



OVERBERG
DISTRICT INTEGRATED TRANSPORT PLAN
2020 - 2024



Western Cape
Government

BETTER TOGETHER.

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REVISIONS

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List of Acronyms and Abbreviations

Abbreviation	Description
ASOD	Average Speed Over Distance
CoGTA	Cooperative Governance and Traditional Affairs
CRDP	Comprehensive Rural Development Programme
DED&DP	Department of Environmental Affairs and Development Planning
DEDAT	Department of Economic Development and Tourism
DITP	District Integrated Transport Plan
DM	District Municipality
DSP	District Safety Plan
DTPW	Department of Transport and Public Works
EPWP	Expanded Public Works Programme
ES	Equitable Share
GDP	Gross Domestic Product
IDP	Integrated Development Plan
IPTN	Integrated public Transport Plan

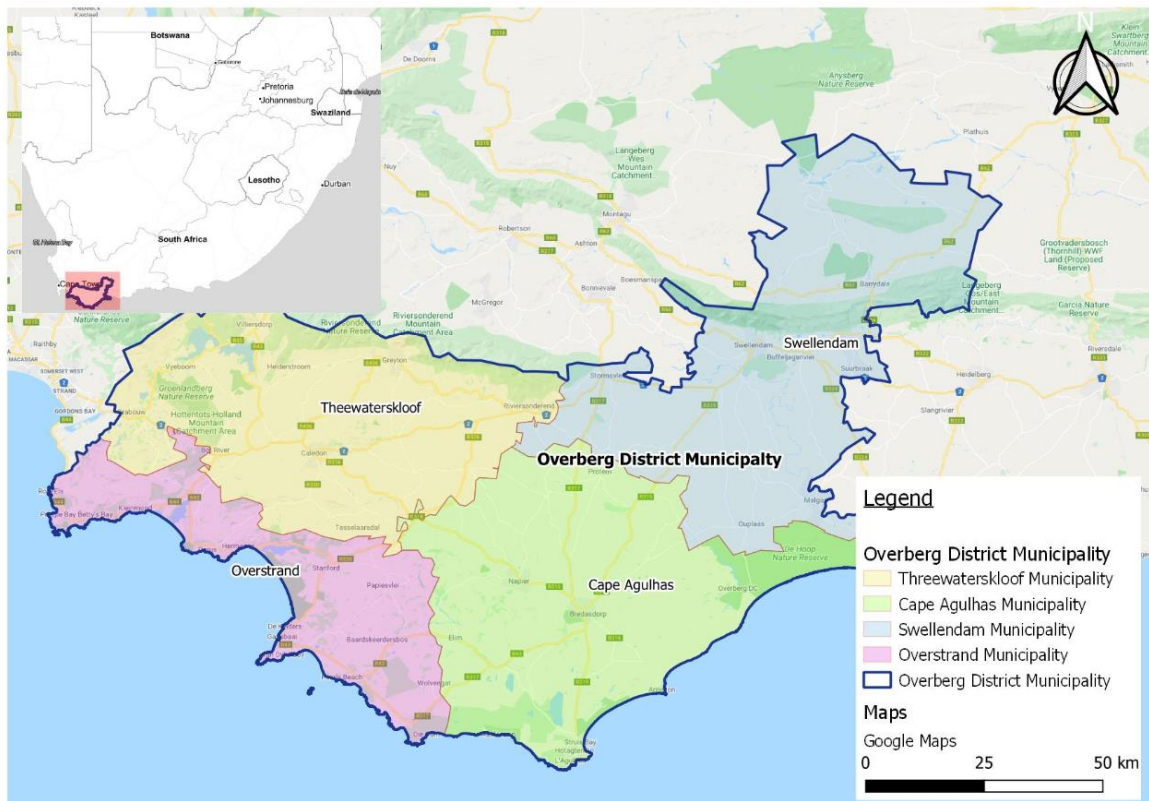
LM	Local Municipality
LOS	Level of Service
MIG	Municipal Infrastructure Grant
NDP	National Development Plan
NLTA	National Land Transport Act
NMT	Non-motorised transport
ODM	Overberg District Municipality
OL	Operating Licence
OLM	Overstrand Local Municipality
OLS	Operating Licence Strategy
PAWC	Provincial Administration Western Cape
PFS	Provincial Freight Strategy
PLTF	Provincial Land Transport Framework
PPP	Public-private partnerships
PRE	Provincial Regulator Entity
PRMG	Provincial Roads Maintenance Grant
PT	Public Transport
PTIG	Public Transport Infrastructure Grant
PTNG	Public Transport Network Grant
PTOG	Public Transport Operations Grant
PTP	Public Transport Plan
RBIG	Regional Bulk Infrastructure Grant
RAMP	Road Asset Management Plan
SANRAL	South Africa National Roads Agency Limited
SAPS	South African Police Service
SDF	Spatial Development Framework
SLM	Swellendam Local Municipality
TFR	Transnet Freight Rail

TFTC	Test Flight and Development Centre
TOD	Transit-Orientated Development
TR	Transport Register
TWKLM	Theewaterskloof Local Municipality
WC	Western Cape
WCG	Western Cape Government

EXECUTIVE SUMMARY

This report represents the District's Integrated Transport Plan, with the Overberg District Municipality (ODM) as the planning authority. SMEC undertook the compilation on behalf of the District Municipality and was commissioned and funded by the Western Cape Department of Transport and Public Works.

The Overberg District Municipality is located in the Western Cape Province. The ODM is the most southerly district located in the province with the Cape Winelands to the North, Garden Route to the east and Cape Town to the west.



The district is approximately 12 242.3 km². The district consists of four Local Municipalities:

- Cape Agulhas Local Municipality (CALM)
- Overstrand Local Municipality (OLM)
- Swellendam Local Municipality (SLM)
- Theewaterskloof Local Municipality (TWKLM)

Transport Vision and Objective:

The Western Cape Government has identified five (5) VIPs. The relation to the VIPs in line with transport are shown below:

- VIP 1: Safe and Cohesive Communities
- VIP 2: Growth and jobs
- VIP 3: Empowering People
- VIP 4: Mobility and Spatial Transformation
- VIP 5: Innovation and Culture

Based on the WC VIP's, the freight policy, green policy and reviewing the 2016 DITP for the Overberg district municipality and allowing for the idea of one cape, the notion of a sustainable, equitable, environmentally and tourist friendly, safe, reliable and efficient transport system is paramount to the ODM. Therefore, the vision for the 2020-2025 transport network is:

“To provide an accessible, sustainable, Safe, reliable, environmentally and tourist friendly transport system that is integrated into responsible spatial planning for all the Overberg People”

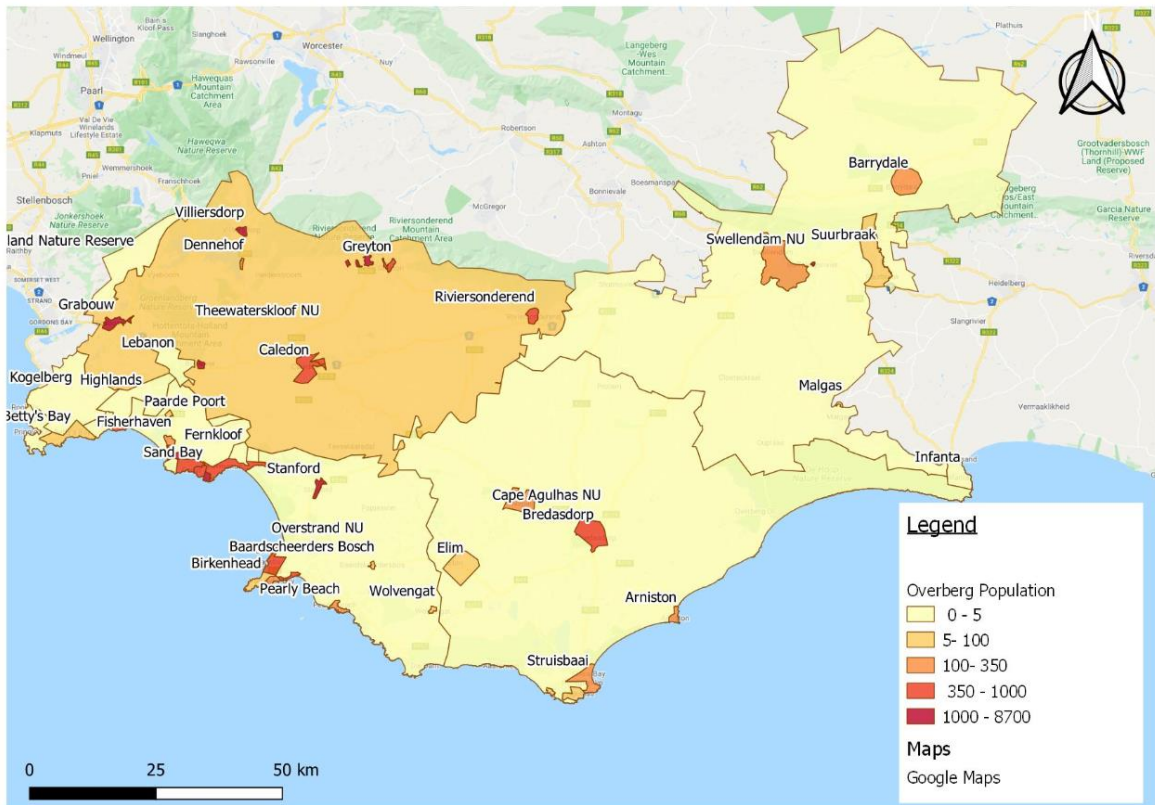
The objectives are to:

- Provide public transport options for communities and allow for basic mobility and accessibility for all communities that is safe, reliable and affordable: By improving the overall accessibility and mobility of the transport system and by promoting mixed use developments within the ODM.
- Promote and provide a connected NMT network: By providing and planning safe walkways, cycle ways and linking towns to each other through NMT.
- Improve transport integration and planning: improved integration between spheres of national, provincial, regional and local government and between different government departments within these in order to provide uniform standards and regulations.
- Promote the use of mixed-use, mixed-income neighbourhoods and sustainable densification of economic centres, this creates demand-side mitigation parameters.
- Develop transport as an economic growth tool: Using good quality transport and road networks to aid in tourism, movement and logistics.
- Enhance the existing and proposed tourist routes within the ODM.
- Enhance safety and security along the ODM road network and public transport facilities.
- The provision of a safe, reliable, effective, efficient, and environmentally sustainable freight transport network that supports inclusive and sustainable economic development that align with the strategic provincial freight focus areas.
- Improve rural transport accessibility and reliability to be aligned to the National Development Plan (NDP), Comprehensive Rural Development Programme (CRDP) and Integrated Development Plan (IDP) framework.
- Promote low-carbon and environmentally friendly transport in the ODM.

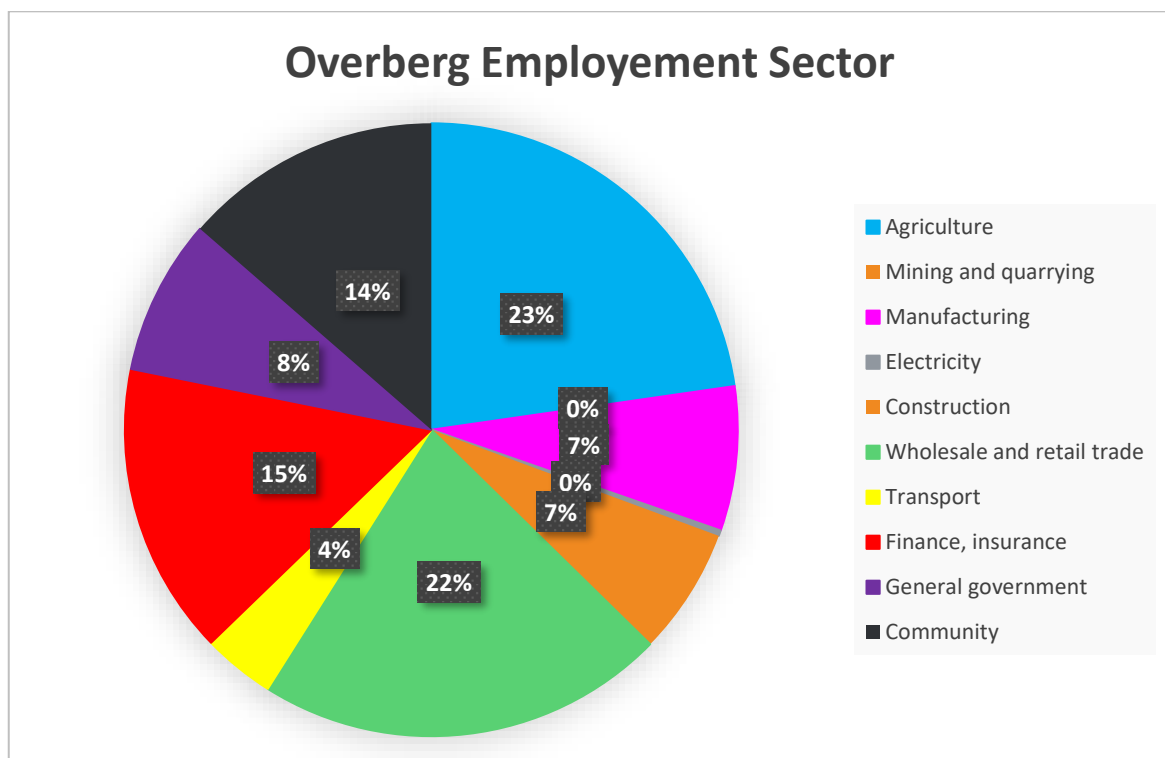
Transport Register:

Demographics:

The population of the ODM is 308 010, with the number of households being 91 835. There are 84 schools in the district. The modal split amounts to 57% NMT, 26% private car and 15% public transport. The unemployment rate is the highest in the Overstrand Municipality at 15%.



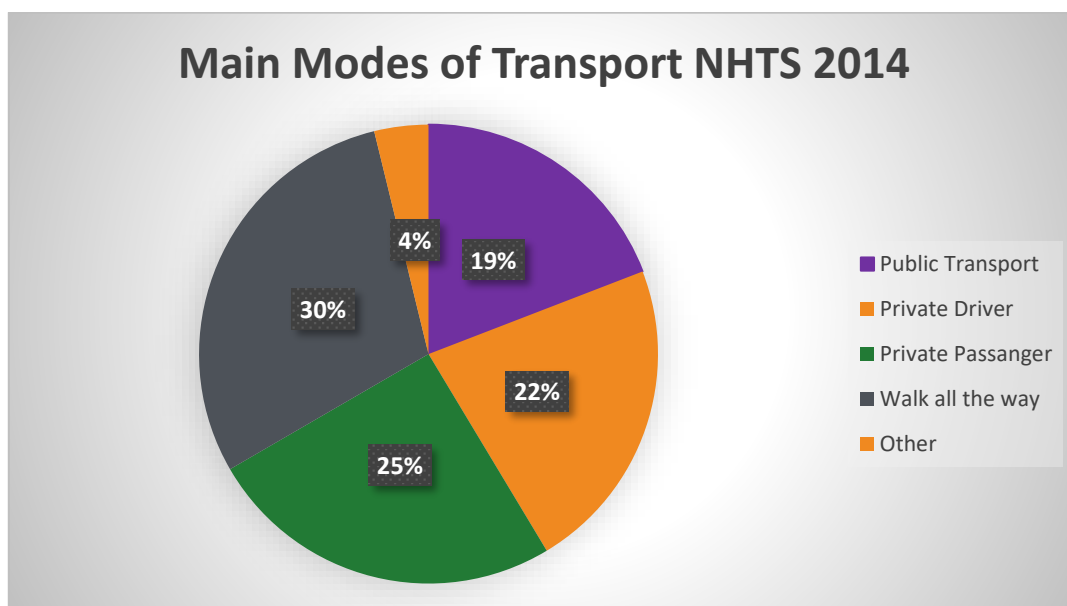
The wholesale and retail trade, catering and accommodation sectors contribute the most to employment in the municipality at 21.6% of jobs, while the agriculture sector contributes to 22.7% of the workforce. Figure 15 presents a pie chart breaking down the employment sector percentages. The Transport, storage and communication sector contributes 3.8% of the workforce.



Overview of the transport System:

The Overberg municipality's transportation system and network comprises of the following:

- Modal Split



- Public Transport
 - There are six taxi associations in the ODM.
 - 1 contracted bus service in the ODM.
 - System dominated by mini-bus taxis in all the LM's.
 - There are 7 ranks and 26 major boarding and alighting points.
 - There are 60 assigned routes.
 - The PRE registered operating licences in the Overberg municipality are as follows:
 - TWKLM: 43
 - CALM: 22
 - Overstrand: 81
 - SLM: 121
 - ODM: 56
 - Total of 323 PRE registered vehicles in the ODM.
 - EOM Saturday indicated a total of 833 vehicle trips with 11 356 passengers transported from the ranks.
 - Utilisation of 91% of the vehicle capacity based on the number of trips.
 - Long-distance bus services only operate through OLM, SLM and TWKLM.
 - There is no passenger rail transport.
- There is no passenger rail service in the ODM. However, there are a freight rail lines that links Bredasdorp and Swellendam to Cape Town.
- Learner transport:

- 70 schools, including both secondary and primary schools, have registered learner transport routes.
- 3800 students in the primary schools and over 2500 students in the secondary schools have access to transport.
- The total routes cover a distance of 4479km, in the ODM.
- The total enrolled scholars in accordance with the Socio-economic Profile Report, 2017, for the ODM is 40 841.
- Therefore, approximately 16% is accommodated through scheduled learner transport.
- Emergency services:
 - There are 6 emergency communication centers (ECC) located throughout the Western Cape. The ECC's are located in the districts of Cape Town, Cape Winelands, West Coast, Garden Route, Central Karoo and Overberg.
- Road Network:
 - The total road network in ODM is 3897.22km
 - Gravel road network is 2730.35km
 - Surfaced road network is 1166.87km, including National and Provincial roads.
 - Assets value of the surfaced road network is R11 825 601 000 and for the gravel roads is R139 111 000.

The ODM gravel roads consist only of approximately 40% poor to very poor roads, while the surfaced roads condition is only 10% poor to very poor. Hence, the majority of the roads are in a fair to very good condition. The roads condition is graphically displayed for the ODM



Long Distance Bus Service

The scheduled long-distance bus routes are operated for the Overberg District through the towns of Hermanus, Swellendam, Caledon and Grabouw between the large cities of Cape Town, Port Elizabeth, Queenstown, Durban and East London. The services are operated by BAZ bus, Citiliner, Greyhound, Intercape, City to City, Eldo Coaches, Translux and DMJ Transport (Table 55). There is no formal long-distance bus service available in Bredasdorp.

Metered Taxi

The metered taxis that operate in the ODM consist of sedan vehicles, tuk tuk vehicles, minibuses, buses and limos. There are eight service providers.

NMT:

The NMT mode split is 46% walking during the End of Month (EOM) Friday period, while it increases to 63% during the Saturday EOM.

Institutional and organisational make-up of the public transport industry

There are six mini-bus taxi associations, eight metered taxi service providers and eight long distance bus service providers.

Freight Transport:

Rail Freight

Road freight dominates the land freight transport landscape in the Western Cape, and this is no different to the ODM. This dominance has occurred at the expense of rail freight, which has seen a significant decline in market share over the last two decades, Western Cape Freight Strategy. The historic trend in the rail's market share of freight movement in the Western Cape between 2003 to 2012, the time span for which data was available during the status quo review, is presented in Figure 52. The general trend over the period shows a decrease across all three national freight corridors in the Western Cape. The ODM operates along the N2 corridor. Over this period the rail market share was generally below 10% on all national corridors in the Western Cape and along the N2 through the ODM.

According to the 10th State of Logistics Survey for South Africa, at national level, there are indications that the rail declining market share trend is reversing. An increase in the rail market share has been recorded from 2011 to 2013. Over the period, rail market share in terms of tonnage was 11.4%, 11.7% and 12.1% in 2011, 2012 and 2013 respectively. The rail market share in terms of tonnage-km over these three years was 29.5%, 30% and 30.5% respectively. There has been a slight increase on the corridors, and this may indicate the beginning of an upward trend. A slight increase in rural rail freight has been noted. Tonnages transported by rail exceeded historical annual tonnage records for the three consecutive years. The 10th State of Logistics Survey states that part of this growth is a result of the reinstatement of previously decommissioned branch lines. In accordance with the TFR 2013 forecast, that the total rail modal split between road and rail for the Bredasdorp-Bellville route will amount to a 95.4 – 4.6% split. This indicates no significant increase in modal split between rail and road in the Overberg area

Road Freight:

Overberg District Municipality is located on the *N2 corridor*, which means that freight traffic in the District is primarily through-flow as the amount of freight originating from or destined for the District is comparatively small. Currently more than 95% of all freight is moved via road, while it is expected that more than 90% of all freight will continue to be moved via road in 2024. Furthermore, TFR does not foresee any rail network improvements in the next 20 years to accommodate freight movements. The existing rail network is deemed adequate to accommodate the expected increase in rail freight in the next 20 years.

However, the Western Cape Provincial Government’s policy on road freight transport is advocating a shift in freight transport from road to rail in order to “safeguard the province’s road network”^s. The province’s strategy to achieve its policy objectives includes the establishment of multimodal transfer facilities at strategic locations for freight haulage, establishment of weighbridges at strategic transport locations on the provincial road network and maintaining engagement with Transnet on rail capacity issues.

A modal shift from road freight may have an impact on the economy of towns of the Overberg District Municipality along the N2 highway. A marked decline in the number of heavy vehicles along the corridor may impact the District’s service industry hard in particular filling and service stations, truck and vehicle maintenance businesses, small retail shops, and other businesses that are largely dependent on the passing trucking industry.

It would therefore be important that policy and strategy advocating freight modal shift in favour of rail along this corridor consider the impact on the local economy and include strategies to minimise any negative impacts and should ideally leverage any strategic comparative advantage the District may hold. However, this needs to be mitigated against increased freight movements/ forecasts, as well as the excess road maintenance and upgrade costs. (It is however not expected that such a shift from road to rail will happen within the time frame of this DITP of 2020 -2024.)

Overloading

Overloading control is managed by the National Department of Transport and enforcement undertaken by the Provincial Traffic Department, there is only one weighbridge in the District at Swellendam along the N2 Highway. This facility does not operate for 24 hours per day or seven days per week. The period from 2008 to 2014 saw little to no growth of the number of vehicles weighed per annum at the weighbridge.

Moreover, this period indicated around 15%-10% of weighs were overloaded and an overload charge was made in around 2-3% of the total weighs for each year over the same period, 2011-2016 ODM ITP. Moreover, an Arrive Alive article date the 01 July 2015 indicated that over a countrywide survey for June 2015, over 62 859 vehicles were weighed. The article indicated that 8.99% of the vehicles were overloaded and 1.86% were charged. This aligns to the figures obtained for the Swellendam facility in the period between 2011-2013.

Financial Information

The function of the Roads Division at the ODM is performed from sub-district depots at Swellendam, Bredasdorp and Caledon.

The ODM focuses on normal maintenance, re-gravelling, rehabilitation, upgrading and resealing of proclaimed provincial roads. The network consisted at year-end of 500 km tar and 3195 km gravel roads. A project funded by the National Department of Transport is currently in the process of doing a survey on roads assets in the district, excluding provincial and national roads (RRAMS –Rural Roads Asset Management System). This project will be finalised in the 2019-2020 financial year. A total of R50mil was spend on gravel road maintenance, repairs and upgrades, while an additional R28mil was spend on surfaced road maintenance and repairs in the 2018/19 financial year.

Public Transport Plan:

Overall Network Design

The current PT network consists of long-distance buses operating through TWKLM, SLM and OLM. There are private tour buses that operate through CALM as tourist operations. There is not a commuter rail network through the ODM. The coverage of the PT network through the populated areas of the LM’s is rather good with the following coverage:

- CALM
 - 6 official routes
 - 5 observed routes
 - All mini-bus taxis
 - Bredasdorp to Bellville, within Bredasdorp, Napier, Caledon, Somerset-Wes, Top Deck Cape Town, Struisbaai, Agulhas and Arniston
 - There were no observed mini-bus taxi routes to Struisbaai, Arniston and or Agulhas. These towns are characterised by holiday seasons and may have peak trips during holiday times.
- OLM
 - 7 Official Routes
 - 13 observed routes
 - All mini-bus taxi routes
 - Official routes include the connection of Hermanus to Hawston, Zwelihle, Bellville, Mqanduli, Elliotdale, Gansbaai.
 - A total of 445 passengers were observed boarding at the ranks during the on-board surveys of 59 different taxis for the OLM.
 - A total of 515 passengers were observed boarding and alighting at the intermediate stops along the routes.
 - The result is that 70 passengers did not enter the ranks, but were picked up and dropped off along the routes. This is approximately 5 full taxis worth of passengers.
- SLM
 - 5 Official routes.
 - All Mini-bus taxi routes.
 - Connectivity between
 - Cooper street to Swellendam along the main road, Voortrekker St and Stasie Street
 - Railton to Swellendam (Dias St, Bontebok St, Voortrekker St, Stadie St, Theunissen St, Resiebaan St, Siegelaar St, Williams St, Akasia St, Park St, Protea St, Nerrina St, Ring St, Delphineium St, Tulip St, Vrgie Ave, Queen St, Erika St, Stasie St)
 - Swellendam to Suurbraak.
 - Swellendam within the local suburbs of Swellendam.
 - Swellendam within the local suburbs of Swellendam and again Railton.
 - No connections to Malgas, Buffeljagsrivier or Riviersonderend via the PRE mini-bus taxi routes.
 - Only two routes were observed.
- TWKLM
 - 38 PRE registered mini-bus taxi routes

- There are multiple PRE registered routes for TWKLM that have the same origin and destination ranks. The routes are slightly adjusted to allow for additional routes licences.
- The connectivity for TWKLM is high and there are many long-distance mini-bus taxi routes, as well as long distance bus routes.
- The based on the number of long-distance routes and the number of similar routes, only 17 routes were observed of the 38 PRE routes:
- The utilisation of these routes' ranges from 46% to 105%, but for the majority of the surveys they were captured above 90%.

Key Issues identified in public transport

The major issues identified with PT in the ODM is:

- The expense of the PT system
- Lack of rural connectivity
- Expensive intertown public transport, especially in CALM
- Lack of security at the ranks
- Appearance of the ranks is poor
- Poor facilities at the ranks
- A lack of universally accessible vehicles
- Difficulty in transporting goods in the service
- Lack of affordable bus service
- Lack of passenger rail service

Furthermore, through the 2013 national household survey, it was calculated that almost 50% of the workforce in the ODM walk to work. This was evident in the TR surveys, where 35% indicated they use NMT, while an additional 30% indicated the service is too expensive.

Issues such as affordability, sustainability, funding, and subsidies all have an impact on the nature and evolution of public transport in these communities. Therefore, the strategies for public transport in the ODM is to ensure rural connectivity within the district and to ensure an integrated PT service within the larger towns between NMT, Mini-bus taxis, long distance buses and to ensure students have access to education. This includes supportive NMT, learner transport, long distance transport and to ensure that from the design of new roads and upgraded existing links has to incorporate the safe design principles.

Commuter Rail Service

PRASA services (Metrorail (commuter) or Shozalozza (long distance)) do not operate along the lines in the ODM. Although it was requested in Stakeholder consultations and discussed in the 2016-2020 ODM IDP, it is unlikely that a commuter rail service will be feasible in the foreseeable future.

Contracted services Plan:

There is one commuter bus service in ODM. This bus service operates from Grabouw and Caledon, which mainly transport passengers to and from farms in the LM. The only other bus services tend to be the subsidised learner transport services that have been contracted by the Department of Education and the long-distance commercial coach services. Furthermore, the ODM developed a Mobility strategy towards an IRPTN in 2011.

An IPTN Mobility Strategy was developed for the ODM in 2011. In accordance with the 2016 ODM DITP, the strategy involved the following concepts, 2016 ODM OLS:

- Volume 1: Mobility Strategy Concepts towards an Integrated Public Transport Network
- Volume 2: Large Scale Diagrams
- Volume 3: Department of Education: Scholar Transport Routes

The mobility strategy was developed on five main concepts. The concepts were designed to achieve a minimum LOS for PT in the ODM. The specific five concept LOS was noted as follows:

- Spatial coverage
- Operating Hours
- Service Frequency
- Universal Access
- Cost

Based on the above, a public transport network description with the focus on special coverage and an operational plan for the use of the public transport network was developed in the 2011 mobility study. The categories of service have been identified to help with the development of a public transport system, which is listed below:

- Level 1: Between major towns
- Level 2: Between towns and settlements other than level one service
- Level 3: Rural services linking farms to local towns
- Level 4: Urban Main services
- Level 5: Urban Community Service

The capital infrastructure cost as indicated in the 2011 study is R26mil, with an extrapolated increase of 6.5% per year this amount is approximately R46mil for major infrastructure with an additional cost of R29mil for bus stops, maintenance cost of R1mil, fare revenue cost of R94mil, additional capital infrastructure other than the above table is R116mil. This is a total capital cost of R191mil. Furthermore, the operational cost of the system will amount to R61mil per year with a proposed subsidy of R75mil per year. The object of this study is to begin the planning process and negotiations with the LMs, ODM and the industry on the restructuring of the routes to establish a contract services to achieve the above IPTN. Funding for the system should be two-fold. There are two major revenue sources, one being the revenue gained from the fare box, which will not sustain the whole system and the second being government funding by means of grants, such as a public transport operating grant, public transport infrastructure grant and the provincial road fund.

Learner Transport

In accordance with the Western Cape Government approved Learner transport schedule, there is a total of 3800 students in the primary schools and over 2500 students in the secondary schools that have access to transport. The total routes cover a distance of 4479km in the ODM. The total number of students accommodated in the ODM is 6646. The total enrolled scholars in accordance with the Socioeconomic Profile Report, 2017 for the ODM is 40841 in 2016. Therefore, approximately 16% is accommodated through learner Transport. The remainder of scholars have to make use of private transport, walking, NMT or general public transport taxis and buses.

The national policy for rural learner transport only applies to children living outside of a 5km walking trip from school. Moreover, the vastness of the ODM is geographically dispersed by mainly rural communities. Thus, children as young as 8 and 9 years of age from poor rural communities are then expected to walk anything from 100m to 5km before transport is provided for them or a financial burden is placed on the parents of those children as over 50% of persons are paying more than 30% of their salary for work trips already. Currently, the schools estimate that learners are walking on average 6km to school and back each day. This has very dangerous ramifications of having many very young children walking to school in peak hour traffic unsupervised, or learners just not going to school. Accordingly, a detailed study is recommended to address the possible inadequacies of the access to education in the ODM. A study to determine the exact need from each school regarding the number of children requiring transport to school each day is proposed. Moreover, the affordable proposed IPTN for the district would address these concerns with fare prices being calculated at 10% of minimum wage and connectivity in rural communities being reduced from the 5km to 2km.

The learner transport recommendation above is in line with the Western Cape goals for public transport to give access to education for all. Furthermore, it is in line with item four item for of the provincial strategy to improve the safety of our roads. The implementation of the study should be done in 2019/2020 financial year and the rollout of the findings over the following year depending on the availability of funds. The Public Transport Grant Fund could be applied for to ensure that a contract service is motivated for.

Non-contracted services Plan:

The Non-contracted services in the ODM consist of MBT, Iveco Buses and Sedan vehicles that are all operated by the taxi associations. The routes and vehicle operations are not subsidised, with the exception of the learner transport routes, as described in the PRE. In addition to the MBT associations, there is both metered taxis and e-hailing taxi services in the ODM.

Taxi Industry

The taxi associations as per the PRE information per local municipality are as follows:

- The associations have the following memberships as of February 2018:
 - SLM
 - 18 members with active operating licences.
 - 12 members without active operating licences.
 - 8 members with Learner and WCED operating licences.
 - 121 operating licences on 18 routes including long distance, charter services, learner transport, staff employees, PT routes and Western Cape education department contract.
 - 117 vehicles in operation: 65 for charter, learner and WCED and 52 for general public transport
 - 3 vehicles used as a scheduled bus service
 - CALM
 - 8 Members for Bredasdorp association with 22 OL on 22 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 22 vehicles in operation

- 19 MBT and 3 sedan vehicles
- TWKLM
 - Three associations
 - 56 Licence holders for Grabouw with 93 OL on 37 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 72 vehicles
 - 16 used for scholar and charter services and 56 for general public transport
 - 14 Members for Villiersdorp association with 43 OL on 21 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 41 vehicles.
 - 13 vehicles used for learner and charter services and 28 vehicles are used for general public transport.
 - 10 members for Overberg Association with 56 OL on 22 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 54 vehicles
 - 33 vehicles used for learner transport, WCED and charter services. 21 used for general public transport services.
 - 12 vehicles used as a scheduled bus service for the surrounding farms.
- OLM
 - 35 Members for Villiersdorp association with 81 OL on 29 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 76 vehicles with 27 used for learner transport and charter services only and 49 used for general public transport

Using the PRE database and registered vehicles, the number of illegal operators at each rank was determined. The number plates observed on site did not distinguish between long distance taxis that operate from other ranks outside the district. Each LM was assessed based on the survey results and PRE information.

Information on supply and demand from the rank surveys, has been used to evaluate the capacity of the current public transport services and the possible need for additional services according to the demand. The analysis was based on:

- The number of vehicle trips (departures) per route.
- The size (passenger capacity) of the vehicle.
- The number of peak hour passengers per route.
- The number of vehicles operating with Operating Licences.

- The number of vehicles without Operating Licences.

The results indicate that CALM and the OLM have a requirement for additional operating licences. However, if the illegal vehicles are legalised, it will account for the required operating licences. SLM and TWKLM have an oversupply of vehicles. However, the routes are utilised at over 100% on all routes surveyed during the peak periods, indicating that the associations manage the demand. Moreover, the high percentage illegals operating in the area seem to add to the services as there are many long-distance trips. It was further noticed that in the SLM and TWKLM, the trips are long and thus additional vehicles to satisfy the local trips was made up by the illegal vehicles. It was noted that the majority of the routes are functioning at over 100% utilisation during the Peak period. This is with the illegal vehicles present. Similarly, it was noted that many of the ranks were functioning with a utilisation of over 100%. It was thus recommended that the ranks of Bredasdorp, Hawston, Zwelihle, Masakhane and Villiersdorp be upgraded to account for the additional demand and to house the additional vehicles.

It was further noticed that the routes travelled and those registered in the PRE are different and it is recommended that a study is conducted to determine the functionality of the PRE taxi routes vs the current travelled routes and thus an amendment to the PRE routes may be required.

- The CALM has an issued 26 OL and requires 36. This is a difference of 38%. The majority of the routes were observed being at capacity. Thus, the demand is greater than the capacity and as such additional OL requests can be approved pending the NLTA Act 5 2009 requirements.
- The OLM has an issued 78 OL and requires 85. This is a difference of 10%. The routes vary regarding capacity. Yet, the total OLM demand is greater than the capacity and as such additional OL requests can be approved pending the NLTA Act 5 2009 requirements and route specifics.
- The SLM has an issued 118 OL and requires 6. However, the nature of the taxi operations in SLM are such that the mini-bus taxis transport passengers without accessing the rank. Thus, it is imperative that on-board route assessment and passenger demand studies be conducted to determine the actual route demands within the SLM.
- TWLM has issues 42 OL and requires 27. This is a difference of 35%. However, the surveys indicated that the routes are operating at overcapacity and that the route utilisation on some routes exceeds 130%. The difference in the required and issues OL's can be attributed to scholar routes and chartered mini-bus taxi routes. As with the SLM, on board surveys to rationalise the routes and capture the total demand should be conducted to determine if OL numbers must be maintained or reduced.

Recommendations:

Contracted Services

- The Mobility strategy system described above is a very ambitious public transport system for the very rural area of the Overberg District Municipality. It is unlikely that it will be implemented in its entirety any time soon. However, certain services can be implemented by way of trial to test assumptions, these also include the rural transport routes.
- A study to determine the exact need from each school regarding the number of children requiring transport to school each day is proposed. Moreover, the affordable proposed IPTN for the district would address these concerns with fare prices being calculated at 10% of minimum wage and connectivity in rural communities being reduced from the 5km to 2km as per the Mobility Strategy.

Unscheduled services (including minibus taxi-type services):

- Regulate and clean up the status of existing OL's; (Project to be conducted in June 2021)
- The ODM will provide appropriate direction to the PRE in accordance to the ITP;
- The success of the OLS is heavily dependent on effective law enforcement. This is best achieved through a dedicated enforcement unit, specialising in public transport law enforcement. The unit must be fully supported in its tasks and provided with equipment and resources that enables them to make a larger impact on illegal operations; (Ongoing)
- A strategy to engage the judiciary to ensure that offenders receive appropriate penalties that will deter further offences; (Implement immediately.)
- Approve additional operations as per the demand analysis in the previous sections through the process described above and in accordance with the NLTA (5) 2009. (Ongoing).
- Where reductions are required, the possibility of transferring OL to routes that require additional OL could be considered as per the NLTA (5) 2009. (Ongoing.)
- There was a large number of official routes that were not travelled, it is recommended to conduct a route functionality assessment and rationalisation of the routes to simplify the PRE database. (2021/2022 Financial year.)
- The metered taxi mode, as a component of the public transport sector, must be transformed according to a structured programme so that it is in a better position to serve the tourism market and fill public transport 'gaps' in the local market;
- A database of all operators, vehicles owned and their operating circumstances, must be developed, and this must be used to obtain a clear and detailed understanding and record of all operators, both legal and illegal, and the markets being served. This can be done in 2021/2022 once travel patterns have normalised due to Covid 19.
- Hotels and other tourism organisations must be made aware of the role of the metered taxi industry and other transport services that are currently competing illegally with this mode of travel should be removed;
- A strategy must be developed to address the problem of currently illegal operations; (2022 and enforced thereafter.)
- The capacity to perform effective enforcement in relation to metered taxi services needs to be strengthened; (Ongoing.)
- The process of upgrading vehicle standards must be initiated. A strategy must be developed to assist with the replacement of ageing vehicles. This must be part of the metered taxi database project and should start in the 2021/2022 financial year.

Long distance services:

The following is proposed for the ODM in combination with the Province:

- A strategy to plan and regulate long distance services must be prepared. (2022)

Travel Demand Strategy:

Travel Demand Management is the reduction and redistribution of car trips, especially single occupancy car trips, to help maximise the efficiency of transport infrastructure. It is a low-cost alternative to constructing additional infrastructure. The behaviour of transport system users is addressed instead. Unnecessary private vehicle use should be limited and more efficient and sustainable modes of transport, such as NMT or PT

should be promoted. The number of trips required should be reduced or redistributed to alternative time periods rather than during the peak period.

In rural areas, most trips to educational facilities are NMT trips and many work trips are NMT or PT trips. The focus of TDM in rural areas should be to maintain the NMT and PT trips by encouraging these mode choices and making sure, they are as attractive as possible so that even when people have the means to use private transport, they still choose to use NMT or PT.

A Travel Demand Strategy has the following Objectives:

- Reduce traffic congestion
- Reduce carbon emissions
- Improve community health and fitness
- Encourage equity in terms of user priority
- Improve urban environment
- Enhance community safety
- More affordable, accessible and efficient public transport

The details of the proposed strategies to manage travel demand in the ODM are as follows:

NO.	TRAVEL DEMAND MANAGEMENT PROJECTS TO BE IMPLEMENTED	DESCRIPTION/ REFERENCE
1.	Implementation of NMT Strategy to Improve NMT Infrastructure	NMT Plan
2.	Implementation of Public Transport Strategy to Improve PT Infrastructure and Services	PTP and Infrastructure Strategy
3.	Implement appropriate land-use planning principles	<p>Land use planning policies that encourage a greater mix of land uses and shorter trip distances, make walking and cycling more feasible and safer, if appropriate facilities are also provided</p> <p>Transit-Orientated Development (TOD) where the maximum residential, commercial and leisure space is planned within walking distance of public transport.</p> <p>These policies should be encouraged when the Spatial Development Framework (SDF) and Integrated Development Plan (IDP) are updated.</p>

The recommendations above can be achieved through:

1. Update the NMT infrastructure to improve connectivity, improve safety on NMT infrastructure, reduce demand for motorised transport and ensure safer roads through the NMT plan as indicated in chapter 9 and the infrastructure requirements as detailed in chapter 7.

2. Using the demand analysis and recommendations as detailed in chapter 6, as well as the infrastructure requirements of chapter 7, improve the accessibility of mobility of the existing and planned PT service.
3. In combination with the SDF, public transport improvements and future land use planning, TOD and mixed land use planning should be considered in planning and designs of existing and future townships and public transport infrastructure.

NMT Plan:

Based on the above NMT policy and background, guiding principles, LM plans and strategy needs to be developed and implemented. The strategy is to improve the safety of the existing road networks, improve connectivity within towns, improve connectivity between closely spaced towns and maintain existing infrastructure.

Currently issues such as:

- A number of instances high-density, low-income areas are located within reasonable walking distance of the main employment and service centres, resulting in high levels of NMT activity.
- Safety conditions for NMT users are not satisfactory, as evidenced by the high incident statistics, including serious and fatal incidents.
- Improvements to NMT infrastructure are ongoing, but small scale due to limited budget.

There are existing studies that have been done. The NMT plan is structured to ensure that the existing project identified in the previous studies and that the identified needs, projects are priorities. Hereafter, additional gaps were identified and prioritised to ensure connectivity is achieved. This resulted in 20 NMT/ walkway projects identified throughout the district. The total budget was calculated at R32,4mil rand and 85.4km of walkways and cycleways were identified.

Freight Transport Strategy:

The importance and significance of any municipality, district, and province and countries freight cannot be underestimated. Its value chain is undoubtedly the cornerstone of any economy. It has both a positive and negative impact on such an economy depending on implementation and management. Moreover, each district, route etc. differs and the needs differ. Thus, it is of paramount importance to develop a strategy that best fits the needs of local, district and provincial requirements.

The strategy is to abide by the WC principle developed, as well as the strategic focus areas of the Western Cape. This results in the following understanding:

The provision of a safe, reliable, effective, efficient, and environmentally sustainable freight transport network that supports inclusive and sustainable economic development requires adequate planning to improve decision making, understand resources requirements and manage related risks.

The WC Freight strategy has developed an action plan for the seven focus areas. This section of the DITP Freight strategy will only focus on those actions relevant to the district and local authorities. The Strategic Focus areas are obtained for the Provincial Freight Strategy, 2019.

Strategic Focus area 1: Planning, Coordination, and Institutional Arrangements Strategic Programme:

“The main tasks are identifying capacity needs in local Municipalities, determining the functions that can be performed centrally and developing a strategy for utilising the pooled resources from the DTPW to support municipalities” PFS, 2019. As a result, it would not be required for air freight transport capacity in the ODM.

However, capacity in Road and Rail freight would be required at local and district level and may include maritime for the harbours located in Overstrand.

Actions:

- The WC strategy is to identify the local needs and prioritise the support to the LM's to assist the LM's in their responsibilities to fill the vacant available positions that are critical to the successful implementation of a Freight Transport Strategy in the ODM. The skills identified would be a skilled rail capacity, as there is a drive from the WC government to create the shift from road to rail over the coming years. Furthermore, there is drive from TFR to create new business development projects and refined operating models to accelerate the road-to-rail shift in general freight market sectors and Develop and implement programmes that enable access to rail for general freight volumes. With an active branch line between Bredasdorp and Strand, this could have the potential to alleviate freight from the roads.
- The DM would be required to develop appropriate partnerships with the private sector to develop freight competencies.
- Use appropriate performance review and employee surveys to identify freight skills development needs and to enhance education, training and development programmes.
- Enhance freight skills transfer between WCG staff, local municipality staff and outsourced staff.
- Assess the potential of technology for improving productivity and effectiveness of teams. Moreover, TFR included in their annual report 2018/2019 that they plan to develop and deploy technologies to support the business in attracting volumes, as well as improve operating models and practices for regional volume increase. Again, this opens the opportunities for the Bredasdorp branch line to use these technologies and operating models to secure more business.
- Encourage and support self-directed, informal learning.

Strategic Focus area 2: Freight Demand Management

Improve information available to the Government regarding freight demand management opportunities in the district. "Improve productivity in the freight industry by enhancing the Western Cape Government's support of appropriate freight industry productivity initiative" PFS, 2019.

The ODM has several planned local initiatives such as the fishing harbour in Gansbaai, tourist harbour in Hermanus and the fisheries in Hawston. If investigated, expand and communicated with Transnet and the WCG, there could be a potential to develop a harbour to accommodate some maritime freight in the municipality.

Strategic Focus area 3: Freight Transport Modal Rebalancing

"Optimise the freight modal share for the Western Cape" PFS, 2019. This is imperative for the ODM, as the N2 route is the second most utilised freight route in the WC. By optimising the freight modal share along this route, a shift from certain freight currently being transport by road can move to rail.

The current Western Cape strategic actions is to optimise the Freight modal share are focused on the shift from Road to Rail. This will have a significant effect to the service life of the roads within the ODM. Because of its antiquated Cape Gauge rail network, South Africa has missed the world- wide rail renaissance. To change this round in the next generation will require massive investments in a new standard gauge rail network, something which the country can ill afford.

Strategic Focus area 4: Freight Infrastructure

“Improve capacity, condition and interconnectivity of freight transport infrastructure to meet demand in a sustainable manner. Improve freight network access, including for industries and communities outside of major urban centres through the provision of appropriate infrastructure” PFS, 2019.

The actions are to engage with and monitor capacity and condition of freight infrastructure with inputs from Transnet, SANRAL and the DTPW road network Management Chief Directorate. Use the working groups and PTMF to engage with the SOE’s and other stakeholders to identify areas where capacity is required. Foster and identify opportunities and partnerships with the private sector to provide freight infrastructure in certain economically identified development areas. Infrastructure such as the proposed truck stop along the N2 at Swellendam will alleviate freight traffic inside the municipal road networks.

Further, identify strategic branch lines within the ODM and advocate their prioritisation SOE’s strategies. Foster relationships with the provincial government for the identified required infrastructure to improve access for the local users.

Strategic Focus area 5: Freight Traffic Management

Reduce the number of freight-related, heavy vehicle crashes in the ODM. Reduce the proportion of overloaded vehicles and the average overload size in the ODM, notably along the freight corridors as previously discussed. Reduce the negative impact of general freight, abnormal load and dangerous goods movement on traffic flow and infrastructure, through the ODM.

The Strategy includes actions to investigate incentive options, such as negotiating with the financial services industry for a reduction in the insurance premiums for operators who comply with law enforcement requirements. These incentives could be extended to transport operators who sign up for voluntary compliance programmes, such as Road Traffic Management System (RTMS). In addition, the Strategy includes actions to incorporate freight transport requirements into existing road traffic safety programmes, such as Arrive Alive. Considering the current reliance on road freight transport in the ODM, better road freight traffic management has the potential to deliver significant impact in the short to medium term. The actions that ODM should consider is that of investigating one-stop measurement stations on the roads off the N2 corridor (R43, R44, R45, R316, R319 and R60) and verification of regulatory compliance regarding permits and licences and checking driver wellness, overloading etc. These initiatives will make a significant improvement to road safety in the ODM and ensuring compliance regarding overloading. In addition, the, as the overloading control is managed by the National Department of Transport (NDoT), and enforced by the DTPW western cape, the NDoT should consider changing the operating hours of the Swellendam N2 weight station to a 24 hours weight station as per the N1 Beaufort West station. This need was previously stated in the 2016-2019 DITP for Overberg and has again been noted.

Actions Regarding Abnormal Loads and Hazardous Goods.

In accordance with the Provincial Freight Strategy, 2019, “Abnormal loads are indivisible (for practical purposes) objects that, due to their dimensions and/or mass, cannot be transported on a vehicle or vehicles without exceeding the limitations of the dimensions or mass as described in the National Road Traffic Regulations, 2000. Hazardous cargo includes products that are explosive, flammable, corrosive, noxious, poisonous, radioactive and irritative, biomedical material and commodities that emit poisonous vapour, amongst others.” These products must be transported along designated routes to reduce the risk and harm to the public.

The Provincial Freight Strategy, 2019, developed strategic actions to address abnormal loads and Hazardous goods movements. In addition, these actions have been discussed to be relevant for the ODM. These are as follows:

- Finalise the development of a provincial Abnormal Load Route framework for the Western Cape and identify key routes that require interventions such as infrastructure enhancement. During this process, the DTPW should consult with the local municipalities to determine all freight lines and abnormal loads routes. It must be noted that for an abnormal load to operate on a specific road, all roads identified for a route must comply with requirements for underpass clearances and structural strengthening of roads and bridges to accommodate the load to indicate if the road is considered safe for abnormal loads. When an abnormal load permit is requested along a route, specialised investigations regarding the above criteria must be investigated.
- Engage DEA&DP and provide support in the development of a provincial Dangerous Goods Route Framework. The DEA&DP has initiated work to develop a hazardous goods route framework. The DTPW should support this work as indicated in the Provincial Freight strategy. The routes for the Hazardous goods need to be developed as per the Act 15 of 1973. The routes need to be communicated with SANRAL where operated on the national road network. Input from the LM's is required into this process regarding existing movements and future planned infrastructure that will require the transport of hazardous goods.
- Improve coordination of abnormal load and dangerous goods movement with local municipalities through improved engagements and a review of existing abnormal load coordination institutional arrangements and bylaws. This is to ensure a smooth and effective route where the hazardous goods route passes through multiple municipalities.
- Review and improve the application process for abnormal load permits to improve compliance. This will be the responsibility of the DTPW and must be communicated through to the LM's.
- Review the application fees for abnormal loads, and other ways to improve cost recovery. This will be the responsibility of the DTPW and must be communicated through to the LM's.

The DTPW is in the process of developing the framework, routes and processes as per the Provincial Freight Strategy. It is imperative that the ODM give support and input into the development of this study.

Strategic Focus area 6: Technology and Innovation

“The objective in the WC freight strategy is to increase the role of suitable technology and innovation in promoting positive freight delivery outcomes in the Western Cape” PFS, 2019. This is likewise imperative throughout the ODM.

As the WCG needs to develop a freight transport technology road map through the WC, ODM should align with this initiative and assist in collecting data from the weigh stations and the existing freight operators to develop a road map of the ODM freight technologies and future technologies. This will assist in the support of future developments, and industry advancements to align with the provincial objectives and policies within the ODM. This further aligns with the strategic goals as set out in the TFR, 2018.

Strategic Focus Area 7: Freight Data and Information Management

“Improve freight data collection, analysis and information systems management in the ODM that can feed up to the WCG” PFS, 2019.

The ODM can align with this strategy and assist in the collection of this data to feed up to the WCG strategy. The Western Cape Province has an ongoing Integrated Transport Intelligence Hub Programme, incorporating the Transport Hub, under which some of the freight data and information management strategic actions could be performed. Implementation of freight transport data and information management actions must be coordinated with related work under the Transport Hub.

Other Transport Strategies:Tourism

The ODM strategic vision was is:

“COLLECTIVELY DEVELOPING AN INCLUSIVE ECONOMY THROUGH IMPROVING THE LIVES OF ALL”

With the following strategic goals:

- Strategic Goal 1: Improve Partnerships and Collaboration
- Strategic Goal 2: Diversification of the Economy
- Strategic Goal 3: Small Business Development Support
- Strategic Goal 4: Tourism Development
- Strategic Goal 5: Improve Municipal Regulatory and Processes Environment

These five goals aligned to form the basis for the IDP SG2 to promote regional economic development by supporting initiatives in the district for the development of a sustainable district economy. This included the Develop and table to Council a District RED & Tourism Implementation Plan by December 2019 and the Report progress of planned deliverables in District RED & Tourism Strategy by March 2020.

Items identified in the SWOT analysis, such as a lack of NMT and Tourism road signs need to be addressed to allow for adequate tourist way finding. There are existing NMT proposed projects and the lack of funding needs to be amended. In addition, the need for adequate tourist road signage need to be done. The tourist scenic routes, such as Houwhoek Pass and multiple other passes need to be adequately presented and advertised. The beautiful Overberg – just 'over the mountain' from Cape Town – has five routes one can follow when visiting the area, designed by Overberg Tourism. The Overberg is brimming over with attractions, towns to visit and sights to see, and it makes it that much easier to break it down into a couple of routes, or just one, every time you visit. The following actions are recommended to ensure the tourist routes remain in operation and are easily identifiable and attractive to tourists.

Actions:

- All scenic routes, tourist attractions and tourist routes should be signed in accordance with the SARTSM. A project is proposed to investigate the tourist road signage of the ODM to assess the current signage gaps, age, compliance and visual apiece. Where the signs are lacking and or are not to the SARTSM specifications, there signs must be replaced and installed.
- All routes should be maintained with regards to routine road maintenance and appropriate road surface conditions. These routes should be maintained as per the maintenance projects of the ODM.
- The surfacing of the route along the Baardskeerdersbos art route should be investigated also considering it is a road that takes you past Grootbos Nature Reserve and Platbos Forest.
- Based on the tourist studies done for the ODM and land use plans already identified, NMT infrastructure should be prioritised and funded for in local towns in the ODM. Having markets, beaches, trails and pathways accessed by NMT all-weather infrastructure allows for tourists to tour towns and destinations on foot adding to the unique experience that is the ODM.

Safety and Security

The “Safely Home” Strategy, is the strategy that is based on the “4 E’s Strategy,” which comprises high levels of enforcement; targeted education and public relations activities aimed at the most vulnerable road user groups, low cost engineering solutions and continuous evaluation to ensure an intelligence-based strategy.

The Safely Home Strategy is being incorporated into the Safe Systems Road Safety Strategy of the Western Cape.

The district safety plan is founded on the above four principles. During the evaluation phase, some key findings as per the ODM district safety plan are that:

- Sporting, music and cultural events are major road traffic management issues for the regions.
- The road network in the region is generally in good condition, with some localised issues regarding signage and road markings.
- Speed profiles of major routes indicate high travel speeds over these portions of the network, with many motorists speeding particularly on the R44 and N2.
- Law enforcement resourcing levels were found to be low, at 26.71 traffic officers per 100,000 population, according to international standards this should be at 100 officers to 100 000 population.
- In accordance with the ODM District Safety Plan (DSP), traffic law enforcement also lacks certain basic equipment, notably inter-operable radios and networked handheld devices, as well as firearms, bulletproof vests, reflective jackets and traffic cones.
- Road Safety Management resources were found to be wholly inadequate with no dedicated regional staff from an establishment.
- Pedestrian fatalities are the largest road user category, followed by passengers then drivers
- The evaluation further showed that (adult) fatalities are strongly linked to alcohol.

Based on the evaluation, the enforcement, education and engineering plans were developed as per the DSP.

- Enforcement Plan
 - Response to the Evaluation
 - Integrating Enforcement action with other road safety activities
 - Existing Operational Requirements
 - Threats and Risks, and Existing Traffic Management Responsibilities
 - Identification of Resource Constraints and Requirements
- Education Plan
 - Response to the Evaluation
 - Support to Law Enforcement Activities
 - Integrating and Aligning Road Safety Awareness Activities
 - Integrating Road Safety Awareness with Engineering
- Engineering Plan
 - Response to the Evaluation
 - Needs Identified by Law Enforcement
 - Integrating Engineering with Road Safety Awareness Activities

As part of this plan, the Western Cape has developed initiatives such as:

- Roadblocks
- Fatigue awareness
- Average Speed Over Distance (ASOD) camera system
- Central communication centres to track the movement of patrol motor vehicle on any roadway
- Alcohol evidentiary centres
- Driver safety tips
- Signage and awareness
- Other western Cape initiatives:
 - Offers road safety education and awareness programmes and projects across the province.
 - Provides driver education and training.
 - Facilitates roadside communication at roadblocks.
 - Distributes road safety products (pamphlets for targeted road user groups).
 - Facilitates high school debates.
 - Offers Danny Cat shows.
 - Runs Participatory Education Techniques (research projects).

Establishes scholar patrols and seatbelt convincer demonstrations.

Law Enforcement

It is vital for the appropriate authorities such as the South African Police Service and the local Traffic Police to ensure law enforcement in terms of the following:

- Road user safety
 - Speeding;
 - Drunk driving; and
 - Abiding to traffic laws.
- Public transport usage
 - Security at ranks;
 - Enforcement of the OL and routes as detailed in chapter 6;
 - Overloading and roadworthiness of public transport vehicles; and
 - Abiding to traffic laws.
- NMT
 - Abiding to traffic laws;
 - Jay-walking; and
 - Security at crime hotspots.
- Freight vehicles
 - Abiding to traffic laws; and

- Overloading.

Rural Transport Strategy

The Rural Transport Strategy has established the following guiding principles.

- Inclusiveness with respect to all critical rural access needs which includes economic and social needs of rural communities and other disadvantaged groups and universal access planning for public transport;
- Alignment and linkage with integrated development initiatives, focusing on the National Developments Plan (NDP) and Integrated Development Plan (IDP);
- Developmental effectiveness, referring to the direct impact of rural roads and public transport on job creation, enterprise development, provision of general capacity building for the social development of communities, access to socio-economic participation, mainstreaming of rural economies into broader provincial gross domestic product (GDP) and improved rural livelihoods;
- Sustainability, with regard to the transport system itself and well-researched investment decisions on local, provincial and national economies. Sustainability also requires that attention be given to the impact of the rural transport system on the wider social, economic and biophysical environment; and
- Action orientation and cohesion relates to the need to move beyond strategizing, planning and regulatory frameworks to implement a more balanced and integrated delivery system.

The Rural Transport Strategy has compiled a Rural Transport Implementation Framework and has five pillars, namely:

- Alignment with the National Development Plan (NDP), Comprehensive Rural Development Programme (CRDP) and Integrated Development Plan (IDP) framework. Alignment of rural transport interventions with broader government priorities and Linkage with local economic development, poverty alleviation and other social service delivery programmes.
- High-leverage focus projects and promotion of IPTN plans.
- Regulations and safety
- Capacity building and monitoring
- Funding

The 2011 IPTN Mobility strategy was developed and specified the operating zones in the specific local municipalities. This study identified the infrastructure requirements and stops, as well as routes/ route type within each LM. There are 12 proposed routes, with 48 proposed operational stops. However, this system is proposed as part of the entire IPTN mobility strategy and requires a substantial investment for the entire system. Nevertheless, a pilot project can be established that focuses on the 2011 Mobility strategy regarding the Bredasdorp Routes. The Bredasdorp routes have the most identified rural level three zones and routes, thus it would make an ideal candidate for such a trial. An appropriate business plan, operational plan and identified funding and subsidies would need to be developed. The 2011 Mobility strategy should be updated to cost these items. The needs required as follows:

- Update of the rural transport routes as per the 2011 Mobility strategy: April 2021
- Develop an operational plan for the proposed trial service: June 2021
- Develop a business plan for the proposed trial service: June 2021
- Design operational infrastructure required to operate trial service: July 2021

- Secure funding from the MIG and the PTOG: June 2021
- Conducted operator negotiations: From January 2021-June 2021
- Implement trial system: August 2021

The management of these project should be done through the District Municipality.

Green Transport:

In addition to the promotion of the use of public and non-motorised transport and general travel demand management recommended in the travel demand strategy, as well as the recommended shift to rail for freight transport, the following measures should be implemented to reduce carbon emissions in Overberg:

- The installation of electric charging stations at petrol facilities should be investigated to facilitate shifting to electronic vehicles. Coordination with the town planning department needs to take place to allow such installations as part of the development control regulations.
- Encourage the replacement of public transport vehicles with electric vehicles or biogas run vehicles when new vehicles are required. The feasibility of including such a requirement in a contracted public transport services contract, should be investigated

Funding and Project Proposals:

Projects have been identified and prioritised based on the direct impact on road users, with a specific focus on public transport users. Funding sources for the implementation of the transportation infrastructure projects included in the DITP are regulated in terms of national legislation and annual expenditure ceilings, which are regulated by National Treasury. Traditional sources of funding are however supplemented by grants from Provincial and National level. Transportation projects included in the DITP are therefore funded from a number of different sources.

The Municipal Infrastructure Grant (MIG) is a municipal infrastructure funding arrangement that combines all existing capital grants for municipal infrastructure into a single consolidated grant. It is managed by the Department of Cooperative Governance and Traditional Affairs (CoGTA). The purpose of MIG is funding of basic infrastructure such as roads, water, sanitation and electricity. The MIG fund is allocated according to a formula to all municipalities that fulfil three categories of conditions: (a) conformity with the Division of Revenue Act; (b) cross-cutting conditions (e.g. compliance with the IDP, infrastructure development with economic spin-off for poverty alleviation and job creation, basic service coverage, among others) and (c) sector specific conditions. Projects funded through the MIG must be in the municipal IDPs and approved by council.

A municipality is not required to make an application for the funds. The funds are determined by formula and are paid into the bank account of the municipality according to a MIG schedule that is agreed to with the municipality. The amount that the municipality will receive from MIG is published in the Division of Revenue Act. However, the municipality must have complied with the conditions of MIG.

Public contributions are made to fund the provision of specific infrastructure required to provide capacity and accessibility to private development, generally in terms of an approved study, such as a Traffic Impact Study. The contribution may be to meet 100% of the cost or an agreed percentage with the Municipality contribution being the balance. In accordance with the 2020 SDF, sources of funding, the following range of funding sources include:

- Inter-governmental transfers - Municipalities are provided a range of inter-governmental transfers used to finance capital expenditure through either formula-based or application-based arrangements

and include sources such as the Municipal Infrastructure Grant (MIG), the Regional Bulk Infrastructure Grant (RBIG) and other sources.

- Municipal own revenue - Internally generated funds from cash surpluses generated by municipalities can be transferred to a Capital Replacement Reserve (CRR) for use in financing infrastructure. This source of funds is directly related to the Municipality's overall financial viability and cash position.
- Service charges - Tariffs revenues from services that have usage charges. These service charges are often linked explicitly to the consumer unit serviced.
- Commercial lending - Funds raised through debt is an additional source of capital finance. These funds are typically sourced from lending institutions and dependent upon a range of parameters including the financial position of the Municipality, as well as the macro-economic climate of the country.
- Development charges/ betterment levies or taxes – A development charge is a cost incurred by private developers paid over to the Municipality to cover, or partially cover, bulk and connector infrastructure. This revenue source is often development specific and highly variable, often relating to the income grouping targeted by the developer.
- Other revenue – Municipalities can receive revenue from other sources, ranging from facilities and equipment rental, licenses and permits, interest, etc.
- Service provider funding – Public-private partnerships (PPPs) can provide opportunities for innovative financing arrangements. These arrangements can include raising capital for infrastructure.

The projects were based on the following criteria:

- Projects identified and planned for through SOE's and the WCG.
- Existing IDP, SDF and other documents proposed projects.
- Public Transport Plan projects.
- Infrastructure Plan projects.
- Freight Strategy projects.
- NMT plan projects.
- Other Transport Strategies projects.

From the various strategies, plans and needs, the following budgets are required to implement the five-year transport project requirements:

- National Projects: 16 Projects with a budget of R27 357 969,00
- Provincial Projects: 41 Projects with a budget of R519 433 460,00
- District Projects: projects with a budget of R103 000 000,00
- Local Municipality
 - OLM Projects: 40 projects with a budget of R174 700 033,00
 - SLM Projects: 19 projects with a budget of R83 927 050,00
 - TWKLM Projects: 20 projects with a budget of R30 682 567,00
 - CALM Projects: 11 Projects with a budget of R46 728 500,00

There is a total of 134 projects with a total budget of R1 115 850 151,00 for the five-year period.

1 Introduction

1.1 Background

In terms of the National Land Transport Act (NLTA), Act 5 of 2009 requires all Planning Authorities to compile an Integrated Transport Plan, which is a specific sector plan that feeds into the Integrated Development Plan (IDP) of the relevant authority. The DITP also supports and forms part of the development of the Provincial Land Transport Framework (PLTF).

This report represents the District's Integrated Transport Plan, with the Overberg District Municipality (ODM) as the planning authority. SMEC undertook the compilation on behalf of the District Municipality and was commissioned and funded by the Western Cape Department of Transport and Public Works.

This update of the District Integrated Transport Plan (DITP) is done in accordance with the minimum requirements for the preparation of integrated transport plans, as published in the National Land Transport Act (NLTA) regulations, Government Gazette No 40174 of 29 July 2016.

The DITP must at least consist of the chapters detailed in section 1.5. The desired outcomes of the ITP plans, as per the Government Gazette, 29 July 2016 is to:

- Improve Accessibility
- Reduction in Congestion
- Affordability
- Improve travel times
- Increase use of NMT
- Solving problems relating to traffic

1.2 Study Area Concerned

The study area consists of the Overberg Municipality located in the Western Cape Province. The ODM is the most southerly district located in the province with the Cape Winelands to the North, Garden Route to the east and Cape Town to the west, see Figure 1.

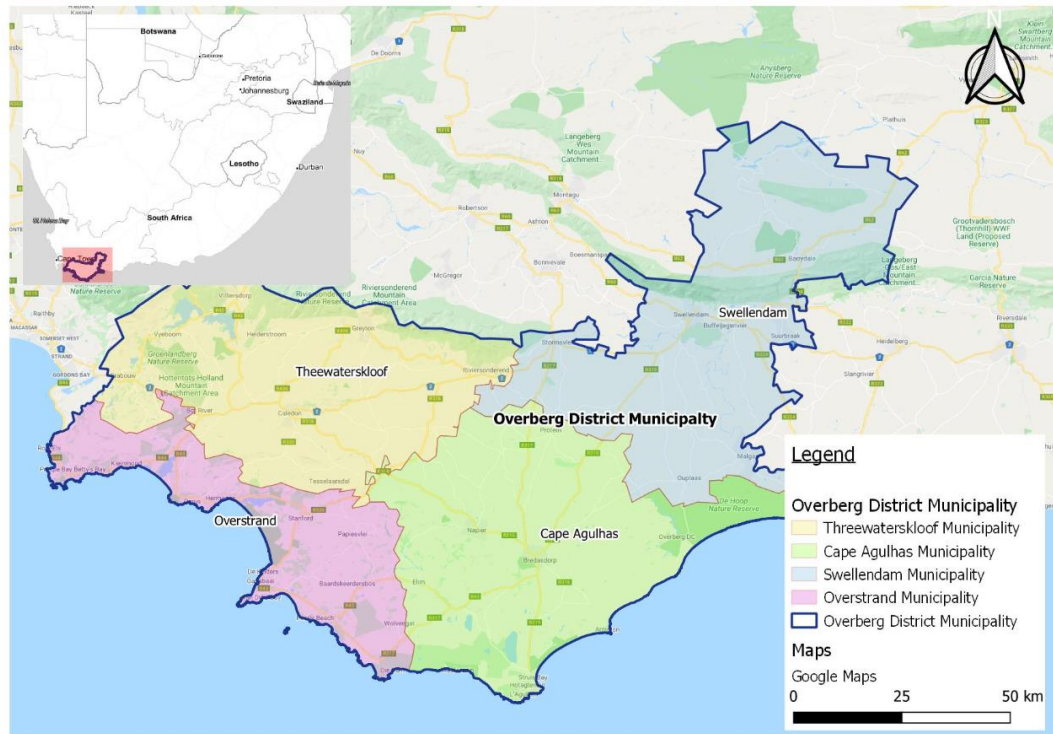


Figure 1: Overberg District Municipality Locality Map

The district is approximately 12 242.3 km². The district consists of four Local Municipalities:

- Cape Agulhas Local Municipality (CALM)
- Overstrand Local Municipality (OLM)
- Swellendam Local Municipality (SLM)
- Theewaterskloof Local Municipality (TWKLM)

CAM is located in the on the southern coastline of the province. The main places within the municipality include the towns of Bredasdorp, Napier and Struisbaai to name a few. The municipality approximately covers an area of 3471.2 km². The study area is highlighted in red in Figure 2.



Figure 2: Cape Agulhas Municipality Locality

OM is located on the coastline of the Western Cape Province, next to the border of the Cape Metro area and Cape Ahulhas LM. The main places within the municipality include the towns of Zwelihle, Gansbaai and Hermanus to name a few. The Municipality covers an area of 1 674, 9 km². The study area is highlighted in red in Figure 3.

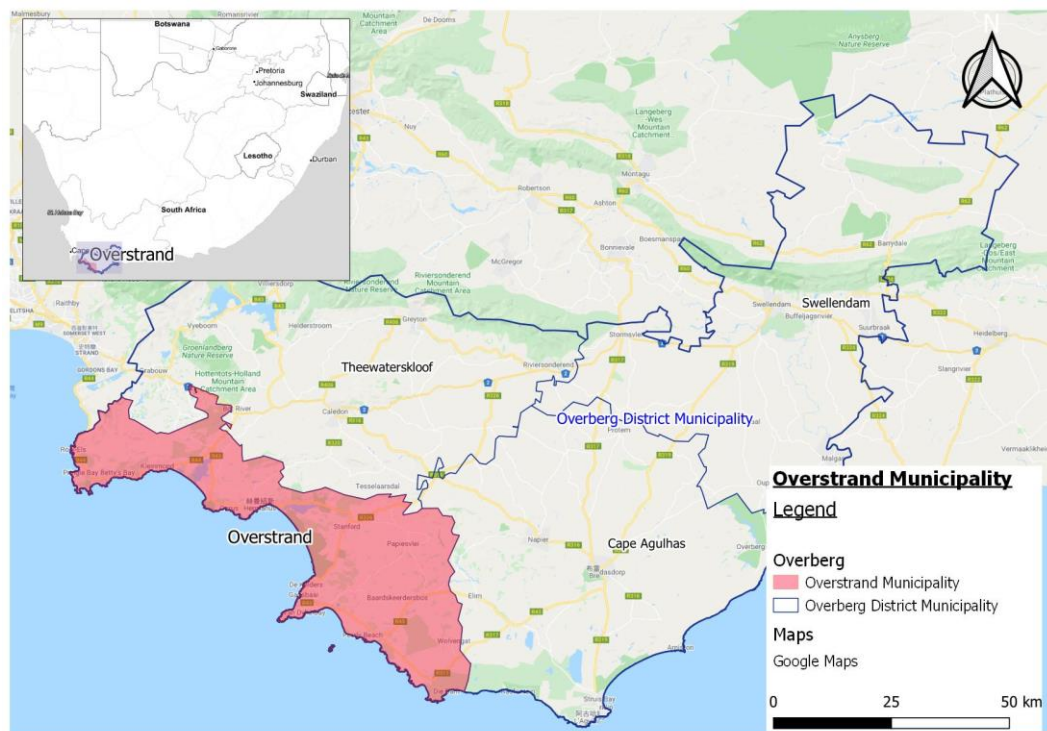


Figure 3: Overstrand Municipality Locality

SLM is on the most eastern side of the district municipality. The main places within the municipality include the towns of Swellendam, Barrydale and Suurbraak to name a few. The municipality covers an area of 3836.2 km². The study area is highlighted in red in Figure 4.

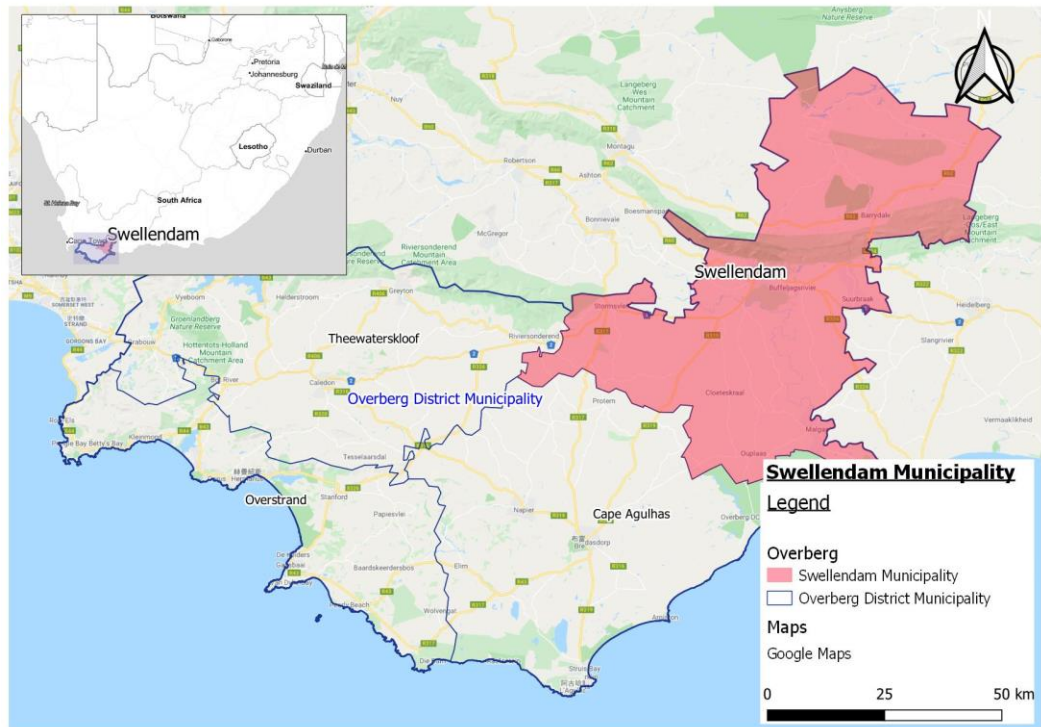


Figure 4: Swellendam Municipality Locality

TWKLM is located north of OLM and west of SLM and borders the Cape Metro area. The main places within the municipality include the towns of Grabouw, Caledon and Villiersdorp. The Municipality covers an area of 3 260 km². The study area is highlighted in red in Figure 5.

