders and government institutions.
- Promote transparency and inclusivity in the transport planning process.
- Ensure that the Integrated Transport Plan reflects community needs and local development priorities.

12.3 Stakeholder Identification

A wide range of stakeholders were identified and consulted during the preparation of the Integrated Transport Plan. These stakeholders represent institutions involved in transport planning, transport service provision and community representation.

Key stakeholders include

- Richmond Municipality
- KwaZulu-Natal Department of Transport
- Public Transport Operators (Taxi Associations)
- South African Police Service (SAPS)
- Local Business Community
- Educational Institutions
- Community Representatives
- Tourism Stakeholders

12.4 Stakeholder Engagement Process

Stakeholder engagement is to be conducted through a range of consultation mechanisms to ensure broad participation and input.

- Stakeholder workshops
- Meetings with transport operators and taxi associations
- Intergovernmental consultations with provincial departments
- Community engagement through municipal structure
- Internal municipal consultations with relevant departments