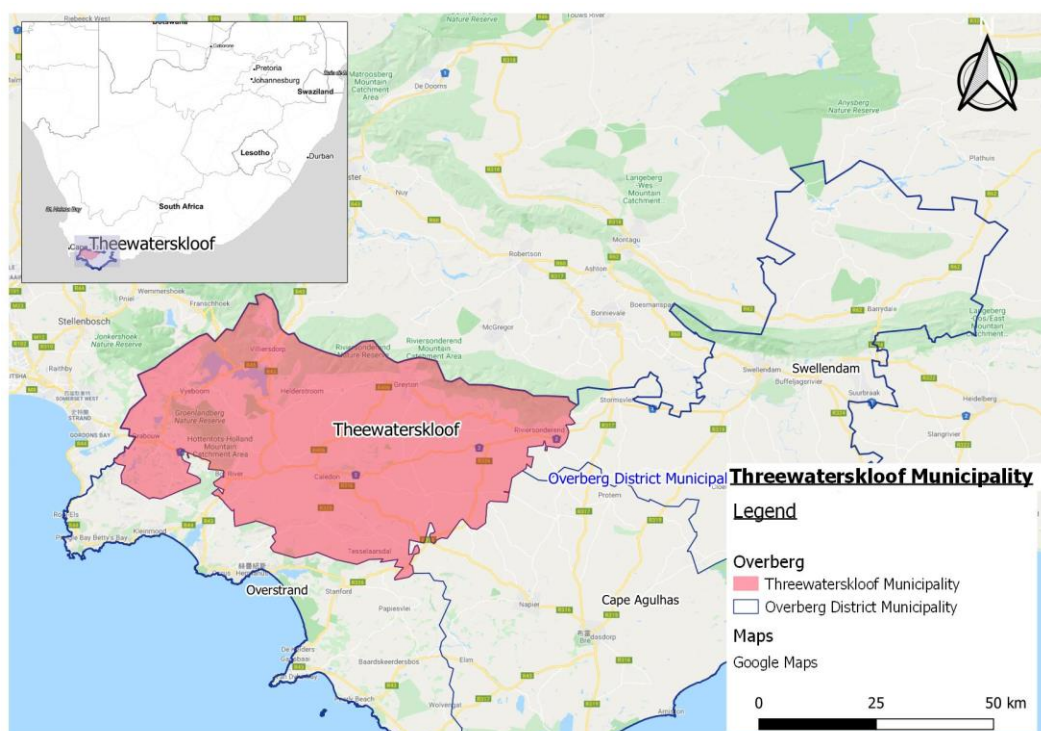


Figure 5: Theewaterskloof Municipality Locality

1.3 Planning Authority

The preparation of the Overberg District Municipality Integrated Transport Plan (DITP) is the responsibility of the District Municipality. The preparation of the Overstrand, Cape Agulhas, Swellendam and Theewaterskloof Local Integrated Transport Plans (LITP) is the responsibility of the Local Municipalities. The summaries of the LITP's will form the DITP for the district as per the minimum requirements, 29 July 2016. The planning costs for the preparation of the DITP and four LITP's are covered by the Western Cape Provincial Government's Department of Transport and Public Works.

1.4 Status of the plan

Integrated Transport Plans are prepared for a five-year period and updates of selected aspects of the plan should be undertaken on an annual basis with a specific focus on programmes and budgets. The annual updating must include the following aspects:

- Update the TR if any significant new data collection occurs, including the transportation GIS.
- Describe progress of the implementation of the ITP.
- It should be documented, which contracts have been awarded and which have expired and any changes or additions to the proposed contracted services network.
- The database of the operating licences, where municipalities has established such, should be updated on an ongoing basis as per the OLs awarded, lapsed or renewed.
- Revised and updating projects, programmes and budgets is updated in chapter 12, so that a three-year period ahead is maintained, along with a detailed programme and budget for the next financial year.

The previous review of the DITP was undertaken for the 2015 to 2020 period, with updates made in 2018 on the transport register, transport needs assessment, transport improvement proposals, and implementation budget and programs. An update of the Transport Register (TR) and the Public Transport Plan (PTP) was completed in 2018 and revised with additional information in 2019. The frequencies of the required plans are shown below in Table 1.

Table 1: Plan required frequencies

PLAN	FREQUENCY		COMMENTS
	PREPARATION	UPDATE	
1. Comprehensive ITP (CITP) and District ITP (DITP)	Total overhaul every 5th year	Annual update of selected aspects, in synchronisation with the IDP.	Update to focus on action programme and budget. Prerogative of PA to do more comprehensive update.
2. Local Integrated Transport Plan (LITP)	Prepare every five years, as input to new DITP in the case of local authorities that fall within a district municipality	Update the budget and programme for the following year annually, in synchronisation with the IDP.	
3. Transport Register (forms part of ITP)	Total overhaul every 5th year	Update the TR if any significant new data collection occurs. GIS, databases and information systems to be updated on an ongoing basis, as and when new information is collected.	Update to concentrate on gaps and information of poor quality.

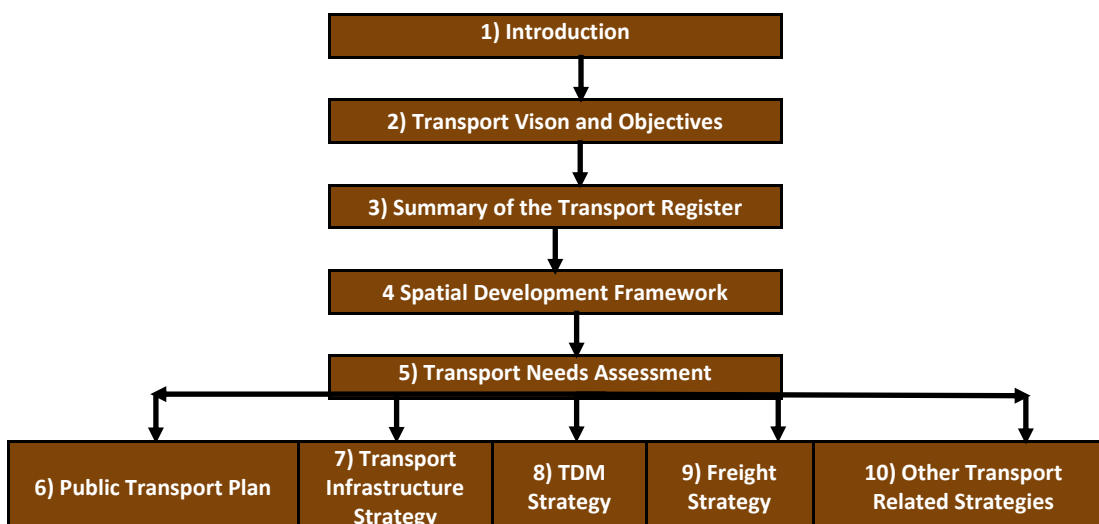
PLAN	FREQUENCY		COMMENTS
	PREPARATION	UPDATE	
4. Public Transport Plan (forms part of ITP)	Total overhaul every 5th year	Report annually on contracts that have been awarded or which have expired and any changes or additions to the proposed contracted services network. Database of operating licences should be updated on an ongoing basis as OLS are awarded, lapse, or are renewed.	

1.5 Report Structure

The DITP must contain all the detailed requirements in terms: 'Integrated Transport Plans: Minimum requirements in terms of the National Land Transport Act (NLTA),' as detailed in the government gazette no 40174 of 29 July 2016. The DITP must at least consist of the following chapters:

EXECUTIVE SUMMARY

1. Introduction
2. Transport Vision and Objectives
3. Transport Register
4. Spatial Development Framework
5. Transport Needs Assessment
6. Public Transport Plan
7. Transport Infrastructure Strategy
8. Travel Demand Management Strategy
9. Freight Transport Strategy
10. Other Transport Related Strategies
11. Summary of local ITPs in the case of District Municipalities
12. Funding strategy and summary of proposals and programmes
13. Stakeholder Consultation



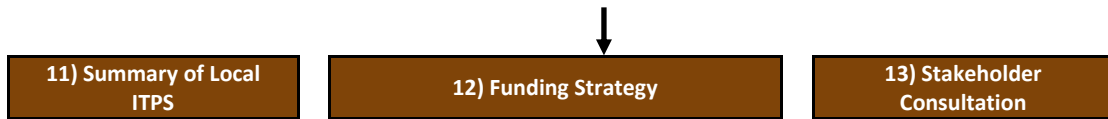
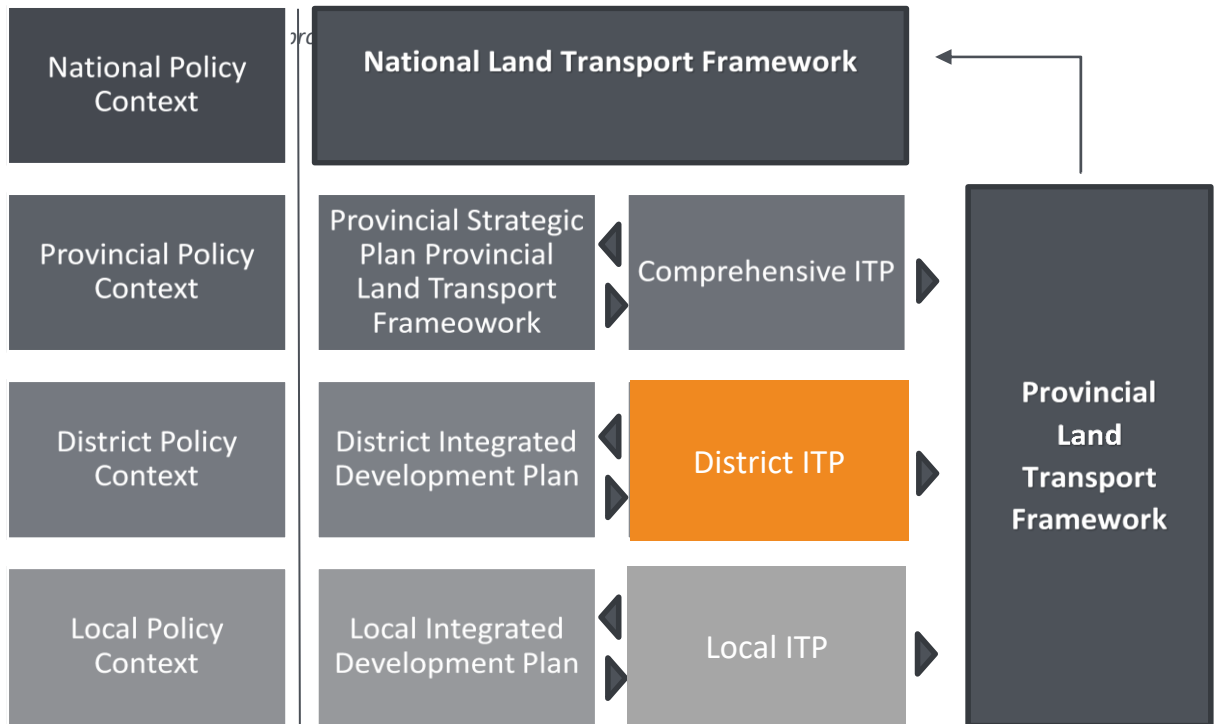


Figure 6: Minimum Content of a DITP

The following section describes the methodology to be undertaken on this project. This information is based on the requirements in the terms of reference and outlined in the minimum requirements for preparation of ITP's in terms of regulations gazetted in July 2016.



2 Transport Vision and Objectives

2.1 Introduction

The vision statement for transportation in the ITP area should be formulated within the framework of the White Paper on National Transport Policy, 1996, other approved national and provincial transport policies and strategies, as well as relevant local policies and strategies. The vision statement should be a concise statement guiding transport development in the area in terms of both the long and short-term components of the transport plan. Specific objectives should be formulated, related to the overall vision. Objectives should be measurable, understandable and achievable.

The vision has been formulated within the framework of the national, provincial and local policies and strategies. It aims to address both the long and short-term components of the transport plan. The objectives relate to the vision and were developed in such a way that they are measurable, understandable and achievable. The following sections outline the vision and objectives of the existing national, provincial and local transport policies and strategies.

2.2 National Transport Vision and Objectives

2.2.1 The Draft Revised White Paper on National Transport Policy (National Department of Transport, 2017)

The minimum requirements for the preparation of integrated transport plans, published in the Government Gazette (No. 40174) in 2016, refers to the White Paper on National Transport Policy, 1996. This document was revised in 2017 and the ODM vision was developed taking account of this revised document.

The Draft White Paper provides the following direction in terms of Vision and Policy Objectives.

VISION

“A transport system that provides equitable and reliable access for all in an economically and environmentally sustainable manner to advance inclusive growth and competitiveness of the country.”

Government will provide for a transport system that will:

- Facilitate the movement of goods and people;
- Enable equitable access to personal economic opportunities and social services;
- Support economic and environmental sustainability and inclusive growth; and
- Advance national, regional and global competitiveness of the country.

To achieve this, there must be adequate supply of transport infrastructure and services in relation to demand. Furthermore, for the users of transport, the supply should be:

- Accessible;
- Cost effective;
- Time efficient and reliable; and
- Safe and secure.

POLICY OBJECTIVES

The broad objectives of the Government's transport policy are:

- To support the goals of the prevailing, overarching plan for national development to meet the basic accessibility needs of the residents of South Africa, grow the economy, develop and protect human resources and involve stakeholders in key transport-related decision making;
- To enable customers requiring transport for people or goods to access the transport system in ways that best satisfy their chosen criteria;
- To improve the safety, security, reliability, quality, and speed of transporting goods and people;
- To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- To invest in infrastructure or transport systems in ways that satisfy social, economic or strategic investment criteria; and
- To achieve the above objectives in a manner that is economically and environmentally sustainable and minimises negative side effects.

(To satisfy the accessibility needs of people in a vast rural area, can be a daunting task. It is however the most important aspect of rural transportation, namely how can isolated communities get access to shops, health facilities and other government services?)

2.2.2 Moving South Africa Action Agenda (National Department of Transport, 1999)

In September 1998, the Department of Transport completed the ambitious Moving South Africa (MSA) transport strategy project. MSA focuses on the strategic actions that are required to unpack the policy formulation of the 1996 White Paper on National Transport Policy. The vision for transport in 2020, as formulated in the Moving South Africa (MSA)-study, is as follows:

VISION

“By 2020, transport in South Africa should meet the needs of freight and passenger customers for accessible, affordable, safe, frequent, high quality, reliable, efficient and seamless transport operations and infrastructure. It should do so by constantly upgrading in an innovative, flexible and sustainable manner the economy and the environment. In so doing, transport should support and enable government strategies, particularly those for growth, development, redistribution, employment creation and social integration, both in South Africa and in the Southern African region to function optimally.”

It is now 2020 and the question should be asked of transport authorities if the above vision has been realised?

2.3 One Cape 2040: Long Term Vision and Plan for the Western Cape

The Western Cape’s long-term vision and plan is outlined in “One Cape 2040: Long Term Vision and Plan for the Western Cape. It aims at promoting a more inclusive and resilient economic future for the Western Cape through a Technomic agenda. The agenda is based on focusing on six specific areas to realise transitions.

- Knowledge transition “Educating the Cape”
- Economic access transition “Enterprising the Cape”

- Ecological transition “Green Cape”
- Cultural transition “Connecting Cape”
- Settlement transition “Living Cape”
- Institutional transition “Leading Cape”

The Western Cape’s new stated vision has gained greater focus from the previous vision “to create an open opportunity society for all in the Western Cape so that people can live lives they value.” The new vision states

“A highly skilled, innovation-driven, Resource-efficient, Connected, High Opportunity, Society for all.”

Within the visionary direction provided by the One Cape plan, the PSP 2019-2024 sets out Five Vision Inspired Priorities (VIPs) for the five-year strategic planning period. These goals focus on creating a safe Western Cape where everyone prospers and give effect to the strategic national visionary and priorities as reflected in the NDP, MTSF and the provincial visionary priorities as reflected in OneCape 2040. The PSP 2019-2024 is aligned with these strategic visionary elements. The five VIPs are depicted diagrammatically below in Figure 4:

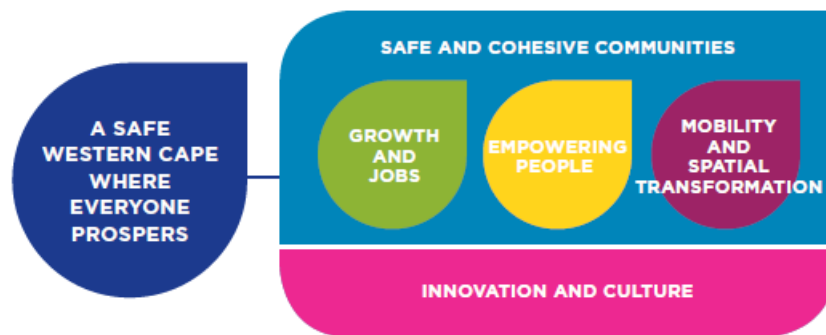


Figure 8: WCP PSP Vision Inspired Priorities (VIPs) 2019-2024

In addition to the VIPs apply importantly to key themes and issues around gender, youth, and climate change and food security.

2.4 Western Cape Government Provincial Land Transport Framework (2016 to 2021)

The Western Capes Vision and Mission was guided by the Provincial Land Transport Framework (2016-2021), which further developed a strategic set of goals and objectives.

VISION

“An equitable, sustainable, economically efficient, effective and safe integrated multimodal transport system that allows citizens to access opportunities in a dignified manner, in support of the provincial goal of creating an open opportunity society for all in the Western Cape.”

MISSION

“To provide for an accountable, flexible and capacitated institutional and legislative enabling environment to facilitate the implementation of an integrated transport system in the province of the Western Cape”.

It is envisaged that by 2050, the transport system of the Western Cape will be developed along and defined by the following pillars, namely (a) Sustainability, (ii) Equity, (iii) Access to opportunity in an economically efficient manner, and (iv) Safety.

The NLTSP sets out the following strategic direction:

- Priority for Public Transport and promotion of Non-Motorised Transport;
- Transport Planning: Change from supply-driven to a demand-driven land transport system through integrated transport planning at the three spheres of government;
- Taxi formalisation and recapitalisation;
- Corporatisation of bus operators;
- Development of strategic rail capability;
- Co-ordination of institutional responsibilities relating to land transport;
- Land-use restructuring by integrating with related functions, such as land use, economic and spatial planning and development;
- Revision and prioritisation of a strategic countrywide road network;
- Cross-Border Road Transport;
- Improved balance of freight transport between road, rail and pipeline;
- Development of a high-level inter-provincial long-distance land transport strategy;
- Promotion of access in rural areas and specifically rural nodes;
- Improved safety of the land transport system;
- Meet the transport needs of persons with disabilities;
- Promotion of non-motorised transport;
- Designing land transport in such a way that it has the least harmful impact on the environment;
- Land transport planning, infrastructure and operations must be supportive of tourism strategies;
- Inter-modalism and integration of transport planning;
- Implementation of conflict resolution mechanisms to avert possible land use and transport planning conflicts, and
- Funding: Design public transport services in such a way that they provide affordable transport to the public and achieve cost-efficiency and service quality, the optimal allocation and utilization of available resources and market development.

Based on the strategic priorities and based on the PLTF strategic direction, a plan of action has been developed as shown below, Figure 9.

Alignment to national intervention	Focusing on provincial priority areas	Ensuring alignment between municipal integrated transport plans and integrated development plans
<ul style="list-style-type: none"> • Roads Infrastructure Strategic Framework of South Africa (RISFSA) – reclassification of provincial road network. • Support the implementation of the national and regional rail plans in order to raise the profile of rail and improve passenger rail services. • Support the assignment of transport functions to the lowest competent sphere of government in terms of the National Land Transport Act, 2009. • Supporting the City of Cape Town’s IRT rollout, thereby supporting integrated transport system. 	<ul style="list-style-type: none"> • Improve rural transport through contracted public transport freight transport linkages. • Invest in rural passenger rail. • Promote investment in public transport over investment in roads that encourage private vehicle use. • Encourage a shift in freight from road to rail. • Reducing fatalities on roads • Improved and coordinated law enforcement programmes. 	<p>Ensure that transport is duly considered in the relevant planning documentation insofar as it impacts on spatial integration, modal integration, sustainable resource management and use, safety, social cohesion, rural development, and economic and employment growth, prior to approval of the integrated transport plans and integrated development plans</p>

Figure 9: PLTF Strategic Priorities

2.5 Western Cape Freight Policy and Guidelines

In developing the Freight Strategy for the Western Cape, five (5) principles were identified to guide freight transport delivery in the Western Cape. The following five principles were used to guide the freight strategy in the ODM. The principles were developed through the review of several national, provincial and local policy imperatives that have an influence on freight transport in the Western Cape and thus in the ODM. The freight transport principles are ideals that the ODM will strive for. The principles are related to freight delivery best practice and represent the most common themes communicated by the policy documents reviewed. The five (5) principles identified are:

1. **Freight Transport Network Efficiency:** Several definitions of transport efficiency exist, and the most appropriate one depends on the purpose of study. The definition adopted for this strategy considers the relationship between productive resources (vehicles, infrastructure, labour etc.) input to the transport system and the resulting capability to satisfy demand. Under this definition, the best freight transport system efficiency is achieved when the fewest productive resources are required to meet certain transport demand. As an example, a network that is congested has low efficiency because the slow movement of vehicles reduces the demand that such vehicles can meet. A less congested network allows faster movement, which increases the demand that can be addressed by certain productive resources, increasing the efficiency of the system.
2. **Inclusive Economic Development:** The Western Cape Government (WCG) aim is to grow the provincial economy and create jobs by providing a conducive environment for businesses. This intention is encapsulated in the VIP 2: Creating opportunities for growth and jobs. Provision of an efficient transport system was identified as one of the key components of the infrastructure and land-use levers for achieving VIP 2.

3. **Freight Transport Network Safety:** The movement of freight has inherent hazards that must be managed to prevent injury to other users of the transport network and damage to equipment, transported goods and infrastructure. While freight transport network safety is an important consideration for all freight transport modes, it is more critical in road freight, because of the risk posed to passenger transport users. The Freight Strategy includes initiatives to improve the safety of freight transport delivery in the Western Cape.
4. **Environmental Sustainability:** Environmental sustainability is a state in which the demands placed on the environment can be met without reducing its capacity to allow all people to live well, now and in the future. Freight transport places demands on the environment because of carbon emissions from hydrocarbon energy sources on all modes. Other negative environmental impacts include noise pollution and land use in the provision of infrastructure, such as roads. These negative impacts have a cost on society and must be mitigated. The Freight Strategy includes initiatives for reducing these negative impacts to promote positive freight delivery outcomes.
5. **Cost Optimisation:** Freight transport cost is a key component of the cost of goods traded in the economy. As a result, optimising freight transport cost is important in promoting economic competitiveness and improving affordability of goods and services to consumers. The Freight Strategy includes an assessment of freight transport costs and appropriate interventions to optimise the cost.

These principles are consistent with the requirements for sustainable transport delivery. The United Nations High-Level Advisory Group on Sustainable Transport defines Sustainable Transport as:

“the provision of services and infrastructure for the mobility of people and goods -advancing economic and social development to benefit today’s and future generations - in a manner that is safe, affordable, accessible, efficient, and resilient, while minimizing carbon and other emissions and environmental impacts”

These five principles then determined the seven Western Cape strategic focus areas, refer to the figure below:

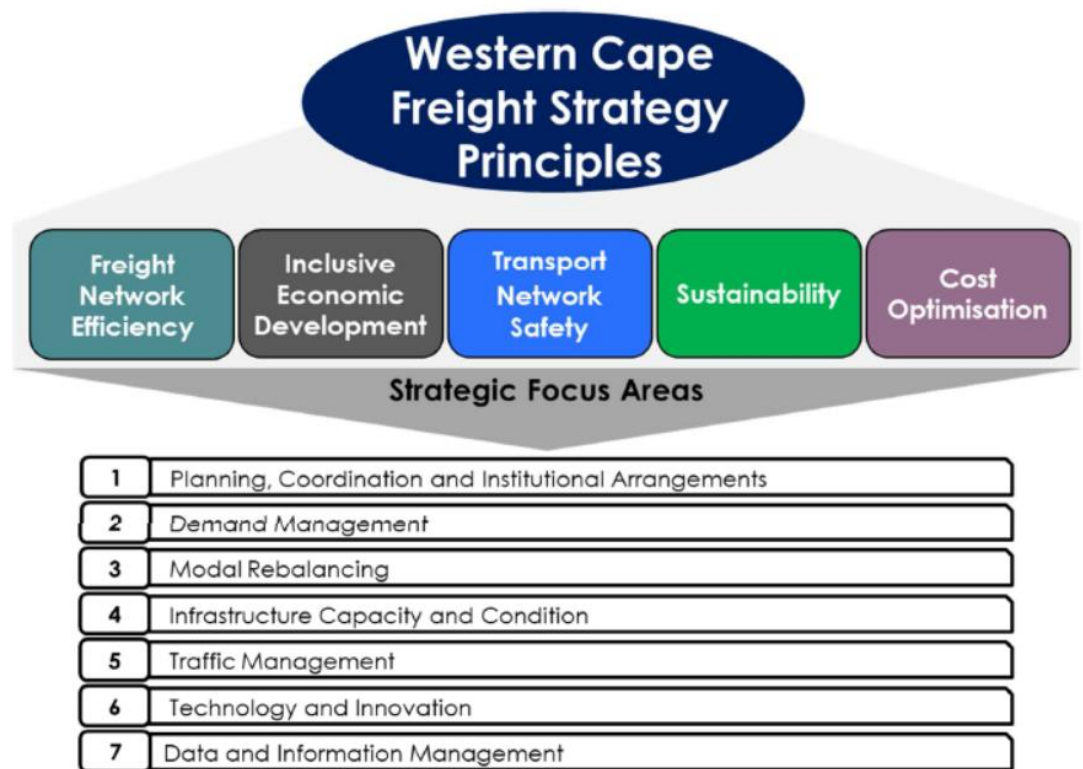


Figure 10: WC Freight principles and strategic focus areas, Source WC Freight Strategy 2019

2.6 Overberg District Municipality

The Western Cape Government has identified five (5) VIPs. The relation to the VIPs in line with transport are shown below:

Table 2: Western Cape VIP's

STRATEGIC OBJECTIONS	GAME CHANGERS
VIP 1: Safe and Cohesive Communities	<p>“Enabling safe and cohesive communities is the overarching theme that guides interventions across all of our strategic priorities, and every provincial department is responsible for contributing to this through its Safety Priorities. Similarly, municipalities will support this VIP through their functions of law enforcement and town planning.</p> <p>with effective policing and law enforcement and improved partnerships between all spheres of government, business, civil society, and communities, the rule of law will prevail. With social and infrastructure programmes that address the root causes of violence and crime, our communal spaces will be safer and more people-centred.”</p>
VIP 2: Growth and jobs	<p>“We envisage that, through driving competitiveness in the Province, the Western Cape becomes an investment destination of choice due to a skilled labour force, excellent infrastructure, and improved productivity. It is well connected to Africa and the world, with increasing exports and tourist visits growing the provincial economy. All of this will be done while promoting economic growth that is inclusive and resource resilient.”</p>

STRATEGIC OBJECTIONS	GAME CHANGERS
VIP 3: Empowering People	“We envisage that, through a life-course approach, residents are empowered to access and seize the opportunities available to them. Families are strengthened and parents play an important role in the improved development and wellness of their children. Our youth have developed the hard and soft skills, knowledge, and social capital they need to thrive in the 21st-century world of work. People have access to excellent health services that meet the health demands of a growing population, and people take good decisions for their individual and collective wellbeing.”
VIP 4: Mobility and Spatial Transformation	“We envisage that more people use safe, reliable, affordable, and low-carbon public transport”
	“With more mixed-use, mixed-income neighbourhoods and sustainable densification of economic centres, the average time, cost, and distance of commuting is reduced”
	“Through leveraging provincial and municipal investments in infrastructure, human settlements, spaces, and services, we can heal, connect, integrate, and transform our communities while reducing the vulnerability to climate change”
VIP 5: Innovation and Culture	“This will make neighbourhoods safe places of equal opportunity, dignity and belonging.”
	“The people of the Western Cape will experience government services that respond to their needs and add value to their lives. As a leader in innovation and an organisation that is continuously learning and improving, we envision the WCG as an employer of choice for people who want to partner across government and society to make a difference”

Based on the WC VIP’s, the freight policy, green policy and reviewing the 2016 DITP for the Overberg district municipality and allowing for the idea of one cape, the notion of a sustainable, equitable, environmentally and tourist friendly, safe, reliable and efficient transport system is paramount to the ODM. Therefore, the vision for the 2020-2025 transport network is:

“To provide an accessible, sustainable, Safe, reliable, environmentally and tourist friendly transport system that is integrated into responsible spatial planning for all the Overberg People”

The objectives are to:

- Provide public transport options for communities and allow for basic mobility and accessibility for all communities that is safe, reliable and affordable: By improving the overall accessibility and mobility of the transport system and by promoting mixed use developments within the ODM. This can be achieved by implementing the proposed 2011 Mobility strategy as a contracted service and by implementing the proposed public transport plan in conjunction with the SDF plans.

Monitoring: increase in the modal share in public transport and a reduction in travel times for work and scholar-based trips. Ensure walking distance in rural settings is 2km.

- Promote and provide a connected NMT network: By providing and planning safe walkways, cycle ways and linking towns to each other through NMT. This can be achieved by implementing the proposed NMT plan.

Monitoring: Increase the walkways and cycleways as per the NMT plan for each municipality. An reduction in pedestrian fatalities. Increase in NMT modal use such as cycling and walking. Baseline targets to be set by the district.

- Improve transport integration and planning: improved integration between spheres of national, provincial, regional and local government and between different government departments within these in order to provide uniform standards and regulations.

Monitoring: hold regular meetings and set goals to update the uniform standards and regulations. Baseline targets to be set by the district.

- Promote the use of mixed-use, mixed-income neighbourhoods and sustainable densification of economic centres, this creates demand-side mitigation parameters. During planning phases for residential developments that mixed land use is included in the development particulars. For township establishments, ensure pre-primary schools, schools, amenities and shops are within walking distances.

Monitoring: Ensure that when new developments are applied for, that the development is planned as mixed use and or TOD to ensure trip reduction factors can be applied.

- Develop transport as an economic growth tool: Using good quality transport and road networks to aid in tourism, movement and logistics. This can be achieved through way finding signage for tourist routes and NMT walkways, freight routes clearly identified and developed and improved and well-maintained road infrastructure. This is outlined in chapters 7, 10 and 11.

Monitoring: All tourist routes must be designed and implemented with adequate wayfinding signage. NMT walkways to be designed and constructed though EPWP initiatives as per the required implementation plan. Freight routes with corrected clearances, climbing lanes, passing lanes, truck stops. Overloading is controlled and decreases on both provincial and national roads. This is achieved through the proposed one-stops.

- Enhance the existing and proposed tourist routes within the ODM. This can be achieved by ensuring adequate signage and route descriptions are available to the public and advertising of tourist route through the local municipal web page.

Monitoring: Increased tourism on developed tourist routes.

- Enhance safety and security along the ODM road network and public transport facilities. This can be done through the solutions and implementation of the District Safety Plan.

Monitoring: Reduction in road based fatalities and reduction of criminal cases at taxi ranks in the district.

- The provision of a safe, reliable, effective, efficient, and environmentally sustainable freight transport network that supports inclusive and sustainable economic development that align with the strategic provincial freight focus areas. This should be achieved through chapter 10.

Monitoring: Reduction in road-based freight trips in the district. Increase in rail-based freight trips in the district.

- Improve rural transport accessibility and reliability to be aligned to the National Development Plan (NDP), Comprehensive Rural Development Programme (CRDP) and Integrated Development Plan (IDP) framework. This can be achieved through the rural transport strategy and the implementation of the 2011 Mobility strategy.

Monitoring: Walking distance to a public transport facility not further than 5km. Schedules service to rural communities.

- Promote low-carbon and environmentally friendly transport in the ODM. This can be achieved as per the green transport strategy detailed in chapter 11.

Monitoring: Number of electric charging facilities in the district. Number of electric vehicles owned in the ODM and the number of electric vehicles in the fleet of the LM's.

3 Transport Register

The transport register was compiled as per the minimum requirements of the National Land Transport Act minimum requirements for the preparation of Integrated transport plans, 2016. The chapter is comprised, as per the structure presented in the 2016 gazette as follows:

- Demographic and socio-economic
- General overview of transportation system
- Description of the regular, daily public transport system
- Description of other public transport services and modes of transport
- Description of institutional and organisational make-up of public transport industry
- Roads and traffic
- Freight transport
- Financial information

3.1 Demographic and socio-economic

The demographic and socioeconomic information in this section is based on the following data sources:

- The 2011 Census;
- The 2016 Community Survey;
- The Western Cape Government Socio-Economic Profile for the Overberg Municipality Report; and
- Municipal Economic Review and Outlook 2019.

The population of the ODM is 308 010, with the number of households being 91 835. There are 84 schools in the district. The modal split amounts to 57% NMT, 26% private car and 15% public transport. The unemployment rate is the highest in the Overstrand Municipality at 15%, Table 3.

Table 3: ODM Social Context

SOCIAL CONTEXT	
Population size of the District (2019e)	308 010
Number of Households (2019)	91 835
Education levels (% of community that has passed Grade 12) (2017)	87,6
Number of schools in the District area	84
Overberg District Average Population Growth (2020 – 2024)	2,00%

SOCIAL CONTEXT	
Tertiary institutions within the District area	0
Income levels (typical income within the District area) (2017)	R164 036 annual household income
HIV (population segment that is HIV positive - %, average annual growth in HIV and segment	20 596 patients load as per Western Cape Department of Health statistics of 2019
Total Modal Split	57% NMT, 26% Private Car, 15% Public Transport
Transportation needs to serve the public transport sector	Bus
Public transport areas of need and mode type that could link development corridors or development areas	Bus
Employment rate of local municipalities within the District area (2018e):	
Theewaterskloof	91.2%
Overstrand	85.3%
Cape Agulhas	92.1%
Swellendam	93.5%
Unemployment rate of local municipalities within the District area(2018e):	
Theewaterskloof	8.8%
Overstrand	14.7%
Cape Agulhas	7.9%
Swellendam	6.5%
Population per local municipality(2018e):	
Theewaterskloof	41%
Overstrand	33%
Cape Agulhas	13%
Swellendam	14%
Population contribution to the Western Cape	%
Information sourced from WCDM 2018 Socio-economic Profile	

From the 2011 Census, most of the population is concentrated in the municipality's town centres. The population distribution for the ODM main places is listed in Table 4.

Table 4: Population Distribution

MAIN PLACE	AREA (km ²)	POPULATION (2011)	HOUSEHOLDS	POPULATION DENSITY (People/km ²)
Agulhas	7.49	548	253	73
Arniston	3.95	1267	337	321
Bredasdorp	25.15	15524	4521	617
Cape Agulhas NU	3362.91	6152	1848	2
Elim	28.33	1412	390	50
Napier	23.04	4214	1337	183
Struisbaai	14.34	3877	1454	270
Suiderstrand	1.38	44	23	32
Arabella Country Estate	1.33	67	33	50
Baardscheerders Bosch	1.10	103	39	94
Betty's Bay	20.99	1380	666	66
Birkenhead	9.83	56	12	6
Fernkloof	11.27	0	0	0
Fisherhaven	2.97	723	308	243
Franskraalstrand	2.50	1165	592	465
Gansbaai	12.44	11598	3793	932
Hawston	4.65	8214	1931	1767
Hermanus	17.81	10457	3152	587
Highlands	68.42	75	18	1
Kleinmond	7.13	6634	2733	930
Kogelberg	153.30	3	3	0
Lebanon	36.00	74	26	2
Onrus River	10.83	5151	2307	476
Overstrand NU	1309.43	5100	1722	4
Paarde Poort	8.10	0	0	0
Pearly Beach	3.92	1042	485	266
Pringle Bay	3.26	801	428	246
Rooiels	1.15	125	64	109

MAIN PLACE	AREA (km ²)	POPULATION (2011)	HOUSEHOLDS	POPULATION DENSITY (People/km ²)
Sand Bay	4.19	4102	1639	978
Stanford	3.92	4797	1493	1223
Van Dyks Bay	2.85	500	261	176
Vogelgat	6.14	4	3	1
Wolvengat	1.36	50	26	37
Zwelihle	2.11	18210	6283	8615
Barrydale	25.77	4156	1101	161
Buffelsjagrivier	0.40	1439	355	3590
Infanta	20.45	90	33	4
Malgas	0.77	44	20	57
Suurbraak	46.11	2252	570	49
Swellendam	58.14	17537	5172	302
Swellendam NU	3683.44	10397	2887	3
Botrivier	1.93	5505	1579	2847
Caledon	18.06	13020	3544	721
Dennehof	1.09	121	49	111
Elgin	0.64	953	142	1495
Genadendal	3.97	5663	1593	1427
Grabouw	6.65	30337	7708	4562
Greyton	2.89	2780	990	962
Hottentots Holland Nature Reserve	94.06	0	0	0
Middleton	1.65	963	242	585
Riviersonderend	5.57	5245	1483	942
Theewaterskloof NU	3092.24	34200	8093	11
Villiersdorp	2.89	10004	346	3459

Figure 10 depicts the population densities of various towns within the municipality. The non-urban areas referred to as the NU include farm areas sparsely populated with a density of two people per square kilometre.

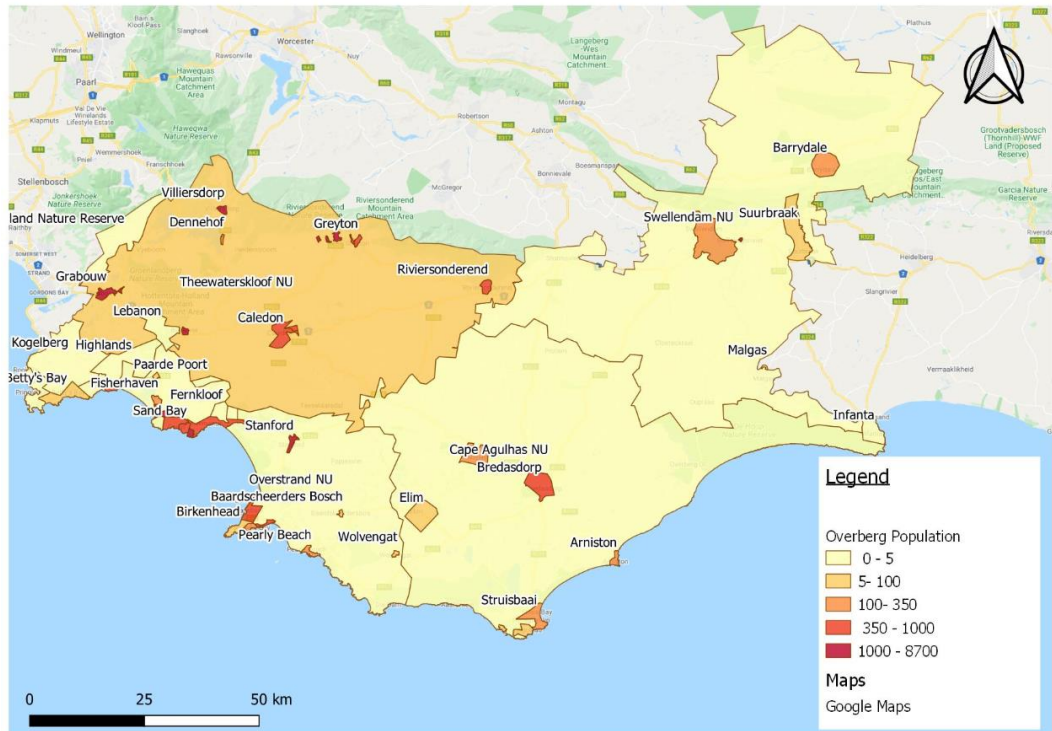


Figure 11: Population Density by Main Place (census 2011)

3.1.1 Employment and Income

The 2018 Socio Economic profile of the Overberg municipality with a number of jobs created in 2017, amounting to 91 335 for the district.

As shown, the unemployment rate has stayed relatively linear in recent years. Quantec Research determined the unemployment rate to be 11.8% in 2017 and estimated it to decrease to 10% in 2018.

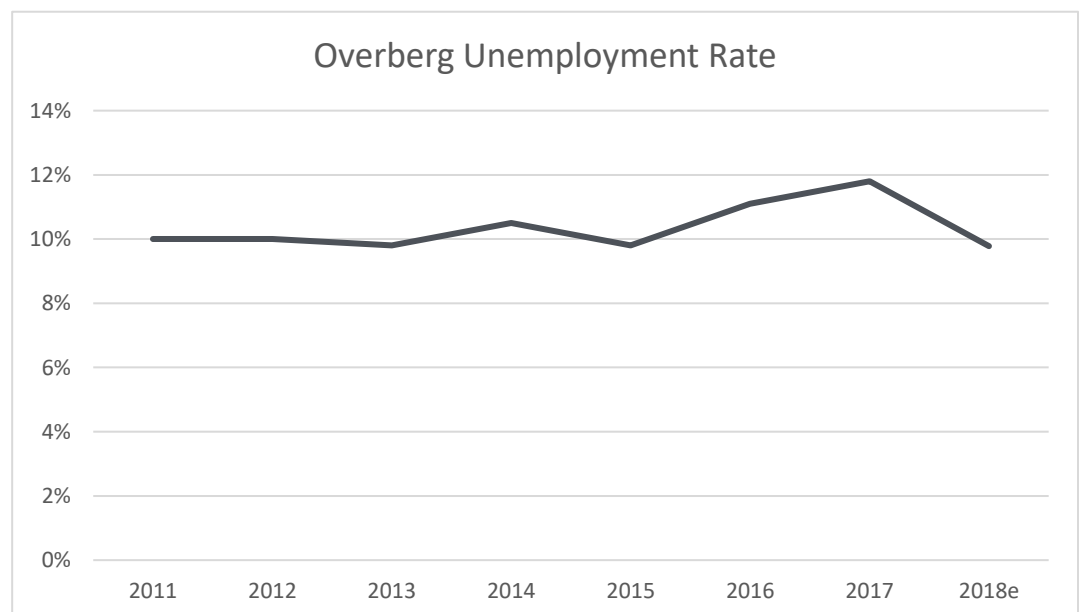


Figure 12: Unemployment Rates

The tertiary sector has the highest contribution to employment in ODM. Sectors creating employment include wholesale and retail trade, catering and accommodation sectors.

The second highest contributor to jobs is the agriculture, forestry and fishing sectors, which is the primary sector. The municipality produces grains, legumes and oilseed, pome fruit, fallow and weeds amongst others.

In terms of skilled level, 41% of jobs are of a low-skill level. Only 17% of the workforce is skilled. Figure 12 shows the percent split between the sectors and the skills level of the workforce.

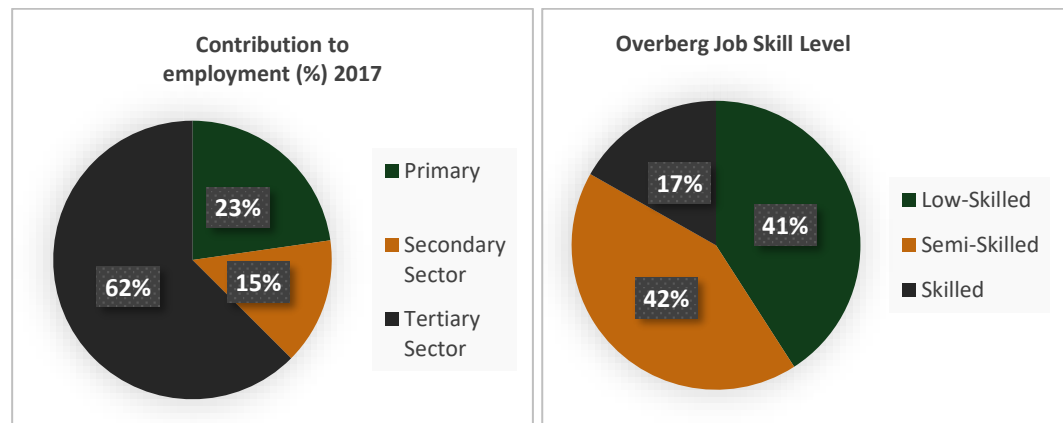


Figure 13: Sector Contribution to Workforce and Skill Level

Majority of households in ODM fall in the low-income bracket. As of 2017, over 58% of households earn between R1- R50 514 yearly. A further 28% fall in the middle-income bracket, they earn between R50 515 to R404 111. Only 4% earn more than R404 112. 10% of households have no income.

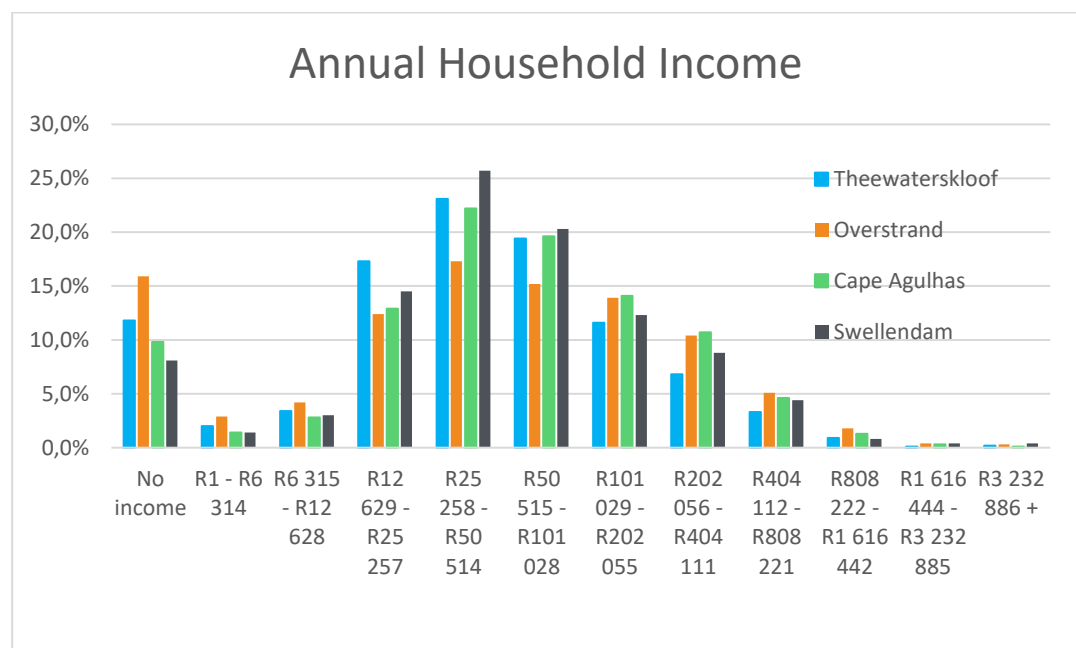


Figure 14: Overberg District Municipality Annual Household Income Bracket (2017)

3.1.2 Economic Activities

As previously mentioned, the wholesale and retail trade, catering and accommodation sectors contributes the most to employment in the municipality at 21.6% of jobs, while the agriculture

sector contributes to 22.7% of the workforce. Figure 15 presents a pie chart breaking down the employment sector percentages. The Transport, storage and communication sector contributes 3.8% of the workforce.

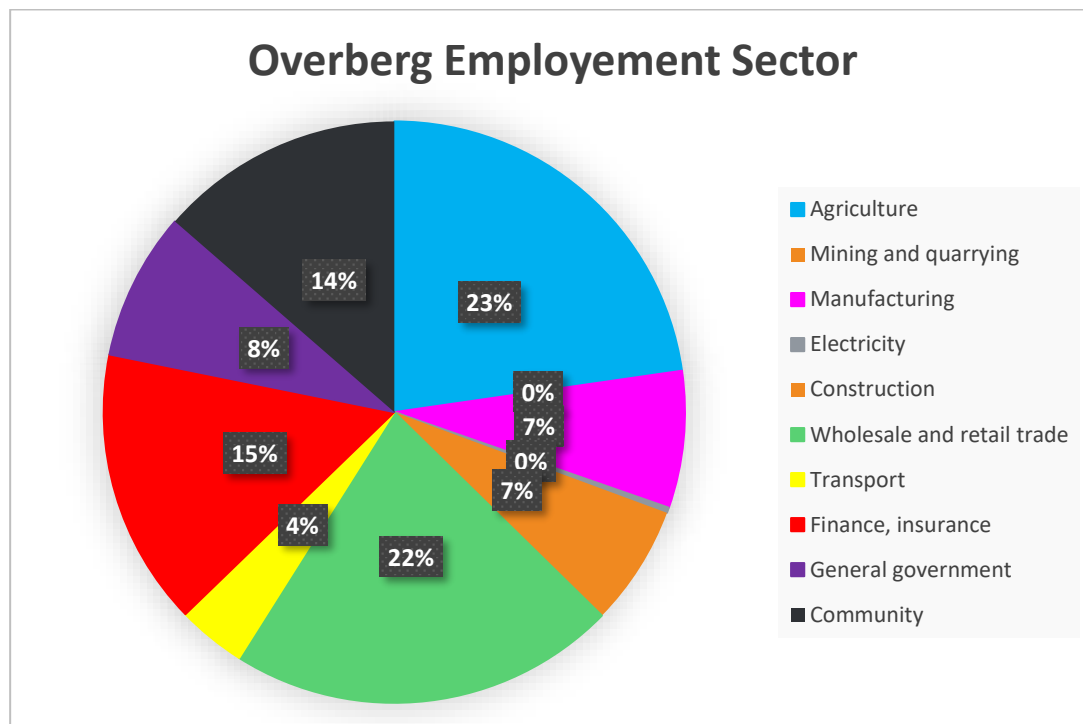


Figure 15: Sector Employment Percentage

Finance, insurance, real estate and business services contribute the highest amount to the GDP of the municipality, contributing R3704.4 million combined. Overall, the tertiary sector contributes the highest sum at 65.6%, amounting to R 12 091.2 million combined into the economy of ODM, Table 5.

Table 5: ODM GDP contribution per sector 2017

SECTOR	R MILLION	CONTRIBUTION TO GDP (%)
Agriculture, forestry and fishing	1994.2	10.8%
Mining and quarrying	19.6	0.1%
Manufacturing	2488.1	13.5%
Electricity, gas and water	465.9	2.5%
Construction	1358.7	7.4%
Wholesale and retail trade, catering and accommodation	3517.1	19.1%
Transport, storage and communication	1989.3	10.8%
Finance, insurance, real estate	3704.4	20.1%

SECTOR	R MILLION	CONTRIBUTION TO GDP (%)
and business services		
General government	1656.7	9.0%
Community, social and personal services	1223.7	6.6%
Total	18 417.7	100%

3.1.3 Economic Development

The latest review of the Local Economic Development Strategy was in 2014 for the ODM. The documents detail the municipality's strategic approach and goals in order to realise its vision. One of the goals for the economy is increased economic growth within the municipality in order to support and grow its assets. These includes the district municipalities road network.

The key strategic economic focus areas were identified as the following:

- Tourism Development;
- Foreign and Local Investment;
- Eradication of Poverty;
- Manufacturing Clustering; and
- Soft Infrastructure for Competitive Advantage.

The LED Infrastructure Action Plan, which focuses on the development of infrastructural capacity in order to support economic growth, includes the following project proposals:

- Water, energy and basic services: To enable infrastructure base; and
- Initial Study on provision of public transport services between towns.

3.2 General overview of the transport system

The Overberg municipality's transportation system and network comprises of the following:

- Modal Split as per the NTHS 2014:
 - Public Transport: 19.1%
 - Private Transport driver 22.2%
 - Private Transport Passenger 25.2%
 - Walk all the way: 29.5%
 - Other 3.8%
- Public Transport
 - There are six taxi associations in the ODM.
 - 1 contracted bus service in the ODM.
 - System dominated by mini-bus taxis in all the LM's.
 - There are 7 ranks and 26 major boarding and alighting points.
 - There are 60 assigned routes.

- The PRE registered operating licences in the Overberg municipality are as follows:
 - TWKLM: 43
 - CALM: 22
 - Overstrand: 81
 - SLM: 121
 - ODM: 56
 - Total of 323 PRE registered vehicles in the ODM.
- EOM Saturday indicated a total of 833 vehicle trips with 11 356 passengers transported from the ranks.
- Utilisation of 91% of the vehicle capacity based on the number of trips.
- Long-distance bus services only operate through OLM, SLM and TWKLM.
- There is no passenger rail transport.
- Rail freight transport exists only the Bredasdorp Bellville branch rail and along the N2 corridor between Mossel Bay and Worcester. (Only touching the district at Swellendam.)
- Learner transport:
 - 70 schools, including both secondary and primary schools, have registered learner transport routes.
 - 3800 students in the primary schools and over 2500 students in the secondary schools have access to transport.
 - The total routes cover a distance of 4479km, in the ODM.
 - The total enrolled scholars in accordance with the Socio-economic Profile Report, 2017, for the ODM is 40 841.
 - Therefore, approximately 16% is accommodated through scheduled learner transport.
- Emergency services:
 - There are 6 emergency communication centers (ECC) located throughout the Western Cape. The ECC's are located in the districts of Cape Town, Cape Winelands, West Coast, Garden Route, Central Karoo and Overberg.
- Road Network:
 - The total road network in ODM is 3897.22km
 - Gravel road network is 2730.35km
 - Surfaced road network is 1166.87km, including National and Provincial roads.
 - Assets value of the surfaced road network is R11 825 601 000 and for the gravel roads is R139 111 000.

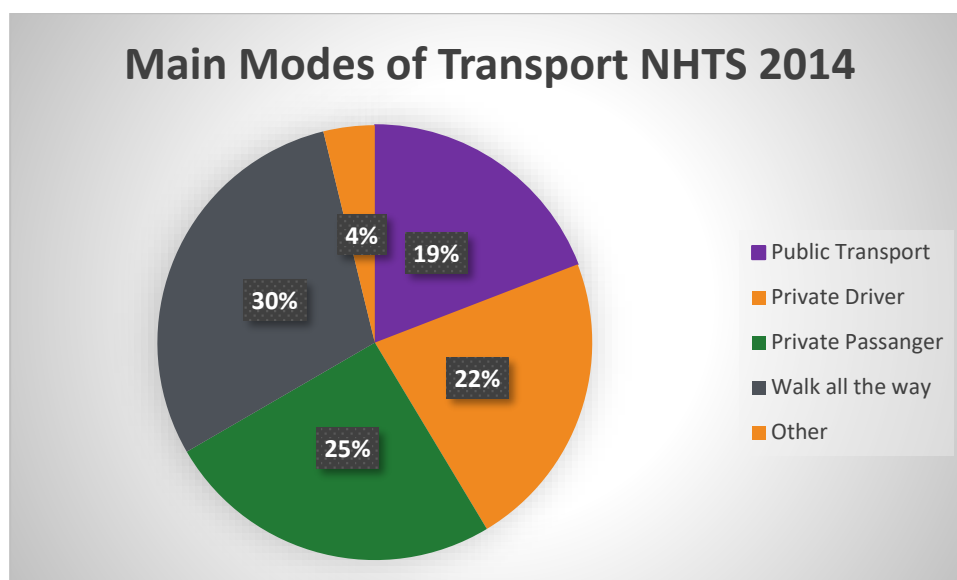


Figure 16: Modal Split, NHTS 2014

3.3 Description of the regular, daily public transport system

Table 6 and Table 7 show summaries of the routes operating in each town, as well as the facilities and sites surveyed.

Table 6: Number of facilities per LM

LM	TOWN	NO. OF SITES	
		Ranks	Major boarding/alighting points
CALM	Bredasdorp	0	3
	Struisbaai	0	1
	Napier	0	1
	Arniston	0	1
OLM	Hermanus	1	1
	Hawston	1	0
	Zwelihle	1	1
	Stanford	1	1
	Gansbaai	1	2
	Klienmond	1	0
SLM	Swellendam	1	4
TWKLM	Grabouw	1	8
	Caledon	1	6
	Villiersdorp	2	2

Table 7: Number of routes per town in LMs

LM	Town	Observed routes	PRE route codes
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		Weekday	Friday	Saturday	All-Pay Day	All PRE routes	Local Routes	Long Distance Routes
CALM	Bredasdorp	5	5	5	-	6	831, 874, E31, O55, R79, R80	-
	TOTAL	5	5	5	0	6	6	0
OLM	Hermanus	9	9	9	-	5	859, M15, M16, Q31, W53	-
	Zwelihle	4	4	4	-	2	770, R50	-
	TOTAL	13	13	13	0	7	7	0
SLM	Swellendam	2	1	1	-	5	861, 862, 990, F62, H80	-
	TOTAL	2	1	1	0	5	5	0
TWKLM	Caledon	4	6	5	-	8	911, 912, 913, 954, G8, I07, I08, Z1	-
	Grabouw	5	8	8	-	22	627, 697, 698, 699, 700, 850, 949, 964, 981, D49, D50, D51, D52, D53, D54, D55, D92, F08, H71	-
	TOTAL	9	14	13	0	30	30	0
	Villiersdorp Rank	-	3	3	0	12	965, D74, D82, D97, E38, E7, I27, J47, K94, K95, N59, N60	0
Total	0	3	3	0	12	12	0	

As can be seen from Table 7, the observed routes are slightly fewer than the routes stated by PRE for the majority of the local municipalities. The only exception is Grabouw, which is significantly fewer than what was received by the PRE. This could be attributed to the fact that a large number of the routes currently in operation are combinations of different route codes. Thus, the observed routes are combinations of the PRE routes. (This is a common occurrence right through the country, where especially historical routes have morphed over the years into practical routes that service the local development trends and new suburbs.)

Table 8: Number of trips and passengers by town and facilities in ODM

Town	Rank	Weekday			EOM Friday			EOM Saturday		
		Trips	Pax	% of Total pax	Trips	Pax	% of Total pax	Trips	Pax	% of Total pax

Bredasdorp	Checkers	33	303	45%	47	553	53%	83	719	41%
	FNB	6	14	2%	-	-	-	26	84	5%
	Spar	39	306	46%	33	381	37%	88	675	38%
	U-Save	10	45	7%	11	104	10%	33	293	17%
	TOTAL	88	668		91	1038		230	1771	
Hermanus	Hermanus Rank	117	1140	50%	70	1037	40%	101	1430	60%
	Zwelihle Rank	75	1125	50%	119	1549	60%	66	960	40%
	TOTAL	192	2265		189	2586		167	2390	
Swellendam	Swellendam Rank	23	133	100%		384	100%	126	1027	100%
	TOTAL	23	133		27	384		126	1027	
Caledon	Caledon Rank	4	13	100%	15	368	100%	32	861	100%
	TOTAL	4	13		15	368		32	861	
Grabouw	Grabouw Rank	47	1214	100%	110	2628	100%	174	3279	100%
	TOTAL	47	1214		110	2628		174	3279	
Villiersdorp	Villiersdorp Rank	-	-	-	205	3075	100%	136	2028	100%
	TOTAL	0	0		205	3075		136	2028	

As can be seen from Table 8, OLM (Hermanus) has the highest taxi activity during the week, EOM Friday and EOM Saturday.

3.3.1 Listing of all ranking facilities for road-based transport

A list of all the ranking facilities is shown in Table 9 below.

Table 9: Listing of all facilities in ODM (Table 4 as per the minimum requirements.)

NO.	TOWN	FACILITY NAME	PHYSICAL LOCATION		FACILITY SIZE (BAYS)	TYPE OF SERVICE	FACILITY CODE
			Latitude	Longitude			
1	Bredasdorp	Checkers	-34.5339	20.0433	1	Commuter	WC033 004
2	Bredasdorp	FNB	-34.5335	20.0551	1	Commuter	WC033 002
3	Bredasdorp	Spar	-34.5381	20.0461	1	Commuter	WC033 001
4	Bredasdorp	U-Save	-34.5327	20.0432	1	Commuter	WC033 003
1	Hawston	Hawston Taxi Rank	-34.3851	19.1309	3	Commuter	WC032 002
2	Hermanus	Zwelihle Taxi Rank	-34.4272	19.2124	6	Commuter	WC032 003
3	Hermanus	Zwelihle Swartdam Stop	-34.4283	19.2183	1	Commuter	WC032 004
4	Hermanus	Mount Pleasant Stop	-34.4166	19.2140	1	Commuter	WC032 005
5	Hermanus	Hermanus Taxi Rank	-34.4188	19.2388	30	Commuter	WC032 006
6	Stanford	Stanford Taxi Stop	-34.4461	19.4537	1	Commuter	WC032 007

NO.	TOWN	FACILITY NAME	PHYSICAL LOCATION		FACILITY SIZE (BAYS)	TYPE OF SERVICE	FACILITY CODE
			Latitude	Longitude			
7	Stanford	Stanford Taxi Rank	-34.4514	19.4482	3	Commuter	WC032 008
8	Gansbaai	Gansbaai Taxi Stop	-34.5856	19.3514	1	Commuter	WC032 009
9	Gansbaai	Masakhane Taxi Stop	-34.5924	19.3543	1	Commuter	WC032 010
10	Gansbaai	Masakhane Taxi Rank	-34.5922	19.0365	3	Commuter	WC032 011
11	Gansbaai	Blompark Taxi Stop	-34.5947	19.3488	1	Commuter	WC032 012
12	Swellendam	Swellendam Taxi Rank	-34.0191	20.4440	19	Commuter	WC034 004
13	Caledon	Caledon Taxi Rank	-34.2317	19.4284	4	Commuter	WC031 002
14	Grabouw	Grabouw Taxi Rank	-34.1510	19.0234	7	Commuter	WC031 003
15	Villiersdorp	Goniwe Park Taxi Stop	-33.9849	19.2791	8	Commuter	WC031 004
16	Villiersdorp	Villiersdorp Taxi Rank	-33.9934	19.2888	9	Commuter	WC031 005

3.3.2 Route descriptions

The descriptions of all active routes are listed in Table 10 below.

Table 10: ODM Taxi Route Descriptions (Table 5 as per the minimum requirements.)

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
CALM	831	From taxi rank Lang Street Bredasdorp onto R316 through Napier, Caledon to N2 along N2 left with R300 turn off to Bellville along R300 till turn off to Kuils River/Bellville left into Strand Road which becomes Voortrekker Road left into Charl Malan Street Bellville and return along the same route.	Bredasdorp	Bellville
	874	From taxi rank at lang Street to points within the suburbs of Bredasdorp and return.	Bredasdorp	Bredasdorp
	E31	Vanaf Taxi Staanplek te Sealystraat Bredasdorp, links in Langstraat, oor stop na Robot, oor Robot na R316, langs R316 na punte in Napier en terug oor dieselfde roete.	Bredasdorp	Napier
	O55	Vanaf Bredasdorp taxi staanplek op die R316 deur na napier deur caledon tot by aansluiting van N2, links verby Botrivier, Grabouw, deur Somerset-Wes - op die N2 wat Setlaarsweg word - tot waar die pad de waal rylaan raak - aan met de waal rylaan tot by die afdraai van Hertzog boulevard - links in Hertzog boulevard - tot by Oswald Pirow - links Oswald Pirow tot by Kaapstad stasie -regs by Kaapstad stasie tot bo-op dek en dieselfde roete terug.	Bredasdorp	Top Deck Cape Town
	R79	Vanaf taxi staanplek te Sealystraat, Bredasdorp verby SAPS kantore op R319 na Struisbaai, laai af by taxi staanplek Struisbaai en dan na Agulhas en weer op dieselfde roete terug.	Bredasdorp	Struisbaai/Agulhas
	R80	Vanaf taxi staanplek links in Kerkstraat op R316 na Arniston na taxi staanplek te Arniston en weer terug op dieselfde roete.	Bredasdorp	Arniston
OLM	768	From Hawston into Kerk Street into Woodlands Street into Essex Street into Chester Street into George Viljoen Street into R43 into Onrus Main Road return into R43 into Sandbaai Main Road return into R43 into Main Road Hermanus into Lord Robertson Street into Mitchell Street to taxi rank at Hermanus and return along the same route.	Hawston	Hermanus
	770	From Zwelihle Hermanus into Swartdam Road into Main Road into Still Street into Westcliff Main Street into Patterson Street to taxi rank at Hermanus and return as follow into Aberdeen Street into Mitchell Street into Lord Robertson Street into Main Street into 7th Street into 18th Avenue into 10th Street.	Zwelihle	Hermanus
	859	From taxi rank at Hermanus into Main Road right into R43 until Hawston turn off into Kerk Street right into Chester Road left into Ebenezer Road right into Ferndale Road left into Essex Road left into Woodlands Road left into Kerk Street till taxi rank at Hawston and return along the same route.	Hermanus	Hawston

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
	M15	From Hermanus taxi rank left to Spence Street onto Main Road proceed right to R43 from R43 proceed left N2 from N2 proceed right to R300 left Voortrekker Road left to Charl Malan Street proceed to stop Street at the minibus taxi rank no 12 and return along the same route.	Hermanus	Bellville Stasie
	M16	From Hermanus taxi rank left to Spence Street onto Main Road right onto R43 proceed to N2 left to R43 proceed to Worcester right onto N1, Beaufort West right onto R61, Aberdeen turn left onto R57 proceeds to Graaf Reinet right to Cradock proceed onto R61 Tarkastad proceed to Queenstown proceed to R61 proceed to Mqanduli taxi rank and return along the same route.	Hermanus	Mqanduli
	W53	From Hermanus taxi rank to Stanford, left on R326 towards N2 turn right onto N2 towards George and Port Elizabeth turn right in Buffalo Road turn left into Grey Street continue to Maitland Road. R63 turn left onto N2 and turn right into Elliotsdale taxi rank and return along the same route.	Hermanus	Elliotsdale
	775	From taxi rank in Tambo Street Masakhane Township Gans Bay, left into Thandabantu Street, right into Chris Hani Crescent, left into Thandabantu Street, right into Nissen Street, left into Mandela Road, right onto R43, into Main Road Gans Bay, left into Fabrik Street, right into Dirkie Uys Street, left	Masakhane Township, Gansbaai	Gansbaai
SLM	861	From taxi rank at Spar into Main Street Swellendam right into Voortrekker Street left into Stasie Street right into Cooper Street Swellendam and return along the same route.	Cooper Street Swellendam	Swellendam
	862	From Disa Street Railton Swellendam into Bontebok Street left into Resiebaan Street right into Stadie Street right into Main Road into Voortrekker Street till rank behind Spar Swellendam and return as follow into Voortrekker Street left into Stasie Street left into Theunissen Street right into May Street right into Treur Street left into Resiebaan Street left into Siegelaar Street right into May Street left into William Street right into Resiebaan Street left into Bontebok Street right into Akasia Street left into Park Street left into Protea Street right into Nerina Avenue right into Ring Street right into Bontebok Street left into Delphinium Street left into Tulip Street right into Vygie Avenue right into Queen Street right into Erika Avenue left into Dhalia Street right into Dhalia Street right into Bontebok Street left into Resiebaan Street left into Stasie Street right into Voortrekker Street till taxi rank behind Spar Swellendam.	Railton Swellendam	Swellendam
	990	From taxi rank at Spar Private Property Voortrekker Street Swellendam along Voortrekker Street to n2 intersection till Suurbraak turn off turn into Suurbraak Road till Main Street Suurbraak and return along the same route.	Swellendam	Suurbraak
	F62	From taxi rank at Voortrekker Street Swellendam to surrounding suburbs in Swellendam and return.	Swellendam	Swellendam

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
	H80	<p>From High Street 3 Swellendam into Leeubekkie Street into Pronkertjies Street till Aandblom Street in the same direction till Sonneblom Street turn right into Angelier Street turn right till Vijooltjie Street down Vijooltjie Street till Gousblom Street into Leeubekkie Street till Aronskel Street down into Aronskel Street right into Angelier Street left into Vijooltjie Street and right into Plakkertjies Street till Cosmos Street right into Kappertjie Street till Petunia Street left into Vygie Avenue turn right into Gaznia Street right into eiresienkels Street left into Lelie Street right into Gazania Street return right into Petunia Street right into Sonneblom Street left into Queen Street into High Street till Delphium Street right into Erik Street right into Freezia Street into Gaziana into Annemoon Street into Bontebok Street left into Delphinium Street right into Dalia Street into Dafedol Street into Delphinium Street right into Bontebok Street left into Ring Street into Hoppelies Street into Palm Street intor Ring Street right into nerina Street into alwyn Street into Roos Street into Protea Avenue into boxe Avenue into Akasia Avenue into Daisa into Bontebok Street left into Reisiebaan Street left into May Street right into September Street into William Street into May Street right into September Street right into Mayer Street into Reisebaan Street right than left into Soufoutjies Street left into Siegelaar Street right into Treur Street into may Street right into September Street into pekeur Street into reisiebaan Street left into Theunnisen into Stasie Street left into Cooper Street into Voortrekker Street till Tomlinson, Spar Swellendam and return along the same route.</p>	Swellendam	Swellendam
TWKLM	911	<p>From taxi rank at Cathcart Street Caledon right into Cathcart Street till Donkin Street right into Plein Street till R316 right into Heemraad Street till suburb of Bergsig and Vlei View and return along the same route.</p>	Caledon	Bergsig/ Vleiview
	912	<p>From taxi rank at Cathcart Caledon right into Cathcart Street along Cathcart Street till Donkin Street right into Plein Street till R316 intersection along R316 right into R320 left into Charter Street till suburb of Vlei View and Bergsig and return along the same route.</p>	Caledon	Vleiview/ Bergsig
	913	<p>From taxi rank at Meul Street Caledon right into Hoop Street right inton2 along N2 till Middleton turn off right into Kerk and Vlei Street left into Berg and Hoog Street till suburb of Middleton and return along the same route.</p>	Caledon	Middleton
	954	<p>From Taxi rank in Cathcart Street Caledon, right into Plein Street to Taxi rank to Bregsig and return along the same route.</p>	Caledon	Bergsig

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
	G8	From taxi rank at Cathcart Street, Caledon right into Cathcart Street along Vathcart Street proceed to Donkin Street right into Plein Street proceed to R316 right into Chavonnes road right into Bloukraan road proceed to suburb of Uitsig and return back to the suburb of Caledon.	Caledon	Uitsig
	107	From taxi rank at Charter Street, Caledon right into Plein Street and proceed to the R316 until Bredasdorp in Rivier Street and return along the same route.	Caledon	Bredasdorp
	108	From taxi rank at Charter Street at caldeon turn left into Plein Street proceed to N2 turl left and proceed along the N2 to Somerset West to the intersection at the r44 turn right and proceed along the R44 until Stellenbosch and then turn left in Koelen Street to R304 on the Klipheuwel Road to Malmesbury. Proceed straight to Voortrekker Road proceed from there to the intersection of the N7 and follow the N7 till the turn off to Moorreesburg. Enter the suburb in Lang Street and turn right into Sentraal Street and proceed until taxi rank and reurn along the same route.	Caledon	Moorreesburg
	627	From Taxi rank in Grabouw, into Main Road, left into R321, along R321 through Villiersdorp, along R43, right into N1, along N1 to Beaufort West, right into R61 through Graaff Reinette, along N9 to Middleburg, along R56 through Steynsburg, Molteno, Dordrecht, Indwe, Elliot, Ugie, Maclear to Mount Fletcher and return along the same route.	Grabouw	Mount Fletcher
	697	From taxi rank at Shoprite Grabouw right into Main Road left into Ou Kaapse Road left into Gaffley Street right into Bos Street left into Ou kaapse Road right into Steenbras Road right into Granny Smith Street right into Park Street left into Ou Kaapse Road Pineview and return along the same route.	Grabouw	Pineview
	698	From taxi rank at Shoprite Grabouw left into Main Road right onto N2 right to Helderfontein right to Glem Fruin Farm left to Kromco Factory and De Rust Farm return to N2 left into Lebanon return to N2 left to Houwhoek retrun to N2 left to Botriver return to N2 left to Hermanus Road along Hermanus Road till Hermanus and return along the same route.	Grabouw	Hermanus
	699	From taxi rank at Shoprite Grabouw left into Main Road left to Elgin station and Oak Valley Farm return to Villiersdorp Road right into Glen Elgin Farm right to Mara Farm left to Eikenhof Farm return to Villiersdorp Road to Villiersdorp and return along the same route.	Grabouw	Villiersdorp
	700	From taxi rank at Shoprite Grabouw left into Main Street right into Palmietrivier Farm left into N2 right into Viljoenshoop Road right into Lorraine Farm left into Sherwood Farm right into Mardale Farm left into Wenkem Farm left into Fruit Despatch left into Norham Farm left into Valley Green Farm right into Moreson Farm left into Merryels Farm left into Erica Farm right into Sonop Farm left into Helpmekaar Farm	Grabouw	Viljoens-hoop Pad

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
		left into Fine Farm left into Rest-On-Wold Farm right into Bea Burn Farm Aukdearn Farm left into Waterblom Farm left into Rosenhof Farm, Culemborg and Berg en Dal Farms return to Rosenhof left into Spioenkop Farm left into Canningcroft Farm left into Sunridge Farm left into Witerset Farm right into Breevlei Farm right into Texel Farm return to Breevlei Farm right into Boerang Farm return to Spioenkop Farm left into Lorraine Farm and Wapadskloof Farm return to spioenkop Farm left to Niemansdrivier Farm and Protea Farm return to Spioenkop Farm left to Matsi Majuri Farm left to Krabbefontein Farm left to Monteith Farm right to Geelbeksvlei Farm and return to Moreson Farm left to Pentlands and Arieskraal Farms right to Jutland Farm left to Arumdale Farm left to Kentucky Farm return to Lorraine Farm (Huxter) left to Dennegeur Farm left to Flight Farm left to Dennegeurskool right to Applehwaite Farm left to Remhoogte Farm left to Ebennaeser Farm right to Eldorado Farm right to Onder Mispah Farm left to Mon Desir Farm left to Oceanic Farm and Panorama left to Bo-Mispah Farm left to Gelukswaarts Farm Viljoenshoop Road and return along the same route.		
	850	From Taxi rank in Grabouw, into Main Road, left into R321, along R321 through Villiersdorp, along R43, right into N1, along N1 to Beaufort West, right into R61 through Graaff Reinet, along N9 to Middleburg, along R56 through Steynsburg, Molteno, Dordrecht, Indwe, Elliot, Ugie, Maclear, Mount Fletcher to Matatiele and return along the same route.	Grabouw	Matatiele
	949	From taxi rank at Shoprite Grabouw, left into Main Road, left at Elgin Station, into Vyeboom Road, along Vyeboom Road to taxi rank in Villiersdorp and return along the same route.	Grabouw	Villiersdorp
	964	From Taxi rank at The Plain Grabouw, into Main Road Grabouw, along Main Road until the N2, right into the N2 to the Khayelitsha off-ramp, left at the Khayelitsha off-ramp to taxi rank at Khayelitsha and return along the same route.	Grabouw	Khayelitsha
	981	From taxi rank in Grabouw, left into Worcester Street, left into Main Road, onto N2, left at Gravel Road at Botriver (R43), right onto R44, along R44 to Main Road Kleinmond, right into Fynbos Street to Squatter Camp at Kleinmond and return along the same route.	Grabouw	Kleinmond
	D49	From taxi rank at Grabouw left into Worcester Street right into Main Street right into Ou Kaapse Road left into Gaffley Street right into Bos Street left into Jan van Eck Street till Slangpark Informal Settlement Grabouw and return along the same route.	Grabouw	Slangpark Informal Settlement
	D52	From taxi rank at Grabouw left into Worcester Street right into Main Street right into Ou Kaapse Road left into Gaffley Street right into Bos Street till Russel Street Informal Settlement Grabouw and return along the same route.	Grabouw	Russelstraat Informal Settlement
	D53	From taxi rank at Grabouw left into Worcester Street right into Main Street right into Ou Kaapse Road left into Gaffley Street till Waterworks Informal Settlement Grabouw and return along the same route.	Grabouw	Waterworks Informal Settlement

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
	D54	From taxi rank at Grabouw left into Worcester Street right into Main Street right into Ou Kaapse Road right into Park Street till Rooidakke Informal Settlement Grabouw and return along the same route.	Grabouw	Rooidakke Informal Settlement
	D55	From taxi rank at Grabouw left into Worcester Street right into Main Street right into Ou Kaapse Road right into Industrial Road till Rooidakke Informal Settlement Grabouw and return along the same route.	Grabouw	Rooidakke Informal Settlement
	D92	From taxi rank on the Plain Grabouw, left into Worcester Street, left into Main Road, along Main Road, left onto N2, along N2 to Caledon, right into Hoop Street turn-off, along Hoop Street to post office in Hoop Street Caledon and return along the same route.	Grabouw	Caledon
	F08	From taxi rank in Grabouw, left into Worcester Street, into Main Road, right into Old Cape Road, left into Gaffley Road, right into Bos Street, left into Old Cape Road, right onto N2, along N2 towards Somerset West, right into Victoria Street, left into Sargeant Street, right into Oak Street, left into Spyker Street, right into De Beers Lane to Somerset West railway station, into Victoria Street, right into Main Road to Shoprite Somerset West and return along the same route subject to the condition that passengers are only dropped-off in Somerset West and not picked-up.	Grabouw	Somerset West
	H71	From Grabouw taxi rank, turn left to Main Road and then turn left to N2 to Caledon, Swellendam, Riversdal, Mossel Bay, George, Knysna, Port Elizabeth, Grahamstown, King Williamstown to R63 Komga, turn left to N2 to Butterworth, Indutywa then turn right Viedgesville, along Unknown Road to Mqanduli at taxi rank and return.	Grabouw	Mqanduli
	965	From taxi rank in Villiersdorp along the Vyeboom Road to Vyeboom back along the Vyeboom Road to Grabouw and return along the same route.	Villiersdorp	Grabouw via Vyeboom
	D74	From taxi rank in Goniwe Park Villiersdorp into Taxi rank at Villiersdorp, left into R43, along R43 into Durban Street Worcester, into N1, along N1 to Beaufort West, right into R61, along R61 to Queenstown, left into R396 to Indwe, right into R56 to Maclear, right into R396 to Tsolo, into N2 to Kokstad, left into R56 to Taxi rank at Matatiele and return along the same route.	Goniwe Park Villiersdorp	Matatiele
	D82	From taxi rank at Main Street Villiersdorp into Main Street left into Van Rinebeck Street left into Victoria Street right into Buitekant Street left into Graaf Street right into Protea Street right into Begonia Street left into Serrunia Street into Serruria Street till telephone booth outside Goniwe Park and return along the route.	Villiersdorp	Goniwe Park
	D97	From taxi rank at Main Street at Villiersdorp to farms situated on the R321 and R43 till farms at Stetyn farms at Villiersdorp and return along the same route	Villiersdorp	Steyn Plase

LM	ROUTE CODE	ROUTE DESCRIPTION	ORIGIN	DESTINATION
	E18	From taxi rank in Begonia Street Goniwe Park to Villiersdorp, along Buitekant Street, right into R321, along R321 to Grabouw, right into Main Road Grabouw, along Main Road which becomes Ou Kaapse Road, into Andries Pretorius Street, into Church Street to taxi rank at OK Bazaars Somerset West and return along the same route.	Goniwe Park Villiersdorp	Somerset West
	E38	From taxi rank in Main Road Villiersdorp, onto R43, along R43 to turn-off to High Noon, left at turn-off to Farm High Noon and return along the same route	Villiersdorp	High Noon
	G29	From taxi rank at telephone booth Goniwe Park Villiersdorp right into Mamesilla Street left into Buitekant Street along Villiersdorp Road (R43) along Main Road 298 Old Rawsonville Road along Durban Street right into Lesuer Street till taxi rank Lesueuer Street Worcester and return along the same route	Goniwe Park Villiersdorp	Worcester
	I27	Vanaf Villiersdorp taxi staanplek links in R43 tot by Ou Rawsonville pad, Hoofpad 298 waar regs gedraai moet word langs Durbanstraat tot by Leseurstraat, waar regs gedraai moet word tot by die Leseurstraat hou-area, Worcester en terug op diselfde roete	Villiersdorp	Worcester
	J47	From taxi rank in Main Street, Villiersdorp onto R43 proceed to taxi rank at Grabouw and return empty.	Villiersdorp	Grabouw
	K94	From taxi rank in Begonia Street, Goniwe Park, Villiersdorp along Buitekant Street, right into R321, along R321 to Grabouw in Taxi rank drop off. Return along the same route to Villiersdorp taxi rank.	Goniwe Park Villiersdorp	Grabouw
	K95	From taxi rank Villiersdorp along right side R43, left Theewaterskloofdam to N2 along N2 left side to Caledon taxi rank drop off and return along the same route to Villiersdorp.	Villiersdorp	Caledon
	N59	From taxi rank side into R43, turn left side to Caledon Road right to Hermanus in Zwelitsha drop off.	Villiersdorp	Hermanus and Kleinmond
	N60	From taxi rank right R43 turn right to Franshoek drop off and return to same road Villiersdorp	Villiersdorp	Franshoek

3.3.3 Routes as identified by ranking facility

The routes that were identified per facility, as listed in Table 10 above, were noted below and these routes distances and trip times were obtained using Google Maps. The average vehicle speed was calculated according to this. Spot checks were done to ensure accuracy, by driving the physical routes. This data was compared to the data obtained via Google Maps, and it was concluded that the Google Maps data is accurate, Table 11.

Table 11: Routes as identified per facility (Table 6 as per minimum requirements)

			ORIGIN RANK		DESTINATION RANK						
LM	Mode	Town	Name	Code	Name	Code	Route Codes	Typical Route Distance (km)	Average Vehicle Speed (km/h)	Trip Time One-Way (min)	Turn Around Cycle (min)
CALM	MBT	Bredasdorp	Checkers	WC033 004	Bestiaan St	WC033 005	874	4.8	38	8	15
	MBT	Bredasdorp	FNB	WC033 002	U-Save	WC033 003	874	10	40	15	30
	MBT	Bredasdorp	Spar	WC033 001	Bastiaan St	WC033 005	874	10.1	40.4	15	30
	MBT	Bredasdorp	U-Save	WC033 003	FNB	WC033 002	874	5	40	8	15
	MBT	Bredasdorp	Checkers	WC033 004	Napier	WC033 006-9	E31	16	40	14	28
	MBT	Bredasdorp	FNB	WC033	Napier	WC033 006-9	E31	16	40	14	28
	MBT	Bredasdorp	Spar	WC033	Napier	WC033 006-9	E31	16	40	14	28
	MBT	Bredasdorp	U-Save	WC033 003	Napier	WC033 006-9	E31	16	40	14	28
OLM	MBT	Hermanus	Hermanus Taxi Rank	WC032 006	Mount Pleasant Stop	WC032 005	769	4.8	40	8	16
	MBT	Hermanus	Hermanus Taxi Rank	WC032 006	Belville Taxi Rank	-	I10, M15, Q31, Q47, Q48	120	70	40	80

		ORIGIN RANK		DESTINATION RANK						
MBT	Hermanus	Hermanus Taxi Rank	WC032 006	Zwelihle Taxi Rank	WC032 003	770	5.3	80	90	180
MBT	Hermanus	Hermanus Taxi Rank	WC032 006	Hawston Taxi Rank	WC032 002	859, 768, Q31, Q47, Q48, I10, M15	6.4	40	8	16
MBT	Hermanus	Hermanus Taxi Rank	WC032 006	Stanford Taxi Rank	WC032 008	C11, D44	12	40	10	20
MBT	Hermanus	Zwelihle Taxi Rank	WC032 003	Hermanus Taxi Rank	WC032 006	770	5.3	40	8	16
MBT	Hermanus	Zwelihle Taxi Rank	WC032 003	Belville Taxi Rank	-	I10, M15, Q31, Q47, Q48	73	80	55	110
MBT	Hermanus	Zwelihle Taxi Rank	WC032 003	Onrus/Vermont	-	768	3.5	40	6	12
MBT	Stanford	Stanford Taxi Rank	WC032 008	Hermanus Taxi Rank	WC032 006	C11, D44, Q47, Q48.	28	60	28	56
MBT	Stanford	Stanford Taxi Rank	WC032 008	Middelberg	-	D41, D42, D43	15	50	18	36
MBT	Gansbaai	Masakhane Taxi Rank	WC032 011	Hermanus Taxi Rank	WC032 006	M97, Q47, Q48	48	70	42	84
MBT	Gansbaai	Masakhane Taxi Rank	WC032 011	Stanford Taxi Rank	WC032 008	M97, Q47, Q48	22	60	22	44
MBT	Gansbaai	Masakhane Taxi Rank	WC032 011	Blompark Taxi Rank	WC032 012	775, 801, M94.	3	40	5	10
MBT	Gansbaai	Masakhane Taxi Rank	WC032 011	De Kelders	-	802	4.4	40	7	14

			ORIGIN RANK		DESTINATION RANK						
	MBT	Gansbaai	Masakhane Taxi Rank	WC032 011	Gansbaai Dorp	-	775, M94.	2.8	40	5	10
SLM	MBT	Swellendam	Veldkomet Street	WC034 004	Railton	-	862	5	40	15	30
TWKLM	MBT	Grabouw	Grabouw Taxi Rank	WC031 003	Farms	-	700	36	40	54	108
	MBT	Grabouw	Grabouw Taxi Rank	WC031 004	Khayelitsha	-	981, T21	77	58	80	160
	MBT	Grabouw	Grabouw Taxi Rank	WC031 005	Somerset West	-	F8	27	56	29	58
	MBT	Grabouw	Grabouw Taxi Rank	WC031 006	Vyeboom/Villiersdorp	-	949, 965, 699	40	60	40	80
	MBT	Grabouw	Grabouw Taxi Rank	WC031 007	Botrivier/Caledon	-	D92	46	61	45	90
	MBT	Caledon	Plein Street	WC031 002	Genadendal/Greyton	-	J35, 956	37	60	35	70
	MBT	Villiersdorp	Villiersdorp	WC031 005	Goniwe Park	WC031 004	D82	1.4	20	4	9
	MBT	Villiersdorp	Villiersdorp	WC031 005	Grabouw	WC031 003	K94	38.6	66	35	77
	MBT	Villiersdorp	Villiersdorp	WC031 005	Franschhoek	-	N60	28	70	24	53
	MBT	Villiersdorp	Villiersdorp	WC031 005	Helderstroom/Farms	-	-	30.3	70	26	57
	MBT	Villiersdorp	Villiersdorp	WC031 005	Caledon	-	K95	41.9	63	40	88
	MBT	Villiersdorp	Goniwe Park	WC031 004	Worcester	-	G29	47.4	81	35	77
MBT	Villiersdorp	Goniwe Park	WC031 004	Bellville	-	E7	87	70	75	165	

3.3.4 Rank utilisation of loading facilities

LM	TOWN	FACILITY							NO. OF BAYS	UTILISATION			% UTILISATION
		Code	Facility Name	Physical Location		Mode	Type of Service	Loading/ holding area		Days of Max Utilisation	Max No. of Vehicles	Time of Max. Utilisation	
				Longitude	Latitude								
CALM	Bredasdorp	WC033 004	Checkers	-34.5339	20.0433	MBT	Commuter	Combined	1	EOM Saturday	2	10:48:00 AM	200%
		WC033 002	FNB	-34.5335	20.0551	MBT	Commuter	Combined	1	EOM Saturday	1	8:48:00 AM	100%
		WC033 001	Spar	-34.5381	20.0461	MBT	Commuter	Combined	1	EOM Friday	2	4:15:00 PM	200%
		WC033 003	U-Save	-34.5327	20.0432	MBT	Commuter	Combined	1	EOM Saturday	2	8:23:00 AM	200%
OLM	Hermanus	WC032 006	Hermanus Rank	-34.4188	19.2388	MBT	Commuter	Combined	30	EOM Friday	4	5:00:00 PM	13%
		WC032 003	Zwelihle Rank	-34.4274	19.2389	MBT	Commuter	Combined	6	EOM Saturday	8	8:00:00 AM	133%
		WC032 002	Hawston Rank	-34.38510	19.13090	MBT	Commuter	Combined	3	EOM Friday	16	7:00:00AM	533%
		WC032 008	Stanford Rank	-34.45140	19.44820	MBT	Commuter	Combined	3	EOM Friday	4	7:00:00AM	133%
		WC032 011	Masakhane Rank	-34.59240	19.35430	MBT	Commuter	Combined	3	EOM Friday	6	6:00:00AM	200%
SLM	Swellendam	WC034 004	Swellendam Rank	-34.0191	20.6533	MBT	Commuter	Combined	19	EOM Saturday	2	7:48:00 AM	11%
TWKLM	Caledon	WC031 002	Caledon Rank	-34.2317	19.4284	MBT	Commuter	Combined	4	EOM Saturday	3	7:30:00AM	75%
	Grabouw	WC031 003	Grabouw Rank	-34.151	19.0234	MBT	Commuter	Combined	40	Weekday	14	8:16:00 AM	35%
	Villiersdorp	WC031 004	Goniwe Park	-33.9849	19.2791	MBT	Commuter	Combined	8	-	-	-	-
	Villiersdorp	WC031 005	Villiersdorp	-33.9934	19.2888	MBT	Commuter	Combined	9	EOM Friday	26	11:30:00AM	289%

The majority of the facilities are over-occupied, with a utilisation of over 100%. However, the larger ranks have sufficient spare capacity.

3.3.5 Service Capacity and Capacity Utilisation of routes

Table 12 to Table 14 lists the routes per LM, and described them according to the following criteria:

- Origin and destination;
- Route code;
- Period of highest utilization;
- No. of departures during this period;
- Total capacity of departing vehicles;
- No. of passengers utilizing this service, during the period; and
- Utilisation of available seats, as a percentage value.

The following conclusions can be drawn from the utilization:

- On a weekday, the highest level of utilisation is present in OLM, SLM and TWKLM.
- On an EOM Friday, routes within OLM, SLM and TWKLM are again used the most.
- Similarly, during the EOM Saturday, OLM and TWKLM show the highest utilisation, while in SLM this drops significantly.
- The utilization of 100% of most ranks EOM and weekdays indicates the service is under capacitated and requires additional vehicles.

3.3.6 Service Capacity and Capacity Utilisation of routes

Table 12: Service capacity and capacity utilisation of routes - specified peak hour (Weekday) (Table 8 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
CALM	Bredasdorp	Checkers	874	Bastiaan St	15:00-16:00	13	163	127	78%
	Bredasdorp	FNB	874	U-Save	16:00-17:00	2	30	4	13%
	Bredasdorp	Spar	874	Bastiaan St	16:30-17:30	15	177	132	75%
	Bredasdorp	U-Save	874	FNB	08:00-09:00	4	51	51	100%
	Bredasdorp	Checkers	E31	Napier	14:30-15:30	1	15	15	100%
	Bredasdorp	FNB	E31	Napier	08:30-09:30	1	15	2	13%
	Bredasdorp	Spar	E31	Napier	07:30-08:30	1	13	13	100%
	Bredasdorp	U-Save	E31	Napier	14:30-15:30	1	15	4	27%
OLM	Hawston	Hawston Taxi Rank	768, Q31, Q47, Q48, I10, M15	Hermanus Taxi Rank	7:00-8:00	11	165	165	100%
	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant	17:00-18:00	4	60	29	48%
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Bellville Taxi Rank	16:00-17:00	1	15	6	40%
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	14:00-15:00	26	390	379	97%
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	7:00-8:00	11	165	165	100%
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	8:00-9:00	4	60	60	100%
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	7:00-8:00	13	195	195	100%

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
	Hermanus	Zwelihle Taxi Rank	768	Onrus/ Vermont	8:00-9:00	7	105	111	105%
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	2	30	30	100%
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	6:00-8:00	2	46	34	74%
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	14:00-15:00	2	44	40	91%
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	7:00	1	15	15	100%
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	15:00	1	15	9	60%
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	13:00	1	15	13	87%
SLM	Swellendam	Veldkomet Street	862	Railton	17:00-18:00	1	15	15	100%
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	13:00-14:00	3	45	45	100%
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	Route not operational during Weekday				
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	14:00-15:00	2	30	30	100%
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	16:30-17:30	2	30	30	100%
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	Route not operational during Weekday				
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	Route not operational during Weekday				
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	Route not operational during Weekday				
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	Route not operational during Weekday				
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	Route not operational during Weekday				

Table 13: Service capacity and capacity utilisation of routes - specific peak hour (EOM Friday) (Table 8 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
CALM	Bredasdorp	Checkers	874	Bestiaan St	16:00-17:00	21	275	254	92%
	Bredasdorp	Spar	874	Bastiaan St	16:00-17:00	16	200	160	80%
	Bredasdorp	U-Save	874	FNB	16:00-17:00	7	81	49	60%
	Bredasdorp	Checkers	E31	Napier	16:30-17:30	1	15	15	100%
	Bredasdorp	Spar	E31	Napier	Route not operational during EOM Friday				
	Bredasdorp	U-Save	E31	Napier	15:00-16:00	2	30	30	100%
OLM	Hawston	Hawston Taxi Rank	768, Q31, Q47, Q48, I10 M15	Hermanus Taxi Rank	7:00-8:00	15	223	223	100%
	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant	8:00-9:00	6	90	90	100%
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Bellville Taxi Rank	8:59	1	15	15	100%
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	7:00-8:00	5	75	75	100%
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	6:30-7:30	2	30	30	100%
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	7:30-8:30	5	75	75	100%
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	8:30-9:30	8	242	242	100%
	Hermanus	Zwelihle Taxi Rank	768	Onrus/ Vermont	7:30-8:30	7	105	107	102%
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	7:00-8:00	4	60	64	107%

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	12:00-13:00	1	15	15	100%
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	6:00-9:00	2	37	23	62%
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	6:00-7:00	1	22	1	5%
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	9:00-10:00	1	15	3	20%
SLM	Swellendam	Veldkomet Street	862	Railton	15:30-16:30	7	100	100	100%
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	17:30-18:30	1	15	15	100%
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	Route not operational during EOM Friday				
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	17:30-18:30	2	30	30	100%
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	16:30-17:30	3	45	45	100%
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	16:00-17:00	1	15	15	100%
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	8:30-9:30	8	242	242	100%
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	11:00- 12:00	11	163	163	100%
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	9:30 – 10:30	6	89	89	100%
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	9:00 – 10:00	2	39	39	100%

Table 14: Service capacity and capacity utilisation of routes - specific peak hour (EOM Saturday) (Table 8 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
CALM	Bredasdorp	Checkers	874	Bastiaan St	10:30-11:30	17	223	159	71%
	Bredasdorp	FNB	874	U-Save	09:30-10:30	8	144	29	20%
	Bredasdorp	Spar	874	Bastiaan St	13:30-14:30	11	125	125	100%
	Bredasdorp	U-Save	874	FNB	07:30-08:30	6	66	36	55%
	Bredasdorp	Checkers	E31	Napier	Route not operational during EOM Saturday				
	Bredasdorp	FNB	E31	Napier	08:30-09:30	2	36	36	100%
	Bredasdorp	Spar	E31	Napier	Route not operational during EOM Saturday				
	Bredasdorp	U-Save	E31	Napier	10:00-11:00	3	45	33	73%
OLM	Hawston	Hawston Taxi Rank	768, Q31, Q47, Q48, I10, M15	Hermanus Taxi Rank	7:00-8:00	12	179	179	100%
	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant	7:30-8:30	3	45	45	100%
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Bellville Taxi Rank	9:00-10:00	2	30	30	100%
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	16:00-17:00	8	120	120	100%
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	7:00-8:00	2	30	30	100%
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	14:00-15:00	3	45	33	73%
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	8:00-9:00	14	210	211	100.5%
	Hermanus	Zwelihle Taxi Rank	768	Onrus/ Vermont	8:00-9:00	2	30	30	100%

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF DEPARTURES	SERVICE CAPACITY	NO. OF PAX	% UTILISATION
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	3	45	42	93%
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	Route not operational during EOM Saturday				
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	15:00-16:00	3	59	17	29%
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	12:00-13:00	1	22	22	100%
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	Route not operational during EOM Saturday				
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	Route not operational during EOM Saturday				
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	8:00-9:00	1	15	15	100%
SLM	Swellendam	Veldkomet Street	862	Railton	10:00-11:00	24	316	101	32%
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	13:30-14:30	5	75	75	100%
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	11:00-12:00	1	15	15	100%
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	09:30-10:30	3	45	45	100%
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	14:00-15:00	3	52	52	100%
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	10:00-11:00	2	30	30	100%
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	10:00-11:00	10	365	299	82%
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	17:00-18:00	17	253	256	101%
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	9:00-10:00	4	60	63	105%
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	11:00-12:00	2	37	17	46%

3.3.7 Cordon Surveys

To understand the travel characteristics of the travel patterns and traffic volumes in the municipality, cordon surveys were conducted at multiple locations in different towns as specified in the tender document. The surveys are done to obtain information on the trips originating outside, within and passing through the municipality study area by counting all vehicles and pedestrians passing at a point during the day. The locations selected were that of the locations used during the 2016 update. However, as per the request from the Western Cape Government Transport and Public Works, only selected areas were surveyed. The locations of the areas are as follows (Table 15):

Table 15: Location of Cordon Survey Locations

TOWN	LOCATION	DATE	SURVEY TIMES
Grabouw	Ou Kaapse Way	19-21 April 2018	06h00 - 18h00
	Oudebrug Rd		
	R 321		
Caledon	Geelhout Ave/ Prince Alfred Rd	19-21 April 2018	
	Hoop St/ Geelhout Ave		
	N2/ Nerina Way		
	Hermanus Way/ R316		
	R316/ Toerieen Way		
Hermanus	R43 East	1 November 2019	
	R43/ Main Rd		
	R43/ Skilpad Rd		
Hawston			
Zwelihle			
Standford			
Gansbaai			
Klienmond			
Bredasdorp	Swellendam Rd East	10-12 May 2018	
	R 319		
	R316/ Ou Meule St		
	R316 North		
Swellendam	R60/ Voortrekker Straat	10-12 May 2018	
	Voortrekker Straat East		
	N2/ Station St		

TOWN	LOCATION	DATE	SURVEY TIMES
	N2/ Somerset St		

The surveys encountered no problems, with the exception of the surveys in Hermanus. SMEC attempted 3 occasions to conduct surveys in Hermanus in 2018:

- Extreme wet weather halted the surveys
- School holidays influenced the surveys thereafter
- Riots closing off the town stopped the counts on the third attempt.

Again in 2019 SMEC conducted surveys in 15 locations in Hermanus, Zwelihle, Klienmond, Hawston, Standford and Gansbaai. Not all 15 locations were needed for the ITP study, hence only selected intersections were used. The cordon counts were done over a period from the 24th October until the 02 November 2019. 70 enumerators were used from the community and SMEC managed the counts with 5 persons circulating with two vehicles continuously. The following was noted:

- The enumerators were unreliable and often stayed away from work.
- The enumerators were difficult to train and after 10 days were still in some cases unable to grasp the process.
- The enumerators often did not attend work due to substance abuse.
- Wet weather again caused major delays.
- However, in amongst the issues with the enumerators and weather conditions, reliable counts were obtained for the cordon surveys.

However, it was possible to conduct surveys at all 15 cordon location surveys, taxi driver questionnaires, ward questionnaires, on-board surveys, and at all the rank facilities in Hermanus. The results were used to update the TR. The registration numbers of all the public transport elements for each town were assessed against the trips to identify the percentage public transport vehicles passing through and those observed more than once in a particular town. In-addition this was compared to the PRE database. However, the PRE database contains all the licensed operators for the Overberg District while the review focused on selected areas. The results are shown in the tables and figures below.

The observed split between MBT and buses for Grabouw was noted to be on average a 75/25 split respectively on the 11th and a 90/10 split on the 12th. In-addition, the percentage public transport observed was approximately 6.3% on both days. The observed passenger utilisation was observed to be on average over 50% full, across all the public transport modes observed (Refer to Tables 16-19).



Figure 17: Grabouw Cordon Locations

Table 16: Grabouw Cordon Survey Summary 11/05/2018

GRABOUW CORDON SURVEY 11/05/2018									
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	494	476	0	18	0	277	0	3	274
2	3288	2702	62	298	226	663	619	19	25
3	611	517	9	79	6	454	0	7	447
2018 Totals	4393	3695	71	395	232	1394	619	29	746
Inbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	3841	3223	53	365	200	928	906	12	10
2	2588	2342	13	189	44	286	274	3	9
3	971	783	30	122	36	822	95	43	684
2018 Totals	6348	6348	96	676	280	2036	1275	58	703
2018 Totals	10741	10043	167	1071	512	3430	1894	87	1449
% PT	6,32%								
%Taxies	Of PT	75,4		Of Total	4,8				
% Busses	Of PT	24,6		Of Total	1,6				

Table 17: Public Transport Split 11/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	15	43	9	0	15	3	21	5	13
2	7	39	21	2	28	12	5	6	19
3	31	147	53	0	56	36	28	40	71
Outbound Trips									
1	3	64	24	0	23	6	5	12	45
2	11	17	6	4	6	8	7	5	13
3	13	197	63	0	134	11	4	3	120
Total	80	507	176	6	262	76	70	71	281
%Taxi	76,3%								
%Bus	22,9%								
% Full	56,4%								
%Empty	15,3%								

Table 18: Grabouw Cordon Survey Summary 12/05/2018

GRABOUW CORDON SURVEY 12/05/2018									
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	3028	2557	39	211	221	634	601	27	6
2	2417	2072	15	101	229	410	382	11	17
3	3190	3015	20	62	93	764	749	5	10
2018 Totals	8635	7644	74	374	543	1808	1732	43	33
Inbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	773	611	5	122	35	543	156	50	337
2	2548	2373	20	53	102	389	353	4	32
3	830	771	5	26	28	239	222	5	12
2018 Totals	4151	3755	30	201	165	1171	731	59	381
2018 Totals	12786	11399	104	575	708	2979	2463	102	414
% PT	6,35%								

GRABOUW CORDON SURVEY 12/05/2018				
%Taxies	Of PT	87,2	Of Total	5,5
% Busses	Of PT	12,8	Of Total	0,8

Table 19: Public Transport Split 12/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	2	61	3	0	5	7	15	10	30
2	20	60	13	0	22	13	9	14	36
3	33	143	10	0	21	8	17	38	99
Outbound Trips									
1	3	93	15	0	15	14	8	8	68
2	35	74	20	1	14	19	20	27	53
3	29	208	15	0	125	7	7	7	104
Total	122	639	76	1	202	68	76	104	390
%Taxi	90,8%								
%Bus	9,1%								
% Full	61,1%								
%Empty	10,7%								

There were three locations proposed for the cordon counts for Hermanus for the 2018 update. During the 2019 LITP and DITP update, it was requested that additional surveys be done in Kieinmond, Hawston, Standford, Zwelihle and Gansbaai. Riots and extreme weather cause difficulties in conducting the surveys for location 1 and 2 in 2018. However, location three was surveyed in 2018. The results indicated a 4-8% split for public transport trips for the OLM. With taxis accounting for 80% of the Public transport trips, 11-15% buses and 5-9% metered taxis.



Figure 18: Kleinmond Cordon Survey

The PT in Kleinmond constitutes 4.6% of the vehicle trips, NMT amounts to 45% of the calculated trips. The composite of taxis is 70%, while that of buses is 27%, Tables 20 and 21.

Table 20: Kleinmond Cordon Survey Summary 2/11/2019

KLEINMOND CORDON SURVEY 2/11/2019									
Inbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	248	229	5	0	14	43	19	10	14
2019 Totals	248	229	5	0	14	43	19	10	14
Outbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	660	592	7	44	17	162	142	14	6
2019 Totals	908	821	12	44	31	205	161	24	20
% PT	4,74%								
%Taxis	Of PT	73%			Of Total	3,40%			
% Busses	Of PT	27%			Of Total	1,30%			

Table 21: Public transport split 2/11/2019

Inbound Trips									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	6	15	5	6	2	9	15	7	21
Outbound Trips									
1	2	17	7	7	12	8	2	1	14
Total	8	32	12	13	14	17	17	8	35
%Taxi	62%								
%Bus	18%								
% Full	47%								
%Empty	19%								

The PT constitute Hawston 4.29% of the vehicle trips, NMT amounts to 36% of the calculated trips. The share of taxis is 73%, while that of buses is 27%, Tables 22 -23.



Figure 19: Hawston Cordon Locations

Table 22: Hawston Cordon Survey Summary 1/11/2018

HAWSTON CORDON COUNTS SURVEY (1-11-2019)									
Inbound									
Location	Vehicles	Cars	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F2	2991	2509	41	325	116	326	283	22	21
2019 totals	2991	2509	41	325	116	326	283	22	21
Outbound									
Location	Vehicles	Cars	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F2	1389	1150	10	208	21	465	351	50	64
2019 Totals	1389	1150	10	208	21	465	351	50	64
2019 Totals	4380	3659	51	533	137	791	634	72	85
% PT	4,29%								
%Taxies	Of PT	73%			Of Total	3,13%			
% Busses	Of PT	27%			Of Total	1,16%			

Table 23: Public Transport Split 1/11/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
F2	13	73	29	11	2	12	12	10	14
Outbound Trips									
F2	3	22	15	4	10	1	6	6	55
Total	16	95	44	15	12	13	18	16	69
%Taxi	65%								
%Bus	26%								
% Full	28%								
%Empty	6%								

The PT in Hermanus constitutes 4 -8.5% of the vehicle trips, NMT amounts to 57% of the calculated trips. The share of taxis is 80%, while that of buses is 17%, Tables 24 to 29.



Figure 20: Vermont Cordon Survey

Table 24: Vermont Cordon Survey Summary 30/10/2019

VERMONT CORDON SURVEY 30/10/2019										
Inbound Trips										
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other	
F5	1201	1039	33	12	117	66	25	11	30	
2019 Totals	1201	1039	33	12	117	66	25	11	30	
Outbound Trips										
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other	
F5	1013	839	27	9	138	50	16	9	25	
2019 Totals	2214	1878	60	21	255	116	41	20	55	
% PT	13%									
%Taxies	Of PT	80%		Of Total		11%				
% Busses	Of PT	20%		Of Total		2.7%				

Table 25: Public transport split 29/10/2019

INBOUND TRIPS										
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full	
F5	14	94	24	1	30	19	10	3	58	
Outbound Trips										
F5	8	87	18	8	6	8	3	1	14	
Total	22	181	42	9	36	27	13	4	72	
%Taxi	80%									
%Bus	17%									
% Full	47%									

INBOUND TRIPS	
%Empty	24%



Figure 21: Sanbaai F6 Cordon Survey

Table 26: Sandbaai F6 Cordon Survey Summary 2/11/2019

SANDBAAI F6 CORDON SURVEY 2/11/2019									
Inbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F6	956	859	13	40	44	293	149	79	65
F6	1141	1036	4	80	21	863	554	196	113
2019 Totals	2097	1895	17	120	65	1156	703	275	178
Outbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F6	1136	1094	15	31	41	89	64	13	12
F6	1491	1431	11	10	39	108	81	21	6
2019 Totals	4724	4420	43	161	145	1353	848	309	196
% PT	4%								
%Taxis	Of PT	77%			Of Total	3%			
% Busses	Of PT	23%			Of Total	1%			

Table 27: Public transport split 2/11/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
F6	11	19	10	9	8	9	8	6	18
F6	18	27	10	2	13	2	0	0	42
Outbound Trips									
F6	19	27	10	2	14	2	0	0	42
F6	1	37	12	4	12	14	8	1	15
Total	49	110	42	17	47	27	16	7	117
%Taxi	73%								
%Bus	19%								
% Full	55%								
%Empty	22%								



Figure 22: Sanbaai F7 Cordon Survey

Table 28: Sandbaai F7 Cordon Survey Summary 30/10/2019

SANDBAAI F7 CORDON SURVEY 30/10/2019									
Inbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F7	2805	2221	34	371	179	172	45	52	75
2019 Totals	2805	2221	34	371	179	172	45	52	75

SANDBAAI F7 CORDON SURVEY 30/10/2019									
Outbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F7	1344	1099	8	104	133	171	138	7	26
2019 Totals	4149	3320	42	475	312	343	183	59	101
% PT	8.5%								
%Taxies	Of PT	88%			Of Total	7.5%			
% Busses	Of PT	12%			Of Total	1%			

Table 29: Public transport split 31/10/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
F7	7	164	35	7	129	57	19	4	4
Outbound Trips									
F7	8	128	11	8	72	4	3	6	70
Total	15	292	46	15	201	61	22	10	74
%Taxi	83%								
%Bus	12.5%								
% Full	20%								
%Empty	55%								

The PT in Zwelihle constitutes 11.8% of the vehicle trips, NMT amounts to 59% of the calculated trips. The public transport share of taxis is 93%, while that of buses is 7%, Tables 30 ad 31.

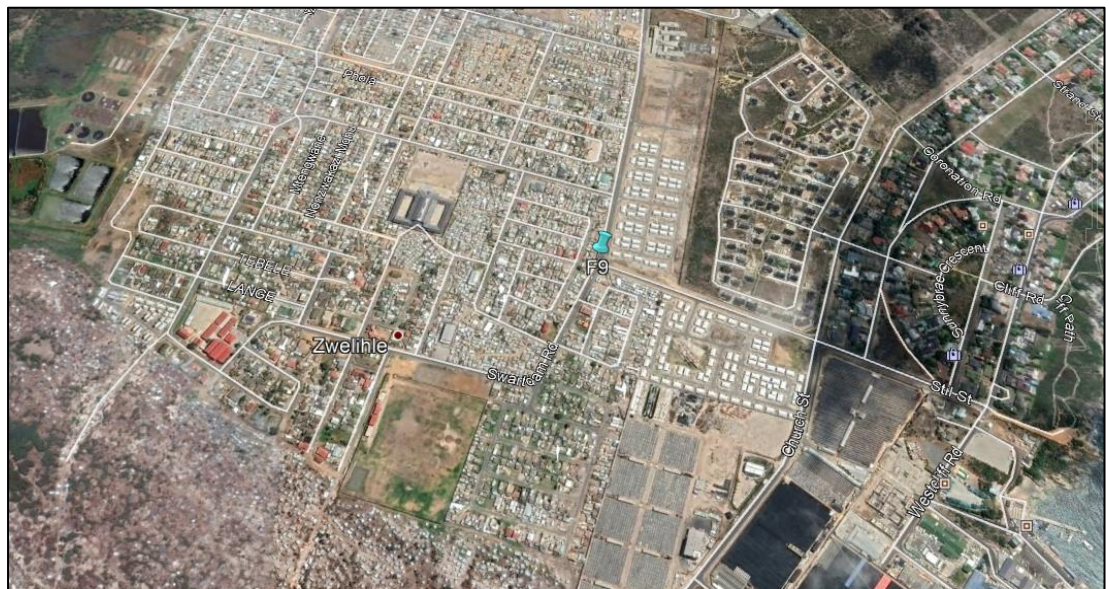


Figure 23: Zwelihle Cordon Locations

Table 30: Zwelihle Cordon Survey Summary 30/10/2019

ZWELIHLE CORDON SURVEY 30/10/2019									
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F9	522	484	0	1	37	319	315	4	0
F9	610	454	10	60	86	524	476	38	10
2019 Totals	1132	938	10	61	123	843	791	42	10
2019 Totals	1132	938	10	61	123	843	791	42	10
% PT	11.8%								
%Taxies	Of PT	93%		Of Total	11%				
% Busses	Of PT	7%		Of Total	0.8%				

Table 31: Public Transport Split 1/11/2019

OUTBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
F9	18	56	14	8	34	6	7	4	46
F9	28	1	2	4	24	1	2	0	9
Total	46	57	16	12	58	7	9	4	55
%Taxi	35%								
%Bus	12%								

OUTBOUND TRIPS	
% Full	41%
%Empty	44%



Figure 24: Hermanus F12 Cordon Survey

Table 32: Hermanus F12 Cordon Survey Summary 2/11/2019

HERMANUS F12 CORDON SURVEY 2/11/2019									
Inbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F12	883	802	8	12	61	76	42	22	12
F12	103	16	14	20	53	283	228	32	23
2019 Totals	986	818	22	32	114	359	270	54	35
Outbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F12	114	56	13	3	42	572	538	18	16
2019 Totals	1100	874	35	35	156	931	808	72	51
% PT	17%								
%Taxis	Of PT	82%		Of Total	14%				
% Busses	Of PT	18%		Of Total	3%				

Table 33: Public transport split 1/11/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	2	42	14	18	42	1	0	1	32
Outbound Trips									
1	0	64	7	19	18	2	5	0	65
2	2	45	26	33	50	16	7	21	12
Total	4	151	47	70	110	19	12	22	109
%Taxi	57%								
%Bus	17%								
% Full	40%								
%Empty	40%								

The PT in Stanford constitutes 4% of the vehicle trips, NMT amounts to 3% of the calculated trips, yet this was not within the town, but on the R43. The public transport share of taxis is 91%, while that of buses is 9%, Tables 34- 35.



Figure 25: Stanford Cordon Survey

Table 34: Stanford Cordon Survey Summary 31/10/2019

STANFORD CORDON SURVEY 31/10/2019										
Inbound Trips										
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other	
F16	1506	1321	5	132	48	19	12	0	7	
2019 Totals	1506	1321	5	132	48	19	12	0	7	
Outbound Trips										

STANFORD CORDON SURVEY 31/10/2019									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
2019 Totals	1506	1321	5	132	48	19	12	0	7
% PT	4%								
%Taxis	Of PT	91%			Of Total	3%			
% Busses	Of PT	9%			Of Total	0%			

Table 35: Public transport split 31/10/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	0	37	2	0	3	2	4	5	24
Outbound Trips									
1	2	5	3	11	5	5	0	2	6
Total	2	42	5	11	8	7	4	7	30
%Taxi	73%								
%Bus	8%								
% Full	54%								
%Empty	14%								

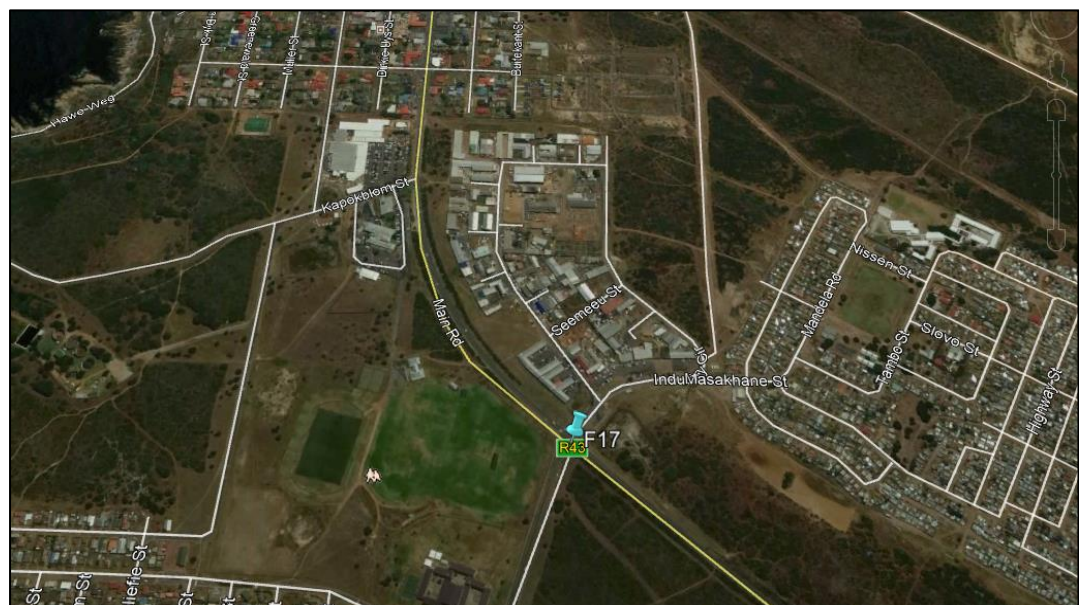


Figure 26: Gansbaai Cordon Survey

The PT in Gansbaai constitutes 3% of the vehicle trips, NMT amounts to 30% of the calculated trips. The share of taxis is 63%, while that of buses is 16%, Tables 36-37.

Table 36: Gansbaai Cordon Survey Summary 2

GANSBAAI CORDON SURVEY 30/10/2019									
INBOUND TRIPS									

GANSBAAI CORDON SURVEY 30/10/2019									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F17	1885	1718	4	146	17	224	195	12	17
2019 Totals	1885	1718	4	146	17	224	195	12	17
OUTBOUND									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
F17	889	807	1	64	17	240	216	14	10
F17	1820	1478	19	270	53	212	404	35	26
2019 Totals	2709	2285	20	334	70	452	620	49	36
2018 Totals	4594	4003	24	480	87	676	815	61	53
% PT	2,42%								
%Taxies	Of PT	78%			Of Total	1,89%			
% Busses	Of PT	22%			Of Total	0,52%			

Table 37: Public transport split 30/10/2019

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
F17	1	19	4	7	15	4	1	2	10
Outbound Trips									
F17	2	14	1	0	1	4	3	2	7
F17	4	56	20	25	18	8	18	13	46
Total	7	89	25	32	34	16	22	17	63
%Taxi	63%								
%Bus	16%								
% Full	41%								
%Empty	22%								

The Cordon Surveys for Caledon were done at five locations. All five locations were surveyed. The cordon survey indicated that the percentage public transport vehicles is observed to be between 1.3 to 1.7% of the total traffic. The split observed between MBT and buses is an 85/15 split respectively (Refer to Figure 27 and Tables 38 - 41 below).



Figure 27: Caledon Cordon Survey

Table 38: Caledon Cordon Survey Summary 20/04/2018

CALEDON CORDON SURVEY 20/04/2018									
To									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	836	833	1	2	0	56	51	4	1
2	817	693	51	32	41	85	0	7	78
3	899	831	6	53	9	91	0	12	79
4	1716	1654	0	45	17	265	252	13	0
5	435	403	0	32	0	205	193	2	10
2018 Totals	4703	4414	58	164	67	702	496	38	168
From									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	702	700	0	2	0	25	14	11	0
2	1181	1062	19	84	16	212	0	71	141
3	774	739	0	35	0	704	0	0	704
4	1846	1696	2	148	0	8	0	0	8
5	1040	1011	0	18	11	115	100	15	0
2018 Totals	5543	5208	21	287	27	1064	114	97	853
2018 Totals	10246	9622	79	451	94	1766	610	135	1021
% PT	1,69%								

CALEDON CORDON SURVEY 20/04/2018				
%Taxies	Of PT	54,3	Of Total	0,9
% Busses	Of PT	45,7	Of Total	0,8

Table 39: Public transport split 20/04/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	2	24	4	0	9	7	2	0	13
2	14	21	4	3	1	1	0	0	0
3	13	11	14	0	7	8	1	4	17
4	12	3	1	0	60	8	13	1	54
5	4	11	0	0	6	3	5	0	0
Outbound Trips									
1	3	8	4	1	7	1	3	1	4
2	15	15	0	0	15	1	3	0	6
3	2	12	4	1	11	1	0	0	7
4	0	19	5	0	38	28	8	2	30
5	4	11	0	0	6	3	5	0	0
Total	69	135	36	5	160	61	40	8	131
%Taxi	83,3%								
%Bus	14,7%								
% Full	54,6%								
%Empty	25,4%								

Table 40: Caledon Cordon Survey Summary 21/04/2018

CALEDON CORDON SURVEY 21/04/2018									
Inbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	516	502	1	10	3	78	77	1	0
2	2668	2439	6	187	36	2270	109	1	2160
3	732	671	2	50	9	95	0	37	58
4	2166	2021	2	129	14	154	129	17	8
5	872	796	0	68	8	422	416	3	3

CALEDON CORDON SURVEY 21/04/2018									
2018 Totals	6954	6429	11	444	70	3019	6118	59	2229
Outbound Trips									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	896	868	0	25	3	22	20	1	1
2	2398	2246	12	99	41	2090	85	6	1999
3	914	844	3	57	10	109	0	16	93
4	1314	1261	0	45	8	195	182	12	1
5	962	899	2	54	7	56	48	0	8
2018 Totals	6484	6118	17	280	69	2472	335	35	2102
2018 Totals	13438	12547	28	724	139	5491	6453	94	4331
% PT	1,24%								
%Taxis	Of PT	83,2			Of Total	1,0			
% Busses	Of PT	16,8			Of Total	0,2			

Table 41: Public transport split 21/04/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	0	11	11	0	6	1	4	0	11
2	10	2	0	0	0	0	0	0	0
3	0	11	2	0	5	3	1	0	5
4	5	11	0	0	9	1	4	0	2
5	0	8	0	0	3	1	0	0	4
Outbound Trips									
1	3	7	5	0	1	0	3	2	9
2	7	25	4	0	0	2	6	0	25
3	1	15	0	1	6	0	0	0	8
4	5	11	2	0	9	5	2	1	1
5	2	6	0	0	5	0	0	0	3
Total	33	107	24	1	44	13	20	3	68
%Taxi	84,8%								

INBOUND TRIPS	
%Bus	14,5%
% Full	65,4%
%Empty	12,5%

Four locations were selected for the Swellendam cordon surveys. The locations are shown in Figure 28 below. The observed percentage public transport is between 1.8% and 3%. The percentage split between MBT and buses was observed at an 83/17 split respectively. The observed percentage full was estimated at between 60 and 75% full for all public transport vehicles (Tables 42 – 45). This was expected as the surveys were conducted along the R60 and N2, which are used strongly for long distance routes.



Figure 28: Swellendam Cordon Location

Table 42: Swellendam Cordon Survey Summary 18/05/2018

SWELLENDAM CORDON SURVEY 18/05/2018										
Inbound										
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other	
1	1361	1275	1	64	21	64	36	28	0	
2	562	540	5	8	9	12	9	1	2	
3	567	543	0	24	0	58	51	0	7	
4	1658	1543	3	84	28	82	0	13	69	
2018 Totals	4148	3901	9	180	58	216	96	42	78	
Outbound										
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other	
1	1134	1053	2	53	26	102	64	38	0	

SWELLENDAM CORDON SURVEY 18/05/2018									
2	506	429	7	58	12	19	17	0	2
3	459	384	2	73	0	35	32	0	3
4	1776	1641	5	107	23	82	0	10	72
2018 Totals	3875	3507	16	291	61	238	113	48	77
2018 Totals									
	8023	7408	25	471	119	454	209	90	155
% PT	1,79%								
%Taxis	Of PT	82,6			Of Total	1,5			
% Busses	Of PT	17,4			Of Total	0,3			

Table 43: Public Transport Split 18/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	6	13	2	0	8	0	0	0	13
2	0	7	0	0	1	1	0	0	4
3	0	5	5	0	6	0	4	0	7
4	6	18	0	0	10	3	2	0	9
Outbound Trips									
1	6	16	4	0	10	2	2	0	12
2	0	8	0	0	2	0	0	0	5
3	0	17	13	0	11	5	7	2	5
4	4	25	0	0	16	3	4	0	6
Total	22	109	24	0	64	14	19	2	61
%Taxi	84,5%								
%Bus	15,5%								
% Full	63,5%								
%Empty	14,6%								

Table 44: Swellendam Cordon Survey Summary 19/05/2018

SWELLENDAM CORDON SURVEY 19/05/2018									
Inbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	953	930	1	22	0	66	38	28	0

SWELLENDAM CORDON SURVEY 19/05/2018									
2	433	376	0	24	33	26	17	0	9
3	456	428	5	9	14	9	3	3	3
4	986	912	13	47	14	63	0	7	56
2018 Totals	2828	2646	19	102	61	164	58	38	68
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	885	883	0	2	0	88	68	20	0
2	380	312	1	43	24	28	6	0	22
3	397	329	10	19	39	2	1	0	1
4	992	984	0	3	5	58	0	29	29
2018 Totals	2654	2508	11	67	68	176	75	49	52
2018 Totals	5482	5154	30	169	129	340	133	87	120
% PT	2,90%								
%Taxies	Of PT	81,1		Of Total	2,4				
% Busses	Of PT	18,9		Of Total	0,5				

Table 45: Public Transport Split 19/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	7	32	9	0	15	0	1	0	30
2	1	6	1	0	0	1	0	1	6
3	2	10	0	0	3	1	2	0	7
4	3	14	0	0	7	3	3	0	4
Outbound Trips									
1	6	28	2	0	14	0	3	0	19
2	0	13	12	0	5	0	7	0	13
3	1	2	0	0	1	0	1	0	1
4	6	10	0	0	8	1	2	0	6
Total	26	115	24	0	53	6	19	1	86
%Taxi	85,5%								
%Bus	14,5%								

INBOUND TRIPS	
% Full	76,8%
%Empty	5,4%

The Bredasdorp cordon surveys were done at four locations as shown in the Figure 29 below. The public cordon surveys indicated an average of 5% public transport vehicles as a percentage of the total observed vehicles. In addition, it was noted that the MBT and Buses constitute 50% of the public transport service in Bredasdorp. The other 50% comprises of modified trucks with bus trailers and Avanza SUV type vehicles. The modified trucks are local farmers transporting workers during harvest season to and from the farms. However, the percentage split between MBT and Buses was on average an 85/15 split respectively (Refer to Tables 46- 49 below).



Figure 29: Bredasdorp Cordon Location

Table 46: Bredasdorp Cordon Survey Summary 25/05/2018

BREDASDORP CORDON SURVEY 25/05/2018									
Inbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	190	160	1	21	8	185	0	0	185
2	1097	956	0	103	38	3	0	3	0
3	957	642	17	204	94	0	0	0	0
4	445	419	0	26	0	2	0	0	2
2018 Totals	2689	2177	18	354	140	190	0	3	187
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	155	115	5	32	3	132	24	0	108
2	1052	933	2	90	27	4	0	4	0

BREDASDORP CORDON SURVEY 25/05/2018									
3	934	698	17	180	39	0	0	0	0
4	487	445	5	28	9	2	0	1	1
2018 Totals	2628	2191	29	330	78	138	24	5	109
2018 Totals									
	5317	4368	47	684	218	328	24	8	296
% PT	4,98%								
%Taxies	Of PT	82,3			Of Total	4,1			
% Busses	Of PT	17,7			Of Total	0,9			

Table 47: Public Transport Split 25/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	2	6	2	0	3	0	5	0	4
2	3	34	1	0	13	12	5	1	8
3	11	8	8	90	17	3	18	12	69
4									
Outbound Trips									
1	2	3	5	0	7	1	0	0	2
2	4	30	3	0	11	7	3	1	16
3	10	0	11	4	10	0	0	3	11
4	2	6	7	0	5	0	0	0	10
Total	34	87	37	94	66	23	31	17	120
%Taxi	48,0%								
%Bus	14,7%								
% Full	62,8%								
%Empty	12,0%								

Table 48: Bredasdorp Cordon Survey Summary 26/05/2018

BREDASDORP CORDON SURVEY 26/05/2018									
Inbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	83	55	0	3	25	115	2	0	113
2	838	771	0	34	33	13	0	13	0

BREDASDORP CORDON SURVEY 26/05/2018									
3	1055	925	6	49	75	0	0	0	0
4	400	397	0	3	0	4	0	2	2
2018 Totals	2376	2148	6	89	133	132	2	15	115
Outbound									
Location	Vehicles	Car	Bus	Heavy	Taxi	NMT	Pedestrian	Cycling	Other
1	83	81	0	2	0	80	5	2	73
2	908	840	1	43	24	25	2	22	1
3	742	674	10	19	39	0	0	0	0
4	398	390	0	3	5	1	0	0	1
2018 Totals	2131	1985	11	67	68	106	7	24	75
2018 Totals	4507	4133	17	156	201	238	9	39	190
% PT	4,84%								
%Taxies	Of PT	92,2			Of Total	4,5			
% Busses	Of PT	7,8			Of Total	0,4			

Table 49: Public Transport Split 26/05/2018

INBOUND TRIPS									
Location	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
1	34	1	3	140	57	4	64	0	52
2	2	31	0	0	19	6	1	1	5
3	29	15	8	0	8	9	10	9	17
4									
Outbound Trips									
1	0	0	1	116	30	11	17	2	55
2	4	30	1	1	13	6	2	0	12
3	37	2	11	0	9	0	0	13	25
4	2	3	1	0	1	2	0	0	2
Total	108	82	25	257	137	38	94	25	168
%Taxi	40,3%								
%Bus	5,3%								
% Full	51,7%								

INBOUND TRIPS	
%Empty	11,7%

From the surveys above, the total observed public transport vehicles was determined through the individual registration numbers. This was then divided into mini-bus taxis and buses. The vehicles were then compared to the number of trips to determine the percentage of vehicles that were captured more than once during the surveyed period. The results are shown in Table 50 below. The percentage of buses and mini-bus taxis observed multiple times in Grabouw and Hermanus is high.

This coupled with the positioning of the cordon locations suggests that the majority of these observed trips are local taxis and bus trips. However, the observed vehicles and calculated percentage of multiple trips in Caledon and Bredasdorp are relatively low. This, again taking into consideration of the location of the cordon counts, suggests that the majority of observed vehicles are long-distance trips. The percentage multiple trips calculated for Swellendam are moderately high suggesting a reasonable split between the local trips and long-distance trips.

Table 50: Public Transport Vehicles vs Observed Trips

LOCATION		UNIQUE NUMBER PLATE		DAILY TRIPS		% MULTIPLE TRIPS	
LM	Town	Unique MBT	Unique Bus	MBT	Bus	MTB	Bus
CALM	Bredasdorp	98	28	121	37	19,0%	24,3%
SLM	Swellendam	81	18	131	24	38,2%	25,0%
TWKLM	Caledon	112	23	140	24	20,0%	4,2%
OLM	Hermanus	29	1	85	1	65,9%	0,0%
TWKLM	Grabouw	237	79	587	176	59,6%	55,1%
PRE Total Registered Vehicles in Overberg						374	
Observed Registered Vehicles						54	

3.3.8 Description of Facilities

The description of the facilities is shown In Table 51 below. The majority of the facilities surveyed cater for Mini-bus taxis only.

Table 51: Description of the Facilities

LM	FACILITY NAME	TOWN	STATUS		FACILITY TYPE		HOLDING AREA	ON/OFF STREET	PAVING	FACILITY CODE	ELECTRICITY	ROOF STRUCTURE	ABLUTION FACILITIES	OFFICES
			Formal	Informal	Terminus for Busses	Terminus for Mini-bus taxis								
CALM	Checkers	Bredasdorp		X	No	Yes	No	On	Yes	WC033 004	No	No	No	No
	FNB		X		No	Yes	No	On	Yes	WC033 002	No	Yes	Yes	No
	Spar		X		No	Yes	No	On	Yes	WC033 001	No	Yes	Yes	No
	U-Save			X	No	Yes	No	On	Yes	WC033 003	No	No	No	No
OLM	Hermanus Rank	Hermanus	X		No	Yes	Yes	Off	Yes	WC032 006	Yes	Yes	Yes	Yes
	Zwelihle Rank		X		No	Yes	Yes	Off	Yes	WC032 003	Yes	Yes	Yes	Yes
	Hawston Rank		X		No	Yes	Yes	Off	Yes	WC032 002	Yes	Yes	No	No
	Masakhane Rank		X		No	Yes	Yes	Off	Yes	WC032 011	Yes	Yes	Yes	No
	Stanford Rank		X		No	Yes	Yes	Off	Yes	WC032 008	Yes	Yes	Yes	No
SLM	Swellendam Rank	Swellendam		X	No	Yes	Yes	Off	Yes	WC034 004	No	No	No	No
TWKLM	Plein Street	Caledon		X	No	Yes	No	Off	Yes	WC031 002	No	No	No	No
	Cath-Cart Street	Caledon		X	No	Yes	No	On	Yes	WC031 001	No	No	No	No

LM	FACILITY NAME	TOWN	STATUS		FACILITY TYPE		HOLDING AREA	ON/OFF STREET	PAVING	FACILITY CODE	ELECTRICITY	ROOF STRUCTURE	ABLUTION FACILITIES	OFFICES
			Formal	Informal	Terminus for Busses	Terminus for Mini-bus taxis								
	Grabouw Rank	Grabouw	X		Yes	Yes	Yes	Off	Yes	WC031 003	Yes	Yes	Yes	Yes
	Goniwe Park Rank	Villiersdorp	X		No	Yes	Yes	Off	Yes	WC031 004	Yes	Yes	No	No
	Villiersdorp Rank	Villiersdorp	X		Yes	Yes	Yes	Off	Yes	WC031 005	Yes	Yes	Yes	No



Figure 30: Hermanus Rank



Figure 31: Zwelihle Rank



Figure 32: Grabouw Rank



Figure 33: Caledon Taxi Stop



Figure 34: Caledon Rank, Plein Street



Figure 35: Bredasdorp Facility



Figure 36: U-save facility, Bredasdorp



Figure 37: Bredasdorp Spar Facility



Figure 38: Swellendam Facility

3.3.9 Passenger Waiting Times

The average passenger waiting times for each route, per day of the week, is given in Table 52 to Table 54. These waiting times give an indication of the service quality of the route. The average waiting time is given as half of the average headway (min) during the peak hour. The waiting times are low in OLM and in CALM, which is further noted, as the utilization of these routes and ranks during peak periods is at an average of 91%. This indicates the service is running at or above capacity with the taxis arriving, loading and leaving the ranks with little to no holding time at the ranks.

3.3.10 Levels of Satisfaction

The following questions were asked to community members in the ODM. The purpose of these questionnaires is to get a general understanding of the perception of public transport from the regular users in the ODM.

Is public transport (bus, taxi, bakkie) available to your community? (Even if it is occasionally)

What do you use public transport for?

How often do you make use of public transport?

How much time do you spend waiting for public transport?

How much time do you spend travelling to your destination, using public transport?

Most common mode of public transport that you use:

What percentage of your income is spent on public transport?

If public transport is available and you do not use it, what is the reason?

Please evaluate, public transport in your area: Safety of services

Vehicle appearance

Comfort of vehicles

Security at rank

Appearance of rank

Facilities (toilets) at rank

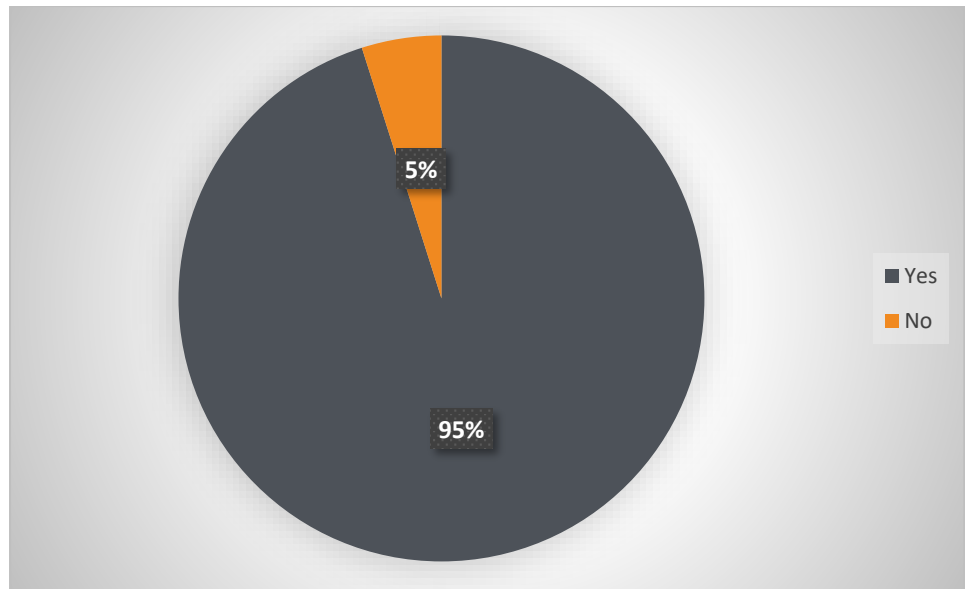
Do you have problems with the transport of freight?

What is your Gender?

What is your age range?

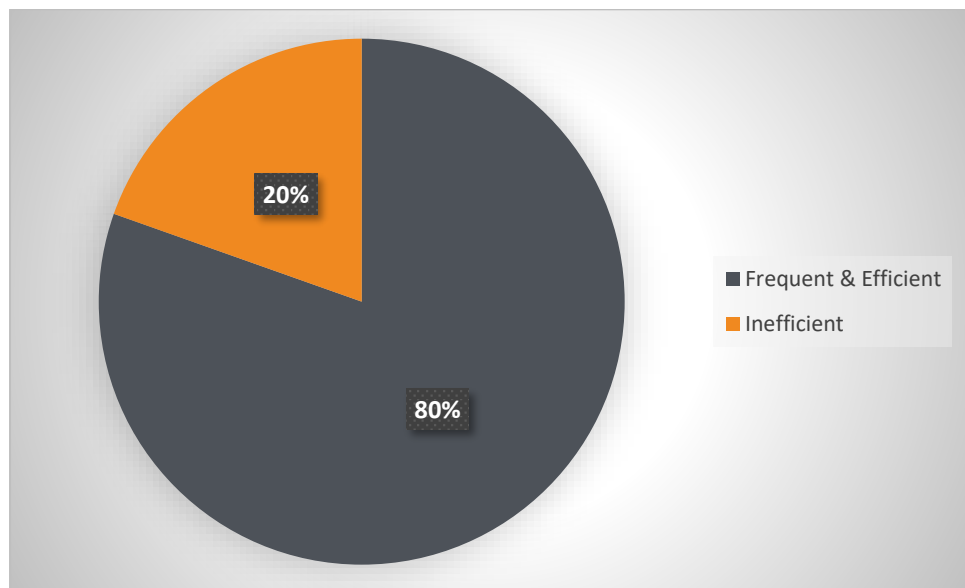
The results of the surveys indicated the following:

- Is public transport (bus, taxi, bakkie) available to your community? (Even if it is occasionally)



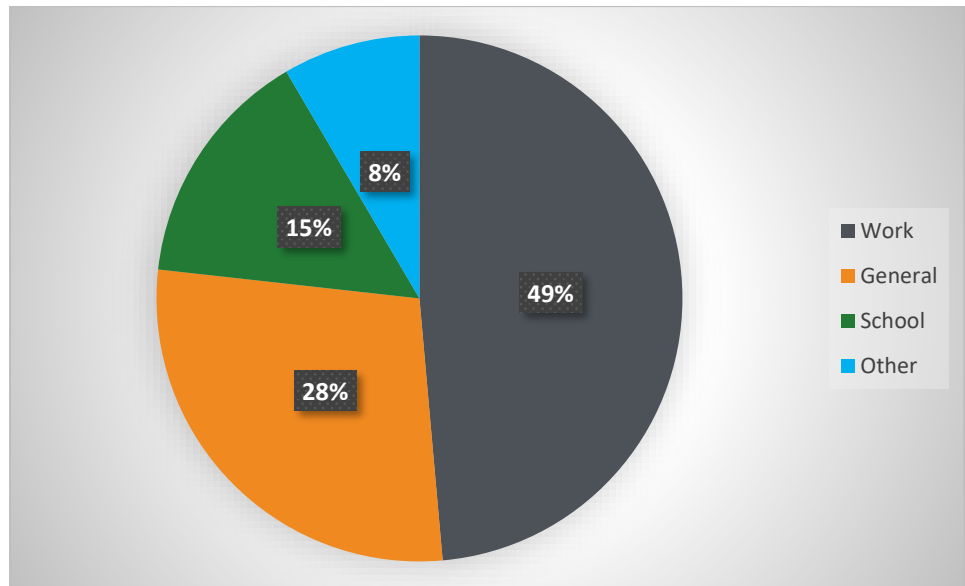
95% of surveyed persons in the ODM agree that PT is available in their community.

- If yes, how frequent or efficient is the public transport?



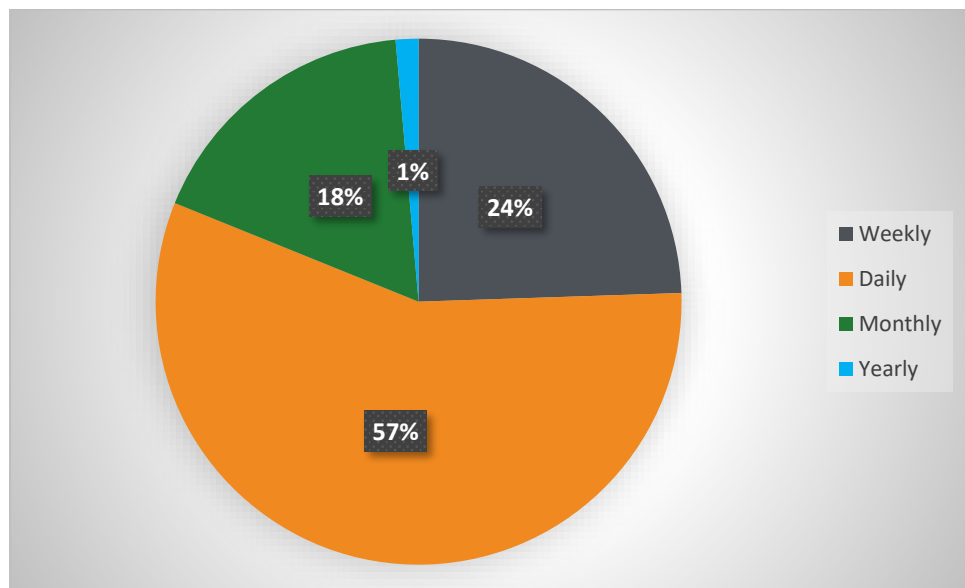
The persons in the community agree that the service is frequent.

- What do you use public transport for?



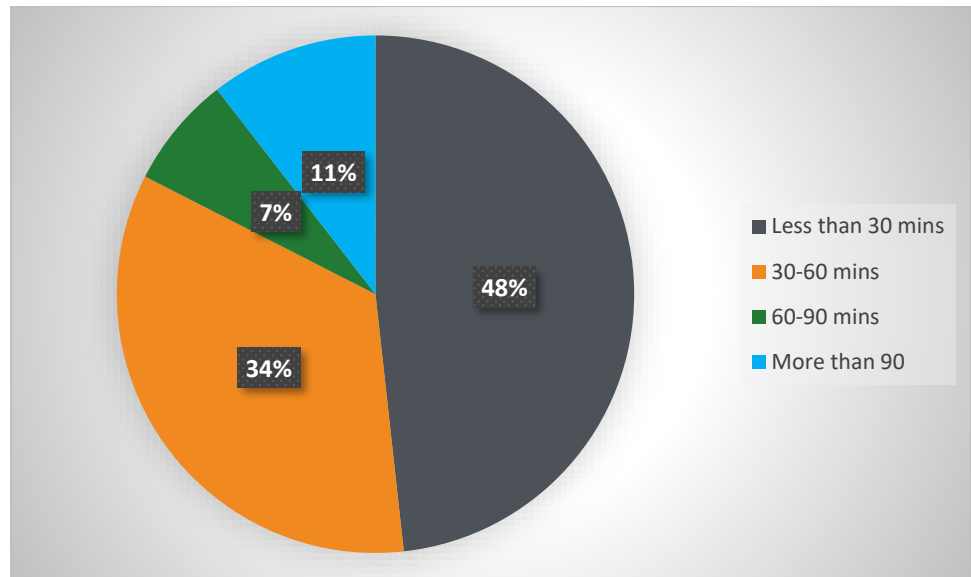
49% of persons using PT in the ODM use it for work purposes.

- How often do you make use of public transport?



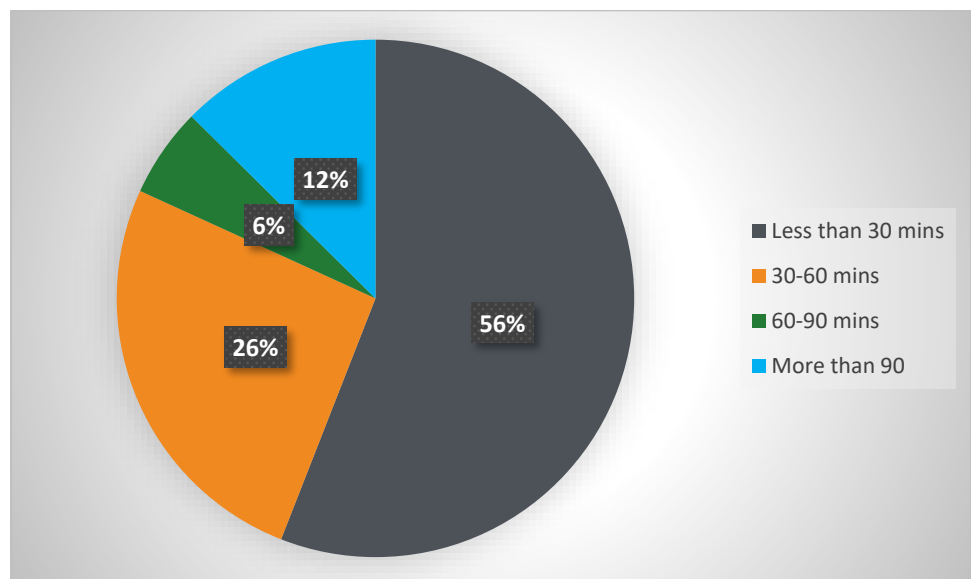
Only 57% of persons using PT in the ODM use it daily.

- How much time do you spend waiting for public transport?



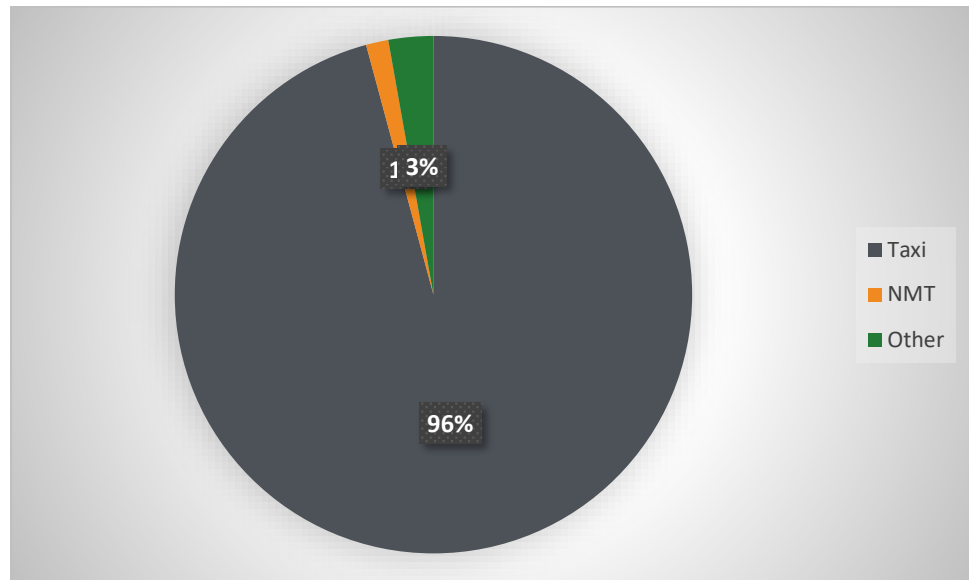
82% of persons using PT in the ODM are waiting less than an hour for PT.

- How much time do you spend travelling to your destination, using public transport?



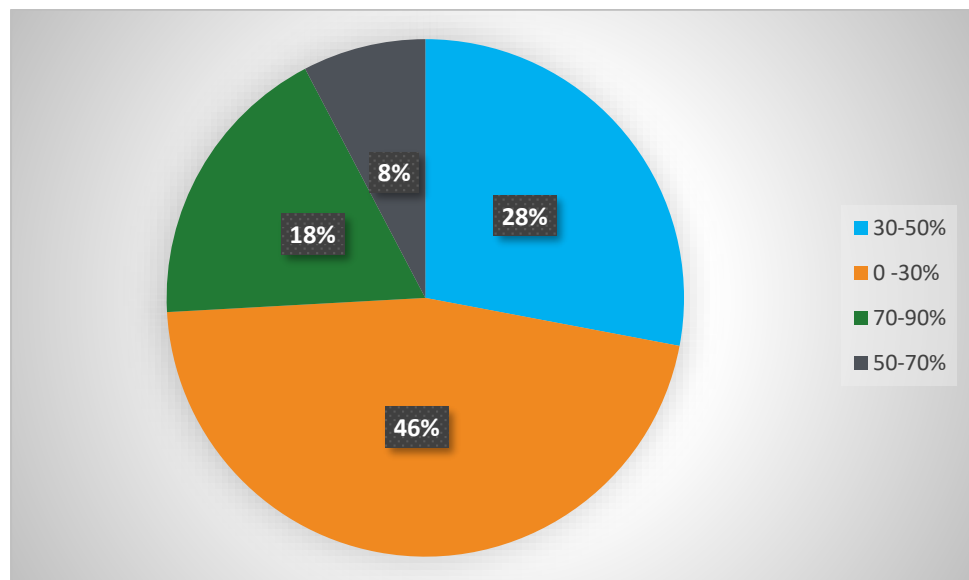
Only 18% of persons using PT in Overberg are travelling more than an hour to work.

- Most common mode of public transport that you use:



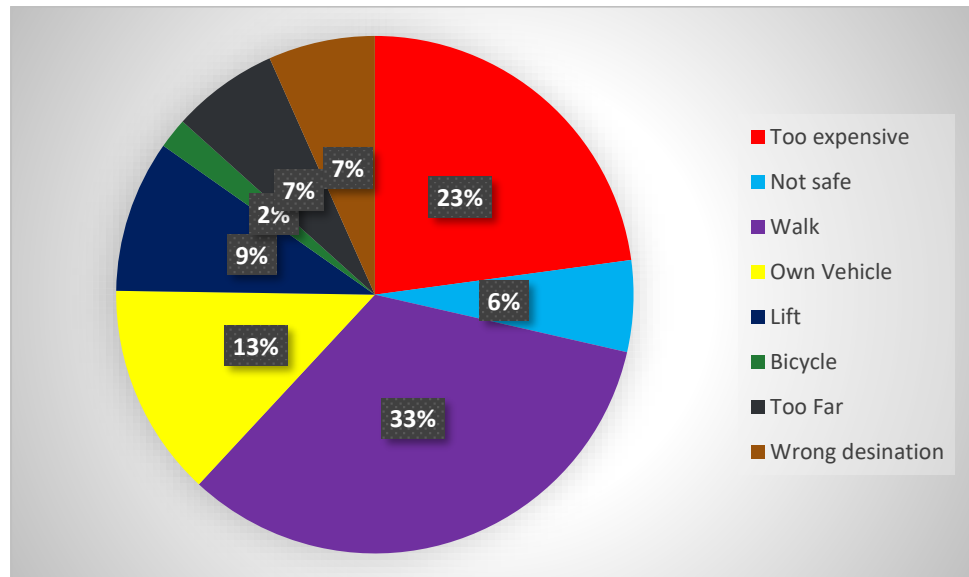
The mini-bus taxi is the most utilised mode in Overberg.

- What percentage of your income is spent on public transport?



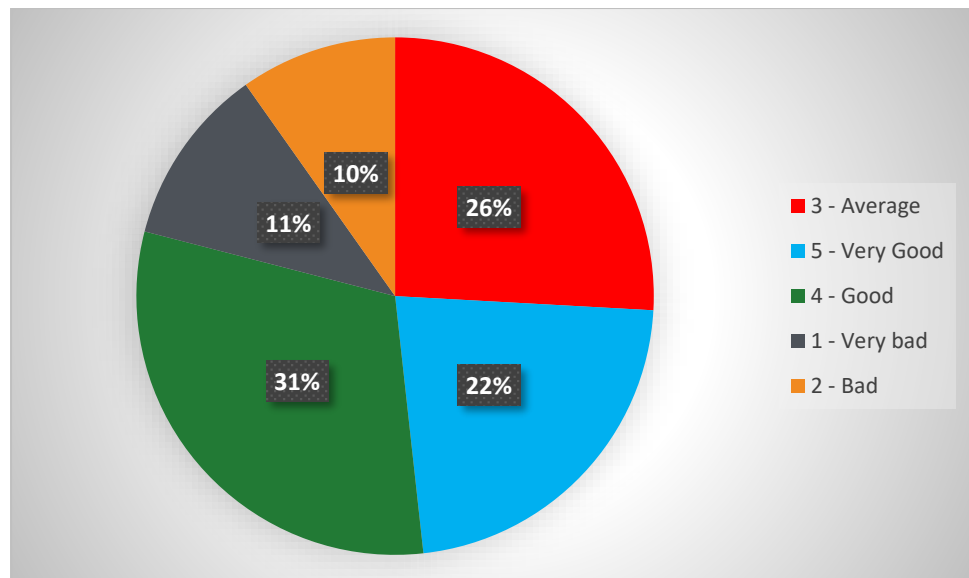
There is a staggering 54% of person's in ODM spending more than 30% of their income on PT.

- If public transport is available and you do not use it, what is the reason?



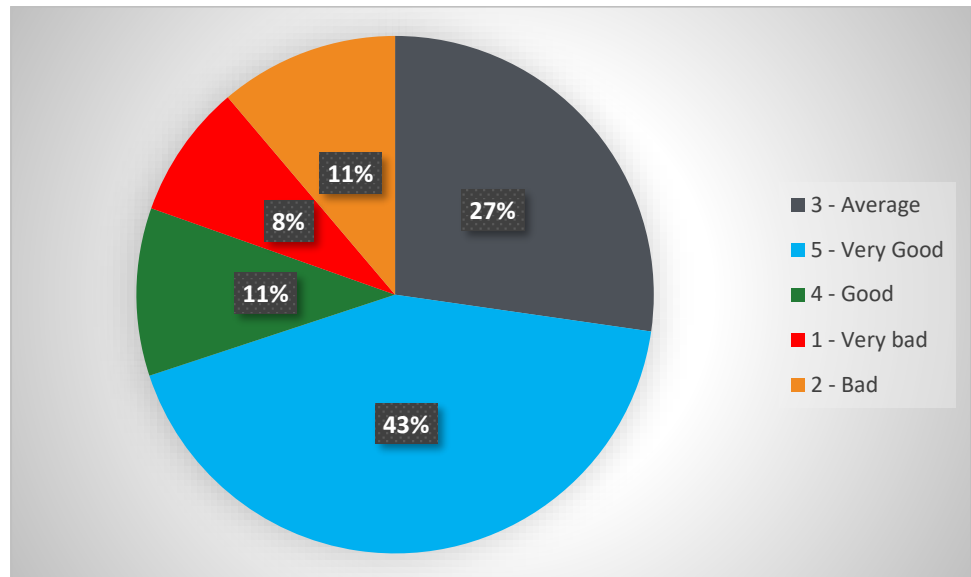
35% use NMT as an alternative for PT, while 30% indicate it is too expensive or not accessible. Only 9% indicated they use a lift club. Of the PT users, only 13% indicated that they have their own car, resulting in an assumption that 87% of the PT user surveyed have no other choice but to use the existing PT.

- Please evaluate, public transport in your area: Safety of services



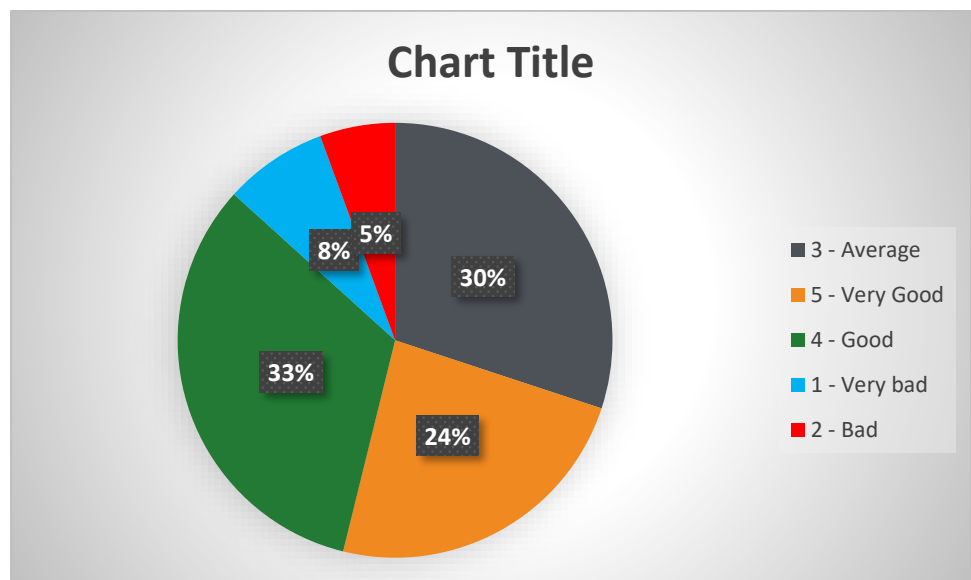
79% of the PT users surveyed indicated that the service was average to very good.

- Vehicle appearance



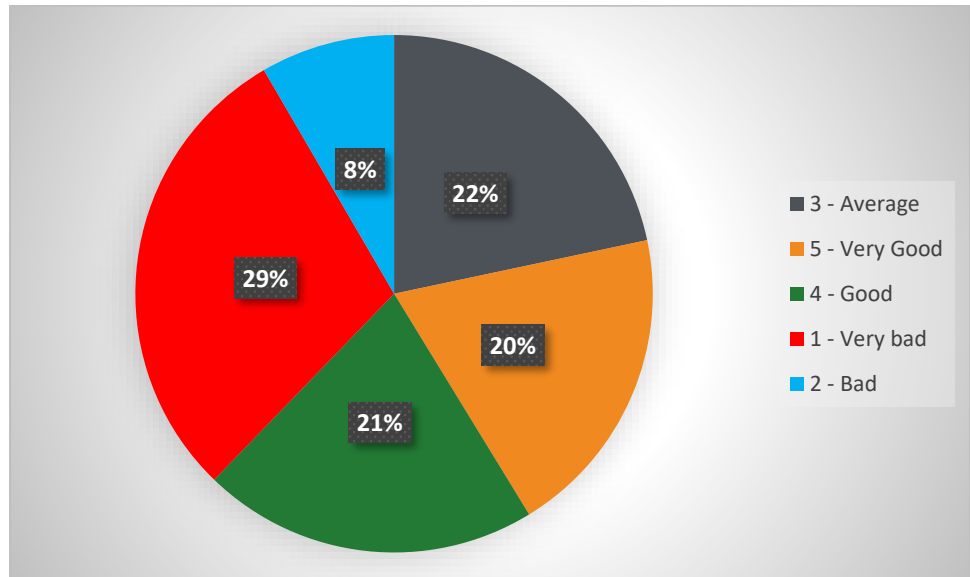
81% of the PT users surveyed indicated that the vehicle appearance was average to very good.

- Comfort of vehicles



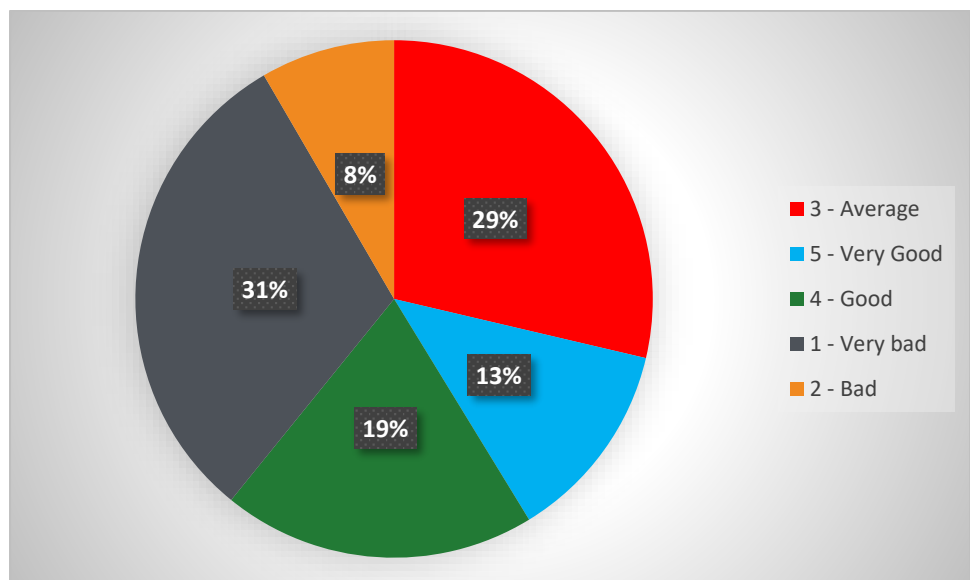
87% of the PT users surveyed indicated that the comfort of the vehicles was average to very good.

- Security at rank



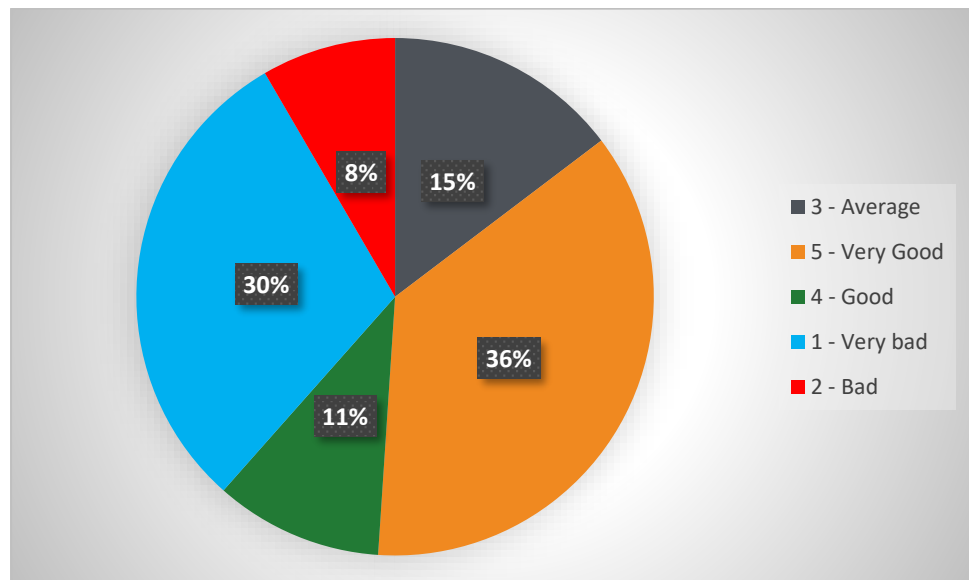
37% of the PT users surveyed indicated that the security at the rank is bad to very bad.

- Appearance of rank



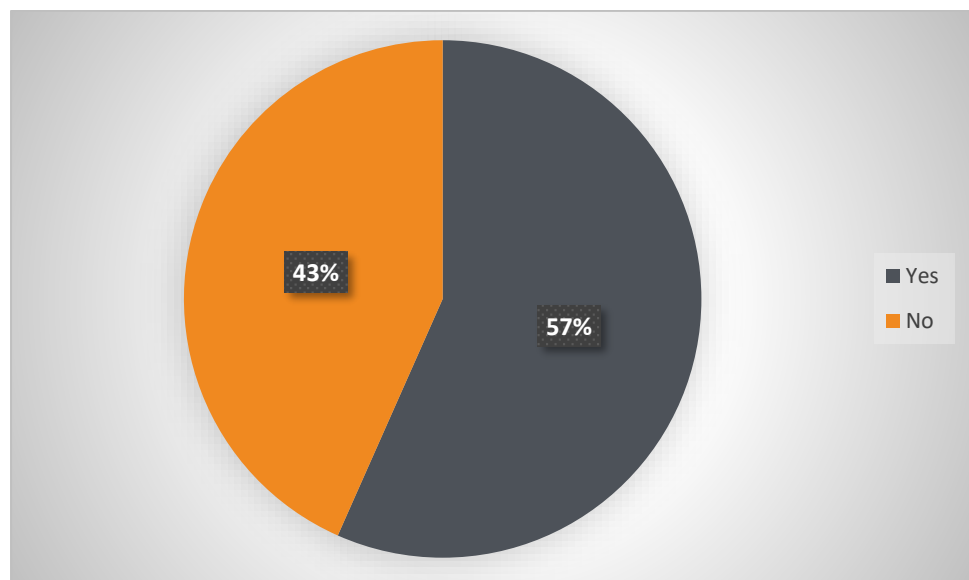
39% of the PT users surveyed indicated that the appearance of the rank is bad to very bad.

- Facilities (toilets) at rank



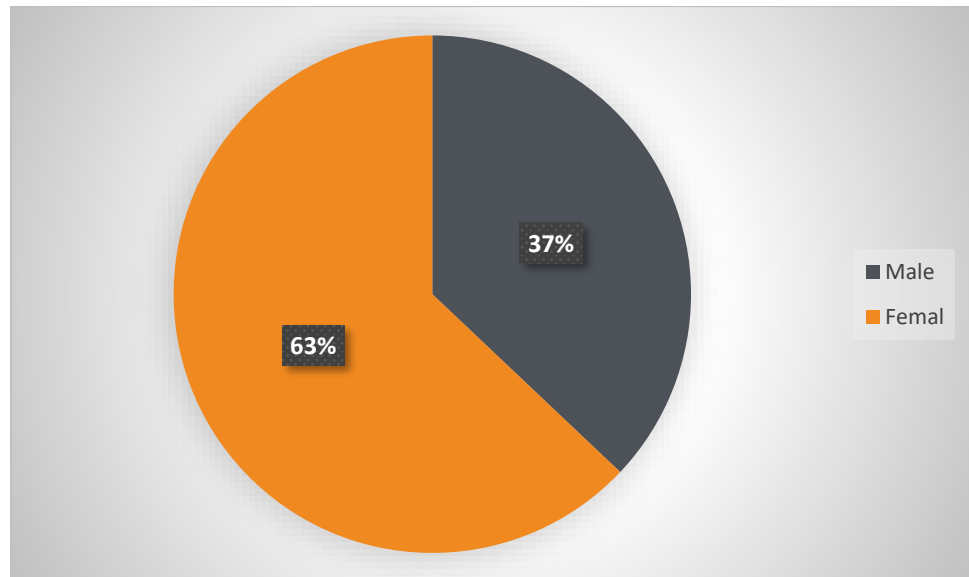
38% of the PT users surveyed indicated that the facilities of the rank are bad to very bad.

- Do you have problems with the transport of freight?



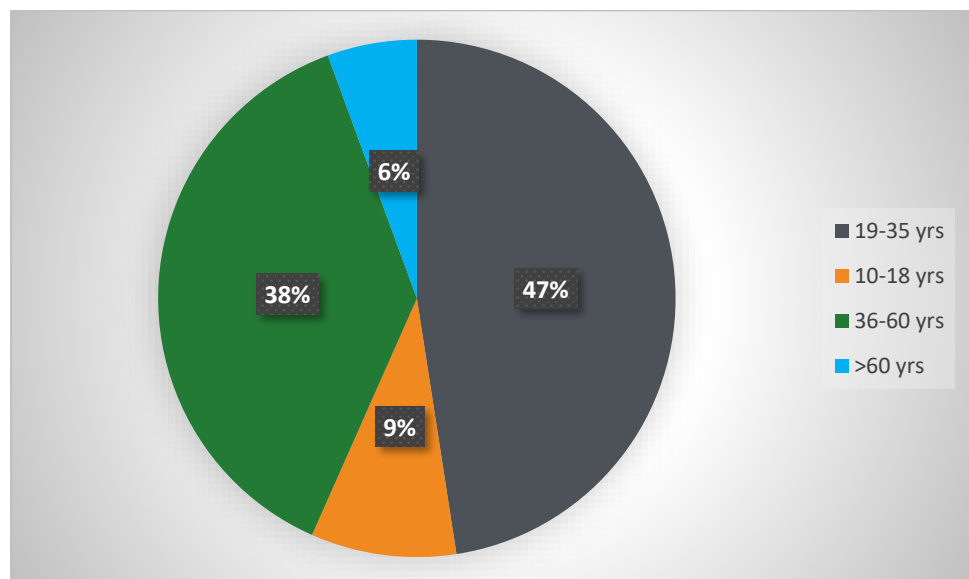
43% indicated that they have issues with the transporting of items in the existing service.

- What is your Gender?



The majority of persons who filled in the questionnaires was female.

- What is your age?



86% of the surveyed persons was the working age group between 19 and 60 years of age.

Based on the above surveys, multiple needs emerged. The needs identified for the communities at the ranks are as follows:

- Universal accessibility is needed at all ranks and vehicles.
- Ablution facilities at ranks that do not have, is required. This was noted in the TR chapter.
- Improved rank beautification and security is required at all ranks in the municipalities.
- Affordability of the current systems is a concern and is causing people not to use the system.
- The mode choice for PT in the ODM is limited to walking, lifts, own vehicle or taxi. There are no real bus services and thus there is no real competition for mode sharing.

In comparing the spot questionnaires to the NHTS WC 2014 where the major issues found were it was noted that major issues in the ODM are:

- Lack of a real buses services
- Too expensive
- Crime
- Overloaded
- No trains available

Table 52: Passenger and vehicle waiting times (Weekday) (Table 11 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
CALM	Bredasdorp	Checkers	874	Bestiaan St	15:00-16:00	127	13	2min	R10
	Bredasdorp	FNB	874	U-Save	16:00-17:00	4	2	2min	R10
	Bredasdorp	Spar	874	Bastiaan St	16:30-17:30	132	15	9min	R10
	Bredasdorp	U-Save	874	FNB	08:00-09:00	51	4	3min	R10
	Bredasdorp	Checkers	E31	Napier	14:30-15:30	15	1	1min	R20
	Bredasdorp	FNB	E31	Napier	08:30-09:30	2	1	6min	R20
	Bredasdorp	Spar	E31	Napier	07:30-08:30	13	1	1min	R20
	Bredasdorp	U-Save	E31	Napier	14:30-15:30	4	1	11min	R20
OLM	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant Stop	7:00-8:00	60	4	3min	R8
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	Route not operational during Weekday				
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	7:00-8:00	390	26	1min	R8
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	8:35	15	1	0min	R15
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	08:00-09:00	60	4	12min	R20
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	Route not operational during Weekday.				
	Hermanus	Zwelihle Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	Route not operational during Weekday				
	Hermanus	Zwelihle Taxi Rank	768	Onrus/Vermont	8:00-9:00	111	7	6min	R10

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	30	2	13min	R20
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	6:00-9:00	34	2	1hr1min	R45
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	14:00-15:00	16	1	-	R10
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	10:00-11:00	22	1	-	R10
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	15:00-16:00	9	1	-	R10
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	9:00-16:00	7	3	2hr24min	R10
SLM	Swellendam	Veldkomet Street	862	Railton	15:30-16:30	15	3	25min	R13
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	17:00-18:00	15	1	10min20s	R13
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	13:00-14:00	45	3	25min	R15
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	Route not operational during Weekday	30	2	15min	R20
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	14:00-15:00	30	2	15min	R20
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	16:30-17:30	30	2	15min	R25
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	Route not operational during Weekday				
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	Route not operational during Weekday				

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	Route not operational during Weekday				
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	Route not operational during Weekday				

Table 53: Passenger and vehicle waiting times (EOM Friday) (Table 11 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
CALM	Bredasdorp	Checkers	874	Bestiaan St	16:00-17:00	254	21	1min40s	R10
	Bredasdorp	Spar	874	Bastiaan St	16:00-17:00	160	16	4min40s	R10
	Bredasdorp	U-Save	874	FNB	16:00-17:00	49	7	1min30s	R10
	Bredasdorp	Checkers	E31	Napier	16:30-17:30	15	1	1min	R20
	Bredasdorp	Spar	E31	Napier	Route not operational during EOM Friday				
	Bredasdorp	U-Save	E31	Napier	15:00-16:00	30	2	2min30s	R20
OLM	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant Stop	07:00-08:00	60	4	1min	R6
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	15:30-16:30	29	2	33min	R100
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	15:30-16:30	345	30	1min	R8
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	15:00-16:00	75	5	10min	R15
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	17:00-18:00	30	2	30min	R20
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	07:30-08:30	2	34	5min50s	R10
	Hermanus	Zwelihle Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	06:00-07:00	15	1	18min	R100
	Hermanus	Zwelihle Taxi Rank	768	Onrus/Vermont	07:30-08:30	107	7	8min	R10
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	64	4	14min	R20
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	12:00-13:00	13	1	-	R10
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	6:00-9:00	23	2	1hr37min	R15
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	6:00-7:00	1	1	-	R10
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	9:00-10:00	3	1	-	R10
SLM	Swellendam	Veldkomet Street	862	Railton	15:30-16:30	100	7	34min	R13
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	17:00-18:00	15	1	-	R20
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	Route not operational during EOM Friday				
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	15:00-18:00	45	3	15min	R25
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	17:00-18:00	82	5	10min	R30
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	16:00-17:00	15	1	30min	R25
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	08:00-09:00	257	8	5min	R60
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	11:30-12:30	297	20	2 min	R7
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	9:00-10:00	60	4	12min45s	R30
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	9:00-10:00	39	2	21min30s	R30

Table 54: Passenger and vehicle waiting times (EOM Saturday) (Table 11 as per minimum requirements)

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
CALM	Bredasdorp	Checkers	874	Bestiaan St	10:30-11:30	159	17	1min14s	R10
	Bredasdorp	FNB	874	U-Save	09:30-10:30	29	8	1min	R10
	Bredasdorp	Spar	874	Bastiaan St	13:30-14:30	125	11	11min40s	R10
	Bredasdorp	U-Save	874	FNB	07:30-08:30	36	6	1min	R10
	Bredasdorp	Checkers	E31	Napier	Route not operational during EOM Saturday				
	Bredasdorp	FNB	E31	Napier	08:30-09:30	36	2	1min	R20
	Bredasdorp	Spar	E31	Napier	Route not operational during EOM Saturday				
	Bredasdorp	U-Save	E31	Napier	10:00-11:00	33	3	4min20s	R20
OLM	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant Stop	08:00-09:00	45	3	1min20s	R6
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	08:30-09:30	15	1	1min	R100
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	13:30-14:30	389	28	2min	R8
	Hermanus	Hermanus Taxi Rank	859, 768, Q31, Q47, Q48, I10, M15	Hawston Taxi Rank	08:30-09:30	18	6	2min	R15
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	08:00-09:00	45	3	4min	R20
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	13:00-14:00	405	27	8min20s	R8
	Hermanus	Zwelihle Taxi Rank	I10, M15, Q31, Q47, Q48	Belville Taxi Rank	Route not operational during EOM Saturday.				
	Hermanus	Zwelihle Taxi Rank	768	Onrus/Vermont	07:30-08:30	15	1	1min	R10

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX	NO. OF DEPARTURES	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	42	3	16min40s	R20
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	15:00-16:00	17	3	17min	R45
	Gansbaai	Masakhane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	12:00-13:00	22	1	-	R10
	Gansbaai	Masakhane Taxi Rank	775, 801, M94	Blompark Taxi Rank	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	802	De Kelders	-	-	-	-	-
	Gansbaai	Masakhane Taxi Rank	775, M94	Gansbaai Dorp	8:30-9:30	15	1	-	R45
SLM	Swellendam	Veldkomet Street	862	Railton	10:00-11:00	101	24	3min	R13
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	13:00-14:00	75	3	2min	R20
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	10:00-15:00	45	5	58min	R30
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	14:00-15:00	135	9	5min	R25
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/ Villiersdorp	14:00-15:00	60	4	11min	R30
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	10:00-11:00	30	2	24min	R25
	Caledon	Plein Street	J35, 956	Genadendal/ Greyton	8:00	227	7	-	R50
	Villiersdorp	Villiersdorp Taxi Rank	D82	Location	17:00-18:00	256	17	3min	R7
	Villiersdorp	Villiersdorp Taxi Rank	J47	Grabouw	9:00-10:00	63	4	12min 45s	R30
	Villiersdorp	Villiersdorp Taxi Rank	I27	Worcester	11:00-12:00	32	3	2min	R30

3.4 Description of other public transport services and modes of transport

3.4.1 Rail services

There is no passenger rail service in the ODM. However, there are a freight rail lines that links Bredasdorp and Swellendam to Cape Town. Long distance rail services from Cape Town to Johannesburg, Durban and East London are provided through Shosholozza Meyl. Shosholozza Meyl is a division of the PRASA that operates long distances.

Until 2009, Shosholozza Meyl was a division of Spoornet, but it was transferred as part of PRASA. People within the ODM wanting to gain access to long distance rail services can only access for these services from towns serviced by Shosholozza Meyl along the travel routes. The towns closest to the ODM along the route include Worcester, Bellville and Cape Town.



Figure 39: Atlas Map of the Rail service in South Africa

3.4.2 Long-distance bus services

The scheduled long-distance bus routes are operated for the Overberg District through the towns of Hermanus, Swellendam, Caledon and Grabouw between the large cities of Cape Town, Port Elizabeth, Queenstown, Durban and East London. The services are operated by BAZ bus, Citiliner, Greyhound, Intercap, City to City, Eldo Coaches, Translux and DMJ Transport (Table 55). There is no formal long-distance bus service available in Bredasdorp.

Table 55: Long Distance Bus Routes

LMS	SERVICE	ORIGIN- DESTINATION	TOWN
OLM	BAZ Bus	Cape Town-Port Elizabeth	Hermanus
	BAZ Bus	Port Elizabeth Cape Town	Hermanus
SLM	BAZ Bus	Cape Town-Port Elizabeth	Swellendam
	BAZ Bus	Port Elizabeth Cape Town	Swellendam
	Intercape	Cape Town - Umtata - Cape Town	Swellendam
	Intercape	Cape Town - P E Via Caledon - Cape Town	Swellendam
	Citiliner	C-ape Town - Pe - Durban	Swellendam
	Citiliner plus	Cape Town - East London Via Port Elizabeth Citiliner Plus	Swellendam
	Greyhound	Cape Town - Durban Via Port Elizabeth Dreamliner	Swellendam
	Intercape	Cape Town - Umtata - Cape Town	Swellendam
	City to City	Cape Town - Queenstown - Cape Town	Swellendam
	City to City	Cape Town - East London - Cape Town	Swellendam
	City to City	Cape Town - Durban Via Mosselbay - Durban	Swellendam
	City to City	Cpt - Durban - Cpt	Swellendam
	Eldo Coaches	East London - Cape Town - East London	Swellendam
	Translux	Cape Town - P E - Durban - Cape Town	Swellendam
	Translux	Cape Town - Durban - Cape Town	Swellendam
	Intercape	Cape Town - P E Via Caledon - Cape Town	Swellendam
	Eldo Coaches	Durban - Cape Town - Durban Via Plz/Umtata	Swellendam
TWKLM	Intercape	Cape Town - Umtata - Cape Town	Grabouw Caledon
	Intercape	Port Elizabeth - Cape Town	Grabouw Caledon
	Citiliner	Cape Town - P E Via George - Cape Town	Grabouw Caledon
	Citiliner Plus	Durban - Port Elizabeth - Cape Town	Grabouw Caledon
	Greyhound	East London - Cape Town Via Port Elizabeth Citiliner Plus	Grabouw Caledon
	Greyhound	Durban - Cape Town Via Port Elizabeth Dreamliner	Grabouw Caledon
	DMJ Transport	Cape Town - Mount Frere - Cape Town Via N2 @ 16h30 (Bus 1)	Grabouw Caledon
	City to City	Cape Town - East London - Cape Town	Grabouw Caledon
	City to City	Cpt - Durban - Cpt	Grabouw Caledon
	Translux	Cape Town - Durban - Cape Town	Grabouw Caledon
	Eldo Coaches	East London - Cape Town - East London Via Plz - Adhoc	Grabouw Caledon
	Eldo Coaches	Durban - Cape Town - Durban Via Plz/Umtata	Grabouw Caledon
Intercape	Durban - Cape Town Via P E	Grabouw Caledon	

3.4.3 Services provided by the Emergency Medical Services (EMS)

The EMS is a subsidiary of the Department of Health and is divided into emergency and HealthNET services. There are 6 emergency communication centers (ECC) located throughout the Western Cape. The ECC's are located in the districts of Cape Town, Cape Winelands, West Coast, Garden Route, Central Karoo and Overberg.

HealthNET is not an emergency service, but it provides transport services for patients going for treatments and to collect medication.

The exact number of Patient Transport Vehicles (PTV's) in ODM could not be verified from the Department of Health. However, in accordance to the Western Cape Government official website for Medical Emergency Services, HealthNET has approximately 90 vehicles that operate in the Western Cape. Typically, the service is pre-booked by the hospital and or the clinic and the patients are notified of the dates when the service will be available and the location of the collection points within their towns. The Patients are booked on the online system by the Hospitals or Clinic.

3.4.4 Learner Transport

The Overberg 2017 Socio-economic Profile indicated that there is a total of 125 schools including both primary and secondary in the ODM. The Learner Transport received for the Western Cape Government regarding the registered routes indicated that 70 schools, including both secondary and primary schools have registered learner transport routes. Therefore, 56% of the total schools in the ODM have formalized Learner Transport.

The Learner Transport shows that in the total Overberg District Municipality, over 3800 students in the primary schools and over 2500 students in the secondary schools have access to transport. The total routes cover a distance of 4479km in the ODM, Table 56. The total number of students accommodated in the ODM is 6646. The total enrolled scholars in accordance with the Socio-economic Profile Report, 2017 for the ODM is 40 841 in 2016. Therefore, approximately 16% of the total scholars are accommodated through learner Transport. The remainder of the scholars have to make use of private transport, walking, NMT or general public transport such as taxis and buses.

Table 56: WCED Learner Transport

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 030	From Swartdam, Vryheid I, Vryheid II, Platrug/Malans Farm, Muurkraal Turn-off, Witdam, Die Kop, Excelsior, Goereesoe, Uitkyk Turn-off and Aandblom to Uitvlug Primary School.	Uitvlug	–	33	0	33	64	Overberg
WCE 033	From Strandskloof Turn-off, Uilkraal Turn-off, Modderlaagte Turn-off, Flower Valley/Kraaibosch (Lomond), Avoca, Goedvertrou III and Sandhoogte to St. Pauls Primary School.	St. Pauls	–	19	0	19	43,4	Overberg
WCE 034	From Modderrivier, Paardenberg, Waterval and Zondagskloof to St. Pauls Primary School.	St. Pauls	–	38	0	38	51,4	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
WCE 035	From Springfontein / Môreson, Enon, Grootvlei, Driefontein, Baden, Mierkraal, Krige Station, Klein Sandfontein, Roodebloem, Speelmansrivier, Ysbrandskop and Haarwegsrivier to Jongensklip Primary School.	Jongensklip	–	39	0	39	99,8	Overberg
WCE 036	From Boskloof, Raka (Remhoogte), Kleinrivier, Boschheuvel (Bosrivier), Sunset Place (Boeredans), Fijnbosch and Die Kop Turn-off to Die Bron Primary School.	Die Bron	–	51	0	51	75,6	Overberg
WCE 037	From Boesmansrivier / Modderlaagte, Baardskeerdersbos Turn-off, Erica Turn-off, Nieuwedam Turn-off, Nuwepos Turn-off and Kouderivier Turn-off to Elim Primary School.	Elim	–	23	0	23	55,6	Overberg
WCE 070	From Blaaubank, Herwin Turn-off, Serjeansrivier, Swartrivier, Matjiesdrift, Lemoenskop, Theekasfontein and Tierfontein to Boontjieskraal Primary School.	Boontjieskraal	–	28	0	28	65	Overberg
WCE 071	From Treinspoort, Kerkgrond / Du Toitsrus Turn-off, BJS Shop, BP Garage and Buffeljagsdam Prison Yard to Swellendam Secondary School.	–	Swellendam	0	233	233	31,4	Overberg
WCE 072	From Voëlgesang, Prinskraal, Nachwacht, Rheeboeksvlei, Elandsvlei, Droëmelkbosch Turn-off and Kliprug Turn-off to Wagenhuiskrantz Primary School.	Wagenhuiskrantz	–	12	0	12	92,6	Overberg
WCE 073	From Dankbaar, Kluitjieskraal, Dagbreek, Kleinfontein (Mr J. Cilliers), Majuba, Windmeul, Annex, Brakfontein, Dassiekop and Spioenkop/Bo Plaas to Kleinfontein Primary School.	Kleinfontein	–	44	0	44	91,8	Overberg
WCE 080	From Sandrift (Kleinhoewe Turn-off), Steenbaan, Groot Sanddrift Turn-off and Klein Sanddrift to Napier High School and Protea Primary School.	Protea	Napier	12	15	27	40,8	Overberg
WCE 086	From Melkhoutsrivier, Nuwedorp/ Matjieskloof/Klipfontein, Malgas, Brakfontein / Potteberg, Juliusfontein and Verfheuwel to Ouplaas (E.K) Primary School and Ou Plaas Laerskool.	Ouplaas (E.K)		80	0	80	51,8	Overberg
WCE 088	From Quarie, Ewenaarskloof, Neethlingshof / Newton/ Klipdale, Kykkoedie, Tweedam Turn-off, Hermanusheuvel Turn-	De Heide	Albert Myburgh	45	28	73	79	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
	off, Amerika Turn-off, Melkbosch Turn-off and Nooigedacht Turn-off to De Heide Primary School and Albert Myburgh Secondary School.							
WCE 114	From Die Vlakte and Op Die Tradouw/Kent Farm Turn-off to Vleiplaas Primary School and from there to Lentelus/Akkerboom, Keurvlei, Weltevrede II and Moderfontein/Soutkloof/ Bergsig turn-off to Barrydale High School and BF Oosterhuizen Primary School.	Vleiplaas	Barrydale	18	78	96	48,4	Overberg
WCE 116	From Onderskeitspad, Anyskop, Houtkloof Turn-off, Oskop, Fairfield, Elandskloof and Mierkraal to Protea Primary School.	Protea	–	36	0	36	73,8	Overberg
WCE 119	From Olivedale (Queens of Africa), Olivedale (P.J Potgieter), Rotterdam, Du Toits Rus / Church Grounds, Rolandale and Prison / Eensaamheid to Mullersrus Primary School.	Mullersrus	–	204	0	204	27	Overberg
WCE 120	From Vleitjie, Diptka, Kinkoe I, Proseskop, Hartbeesrivier, Kinkoe II, Koesaniehek and Dunnstoor to Mullersrus Primary School.	Mullersrus		28	0	28	74,2	Overberg
WCE 121	From Paardekloof, Swartklip, Dordrecht and Sandkraal to Mullersrus Primary School.	Mullersrus		10	0	10	54,6	Overberg
WCE 132	From Qhayiya Secondary School, Mount Pleasant Superette, Mount Pleasant Cemetary and Engen Garage to Hawston Secondary School		Hawston	0	326	326	25	Overberg
WCE 143	From Renosterkop, Wiesdrift, Heuningrug, Elandsdrift, Haasvlakte, Moddervlei I, Moddervlei II and Diepkloof to Elim Primary School.	Elim	–	16	0	16	71,2	Overberg
WCE 238	From Botrivier Primary School, Botrivier Stop, Rooiheuvel, Swartriver Road, Langhoogte, Dassiesfontein and Boontjieskraal to Swartberg Secondary School.		Swartberg	0	101	101	57,2	Overberg
WCE 239	From Honingklip, Steenoonde, Albertynsiding I, Albertynsiding II and Salandra Cafe to Botrivier Primary School.	Botrivier	–	23	0	23	31,6	Overberg
WCE 242	From Swartrivier, Tierfontein, Lemoenskop Turn-off and Klipheuvel to Swartberg Secondary School.	–	Swartberg	0	17	17	44,8	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
WCE 243	From Nuweberg, Proefplaas, Ou Tol/Loevenstein, Ebenhaeser/Bergsdale and Die Erf/Vyeboom to Daniël le Roux Primary School and from there to Dennebos, Versoek, Môreson, Patryskop, Alafontana Turn-off to Witvlei/Monica/Greymead/Ou Werf, Boesmansrug and Emerald View (Secondary School learners only) to Bissetsdrift Primary School and from there to Klipfontein and Rustfontein to Villiersdorp Secondary School	Bissetsdrift	Villiersdorp	224	207	674	63,6	Overberg
WCE 244	From Vyeboomwinkel / Panorama / Ebenezer, The Valley, Fortuin, Eriskay, Chiltern Farm, Bessiebosch/Twaalfontein, Volmoed / Gelukskroon, Morning Glory, Houtveld, Poplars Grove, Houmoed and Queen Anne to Bissetsdrift Primary School and from Klipfontein and Rustfontein to Villiersdorp Secondary School.	Bissetsdrift	Villiersdorp	243	108	351	87,4	Overberg
WCE 245	From Klein Uitjieskraal, Wolvengat, GonnaKraal, Koksrivier, Waterford, Springs and Bruinklip to Elim Primary School.	Elim	–	16	0	16	69	Overberg
WCE 246	From Kommarsekraal, Baadtjieskraal, Marthinuswerf, Brakfontein, San Souci, Plaatjiekraal/Môreson, Luiperdskop, Spitskop, Driefontein/Boschfontein and Kathoek to Ouplaas (EK) Primary School.	Ouplaas (EK)	–	62	0	62	109,4	Overberg
WCE 247	From Boschfontein, Van Der Stelskraal, Patryskraal, Soutpansvlakte Turn-off, Fairview, Bo-Karsrivier I and Bo-Karsrivier II to De Heide Primary School and Albert Myburgh Secondary School.	De Heide	Albert Myburgh	23	34	57	110,4	Overberg
WCE 248	From Hassiedrift Turn-off, Appelsdam, Brakkloof, Bo-Welgegund Junction, Lower Welgegund, Die Kraai, Klipbankskloof I, Klipbankskloof II, Tempro and Langhoogte Junction to Protém Primary School.	Protém	–	27	0	27	94,6	Overberg
WCE 250	From Kosmandjie, Klipfontein, Zeekoeivlei/Riverside Crossing, Kleinheuwel, Prinskraal and Cachtwacht to De Heide Primary School and Albert Myburgh Secondary School	De Heide	Albert Myburgh	10	86	96	71,1	Overberg

ROUTE	SCHOOLS CONCERNED	APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT		
WCE 252	From Soutkuil, Alpha, Milandershoogte, Matjieskloof and Klein Soutrivier to Protea Primary School.	Protea		15	0	15	75,6	Overberg
WCE 255	From Jonkersrivier, Die Hoek, Lower-Stetty, Bo-Stetty, Doornrivier/Jassonskloof Crossing, Loufontein, Koppies turn-off, Kykuit, Oude Non Parell and De Erf Camp to Kosie De Wet Primary School and Villiersdorp Secondary School.	Kosie De Wet	Villiersdorp	58	82	140	40,8	Overberg
WCE 256	From Boskloof, Theewaterskloof, Fruitstall, Dennekloof Resort and Lakeview to Kosie De Wet Primary School and Villiersdorp Secondary School.	Kosie De Wet	Villiersdorp	58	52	110	30,8	Overberg
WCE 260	From Langverwacht, Badenhof, Hermanusheuwel, Quarry I, Quarry II, Quarry III, Uitsig, Alexandra, Halfarmpieskraal, Geskenk/Koornhof/ Graafheuwel Crossing, Neethlingshof, Klipdrift and Ewenaarskloof Junction to Klipdale Primary School.	Klipdale	–	55	0	55	52,2	Overberg
WCE 261	From Holdrift/Melkbosch, Soutkloof, Meriro, Amerika I, Amerika II, Hermanusheuwel, Tweedam, Kykoedie I, Kykoedie II, Blaauwklip and Venterkop to Klipdale(EC) Primary School.	Klipdale	–	70	0	70	90	Overberg
WCE 266	From Soutkuil, Langkuil, Kleindam, Skuldsloof, Rietpoel Station / Witklippieskloof, Alexanderskloof, Varslug, Maandagsoutrivier, Brakdam / Natalla, Veronica and Shakespeare to Riviersonderend Primary School.	Riviersonderend	–	55	0	55	116,4	Overberg
WCE 268	From Grootkloof, Rheenen, Doornkloof, Stormvlei Turn-off, Haelkraal, Van Der Wattskraal, Ongegend, Morningstar and Kleinlaagte to Riviersonderend Primary School.	Riviersonderend	–	67	0	67	64,2	Overberg
WCE 269	From Lorraine, Fonteinskloof Turn-off, Dankbaar Turn-off, Middelpaas, Verdwaalskloof and Henogsdal Junction to Riviersonderend Primary School.	Riviersonderend	–	19	0	19	43,6	Overberg
WCE 304	From Glen Etive, Dun Donald, Hoëkraal and Lismore to Suurbraak Primary School.	Suurbraak	–	39	0	39	23	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
WCE 311	from Highlands (Hoogland), Iona turn-off, Monteith (A.J Erwee), Krabbelfontein, Vinceremo / Groenhange and Protea Junction to Maxonia Primary School, and from Lorraine / Spioenkop / Canning Croft, Bergendal / Rosenhoff/Elgin Hill / Highlands, Smarag / Auldearn / Restonworld / Galileo / Braeview, Sonop, Southdown and from Kentucky / Arumdale Crossing, Sutherland, Jutland, Arrieskraal / Rowey Farm / Duncan Roses, Klein Glen / Furneaux / Oak Glen, Valley Green, Norham / Suikerbekkie, Wenkem, Mardale, Onder-Mizpa / Oceanic / Bo-Mizpa Crossing, Dennegeur Primary School / Linqwena, Gemboksfontein (Dennegeur), Applewood / Windermere and Huxter / Beulieu to De Rust Futura Academy; Umyezo Wama Apile Primary School; Groenberg, Umyezo Wama Apile Secondary Schools; Grabouw High School.	Maxonia	Groenberg	234	153	387	106,8	Overberg
WCE 313	Bethaskloof, Roadway Café, Teslaarsdal, Tobias House, Solitaire, Die Spruit/Jacobsdal Turn-off and Nooitgedacht to Swartberg Secondary School		Swartberg	0	60	60	60	Overberg
WCE 314	From Franskraal, Waboomskloof, Tussenbeide, Uitkyk, Kempsrivier, Chavonnes, Grootvlei and Kograh to Swartberg Primary and Secondary Schools.	Swartberg	Swartberg	21	20	41	68,6	Overberg
WCE 317	From Oak Valley (The Tunnels), Oak Valley (Office) and from Eikenhof turn-off and Glen Elgin turn-off to Groenberg Secondary School and Umyezo Wama-Apile Combined School	–	Umyezo Wama Apile	1	134	135	35	Overberg
WCE 318	From New French Informal Settlement (Fortifiers)/Botrivier, Houwhoek / Lebanon Turn-off, High Rising / Thandi Turn-off, De Rust Residential Area, Kromco, Glen Fruin Turn-off and Vredenhof / Freshwood to De Rust Futura Academy, Groenberg Secondary School and Umyezo Wama Apile Combined School.	–	De Rust Futura Academy	75	61	136	59,5	Overberg
WCE 319	From FineFarms/Deepvale, Sunridge, Boemerang/Dal, Barkey, Vuki/White Hall and Kromvlei to Groenberg	–	Groenberg	23	29	52	58,8	Overberg

ROUTE	SCHOOLS CONCERNED	APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT		
	Secondary School and Umyezo Wama Apile Combined School.							
WCE 320	From Grashoek, Helderfontein, Toekomst, Boskloof, Kersgat, Blomkloof and Spanjaardskloof to Elim (Moravian) Primary School.	Elim	–	33	0	33	46	Overberg
WCE 322	From Doornkloof, Morgenrood/Crodini Turn-off, Springerskuil/Solderskraal Turn-off, Napkysmond Turn-off, Now I Know, Melkbos, De Kop, Langvlei, Vlietjie Turn-off, Tarentaalsrivier and Weltevrede to Ou Plaas (EK) Primary School.	Ou Plaas (EK)	–	46	0	46	99,6	Overberg
WCE 323	From Buffelsrivier (Waterworks), Pringle Bay Turn-off, Mooi Hawens, Mooi Uitsig, Botanical Gardens Crossing and Youlden Street (Betty's Bay) to Kleinmond Primary School and Kleinmond Laerskool (Learners to disembark and board the bus at Kleinmond Primary School).	Kleinmond PS	–	60	0	60	46,8	Overberg
WCE 401	From Langhoogte, Hawstonview Turn-off and Klipfontein Farm Turn-off to Boontjieskraal Primary School.	Boontjieskraal	–	36	0	36	61,2	Overberg
WCE 422	From Die Dam, Buffeljacks Strand, Pearly Beach, Eluxolweni and Uilkraalsmond to Gansbaai, Gansbaai Lower and Masakhane Primary Schools and Gansbaai Academy.	Gansbaai	Gansbaai Academy	101	64	165	121,4	Overberg
WCE 444	From Langverwacht, Noordhoek, Esperance and Oubos to Bloemenhof Primary School.	Bloemenhof	–	32	0	32	44	Overberg
WCE 445	From Happy Valley, Soetfontein, Soetmelksvlei, Bloemenkraal and Kromrivier Turn-off to Bloemenhof Primary School.	Bloemenhof	–	47	0	47	27,4	Overberg
WCE 451	From Nooitgedacht, Dunghey Park I, Dunghey Park II, Jacobsdal Turn-off, Solitaire, Sandkuil and Boeredans to Teslaarsdal Primary School	Teslaarsdal	–	28	0	28	66,2	Overberg
WCE 458	From Droërivier, Kliphoopte I, Inkyk, Voorhuis I, Voorhuis II, Voorhuis III, Leeurivier, Uitvlug, Kliphoopte II, Kliphoopte III, Kliprivier, Cuppucin/Convent and Hermitage to Bontebok Primary School and Swellendam Secondary School.	Bontebok	Swellendam	55	7	62	62,8	Overberg
WCE 462	From Joubertsdal I, Joubertsdal II/Waterval, Bakoondshoogte,	Bontebok	Swellendam	37	0	37	46,6	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
	Kliphoopte / Oudewerf Junction, Bo-Leeurivier, Rheendal and Voorrechtvlei to Bontebok Primary School and Swellendam Secondary School.							
WCE 505	From Groot Zoo, Remhoogte I, Morgenzon, Remhoogte II, Vlakkloof, Volschiet, Hanskraal, Leeukop, Uitkoms, Witklip and from Luipaardskloof to Arbeidsadel, Klipfontein, Welstand, Volmoed, Heldersig, Rondeheuwel, Rietfontein and Klipbank to Proteem Primary School.	Protem	–	40	0	40	127,4	Overberg
WCE 582	From Goniwe Taxi Rank and Vyeboom to Umyezo Wama Apile Primary and Secondary Schools.	Umyezo Wama Apile	Umyezo Wama Apile	161	104	265	88	Overberg
WCE 583	From Protea Primary School, OK Mini Market and Steenoonde to Bredasdorp High School and Albert Myburgh Secondary School.	–	Bredasdorp	0	225	225	43	Overberg
WCE 594	From Caltex Garage (Stanford), Stanford Community Hall, Tembalsle Shop and Die Kop to Gansbaai Academy School.	–	Gansbaai Academy	0	260	260	51,4	Overberg
WCE 597	From Uitvlug, Goudini I, Hillside/Goudini II, Vaalkop I Turn-off, Klipdrift, Wolwegat, Doornkraal, Springerskuil, Brakfontein, Droëkloof Turn-off, Houtbaai, Rooivlei/Geeldam Turn-off and Vaalkop II Turn-off to Jongensklip Primary School.	Jongensklip	–	35	0	35	81,4	Overberg
WCE 606	From Cloeteskraal I and II, Crodine Turn-off, Kluitjieskraal Farm and Mopama to Kluitjieskraal Primary School.	Kluitjieskraal	–	28	0	28	72	Overberg
WCE 638	From Rietkuil Residential Area and Rietvallei I and II to Suurbraak Primary School	Suurbraak	–	29	0	29	52,8	Overberg
WCE 652	From Droëkloof, Onverwacht, Goedemoed, Kwartelrivier, Nethercourt, Vrede and Leeukraal to Bloemenhof Primary School	Bloemenhof	–	10	0	10	47,8	Overberg
WCE 672	From Springerskuil, Klipdrift Turn-off, Kleinvaalkop Turn-off, Goudini Turn-off and Uitvlug Turn-off to Swartberg Secondary School	–	Swartberg	17	0	17	51,6	Overberg
WCE 677	From Baardskeerdersbos (Marietjies Pub / Concordia), Boesmansrivier, Middelrug / Hartebeeskloof, Avoca Homes,	Gansbaai Laerskool	Gansbaai Academy	20	4	24	73	Overberg

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
	Uilkraal, Driefontein and Strandkloof to Gansbaai Academia (The learners attending Masakhane Primary School and Gansbaai Laerskool must disembark at Gansbaai Academia and walk to their respective schools)							
WCE 681	From The VGK Church in Suurbraak to Swellendam Secondary School	–	Swellendam	0	42	42	50	Overberg
WCE 691	From Moonlight, Melrose Place, Siteview, Slangpark and Hillside/Xola Naledi to St Michaels Primary School	St Michaels	–	158	0	158	11,6	Overberg
WCE 694	From Warmwaterberg Turn-off to Lemoenshoek (NGK) Primary School	Lemoenshoek (VGK)	–	12	0	12	34,4	Overberg
WCE 713	From Hugosdal, The Oaks / Riverside, Soetmelksvlei / Bloemenkraal, Onverwacht, Kwartelrivier, Droëkloof, Klein Eike, Matjiesgat / Nuweplaas and Ouplaas to Greyton Primary School.	Greyton	–	23	0	23	68	Overberg
WCE 722	From Gelukshoop/Drew Turn-off, Gelukshoop Helpmekaar, Wellville, Breede Escape Turn-off, Waboomsheuwel/Klawersvlei Turn-off, Drew Station/Bruintjiesrivier, Laaste Water, Bordeaux, Merwes Point, La Rochelle/Edendale and Bonnievale Station Turn-off to Jakes Gerwel Technical School	–	Jakes Gerwel TS	0	24	24	61,2	Cape Winelands
WCE 723	From Langverwacht, Angora I / Drienesrivier, Angora (Jan Hoppie), Kaas Fabriek/Uitsig/Kapteinsdriif and Station/Kaaswinkel Turn-off to Jakes Gerwel Technical School	–	Jakes Gerwel TS	0	28	28	24,2	Cape Winelands
WCE 724	From Bossiesgif Turn-off, Qolweni 1 Turn-off, Qolweni 2 Turn-off and Pinetrees Turn-off to Phakamisani Primary School.	Phakamisani	–	608	0	608	10,4	Eden and Central Karoo
WCE 725	From Klipheuwel Cash Store to Meulenhof Primary School	Meulenhof	–	51	0	51	28	North
Total				3821	2582	6646		

3.4.5 Metered Taxi Industry

The metered taxis that operate in the ODM consist of sedan vehicles, tuk tuk vehicles, minibuses, buses and limos and are operated as follows:

- Coast to Inland Taxi, Westcliff Hermanus: They offer taxi services, metered taxis, private taxis, metered cabs and operate 24 hr a day, 7 days a week
- Tuk Tuk Transport Service, Hermanus: They offer taxi services and operate 24 hr a day, 7 days a week.
- Cabbies Taxi Service, Hermanus: The cabbies are based in the Hermanus area and accommodate anyone who needs a ride. They are open 7 days a week and is also a 24-hour business.
- Tuk-Taxi, Hermanus: Tuk Taxi Hermanus runs a fleet of vehicles, which comfortably and safely take groups from 1 to 14 people. All vehicles are maintained and regularly updated.
- Splash Shuttles and Transfers of Hermanus - is an independently owned and run, shuttle cabbie transport service offering a personalised shuttle service between Hermanus to/from Stellenbosch, Cape Town International Airport, and Cape Town city centre.
- Kleinmond Cabs, Kleinmond: Meter Taxi Tours, Charters and Door-to-Door Taxi Services.
- Swellend Cab, Swellendam and SwellendGram, In and around town, restaurants and pub pickups, airport transfers and staff transport, operating 6:30-23:00.
- Grabouw Taxi Service, Grabouw: Offers a door to door ground transportation service with standard and luxury sedan vehicles, as well as the limousines, minibuses and a pre-bookable wheelchair-accessible vehicles for private airport transfers, day tours, safaris, excursions, wedding ceremony, concert, conferences, birthdays, and year end function. They operate 24 hours a day, 7 days a week, 365 days a year.
- Twin D Bus lines, Bredasdorp: Tour Operator based in Bredasdorp specializing in passenger transport to and from any destination within the borders of South Africa.

3.4.6 Non-Motorised Transport

The NMT was captured during the cordon surveys and discussed in the cordon surveys. The surveys were done on a Thursday, Friday and a Saturday, with the most significant volumes on an EOM Saturday and an EOM Friday. The majority mode of choice for NMT was walking. The NMT surveys were done over a 12h period from 06h00 to 18h00. The NMT mode split is 46% walking during the EOM Friday period, while it increases to 63% during the Saturday EOM, refer to Figures 40 and 41 below.

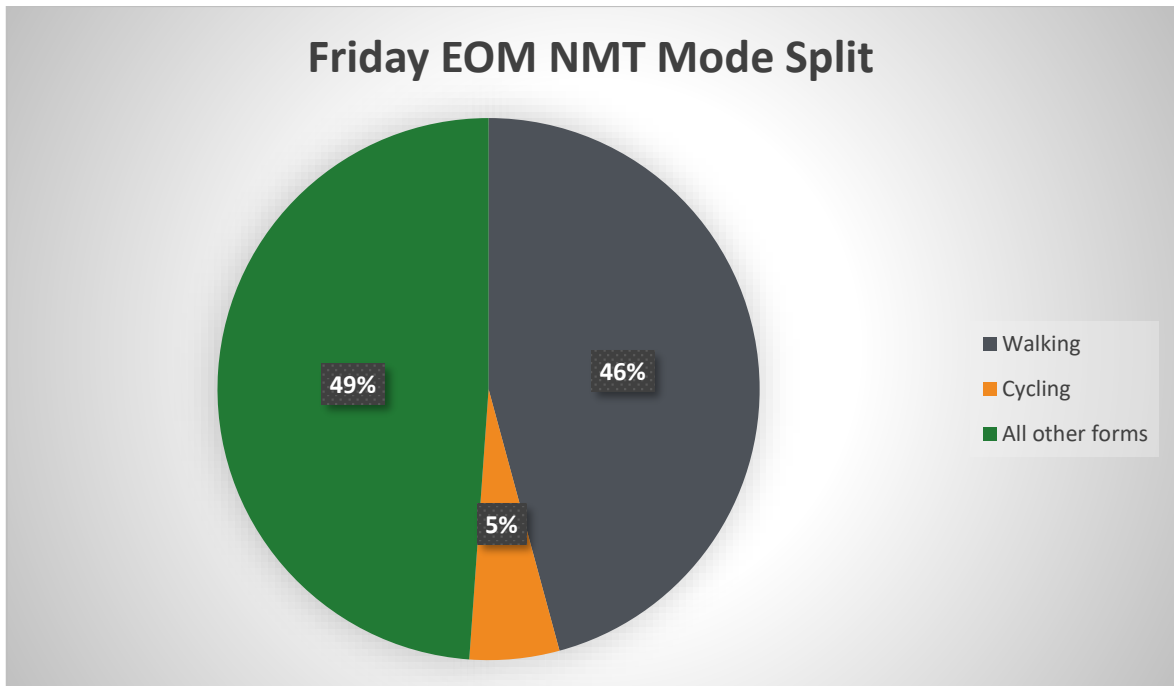


Figure 40: Friday EOM NMT mode split

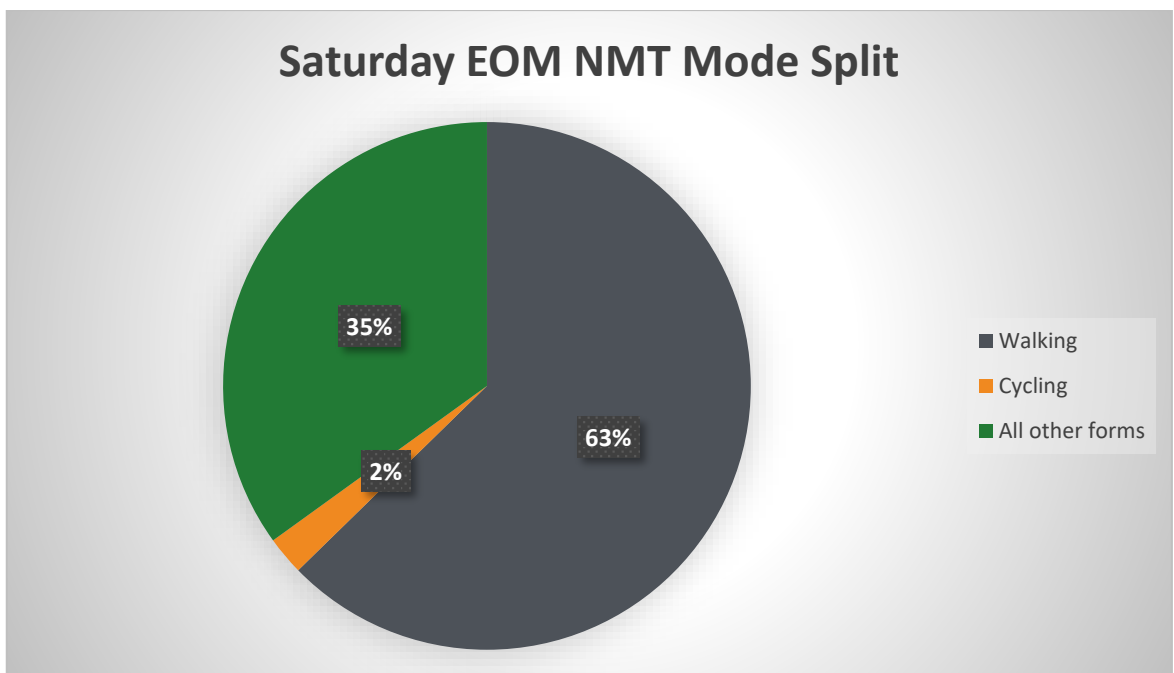


Figure 41: Saturday EOM NMT mode split

3.5 Description of institutional and organisational make-up of the public transport industry

The land transport responsibilities are principally determined by the Constitution and the National Land Transport Act (NLTA, Act No. 5 of 2009). Within this context, the table below extracted from the PLTF 2019 provides a summary of the respective roles and responsibilities within the spheres of government for Public Transport, Table 57.

Table 57: Extracted summary of government spheres and responsibilities for PT

Spheres of government	Key roles and responsibilities
National Government	Policy, legislation and coordination functions Funding, land transport infrastructure and public transport operations
WCG	Provincial planning and coordination functions Capacity building and support, specifically to local municipalities Regulation, including public transport Provision for joint performance of municipal functions
District Municipality	District transport planning function Regulation of passenger transport services (In practice this role seems to be superfluous)
Local Municipality	Local planning, implementation and management of Integrated public transport networks (IPTNs), including: Land transport planning; contracting; infrastructure; management; systems; fare collection; safety and security; and, marketing and communication.

Municipal Structures Act (No. 177 of 1998) stipulates that district municipalities are responsible for “the regulation of passenger transport services”, while local municipalities are responsible for all other municipal transport functions. It is clear that although the NLTA provides an enabling framework for local municipalities to undertake these functions, both capacity and funding constraints are limiting the ability of local municipalities to take-up these functions effectively.

The industry role players and private sector identified for the ODM is the local Taxi Associations. The Taxi Associations, as listed below in Table 58 were identified as the main structures for communicating with the operators in ODM. The survey staff encountered no difficulties in executing fieldwork from the industry and the various associations gave their full co-ordination during the surveys.



Figure 42: Friendly OLM taxi driver

Table 58: Taxi Association Contact information

ASSOCIATION	CONTACT PERSON	CONTACT DETAILS
Overstrand Taxi Association	Mrs. Sharon Telling	072 394 6697
		sharontelling@gmail.com
Bredasdorp Taxi Association	Mr. R Hopley	028 425 2125
		084 019 9895
Bonnivale Taxi Association	Mr. J Davids	davidsbusvervoerdiens@gmail.com
		082 715 8528
Grabouw Taxi Association	Mr. P Makaza	072 824 4239
		makazapa85@gmail.com
Theewaterskloof Taxi Association	Mr. Kraqa	082 470 3424
		-
Overberg Taxi Association	Mrs. M Du Plessis	082 572 4574
		mathildaduplessis@gmail.com

The metered taxi industry information that operates in the ODM is as follows:

- Coast to Inland Taxi, Westcliff Hermanus: 066 563 5281
- Tuk Tuk Transport Service, Hermanus: 084 688 5885
- Cabbies Taxi Service, Hermanus: 060 623 5221
- Splash Shuttles and Transfers of Hermanus: 082-658-5375
- Kleinmond Cabs, Kleinmond: Meter Taxi Tours: 072 684 4088
- Swellend Cab, Swellendam and SwellendGram: 073 994 1717
- Grabouw Taxi Service, Grabouw:
- Twin D Bus lines, Bredasdorp: 087 724 8081

The long distance bus companies operating in the ODM is through the following companies:

- Baz Bus: 021 422 5202
- Intercape: 021 380 4400
- Citiliner: 011 611 8000
- Greyhound: 011 611 8000
- City to city: visit web page for appropriate area contact details
- Eldo Coaches: 086 113 5367
- DMJ Transport: 021 419 4368/9
- Translux: 0861 589 282

3.6 Roads and traffic

ODM has a relatively good road connectivity provided by an extensive road network. There are three kinds of roads, which make up the ODM road network: national, provincial and local roads. These roads are owned and maintained by different bodies.

National roads are the responsibility of the National Roads Agency, SANRAL. Provincial roads are the responsibility of the Provincial Government of the Western Cape under the Road Network Management Chief Directorate of the Department of Transport and Public Works. Local roads are the responsibility of the local authority, which fall under the ODM.

3.6.1 Extent of the Road Network

The road network in ODM consists of 3897.22 kilometres of national, provincial and local roads. Provincial roads are classified into four categories according to their function as follows:

- Trunk roads- access to neighbouring district municipalities and link large towns;
- Main roads- access to neighbouring district municipalities and link large towns;
- Divisional roads- link rural areas to trunk and main roads; and
- Minor roads- provide local access.

A map of the road network in the PAM is shown Figure 43 and the type and condition of the road network is shown in Tables 59 and 60 below.

Table 59: Designation of the road network

OVERBERG				
Road Surface Type		Total Length (km)	Designation	Responsible Authority
SURFACED (KM)	GRAVEL (KM)			
176,14	0	176,14	N2, R317	SANRAL
351,71	0	351,71	N2, R316, R43, R44, R319, R324, R60, R62	Western Cape Provincial Government
387,22	115,74	502,96	R320, R321, R326, R406, R45 R320, R326, R43 R317, R319, R326, R317, R319, R324	Western Cape Provincial Government
193,56	1161,2	1354,76	406, Middelpaas Rd, Edstrom Rd, Van Der Steel Pass Rd, Hawston View Rd, R43, R317, Dyer St, R319, Elm Rd, R43, R317, Swellendam Rd	Overberg District Municipality
58,24	1453,41	1511,65	-	OM

OVERBERG				
1166,87	2730,35	3897,22		

The asset value of the road network is as follows:

Table 60: Road Asset Value

	ROAD TYPE		TOTAL
	SURFACED	GRAVEL	
Total Road Length (km)	990,73	2730,35	3721,08
Asset Value	R 11 825 601 000,00	R139 111 000,00	R 11 964 712 000,00
Asset Value per Km	R 47 888 986,12	R 204 766,21	0



Figure 43: ODM Road Network

Table 61: Condition of the road network

DESIGNATION	CODE	DESCRIPTION	LENGTH (KM)	SURFACE	CONDITION
WCPG	TR02901	R316	44.16	Surfaced	Very Good
WCPG	TR02902	R316	24.08	Surfaced	Very Good- Fair
CAM	MR00261	R319	37.4	Surfaced	Very Good- Very Poor
CAM	MR00262	R43	19.65	Surfaced	Very Good- Good
CAM	MR00264	R319	34.04	Surfaced	Very Good- Very Poor
CAM	MR00265	R317	35.62	Surfaced	Very Good- Good
CAM	MR00266	West St	6.2	Surfaced	Fair- Very Poor
CAM	MR00267	R326	10.27	Surfaced	Very Good- Good
WCPG	TR02701	R44	42.79	Surfaced	Very Good- Good
WCPG	TR02801	R43	27.1	Surfaced	Very Good- Good
WCPG	TR02802	R43	43.88	Surfaced	Very Good- Fair
OM	MR00028	R43	37.71	Surfaced	Very Good- Good
OM	MR00267	R326	14.41	Surfaced	Fair- Good
OM	MR00269	R320	13.33	Surfaced	Very Good- Very Poor
WCPG	TR03103	R62	26.76	Surfaced	Very Good- Fair
WCPG	TR03104	R62	30.89	Surfaced	Very Good- Good
WCPG	TR03201	R60	13.2	Surfaced	Very Good- Very Poor
WCPG	TR06501	R324	25.99	Surfaced	Good- Fair
SM	MR00264	R319	24.48	Surfaced	Very Good- Good
SM	MR00265	R317	14.25	Surfaced	Very Good- Very Poor
SM	MR00268	-	68.82	Gravel	Very Good-Fair
SM	MR00270	R324	18.63	Gravel	Fair- Very Poor
SM	MR00282	R317	2.86	Surfaced	Good
SM	MR00283	Swellengrebel Rd	1.39	Surfaced	Very Good
SM	MR00286	R322	1.9	Surfaced	Very Good
SM	MR00292	Van Riebeeck St	0.3	Surfaced	Good
SM	MR00294	-	6.36	Gravel	Fair- Poor
SM	MR00322	Sandhoek Rd	7.28	Gravel	Good

DESIGNATION	CODE	DESCRIPTION	LENGTH (KM)	SURFACE	CONDITION
WCPG	TR02801	R43	3.93	Surfaced	Very Good
WCPG	TR02901	R316	28.38	Surfaced	Very Good- Good
WCPG	TR03001	R43	33.03	Surfaced	Good- Very poor
WCPG	TR03002	R43	6.46	Surfaced	Fair
TWKM	MR00191	R45	7.92	Surfaced	Very Good- Good
TWKM	MR00267	R326	25.9	Surfaced	Very Good- Very Poor
TWKM	MR00269	R320	20.46	Surfaced	Very Good-Fair
TWKM	MR00272	-	2.99	Surfaced	Very Poor- Poor
TWKM	MR00274	Prince Albert Rd	1.52	Surfaced	-
TWKM	MR00275	-	1.23	Surfaced	-
TWKM	MR00276	Boontjieskraal Rd	6.72	Gravel	Good
TWKM	MR00277	R406	31.95	Surfaced	Very Good- Very Poor
TWKM	MR00278	R321	3.96	Surfaced	Very Good- Good
TWKM	MR00279	R321	35.33	Surfaced	Very Good- Fair
TWKM	MR00281	Draaiberg Rd	10.08	Gravel	Fair- Poor

The road conditions are summarised in the pie charts below. The ODM gravel roads consist only of approximately 40% poor to very poor roads, while the surfaced roads condition is only 10% poor to very poor. Hence, the majority of the roads are in a fair to very good condition.

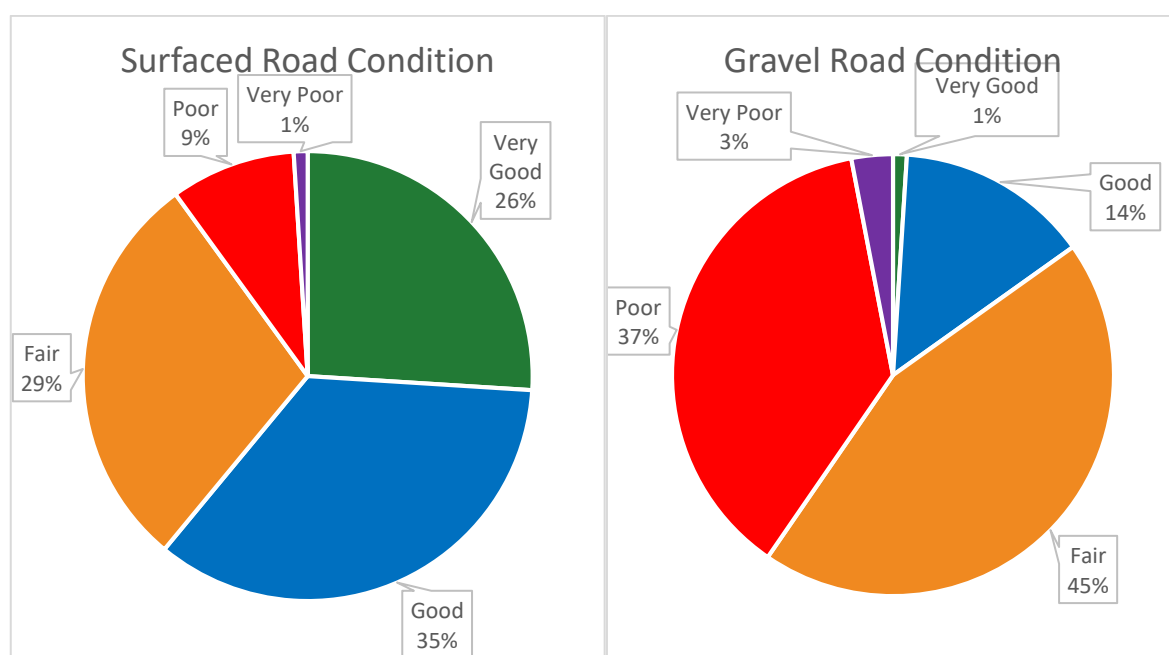


Figure 44: Surfaced and Gravel road conditions

The roads condition is graphically displayed for the ODM in Figure 45 below:



Figure 45: Overberg District Municipality road network condition

3.6.2 Traffic

The AADT traffic for the ODM roads is shown graphically below for all the road classes, Figures 46.



Figure 46: AADT of ODM

The majority of the roads operate with less than 100 average annual daily traffic with the exception of major surfaced link roads between the towns within the municipality. The major links between Cape Town to Hermanus and Stanford have the highest AADT traffic with between 10 000 and 40 000 AADT. While the Link to Cape Agulhas has a significant volume of traffic between 5 000 and 10 000 AADT. This is however, excluding the N2.

In accordance with the 2014 NHTS Western Cape, the following information was obtained for reasons for daily trips in the WC district municipalities. The trips completed for learners indicated that 44000 learners completed the questionnaire in the ODM. The results indicated that:

The main mode of transport for scholars travelling to school in the ODM is:

- Public Transport: 16%
- Private Transport: 8%
- Walking all the way: 73%
- Other: 3%

Table 62: Attendance of educational institution through attending classes or distance learning by district, Source NHTS WC, 2014

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Cape Winelands	Number	193	190	3
	Per cent	11,2	11,3	7,3
Central Karoo	Number	26	26	*
	Per cent	1,5	1,5	1,0
Eden	Number	166	164	2
	Per cent	9,7	9,8	4,7
Overberg	Number	44	42	2
	Per cent	2,6	2,5	4,6
West Coast	Number	80	79	*
	Per cent	4,6	4,7	0,4
City of Cape Town	Number	1 214	1 180	34
	Per cent	70,4	70,1	82,0
Western Cape	Number	1 724	1 682	42
	Per cent	100,0	100,0	100,0

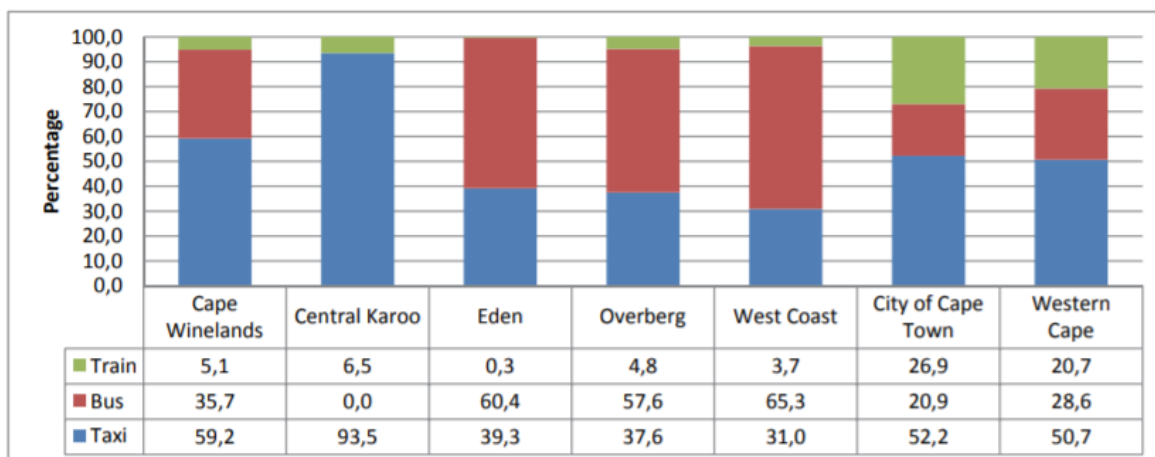
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The total excludes the unspecified case for method of study.

Table 63: Main mode of transport used to travel to educational institutions (all learners) by district, Source NHTS WC, 2014

Mode of travel	Statistics (numbers in thousands)	District municipality (per cent calculated within municipality)							
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape	
Public transport	Train	Number	2	*	*	*	1	72	75
		Per cent	1,0	0,4	0,1	0,9	0,9	6,1	4,5
	Bus	Number	13	*	18	5	12	56	104
		Per cent	7,0	*	11,0	10,6	15,6	4,7	6,2
	Taxi	Number	22	2	12	3	6	139	183
		Per cent	11,6	6,4	7,1	6,9	7,4	11,9	10,9
Private transport	Car/truck driver	Number	5	*	1	*	1	26	32
		Per cent	2,8	0,4	0,4	*	1,1	2,2	1,9
	Car/truck passenger	Number	47	3	20	7	10	318	405
		Per cent	24,7	10,5	12,1	15,3	13,8	27,1	24,2
Walking all the way	Number	93	21	112	30	46	544	845	
	Per cent	48,7	81,3	67,6	65,1	60,9	46,3	50,4	
Other	Number	8	*	3	1	*	20	32	
	Per cent	4,3	0,9	1,7	1,3	0,3	1,7	1,9	
Total	Number	191	25	165	46	75	1 174	1 676	
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	

Other includes scooter, bicycle, animal-drawn transport, etc.

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes the unspecified mode of travel.



Percentages calculated within district municipalities.

Figure 47: Percentage of persons who attended educational institutions who used public transport by, Source NHTS WC, 2014

Moreover, the NHTS 2014 assessed the trips made for working. The trips were assigned to the number of days these trips are made. In the ODM, the majority of trips are conducted for 5 days of the week, Table 64 and Figure 48.

Table 64: Number of days travelled to place of work per week by district municipality, Source NHTS WC, 2014

District municipality	Statistics (numbers in thousands)	Days worked			Total
		1-4 days	5 days	6 plus days	
Cape Winelands	Number	15	247	36	298
	Per cent	4,9	83,0	12,1	100,0
Central Karoo	Number	1	10	6	17
	Per cent	7,4	58,6	34,0	100,0
Eden	Number	27	141	21	189
	Per cent	14,2	74,5	11,4	100,0
Overberg	Number	8	57	11	76
	Per cent	10,1	75,1	14,8	100,0
West Coast	Number	6	84	18	107
	Per cent	5,2	78,0	16,8	100,0
City of Cape Town	Number	117	1 023	276	1 417
	Per cent	8,3	72,2	19,5	100,0
Western Cape	Number	173	1 562	369	2 104
	Per cent	8,2	74,2	17,5	100,0
Geographic location					
Metro	Number	117	1 020	275	1 412
	Per cent	8,3	72,2	19,5	100,0
Urban	Number	52	430	83	565
	Per cent	9,3	76,1	14,7	100,0
Rural	Number	4	112	11	127
	Per cent	2,9	88,5	8,6	100,0

Percentages calculated within district municipalities.
Total excludes an unspecified number of days worked.

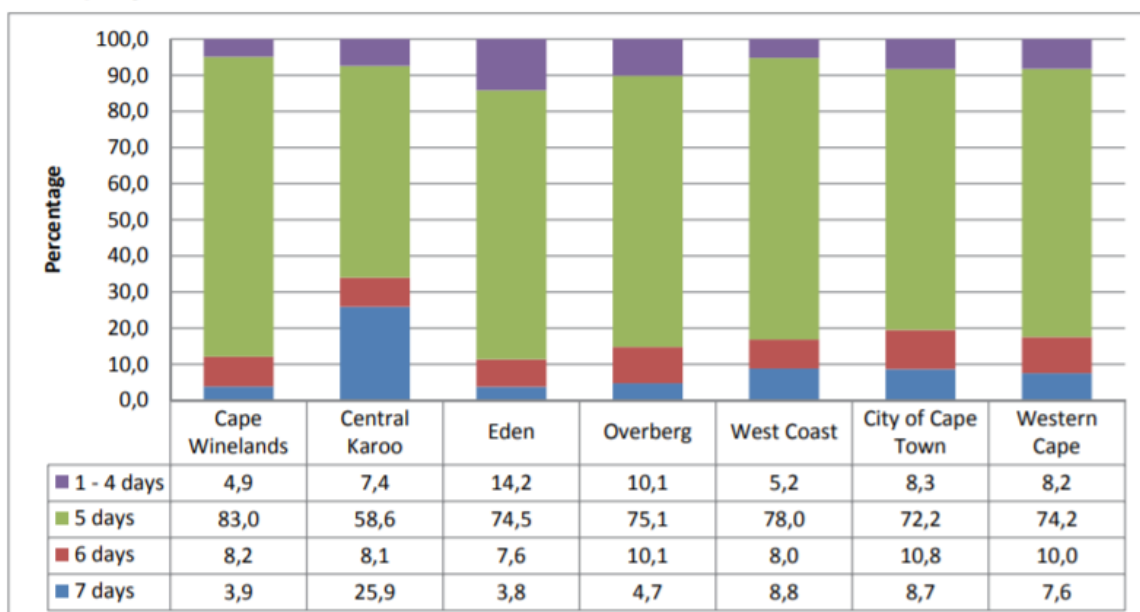


Figure 48: Percentage of workers by number of days travelled per week to place of work by district, Source NHTS WC, 2014

The total trips surveyed 52000 trips. Of these results, 46% of the ODM walked to work, 3% cycled to work and 33% drove work and 18% using public transport, Tables 65- 67.

Table 65: Workers who walked, cycled and drove all the way to work, by district municipality, Source NHTS WC, 2014

District municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within WC	% within district municipality	Number ('000)	% within WC	% within district municipality	Number ('000)	% within WC	% within district municipality
Cape Winelands	92	26,2	30,1	6	22,0	2,6	79	11,9	37,9
Central Karoo	12	3,4	68,6	*	1,2	5,6	3	0,4	49,1
Eden	58	16,4	29,7	7	25,5	4,8	26	4,0	20,2
Overberg	37	10,4	46,1	1	5,1	3,1	14	2,1	33,4
West Coast	41	11,7	36,1	1	3,3	1,2	23	3,4	31,5
City of Cape Town	112	31,9	7,7	11	42,8	0,8	517	78,2	38,5
Western Cape	352	100,0	16,2	26	100,0	1,4	662	100,0	36,8
Geographic location									
Metro	109	31,0	7,5	11	42,8	0,8	516	77,9	38,5
Urban	164	46,5	27,9	13	51,9	3,1	133	20,1	32,5
Rural	79	22,5	61,1	1	5,3	2,7	13	1,9	26,2

The totals used to calculate percentages excluded unspecified cases.

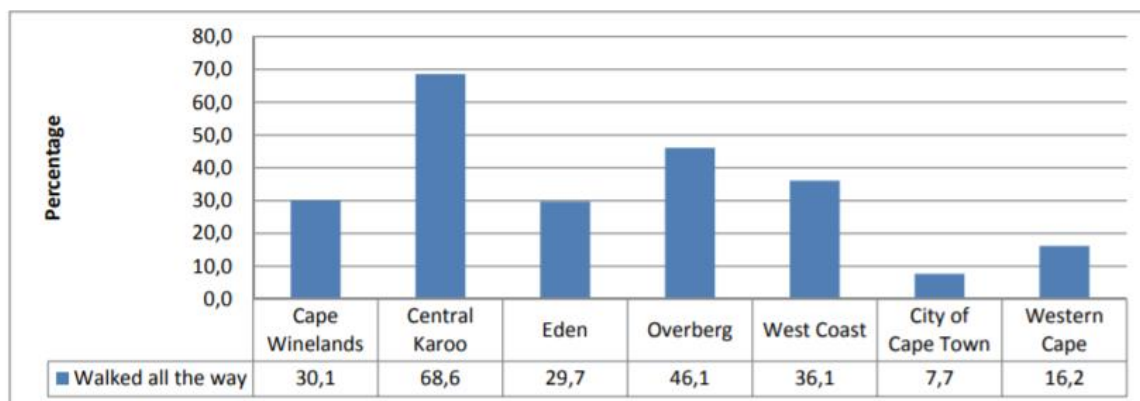
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 66: Total number of trips to work using public transport by district municipality, Source NHTS WC, 2014

District municipality	Total number of trips ('000)			
	Train	Bus	Taxi	Total
Cape Winelands	14	10	29	54
Eden	*	*	42	44
Overberg	*	6	3	10
West Coast	*	7	10	17
City of Cape Town	262	124	229	616
Western Cape	277	151	315	744
% of all public transport trips	37,3	20,3	42,4	100,0

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.



Percentages calculated within district municipalities.

Figure 49: Percentage of workers who walked all the way to work by district municipality, Source NHTS WC, 2014

Table 67: Day trip/s taken away from usual home/place of residence in the 12 months prior to the interview, Source NHTS WC, 2014

District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in WC
Cape Winelands	525	166	8,7
Central Karoo	48	7	0,4
Eden	414	184	9,6
Overberg	153	61	3,2
West Coast	227	81	4,3
City of Cape Town	3 028	1 408	73,9
Western Cape	4 395	1 907	100

Percentages calculated across local municipalities, within Western Cape. Total excludes unspecified day trips.

Other than work trips, the main purpose of trips in the ODM is shopping or to visit friends. These trips are mainly completed through the use of private vehicles.

Table 68: Percentage of persons who undertook day trips by main purpose of the trip and district, Source NHTS WC, 2014

Main purpose of trip	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Visited home	22,4	8,7	16,7	25,7	24,5	34,0	30,5
Shopping – for business or personal	36,3	72,0	35,8	39,7	32,7	24,4	27,6
Sporting – as a spectator or participant	2,0	*	2,7	0,2	1,7	1,9	1,9
Visit friends and/or family	24,5	6,1	22,6	20,8	32,9	29,3	28,0
Funeral	5,1	*	8,4	8,8	1,2	1,8	2,9
Medical	1,8	5,2	5,3	1,9	4,1	1,2	1,8
Religious	3,6	3,9	4,9	0,5	1,3	4,8	4,4
Other purposes	4,3	4,0	3,5	2,4	1,6	2,7	2,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentages calculated within district municipalities.

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Other includes wellness, wedding, home to visit friends and/or family, leisure/holiday.

Table 69: Persons who undertook day trips by main mode of travel and district municipality, Source NHTS WC, 2014

Mode	Statistics (number in thousands)	District municipality							
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape	
Public transport	Train	Number	7	*	*	1	3	52	64
		Per cent	4,2	*	*	2,1	3,9	3,8	3,4
	Bus	Number	5	*	5	1	4	74	90
		Per cent	2,8	*	2,5	2,2	5,5	5,5	4,8
	Taxi	Number	34	1	53	8	11	274	381
		Per cent	20,9	8,4	29,1	12,9	14,1	20,1	20,5
Private transport	Car/ bakkie/truck driver	Number	44	2	32	16	18	368	480
		Per cent	27,2	33,7	17,2	27,6	22,1	27,0	25,9
	Car/ bakkie/truck passenger	Number	66	3	48	30	39	414	601
		Per cent	40,4	47,1	26,3	51,0	49,4	30,4	32,4
Aircraft	Number	*	*	1	2	1	16	20	
	Per cent	*	*	0,4	3,2	0,7	1,2	1,1	
Walking all the way	Number	6	*	43		2	156	208	
	Per cent	3,9	*	23,2	0,7	2,9	11,5	11,2	
Other	Number	1	*	2	*	1	8	12	
	Per cent	0,4	*	1,3	*	1,5	0,6	0,6	
Total	Number	164	6	183	59	80	1 363	1 855	
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	

The NHTS WC, 2014 indicated that only 37% of persons over 18 years old in the ODM have a valid drivers licence. The NHTS WC, 2014 indicated that in the ODM, the following regarding vehicle ownership:

- Bicycles owned:
- 91% of households don't own a bicycle
- 7% of households at least own one bicycle
- 2% of households own more than three bikes

The main modes of travel usually used by households, in the Overberg district municipality as per the NHTS WC 2014 is:

- Train: 1.1%
- Bus: 4%
- Taxi: 14%
- Car/ Bakkie/ Truck driver: 22.2%
- Car/ Bakkie/ Truck passenger: 25.2%
- Walk all the way: 29.5%
- Other: 3.8%

According to the NHTS WC 2014 the modal split for the ODM is:

- 19.1% public transport
- 47.4% private transport
- 29.5% walking
- 3.8% other

3.7 Freight transport

Freight transport in the Western Cape is executed through Air, Land and Maritime. However, Freight transport in the ODM is done through Land Transport only. Land transport in the ODM is both rail and road. The freight flow is established through the economic demand. The majority of Freight transport in the ODM is:

- Agricultural commodities – barley, wheat.
- Mining commodities – stone, lime, chemicals and non-ferrous mining materials.
- Manufactured commodities – food, processed food, beverages, wood and other chemicals.
- Energy related commodities – diesel, coal.

General agriculture (in excess of 300 000 tons per annum), grapes (in excess of 100 000 tons per annum) and barley (100 000 tons per annum) are the largest freight volumes that are transported by surface freight in the direction from Bellville to Bredasdorp. The largest freight volumes of agricultural commodities include general agricultural produce (in excess of 700 000 tons), as well as deciduous fruit (in excess of 200 000 tons per annum) for the direction to Bellville, 2016 DITP.

3.7.1 Freight Mandates and Responsibilities

In accordance with the Western Cape Freight Strategy 2019, the Western Cape freight sector is populated by a diverse set of stakeholders, ranging from government departments to state-owned entities (SOEs) and the private sector. Each of these stakeholders has a different role (some legally defined) and areas of responsibility. This dynamic increases the importance of integrated planning and coordination amongst the stakeholders. The key stakeholders in the Western Cape freight sector are outlined in Figure 50, Western Cape Freight Strategy 2019. From the Figure 50, it is evident that the DM’s and LM’s are responsible for Local Freight policy, management, strategy, planning, and land –use decision making.

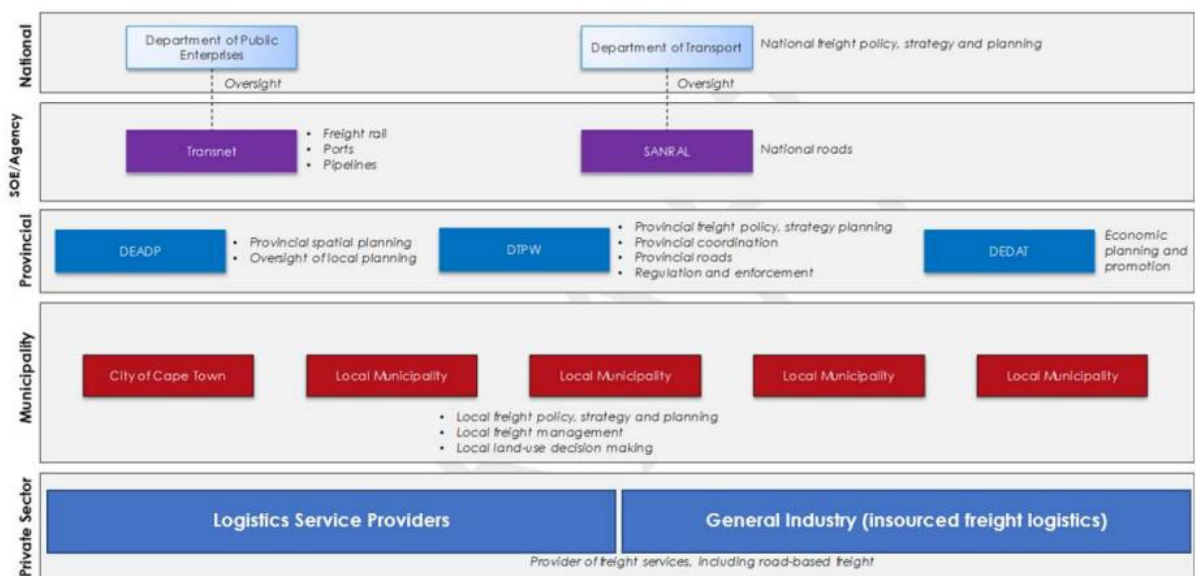


Figure 50: Stakeholders for freight in the Western Cape, including key functions, Western Cape Freight Strategy 2019

3.7.2 Economic Demand

The intensity of demand and supply for agriculture, mining and manufacturing products in the province are shown on a municipal level in the figures below, respectively. All import, export and domestic freight (in tons) are taken into account. As can be deduced from Figure 47 below, the CoCT and its surrounding areas form the nexus of supply and demand activity in the province, PLTF 2020. However, it is evident from Figure 51 that all three sectors of freight activity are in demand at present in the ODM.

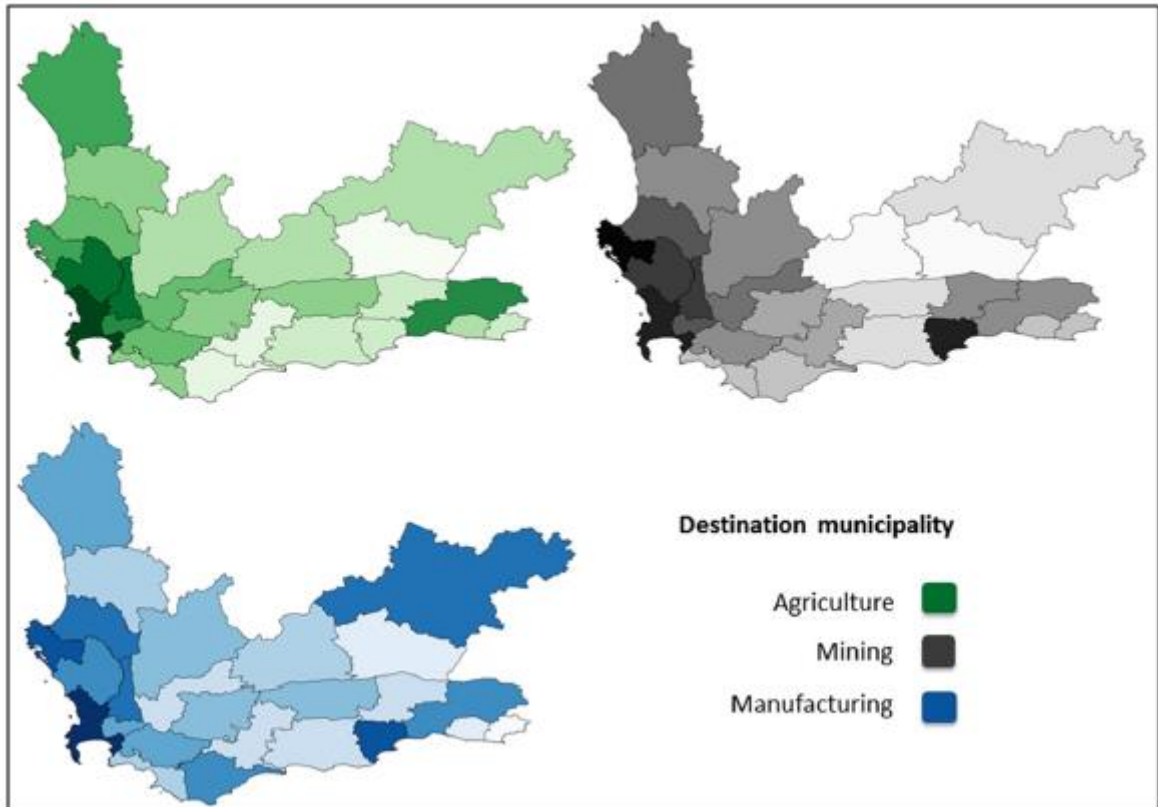


Figure 51: Freight demand in the Western Cape, PLTF, 2020

3.7.3 Flow of Freight into and out of the Western Cape

According to the PLTF, the Western Cape provincial trade and flow of freight has a transport demand of 41.8 million per annum tons within its borders. If the iron ore export line is excluded from the total provincial freight figure, this equates to 48.2% of all volumes moved. This means that just over 50% of volumes originate in or are destined for other provinces in South Africa. Figure 52 below gives a breakdown of this trade with the other provinces. As can be seen KwaZulu-Natal is the biggest trading partner with 9.76 million tonnes followed by Gauteng with 8.18 million tonnes.

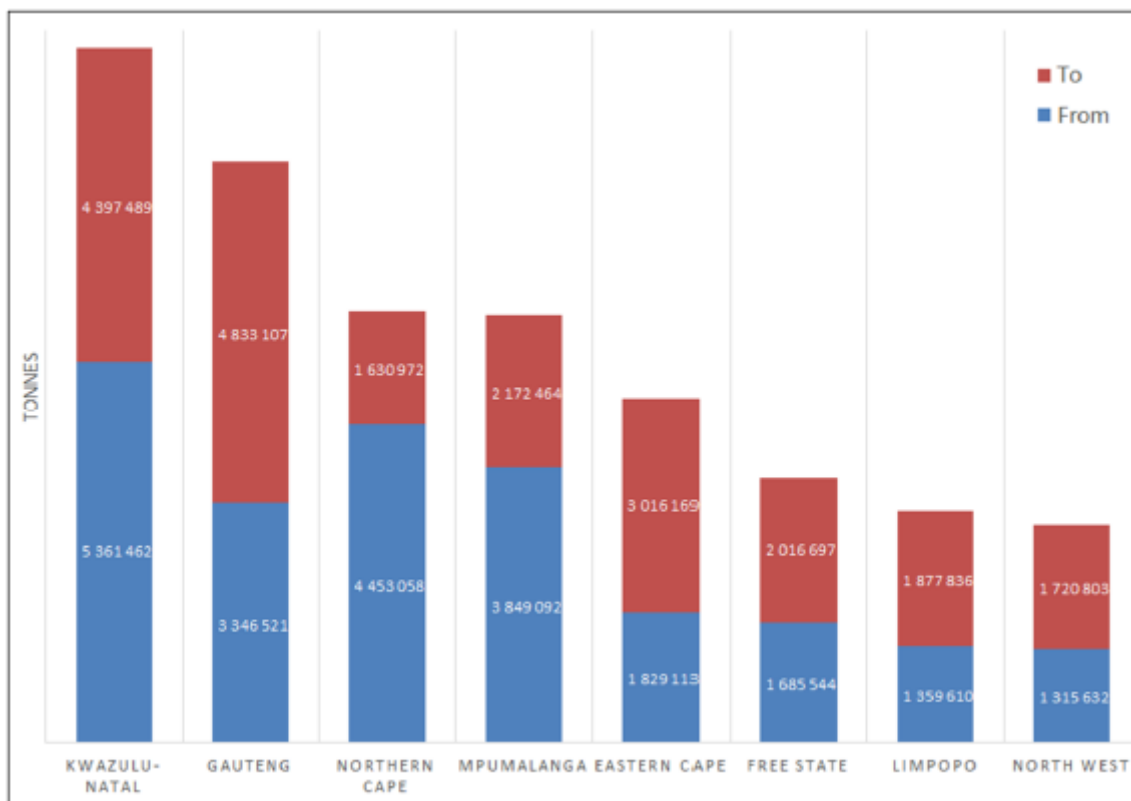


Figure 52: Western Cape Volumetric Trade with Other Provinces, PLTF 2020

However, it is clear from the results in the 2020 PLTF, that the Western Cape Province has a significant spatial challenge in that it is located far from its markets and trading partners. The estimated Average Travel Distance (ATD) for all land freight movements touching the Western Cape is 777 km, PLTF 2020. These km are done within the country by air, road and or rail. With road being the majority of land freight movements. The long-haul freight volumes are found on the three main corridors that serve the Western Cape, namely the N1, N2 and N7, see Table 70 and Figure 53. The N2 corridor passes through the ODM linking the Western Cape Province to the Eastern Cape (Port Elizabeth and East London along the Bellville-Bredasdorp corridor) and Kwazulu-Natal connected by both road and rail. Another significant internal freight corridor used, is the R60 road link between Worcester-Swellendam, as well as the rail line along the same corridor.

Table 70: Sector Split Exports and Imports, PLTF 2020

CORRIDOR	TOTAL TONNES	ROAD%	RAIL%	ATD
N1	31 309 751	96%	4%	1434
N2	4 753 008	98%	2%	780
N7	6 367 199	51%	49%	1110
Total	42 429 958	89%	11%	1312

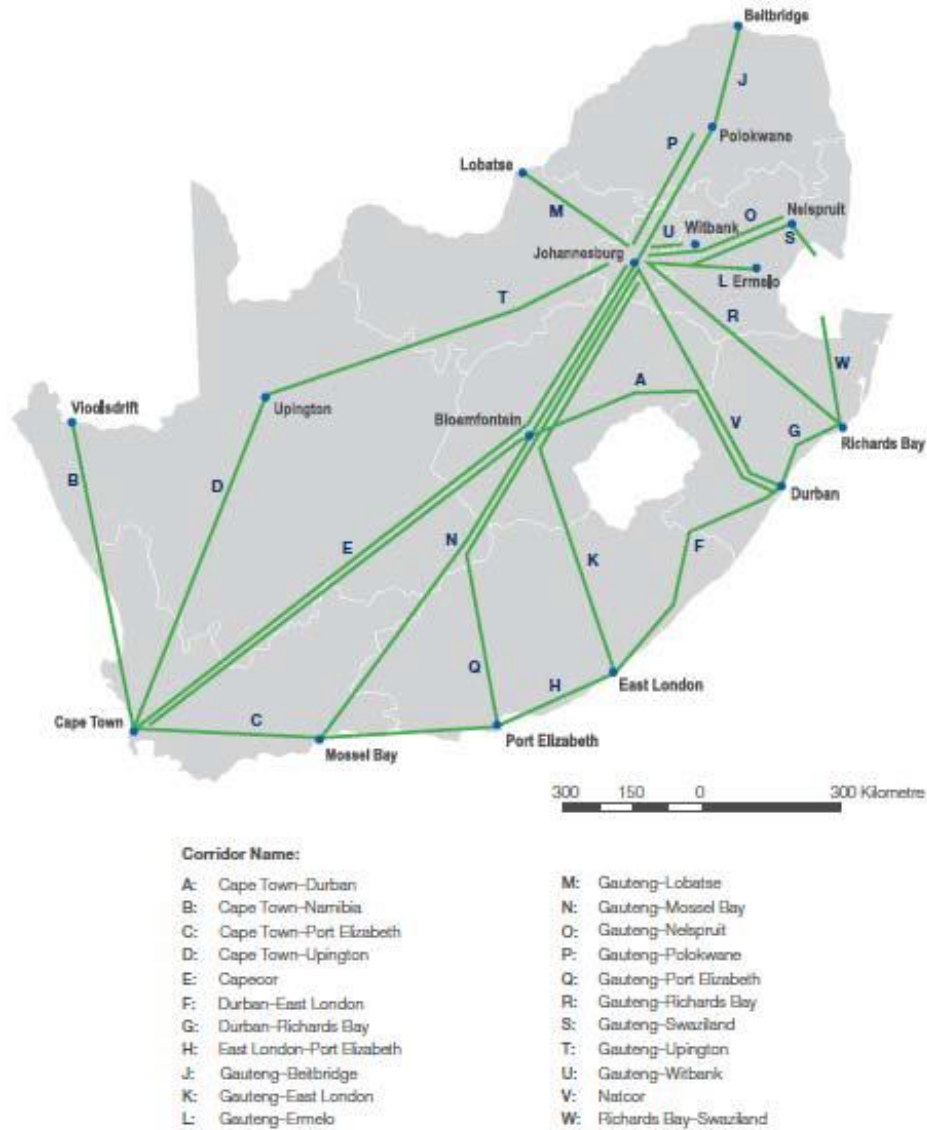


Figure 53: CSIR 2013 State of logistics survey for South Africa

The modal split of the total freight entering and touching the Western Cape in accordance with the PLTF is shown in Figure 54 below. Figure 54 below includes all freight that moves within, into and out of the province (it excludes volumes associated with secondary distribution by road in the metropolitan areas). If the iron ore line is excluded, then road transport has an 87% market share, rail’s General Freight Business 8% and pipelines 5% of tonnage moved. When viewing the tonne-kms the distribution changes to 91% for road, 8% for rail and only 1% for pipelines. **(From these figures it is obvious that the rail freight sector is but a shadow of its glorious past and that huge investments in infrastructure will be required to resuscitate this industry.)**

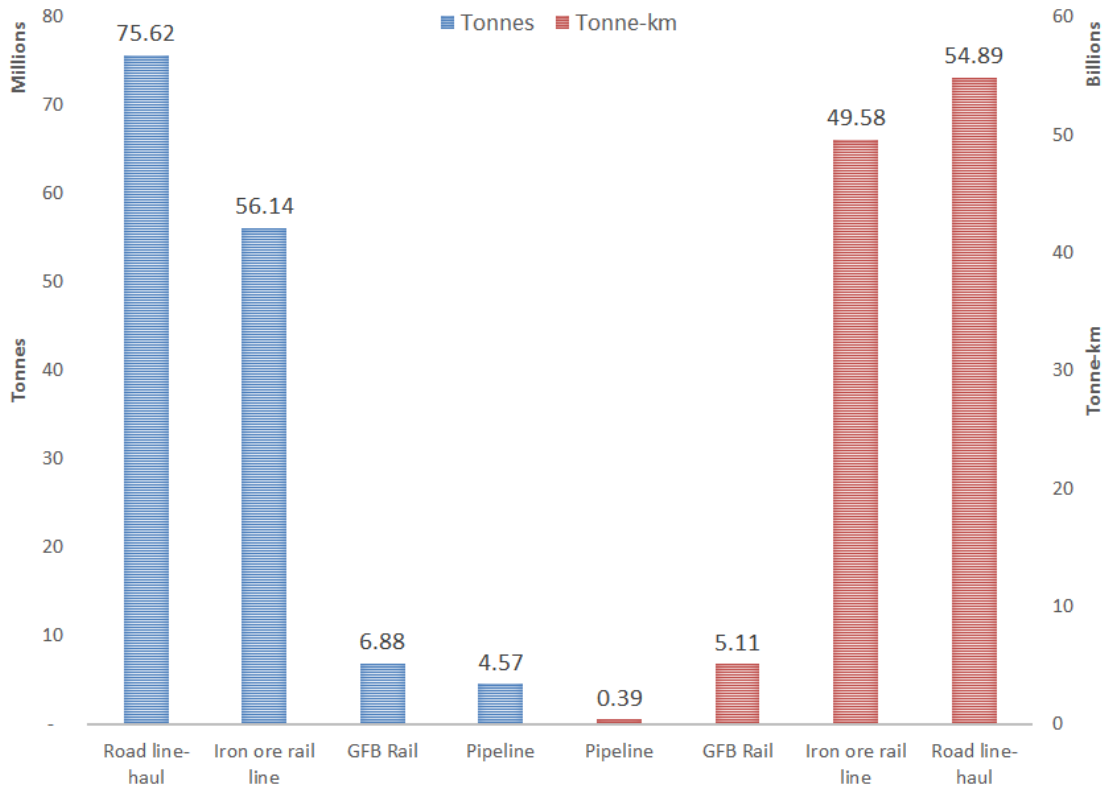


Figure 54: Modal Split According to all Freight Touching the Western Cape PLTF 2020

A total of 4.7 million tons was transported into the Western Cape along the N2 corridor in 2016 with 98% occurring along the road network. Moreover, the figure below, indicate the forecasted freight volumes along the N2 into the Western Cape per industry, forecasted until 2043, Figure 55. As can be seen, energy and agriculture form a large component with excessive growth forecasted for the future percentage of the freight volumes.

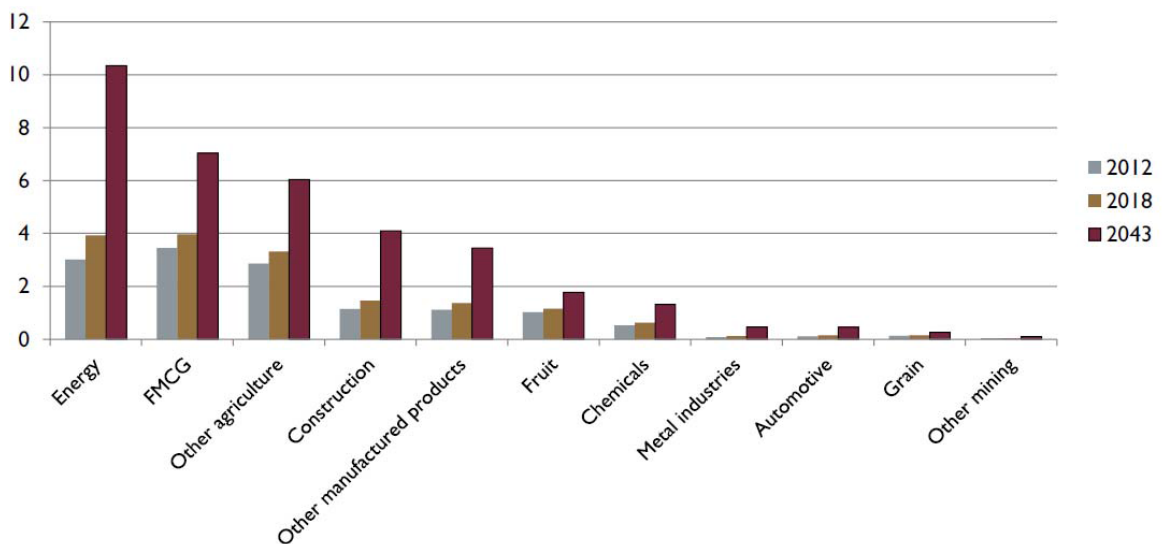


Figure 55: Forecasted Western Cape Freight volumes along the N2, PLTF 2020

3.7.4 ODM Freight Corridor: Road

Overberg District Municipality is located on the *N2 corridor*, which means that freight traffic in the District is primarily through-flow as the amount of freight originating from or destined for the District is comparatively small. Currently more than 95% of all freight is moved via road, while it is expected that more than 90% of all freight will continue to be moved via road in 2024. Furthermore, TFR does not foresee any rail network improvements in the next 20 years to accommodate freight movements. The existing rail network is deemed adequate to accommodate the expected increase in rail freight in the next 20 years.

However, the Western Cape Provincial Government's policy on road freight transport is advocating a shift in freight transport from road to rail in order to "safeguard the province's road network"⁸. The province's strategy to achieve its policy objectives includes the establishment of multimodal transfer facilities at strategic locations for freight haulage, establishment of weighbridges at strategic transport locations on the provincial road network and maintaining engagement with Transnet on rail capacity issues.

A modal shift from road freight may have an impact on the economy of towns of the Overberg District Municipality along the N2 highway. A marked decline in the number of heavy vehicles along the corridor may impact the District's service industry hard in particular filling and service stations, truck and vehicle maintenance businesses, small retail shops, and other businesses that are largely dependent on the passing trucking industry.

It would therefore be important that policy and strategy advocating freight modal shift in favour of rail along this corridor consider the impact on the local economy and include strategies to minimise any negative impacts and should ideally leverage any strategic comparative advantage the District may hold. However, this needs to be mitigated against increased freight movements/ forecasts, as well as the excess road maintenance and upgrade costs. (It is however not expected that such a shift from road to rail will happen within the time frame of this DITP of 2020 -2024.)

3.7.5 ODM Freight Corridor: Rail

Road freight dominates the land freight transport landscape in the Western Cape and this is no different to the ODM. This dominance has occurred at the expense of rail freight, which has seen a significant decline in market share over the last two decades, Western Cape Freight Strategy. The historic trend in the rail's market share of freight movement in the Western Cape between 2003 to 2012, the time span for which data was available during the status quo review, is presented in Figure 56. The general trend over the period shows a decrease across all three national freight corridors in the Western Cape. The ODM operates along the N2 corridor. Over this period the rail market share was generally below 10% on all national corridors in the Western Cape and along the N2 though the ODM.

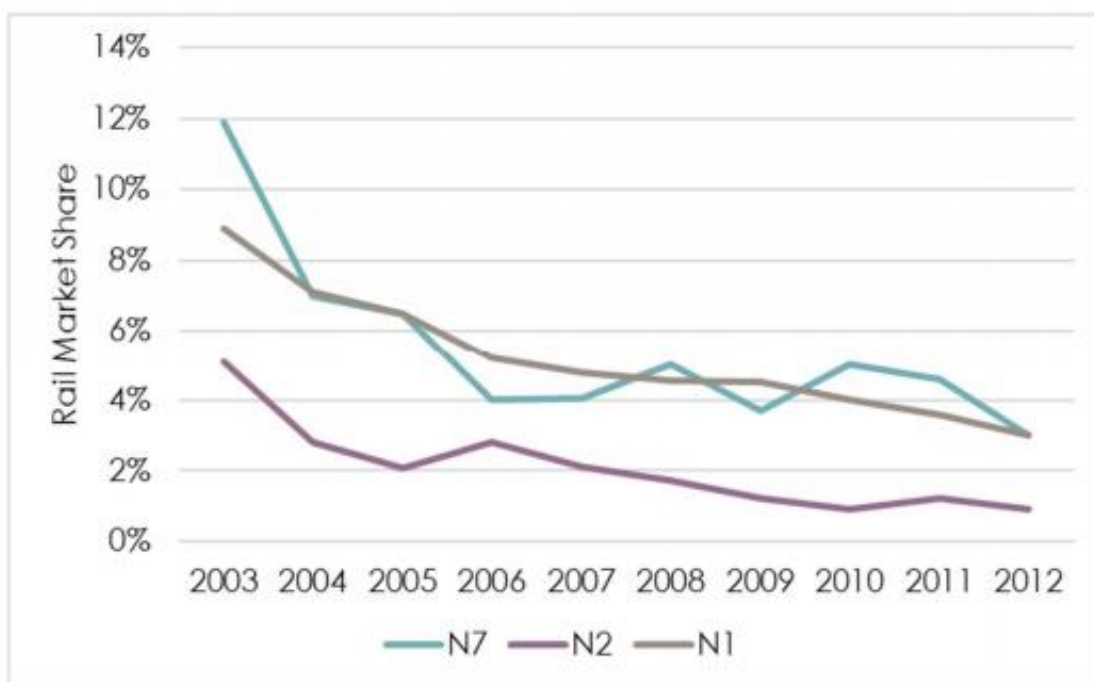


Figure 56: Rail market share on the main Western Cape corridors - excluding the export iron ore line (Havenga J., Goedhals-Gerber, De Bod, & Simpson, 2015)

According to the 10th State of Logistics Survey for South Africa, at national level, there are indications that the rail declining market share trend is reversing. An increase in the rail market share has been recorded from 2011 to 2013. Over the period, rail market share in terms of tonnage was 11.4%, 11.7% and 12.1% in 2011, 2012 and 2013 respectively. The rail market share in terms of tonnage-km over these three years was 29.5%, 30% and 30.5% respectively. There has been a slight increase on the corridors, and this may indicate the beginning of an upward trend. A slight increase in rural rail freight has been noted. Tonnages transported by rail exceeded historical annual tonnage records for the three consecutive years. The 10th State of Logistics Survey states that part of this growth is a result of the reinstatement of previously decommissioned branch lines. In accordance with the TFR 2013 forecast, that the total rail modal split between road and rail for the Bredasdorp-Bellville route will amount to a 95.4 – 4.6% split. This indicates no significant increase in modal split between rail and road in the Overberg area.

3.7.6 Rail Infrastructure

The Rail line passing through the ODM is the rail line passing along the N2 and R60 between Swellendam and Worcester. An additional branch active line runs between Bredasdorp and Bellville, Figures 57 and 58. The major corridor operated between Port Elizabeth and Cape Town. The condition of this line is fair to good and is operational.

As noted in the WCG strategy, in 2014, Transnet noted that the demand for rail services at the time exceeded supply on a national level. Capacity issues existed on the rail network, which are exacerbated by the narrow Cape gauge railway lines, which constrain the allowable loading capacity. Restrictions on the horizontal and vertical clearances on the narrow-gauge railways compared to international, wider standards also constrain allowable loading and speeds. As a result, most of the South African rail network cannot carry modern double stacked container wagons, nor can it easily accommodate piggyback operations where road semi-trailers are carried on rail flat beds, with implications for the potential of intermodal transfer. This thus results in the line unable to accommodate a future increase in rail required for the proposed modal shift without converting the major rail lines to standard gauge rail.

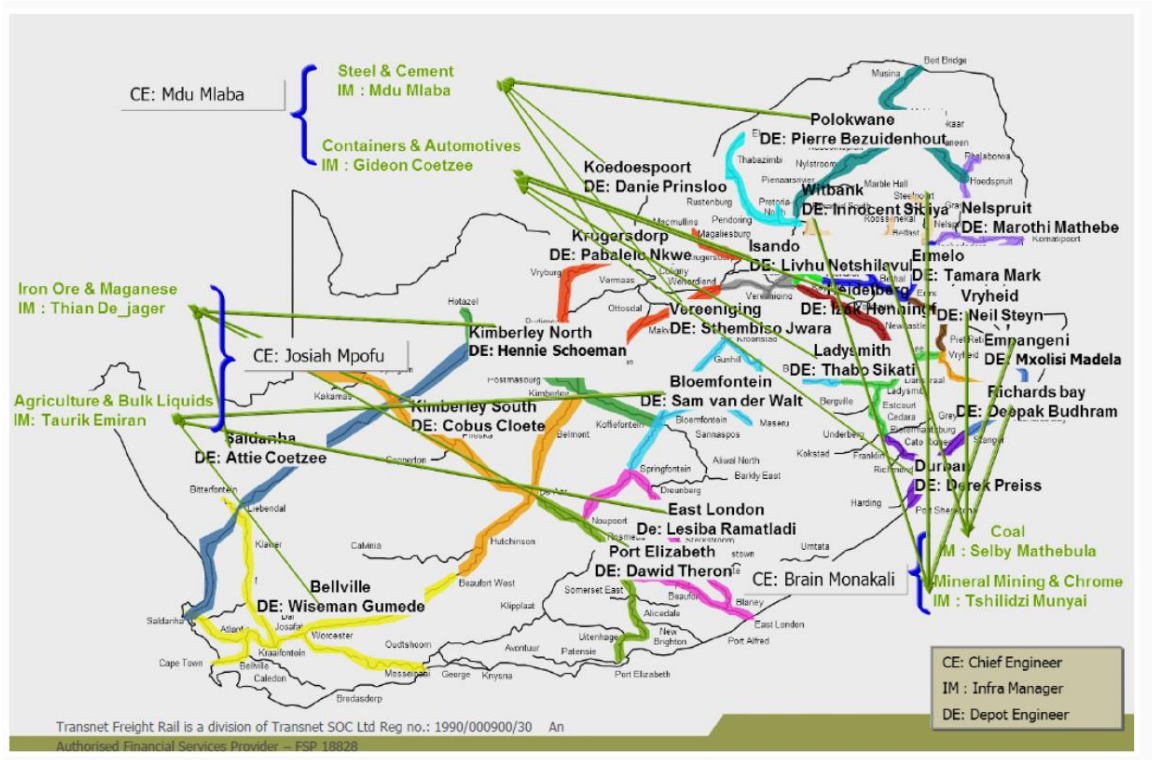


Figure 57: TFR network Map

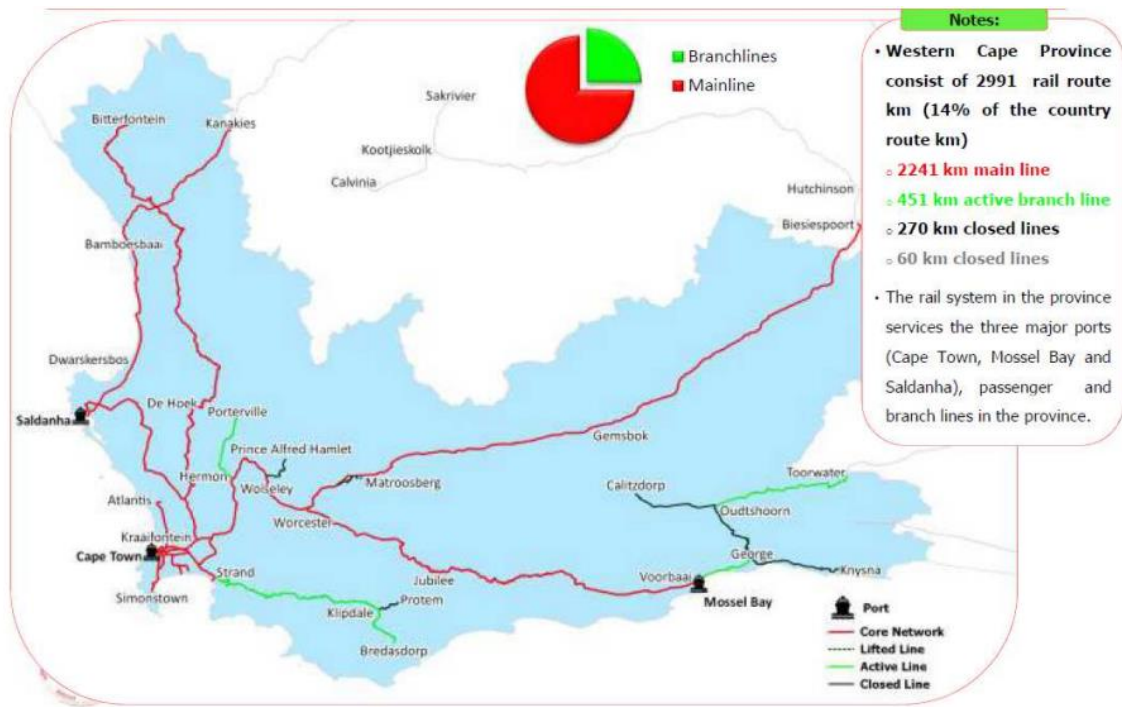


Figure 58: Western Cape Rail Network (Transnet 2015)

3.7.7 Overloading

Overloading control is managed by the National Department of Transport and enforcement undertaken by the Provincial Traffic Department, there is only one weighbridge in the District at Swellendam along the N2 Highway. This facility does not operate for 24 hours per day or seven days per week. The period from 2008 to 2014 saw little to no growth of the number of vehicles weighed per annum at the weighbridge, Figure 59.

Moreover, this period indicated around 15%-10% of weighs were overloaded and an overload charge was made in around 2-3% of the total weighs for each year over the same period, 2011-2016 ODM ITP. Moreover, an Arrive Alive article date the 01 July 2015 indicated that over a countrywide survey for June 2015, over 62 859 vehicles were weighed. The article indicated that 8.99% of the vehicles were overloaded and 1.86% were charged. This aligns to the figures obtained for the Swellendam facility in the period between 2011-2013.

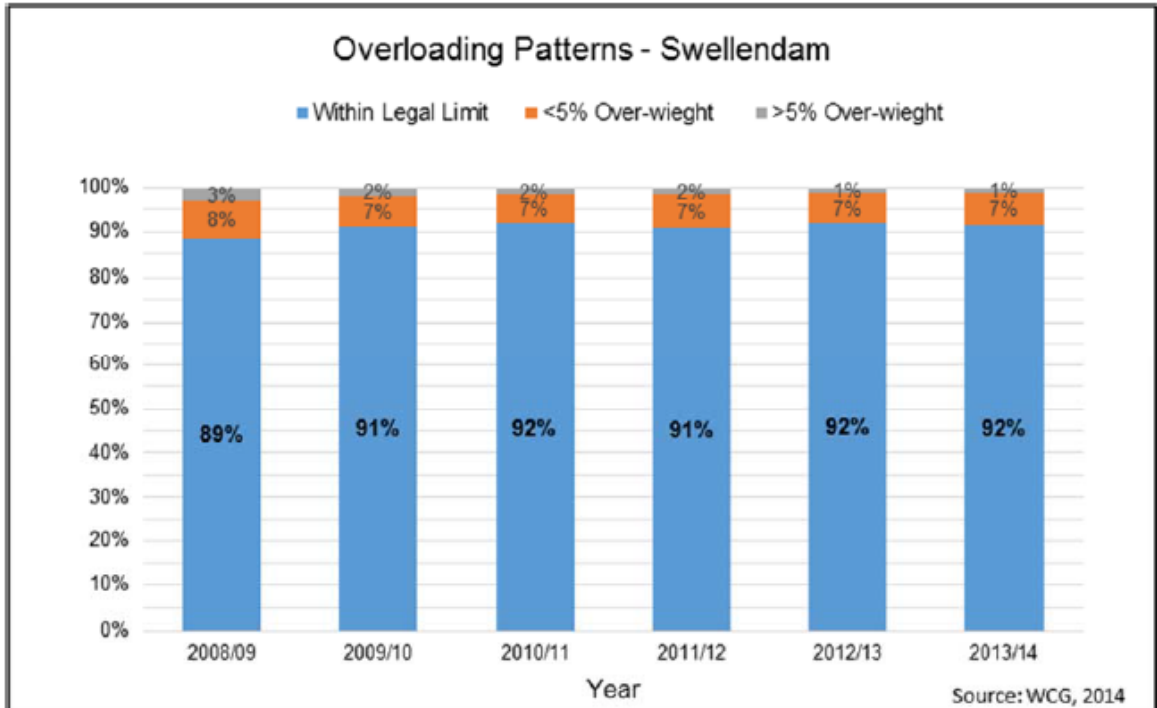


Figure 59: Overloading Patterns for Swellendam, 2008-2014: Source 2016 DITP.

According to the Western Cape Freight Strategy 2019, overall freight overloading trends in the Western Cape show a reduction in the total percentage of vehicles overloaded since 2008. The percentage of vehicles overloaded within the 5% warning range has also decreased, but stabilised to around 10% over the last few years. The Road Asset Management Plan (2017/18) states that some operators may be engaging in intentional overloading within the 5% limit and suggests a review of the limit to mitigate this.

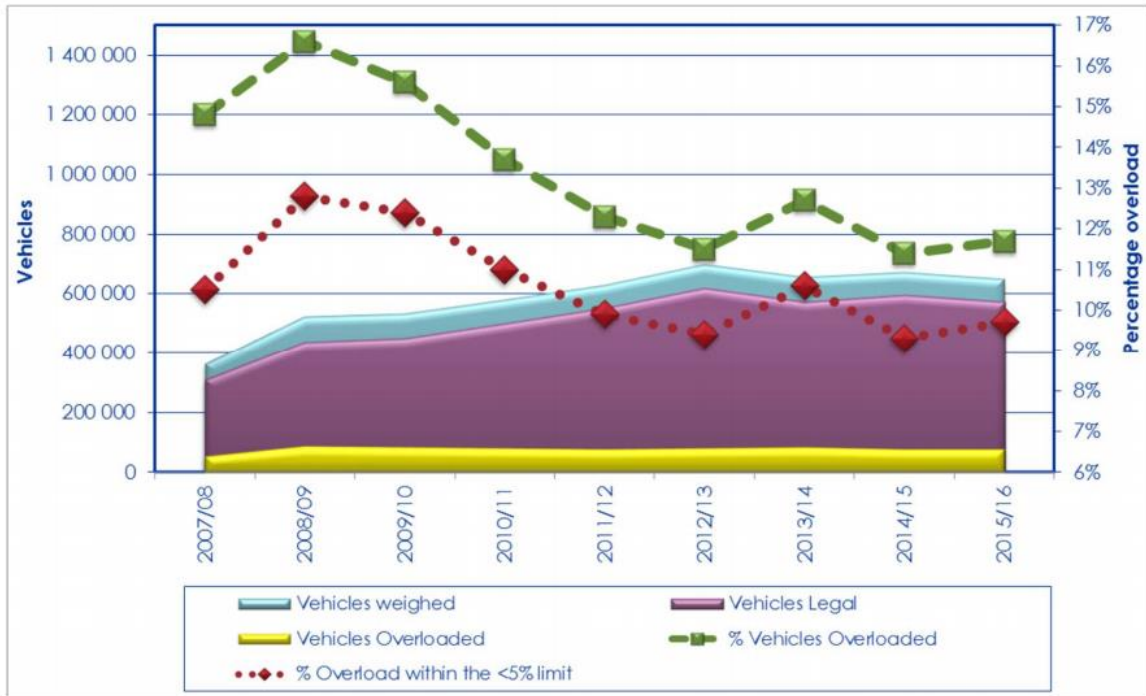


Figure 60: Historical trend of vehicles weighed (Western Cape Department of Transport and Public

Moreover, the trends as depicted in the Freight Strategy report 2019, indicated the 2014-year weighbridge trends for the entire western cape by weigh station. With the trends remaining stable as per what was noted between 2011-2013 for the Swellendam weigh station, Figure 61.

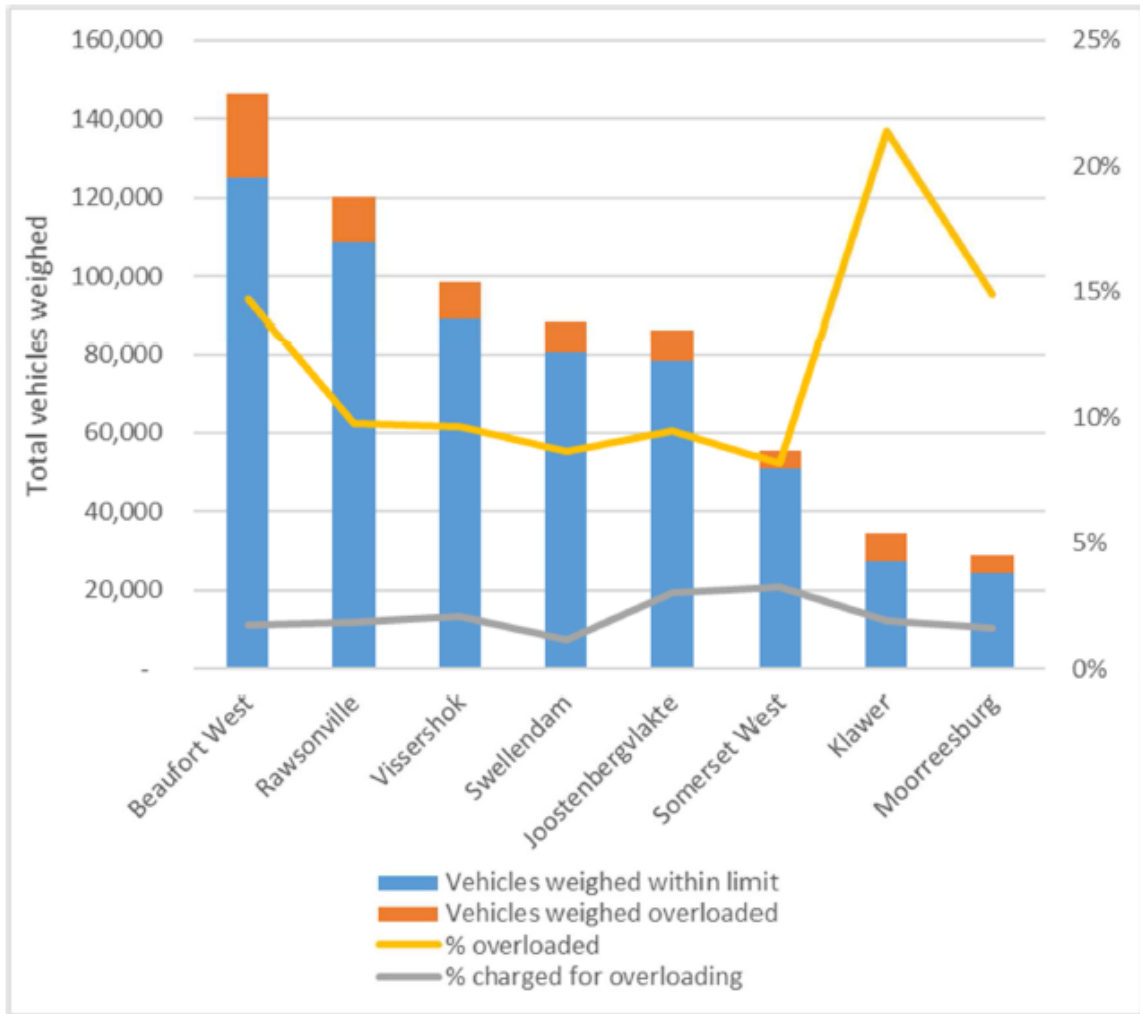


Figure 61: Overloading figures per weighbridge (National Department of Transport)

However, the CSIR, 2010 investigation made a notable finding that the average overloading of national freight has decreased from 2700kg to just over 500kg from between 1995-2009. This is evident for the Western Cape and to the ODM where the 2014 results of the average overload per overloaded vehicle is at 543kg, see Figure 62 below.

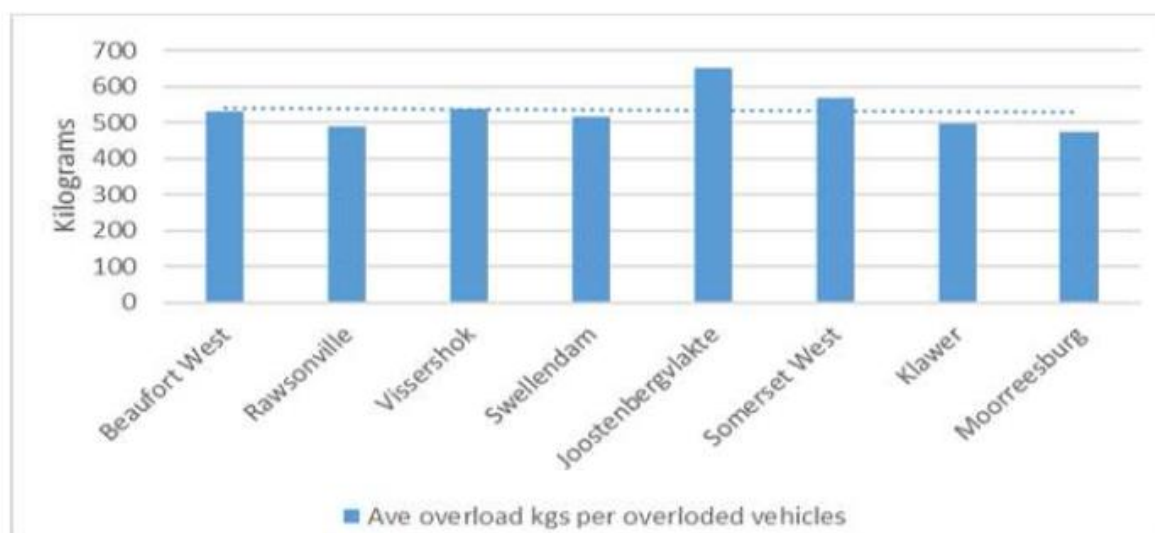


Figure 62: Average overload per overloaded vehicle in the Western Cape for 2014 (National Department of Transport)

However, these reductions and trends are only valid on the roads that are controlled by the weighbridges. Hence, the Western Cape Freight strategy suggests that these trends may not be similar on un-monitored roads. This is a concern for the ODM, as the weighbridge is located on the national road and not on any of the provincial roads. However, the Western Cape in 2015 did initiate screen tests along selected known alternative routes using WIM pads. The overloaded vehicles were then escorted to the overloading facilities.

3.8 Financial information

The function of the Roads Division at the ODM is performed from sub-district depots at Swellendam, Bredasdorp and Caledon.

The ODM focuses on normal maintenance, re-gravelling, rehabilitation, upgrading and resealing of proclaimed provincial roads. The network consisted at year-end of 500 km tar and 3195 km gravel roads. A project funded by the National Department of Transport is currently in the process of doing a survey on roads assets in the district, excluding provincial and national roads (RRAMS –Rural Roads Asset Management System). This project will be finalised in the 2019-2020 financial year. A total of R50mil was spend on gravel road maintenance, repairs and upgrades, while an additional R28mil was spend on surfaced road maintenance and repairs in the 2018/19 financial year.

Table 71: Extract from the 2018/2019 financial year annual report

Gravel Road Infrastructure					Kilometres
Financial Year	Total gravel Roads at beginning of financial year	New gravel roads	Gravel roads upgraded to asphalt (tar)	Gravel roads re-gravelled	Gravel roads maintained at year-end
2016/17	3203.41	0	5.02	34.84	3198.39
2017/18	3198.39	0	3.32	50.22	3195.07
2018/19	3195.07	0	0	42.28	3195.07

Tar Road Infrastructure					Kilometres
Financial Year	Total tar roads at beginning of financial year	New tar roads	Existing tar roads re-tarred	Existing as tar roads re-sheeted	Tar roads Maintained at year-end
2016/17	491.84	5.02	0	0	496.86
2017/18	496.36	3.32	24.55	0	500.18
2018/19	500.18	0	29.29	3.72	500.18

Cost of Roads Infrastructure						R'000
Financial year	Gravel			Tar		
	Regravel	Gravel-Tar	Maintained	Rehabilitation	Re-seal	Maintained
2016/17	16 039	23 586	22 868	0	7 354	7 605
2017/18	22 673	23 034	24 746	0	10 176	7 076
2018/19	22 019	0	28 213	9 824	10 834	7 344

4 Spatial Development Framework

4.1 Overberg DM SDF

The latest SDF in accordance with the Overberg Municipality is dated 2013 and reviewed in 2017. The vision and objectives of the SDF as follows:

‘To optimize the rich and balanced mix of the Overberg’s agriculture, tourism, heritage, conservation resources (including natural and scenic resources) and eco system services within their scenic setting, which is contained by the Riviersonderend and Langeberg mountains in the north, descends across the rolling hills of the Rûens and the varied ecology of the Agulhas plain and culminates in the rocky headlands and long sandy beaches of the Atlantic and Indian oceans.’

The implications of this vision are:

- The area’s unique agricultural, environmental and urban qualities must be maintained;
- In particular, the Elgin valley and the Rûens must continue to be farmed to as intensely as possible, but care must be taken to safeguard their key inputs, namely fertile soil, which should be protected from erosion, over use and its water;
- Private conservation areas must continue to be promoted with careful consideration of appropriate development rights to mobilise the necessary resources for veld rehabilitation and management;
- In particular Renosterveld linkage corridors across the Rûens linking remnant patches not suitable for agriculture, should be retained;
- These corridors can provide both a tourism opportunity, as well as channels for faunal movement and seed transport;
- The tourist appeal and promotion of the various Act 9 and other similar settlements should be promoted, so as to increase awareness of them and thereby help to improve the livelihoods of their residents, particularly those for whom these settlements may represent poverty traps; and
- Development and tourism efforts should take advantage of the district’s close proximity to Cape Town, as well as ensuring maximum benefits for local residents.

Based on the above visions and objectives, the 2014 Overberg District SDF identified core projects to achieve the vision. These projects are as follows:

- Upgrade the following roads:
 - Caledon to Hermanus;
 - Elim to Gansbaai;
 - Bredasdorp and Malgas; and,
 - From the N2 through Caledon to Stanford (to function as the main access route from Cape Town to the towns east of Hermanus).
- Investigate the upgrading and development potential of the following airfields:
 - Airforce Test Base; and,
 - Caledon airfield.
- Proposed Nuclear Energy Facility south of Pearly Beach and Bantamklip;

- Investigate the designation of scenic routes throughout the District Municipality by means of a Scenic Routes Study addressing aspects such as alien vegetation clearing, signage, etc.;
- Investigate the realignment of the municipal boundary between Swellendam and Cape Agulhas;
- Investigate the extension of the Agulhas National Park;
- Investigate the establishment of the vintage rail and tourism opportunity between Bot River and Bredasdorp;
- Investigate the upgrading of the following stations precincts:
 - Botrivier
 - Grabouw
- Investigate a mixed passenger rail / tourism service between Bredasdorp at Grabouw;
- Establish periodic service centres at rural settlements, including inter alia:
 - Protem
 - Klipdale
 - Napier
 - New De Hoop village
 - Elim
- Investigate the establishment of a new De Hoop Village staff village at the park entrance on the road between Bredasdorp and Malgas.
- Prepare a policy for the establishment of “green jobs” throughout the district. In addition, municipal SDF’s should ensure that facilities (schools, hospitals, etc.) are located where there is a need, based on the walking distances and facilities threshold requirements.
- Determine the development impact of the Grabouw Investment Initiative on links within the district and support the development with regional service infrastructure.
- Support the development of the planned Thusong Centres in Grabouw and Bredasdorp.

In addition to the above district-based projects, the local municipalities developed LM specific SDF reports and projects.

4.2 Cape Agulhas LM SDF

The most recent iteration of the SDF for CAM is for the 2017-2022 period. The spatial vision statement of the SDF states: “An environment, space economy, and settlements in CALM, which ensure justice, sustainability, efficiency, livelihood opportunity and a rich life experience for all residents, citizens, and visitors.”

The SDF highlights that one of the key issues within the built environment is infrastructure responding to demand, as opposed to directing of urban development. In the efforts to improve accessibility, the CALM SDF through its strategies, goals and recommendations aims to focus on public and non-motorised transportation. The need for provision of public transportation, during public stakeholder engagement, was shared by the residences of the municipality.

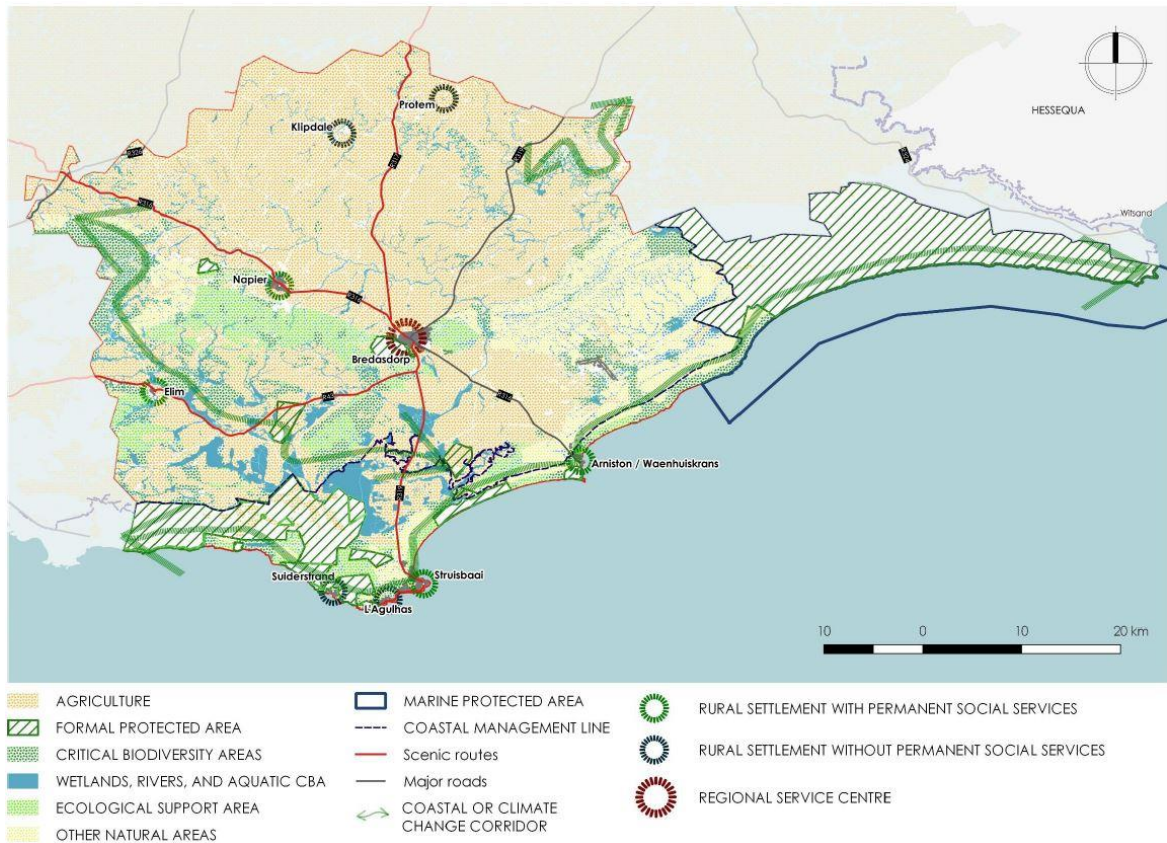


Figure 63: Cape Agulhas Spatial Development Plan (2017-2022)

The SDF identified nine settlements for areas for development and made proposals for each. They are as follows:

- Arniston/Waenhuiskrans
 - Maintain and upgrade beachside parking areas and pedestrian routes.
 - Investigate provision of a new route linking the R316 through 260 Harbour Street.
- Bredasdorp
- Elim:
 - Investigate development of a continuous NMT route from Struisbaai North to the Lighthouse precinct in L'Agulhas.
 - Klipdale; and
 - L'Agulhas
 - Maintain and upgrade beachside parking areas and pedestrian routes.
- Napier
- Protem
- Struisbaai
 - Investigate development of a continuous NMT route from Struisbaai North to the Lighthouse precinct in L'Agulhas
- Suiderstrand

In aligning to the Overberg SDF, the local municipality SDF's are indicated below.

4.3 Overstrand SDF

The Spatial Development Framework (SDF) for the OM was prepared in May 2020. The SDF provides the municipality's spatial strategies, objectives and long term vision for the municipality.

To achieve an accountable Overstrand towards the 2050, the following spatial directives form the basis of the SDF:

- A liveable Overstrand.
- An environmentally sustainable and resilient Overstrand.
- A memorable and distinctive Overstrand.
- Vibrant and exciting urban areas.
- An accessible and connected Overstrand.
- An Overstrand that enables a prosperous and diverse economy.

To accomplish its spatial vision to create an accessible and connected municipality, the SDF takes into account the role of transportation to achieve this and set objectives summarised below:

- An effective and safe road network.
- An affordable and convenient public transport.
- Overstrand's transportation system supports sustainable transport choices and dependence on oil for transport is reduced.
- The compact urban form and design of Overstrand's urban and rural settlements enables high levels of accessibility to key destinations such as employment, healthcare, education and recreation
- A region where it is safe and pleasant to walk and cycle in.

On a local level, the SDF details spatial proposals for 18 urban and rural settlement or key development area.

Hermanus is considered the main settlement and regional node in the municipality. It is home to the densest settlement of Zwelile and the economic hub of the municipality. The overview of the central Hermanus SDF proposals is shown in Figure 64.

Note that each of the 18 settlements have their own SDF proposals detailed in the SDF document.

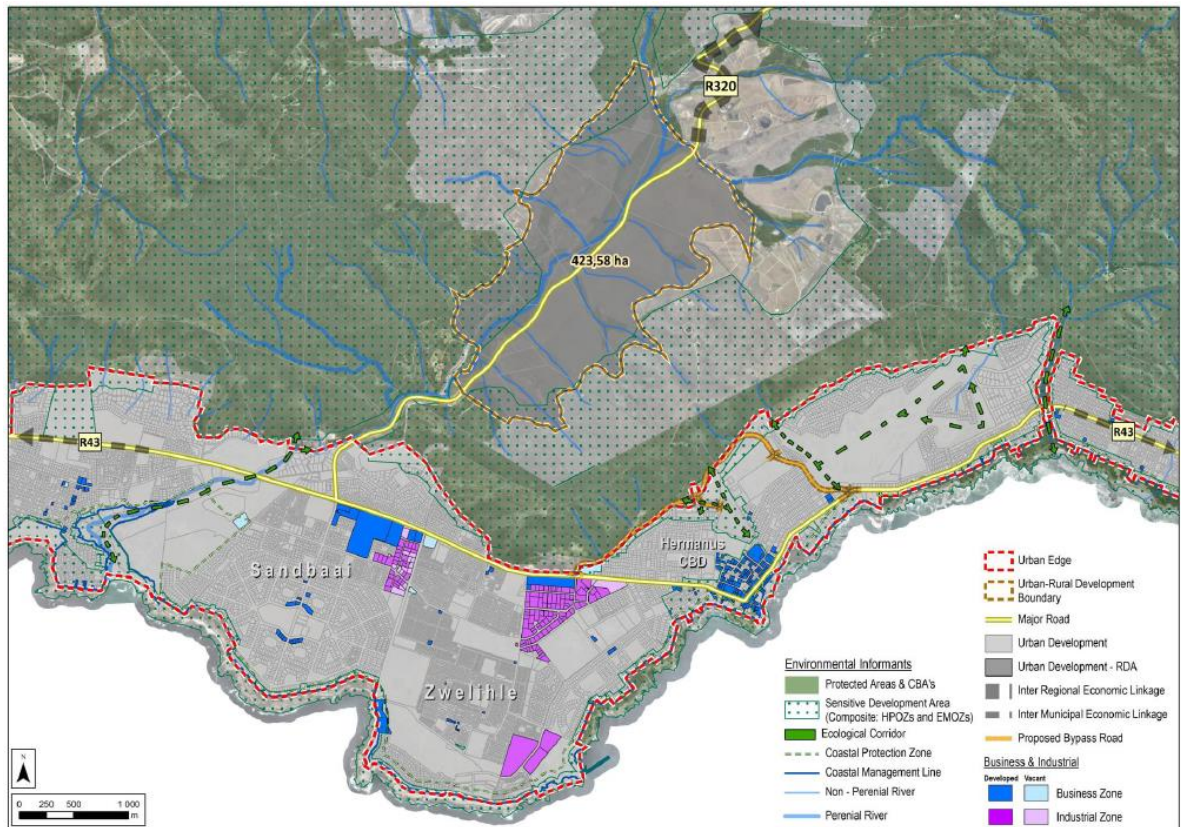


Figure 64: Hermanus Central Spatial Proposal 2020

In relation to achieving the abovementioned objectives, some of the main project proposals made to develop the transportation network include the provision of a network of pedestrian routes and paths to link land use components in Pringle Bay and formalise pedestrian linkages and cycle tracks in Betty’s Bay. Key improvements also include preserving scenic routes especially along coastline of the municipality.

4.4 Swellendam LM SDF

The latest version of the SM SDF is dated 2019/2022. As of March 2020, it is in draft status for public consultation.

The SDF cites the spatial vision for the municipality as follows:

“To enhance the agriculture, tourism, heritage and conservation resource inherent to the varied natural and man-made landscapes of the Swellendam Municipality, from Karoo to coast, focusing on the historical settlement of Swellendam, in the shadow of the Langeberg Mountains and the confluence of the Riviersonderend and Breede Rivers.”

In the light of this, transportation plays a vital role in achieving one of the municipality’s strategies, which is to promote the role of transport to ensure that all residents’ mobility needs are met. An overview of the SM SDF is shown in Figure 65 below:

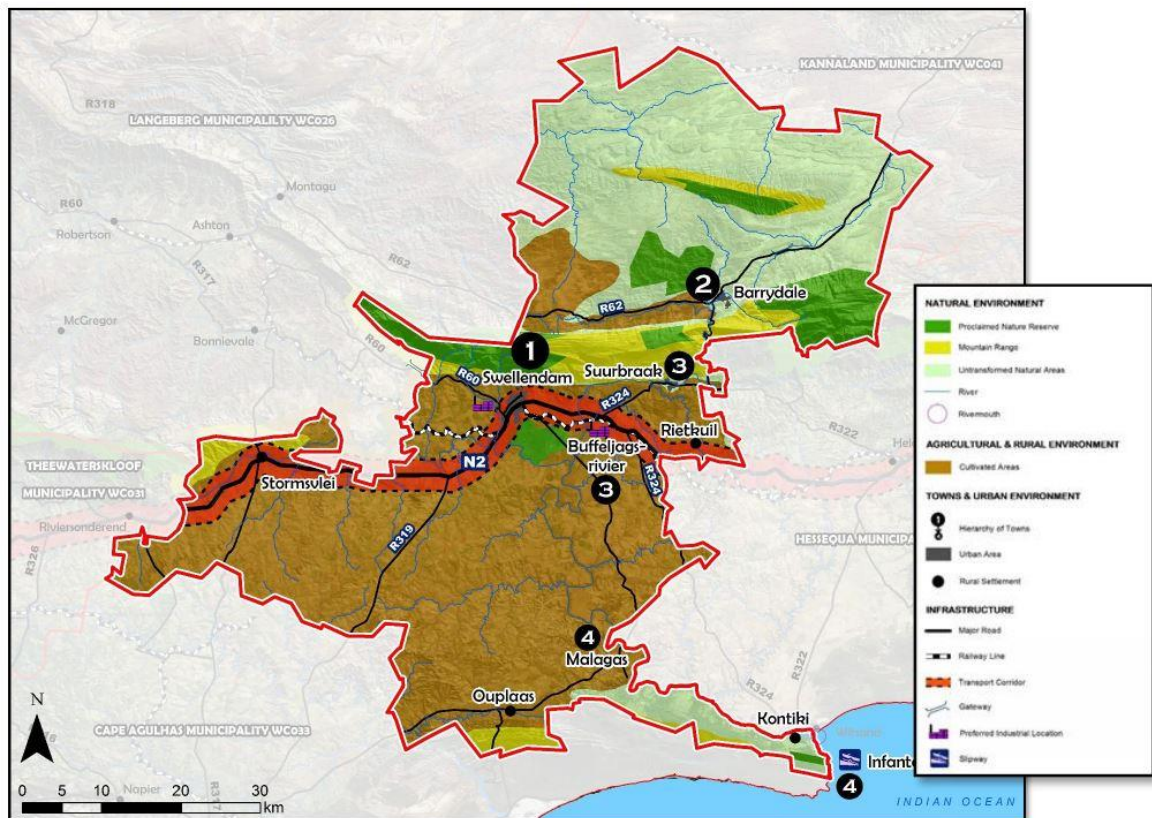


Figure 65: Swellendam Spatial Development Framework (2019/2020)

The SDF lists the following areas, shown in Table 72, as the key development nodes and rural settlements in SM in order of hierarchy.

Table 72: Swellendam Municipality SDF Development nodes in order of Hierarchy

ORDER	SETTLEMENT	HIERARCHY
1 st	Swellendam	Regional Node
2 nd	Barrydale	Local Node
3 rd	Suurbraak, Buffeljagsrivier	Rural Node
4 th	Malgas, Infanta, Rietkuil, Rheenendal, Stormsvlei, Ouplaas/Wydgeleë	Rural Settlement

On a local level, the SDF details the planning proposals and strategies for each of the development nodes. Some of the main proposals recommended in the SDF are highlighted below:

- Investigate the possibility of providing an underpass link at the southern N2 intersection; and
- Upgrade and construction of roads in the Suurbraak area, with provision of access to proposed development areas.

Furthermore, the following proposals were made in terms of public transport:

- Investigation of the provision of public transport links between the towns in SM;
- Investigation of the appropriate locations for additional taxi ranks; and
- Provision of shuttle services in the Suurbraak, Buffeljagsrivier area.

Additionally, the SDF states that priority should be given in order of hierarchy to the first, second and third order development nodes. In order to implement the planning proposals and projects, these areas will require financial and infrastructure investment in bulk and link services, to unlock the full development potential.

4.5 Theewaterskloof LM SDF

The TWKM SDF was last revised in 2019. The SDF details the municipality’s strategy and objectives to accomplish its mission to direct development towards urban areas and rural for economic growth and development. The spatial vision is to optimise development opportunities within transport corridors and to exploit tourism and development within selected locations.

The overview of the transportation strategy and proposals made is presented in Figure 66.

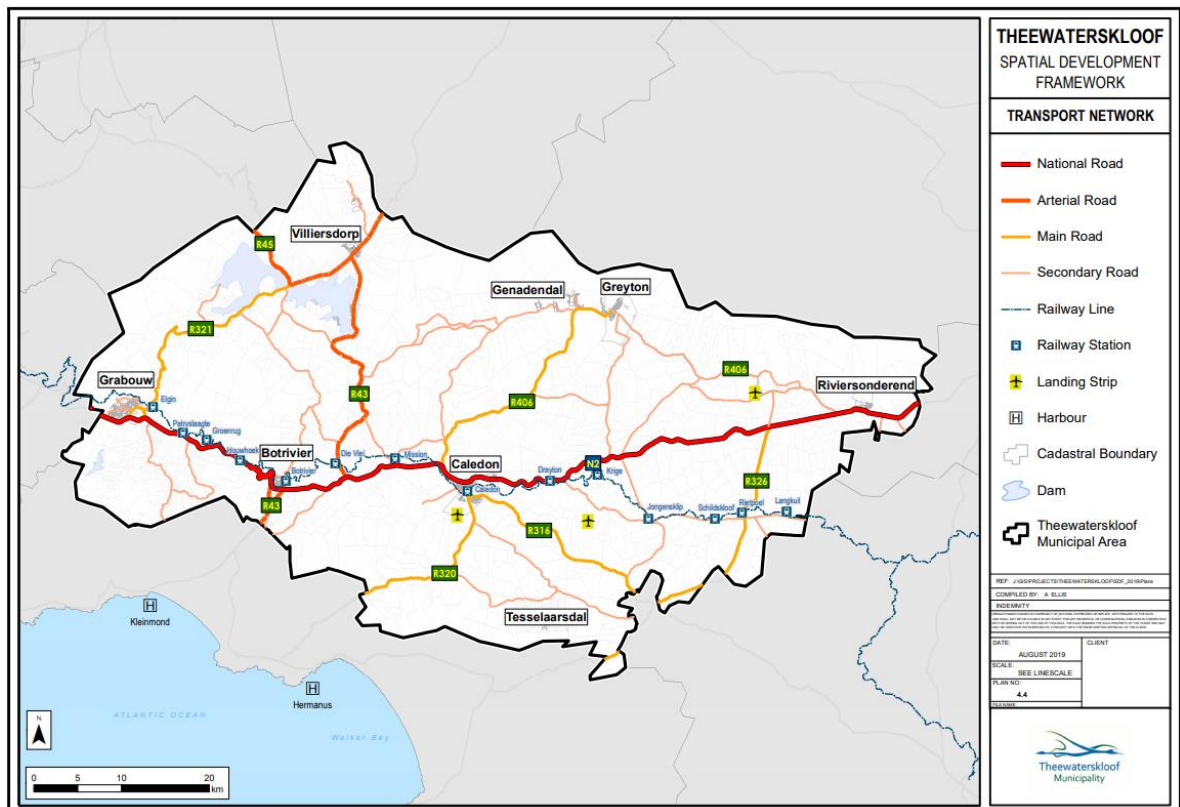


Figure 66: Theewaterskloof SDF: Transportation Strategy

The SDF identifies the following urban nodes and rural settlements as key development nodes:

- Botrivier;
 - Key Challenges as defined in the SDF 2019
 - The western parts of Botrivier have poor access to the N2 National Road.
 - Illegal access off the N2
 - The northern and southern parts of the town are divided by the N2 National Road and there is no direct physical link between these two areas
 - High level of poverty with 63% of the population earning less than R3 200 per month.
 - There is no secondary school within or near Botrivier
 - Lack of commercial development and investment in the town.
 - The subsidised housing backlog¹ is 735 persons (DoHS database, 2018).
 - Proposed Projects that affect Roads and Transport
 - Tourism development should be encouraged as one the main economic growth sector.
 - Development of the vintage rail initiative and upgrading the rail link between Cape Town and the Overberg District as a primary freight and passenger route. Terminates at the Elgin Station
 - Two larger areas (Areas 9 and 10, as shown below) for mixed use development are also proposed along the R43 road, Thus access and NMT would be required.
 - To accommodate the possible future demand for rail-based freight, space and opportunity should be provided along the railway line for freight and logistics related facilities and infrastructure, e.g. cold storage, transfer stations, turntable/turnaround area, etc. This could be accommodated in Areas 13, 14, 15 and 18, as shown below.
 - Proposed activity streets along Waterkant and Plantation Streets
 - Extending Plantation Street will link the proposed industrial and residential areas to the south of the N2 with the residential areas to the north of the N2.
 - Pedestrian walkways and cycle routes (NMT) should be developed along Waterkant and Plantation Streets.

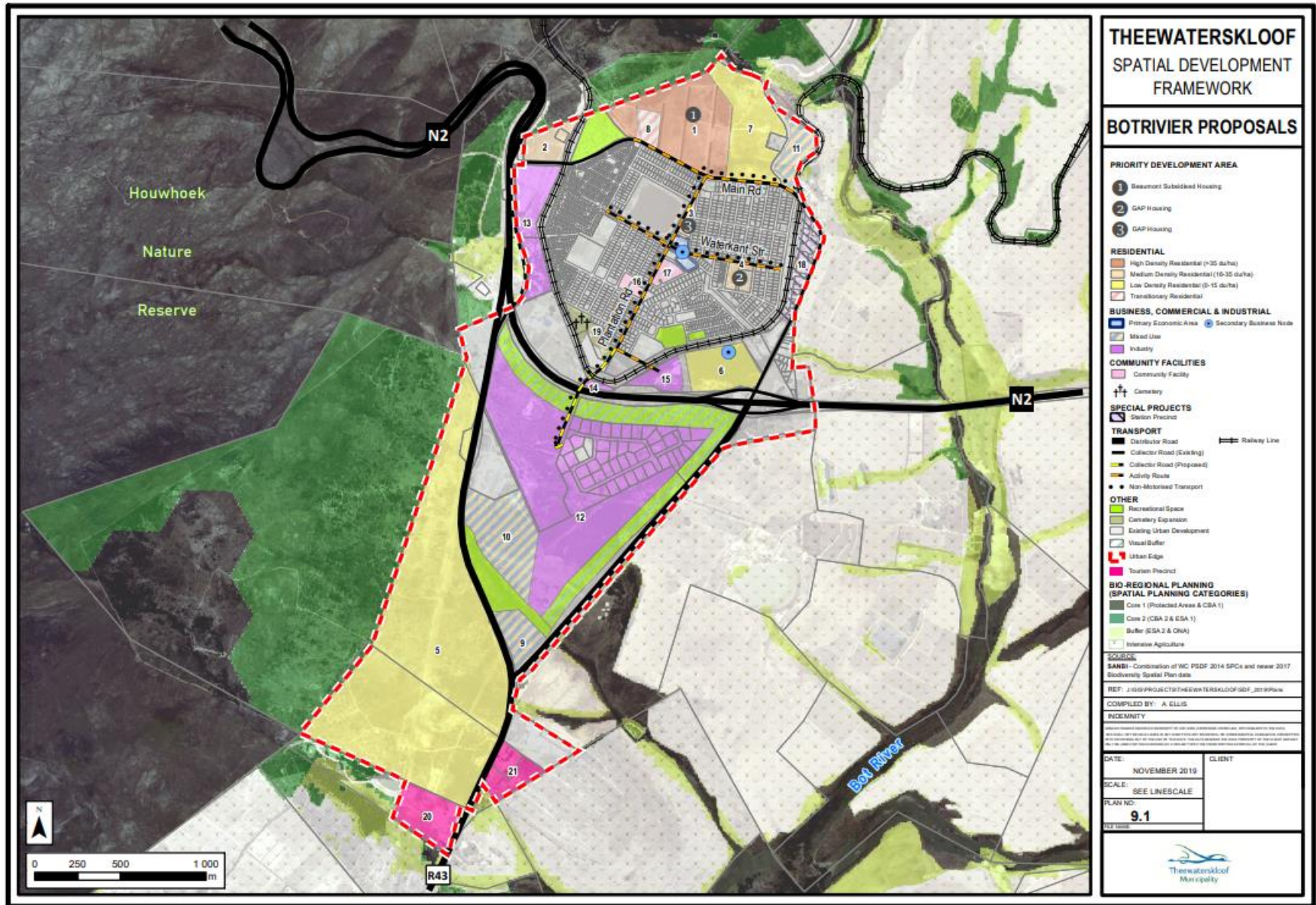


Figure 67: 2019 SDF proposed plan for Botrivier, source 2019 SDF

- Caledon;
 - Key Challenges as defined in the SDF 2019
 - Southern neighbourhoods of Caledon are spatially isolated from the primary services and employment opportunities.
 - Limited employment opportunities, schools, clinics and community facilities exist within easy walking distance (1 km and less) from existing residential areas south of the railway line
 - The upgrading of Chavonnes Road is required to unlock the development potential in the south.
 - The subsidised housing backlog is 1 415 persons 1 (DoHS database, 2018).
 - Proposed Transport Projects
 - Sufficient space exists to accommodate an electric vehicle charging station, strategically located along the N2 national road, given the expected average battery life of electric vehicles and distance from Cape Town.
 - The opportunity exists to establish a public-private partnership with Transnet to develop a cultural/entertainment precinct at the Caledon Station
 - Activity route along Charter and Sterling Streets
 - Increased need for house, thus additional streets, NMT and PT will be required
 - Hope Street is proposed as an activity street which could enable higher intensity economic development
 - Secondary business nodes, proposed along the eastern end of Prince Albert Road, along Sterling Street, within the eastern part of Myddleton and at the intersection of the R316 route and the proposed collector route.
 - Non-motorised transport routes (i.e. pedestrian walkways and cycle routes) are proposed along: Hope, Donkin, New, Church, sterling, Meul St and along the northern end of chavonnes Street.

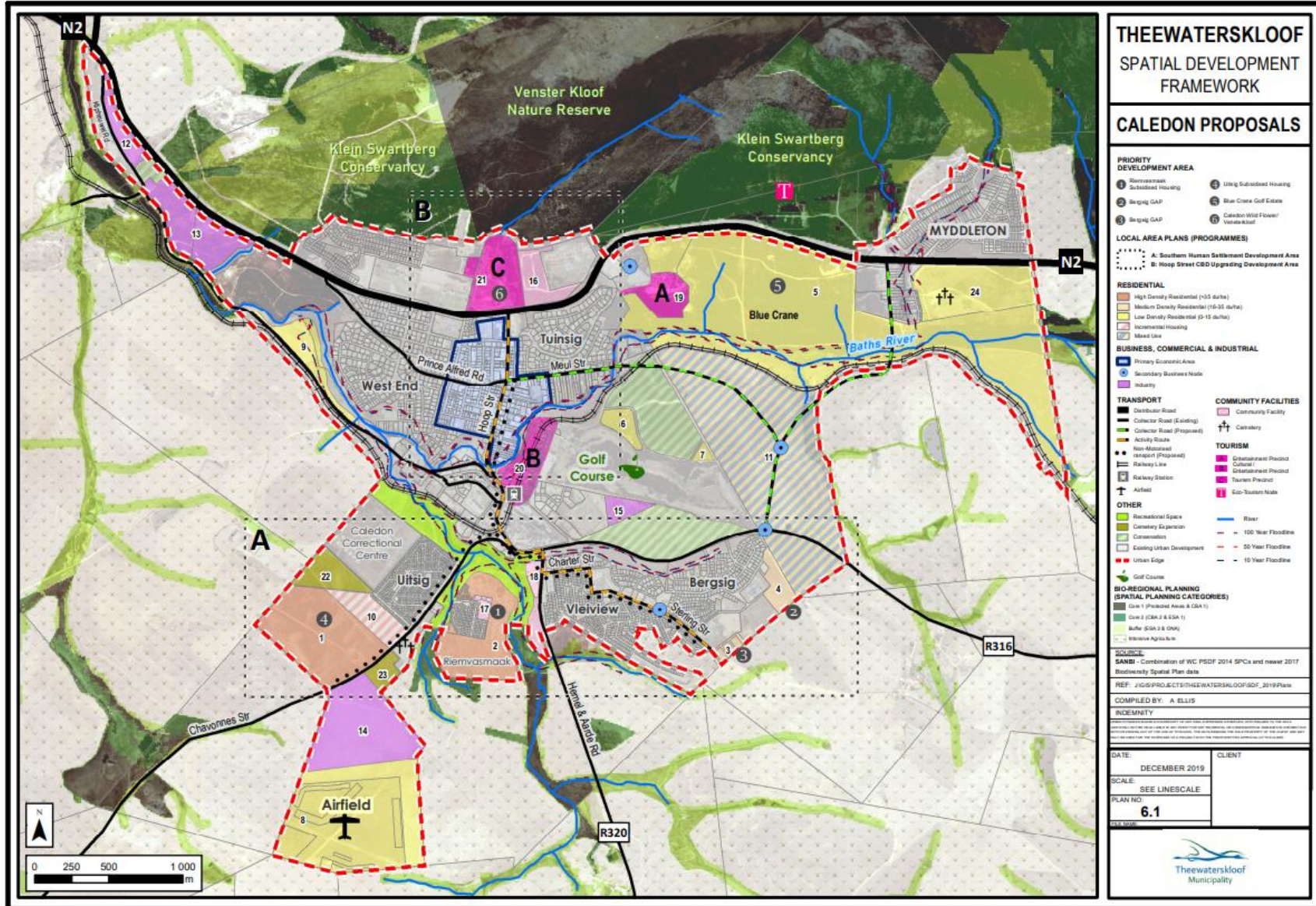


Figure 68: SDF proposals Caledon, source 2019 SDF

-
- Genadendal;
 - Key Challenges as defined in the SDF 2019
 - Poverty
 - Lack of industrial and business erven
 - No clearly demarcated town centre in any of the settlements.
 - The subsidised housing backlog¹ is 79 persons (DoHS database, 2018)
 - Proposed Transport Projects
 - The development of a peripheral economic zone along the main access road into Genadendal will improve accessibility to non-residential land uses and community facilities. A pedestrian walkway and cycle route (NMT) should be encouraged along this street.

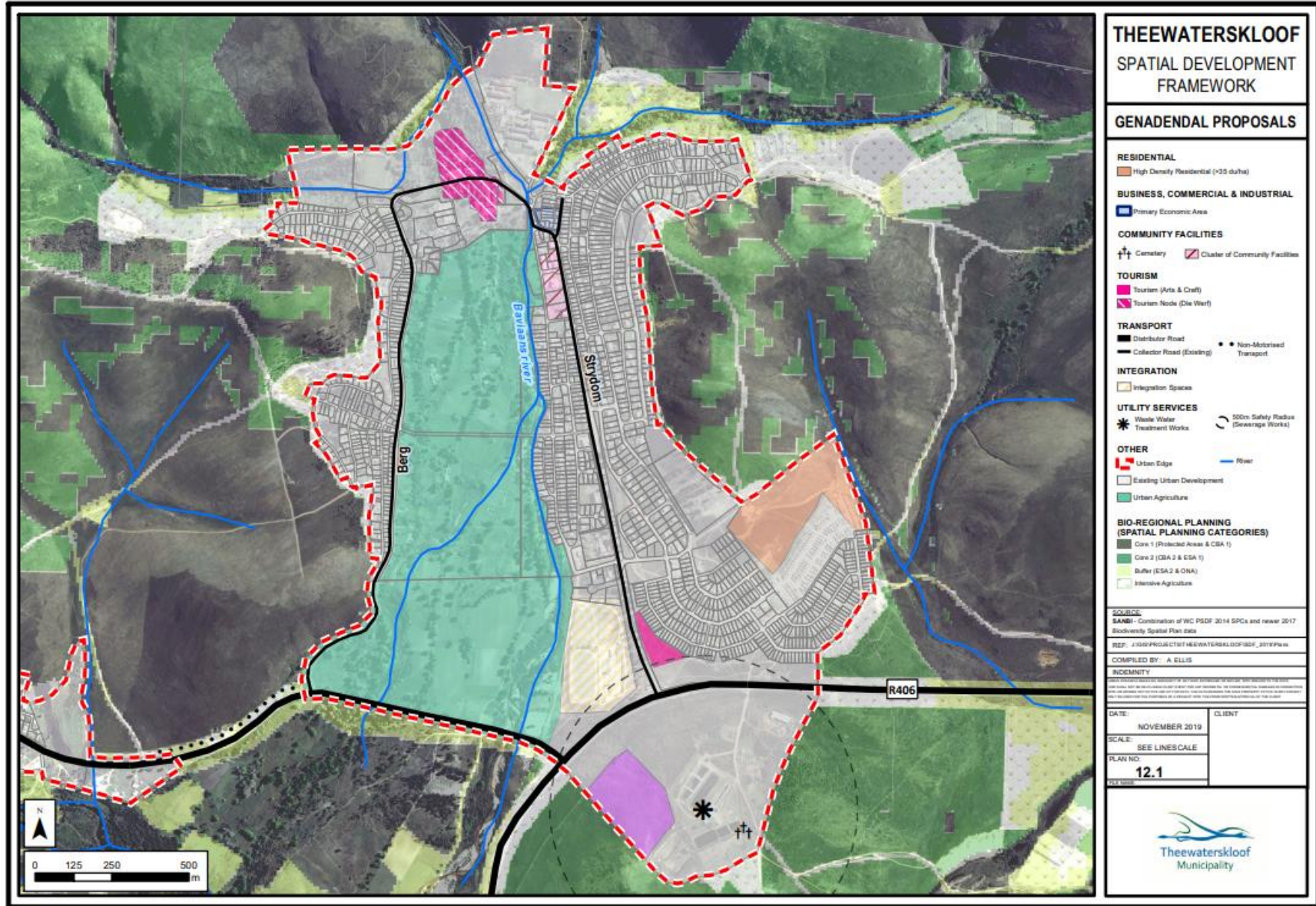


Figure 69: SDF Proposals Genadendal, source 2019 SDF

- Grabouw;
 - Key Challenges as defined in the SDF 2019
 - Critical need for cemetery expansion. Suitable areas would need to be identified
 - High level of seasonal migration to Grabouw linked with fruit farming
 - High level of poverty
 - Limited opportunity for industrial development exists within the town.
 - The subsidised housing backlog is 5 2771 persons (DoHS database, 2018).
 - Proposed Transport Projects as stated in the 2019 SDF.
 - The vintage rail initiative between Cape Town, Elgin, Botrivier and Caledon, had been proposed as a major initiative to unlock the tourism potential of the TWKM area.
 - Many proposed residential and economic areas will required traffic impact assessments, new roads and PT.
 - Activity streets along Ou Kaapse Weg and Oudebrug Road should improve accessibility to businesses and community facilities located in the central part of town
 - Pedestrian walkways and cycle routes (NMT) and mix use development should be encouraged to develop along these streets.

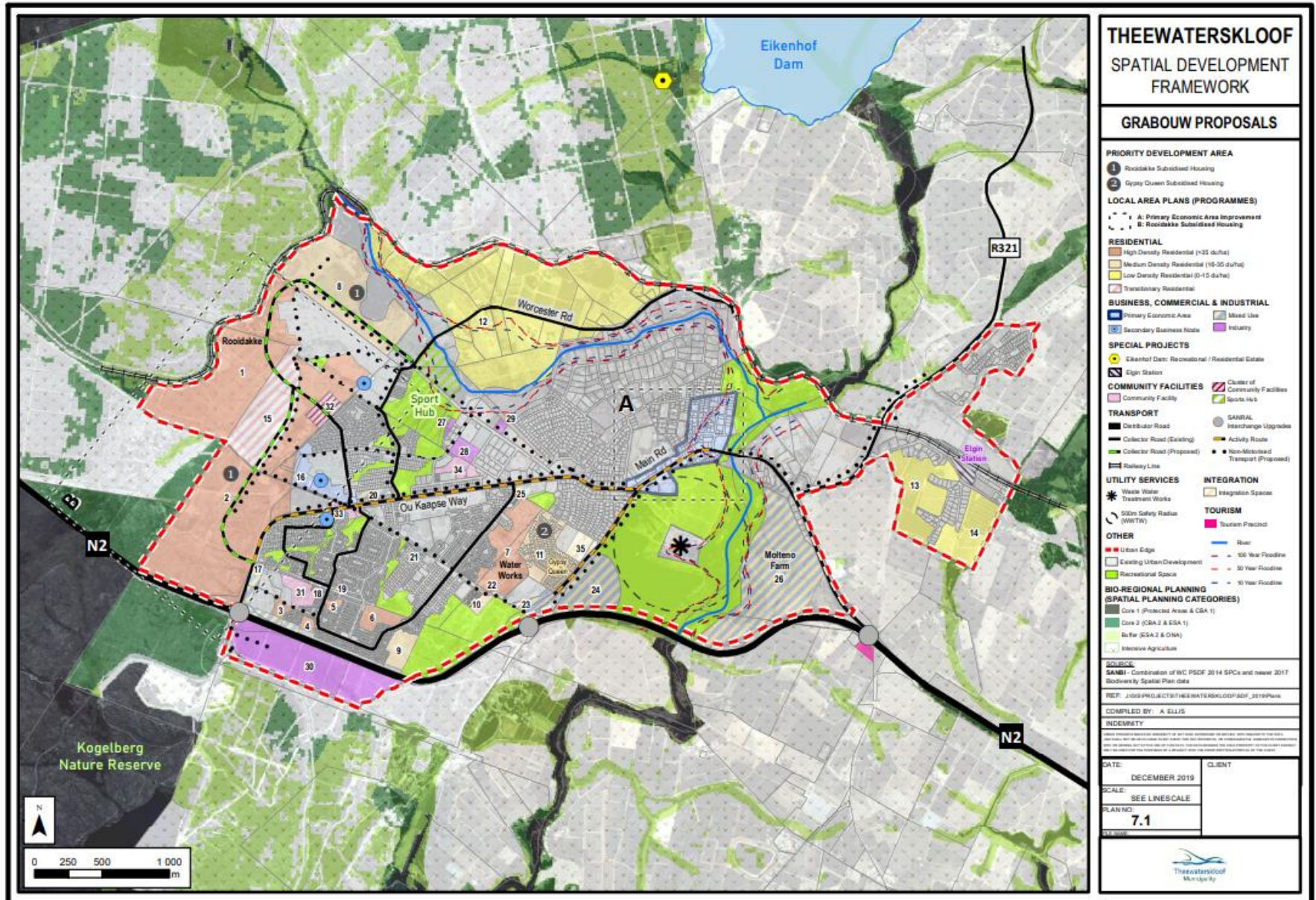


Figure 70: SDF proposals Grabouw, source 2019 SDF

- Greyton;
 - Key Challenges as defined in the SDF 2019
 - Spatial integration between Boschmanskloof and Greyton is needed to limit duplication of public facilities
 - Lack of off-street parking for businesses in Primary Economic Area.
 - A growing demand for commercial and tourism development
 - The subsidised housing backlog¹ is 306 persons (DoHS database, 2018)
 - Proposed Transport Projects as stated in the 2019 SDF.
 - The intersection of Main Road and High Street forms the main tourism node for the town. A secondary tourism node is proposed at the intersection of Main Road and Caledon Street.
 - An investigation must be conducted into the overall movement system of Greyton to provide much needed recommendations with regard to direction of traffic flow, the development of NMT, the provision of satellite parking areas and heavy vehicle movement through the primary economic node.
 - Activity street along Main Road to improve accessibility to businesses and community facilities.
 - A system of pedestrian routes is proposed along Main Road, Plantation Street and Park Street.

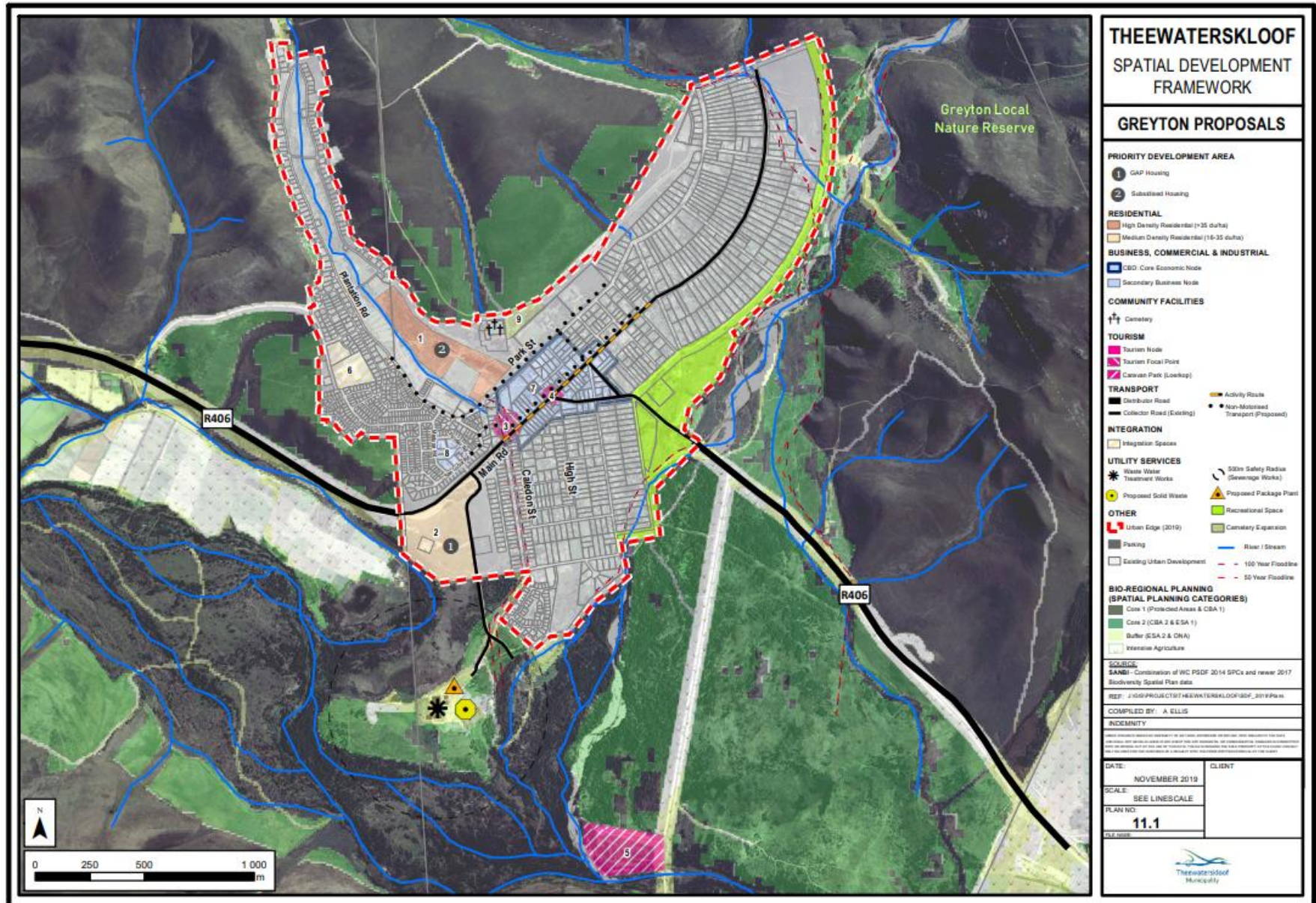


Figure 71: SDF Proposals Greyton, source 2019 SDF

- Riviersonderend;
 - Key Challenges as defined in the SDF 2019
 - The N2 National Road bisects the town into northern and southern halves, which is a barrier for spatial integration
 - North-south linkages across the N2 are partly restricted by traffic and safety concerns.
 - There is a poor sense of place due to a poor streetscape along the N2.
 - Infiltration of service trades/business uses into residential areas have affected the character of these neighbourhoods.
 - The subsidised housing backlog¹ is 850 persons (DoHS database, 2018).
 - Lack of economic opportunities in areas further than 1 km (15 min walking distance) from the N2.
 - Proposed Transport Projects as stated in the 2019 SDF.
 - The Sonderend Mountain Range and the scenery of the Sonderend River valley, the Kleinberg Mountain and the town's strategic location along to the N2 to provide ideal opportunities for tourism development.
 - Miller Street and Alpha Street have been identified as important activity linkages/routes between Oostergloed and the Primary Economic Area. NMT facilities should facilitate integration and should improve accessibility to business and community facilities located near the CBD.
 - Alpha Street links the proposed secondary business node with the CBD and pedestrian movement should be improved along this route which should also improve accessibility to the Primary Economic Area

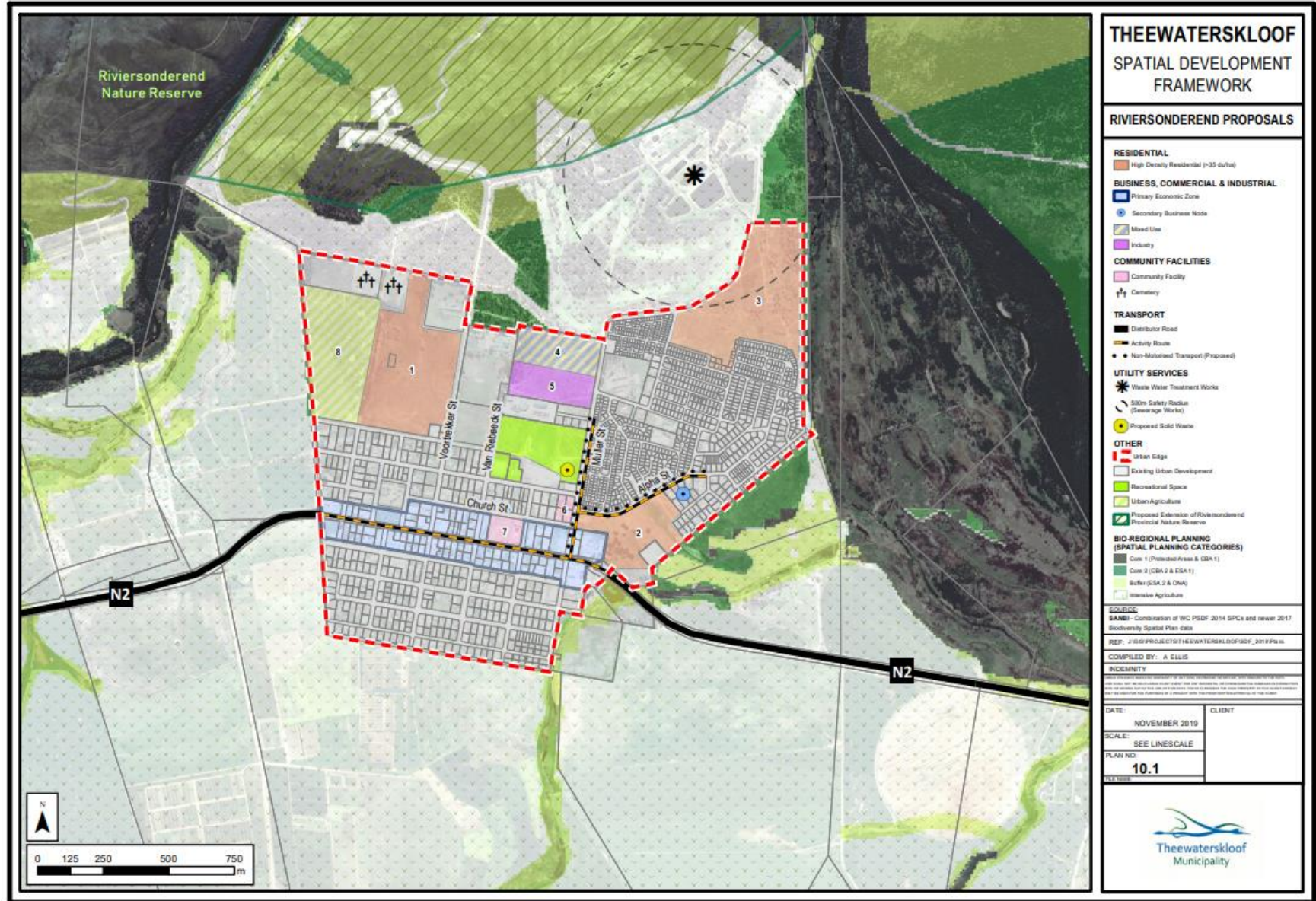


Figure 72: SDF Proposals Rivieronderend, source 2019 SDF

-
- Tesselaarsdal;
 - Key Challenges as defined in the SDF 2019
 - Limited economic and employment opportunities exist in Tesselaarsdal
 - There is a lack of road hierarchy to demarcate areas with different land use intensities.
 - Not all properties have direct access to higher order, public roads and access to certain individual properties are by means of mutual agreement or servitudes right-of-way.
 - Proposed Transport Projects as stated in the 2019 SDF.
 - No areas have been identified which require more detailed studies and precinct plans.

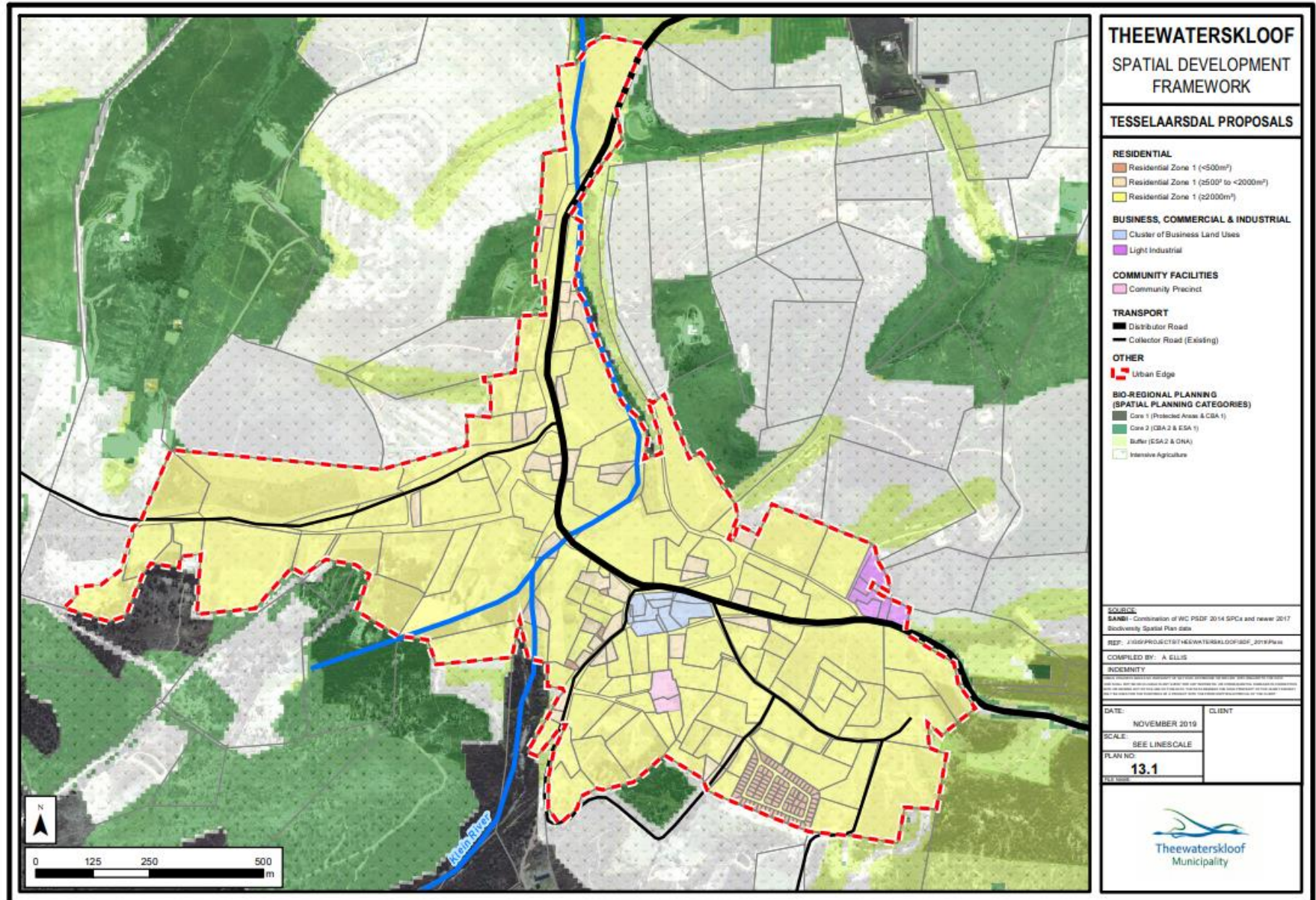


Figure 73: SDF Proposals Tesselarsda, source 2019 SDF

- Villiersdorp.
 - Key Challenges as defined in the SDF 2019
 - Physical, biophysical and ecological constraints such as the Elands River, steep slopes and valuable agricultural land limit opportunities for urban development and expansion.
 - The main economic activities and employment opportunities are located along and to the east of the R43 Road, far to walk.
 - Limited lower order convenience retail and community facilities within easy walking distance (1 km and less) from Goniwe Park.
 - High levels of poverty exist.
 - here is a large subsidised housing backlog, 3 644 persons in total (DoHS database, 2018)
 - Proposed Transport Projects as stated in the 2019 SDF.
 - Appropriate commercial development surrounding the taxi rank located at the intersection of the R43 and Buitekant Street must also be encouraged.
 - Buitekant Street links Goniwe Park with the town centre and its designation as an activity street should improve accessibility to businesses and community facilities. A pedestrian walkway and cycle route could be developed along the street to strengthen its connectivity.
 - A detailed study to determine the development potential and options for the proposed tourism node around the intersection of Main Road and Buitekant Street.
 - With the proposed developments, additional roads will be required for the township establishments.

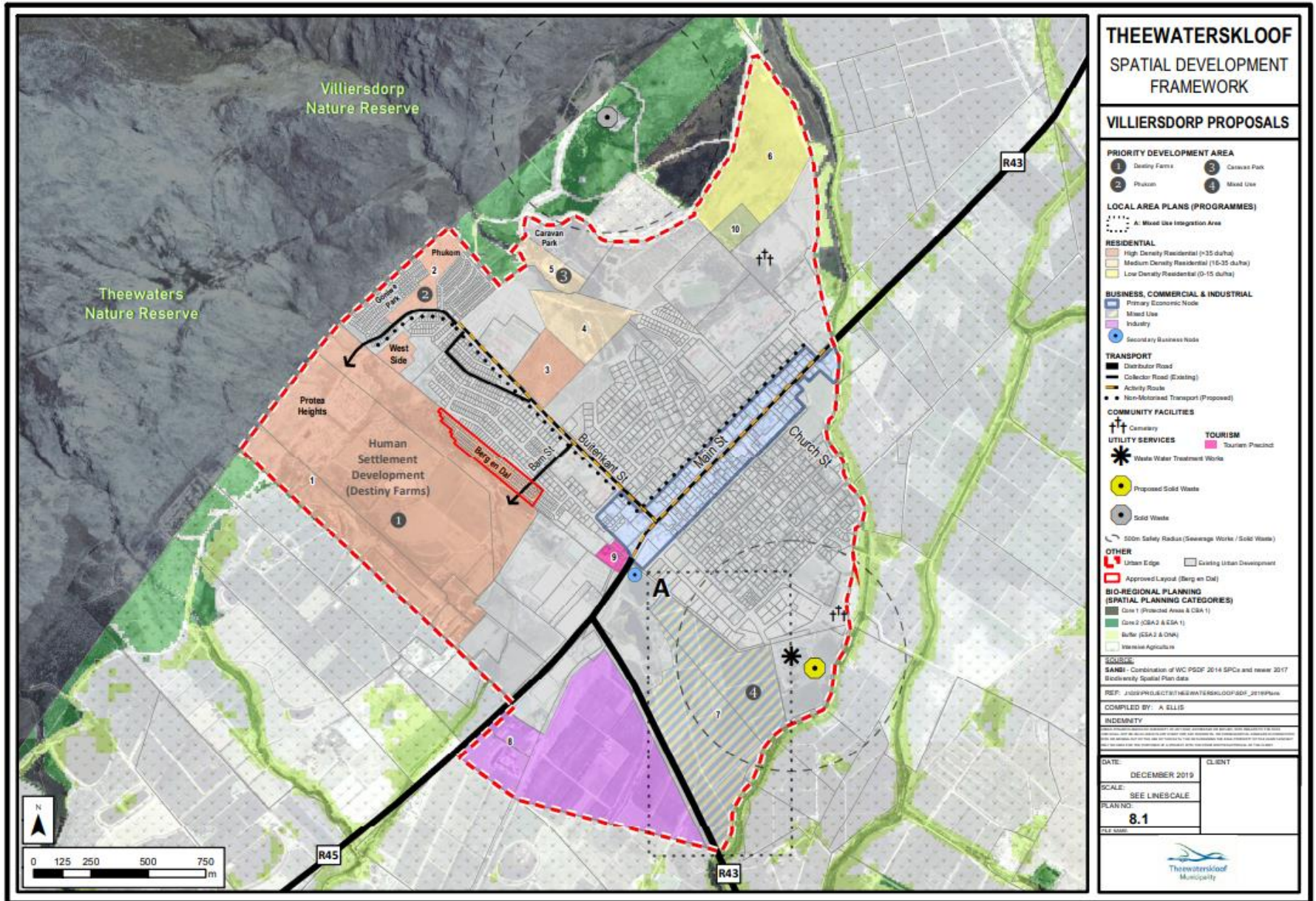


Figure 74: SDF proposals Villiersdorp, source 2019 SDF

In efforts to achieve the municipality's objective to optimise transport linkages, the SDF proposed the following proposals within rail and road transportation.

- Activity streets.
- Multiple NMT and cycle ways within the towns.
- Develop freight transport interchange infrastructure in the Grabouw area.
- Upgrade rail-based tourism infrastructure in the identified towns.

5 Transport Needs Assessment

The transport needs assessment was conducted through the assessment of the TR, IDP, stakeholder consultations with both the communities and municipalities, as well as with relation to the future transport demand as per the SDF. The transport needs assessment was done per individual local municipality.

5.1 Stakeholder Consultation Meeting notations:

The stakeholder consultations were done two-fold. One was done with the Local and District municipalities and another was done with the ODM District Municipality and taxi industry. The meetings discussion is captured in chapter 11.

5.1.1 Needs identified from the meetings

A series of meetings was held with the district and with the local municipalities. The meetings were held from the 28-31 October 2019. The needs of these meetings with each LM is discussed below.

5.1.2 Theewaterskloof LM

During the stakeholder consultation meetings with the local municipality, the following points were discussed:

- The Pavement Management Strategy and Road Masterplan includes reseal and upgrade projects for the next five years.
- Traffic, NMT and PT issues are documented in the SDF and Roads Masterplan.
- The municipality has recently bought a repair machine for road repairs.
- A three-year capital project has been approved for new roads in the municipality.
- A new taxi rank location in Caledon is required.
- Freight vehicles traveling through Caledon are damaging the CBD roads and these must ideally use the periphery gravel roads.
- The stretch of the N2 running through the municipality is currently being upgraded between Caledon and Riviersonderend. The remainder of the construction duration is two years.
- NMT throughout the municipality is an issue and needs to be a priority. The five small towns are a major priority as NMT is the preferred mode of transport there.

5.1.3 Overstrand LM

During the stakeholder consultation meetings with the local municipality, the following points were discussed:

- NMT and PT strategic plans for Overstrand have been developed.
- OLM has developed a CBD Regeneration Framework for Hermanus. Part of this includes taxi rank upgrades and street revitalisation.
- Three road projects are planned, which includes two trunk roads, as well as a bypass for Hermanus.
- Masakhane's Business Plan includes the following projects:
 - Upgrading of the existing covered taxi rank and terminus.
 - Upgrading of the toilet facilities.
 - A 1,2m wide pathway network will be constructed through the centre of the township, channelling the pedestrians from the informal settlements through the township to the first phase Taxi rank/CBD precinct.
- Upgrade of the new Hermanus taxi rank is planned.

- The following needs were identified for OLM:
 - Mount Pleasant requires a rank.
 - Hermanus requires a tourist harbour.
 - Gansbaai requires a commercial harbour.
 - Hawston has a proposed housing development for fish haven, which comprises of 20 000 houses.
- An Overstrand PSTP Plan was developed by the Western Cape Government. This document contains multiple projects and strategies for NMT and PT infrastructure and systems to be rolled out in Overstrand. It further identified implementation and funding requirements.

5.1.4 Swellendam LM

During the stakeholder consultation meetings with the local municipality, the following points were discussed:

- Freight traffic entering the town is a major problem in Swellendam.
- A fuel station/ truck stop is required on the N2, at Swellendam.
- Railton township access is insufficient, which will become more problematic with the development of an additional 1000 erven in Railton.
- Swellendam requires a revised study to be done to re-evaluate the road hierarchy and identify upgrading projects.
- Swellendam requires additional taxi stops. The Checkers rank is just temporary and the bus stop next to the hotel is small and insufficient for future growth.
- At Buffeljagsrivier, the at-grade intersection with the N2 is very dangerous, especially in misty and poor weather conditions. This is the access to the agri-industrial area and thus mainly large vehicles make turning movements at this intersection. An underpass has been proposed for this intersection.
- A ring road extension from Renonkel Street in Railton to link Railton to the N2 underpass is proposed in Swellendam.
- An extension of Bontebok Street, linking Railton and the industrial area in Swellendam is proposed.
- An industrial link road is also proposed in Swellendam.
- A large amount of development, with inadequate parking in Barrydale along the R62, frequently causes unsafe traffic situations.
- Suurbraak has a speeding issue in the main road of the town.
- A motorised pont at Malagas is planned across the Breede River.
- Witsand wants a ferry between Witsand and Infanta.
- Infanta-Malgas gravel road should be surfaced with the upgrade of the pont.

5.1.5 Cape Agalhus LM

During the stakeholder consultation meetings with the local municipality, the following points were discussed:

- Current planned projects in the Cape Agulhas Municipality were noted. These include:
 - Bredasdorp:
 - New taxi rank planned for Bredasdorp next to the police station, on Anderson Road.
 - Housing development close to the golf course in Bredasdorp.
 - Struisbaai:

- Sea Shack Hotel being developed by a private developer.
- Old Age home being developed by a private developer.
- Hardware store with residential units.
- Tour buses to Struisbaai.
- The municipality indicated that they currently have issues with the affordability of long-distance taxis.
- Most of the capital budget is being spent on reseals.
- No EPWP projects.
- No new roads are currently planned.

5.2 Needs identified for the IDP

During the IDP process, the municipality went through a ward-based planning process. The aim of the process was to prioritise projects identified in the IDP Representation Forum. From this, the transport needs were identified. The needs for each local municipality are shown below:

5.2.1 Theewaterskloof LM

During the IDP process, the municipality went through a ward-based planning process. The aim of the process was to prioritise projects identified in the IDP Representation Forum. From this, the following transport needs were identified:

5.2.1.1 Riviersonderend (RSE)

The following transport related needs were identified for RSE:

Stakeholder:

- Illegal parking of trucks
- Removable speedbumps in Voortrekker Road
- Speed control – static cameras on N2
- Paving of De La Vignestreet
- Traffic law enforcement – Riebeeck Avenue
- Upgrading of streets: Marais-, Fullard-, Gousblom- and Freesiastreet

Ward 1:

- Upgrading of streets: Oostergloed

5.2.1.2 Greyton/Gen

The following transport related needs were identified for Greyton/Gen:

Ward 2

- Green safe route between Heuwelkroon and Greyton

5.2.1.3 Caledon

The following transport related needs were identified for Caledon:

Stakeholder

- Taxi owners wants an increase in the number of permits.
- Identify high accident areas and patrol them.
- Identify new taxi ranks.

Ward 3

- Trail along the bridge from Hoogstraat to the tunnel

Ward 4

- Interim taxi rank for Riemvasmaak area
- Speed humps/street names at Santa New Extension
- Taxi – bus shelter (Sitesaviwa/Uitsig hoërliggend)
- Upgrading entrance road to Santa/Site Saviwa

5.2.1.4 Villiersdorp

The following transport related needs were identified for Villiersdorp:

Stakeholder

- Pavements in town need attention
- Speedhumps in the streets at Mountain Hill
- Ward 5 and ward 6 pavements (Protea Street)

Ward 6

- Speedhumps - Serruria

Ward 9

- Bus shelters on Main Road
- Public transport system for matriculates to tertiary institution.

5.2.1.5 Grabouw

The following transport related needs were identified for Grabouw:

Ward 11

- Paving of roads – Bosbou Water Works

Ward 13

- Upgrading of street – Bosbou Water Works

Ward 14

- Establishing of green road (safe route) for people going to work.
- Cycling routes on current road infrastructure
- Passenger service on railway line
- Traffic department

5.2.2 Overstand LM

During the IDP process, the municipality went through a ward-based planning process. The aim of the process was to prioritise projects identified in the IDP Representation Forum. From this, the following transport needs were identified:

5.2.2.1 Ward 1 (Franskraal and Masakhane)

The following transport related needs were identified in ward 1:

- Surfacing of gravel roads in Franskraal/Masakhane
- Pedestrian access intersection (industrial area) in Masakhane
- Upgrade of Main Road 28 (Hermanus-Gansbaai) due to high traffic volumes during peak holiday season

- Ambulance services in Masakhane

5.2.2.2 Ward 2 (Gansbaai, De Kelders, Kleinbaai and Blompark)

The following transport related needs were identified in ward 2:

- Deteriorating road infrastructure in Blompark needs attention
- Surfacing of gravel access road to landfill site in Gansbaai
- Upgrade of Provincial paved road (R43) between Hermanus and Gansbaai

5.2.2.3 Ward 3 (Hermanus and portion of Westcliff)

The following transport related needs were identified in ward 3:

- An efficient public transport system that goes beyond minibus taxis in Overstand area as a whole, but focused on the CBD.
- Area allocated for tourist buses for secure overnight parking and drop-and-go points.
- Upgrade gravel section of Fernkloof Drive between Hermanus Heights & Fernkloof.
- Install traffic light at Brug Street/Main Road intersection in East Cliff.
- Traffic calming
- Paving of Flat Street in Kwaiwater.
- Paving of the section of Mitchell Street, adjacent to erf 7612 in East Cliff.
- Implementation of sidewalks near Generation School in East Cliff area.

5.2.2.4 Ward 4 (Mount Pleasant, Hemel-en-Aarde Valley and portion of Westcliff)

The following transport related needs were identified in ward 4:

- Traffic calming measures in Westcliff.
- Taxi rank and bus facility in Dahlia Street, Mount Pleasant.
- Sidewalks in Westcliff Road, Uitkyk, China Town, Dahlia Street and Aster Street.
- Extension of Still Street from New Harbour to start of Cliff Path-access road to western end of Cliff Path and parking/lookout area.

5.2.2.5 Ward 5 (Zwelihle South)

The following transport related needs were identified in ward 5:

- Upgrading of Zwelihle taxi rank
- Sidewalks & traffic calming

5.2.2.6 Ward 6 (Zwelihle North)

The following transport related needs were identified in ward 6:

- Upgrading of Zwelihle taxi rank
- Sidewalks & traffic calming

5.2.2.7 Ward 7 (Sandbaai)

The following transport related needs were identified in ward 7:

- Pavements/sidewalks/cycle lanes (especially along Main Road in Sandbaai)
- Paving of roads - Sandbaai
- Traffic calming - Sandbaai

- Sustainable transport – non-motorized transport project
- Public transport
- Sidewalks & traffic calming

5.2.2.8 Ward 8 (Hawston, Fisherhaven and Honingklip)

The following transport related needs were identified in ward 8:

- Traffic calming - Hawston & Fisherhaven
- Sidewalks – Hawston & Fisherhaven

5.2.2.9 Ward 9 (Klienmond, Mountain View and Palmiet)

The following transport related needs were identified in ward 9:

- Traffic issues (improving roads, adding roundabouts, signs, speed cameras, speed humps) in Kleinmond.
- Maintenance of existing walkways (new – including Heuningkloof) – Kleinmond.
- Paving of roads to Palmiet picnic area – Kleinmond
- Public transport – Kleinmond

5.2.2.10 Ward 10 (Betty’s Bay, Pringle Bay, Rooiels, Overhills and Proteadorp)

The following transport related needs were identified in ward 10:

- Upgrading and maintenance of existing gravel roads – Betty’s Bay, Pringle Bay & Rooiels
- Paving of strategic roads (Myrica Road, Waterfall Road, Disa Road, Wheeler Road, Dolphin Road, Park Road, Baumgarter Place in Betty’s Bay, Buffels Road, Pringle Bay and Anemone Road, Rooiels).

5.2.2.11 Ward 11 (Stanford, Baardskeerdersbos, Pearly Beach, Viljoenshof, Withoogte and Buffelsjagbaai)

The following transport related needs were identified in ward 11:

- Public transport (taxi rank) – Buffeljagsbaai/Eluxolweni
- Municipal street (Long-, Short-, Market-, De Bruin-, Hagia- and Bezuidenhout Street) – Stanford
- Upgrade of provincial road between Hermanus & Gansbaai (R43)
- Roads (Broadway Street) – Pearly Beach
- Paving of proclaimed provincial road (DR1211 between Pearly Beach & Baarskeerdersbos) and minor road (MR 4026 between Uilenvlei & Grootbos).
- Traffic calming – Pearly Beach

5.2.2.12 Ward 12 (Zwelihle North West)

The following transport related needs were identified in ward 12:

- Sidewalks and traffic calming – Zwelihle

5.2.3 Swellendam LM

During the IDP process, the municipality went through a ward-based planning process. The aim of the process was to prioritise projects identified in the IDP Representation Forum. From this, the following transport needs were identified:

5.2.3.1 Ward 1 (Swellendam: Cooper Street/Railton/Town/Swellendam Farms/Stormsvlei)

The following transport related needs were identified for Swellendam:

- Building and sidewalks to be disabled-friendly

- Upgrading of all roads in the industrial area to include improved street lighting, as well as sidewalks.
- Construction of a truck stop.

5.2.3.2 Ward 2 (Barrydale: Town/Smitsville/Barrydale Farms)

The following transport related needs were identified for Barrydale:

- Construction & upgrading of roads & stormwater drainage in Smitsville

5.2.3.3 Ward 3 (Suurbraak/Buffeljagsrivier/Malagas/Infana & Farms)

The following transport related needs were identified for Buffeljagsrivier, Suurbraak & Infanta/Malgas:

- Paving of all roads in Buffeljagsrivier together with the installation of streetlights, especially in Jansen Street.
- Speedbumps: Wessel-, Marais-, Titus Street and Heideweg

5.2.3.4 Ward 4 (Swellendam: Town/Railton Old Block/Railton Rondonskrik)

No transport related needs were identified for Railton & Swellendam – Ward 4:

5.2.3.5 Ward 5 (Swellendam: Railton- 7de Laan/White City/Smartie Town/Informal Settlement)

The following transport related needs were identified for Railton & Swellendam – Ward 5:

- Paving of all roads, especially 7de Laan
- Disabled-friendly speedbumps

5.2.3.6 Ward 6 (Railton – Areas around VGK Church, Edelwise Circle, and Bontebok Street)

The following transport related needs were identified for Railton & Swellendam – Ward 6:

- To construct a second entrance –Produksie Street via the informal settlements was identified as the ideal 2nd entrance and the installation of proper street lights.
- Paving of sidewalks: Bontebok-, Ring-, Anemoon Street
- Speedbumps: Anemoon-Bontebok Street

5.2.4 Cape Agulhas LM

During the IDP process, the municipality went through a ward-based planning process. The aim of the process was to prioritise projects identified in the IDP Representation Forum. From this, the following transport needs were identified:

5.2.4.1 Ward 1

The following transport related needs were identified for Elim:

- Paving of street in town, and formalising of sidewalks
- Bus stop shelter

The following transport related needs were identified for Napier:

- Construction of bus/taxi stops
- Upgrading of roads
- Paving of West Street

5.2.4.2 Ward 2

The following transport related needs were identified for Bredasdorp & Klipdale:

- Paving of streets (all 5 street in Klipdale) and access road to Carolineville - Klipdale
- Access bridge for cars Golf/Baatjies streets - Bredasdorp
- Footbridge at Ou Meule and Long Street - Bredasdorp

5.2.4.3 Ward 3

The following transport related needs were identified for Bredasdorp:

- Paving of all gravel roads
- Upgrading of sidewalks
- Subsidised public transport

5.2.4.4 Ward 4

The following transport related needs were identified for Bredasdorp & Protem:

- Paving of roads - Protem
- Upgrading of the road on the way to Swellendam, up to the railway, as well as the road to Struisbaai
- Speedbumps - Bredasdorp
- Detour for heavy vehicles – Bredasdorp
- Paving of last portion of Roux Street – Bredasdorp

5.2.4.5 Ward 5

The following transport related needs were identified for Struisbaai, L'Agulhas and Suiderstrand:

- Improve traffic flow (circles/additional parking). Main Road/Marine Drive – Struisbaai.
- Upgrade road to Struisbaai North Caravan Park.
- Upgrade Duiker Street Parking – Struisbaai.
- Upgrade road – Kwikkie Street – Struisbaai.
- Upgrade pavements Dolfyn Laan, Rondomskrik and 1st – 7th Avenue (and kerbs) – Struisbaai.
- Public transport – L'Agulhas to Bredasdorp.
- Traffic count (in and out of season) – Main Road and Marine Drive.
- Upgrade Struisbaai/Bredasdorp Road – needs to be widened because of flooding.

5.2.4.6 Ward 6

The following transport related needs were identified for Bredasdorp & Arniston:

- Bridge to connect Golf Street with Baadjies Street – Bredasdorp.
- Upgrading sidewalks in whole ward.
- Paving of Steenbras-, Geelstert-, and Krans Street.
- Subsidised public transport.
- Taxi ranks.
- Taxi shelters in ward 6.
- Speed bumps needed in Kassiesbaai.

5.3 District IDP needs identified

The IDP was reviewed in 2018-2019. The transport and roads needs that were identified for the Overberg district were as follows:

- SG#1: To ensure the well-being of all in the Overberg through the provision of efficient basic services and infrastructure.
 - Rehabilitation of road DR 1286 (Krige) by June 2019.
 - Kilometres of gravel roads to be re-gravelled. A number of roads has been identified through the district that requires re-gravelling.
 - Kilometres of gravel roads to be bladed in 2018/19 and then an estimated 6000km per year.
 - Submit annual Business Plan for Provincial roads budget allocation to Provincial DTPW by March 2019 and every year from there onwards.
- SG#2 to promote Regional Economic Development by supporting initiatives in the District for the development of a sustainable district economy.
 - Review Municipal Policy on EPWP and table to Council by December 2017
 - Create temporary work opportunities through the EPWP programme

The needs and goals above have led to the needs of the following projects needs for 2019-2023, which have capital budget funded by the PAWC for the district roads:

- Re-gravelling:
 - MR 270 (Witsand km 11.50 – 20.10) Swellendam
 - DR 1325 (Sdam/Drew km 0.35 – 12.84) Swellendam
 - DR 1314 (Mullersrus km 0.00 – 2.56) Swellendam
 - OP 4026 (Grootbos km 0.94 – 7.45) Overstrand
 - DR 1252 (Tesselaarsdal km 0.18 – 13.00) Theewaterskloof
 - DR 1255 (Tesselaarsdal km 4.96 – 8.31) Theewaterskloof
 - DR 1264 (Highlands km 0.00 – 10.26) Overstrand
 - DR 1251 (Spitskop km 0.00 – 19.50) Swellendam
 - DR 1207 (De Mond km 0.00 – 14.33) Cape Agulhas
 - NP 276 (Boontjieskraal km 0.49 – 6.72) Theewaterskloof
 - DR 1298 (Middelplaas km 0.13 – 21.08) Theewaterskloof
 - OP 4017 (Stanford km 0.00 – 9.37) Overstrand
 - DR 1211 (Pearly Beach km 6.70 – 9.64) Overstrand
 - DR 1210 (Moddervlei km 0.00 – 9.00) Cape Agulhas
 - DR 1303 (Riviersonderend/Greyton km 0.00 – 24.00) Theewaterskloof
 - DR 1313 (Donkerhoek km 2.86 – 13.82) Theewaterskloof
- Reseal
 - OP 4058 (Mispah km 0.00 – 6.64) Theewaterskloof
 - DR 1295 (Appletiser km 0.00 – 0.37) Theewaterskloof
 - DR 1287 (Viljoenshoop km 0.00 – 7.45) Theewaterskloof

- OP 4057 (Knoflokskraal km 0.00 – 1.22) Theewaterskloof
- DR 1336 (Highnoon km 0.00 – 8.17) Theewaterskloof
- DR1298 (Berea km 21.08 – 26.52) Theewaterskloof
- Upgrade/Rehabilitation
 - DR 1286 (Krige km 0.00 – 3.72) Theewaterskloof
 - DR 1001 (Hangklip km 3.64 – 7.69) Theewaterskloof
 - DR 1206 (Buffeljagsbaai km 11.68 – 16.18) Overstrand
 - DR 1284 (Klipheuwel km 0.00 – 3.70) Theewaterskloof
- Roads Maintenance Operational Budget proposed projects
 - Blading (Gravel Roads)
 - Blading 6000km Overberg Region for the next five years
 - Normal Maintenance
 - All Tar and Gravel Roads Overberg Region next five years

In addition to the district-funded projects, an additional set of provincial projects was identified from the 2019 IDP review:

- C 838.6 MR 269 W/Parsons Hemel-en-Aarde to Sandbaai Reseal/Rehab: 16.17km
- C 852 MR 276 Mott/PDNA Boontjieskraal Road Upgrade Gravel Road: 6.72km
- C 968 TR 28 EFG Hermanus Relocate TR 28 to Bypass Hermanus
- C 1000 TR 28/2 EFG Hermanus - Stanford Rehab: 17.76km
- C 1006 DR 1223 W/Parsons Bredasdorp – Malgas (De Hoop Rd) Upgrade Gravel Road: 9.26km
- C 1011 MR 281 Aecom Rooihoogte – Draaiberg, between MR 279/TR 30/1 Upgrade

5.4 Needs identified from the TR

The following needs were identified through the TR process:

- The Bredasdorp Checkers, Spar and U-save ranks is too small and is being utilised in the peak periods at 200%. The ranks have no electricity, or offices, the checkers ranks is informal with no roof structure and ablution facilities. The informal checkers rank is the most utilised rank in Bredasdorp.
- The Hawston rank is insufficient and is being utilised at over 100%.
- The Zwelihle rank is insufficient and is being utilised at over 100%. There are over 30 peak hour departures .
- Standford rank is insufficient and is being utilised at over 100%.
- Gansbaai rank is insufficient and is being utilised at over 100%.
- Villiersdorp rank is insufficient and is being utilised at over 100%. This rank has no ablution facilities, 25 peak departures and a demand of 380 passengers in the peak hour period. There is a need for this rank to be improved.
- Most routes are operating at capacities exceeding or at 100%.

- Modal split is high for NMT and yet there is a lack of NMT infrastructure and connectivity
- Many routes exist in the ODM for public transport, yet the surveys revealed that many of these routes are similar.
- There is no passenger rail service in the ODM
- Only 16% of the total scholars in the ODM are catered for with learner transport
- Road freight has a large percentage of the total freight transport. This is damaging the road and resulting in overloading issues.
- Freight rail infrastructure is poor
- There is a need to move from road to rail regarding freight

5.5 OLM Provincial Sustainable Transport Plan (PSTP)

In 2018, the Overstrand Local Municipality PSTP was developed, the OM PSTP was developed with is focussed on improving local transport systems by implementing sustainable transport initiatives, with a particular focus on public and non-motorised transport (NMT) and improved access for marginalised and low-income communities, PSTP 2018.

The PSTP identifies key issues affecting the transport system in the OM. It identifies a sustainable vision and addresses the key issues through strategies and interventions.

The key issues as identified in the OM PSTP are as follows regarding transport:

- No formal public transport services are available to low and no-income communities dependent on unsubsidised minibus taxis (MBTs) services.
- The primary modes of transport in the region are private vehicles (46% of mode share) and non-motorised transport (NMT) (40% of mode share). Public transport only makes up 14% of trips.
- In a number of instances high-density, low-income areas are located within reasonable walking distance of the main employment and service centres, resulting in high levels of NMT activity.
- Safety conditions for NMT users are not satisfactory, as evidenced by the high incident statistics, including serious and fatal incidents.
- Improvements to NMT infrastructure are ongoing, but small scale due to limited budget.
- High private vehicle use leads to increasing congestion in the Hermanus area, particularly along the R43 between Onrus and the Hermanus CBD.
- Parking and congestion issues are experienced particularly during peak tourism periods.
- Learner transport is available, but there are concerns related to accessibility, safety (e.g. overloading), reliability and support infrastructure (e.g. shelters).
- There is a need for improved MBT rank and stop infrastructure.
- Based on the high levels of NMT trips (40% mode share) cycling should play a larger role in the transport system.
- According to Census 2011, persons difficulty seeing, hearing, walking, communication account for 16% of the Overstrand population, however there are no Universal Access transport services available to service these residents.
- The R44 and the R43 are primary movement corridors, however when they pass through towns they perform a key access function for land uses. This leads to tension between the need for vehicle mobility and land use access requirements, which can compromise mobility.

- Car-oriented development trends have resulted in a significant increase in private vehicle numbers over the last 15 years leading to congestion in Hermanus and other towns.
- MBT regulation and enforcement, and facilities management are the responsibility of different departments.
- The Infrastructure and Planning Department are responsible for the construction of infrastructure, but the maintenance/operations of infrastructure is the responsibility of the Community Services Department.
- There are significant capacity constraints experienced in the Traffic Department which is responsible for enforcement.
- Funding constraints are significant with only R7,415 million of the capital budget allocated to transport-related projects for the 2017/2018 financial year. The total capital budget for 2017/2018 is R97.6 million.
- Significant Provincial transport funding has to date been focussed on vehicular mobility on provincial roads (R43 upgrades, planned Hermanus bypass, planned Stanford Road upgrade).

The plan then developed key objectives to achieve sustainable transport in the municipality:

1. Provide access for all to key services and amenities in the Municipality
2. Improve safety and security
3. Contribute to quality of life for all residents of the Municipality
4. Provide real and attractive transport choices
5. Support the economic growth of the Municipality
6. Minimise environmental impacts
7. Establish a development framework that embraces technological change

To achieve the objectives the plan outlined 6 strategies and interventions.

1. Public Transport: enhancement of minibus taxi operations, new and improved interchanges and stops, improved community transport, and improved public transport safety and security.
2. Cycling and Walking: improved infrastructure and non-motorised transport promotion (including safety and security).
3. Smarter Choices: education and generating improved awareness of alternative travel choices through behavioural change techniques.
4. Roads and Traffic Management: the efficient movement of people and goods, managing congestion and parking, maintaining air quality, and improving road safety.
5. Technology: contemporary forms of information provision including web-based technology, investigating technology to improve traffic management and monitoring and exploring electric vehicle support infrastructure.
6. Development Planning: encouraging the integration of land-use and transport planning in proposed developments.

The implementation plan further developed a performance indicator that allows for the measurement of the effectiveness of the plan over time. The performance indicators are shown below:

1. Reduction in pedestrians killed or seriously injured in road traffic crashes
2. Reduction in children killed or seriously injured in road traffic crashes
3. Congestion – reduction in the average journey time per Km during the morning peak
4. Improved access to key services (education, healthcare) by public transport, walking and cycling

5. Public transport services that are reliable and run to a specified peak and off-peak frequency schedule.
6. Increase in public transport patronage.

6 Public Transport Plan

6.1 Policies and Strategies

6.1.1 Background to Public Transport in South Africa

The need for an improved public transport system in South Africa is not a new concept. This idea span from before 1996 with the amendment to the national white paper and hereafter into the policy's developed in the Moving South Africa, 1999 report which translated into a clear vision that essentially resulted in the amendment of the NLTF.

“Mainstream urban public transport operations will meet the needs of currently marginalised users, including the Stranded and Survival customer segments, scholars, users with disabilities, prioritised tourist customers and transferring long distance passengers. Over time, as active measures to restrain private car use become effective, viable public transport alternatives will be targeted at the Selective customer segment who are willing to use improved public transport. This will necessitate more, better and different types of public transport services. In order to meet these goals, the public transport system will attract sufficient customers per vehicle per day to ensure that fares are affordable, operations are sustainable, and the system as a whole is able to generate adequate funds for the upgrading of both infrastructure and vehicles. To achieve this vision, public transport provision must be planned and regulated at the local level, with local control over stable funding sources for both operations and infrastructure, detailed research into local customer needs and close co-operation with local land use planning and other relevant local functions” Department of Transport (1999) Moving South Africa.

This statement essentially evolved into a system that needed to adjust for affordable, accessible, safe, reliable, efficient and most importantly be sustainable public transport. Moreover, the MSA, 1999 stated that,

‘The creation of high-volume corridor operations over parts of the current network where the greatest potential demand exists. Plans for these corridors must aim to meet customers’ speed and safety goals by providing for dedicated public transport road space, high quality transfer facilities and high operating frequencies. Both line-haul modes (those that provide transport in the major corridors between major nodes) and feeder services will be specified in the plan and all operations will be regulated by performance-based contracts. Subsidies in these corridors will be targeted at infrastructure development and/or at specific customer segments. Building the basic platform will require strong transport authorities in the local sphere of government with capacity (both financial and human) for innovative customer research, corridor network planning, prioritising infrastructure investment (for all transport modes and roads), contract management, service monitoring, and enforcement of safety and competition rules. Town- and city-wide land use visions are also required to define the strategic spatial form and to reinforce existing and potential public transport corridors. Throughout the period of implementing this agenda, the relevant transport and land use authorities will need to develop innovative forms of local-level co-operative governance to achieve an optimal city spatial form. Managing the spatial form of the city is a crucial pre-requisite for realising effective access to opportunities for all.

This then lead in provincial land transport framework being developed and updated every 5 years and spiralling down into district and local government spheres for implementation. The need to move people safely, effectively, affordably, reliably and sustainably is an essential component to any economy.

6.1.2 National Policy on Public Transport

The key elements of national policy pertaining and relevant to public transport are highlighted as follows:

6.1.2.1 NLTA No. 5 of 2009

According to the NLTA, the province is responsible for the general coordination of land transport in the province, resulting in a provincial view on rail that should be pursued in collaboration with all relevant stakeholders. The provincial government has a role as overseer who must ensure that an adequate public

transport system is brought into being. Since 2007, National government has had a policy framework to pursue the creation of car competitive Integrated Rapid Public Transport

Networks (IRPTNs) in the 12 major urban centres of the country (inclusive of Cape Town) with George becoming the 13th city. For the non-metropolitan areas of the province, where Integrated Public Transport Networks (IPTNs) are envisaged to be rolled out national policy has more recently been amended to reflect that right of way is less important as was initially envisaged in the BRT concept, and more emphasis is put on availability of affordable, efficient, scheduled and integrated public transport.

The NLTA provides for certain functions that reside with the national government that may be assigned to provinces or municipalities in certain circumstances, and that functions that reside with provinces may be assigned to municipalities in certain circumstances. With reference to Chapter 15 of the PLTF: A Summary Relevant Policy and Legislation, the following elements of the NLTA are highlighted in terms of relevant public transport policy:

- Section 40 of the NLTA provides that provinces and planning authorities must take steps as soon as possible after the date of commencement of the Act to integrate services subject to contracts in their areas, as well as appropriate uncontracted services, into larger public transport systems in terms of relevant integrated transport plans,
- Section 15 provides that every municipality that is establishing an IPTN or has significant passenger rail services in its areas must establish an IPC. The function of this committee is to coordinate the interaction of the various modes within the public transport system.
 - The NLTA makes provision for the establishment of three regulating entities:
 - A National Public Transport Regulator (NPTR) (established in terms of section 20 of the NLTA);
 - A Provincial Regulating Entity (PRE) (established in terms of section 23 of the NLTA),
 - A Municipal Regulating Entity (MRE) (established in terms of section 17 of the NLTA).
- In terms of section 11(1) (a) of the NLTA the national government is responsible for the operating licensing function. This can be assigned to municipalities. The function is currently being undertaken by the Provincial Regulatory Entity (PRE) and must continue to do so until an assignment takes place. If the operating license function is assigned to the CoCT, it will become responsible for issuing operating licenses for all public transport services taking place within its municipal area, and related functions. Note that the CoCT has considered taking over this function and undertook a feasibility study, but to date has not achieved an assignment from the Minister.
- In section 36 of the NLTA it is required that all planning authorities prepare Integrated Transport Plans (ITPs), which has to include a rationalisation plan where subsidised road-based public transport services are being rendered. These plans serve as the basis for the rationalisation of subsidised public transport in that particular area.
- The NLTA in section 40 prescribes that provinces and planning authorities must take steps as soon as possible after the date of commencement of the Act to integrate services subject to contracts in their areas, as well as appropriate uncontracted services, into the larger public transport system in terms of relevant integrated transport plans.

6.1.3 National Rail Policy

The national rail policy highlights the following key components pertaining to commuter rail. **(This information is provided for policy clarification purposes, although it is not applicable at all in the Overberg DM.)**

- Maximising the competitive and environmental advantages of rail transport for moving high volumes of people,
- Encourage appropriate use of rail transport through promoting effective intermodal planning, efficiency, regulation, facilities and collaboration,
- Enable private sector participation on mutually agreed terms where latent capacity exists,
- Subsidies (where provided) must be transparent, targeted and monitored,
- Safety and security for railway passengers is of prime importance,
- Adequately protect and secure railway assets and those of passengers. The Green Paper (2015) on National Rail Policy states that to give effect to these policies the national department is to define a scope for a rail revitalisation programme designed to direct rail investment processes in a way to accelerate the achievement of the policy objectives. In order to address the institutional requirements a National Rail Policy Steering Committee has been established to provide strategic direction and monitoring. It should be noted that other relevant policies to commuter rail include the following elements:
 - PRASA Strategic Plan elaborates on its planned interventions to deal with the rail issues particular to the Western Cape – the planned upgrading of the full network and operations are outlined. Connectivity to nodes elsewhere in the province such as Mossel Bay and George are highlighted,
 - The CoCT prepared a Rail Framework initially in January 2012, to the CoCT’s vision for the role of the rail mode for passenger transport, as well as the provision of rail services within its municipal area. Its purpose is to guide the City’s strategic approach towards the provision of the rail component of an integrated transport system in the best interest of its citizens and users,
 - The CoCT, DTPW and PRASA have a draft MOU dealing with the coordination of planning and co-operation,
 - PRASA has a key operational efficiency measures initiative that seeks to optimise the operations of Metrorail.

6.1.4 Public Transport Policy in the Western Cape

Public transport in the Western Cape provides mobility for the majority of its citizens, despite it being perceived as often unsafe, insufficient and unaffordable. The Constitution and the National Land Transport Act (NLTA, Act No. 5 of 2009) principally determines the land transport responsibilities. Within this context the table below extracted from the PLTF 2019 provides a summary of the respective roles and responsibilities within the spheres of government.

Table 73: Extracted summary of government spheres and responsibilities for PT

Spheres of government	Key roles and responsibilities
National Government	Policy, legislation and coordination functions Funding, land transport infrastructure and public transport operations
WCG	Provincial planning and coordination functions Capacity building and support, specifically to local municipalities Regulation, including public transport Provision for joint performance of municipal functions
District Municipality	District transport planning function Regulation of passenger transport services (In practice this role seems to be superfluous)
Local Municipality	Local planning, implementation and management of Integrated public transport networks (IPTNs), including: Land transport planning; contracting; infrastructure; management; systems; fare collection; safety and security; and, marketing and communication.

Municipal Structures Act (No. 177 of 1998) stipulates that district municipalities are responsible for “the regulation of passenger transport services”, while local municipalities are responsible for all other municipal transport functions. It is clear that although the NLTA provides an enabling framework for local municipalities to undertake these functions, both capacity and funding constraints are limiting the ability of local municipalities to take-up these functions effectively.

The provincial policy on transport is drawn down from the stated strategic objectives and goals. With reference to Chapter 2: Transport Vision, Objectives and Policy, the Western Cape’s long-term vision and plan as outlined in “One Cape 2040 Long term vision and plan for the Western Cape; the province aims to promote a more inclusive and resilient economic future for the Western Cape region, through a long-term economic agenda. The agenda is based on focusing on six specific areas to realise transitions, in which land based public transport has a major enabling role to play. The basic policy for the Western Cape is as follows regarding the role of public transport:

- Public transport to facilitate access to education facilities.
- Public transport to enable access to the workplace.
- Public transport to enable customers to access shopping destinations of choice.
- Public transport to replace private car use, reducing congestion and harmful emissions.

- Public transport to facilitate effective and inclusive integration of communities, particularly fostering rural connectivity.
- Public transport to enable access to public services and resources.
- Establish public transport services that are consistent with great places to live in the world.

6.1.5 NMT Policy

NMT planning and design is included in the National Transport Policy, which reads as follows:

“Policy

Adequate and sustainable funding for the promotion, implementation and development of NMT will be made available.

NMT modes will be endorsed and the use thereof facilitated. Infrastructure and maintenance standards will be developed and must recognise NMT as an essential mode of transport.

Traffic legislation must be developed to recognising NMT as an alternative mode of transport including being a feeder to other modes of transport.

Marginalised groups should be empowered including the promotion of SMMEs through NMT.

Measures will be developed and implemented in order to reduce the number of traffic fatalities of vulnerable non-motorised road users.

Corresponding measures should be developed and implemented to ensure security for non-motorised road users.

The NMT will be integrated into the formal transport system through transport and spatial development strategies and planning and be explicitly considered in land passenger transport.”

It is therefore important that all transport authorities consider and set policies and frameworks that will promote NMT usage in accordance with the National Policy. These policies should therefore:

- Ensure high-level political support and strong leadership.
- Match the purpose of the organisation and its role in the provision of transport within its jurisdiction.
- Set out the scope of NMT provision encompassed.
- Satisfy universal access requirements.
- Be consistent with other relevant organisational policies, budgets and plans.
- Commit to continual improvement of the NMT systems that meet existing demand, but also increase demand and usage for the benefit of all.
- Made publicly available and carried into municipal by-laws.
- Be communicated within the organisation and to stakeholders.

6.2 Provincial Public transport Strategy

The above policies and principles then lead to the formulation of the VIPS of the Western Cape as specified in chapter 2. The attainment of these goals required four major strategies:

1. Continued roll-out of integrated public transport services in the province designed to connect metropolitan, urban and rural public transport networks,

2. Integrated rapid public transport network, MyCiTi, in the Cape Town functional area is centred on the existing railway network an effectively integrated with all transport modes,
3. Supporting and assisting planning authorities to create public transport connections between rural settlements and towns, and address facilities for NMT,
4. Prioritisation and integration of road safety and universal access from conceptual and preliminary design to detail design phases, and the incorporation of road safety elements in the Spatial Development Framework and the Human Settlement Plan.

Based on the Western Capes major strategies, the applicable requirements and strategies for the ODM is items 1, 3 and 4.

6.3 Overall Network Design

The current PT network consists of long-distance buses operating through TWKLM, SLM and OLM. There are private tour buses that operate through CALM as tourist operations. There is not commuter rail network through the ODM. The coverage of the PT network through the populated areas of the LM's is rather good with the following coverage:

- CALM
 - 6 official routes
 - 5 observed routes
 - All mini-bus taxis
 - Bredasdorp to Bellville, within Bredasdorp, Napier, Caledon, Somerset-Wes, Top Deck Cape Town, Struisbaai, Agulhas and Arniston
 - Observed routes were:
 - Bredasdorp from Checkers to Bastiaan St
 - Bredasdorp from FNB to U-save
 - U-save to FNB in Bredasdorp
 - Bredasdorp Checkers to Napier
 - Bredasdorp FNB to Napier
 - Bredasdorp U-save to Napier
 - Bredasdorp Spar to Napier
 - There were no observed mini-bus taxi routes to Struisbaai, Arniston and or Agulhas. These towns are characterised by holiday seasons and may have peak trips during holiday times.
- OLM
 - 7 Official Routes
 - 13 observed routes
 - All mini-bus taxi routes
 - Official routes include the connection of Hermanus to Hawston, Zwelihle, Bellville, Mqanduli, Elliotdale, Gansbaai
 - Connection of Masakhane to Gansbaai

- Observed routes included the following:
 - Hermanus to Stanford (8 intermediate stops)
 - Hawston to Hermanus (1 intermediate stop)
 - Hermanus within Hermanus (Shell fuel station)
 - Hermanus to Zwelihle (7 intermediate stops)
 - Hermanus to Hermanus (10 intermediate stops: last stop at 16th Ave)
 - Hermanus to Mount Pleasant (Return trip: Through Zwelihle, Mount Pleasant into Hemel en Aarde with 11 intermediate stops)
 - Hermanus to Zwelihle (5 intermediate stops)
 - Hermanus to Mount pleasant (3 intermediate stops)
 - Zwelihle to Onrus/ Vermont and return through Mount Pleasant and through Sandbaai (9 intermediate stops)
 - Gansbaai (Masakhane rank) to Hermanus (3 intermediate stops)
 - Whale Coast Mall to Hermanus (1 intermediate stop)
 - Direct route between Mount Pleasant and Hermanus Rank
 - Zwelihle to Hermanus rank (6 intermediate stops)
 - Hermanus to Mount Pleasant to Zwelihle rank
 - Hermanus to Hawston (11 stops in Hawston)
 - Zwelihle to Whale coast Mall
 - Stanford to Hermanus
 - Masakhane to Gansbaai (2 intermediate stops)
 - Zwelihle to Hawston (8 intermediate stops)
 - A total of 445 passengers were observed boarding at the ranks during the on-board surveys of 59 different taxis for the OLM.
 - A total of 515 passengers were observed boarding and alighting at the intermediate stops along the routes.
 - The result is that 70 passengers did not enter the ranks, but were picked up and dropped off along the routes. This is approximately 5 full taxis worth of passengers.
- SLM
 - 5 Official routes.
 - All Mini-bus taxi routes.
 - Connectivity between
 - Cooper street to Swellendam along the main road, Voortrekker St and Stasie Street
 - Railton to Swellendam (Dias st, Bontebok st, Voortrekker St, Stadie St, Theunissen St, Resiebaan St, Siegelaar St, Williams st, Akasia St, Park St, Protea St, Nerrina St, Ring St, Delphineium St, Tulip St, Vrgie Ave, Queen St, Erika St, Stasie St)

- Swellendam to Suurbraak.
 - Swellendam within the local suburbs of Swellendam.
 - Swellendam within the local suburbs of Swellendam and again Railton.
 - No connections to Malgas, Buffeljagsrivier or Rivieronderend via the PRE mini-bus taxi routes.
 - Only two routes were observed
 - Swellendam to Railton route 862.
 - NMT within the towns used predominantly.
 - This route is highly utilised on EOM Fridays and Saturdays.
 - The other routes are rather similar within Swellendam, thus it was assumed that the routes were travelled as a combination rather than only the single route that was travelled.
- TWKLM
 - 38 PRE registered mini-bus taxi routes
 - Connectivity between:
 - Caledon to Bersig/Vleiview (Using Heemraad St)
 - Caledon to Vleiview/ Bergsig (Using Charter St)
 - Caledon to Middleton
 - Caledon to Bergsig (Using Plein St)
 - Caledon to Uitsig
 - Caledon to Bredasdorp
 - Caledon to Mooresburg
 - Grabouw to Mount Fletcher
 - Grabouw to Pineview
 - Grabouw to Hermanus
 - Grabouw to Villiersdorp
 - Grabouw to Viljoenshoop Rd
 - Grabouw to Mataiele (Eastern Cape)
 - Grabouw to Villiersdorp
 - Grabouw to Khayelitsha
 - Grabouw to Klienmond
 - Grabouw to Slangpark, informal settlement
 - Grabouw to Russels St
 - Grabouw to Waterworks
 - Grabouw to Roodakke

- Grabouw to Roodakke
 - Grabouw to Caledon
 - Grabouw to Summerset West
 - Grabouw to Mqanduli (Eastern Cape)
 - Villiersdorp to Grabouw
 - Goniwe Park Villiersdorp to Matatiele (Eastern Cape)
 - Villiersdorp to Goniwe Park
 - Villiersdorp to Steyn Farms
 - Goniwe Park Villiersdorp to Summerset West
 - Villiersdorp to High noon
 - Goniwe Park Villiersdorp to Grabouw
 - Villiersdorp to Caledon
 - Villiersdorp to Hermanus and Klienmond
 - Villiersdorp to Franshoek
- There are multiple PRE registered routes for TWKLM that have the same origin and destination ranks. The routes are slightly adjusted to allow for additional routes licences.
 - The connectivity for TWKLM is high and there are many long-distance mini-bus taxi routes, as well as long distance bus routes.
 - The based on the number of long-distance routes and the number of similar routes, only 17 routes were observed of the 38 PRE routes:
 - Grabouw to Farms: Route 700
 - Grabouw to Khayelitsha: Route 981, T21
 - Grabouw to Somerset West: Route F8
 - Grabouw to Villiersdorp: Route 949, 965, 699
 - Grabouw to Botrivier and Caledon: Route D92
 - Caledon to Greyton: Route J35, 956
 - Villiersdorp to Goniwe: Route D82
 - Villiersdorp to Grabouw: Route K94, J47
 - Villiersdorp to Franshoek: Route N60
 - Villiersdorp to Helderstroon/ Frams: Route not registered
 - Villiersdorp to Caledon: Route K95
 - Villiersdorp to Worcester: Route G29, I27
 - Villiersdorp to Bellville: Route E7
 - The utilisation of these routes' ranges from 46% to 105%, but for the majority of the surveys they were captured above 90%.

More detailed information on operators and routes can be located in the Transport Register as provided in Chapter 3.

6.4 Public Transport Strategy

Public transport in ODM is characterised by mini-buses local and long distance, long distance buses, learner transport and a contracted bus. The bus service is mainly used to transport passengers to and from farms in the LM. The status quo of PT services in ODM is detailed in TR chapter 3. The major issues identified with PT in the ODM is:

- The expense of the PT system
- Expensive intertown public transport especially in CALM
- Lack of security at the ranks
- Appearance of the ranks is poor
- Poor facilities at the ranks
- A need for the existing system to access shopping centres, hospitals and schools
- A lack of universally accessible vehicles
- Difficulty in transporting goods in the service
- Lack of affordable bus service
- Lack of passenger rail service

Furthermore, through the 2013 national household survey, it was calculated that almost 50% of the workforce in the ODM walk to work. This was evident in the CPTR surveys, where 35% indicated they use NMT, while an additional 30% indicated the service is too expensive.

Furthermore, in accordance with the WC PLTF for non-metropolitan public transport, the non-metropolitan areas are characterised by little to no subsidised public transport services, other than subsidised learner/scholar transport services, with almost all public transport service provision through minibus taxis on a strictly demand responsive basis. Accordingly, in these non-metropolitan areas of the Western Cape NMT (walking) is the dominant mode of transport, WC PLTF 2017.

An analysis of mode share data from the 24 local municipalities in the Western Cape is depicted in the graph below, what is noteworthy is the low use of PT outside of the major urban areas in the WC. In this regard the graph sets below provide an analysis of the number of NMT person trips as a percentage, firstly on a district-by-district basis and then secondly by geographic type, PLTF 2017.

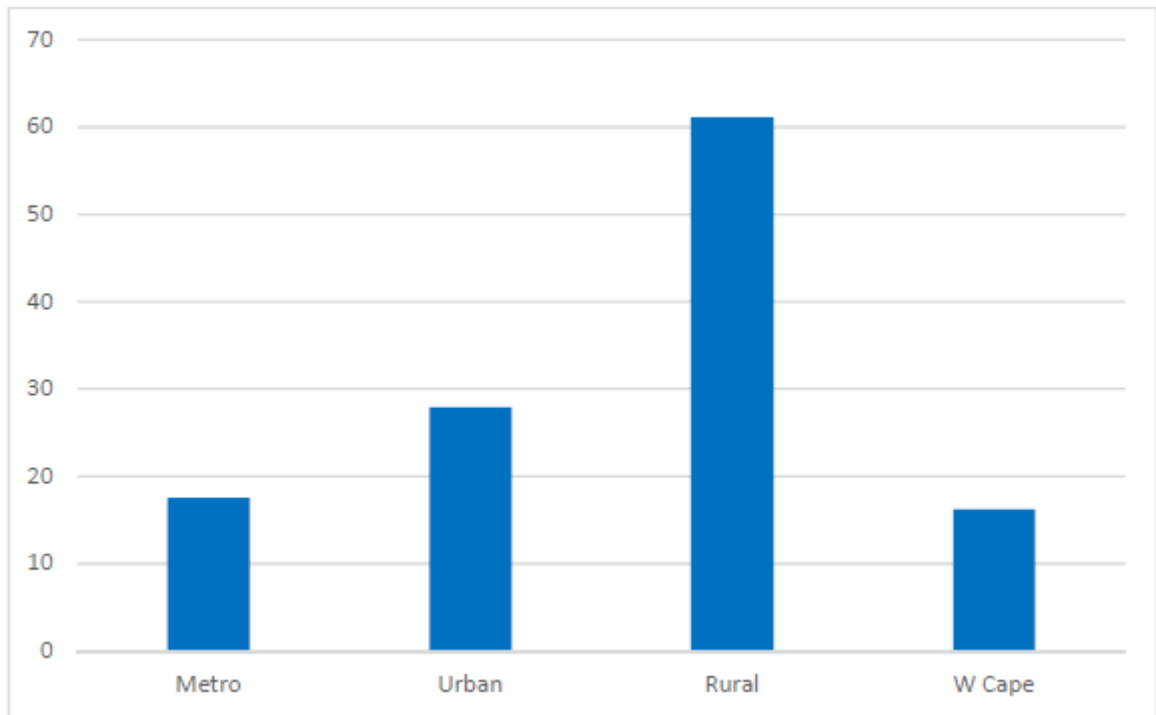


Figure 75: Percentage of Workers who walked all the Way to Work by Geographic Area in the Western Cape, Source 2013 National Household survey

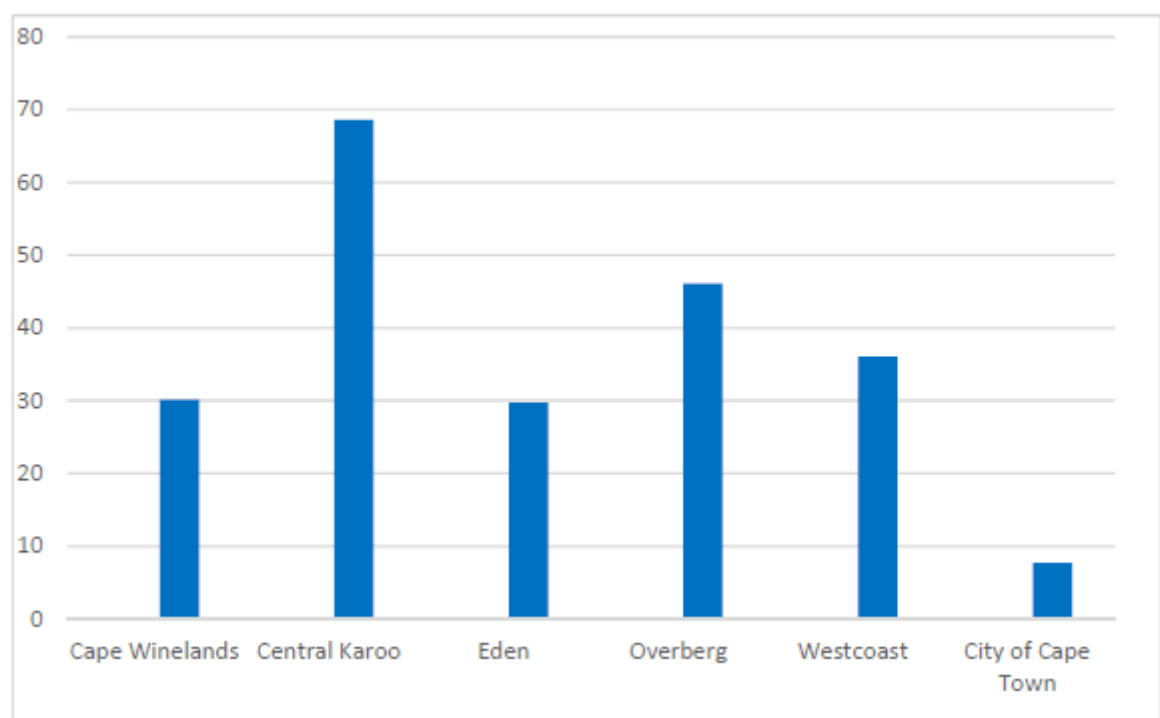


Figure 76: Percentage of Workers who walked all the Way to Work by District Municipality, Source 2013 National Household survey.

As noted above, the ODM has a substantial NMT walk to work figure of over 40%. With an urban walk to work figure of almost 30%. This follows the survey trends obtained from the surveys of the ODM in 2019.

Hence, from the PLTF, the PT transport needs for rural and small towns in the Western Cape. These are characterised as follows:

Rural Transport:

Description of the Transport Dispensations:

- Nature of the rural areas is low population densities and low levels of disposable income for transport. Public transport services are very limited, comprising minibus-taxis and scholar transport.
- Accessing opportunities and resources in towns and main regional centres (large towns) is very challenging for those without access to private cars.
- Farm workers rely heavily on their employers for transport, typically weekly or monthly to nearest commercial centres (towns).

Key Challenges:

- No general subsidised public transport.
- Only learner transport subsidised and limited to specific scholar requirement for those > 5 kms from schools.
- Facilities for NMT generally non-existent and/or totally inadequate i.e. foot paths, cycle lanes, pedestrian bridges, signalled crossing, ablutions.
- No real municipality capacity and/or resources to deliver on public transport.

Small Towns:

Description of the Transport Dispensations

- Towns are small with short trip distances, so walking is the dominant mode of transport.
- Demand for public transport services is generally low, due to small populations and low levels of disposable income.
- Accordingly, public transport services are limited, comprising minibus-taxis and or sedan vehicles and in some cases scholar transport.
- Small towns have limited public services and resources, necessitating travel to main regional centres (large towns), challenging for those without access to private cars.

Key Challenges

- No general subsidised public transport
- Facilities for NMT generally non-existent and/or totally inadequate i.e. foot paths, cycle lanes, pedestrian bridges, signalled crossing, ablutions.
- MBT services the dominant mode of public transport, with routes and services dictated by demand and ability to pay.
- No real municipality capacity and/or resources into deliver on public transport.

Large Towns

Description of the Transport Dispensations

- Low income residents are generally located on the fringes of the towns in townships and informal settlements.

- Walking is the dominant mode of transport, even from the settlements on the outskirts of town to the CBD.
- Those that can afford Minibus- Taxi services, they provide local services, particularly from the settlements on the outskirts to town.

Key Challenges

- No general subsidised public transport.
- Facilities for NMT generally non-existent and/or totally inadequate i.e. foot paths, cycle lanes, pedestrian bridges, signalled crossing, ablutions.
- MBT services the dominant mode of public transport, with routes and services dictated by demand and ability to pay.
- Very limited municipal capacity and/or resources to deliver public transport.

The ODM through the stakeholder consultations can relate to all these aspects of rural, small town and large town challenges. The major mode of walking is reasonable within the smaller towns, but does have a major impact of inter town movement to the larger areas in the ODM. Essentially, isolating a large portion of the population in ODM. In the PLTF, some of the main Public transport discrepancies was noted to be:

- No commuter rail service.
- Lack of regular and/or reliable public transport in rural areas, along with the lack of sufficient NMT infrastructure provision i.e.:
 - Grade separated foot paths and cycle lanes,
 - Pedestrian crossing and bridges,
 - Application of traffic calming measures;
 - Lack of continuity of NMT infrastructure; and
 - Expensive PT system.
- Poor public transport infrastructure, specifically in terms of:
 - Universal accessibility for use by passengers with special needs;
 - State of some public transport infrastructure and facilities; and
 - Security around public transport facilities.
- Lack of regulative compliance in terms of:
 - Licensing of drivers and vehicles;
 - Vehicle testing and roadworthy compliance; and
 - Driver behaviour disregarding rules of the road i.e. drunk driving, speeding, and intersection crossing.

From the above noted issues in the PLTF, similar issues were noted for the ODM and those crop up for most rural communities throughout the Western Cape. Issues such as affordability, sustainability, funding, and subsidies all have an impact on the nature and evolution of public transport in these communities. Therefore, the strategies for public transport in the ODM is to ensure rural connectivity within the district and to ensure an integrated PT service within the larger towns between NMT, Mini-bus taxis, long distance buses and to ensure students have access to education. This includes supportive NMT, learner transport, long distance

transport and to ensure that from the design of new roads and upgraded existing links has to incorporate the safe design principles.

Objectives and recommendations:

- Conducted a study through the ODM to identify the following:
 - Learners not attending school due to travel distances and safety.
 - Learner's not attending school due to inter-town travel needs.
 - Reassess the 5km rural transport theory as detailed in the PLTF. The 2011 Mobility strategy identified that the walking distances in rural communities to public transport facilities should be 2km and not 5km.
 - Educate the schools in the rural communities on the methodology on how to apply for learner transport.
 - Developed a funding financial model to subsidise and contract this service.
- Continue to update and implement the NMT network as per the NMT chapter.
- Implement a weekly-subsidised contracted service from the smaller towns to the larger towns within each district. This can be done with the use of mini-bus taxis similar to the learner transport model.
- Implement an all pay service from the smaller towns to the larger towns. It was noted that over 50% of PT trips is costing more than 30% of the monthly incomes of the residents in each town.
- Plan and maintain new and existing roads with the 4E's safety principles, as indicated in the PLTF.
- Implement the 2011 mobility strategy for the ODM.

6.5 Commuter Rail Plan

PRASA services (Metrorail (commuter) or Shozaloza (long distance)) do not operate along the lines in the ODM. Although it was requested in Stakeholder consultations and discussed in the 2016-2020 ODM IDP, it is unlikely that a commuter rail service will be warranted in the foreseeable future.

6.6 Contracted Services Plan

There is one commuter bus service in ODM. This bus service operates from Grabouw and Caledon, which mainly transport passengers to and from farms in the LM. The only other bus services tend to be the subsidised learner transport services that have been contracted by the Department of Education and the long-distance commercial coach services. Furthermore, the ODM developed a Mobility strategy towards an IRPTN in 2011.

6.6.1 IPTN Mobility Strategy

An IPTN Mobility Strategy was developed for the ODM in 2011. In accordance with the 2016 ODM DITP, the strategy involved the following concepts, 2016 ODM OLS:

- Volume 1: Mobility Strategy Concepts towards an Integrated Public Transport Network
- Volume 2: Large Scale Diagrams
- Volume 3: Department of Education: Scholar Transport Routes

The mobility strategy was developed on five main concepts. The concepts were designed to achieve a minimum LOS for PT in the ODM. The specific five concept LOS was noted as follows:

- Spatial coverage

- Distances of walking to access public transport
 - 400m in high density areas
 - 2km in rural areas
- Operating Hours
 - Sunday to Thursday – 14 hours per day
 - Friday and Saturday – 18 hours per day
- Service Frequency
 - Peak hour: 1 trip per 15min
 - Off peak 1 trip per 4 hours
- Universal Access
 - The entire fleet should accommodate special needs users not including wheel chairs or seriously mental impairments.
 - Users requiring special attention make use of a Diala- Ride service provided by ODM
- Cost
 - The cost permitting basic travel will not be more than 10% of the minimum wage.

The strategy conducted desire line based on the physical size of the towns, distance of the towns and the importance of the towns to the LM, Table 74. The towns were characterised in three levels, namely level one, level two and level three towns. Level one towns are based on importance to the LM, level two based on the road network and population size of more than 500 and level three was based on a population size of less than 500 with minimal urban structures.

Table 74: Town classification in the ODM, Extracted from the 2016 ODM DITP

LM	Level One Town	Level Two Town	Level Three (Settlement)
CALM	Bredasdorp	Elim	Hotaagterklip
		Agulhas	Fairfield
		Struisbaai	Kars
		Amiston	Waenhuiskrans
		Napier	Klipdale
			Protem
			Spitskop
OLM	Hermanus	Gansbaai	Papiesvlei
		Stanford	Baardskeerdersbos
		Hawston	Wolvengat
		Onrus	Buffeljagsbaai
		Kleinmond	
		Franskraal	
		Pearly Beach	
		Pringle Bay	
SLM	Swellendam	Suurbraak	Malgas
	Barrydale	Buffeljagsrivier	Stormsvlei
			Infanta
TWKLM	Villiersdorp	Botrivier	Houhoek
	Caledon	Greyton	Teslaarsdal
	Riversonderend	Genadendal	Drayton
	Grabouw		Kriege
			Rietpoel
			Hermanusheuwel
			Lindeshof
			Oukraal
			Elgin
			Helderstroom

Source: ODM Mobility Strategy Concepts, 2011

Based on the above a public transport network description with the focus on special coverage and an operational plan for the use of the public transport network was developed in the 2011 mobility study. The categories of service have been identified to help with the development of a public transport system, which is listed below:

- Level 1: Between major towns
- Level 2: Between towns and settlements other than level one service
- Level 3: Rural services linking farms to local towns
- Level 4: Urban Main services
- Level 5: Urban Community Service

The service classifications for the public transport network were then summarised according to the Class and Type of Service:

- Inter City Service: A service that runs between Cape Town and Port Elizabeth with three stopping point that is linked to other towns by public transport services.

- Inter-Town Services - Level 1: A service that links main towns between Local Municipalities in the District, as well as towns outside the District border.
- Inter-Town Services - Level 2: The main function of Level two routes is to service small communities and farms by connecting them with bigger towns through a structured service schedule. These routes are contained within a Local Municipality.
- Rural Community Services- Level 3: Due to the low population densities in ODM, there are no regularity in travel needs of the majority of residents. It is proposed that the ODM be broken into zones where these zones will be connected to the nearest town by a level three service. This service will be dispatched according to a fixed schedule, but not a fixed route and will operate where there is a demand for the service.
- Urban Main Routes- Level 4: These services will link residential suburbs in larger towns with distinct central business districts or other activity hubs. Typically, these services will operate along main routes with distributor and feeder services from local communities.
- Urban Community Services- Level 5: A fixed route service, which will provide for movement within urban communities in bigger towns or around smaller towns, such as Kleinmond and Hawston.

These routes and the level classifications are shown in the table below extracted from the Review of the ITP ODM OLS 2016, Table 75:

Table 75: Extracted 2016 ODM DITP Route Service level classifications

LM	Town	Destination	Route Level	Route Type	Operational No. of stops	Physical stops required
CALM	Bredasdorp	Stanford/Napier/Hermanus	1	B	4	36
	Bredasdorp	Riviersonderend	1	B	4	32
	Bredasdorp	Swellendam	1	B	4	29
	Bredasdorp	Agulhas	2	A	4	15
	Bredasdorp	Arniston	2	A	4	10
	Bredasdorp	Stormsvlei	2	B	4	21
	Bredasdorp	Napier	2	A	4	4.00
	Elim	Bredasdorp	2	A	4	14
	Elim	Agulhas	2	A	4	18
	Elim	Napier	2	A	4	11
	Bredasdorp	Operating Zone CA	3	A	4	0
	Bredasdorp	Operating Zone CB	3	A	4	0
	Bredasdorp	Operating Zone CC	3	A	4	0
	Bredasdorp	Operating Zone CD	3	A	4	0
	Bredasdorp	Operating Zone CE	3	A	4	0
	Bredasdorp	Bredasdorp	4	A	19	19
	Napier	Napier	5	A	33	33
OLM	Struisbaai	Suiderstrand / Agulhas / Struisbaai	5	A	72	72
	Hermanus	Somerset West	1	C	4	33
	Gansbaai	Buffelsjags/Wolvengat/Bredasdorp	1	B	4	33
	Hermanus	Caledon	1	B	4	16
	Hermanus	Botrivier/Grabouw	1	B	4	22
	Hermanus	Riviersonderend	1	B	4	34
	Hermanus	Pearly Beach	2	A	4	26
	Hermanus	Pringle Bay	2	A	4	22
	Hermanus	Operating Zone OB	3	A	4	0
	Hermanus	Operating Zone OC	3	A	4	0
	Gansbaai/Franskraal	Operating Zone OD	3	A	4	0
	Hawston/Onrus/Hermanus	Hawston/Onrus/Hermanus	4	A	128	128
	Hermanus East	Hermanus East	4	A	76	76
	Gansbaai	Franskraal / Pearly Beach	5	A	85	85
	Kleinmond	Kleinmond	5	A	64	64
	Pringle Bay	Pringle Bay	5	A	21	21
	Betty's bay	Betty's bay	5	A	44	44
SLM	Swellendam	Barydale	1	A	4	17
	Swellendam	Riviersonderend	1	B	4	23
	Swellendam	Heidelberg	1	C	4	22
	Swellendam	Witsand	1	C	4	26
	Swellendam	Ashton	1	C	4	19
	Barydale	Montague/Robertson	1	C	4	36
	Barydale	Calitzdorp	1	C	4	50
	Swellendam	Suurbraak	2	A	4	8
	Barydale	Buffelsjagrivier	2	A	4	14
	Stormsvlei	Bonnievale/Robertson	2	C	4	20
	Swellendam	Operating Zone SA	3	A	4	0
	Swellendam	Operating Zone SB	3	A	4	0
	Barydale	Operating Zone SC	3	A	4	0
	Riviersonderend	Operating Zone SD	3	B	4	0
	Swellendam	Swellendam	4	A	76	76
Buffelsjagsrivier	Buffelsjagsrivier / Suurbraak	5	A	47	47	

Source: ODM Mobility Strategy Concepts, 2011

The mobility strategy identified a range of infrastructure requirements that would need to be established to achieve the above connectivity. This include depots, remote holding facilities and intertown termini. The total cost and infrastructure are shown in the extracted table below, Table 76:

Table 76: Infrastructure requirements and cost, 2011 Mobility strategy, Extracted from the 2016 ODM DITP

LM	Towns	Infrastructure	No.	Cost
CALM	Struisbaai	Remote Depot	1	R 500 000
	Bredasdorp	Main Depot	1	R 20 000 000
		Inter-Urban Bus Terminus	1	R 1 000 000
	Napier	Remote Depot	1	R 500 000
			Total	R 22 000 000
OLM	Kleimnond	Remote Depot	1	R 500 000
	Hermanus	Main Depot	1	R 20 000 000
		Inter-Urban Bus Terminus	1	R 1 000 000
	Gansbaai	Remote Depot	1	R 500 000
			Total	R 22 000 000
SLM	Swellendam	Main Depot	1	R 20 000 000
		Inter-Urban Bus Terminus	1	R 1 000 000
	Barrydale	Inter-Urban Bus Terminus	1	R 1 000 000
		Remote Depot	1	R 500 000
			Total	R 22 500 000
TWKLM	Grabouw/ Elgin	Inter-Urban Bus Terminus	1	R 1 000 000
		Remote Depot	1	R 500 000
	Villiersdorp	Inter-Urban Bus Terminus	1	R 1 000 000
		Remote Depot	1	R 500 000
	Greyton	Remote Depot	1	R 500 000
	Caledon	Main Depot	1	R 20 000 000
		Inter-Urban Bus Terminus	1	R 1 000 000
	Riviersonderend	Inter-Urban Bus Terminus	1	R 1 000 000
Remote Depot		1	R 500 000	
			Total	R 26 000 000

Source: ODM Mobility Strategy Concepts, 2011

The capital infrastructure cost as indicated in the 2011 study is R26mil, with an extrapolated increase of 6.5% per year this amount is approximately R46mil for major infrastructure with an additional cost of R29mil for bus stops, maintenance cost of R1mil, fare revenue cost of R94mil, additional capital infrastructure other than the above table is R116mil. This is a total capital cost of R191mil. Furthermore, the operational cost of the system will amount to R61mil per year with a proposed subsidy of R75mil per year. The object of this study is to begin the planning process and negotiations with the LMs, ODM and the industry on the restructuring of the routes to establish a contract services to achieve the above IPTN. Funding for the system should be two-fold. There are two major revenue sources, one being the revenue gained from the fare box, which will not sustain the whole system and the second being government funding by means of grants, such as a public transport operating grant, public transport infrastructure grant and the provincial road fund.

The system described above is a very ambitious public transport system for the very rural area of the Overberg District Municipality. It is unlikely that it will be implemented in its entirety any time soon. At best certain services can be implemented by way of trial to test assumptions.

Furthermore, as stated earlier, the OLM has produced a PSTP. This has developed strategies for a formal system in the OLM. This includes the following initiatives:

- Priority public transport project- proof of concept: Short Term
- Overstrand public transport network: Medium/ Long Term
- Improved passenger experience: Medium

- Increased promotion of public transport experience: Long Term.
- Driver Training: Short term
- Improved vehicle quality: Sort Term
- Integrated transport and land use planning: Short Term
- Vehicle tracking: Short/ Medium term
- Electric and other alternative fuelled public transport: Medium/ Long term
- Provision of community dial-a-ride transport: Medium term
- Improved quality/ provision of learner transport: Medium term

Possible projects:

- The pilot project is to identify operational demands and a Business plan 2021 for the public transport network.
- Develop the public transport network and implement the network (2022-2024).
- Developed special categories such as dial-a-ride and learner transport 2022-2025.

6.6.2 Learner Transport

In accordance with the Western Cape Government approved Learner transport schedule, there is a total of 3800 students in the primary schools and over 2500 students in the secondary schools that have access to transport. The total routes cover a distance of 4479km in the ODM. The total number of students accommodated in the ODM is 6646. The total enrolled scholars in accordance with the Socioeconomic Profile Report, 2017 for the ODM is 40841 in 2016. Therefore, approximately 16% is accommodated through learner Transport. The remainder of scholars have to make use of private transport, walking, NMT or general public transport taxis and buses.

The national policy for rural learner transport only applies to children living outside of a 5km walking trip from school. Moreover, the vastness of the ODM is geographically dispersed by mainly rural communities. Thus, children as young as 8 and 9 years of age from poor rural communities are then expected to walk anything from 100m to 5km before transport is provided for them or a financial burden is placed on the parents of those children as over 50% of persons are paying more than 30% of their salary for work trips already. Currently, the schools estimate that learners are walking on average 6km to school and back each day. This has very dangerous ramifications of having many very young children walking to school in peak hour traffic unsupervised, or learners just not going to school. Accordingly, a detailed study is recommended to address the possible inadequacies of the access to education in the ODM. A study to determine the exact need from each school regarding the number of children requiring transport to school each day is proposed. Moreover, the affordable proposed IPTN for the district would address these concerns with fare prices being calculated at 10% of minimum wage and connectivity in rural communities being reduced from the 5km to 2km.

The learner transport recommendation above is in line with the Western Cape goals for public transport to give access to education for all. Furthermore, it is in line with item four item for of the provincial strategy to improve the safety of our roads. The implementation of the study should be done in 2019/2020 financial year and the rollout of the findings over the following year depending on the availability of funds. The Public Transport Grant Fund could be applied for to ensure that a contract service is motivated for.

6.7 Non-contracted Services Plan

The Non-contracted services in the ODM consist of MBT, Iveco Buses and Sedan vehicles that are all operated by the taxi associations. The routes and vehicle operations are not subsidised, with the exception of the

learner transport routes, as described in the PRE. In addition to the MBT associations, there is both metered taxis and e-hailing taxi services in the ODM.

6.7.1 Metered Taxi services

The metered taxis that operate in the ODM consist of sedan vehicles, tuk tuk vehicles, minibuses, buses and limos and are operated as follows:

- Coast to Inland Taxi, Westcliff Hermanus: They offer taxi services, metered taxis, private taxis, metered cabs and operate 24 hr a day, 7 days a week
- Tuk Tuk Transport Service, Hermanus: They offer taxi services and operate 24 hr a day, 7 days a week.
- Cabbies Taxi Service, Hermanus: The cabbies are based in the Hermanus area and accommodate anyone who needs a ride. They are open 7 days a week and is also a 24-hour business.
- Tuk-Taxi, Hermanus: Tuk Taxi Hermanus runs a fleet of vehicles, which comfortably and safely take groups from 1 to 14 people. All vehicles are maintained and regularly updated.
- Splash Shuttles and Transfers of Hermanus - is an independently owned and run, shuttle cabbie transport service offering a personalised shuttle service between Hermanus to/from Stellenbosch, Cape Town International Airport, and Cape Town city centre.
- Kleinmond Cabs, Kleinmond: Meter Taxi Tours, Charters and Door-to-Door Taxi Services.
- Swellend Cab, Swellendam and SwellendGram, In and around town, restaurants and pub pickups, airport transfers and staff transport, operating 6:30-23:00.
- Grabouw Taxi Service, Grabouw: Offers a door to door ground transportation service with standard and luxury sedan vehicles, as well as the limousines, minibuses and a pre-bookable wheelchair-accessible vehicles for private airport transfers, day tours, safaris, excursions, wedding ceremony, concert, conferences, birthdays, and year end function. They operate 24 hours a day, 7 days a week, 365 days a year.
- Twin D Bus lines, Bredasdorp: Tour Operator based in Bredasdorp specializing in passenger transport to and from any destination within the borders of South Africa.
- The metered taxi mode, as a component of the public transport sector, must be transformed according to a structured programme so that it is in a better position to serve the tourism market and fill public transport 'gaps' in the local market;

The information regarding the metered taxi was obtained from a deck top search. Currently the metered taxis are privately owned. A database of all operators, vehicles owned and their operating circumstances, must be developed, and this must be used to obtain a clear and detailed understanding and record of all operators, both legal and illegal, and the markets being served. Hotels and other tourism organisations must be made aware of the role of the metered taxi industry and other transport services that are currently competing illegally with this mode of travel should be removed. A strategy must be developed to address the problem of currently illegal operations. The capacity to perform effective enforcement in relation to metered taxi services needs to be strengthened and the process of upgrading vehicle standards must be initiated. A strategy must be developed to assist with the replacement of ageing vehicles.

6.7.2 E-hailing

E-hailing in ODM is operated by Uber. Uber operates from Cape Town to surrounding areas, such as to Caledon, Grabouw and Hermanus and surrounding towns. Uber also operates in Hermanus as a service.

6.7.3 Mini-bus Taxi Industry

The mini-bus is operated by the taxi associations. The routes and vehicle operations are not subsidised with the exception of the learner transport routes, as described in the PRE. The operations were described in chapter 3 and in section 6.8 below.

6.7.4 Taxi Associations and PRE information

The taxi associations as per the PRE information per local municipality are as follows:

- The associations have the following memberships as of February 2018:
 - SLM
 - 18 members with active operating licences.
 - 12 members without active operating licences.
 - 8 members with Learner and WCED operating licences.
 - 121 operating licences on 18 routes including long distance, charter services, learner transport, staff employees, PT routes and Western Cape education department contract.
 - 117 vehicles in operation: 65 for charter, learner and WCED and 52 for general public transport
 - 3 vehicles used as a scheduled bus service
 - CALM
 - 8 Members for Bredasdorp association with 22 OL on 22 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 22 vehicles in operation
 - 19 MBT and 3 sedan vehicles
 - TWKLM
 - Three associations
 - 56 Licence holders for Grabouw with 93 OL on 37 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 72 vehicles
 - 16 used for scholar and charter services and 56 for general public transport
 - 14 Members for Villiersdorp association with 43 OL on 21 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 41 vehicles.
 - 13 vehicles used for learner and charter services and 28 vehicles are used for general public transport.

- 10 members for Overberg Association with 56 OL on 22 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 54 vehicles
 - 33 vehicles used for learner transport, WCED and charter services. 21 used for general public transport services.
 - 12 vehicles used as a scheduled bus service for the surrounding farms.
- OLM
 - 35 Members for Villiersdorp association with 81 OL on 29 routes including long distance, charter services, learner transport, staff employees, PT routes and western cape education department contract.
 - 76 vehicles with 27 used for learner transport and charter services only and 49 used for general public transport

The individual routes and associations are shown in Annexure E. Illegal Vehicles

Using the above PRE database and registered vehicles, the number of illegal operators at each rank was determined. The numbers plates observed on site did not distinguish between long distance taxis that operate from other ranks outside the district. Each LM was assessed based on the survey results and PRE information.

6.7.5 OLM Taxi Analysis

The OLM consists of five ranks namely: Hermanus, Zwelihle, Standford, Masakhane and Hawston. The results of the Overstrand taxi rank surveys indicated that 46% of the surveyed vehicles matched the PRE database of 2018. While a further 38% are illegally operating vehicles, Table 77.

Table 77: Overstrand LM Operational Vehicles

TAXI OPERATIONS		
Total vehicles Surveyed	169	Vehicles
% PRE	46%	
% Illegal	38%	
Assumed Long distance	16%	

6.7.6 SLM Analysis

The results of the Swellendam taxi rank surveys indicated that 81% of the surveyed vehicles matched the PRE database of 2018, Table 78.

Table 78: Swellendam Taxi Operational Vehicles

TAXI OPERATIONS		
Surveyed Vehicles	46	Vehicles
% PRE	81%	
% Illegal	19%	

6.7.7 CALM Analysis

The results of the Bredasdorp taxi rank surveys indicated that 69% of the surveyed vehicles matched the PRE database of 2018. Table 79.

Table 79: CALM Taxi Operational Vehicles

TAXI OPERATIONS		
Surveyed Vehicles	29	Vehicles
% PRE	69%	
% Illegal	24%	
Assumed % Long Distance	7%	

6.7.8 TWKLM Analysis

There are three major ranks that were surveyed in TWKLM; Grabouw, Villiersdorp and Caledon.

The results of the Grabouw taxi rank surveys indicated that 53% of the surveyed vehicles matched the PRE database of 2018, Table 80.

Table 80: Grabouw Taxi Operational Vehicles

TAXI OPERATIONS	
Vehicles surveyed	143
% PRE	53%
% Illegal	30%
% Assumed Long Distance	17%

The results of the Caledon taxi rank surveys indicated that 57% of the surveyed vehicles matched the PRE database of 2018, Tables 81.

Table 81: Caledon Taxi Operational Vehicles

TAXI OPERATIONS		
Total surveyed Vehicles	35	Vehicles
PRE %	57%	
% Illegal	32%	
% Assumed long distance	11%	

The results of the Villiersdorp taxi rank surveys indicated that 71% of the surveyed vehicles matched the PRE database of 2018, Table 82.

Table 82: Villiersdorp Taxi Operational Vehicles

TAXI OPERATIONS		
Total surveyed Vehicles	94	Vehicles
PRE %	71%	
% Illegal	14%	
% Assumed long distance	15%	

6.8 Evaluation of the Supply and Demand

Information on supply and demand from the rank surveys, as documented in Chapter 3 has been used to evaluate the capacity of the current public transport services and the possible need for additional services according to the demand. The summary table shows the following information based on the surveys:

- The number of vehicle trips (departures) per route.
- The size (passenger capacity) of the vehicle.
- The number of peak hour passengers per route.
- The number of vehicles operating with Operating Licences.

- The number of vehicles without Operating Licences.

From these tables the following information can now be determined:

- The current service capacity: number of vehicle trips from number plate survey multiplied by the vehicle capacity.
- Percentage utilisation: peak hour passenger volumes from surveys divided by the service capacity.

Vehicles operating with Operating Licences: comparison of vehicle registration numbers from surveys with data from the PRE.

The result below indicate that CALM and the OLM have a requirement for additional operating licences. However, if the illegal vehicles are legalised, it will account for the required operating licences. SLM and TWKLM have an oversupply of vehicles. However, the routes are utilised at over 100% on all routes surveyed during the peak periods, indicating that the associations manage the demand. Moreover, the high percentage illegals operating in the area seem to add to the services as there are many long-distance trips. It was further noticed that in the SLM and TWKLM, the trips are long and thus additional vehicles to satisfy the local trips was made up by the illegal vehicles. It was noted that the majority of the routes are functioning at over 100% utilisation during the Peak period. This is with the illegal vehicles present. Similarly, it was noted that many of the ranks were functioning with an utilisation of over 100%, Table 83. It was thus recommended that the ranks of Bredasdorp, Hawston, Zwelihle, Masakhane and Villiersdorp be upgraded to account for the additional demand and to house the additional vehicles.

It was further noticed that the routes travelled and those registered in the PRE are different and it is recommended that a study is conducted to determine the functionality of the PRE taxi routes vs the current travelled routes and thus an amendment to the PRE routes may be required.

Table 83: OLP Analysis and Calculation

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX IN PEAK HR	NO. OF DEPARTURES IN PEAK HR	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)	SERVICE CAPACITY IN PEAK HR	% UTILISATION IN PEAK HR	DAYS OF MAX RANK UTILISATION	MAX NO. OF VEHICLES	% RANK UTILISATION	TYPICAL ROUTE DISTANCE (KM)	AVERAGE VEHICLE SPEED (KM/H)	TRIP TIME ONE-WAY (MIN)	TURN AROUND CYCLE (MIN)	HEADWAYS	OL CALCULATED PER ROUTE	VEHICLE CAPACITY	OLS ISSUED	NUMBER OF OL REQUIRED	% ILLEGALS SURVEYED AT RANKS	% PRE-SURVEYED AT RANKS
CALM	Bredasdorp	Checkers	874	Bastiaan St	10:30-11:30	254	21	1,23	R10	275	92%	EOM Saturday	2	200%	4,8	38	8	21	2	11	15-22	22	36	24%	69%
	Bredasdorp	FNB	874	U-Save	09:30-10:30	29	8	1	R10	144	20%	EOM Saturday	1	100%	10	40	15	30	31	1					
	Bredasdorp	Spar	874	Bastiaan St	13:30-14:30	160	16	1,66	R10	200	80%	EOM Friday	2	200%	10,1	40,4	15	30	3	10					
	Bredasdorp	U-Save	874	FNB	07:30-08:30	49	7	1	R10	81	60%	EOM Saturday	2	200%	5	40	8	21	10	3					
	Bredasdorp	Checkers	E31	Napier	14:30-15:30	15	1	1	R20	15	100%				16	40	24	54	42	2					
	Bredasdorp	FNB	E31	Napier	08:30-09:30	36	2	1	R20	36	100%				16	40	24	54	17	4					
	Bredasdorp	Spar	E31	Napier	07:30-08:30	13	1	1	R20	13	100%				16	40	24	55	42	2					
	Bredasdorp	U-Save	E31	Napier	10:00-11:00	30	2	4,3	R20	30	100%				16	40	24	57	21	3					
OLM	Hermanus	Hawston	768, Q31, Q47, Q48, I10 M15	Hawston Taxi Rank	15:00-16:00	75	5	10	R15	75	100%	EOM Friday	4	133%	6,4	40	10	34	5	7	15-22	78	85	38%	46%
	Hermanus	Hermanus Taxi Rank	769	Mount Pleasant Stop	08:00-09:00	90	6	1,3	R6	90	100%				4,8	40	7	21	5	5					
	Hermanus	Hermanus Taxi Rank	I10, M15, Q31, Q47, Q48	Bellville Taxi Rank	08:30-09:30	15	1	1	R100	45	33%	EOM Friday	16	53%	120	70	103	210	120	2					
	Hermanus	Hermanus Taxi Rank	770	Zwelihle Taxi Rank	13:30-14:30	389	28	2	R8	392	99%				5,3	80	4	15	1	15					
	Hermanus	Hermanus Taxi Rank	C11, D44	Stanford Taxi Rank	08:00-09:00	30	2	2	R15	30	100%				12	40	18	40	20	2					
	Hermanus	Zwelihle Taxi Rank	770	Hermanus Taxi Rank	13:00-14:00	405	27	8,3	R8	450	90%				5,3	40	8	30	1	30					
	Hermanus	Zwelihle Taxi Rank	I10, M15, Q31, Q47, Q48	Bellville Taxi Rank	06:00-07:00	15	1	18	R100	21	71%	EOM Saturday	8	133%	73	80	55	133	60	3					
	Hermanus	Zwelihle Taxi Rank	768	Onrus/Vermont	8:00-9:00	111	7	1	R10	105	106%				3,5	40	5	17	5	4					
	Stanford	Stanford Taxi Rank	C11, D44, Q47, Q48.	Hermanus Taxi Rank	6:00-7:00	64	4	16,66	R20	60	107%	EOM Friday	4	133%	28	60	28	78	10	8					
	Stanford	Stanford Taxi Rank	D41, D42, D43	Middelberg	-	-	-	-	-	-					15	50	18	41							
	Gansbaai	Masakhaane Taxi Rank	M97, Q47, Q48	Hermanus Taxi Rank	15:00-16:00	17	3	17	R45	59	29%				48	70	41	104	30	4					
	Gansbaai	Masakhaane Taxi Rank	M97, Q47, Q48	Stanford Taxi Rank	12:00-13:00	22	1	3	R10	22	100%				22	60	22	52	40	2					
	Gansbaai	Masakhaane Taxi Rank	775, 801, M94	Blompark Taxi Rank	10:00-11:00	22	1	3	R10	15	147%	EOM Friday	6	200%	3	40	5	17	30	1					
Gansbaai	Masakhaane Taxi Rank	802	De Kelders	15:00-16:00	9	1	3	R10	15	60%				4,4	40	7	21	70	1						
Gansbaai	Masakhaane Taxi Rank	775, M94	Gansbaai Drop	8:30-9:30	15	1	3	R45	15	100%				2,8	40	4	16	40	1						
SLM	Swellendam	Veldkom et Street	862	Railton	10:00-11:00	100	7	3	R13	100	100%	EOM Saturday	2	11%	5	40	8	23	5	6	15-22	118	6	19%	81%

LM	TOWN	RANK	ROUTE CODES	ROUTE NAME	PERIOD	NO. OF PAX IN PEAK HR	NO. OF DEPARTURES IN PEAK HR	AVG PASSENGER WAITING TIME (MIN)	FARE (RAND)	SERVICE CAPACITY IN PEAK HR	% UTILISATION IN PEAK HR	DAYS OF MAX RANK UTILISATION	MAX NO. OF VEHICLES	% RANK UTILISATION	TYPICAL ROUTE DISTANCE (KM)	AVERAGE VEHICLE SPEED (KM/H)	TRIP TIME - WAY (MIN)	TURN AROUND CYCLE (MIN)	HEADWAYS	OL CALCULATED PER ROUTE	VEHICLE CAPACITY	OLS ISSUED	NUMBER OF OL REQUIRED	% ILLEGALS SURVEYED AT RANKS	% PRE-SURVEYED AT RANKS
TWKLM	Grabouw	Grabouw Taxi Rank	700	Farms	13:00-14:00	75	3	2	R20	75	100%	EOM Saturday	14	35%	36	40	54	115	8	15	15-22	76	76	30%	53%
	Grabouw	Grabouw Taxi Rank	981, T21	Khayelitsha	10:00-15:00	45	5	58	R30	45	100%				77	58	80	222	8	28					
	Grabouw	Grabouw Taxi Rank	F8	Somerset West	14:00-15:00	135	9	5	R25	135	100%				27	56	29	68	4	17					
	Grabouw	Grabouw Taxi Rank	949, 965, 699	Vyeboom/Villiersdorp	14:00-15:00	60	4	11	R30	60	100%				40	60	40	96	10	10					
	Grabouw	Grabouw Taxi Rank	D92	Botrivier/Caledon	10:00-11:00	30	2	24	R25	30	100%				46	61	45	119	21	6					
	Caledon	Plein Street	J35, 956	Genadendal/Greyton	08:00	242	8	-	R50	242	100%	EOM Saturday	3	75%	37	60	37	79	5	16	30	54	16	32%	57%
	Villiersdorp	Villiersdorp Taxi Rank	D82	Goniwe Park	17:00-18:00	256	17	3	R7	253	101%	EOM Friday	26	289%	1,4	20	4	16	2	9	15-22	42	27	14%	71%
	Villiersdorp	Villiersdorp Taxi Rank	k94	Grabouw	9:00-10:00	86	6	12,6	R30	90	96%				38,6	66	35	88	7	13					
	Villiersdorp	Villiersdorp Taxi Rank	G29	Worcester	11:00-12:00	39	2	2	R30	30	130%				47,4	81	35	77	16	5					

- The CALM has an issued 26 OL and requires 36. This is a difference of 38%. The majority of the routes were observed at capacity. Thus the demand is greater than the capacity and as such additional OL requests can be approved pending the NLTA Act 5 2009 requirements
- The OLM has an issued 78 OL and requires 85. This is a difference of 10%. The routes variety regarding capacity. Yet the total OLM demand is greater than the capacity and as such additional OL requests can be approved pending the NLTA Act 5 2009 requirements and route specific.
- The SLM has an issued 118 OL and requires 6. However, the nature of the taxi operations in SLM are such that the mini-bus taxis transport passengers without accessing the rank. Thus, it is imperative that on-board route assessment and passenger demand studies be conducted to determine the actual route demands within the SLM.
- TWLM has issues 42 OL and requires 27. This is a difference of 35%. However, the surveys indicated that the routes are operating at overcapacity and that the route utilisation on some routes exceeds 130%. The difference in the required and issues OL's can be attributed to scholar routes and chartered mini-bus taxi routes. As with the SLM, on board surveys to rationalise the routes and capture the total demand should be conducted to determine if OL must be maintained or reduced.

6.9 Operating Licences Plan (OLP)

Based on the above analysis and demand calculations, the OLP was written. The OLP specifies the framework for the disposal and implementation of new and unused Operating Licences.

6.9.1 Legal Background

The National Land Transport Act (NLTA) No 5 of 2009 (the Act) provides for the process of transformation and restructuring of the national land transport system and includes the regulation of road based public transport. Sections 20 and 23 of the Act provide for the establishment of a National Public Transport Regulator (NPTR) and a Provincial Regulatory Entity (PRE) to consider applications regarding Operating Licences for inter-provincial and intra-provincial transport respectively, subject to the procedures set out in Chapter 6 of the Act.

In the Western Cape Province, the Operating Licence function has been assigned to the Western Cape Government that has established a PRE as required by the Act. Applications for Operating Licences received by the PRE (or by the NPTR) must be referred to the relevant Planning Authority (Municipality), which must then indicate if there is a need for the service in terms of its Integrated Transport Plan. Planning Authorities may recommend that the application be accepted or rejected or may attach conditions to the approval.

If the Operating Licence function has been assigned to a Municipality (Section 11 of the Act), then the Municipality is responsible for deciding on applications for Operating Licences for public transport services in its area of jurisdiction.

With the OLS, a new set of Current Public Transport Records have been prepared, which provided the scientific basis for the decisions formulated in the OLS.

6.9.2 Municipal policies guiding the disposal of operating licences

Guidance on the disposal of operating licences is given within the following metropolitan policies:

- Integrated Development Plan
- Integrated Transport Plan

Integrated Development Plan

This OLP, through the ITP, responds to the transportation requirements of the Integrated Development Plan (IDP), which is the principal strategic planning instrument of the Overberg. The IDP provides guidance to the development of the ITP and this OLP.

Integrated Transport Plan

The DITP is one of the statutory plans that all Type 1 Municipalities, including the Overberg, are required to produce in terms of the NLTA.

6.9.3 Operating Licence Application Process

The Western Cape Government has implemented a web-based application process for operating licences at the following website:

www.westerncape.gov.za/service/applying-public-operating-licence

The following specific process are being catered for:

- New applications for operating licences;
- Transfer of operating licence or permit;
- Amendment of an operating licence or permit: additional authority;

- Amendment of an operating licence or permit: amendment of route or area;
- Amendment of an operating licence or permit: change of particulars;
- Amendment of an operating licence or permit: amendment of timetables, tariffs or other conditions;
- Amendment of an operating licence or permit: replace existing vehicle;
- Amendment of an operating licence or permit: renewal of an operating licence or permit;
- Amendment of an operating licence or permit: conversion of a permit to an operating licence;
- Application for extension;
- Application for a duplicate licence or permit;
- Application for temporary replacement of vehicle and;
- Application for a temporary operating licence (special event).

6.9.4 Legislation controlling the disposal of operating licences

Legislation controlling the disposal of OL's has been promulgated by both National and Provincial spheres of Government, namely:

- National Land Transport Act (Act No. 5, 2009) and regulations;
- Western Cape Road Transportation Act Amendment Act (Act 8 of 1996);
- Western Cape Road Transportation Act Amendment Act (Act 7 of 2000)
- Western Cape Regulations on Operating Licences, 2002;
- Western Cape Regulations on the registration of minibus-taxi associations, their members and non-members, 2007; and

Each is considered in more detail below.

NATIONAL LAND TRANSPORT ACT, 2009

The principal Act controlling the provision of public transport in South Africa is the NLTA (Act No. 5, 2009). The NLTA represents the most significant change in land transport in the history of the country with a complete shift from a supply-driven system to a demand driven system based on transport plans.

6.9.4.1 Responsibilities of a planning authority (pa)

In Section 11 of the Act, the responsibilities of the municipal sphere of government are described in detail. This includes:

- The development of land transport policy and strategy within its area;
- Promulgating municipal by-laws and concluding agreements as appropriate;
- In its capacity as PA, preparing transport plans for its area;
- Encouraging and promoting the optimal use of the available transport modes; and
- The planning, implementation and management of modally IPTN's and travel corridors.
- Further the Act requires in Section 14 that a PA (defined as a municipality in relation to its planning functions) must –
- Prepare an ITP for its area;

- Perform the constitutional transport functions listed in Parts B of Schedules 4 and 5 of the Constitution;
- Supply directions to the entities responsible for the granting, renewal, amendment or transfer of OL's in terms of their integrated transport plans;
- Perform any other transport-related functions assigned to them in terms of the Constitution and the NLTA.

6.9.4.2 Legal requirements pertaining to the disposal of applications for OL's

The NLTA requires the establishment of a NPTR and PRE's (Sections 20 and 23 respectively) to, inter alia, receive and decide on applications relating to OL's for inter-provincial and intra-provincial services respectfully.

The NLTA allows the Minister to assign the OLF to municipalities. In Section 18 it is required from a municipality to whom the OLF has been assigned, to receive and decide on applications relating to OL's for services wholly in their areas of jurisdiction, excluding applications that must be made to the NPTR or a PRE.

In Section 36(6) the NLTA requires that: every PA must make its ITP available to the NPTR and relevant PRE and provide direction to them relevant to applications for new OL's, in the prescribed manner.

Section 55(5) must dispose of an application in accordance to the direction given by the planning authority and may NOT grant an operating licence contrary to the directions of the integrated transport plan and planning authority.

Chapter 6 of the NLTA deals with the regulation of road-based public transport. Matters that are covered in the NLTA include:

- The rationalisation of existing scheduled and of minibus-taxi type services Sections 47 to 49);
- Entities that must issue OL's (Section 51);
- Validity period of OL's (Section 52);
- Processes for the application for new services (Section 54), OL's for public transport services provided for in transport plans (Section 55), OL's for contracted services (Section 56), disposing of applications with regard to OL's for non-contracted services (Section 57) and renewal, amendment or transfer of OL or permit (Section 58);
- The contents of an OL is described in Section 62;
- The issuing of OL for a range of supplementary modes and/or services is dealt with in Sections 65 to 72. The following modes/services are covered:
 - Long-distance services
 - Metered taxi services
 - Charter services
 - Staff services
 - Lift clubs
 - Tuk-tuks
 - Adapted light delivery vehicles; and
 - Transporting of scholars, students, teachers, and lecturers; and

- The regulation of tourist transport services is covered in Sections 80 to 84.

WESTERN CAPE ROAD TRANSPORTATION ACT AMENDMENT ACT (ACT 8 OF 1996)

This Law amended the Road Transportation Act, 1977 (RTA) to make provision for a taxi registrar and allocate functions, duties and powers. To make provision for the registration of taxi operators, associations, and other associated issues.

WESTERN CAPE ROAD TRANSPORTATION ACT AMENDMENT ACT (ACT 7 OF 2000)

To amend the Road Transportation Act, 1977, insofar as it applies in the WCG, to provide for special measures in respect of minibus taxi and other road transportation services in certain areas; to amend the Minister's powers to make regulations regarding persons who may seize motor vehicles; and for matters connected therewith.

WESTERN CAPE REGULATIONS ON OPERATING LICENCES, 2002

The NLTA of 2000 permitted the Minister of Transport: Public Works and Property Management of the Western Cape to publish certain regulations relating to OL's. These are contained within Provincial Gazette No. 5838 of 14 June 2002 and are known as the Western Cape Regulations on Operating Licences, 2002.

6.9.4.3 WESTERN CAPE REGULATIONS ON THE REGISTRATION OF MINIBUS-TAXI ASSOCIATIONS, THEIR MEMBERS AND NON-MEMBERS, 2007

These regulations prescribe the following:

- Manner of keeping of provincial transport register;
- Information to be kept in register;
- Information to be kept in register concerning non-members and their vehicles;
- Fees for information from the Register;
- Requirements for associations to qualify for provisional and full registration;
- Application fees for registration;
- Application forms;
- Manner of application for registration by a newly admitted member of a registered association;
- Information and documents submitted with application forms;
- Registration of non-member: certificate by Registrar;
- Registration certificates;
- Distinguishing marks;
- Standard minimum Constitution and Code of Conduct;
- Form of subpoena and manner of serving;
- Fine for failure to comply with notice;
- Return of documents upon cancellation or suspension of registration; and
- Offences and penalties.

6.10 Framework for the disposal of operating licences

The previous sections of this chapter presented the principal documentation on which the framework for the disposal of OL's is built. This section presents the framework itself, which comprises a statement of its purpose, followed by policies to guide the Overberg district municipality and local municipalities when making its directions and representations to the PRE. The framework must, however, always be read in conjunction with national, provincial and local policy and does not supersede these documents nor any legislation on the matter, 2018 TR Update and Review. As part of the policy and framework, the purpose of the framework, types of public transport services that require operating licences and the types of vehicles that can be used for public transport are detailed and clearly discussed in the framework policy. Moreover, the operating licence strategy and framework for contracted and non-contracted services is discussed and detailed.

6.10.1.1 Operating Licence for contracted services

The Overberg municipalities shall include in its considerations when providing its directions to the PRE with respect to an application for the granting, renewal, amendment or transfer of an OL for a contracted service, the following:

- The availability and improvement needs of terminals and bus stop facilities on the route in question for boarding and alighting of passengers
- Whether the application is supported in light of the Overberg municipalities' transport plans; and
- Any other recommendations or representations the Overberg municipalities may have in relation to the application.

Where services are subsidised, it is the Overberg municipalities' desire that these subsidies are aimed to assist currently marginalised users and those who have poor access to social and economic activities.

6.10.1.2 Operating licences for non-contracted services

The Overberg municipalities will include, in its considerations when providing direction and making representation to the PRE with respect to an application for the granting, renewal, amendment or transfer of an OL for a non-contracted service, the following:

- The availability of ranks or terminals or other facilities or spaces for boarding or alighting, or holding or parking of vehicles;
- Whether the application is supported in the light of its transport plans (ITP);
- Whether or not the public transport requirements for the particular route or routes are adequately served by an existing public transport service of a similar nature, standard or quality provided in terms of a commercial service contract or subsidised service contract, or in terms of operating licences as shown by the Overberg municipalities' transport plans;
- The existence of any by-law, regulation, prohibition, limitation or restriction that is relevant to the transport service that the applicant proposes to operate;
- The period for which the operating licence should be issued; and
- Any other direction or representation the Overberg municipalities may have in relation to the application.

The Overberg municipalities deem the non-availability of ranking space at a public transport facility owned by the Overberg municipalities to be sufficient reason not to support an application for an OL. Instead, when considering any application for an OL for a minibus-taxi type service, the Overberg municipalities requires the

applicants to nominate their 'priority route' to assist the Overberg municipalities to best manage the public transport facilities on that route.

When in receipt of an application for an OL for long distance services, the Overberg municipalities will also take into account:

- The days of the week or month and time of day for departure; and
- For a minibus taxi-type service, those passengers may not be picked up or set down en route unless the operator has reached agreement in this regard with the Overberg municipalities, other relevant transport authorities and with the taxi associations operating locally in the area concerned.

In this context, the Overberg municipalities prefers long distance services that are operated by vehicles that also provide a public transport service within the Overberg area. When in receipt of an application for an operating licence for a metered taxi service, the Overberg municipalities will take into account the latest version of its operation plan for metered taxi. Services that has been developed with the industry as well as best practise in the absence of such a plan.

With regard to applications for OL's for tourist services, the Overberg municipalities give preference to tour operators since it deems services of a predominantly shuttle/transfer nature more suited to other types of transport services, such as charter services, 2018 TR Review and Update.

6.10.1.3 Validly Period for Operating Licences

The Overberg municipalities note that no OL's may be issued for a period not exceeding seven years except where a negotiated contract has been awarded, in terms of Section 41, to an operator for more than seven years; then such OL must be awarded for the period of the contract (NLTA Section 52).

When considering its representations and directions to the PRE with respect to the validity period of an OL for non-contracted services, the Overberg municipalities may include the following:

- Current and envisaged trends in utilisation on the route, routes, or in the particular area;
- Efficiency of the proposed services in meeting user needs;
- Likelihood that, in the future, the public transport services for which the application is being made may no longer be required in terms of the Overberg municipalities' transport plans; and
- Likelihood that the public transport services for which the application is being made may become the subject of a commercial service contract or a subsidised service contract.

The Overberg municipalities note that OL's for charter services, long distance services, staff and tourist services, must be for a fixed period.

6.10.1.4 Cancellation of OL's not brought into use (section 78)

In accordance with the framework policy for the ODM, the Overberg municipalities may bring to the notice of the PRE that an OL converted from a permit has not been brought into use within 180 days. It may also bring to the notice of the PRE that a service authorised by a permit or an OL has not been observed by the Overberg municipalities to operate and may therefore not be faithfully carrying out the conditions or the requirements of the authority (Section 78 (5)). The PRE may then call on the holder to give good reasons why the authority to operate that service should not be suspended or cancelled.

6.10.1.5 Withdrawal of OL's in rationalisation of public transport services

Section 39, of the NLTA, requires that the planning authority must, where possible, offer the operator an alternative service; or allow the operator to continue to operate and impose a moratorium on the issuing of new OL's on that/those routes.

Section 39(2) makes provision for the National Minister to make regulations on the procedures to be followed. This has not been done.

6.10.1.6 Special needs passengers

The Overberg municipalities will consider the needs for special categories of passengers when making representations and providing direction to the PRE with regard to applications for OL's.

6.10.2 OLP Implementation Framework

The previous sections were the discussion of the disposal framework, this section is the prioritised proposals that the Overberg municipalities should follow in order to handle applications submitted to a regulating authority. The following recommendations are given regarding the findings from the analysis and evaluation of the CPTR updated information, the 2018 TR updated review and the surveys conducted in 2020 at the major ranks in the ODM as indicated in the demand analysis.

Unscheduled services (including minibus taxi-type services):

- Regulate and clean up the status of existing OL's;
- The conclusion of the process to cancel all dormant permits to establish a clear indication of the active OL's;
- The Overberg municipalities will provide appropriate direction to the PRE in accordance to the ITP;
- The success of the OLS is heavily dependent on effective law enforcement. This is best achieved through a dedicated enforcement unit, specialising in public transport law enforcement. The existing unit must be fully supported in its tasks and provided with equipment and resources that enables them to make a larger impact on illegal operations;
- A strategy to engage the judiciary to ensure that offenders receive appropriate penalties that will deter further offences;
- Approve additional operations as per the demand analysis in the previous sections
- There was a large number of official routes that were not travelled, it is recommended to conduct a route functionality assessment and rationalisation of the route to simplify the PRE database.

Long distance services:

The following is proposed for the Overberg Municipalities in combination with the Province:

- A strategy to plan and regulate long distance services must be prepared; and
- The Province, in collaboration with the Overberg municipalities, should provide the necessary terminals and stops for these services.

Metered taxi services:

The Overberg municipalities concurs with the proposals of the Province's Delivery Plan 17 (Metered Taxi Transformation Process) in that:

- The metered taxi mode, as a component of the public transport sector, must be transformed according to a structured programme so that it is in a better position to serve the tourism market and fill public transport 'gaps' in the local market;
- A database of all operators, vehicles owned and their operating circumstances, must be developed, and this must be used to obtain a clear and detailed understanding and record of all operators, both legal and illegal, and the markets being served;

- Hotels and other tourism organisations must be made aware of the role of the metered taxi industry and other transport services that are currently competing illegally with this mode of travel should be removed;
- A strategy must be developed to address the problem of currently illegal operations;
- The capacity to perform effective enforcement in relation to metered taxi services needs to be strengthened;
- A driver empowerment initiative providing self-employment for long-service metered taxi drivers must be developed and new permits issued on a preferential basis to those, who in terms of defined criteria, qualify to participate in the initiative; and
- The process of upgrading vehicle standards must be initiated. A strategy must be developed to assist with the replacement of ageing vehicles.

6.10.3 Law Enforcement Implementation

In addition to the measures provided for in the NLTA Act (5) 2009 with regard to law enforcement, the MECs and municipalities must take active steps to develop systems to improve land transport law enforcement in their respective jurisdictions.

Despite the provisions of any other law—

- a. an MEC; or
- b. a municipality, referred to in this section as enforcement authorities, may enter into an agreement in 10 terms of which—
 - i. land transport law enforcement functions are undertaken by one enforcement authority in the area of jurisdiction of another;
 - ii. authorised officers of one such authority may be seconded to another authority
 - iii. land transport law enforcement functions are undertaken jointly, or by a public or private sector agency on behalf of the authority, on terms and conditions set out in the agreement, including conditions as to which authority must bear the costs involved.

6.10.3.1 Impoundment of vehicles

In accordance with the act, an authorised officer who is satisfied on reasonable grounds that a motor vehicle is being used by any person for the operation of public transport without the necessary operating licence or permit or contrary to the conditions thereof, may impound the vehicle pending the investigation and prosecution of that person for an offence mentioned in section (a) or (b).

A vehicle impounded under subsection above must be delivered to the head of the 45 depot contemplated, who must retain the vehicle in the depot and release it to the person concerned only—

- a) When the criminal charges against the person have been withdrawn or the person has been acquitted of the offence charged; or
- b) in the case where the person is convicted of the offence charged, and unless the court has ordered otherwise, on payment to the head of the depot of the amount determined by the MEC, which is an impoundment fee.

The impoundment fee must be increased accordingly, for the second or subsequent impoundment of a vehicle.

The Overberg municipalities may, by notice in the Provincial Gazette, designate any suitable place denoted in the notice to be a depot. The Overberg municipalities may amend or withdraw such notice, as it deems fit. The Overberg municipalities must appoint an authorised person as the head of the depot.

6.10.3.2 Presumptions and proof of certain facts

A document which purports to be an operating licence or permit issued under this Act or a certified copy thereof, must on mere production in any prosecution for an offence mentioned in the section above be admissible in evidence as proof that it is such an operating licence or permit which had been lawfully issued, or that it is a true copy thereof, as the case may be, and of the truth and accuracy of the particulars thereof.

A document which states that the motor vehicle described therein is registered, under the relevant law, in the name of a person specified therein as the owner, and which purports to have been issued under such a law by an employee of the registering authority for motor vehicles of the place where the vehicle was so registered, is on mere production in a prosecution under this Act, admissible as sufficient proof of that person's registered ownership of the vehicle and of the truth and accuracy of the particulars contained therein.

6.10.3.3 Offences and penalties as per the National Land Transport Act (5) 2009

1: A person is guilty of an offence:

- a) if that person operates a public transport service in contravention of section 50 or the act;
- b) if the person operates a public transport service contrary to the terms and conditions of an operating licence or permit;
- c) if, being the holder of an operating licence or permit or the agent or employee of such a holder, the person allows someone else to use that operating licence or permit for a vehicle other than the vehicle specified therein;
- d) if the person applies for or obtains an operating licence knowing that a current operating licence has already been issued with regard to the same vehicle;
- e) if the person, with the intent to deceive, forges, alters, defaces, damages or adds to any operating licence or permit other official document issued under this Act;
- f) if, knowing that a document is not an operating licence or permit or such other official document or that it has been altered, defaced, damaged or added to, utters or uses the document;
- g) if the person furnishes or gives false information in or with regard to any application made in connection with an operating licence, or in the course of appearing in any proceedings, investigation or inquiry relating thereto;
- h) if the person impersonates an authorised officer;
- i) if the person wilfully obstructs or hinders an authorised officer who is discharging his or her duties;
- j) if the person refuses or fails to comply with the lawful order, direction or demand made by an authorised officer in the discharge or performance of any function or duty entrusted to the officer by or in terms of this Act;
- k) if, where the person is conveyed as a passenger in the course of public transport, he or she:
 - i. fails to pay the fare due for the journey when payment is requested by the driver or conductor;

- ii. smokes or drinks liquor on that vehicle in contravention of a notice on the vehicle which forbids smoking or drinking;
 - iii. wilfully acts in a manner that inconveniences a fellow passenger;
 - iv. disobeys a reasonable instruction issued by the driver or conductor for the purpose of maintaining order or ending a disturbance or controlling any emergency; or
 - v. wilfully performs any act in or on the vehicle that could cause injury to or endanger the life of any person or cause damage to any property;
- l) if the person, being the holder of an operating licence or permit or the driver of a vehicle to which that operating licence or permit relates, fails to comply with any duty or obligation imposed on such a holder or driver by or in terms of this Act;
 - m) if the person picks up or sets down passengers at or near an international border in contravention of section 75(2);
 - n) if the person uses a vehicle for a public transport service in contravention of this Act;
 - o) if the person operates a tourist transport service without accreditation by the National Public Transport Regulator or operates a tourist transport service after his or her accreditation has been cancelled;
 - p) if the person uses a vehicle for tourist transport services in contravention of section 84(1) and (5); or
 - q) if the person contravenes any other provisions of this Act.

2: Where a person is convicted of any one of the offences mentioned in:

- a) paragraphs (a), (b), (d), (e) or (o) of subsection (1), a term of imprisonment not exceeding two years, or a fine not exceeding R100 000, may be imposed;
- b) any other paragraph of that subsection, a term of imprisonment not exceeding 10 (ten) months or a fine not exceeding R10 000 may be imposed.

3: Whenever a manager, agent or employee of the holder of an operating licence or permit performs or omits to perform any act which, if the holder had performed or omitted to perform that act personally, would have constituted an offence in terms of subsection (1), that holder is guilty of that offence if:

- a) the holder:
 - a. connived at or knowingly permitted the act or omission concerned; or
 - b. did not take all reasonable measures to prevent that act or omission; and
- b) an act or omission of the nature of the act or omission charged, whether legal or illegal, fell within the scope of the authority or the course of the 20 employment of the manager, agent or employee.

6.11 Recommendations

Contracted Services

- The Mobility strategy system described above is a very ambitious public transport system for the very rural area of the Overberg District Municipality. It is unlikely that it will be implemented in its entirety any time soon. However, certain services can be implemented by way of trial to test assumptions, these also include the rural transport routes.

- A study to determine the exact need from each school regarding the number of children requiring transport to school each day is proposed. Moreover, the affordable proposed IPTN for the district would address these concerns with fare prices being calculated at 10% of minimum wage and connectivity in rural communities being reduced from the 5km to 2km as per the Mobility Strategy.
- The pilot project is to identify operational demands and a Business plan 2021 for the public transport network for the OLM.
- Develop the public transport network and implement the network for the OLM (2022-2024).
- Developed special categories such as dial-a-ride and learner transport for the OLM 2022-2025.
- Tourist Coach Drop Off area in Hermanus, 2022.
- PT Information website and information gathering for the OLM, 2023.

Unscheduled services (including minibus taxi-type services):

- Regulate and clean up the status of existing OL's; Project to be conducted in June 2021
- The ODM will provide appropriate direction to the PRE in accordance to the ITP;
- The success of the OLS is heavily dependent on effective law enforcement. This is best achieved through a dedicated enforcement unit, specialising in public transport law enforcement. The unit must be fully supported in its tasks and provided with equipment and resources that enables them to make a larger impact on illegal operations; Ongoing
- A strategy to engage the judiciary to ensure that offenders receive appropriate penalties that will deter further offences; Implement immediately.
- Approve additional operations as per the demand analysis in the previous sections through the process described above and in accordance with the NLTA (5) 2009. Ongoing.
- Where reductions are required, the possibility of transferring OL to routes that require additional OL could be considered as per the NLTA (5) 2009. Ongoing.
- There was a large number of official routes that were not travelled, it is recommended to conduct a route functionality assessment and rationalisation of the route to simplify the PRE database. 2021/2022 Financial year.
- The metered taxi mode, as a component of the public transport sector, must be transformed according to a structured programme so that it is in a better position to serve the tourism market and fill public transport 'gaps' in the local market;
- A database of all operators, vehicles owned and their operating circumstances, must be developed, and this must be used to obtain a clear and detailed understanding and record of all operators, both legal and illegal, and the markets being served. This can be done in 2021/2022 once travel patterns have normalised due to Covid 19.
- Hotels and other tourism organisations must be made aware of the role of the metered taxi industry and other transport services that are currently competing illegally with this mode of travel should be removed;
- A strategy must be developed to address the problem of currently illegal operations; 2022 and enforced thereafter.
- The capacity to perform effective enforcement in relation to metered taxi services needs to be strengthened; Ongoing.

- The process of upgrading vehicle standards must be initiated. A strategy must be developed to assist with the replacement of ageing vehicles. This must be part of the metered taxi database project and should start in the 2021/2022 financial year.

Long distance services:

The following is proposed for the ODM in combination with the Province:

- A strategy to plan and regulate long distance services must be prepared. Date 2022

7 Transport Infrastructure Strategy

The transport infrastructure strategy deals with the development and maintenance of all types of transport infrastructure in the ODM. This chapter deals with the possible new facilities, improvements of existing facilities and improvements to major roads including a strategy for NMT.

The ODM is vast and has limited subsidised transport passing through the district with no subsidised public transport originating within the ODM. There are no commercial airlines with regular services in the district. The road infrastructure facilitates most of the transport movements throughout the district. As per the mode of transport, this is further characterised by the majority used mode split being dictated by NMT. Hence, the following key strategic requirements is essential for planning the mobility and accessibility within the district.

- Maintain existing road infrastructure.
- Improve rural accessibility as per the national rural strategy, including inter-town movements.
- Improve the existing road network.
- Invest in rural pedestrian safety, non-motorised transport networks and scholar transport safety.
- Improve existing PT facilities and the implementation of additional PT facilities in identified towns.

7.1 Non-Motorised Transport Infrastructure Strategy

7.1.1 NMT Design Principles

This section provides an overview of salient standard principles for NMT infrastructure design. The design of all NMT infrastructure should be completed in a safe and responsible manner according to all relevant South African laws and guidelines.

7.1.1.1 Walkways and Cycle ways

The proposed design width and separation criteria for NMT walkways on different road classes in ODM are indicated in Table 84. This information was taken from the Department of Transport’s NMT Facility Guidelines, 2014.

Table 84: Recommended Design Criteria for Walkways in WCDM

ROAD CLASS	ACCEPTED MINIMUM SIDEWALK WIDTH	OPTIMAL SIDEWALK WIDTH (SUBJECT TO CAPACITY REQUIREMENTS)	SEPARATION REQUIREMENTS FROM MOTOR VEHICLE ROADWAY	NOTES
Class 1- Principle Arterials	N/A	N/A	N/A	NMT Facilities are not recommended along these routes
Class 2- Major Arterial	1.2m	2m	5m Total Separation*	Barriers recommended
Class 3- Minor Arterial	1.2m	2m	2-5m Total Separation*	

ROAD CLASS	ACCEPTED MINIMUM SIDEWALK WIDTH	OPTIMAL SIDEWALK WIDTH (SUBJECT TO CAPACITY REQUIREMENTS)	SEPARATION REQUIREMENTS FROM MOTOR VEHICLE ROADWAY	NOTES
Class 4- Collector Street	1.2m	3m	Partial Separation**	
Class 5- Local Street	1.5m	2m	Partial Separation/ Mixed Shoulder	
Class 6- NMT Only	0m	1.2m	No separation required	Walkway and cycleway can be adjacent to minimise earthwork

*Total separation: No conflict between motorised and NMT even in the event of loss of control of vehicles. A heavy barrier or separation of 1m to 9m should be provided between the shoulder and NMT lane.

**Partial separation: No conflict can occur under normal operating conditions. Often a level difference between the roadway or light barriers are provided.

The sidewalks should be designed with the following principles:

- Separated sidewalks should be a minimum 1.5m wide (all classifications).
- Sidewalks should be provided on both sides of all street classifications (including most residential and industrial areas)
- Wider (≥2.0m) sidewalks should be provided along public transport routes and connections to public transport hubs.
- Wider (≥2.0m) sidewalks should be provided for connections to schools, within activity centres and near major pedestrian generators.
 - Sidewalks should be wider (>2.0m) to provide separation from traffic when
 - truck volumes are > 10% of total volume
 - design speed is >60 km/h (Does not apply to this faculty)
- Traffic volume is >20,000 vehicles per day.
- Sidewalk width should be chosen based on surrounding land uses (higher density requires wider sidewalk).
- For sidewalks constructed at the base of a retaining wall (between the wall and the street), be sure to include additional sidewalk width (space to remove the discomfort of having to walk immediately next to the wall or curb). The additional sidewalk width required might need to vary by the height of the wall, with higher walls requiring more space and very low walls requiring less. However, this distance should typically be at least 0.3m from the wall and, if the sidewalk must be back-of-curb due to space constraints. Generally, a sidewalk next to a retaining wall should be at least 2.3m wide on avenues, boulevards, and parkways, not including the curb measurement.

- For sidewalks constructed near the top of retaining walls, provide the same additional sidewalk width as described above, and (depending on the height of the wall) include a handrail at the top of the retaining wall.
- Pedestrian-scaled lighting should be incorporated appropriately to the use of the street.
- Handrails and landings should be provided along steep grades.

With regards to the cycleways, the design width and separation criteria for NMT Cycle ways on different road classes in ODM are indicated in Table 85. It is recommended to allocate space within the NMT network, where possible, to accommodate potential future cycle demand.

Table 85: Recommended Design Criteria for Cycle ways in WCDM

ROAD CLASS	ACCEPTED MINIMUM SIDEWALK WIDTH	OPTIMAL SIDEWALK WIDTH (SUBJECT TO CAPACITY REQUIREMENTS)	SEPARATION REQUIREMENTS FROM MOTOR VEHICLE ROADWAY	NOTES
Class 1- Principle Arterials	N/A	N/A	N/A	NMT Facilities are not recommended along these routes
Class 2- Major Arterial	1.5m (check sight distances)	2m (check sight distances)	5m Total Separation	Barriers recommended
Class 3- Minor Arterial	1.5m (check sight distances)	2.5m (check sight distances)	Partial Separation	Dropped kerbs at crossings
Class 4- Collector Street	1.5m	1.8m	Marked Separation	
Class 5- Local Street	1.5m	1.8m	Partial Separation/ Mixed Shoulder	
Class 6- NMT Only	0m	1.5m	No separation required	Walkway and cycleway can be adjacent to minimise earthwork

The design of Cycleways can be classed into four categories. These are Class 1, 2, 3 and 4.

Class I Requirements:

- A class I bicycle road has an independent alignment in a cycle reserve.
- A 3.5m road width is desirable, but an absolute minimum of 2.5m could be considered.

- Provide 0.5m lateral clearance and at least 2.5m vertical clearance.
- Commuter and recreational routes where there is adequate space for greenway development.
- Preferably separated from pedestrians, but could be designed as multi-use pathways;
- Typically having grade separation at intersections;
- There are limited accesses and junctions, and cyclists are not required to behave as pedestrians rather than vehicles at junctions.
- Provide smooth pavement.
- Ensure connectivity through the development of a bicycle master plan.

Table 86: Bicycle roads Class I minimum widths

IMPLEMENTATION	MINIMUM WIDTH
Parking prohibited with kerbing or hard shoulder	1.2m
Roadway with unpaved shoulder or sloped drop-off	1.5m
Parking permitted	1.8m
Minimum width at intersections	1.5m
Desirable width at intersections	1.8m
Maximum width at intersections	2.0m

Class II Requirements

- Provided within the road reserve of a street or road, either on- or adjacent to the carriageway.
- A 1.8m one-way lane width is desirable, but an absolute minimum of 1.5m could be considered;
- A 3.0m two-way lane width is desirable, but an absolute minimum of 2.5m could be considered;
- Provide 0.5m lateral clearance where no property access is present, otherwise 3.0m is required.
- There are limited accesses and junctions, and cyclists are not required to behave as pedestrians rather than vehicles at junctions.
- Ensure continuity of routes.
- Provide sufficient sight distance at intersections and accesses.
- Preferably separated from pedestrians, but could be designed as multi-use pathways;
- Provide smooth pavement.
- Ensure proper maintenance, especially pavement edges.
- Provide a smooth transition from pavement to gutter pan.

Table 87: Class II Bicycle lane minimum widths

CONDITION	MINIMUM WIDTH (m)
Desirable minimum	3,5m
Acceptable minimum	3,0m
Absolute minimum	2,5 m
Horizontal clearance	0,5 m

Class III Requirements

- Specifically marked on the roadway pavement, usually unprotected.
- Provide on streets with an 80km/h posted speed limit, but preferably 60/70 km/h;
- Provision should be made for aerodynamic forces where heavy vehicle speeds exceed 70km/h. This is done by providing a separation distance between the roadway and cycle lane, varying from 0.5 to 2.2m.
- Not appropriate for use by young cyclists.
- Ensure proper maintenance, especially pavement edges.
- Provide a smooth transition from pavement to gutter pan.

Table 88: Bicycle lane Class III minimum widths

IMPLEMENTATION	MINIMUM WIDTH
Parking prohibited with kerbing or hard shoulder*	1.2 m
Roadway with unpaved shoulder or sloped drop-off	1.5 m
Parking permitted	1.8 m
Minimum width at junctions	1.5 m
Desirable width at junctions	1.8 m
Maximum width at junctions	2.0 m

Class IV Requirements

- Accommodated on the roadway, shared with vehicular traffic and indicated by road signs only.
- Maximum vehicle speeds 50km/h, but preferably lower than 40 km/h;
- Desirable shared lane width of 4.5 m, with an absolute minimum shared lane width of 4.2 m
- Provided on streets with low traffic volumes, no through traffic and no parallel parking;
- Not provided for use by young cyclists.
- Ensure proper maintenance, especially pavement edges.
- Provide a smooth transition from pavement to gutter pan.

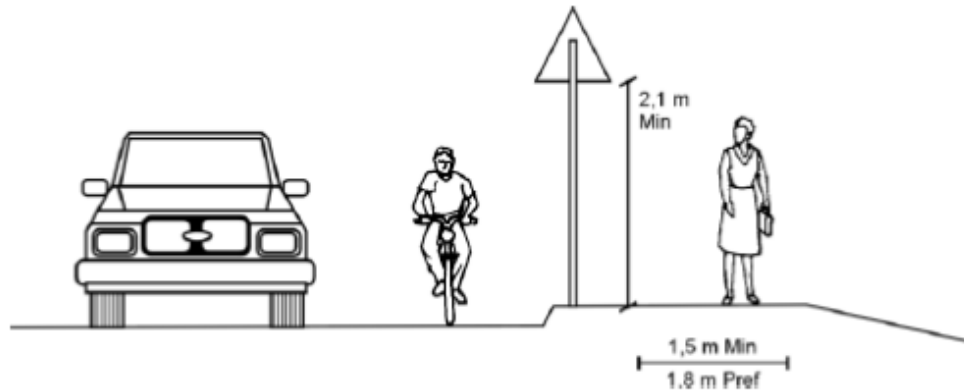


Figure 77: Bicycle lane Class IV cross section

7.1.1.2 Surfaces

NMT surfaces should be free of dust and mud with good drainage. Surfaces should be comfortable and safe. Paving should be well finished off especially around poles and other potential obstructions.

7.1.1.3 Railings

Where there are vertical drops greater than 0.8m or slopes steeper than 1:2 within 1m of the edge of pathways, handrails should be provided. The recommended height of these railings is 1m. In areas where pedestrians should not cross, handrails could be investigated for safety purposes.

7.1.1.4 Intersections

Intersections and crossings are high risk areas for pedestrians. Safe and efficient pedestrian crossings are crucial to reduce pedestrian risk. The detailed design of pedestrian crossings should be included where relevant in all road designs and signal designs. Pedestrian crossings should be marked. Medians should be sufficiently wide to accommodate pedestrians if applicable.

A sufficient number of pedestrian crossings should be provided. In areas with high pedestrian demand or where alternative crossings along priority routes are not sufficiently safe, a pedestrian bridge may be warranted.

Pedestrian Crossings at Intersections:

The following considerations need to be considered during the design of intersection pedestrian crossings:

- Minimum crossing width of 2.4m (preferred 3m)
- Crossing to be located a minimum distance of 1m from the stop line.
- Crossing lanes road markings are 100mm wide, spaced 0.5m/ 1.5m
- Crossing width to be 1.6m from the through traffic movement

Mid-block Crossings:

Provided at locations to support pedestrian desire lines.

- Ensure availability of stopping sight distance.
- Consider provision of a stop bar on multi-lane facilities.
- Restrict parking adjacent to crosswalk.
- Provide kerb extensions, not encroaching into cycle path.

- Use reflective materials on kerbs.
- Provide wheelchair ramps or at-grade channels with kerbs and medians.
- Use zebra crosswalk markings for increased visibility.
- Construct a speed table where appropriate.
- Consider advance warning signs for vehicle traffic.
- Consider kerb extensions with illumination and warning signs on vehicular approaches to increase visibility.
- Provide high-visibility crosswalks at locations with high pedestrian flows and/or identified as a hazardous location.

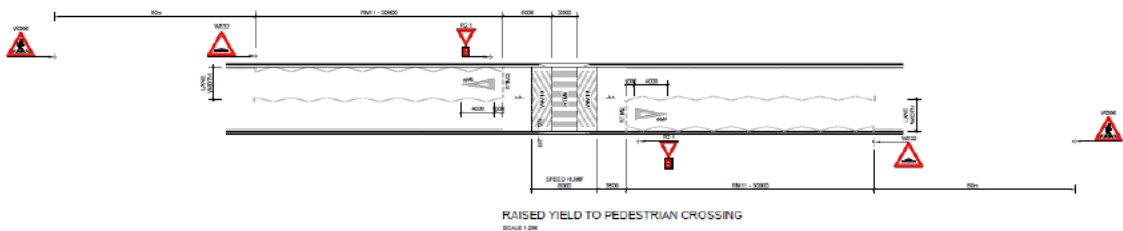


Figure 78: Typical Mid-block raised pedestrian crossing

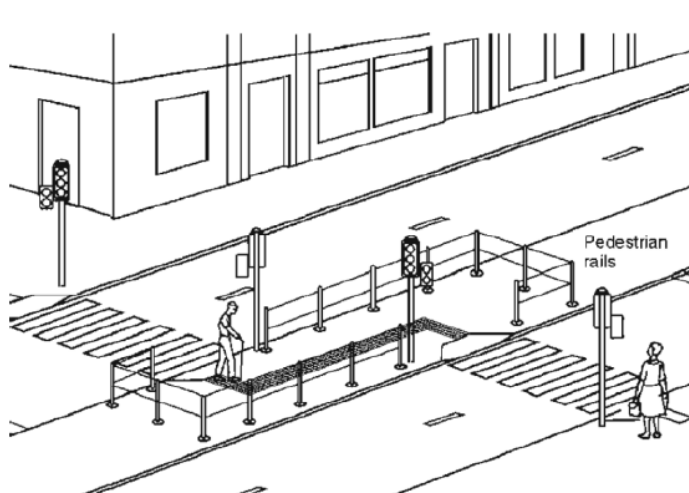


Figure 79: Typical Split pedestrian crossovers

Pedestrian Refuge Island:

Provides refuge to pedestrians crossing a roadway either at an intersection or mid-block crossing.

- The island should extend through the crosswalk, serving as a guide to turning vehicles and creating space for signage.
- Provide a kerb cut for wheelchair accessibility.

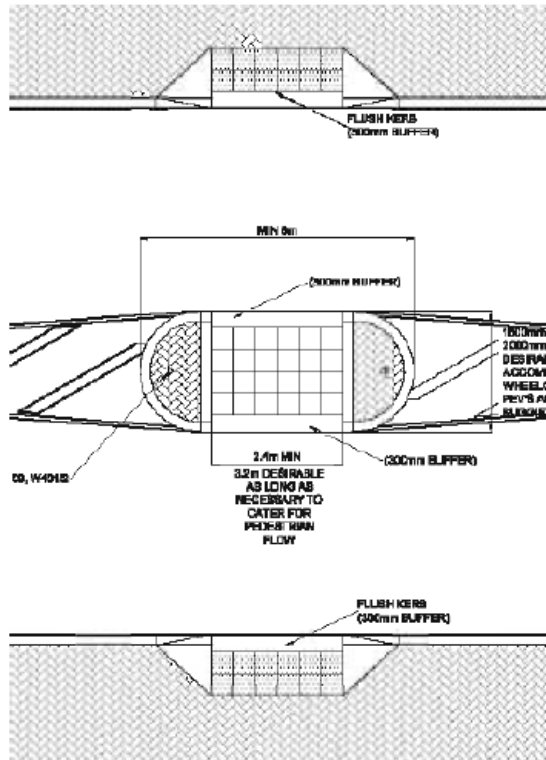


Figure 80: Pedestrian refuge island

Pedestrian Grade Separation:

Provided at locations with very high pedestrian volumes (such as modal transfer facilities), roads with high vehicular volumes and across freeways.

- Ramps should be universally designed and positioned to promote the use of the facility.
- Measures should be implemented to deter jaywalking, such as the provision of median barriers.
- Lighting should be provided.
- A pedestrian over-pass is preferred above the provision of a culvert.
- The design should promote safety and security.

Table 89: Pedestrian grade separation specifications

FACILITY	WIDTH (m)	HEIGHT (m)
Pedestrian bridges	2,0	5,2
<u>Pedestrian subways</u>		
• Length: 14 m or less	2,1	2,4
• Length: 14 m to 24 m	2,4	2,4
Length: More than 24 m	3,0	3,0
<u>Shared pedestrian/bicycle subways</u>		
• Pedestrian walkway	2,0	2,5
• Cycle walkway	3,0	2,5

7.1.1.5 Lighting

Lighting should be provided for pedestrians especially in areas with high pedestrian demand after dark. Lighting should be provided separately to street lighting as there are different light height requirements for pedestrian walkways.

7.1.2 Universal Access Design Principles

7.1.2.1 Overview

Universal access in NMT relates to the ease with which all people can access transport-related activities and use NMT infrastructure. In order to ensure ease of movement for all people, vulnerable users need to be considered. Vulnerable users include the elderly, blind people, Deaf people, children, people who use wheelchairs and people with learning disabilities. Universal access principles should be included in the design of all NMT infrastructure. This chapter notes some Universal Access principles, but the detail design of infrastructure in the ODM should conform to all legal requirements and to all best practice standards where possible.

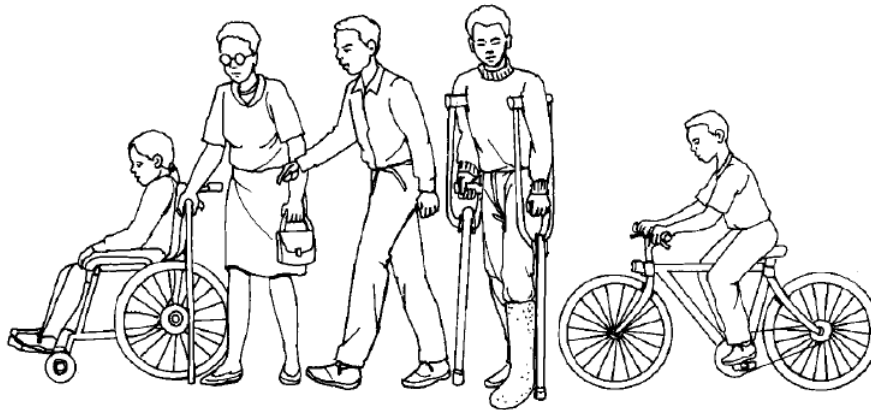


Figure 81: Persons Requiring Universal Access

7.1.2.2 Surfaces and Walkways

All surfaces should be slip-free and level without intrusions, such as rocks or raised manholes.

7.1.2.3 Road Crossings

Dropped kerbs and/or kerb ramps are required wherever a pedestrian or cyclist needs to cross a road. These are mainly provided for use by persons using wheelchairs, and persons pushing items, such as prams, wheelbarrows and others, but can also be useful for persons with mobility impairments. They should be provided at all road junctions, midblock crossings, medians, islands and any other location where a kerb must be crossed, without exception.

The ramps should be provided on all newly constructed and improved roads and streets, while programmes should be instituted to retrofit existing roads and streets with such kerb ramps / dropped kerbs. Where necessary, existing kerb ramps that do not meet requirements should also be improved. The dropped kerbs / ramps must cover the full width of the crossing, which means it must be provided so that each corner has two ramps installed perpendicular to the face of the kerb, instead of a single ramp facing diagonally into the intersection. Tactile guidance blocks should be provided at the kerb ramps, which contrasts with the colour of the rest of the sidewalk, refer to examples and typical detail below.

Pedestrian crossings around pedestrian precincts should be demarcated with a different surface to aid the visually impaired, and to indicate to all road users, the prominence and importance of pedestrians in those zones.

Audible signals can be provided at signalised intersections to help pedestrians with visual impairments cross.

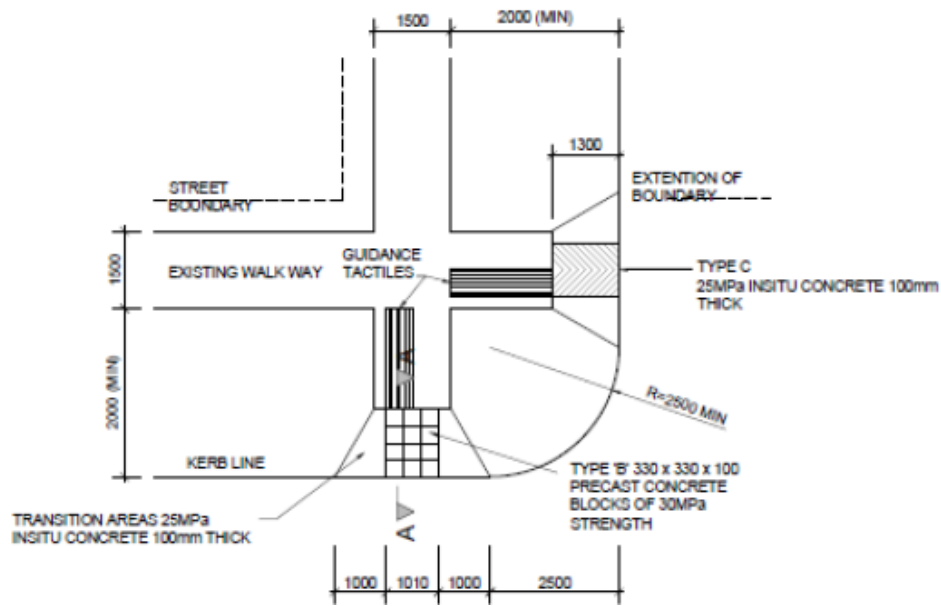
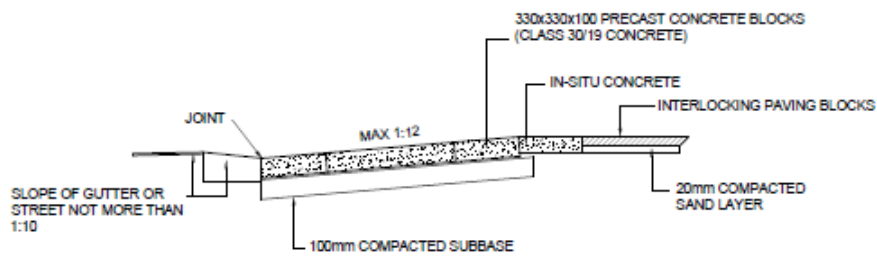
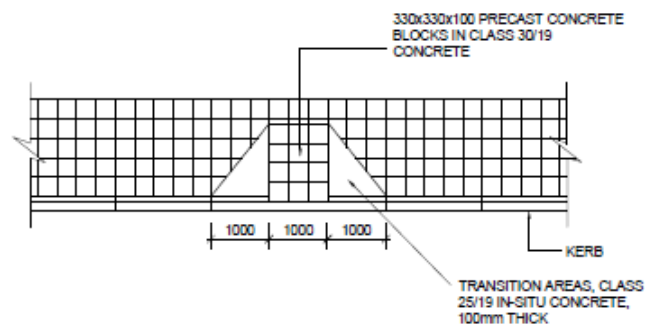


Figure 82: Example of UA at an intersection crossing

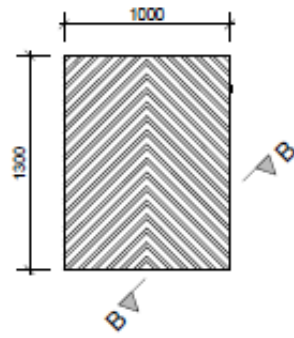


SECTION A-A



PLAN
PEDESTRIAN RAMPS ON STRAIGHT ROADS

Figure 83: Pedestrian ramp detail



PLAN OF IN-SITU CONCRETE RAMP

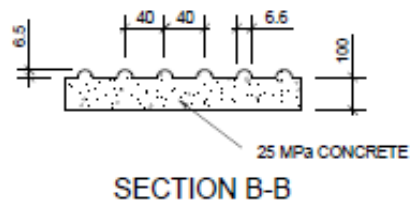


Figure 84: Concrete ramp detail



Figure 85: Raised intersection with textured pedestrian guides, natco.org

7.1.2.4 Pedestrian Seating

Seating and rest areas should be provided off main routes but should be easily identifiable.



Figure 86: Examples of pedestrian seating at intersections

7.2 Existing Road Infrastructure

The road conditions are as summarised in the pie charts below. The ODM gravel roads consist only of approximately 40% poor to very poor roads, while the surfaced roads condition is 39% poor to very poor. Hence, the majority of the roads are in a fair to very good condition. However, repair work is required for the 40% damaged road surfaces for both gravel and surfaced roads, Figure 87.

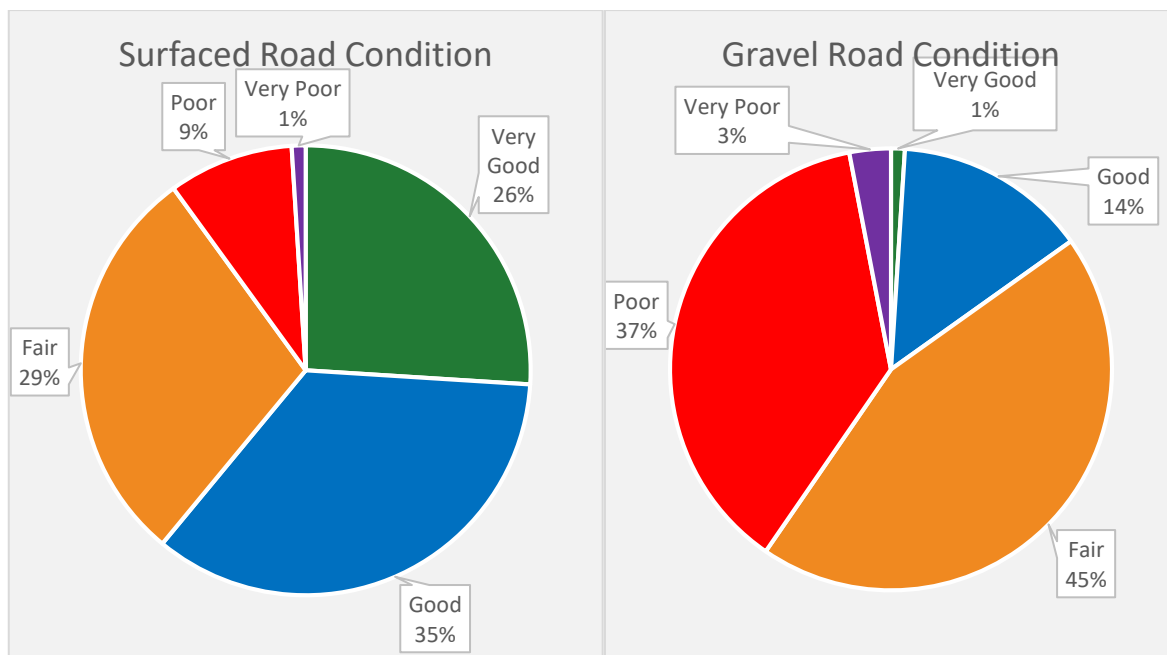


Figure 87: Surfaced and Gravel road conditions

7.3 Public Transport Infrastructure

The total public transport infrastructure was limited to the modes of Mini-bus Taxi and the bus operations. The infrastructure is as follows:

Table 90: Public Transport infrastructure

	MTB		BUS	
	Formal	Informal	Formal	Informal
LM				
Cape Agulhas	6	5	0	1
Overstrand	11	0	0	0
Swellendam	0	8	0	1
Theewaterskloof	5	0	0	2

There is no rail Public transport infrastructure in the ODM municipality.

The bus infrastructure is located in the CALM, SLM and TWKLM. In SLM it is located at the Swellendam Groentemark Café it consists of 1 bay and it is an interprovincial service. The service in the TWKLM is located at the Shell ultra-city in Riviersonderend and at the Spar in Caledon. Both these services are interprovincial services and are informal. The CALM service is located in Bredasdorp. The service is a local service and is informal. The facility is informal.

The Minibus taxi facilities per LM is shown in Table 91 below. Most of the facilities below are ranks. There are a few major stops listed.

Table 91: MBT Local facilities in ODM

LM	FACILITY NAME	TOWN	STATUS	
			Formal	Informal
CALM	Checkers	Bredasdorp		X

LM	FACILITY NAME	TOWN	STATUS	
			Formal	Informal
LM	FNB		X	
	Spar		X	
	U-Save			X
	Struisbaai R319	Struisbaai		X
	Arniston R316	Arniston	X	
	Napier Volhou Street	Napier		X
OLM	Hermanus Rank	Hermanus	X	
	Zwelihle Rank		X	
	Mount Pleasant R43, Stop	Hermanus	X	
	Hawston Corner of Church and Chester Street	Hawston	X	
	Masakhane St	Gansbaai	X	
	Gansbaai, Corner of Main Road and Fabriek Street	Gansbaai	X	
	Stanford, Dreyer and Mundi Street	Standford	X	
	Stanford, Matilda May Street	Standford	X	
	Kleinmond, R44	Kleinmond	X	
	Gansbaai, Kampeer Street	Gansbaai	X	
Zwelihle, Swartdam Street	Hermanus	X		
SLM	Swellendam Rank	Swellendam		X
TWKLM	Plein Street	Caledon		X
	Cath-Cart Street	Caledon		X
	Grabouw Rank	Grabouw	X	
	Goniwe Park Rank	Villiersdorp	X	
	Villiersdorp Rank	Villiersdorp	X	

The needs identified in the TR regarding public transport infrastructure indicated that:

- The Bredasdorp Checkers, Spar and U-save ranks is too small and is being utilised in the peak periods at 200%. The ranks have no electricity, or offices, the checkers ranks is informal with no roof structure and ablution facilities. The informal checkers rank is the most utilised rank in Bredasdorp.
- The Hawston rank is insufficient and is being utilised at over 100%.

- The Zwelihle rank is insufficient and is being utilised at over 100%. There are over 30 peak hour departures .
- Standford rank is insufficient and is being utilised at over 100%.
- Gansbaai rank is insufficient and is being utilised at over 100%.
- Villiersdorp rank is insufficient and is being utilised at over 100%. This rank has no ablution facilities, 25 peak departures and a demand of 380 passengers in the peak hour period. There is a need for this rank to be improved.

As a result, the following is recommended:

- That the checkers rank in Bredasdorp be formalised and upgraded to accommodate the demand.
- That the Hawston, Zwelihle, Standford and Gansbaai ranks to upgraded to accommodate the demand.
- The Villiersdorp rank be upgraded and design to accommodate the demand and be designed with ablution facilities.

7.4 Rail Infrastructure

The rail stations are all in a poor condition and require maintenance. There is no PT rail infrastructure in ODM. The freight infrastructure is managed and maintained by Transnet Freight Rail.

As stated in the Western Cape Freight strategy, the major issue with the rail infrastructure in SA is due to the outdated and slow cape gauge rail. Thus, to improve rail modal share by updating rail infrastructure, such as the rail line would be to upgrade the existing line to a standard gauge line. However, this would be extremely expensive and would be the requirement of a national study and implementation programme. Thus, to improve the existing conditions to attract freight, other alternative measures must be sought. Infrastructure measures that can be implemented are as follows:

- Revitalise and maintain rail corridor for passenger and freight rail;
- Invest in and enhance key rail stations such as Bredasdorp, Caledon, Klipdale and Swellendam.
- Lobby Transnet and PRASA to upscale the rural rail service passing through the region (Shosholoz Meyl) to provide a more regular and reliable services to the region. In 2009, Shosholoz terminated services through the ODM.

7.5 ODM Road Infrastructure Responsibilities

Overberg District Municipality is an agent for the Department of Transport and Public Works for the maintenance of proclaimed provincial roads in the district. The local municipalities are responsible for managing roads/streets in their respective towns. The Overberg District Municipality is also responsible for an Integrated Transport Plan for the district. This included the following services:

- Road Maintenance
- Road Construction / Re-gravel/ Blading
- Plant Repair and Maintenance
- Stores / Budget Control
- Costing
- Wayleaves

- Road Closures / Proclamations
- Access Control
- Borrow Pit Maintenance
- Design

7.6 Maintenance and Strategic Projects

Based on the above identified strategy for the road infrastructure, two actions for implementation of the strategy was identified, namely: Maintenance of existing infrastructure and Strategic Projects.

7.6.1 Maintenance

The function of the Roads Division at the ODM is performed from sub-district depots at Swellendam, Bredasdorp and Caledon.

The ODM focuses on normal maintenance, re-gravelling, rehabilitation, upgrading and resealing of proclaimed provincial roads. The network consisted at year-end of 500 km tar and 3195 km gravel roads. A project funded by the National Department of Transport is currently in the process of doing a survey on roads assets in the district, excluding provincial and national roads (RRAMS –Rural Roads Asset Management System). This project will be finalised in the 2019-2020 financial year. A total of R50mil was spend on gravel road maintenance, repairs and upgrades, while an additional R28mil was spend on surfaced road maintenance and repairs in the 2018/19 financial year as mentioned in chapter 3.

In continuing the responsibility of maintaining the provincial roads within the ODM, the following projects are planned for 2020-2023:

The needs and goals above have led to the needs of the following projects needs for 2019-2023, which have capital budget funded by the PAWC for the district roads:

- Regravelling:
 - MR 270 (Witsand km 11.50 – 20.10) Swellendam
 - DR 1325 (Sdam/Drew km 0.35 – 12.84) Swellendam
 - DR 1314 (Mullersrus km 0.00 – 2.56) Swellendam
 - OP 4026 (Grootbos km 0.94 – 7.45) Overstrand
 - DR 1252 (Tesselaarsdal km 0.18 – 13.00) Theewaterskloof
 - DR 1255 (Tesselaarsdal km 4.96 – 8.31) Theewaterskloof
 - DR 1264 (Highlands km 0.00 – 10.26) Overstrand
 - DR 1251 (Spitskop km 0.00 – 19.50) Swellendam
 - DR 1207 (De Mond km 0.00 – 14.33) Cape Agulhas
 - NP 276 (Boontjieskraal km 0.49 – 6.72) Theewaterskloof
 - DR 1298 (Middelplaas km 0.13 – 21.08) Theewaterskloof
 - OP 4017 (Stanford km 0.00 – 9.37) Overstrand
 - DR 1211 (Pearly Beach km 6.70 – 9.64) Overstrand
 - DR 1210 (Moddervlei km 0.00 – 9.00) Cape Agulhas
 - DR 1303 (Riviersonderend/Greyton km 0.00 – 24.00) Theewaterskloof

- DR 1313 (Donkerhoek km 2.86 – 13.82) Theewaterskloof
- Reseal
 - OP 4058 (Mispah km 0.00 – 6.64) Theewaterskloof
 - DR 1295 (Appletiser km 0.00 – 0.37) Theewaterskloof
 - DR 1287 (Viljoenshoop km 0.00 – 7.45) Theewaterskloof
 - OP 4057 (Knoflokskraal km 0.00 – 1.22) Theewaterskloof
 - DR 1336 (Highnoon km 0.00 – 8.17) Theewaterskloof
 - DR1298 (Berea km 21.08 – 26.52) Theewaterskloof
- Upgrade/Rehabilitation
 - DR 1286 (Krige km 0.00 – 3.72) Theewaterskloof
 - DR 1001 (Hangklip km 3.64 – 7.69) Theewaterskloof
 - DR 1206 (Buffeljagsbaai km 11.68 – 16.18) Overstrand
 - DR 1284 (Klipheuwel km 0.00 – 3.70) Theewaterskloof
- Roads Maintenance Operational Budget proposed projects
 - Blading (Gravel Roads)
 - Blading 6000km Overberg Region for the next five years
 - Normal Maintenance
 - All Tar and Gravel Roads Overberg Region next five years

In addition to the district-funded projects, an additional set of provincial projects was identified from the 2019 IDP review:

- C 838.6 MR 269 W/Parsons Hemel-en-Aarde to Sandbaai Reseal/Rehab: 16.17km
- C 852 MR 276 Mott/PDNA Boontjieskraal Road Upgrade Gravel Road: 6.72km
- C 968 TR 28 EFG Hermanus Relocate TR 28 to Bypass Hermanus
- C 1000 TR 28/2 EFG Hermanus - Stanford Rehab: 17.76km
- C 1006 DR 1223 W/Parsons Bredasdorp – Malgas (De Hoop Rd) Upgrade Gravel Road: 9.26km
- C 1011 MR 281 Aecom Rooihoogte – Draaiberg, between MR 279/TR 30/1 Upgrade

7.6.2 Local Municipality RAMP Maintenance strategy

In 2019/2020 the local municipalities developed Road Asset Maintenance Plans (RAMP). These plans are discussed below and the detailed plans are located in Annexure A along with the scheduled prioritised maintenance plan.

7.6.2.1 TWKLM

The needs for the road infrastructure in the OM from the RAMP was separated into three major components. These components are discussed further below.

Periodic Maintenance Need

The RAMP, worked on an assumption that paved roads with bituminous surfacing's needs to be resurfaced every 10 years at an average cost of R100/sq.m or R10/sq.m/year. This gives a resurfacing need of around 130 000 sq.m at around R13 million per year. This can be compared to the 1 200 000 sq.m (90%) of surfacing currently in a poor or very poor condition. The difference between the "Need Area" and the area in a poor and very poor condition (based on SCI) represents the backlog in respect of re-surfacing. This amounts to some 1 070 000 sq. metres or 80% of the total road surface area in the TWKM.

Rehabilitation Backlog

The paved roads in a very poor condition (435 000 sq.m) as per the RAMP can be regarded as a rehabilitation backlog need. Assuming a unit rate of R300/sq.m this gives a rehabilitation backlog of some R130 million. This is substantial and every effort will have to be made to reduce this need through judicious crack sealing, surface rejuvenation, patching and resurfacing.

Gravel Road Upgrading Need

A set of unpaved roads needs to be identified from the 105 km of unpaved roads in the Municipality and a programme developed to upgrade these roads where required.

Maintenance Strategy

A treatment algorithm was prepared for the analysis of the treatment plan for the TWKM road maintenance plan as indicated in the 2019 RAMP TWKM. This plan was devised as follows:

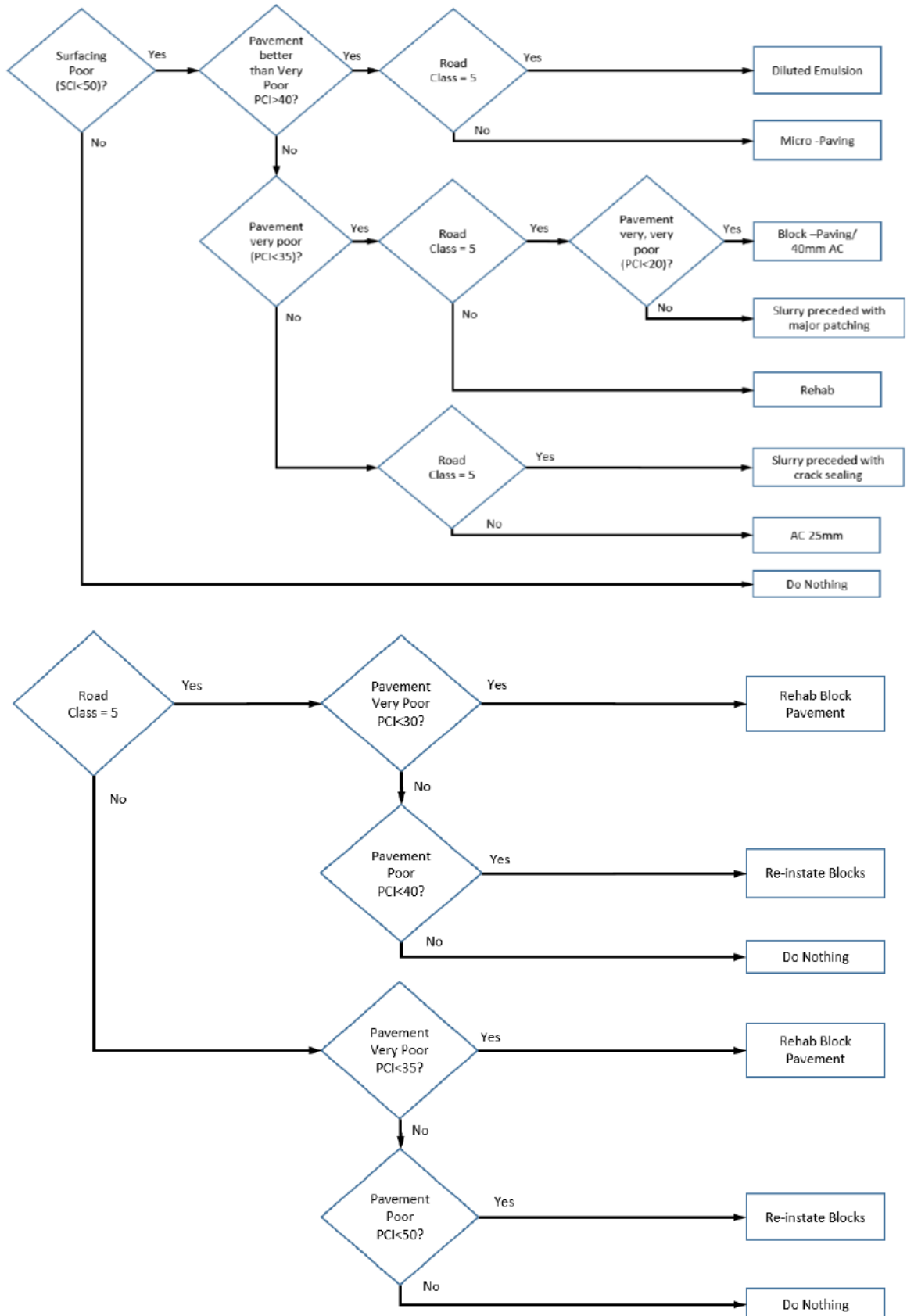


Figure 88: Treatment Algorithm Plan

The major focus on the strategy in selecting roads to be maintained is the condition of the surfacing. In addition, the approach is to also treat all class 5 access roads with dry and old surfacing's with a diluted

emulsion at this stage in order to rejuvenate the surfacing and to monitor the results and assess the effectiveness of the treatment. The approach from the RAMP is expected that this will work well on these streets and the treatment could be repeated in 2 to 3 years’ time, if required. When budgets are more consistent a reseal or micro-surfacing can be applied to these streets when required.

If the road is a class 4 collector, it will have greater traffic volumes and micro-paving will be used as a low-cost resurfacing treatment.

Where the road’s pavement is also in a very poor condition, and if it is an access road, it will be replaced with block paving or repaired and re-surfaced using a slurry. Then a longer lasting reseal can be applied at a later date, assuming budget consistency is a part of the future road maintenance planning scenario. Block pavement rehabilitation involves total rehabilitation where conditions are very poor or block reinstatement where deformation is more isolated. The plans, maps and implementation of the above strategy are contained in the 2019 TWKM RAMP report contained in annexure E.

The maintenance programme requirement is summed up below. The priority list is indicated in annexure E.

MUNICIPALITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Overstrand	R 28,643,830	R 27,778,930	R 32,754,790	R 18,816,910	R 9,554,710

7.6.2.2 SLM

The needs for the road infrastructure in the SLM from the RAMP was separated into three major components. This components are discussed further below.

Periodic Maintenance Need

The RAMP, worked on an assumption that paved roads with bituminous surfacing’s needs to be resurfaced every 10 years at an average cost of R100/sq.m or R10/sq.m/year. This gives a resurfacing need of around 60 000 sq.m at around R6 million per year. This can be compared to the 540 000 sq.m (90%) of surfacing currently in a poor or very poor condition. The difference between the “Need Area” and the area in a poor and very poor condition (based on SCI) represents the backlog in respect of re-surfacing. This amounts to some 480 000 sq. metres or 80% of the total road surface area in the LM.

Rehabilitation Backlog

The paved roads in a very poor condition (212 000 sq.m) as per the RAMP can be regarded as a rehabilitation backlog need. Assuming a unit rate of R300/sq.m this gives a rehabilitation backlog of some R64 million. This is low relative to other LMs within the District as indicated in the SLM RAMP 2019 and should be accommodated relatively easily using a maintenance budget based on asset value of some R9 million per year as indicated above.

Gravel Road Upgrading Need

A set of unpaved roads needs to be identified from the 40 km of unpaved roads in the Municipality and a programme developed to upgrade these roads where required.

Maintenance Strategy

A treatment algorithm was prepared for the analysis of the and treatment plan for the SLM road maintenance plan as indicated in the 2019 RAMP SLM. This plan was devised as per Figure 88.

The major focus on the strategy in selecting roads to be maintained is the condition of the surfacing. In addition, the approach is to also treat all class 5 access roads with dry and old surfacing’s with a diluted emulsion at this stage in order to rejuvenate the surfacing and to monitor the results and assess the effectiveness of the treatment. The approach from the RAMP is expected that this will work well on these

streets and the treatment could be repeated in 2 to 3 years’ time, if required. When budgets are more consistent a reseal or micro-surfacing can be applied to these streets when required.

If the road is a class 4 collector, it will have greater traffic volumes and micro-paving will be used as a low-cost resurfacing treatment.

Where the road’s pavement is also in a very poor condition, and if it is an access road, it will be replaced with block paving or repaired and re-surfaced using a slurry. Then a longer lasting reseal can be applied at a later date, assuming budget consistency is a part of the future road maintenance planning scenario. Block pavement rehabilitation involves total rehabilitation where conditions are very poor or block reinstatement where deformation is more isolated. The plans, maps and implementation of the above strategy are contained in the 2019 SLM RAMP report contained in annexure E.

The maintenance programme requirement is summed up below. The priority list is indicated in annexure E.

MUNICIPALITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Swellendam	R 13 003 570	R 8 487 430	R 14 362 110	R 7 693 660	R 4 766 280

7.6.2.3 OLM

The needs for the road infrastructure in the OLM from the RAMP was separated into three major components. This components are discussed further below.

Periodic Maintenance Need

The RAMP, worked on an assumption that paved roads with bituminous surfacing’s needs to be resurfaced every 10 years at an average cost of R100/sq.m or R10/sq.m/year. This gives a resurfacing need of around 285 000 sq.m at around R29 million per year. This can be compared to the 2 300 000 sq.m (80%) of surfacing currently in a poor or very poor condition. The difference between the “Need Area” and the area in a poor and very poor condition (based on SCI) represents the backlog in respect of re-surfacing. This amounts to some 2 000 000 sq. metres or 70% of the total road surface area in the OLM.

Rehabilitation Backlog

The paved roads in a very poor condition (86 000 sq.m) as per the RAMP can be regarded as a rehabilitation backlog need. Assuming a unit rate of R300/sq.m this gives a rehabilitation backlog of some R26 million. This is low relative to other LMs within the District as indicated in the OLM RAMP 2019 and should be accommodated relatively easily using a maintenance budget based on asset value of some R41 million per year as indicated above.

Gravel Road Upgrading Need

A set of unpaved roads needs to be identified from the 146 km of unpaved roads in the Municipality and a programme developed to upgrade these roads where required.

Maintenance Strategy

A treatment algorithm was prepared for the analysis of the and treatment plan for the OLM road maintenance plan as indicated in the 2019 RAMP OLM. This plan was devised as per Figure 88.

The major focus on the strategy in selecting roads to be maintained is the condition of the surfacing. In addition, the approach is to also treat all class 5 access roads with dry and old surfacing’s with a diluted emulsion at this stage in order to rejuvenate the surfacing and to monitor the results and assess the effectiveness of the treatment. The approach from the RAMP is expected that this will work well on these streets and the treatment could be repeated in 2 to 3 years’ time, if required. When

budgets are more consistent a reseal or micro-surfacing can be applied to these streets when required.

If the road is a class 4 collector, it will have greater traffic volumes and micro-paving will be used as a low-cost resurfacing treatment.

Where the road's pavement is also in a very poor condition, and if it is an access road, it will be replaced with block paving or repaired and re-surfaced using a slurry. Then a longer lasting reseal can be applied at a later date, assuming budget consistency is a part of the future road maintenance planning scenario. Block pavement rehabilitation involves total rehabilitation where conditions are very poor or block reinstatement where deformation is more isolated. The plans, maps and implementation of the above strategy are contained in the 2019 OLM RAMP report contained in annexure E.

The maintenance programme requirement is summed up below. The priority list is indicated in annexure E.

MUNICIPALITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Overstrand	R8 614 420,00	R5 141 490,00	R8 412 630,00	R32 209 930,00	R27 484 340,00

7.6.2.4 CALM

The needs for the road infrastructure in the LM from the RAMP was separated into three major components. This components are discussed further below.

Periodic Maintenance Need

The RAMP, worked on an assumption that paved roads with bituminous surfacing's needs to be resurfaced every 10 years at an average cost of R100/sq.m or R10/sq.m/year. This gives a resurfacing need of around 113 000 sq.m at around R11.3 million per year. This can be compared to the 462 000 sq.m (40%) of surfacing currently in a poor or very poor condition. The difference between the "Need Area" and the area in a poor and very poor condition (based on SCI) represents the backlog in respect of re-surfacing. This amounts to some 350 000 sq. metres or 30% of the total road surface area in the LM.

Rehabilitation Backlog

The paved roads in a very poor condition (140 000 sq.m) as per the RAMP can be regarded as a rehabilitation backlog need. Assuming a unit rate of R300/sq.m this gives a rehabilitation backlog of some R42 million. This is low relative to other LMs within the District as indicated in the CALM RAMP 2019 and should be accommodated relatively easily using a maintenance budget based on asset value of some R11.3 million per year as indicated above.

Gravel Road Upgrading Need

A set of unpaved roads needs to be identified from the 42 km of unpaved roads in the Municipality and a programme developed to upgrade these roads where required.

Maintenance Strategy

A treatment algorithm was prepared for the analysis of the treatment plan for the LM road maintenance plan as indicated in the 2019 RAMP CALM. This plan was devised as per Figure 88.

The major focus on the strategy in selecting roads to be maintained is the condition of the surfacing. In addition, the approach is to also treat all class 5 access roads with dry and old surfacing's with a diluted emulsion at this stage in order to rejuvenate the surfacing and to monitor the results and assess the effectiveness of the treatment. The approach from the RAMP is expected that this will work well on these streets and the treatment could be repeated in 2 to 3 years' time, if required. When budgets are more consistent a reseal or micro-surfacing can be applied to these streets when required.

If the road is a class 4 collector, it will have greater traffic volumes and micro-paving will be used as a low-cost resurfacing treatment.

Where the road’s pavement is also in a very poor condition, and if it is an access road, it will be replaced with block paving or repaired and re-surfaced using a slurry. Then a longer lasting reseal can be applied at a later date, assuming budget consistency is a part of the future road maintenance planning scenario. Block pavement rehabilitation involves total rehabilitation where conditions are very poor or block reinstatement where deformation is more isolated. The plans, maps and implementation of the above strategy are contained in the 2019 CALM RAMP report contained in annexure E.

The maintenance programme requirement is summed up below. The priority list is indicated in annexure E.

MUNICIPALITY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Cape Agulhas	9 848 540	4 740 890	14 181 540	8 213 160	4 694 370

7.6.3 Strategic Projects including Public Transport Infrastructure

There are identified strategic upgrade projects listed for the ODM, as well as projects noted from the IDP needs for the individual municipalities. These projects furthermore address issues identified above in the rural strategy. There is one funded taxi rank proposed for Grabouw, Table 92.

Table 92: Funded Strategic projects in the ODM

PRIORITY	PROJECT NAME	FUNDED BY
1	Rehabilitate Roads – Blompark, Overstrad	National Government
2	Rehabilitate Roads – Stanford	National Government
3	Sidewalks – De Kelders, Overstrand	Council
4	Mount Pleasant sidewalks	Council
5	Sidewalks - Zwelihle	Council
6	Walkway - Flsherhaven	Council
7	Vehicles – Roads	Council
8	Extension of Plein Street	Council
9	Gansbaai tarring of road to waste disposal site	Council
10	Stanford tarring – De Bruyn Street	Council
11	Paving of erf 1257 – Hawston	Council
12	Formalised parking and drop off areas near Hermanus schools	Council
13	Traffic calming in West Cliff	Council
14	Traffic calming in Hawston	Council
15	New streets, sidewalks & parking areas in Sandbaai	Council
16	C984 Grabouw-Villiersdorp reseal	Provincial Government
17	C1093 N2 Villiersdorp	Provincial Government
18	C1088 PRMG Stanford-Riviersonderend reseal	Provincial Government
19	C1088 Stanford-Riviersonderend reseal	Provincial Government
20	Grabouw taxi rank	SANRAL
21	C1011 Draaiberg Road	Provincial Government
22	C1119 Tesselaarsdal area bridges	Provincial Government
23	Roads & SW upgrade – Botrivier	National Government
24	Upgrade Disa Street – Riviersonderend	National Government
25	Beverly Hills: Reinstatement of Bos Street road	Loans
26	Upgrading of streets – Grabouw	Capital Out of Revenue

PRIORITY	PROJECT NAME	FUNDED BY
27	Upgrading of streets – Riviersonderend	Capital Out of Revenue
28	Railton upgrading gravel roads & stormwater infrastructure phase 2	National Government
29	Segmented Paving Intersection x1	National Government
30	Paving in Swellendam	National Government
31	Speedbumps in Swellendam	National Government
32	Upgrade of Barrydale roads and stormwater Phase 1	National Government
33	Micropaving Voortrek Street – Swellendam	National Government
34	Paving	National Government
35	Reseal of roads CAM/master plan	National Government
36	Struisbaai industrial services (roads/stormwater)	National Government
37	Upgrade roads (Struisbaai North camping site)	National Government
38	Bredasdorp RDP – upgrade roads	National Government

Moreover, during the consultations with the stakeholders, a few central themes emerged regarding transport road infrastructure within the district, Table 93. This was:

- Traffic Calming
- Lack of public transport infrastructure
- Road upgrades and improved road condition
- Road hierarchy analysis and study
- Freight challenges in towns
- NMT infrastructure
- Mobility plan

Table 93: Project identified from the needs assessment

NO.	PROJECT NAME	FUNDED BY
1	Sidewalk maintenance - Kleinmond	Not yet funded
2	Sidewalks near Generation School	Not yet funded
3	Sidewalks – Ward 4	Not yet funded
4	Sidewalks – Hawston & Fisherhaven	Not yet funded
5	Taxi rank – Mount Pleasant	Not yet funded
6	Taxi Rank – Ward 11 in Overstand	Not yet funded
7	Upgrading of Zwelihle taxi rank	Not yet funded
8	Capacity analysis – Brug Street/Main Road	Not yet funded
9	Overnight bus-stop – Tourism	Not yet funded
10	Surfacing of gravel roads – General (Study)	Not yet funded
11	Main Road 28 capacity study	Not yet funded
12	Road upgrade – Fernkloof Drive	Not yet funded
13	Paving of Flat Street	Not yet funded
14	Extension of Stil Street	Not yet funded
15	Paving of Broadway Street	Not yet funded
16	Traffic calming – Sandbaai	Not yet funded

NO.	PROJECT NAME	FUNDED BY
17	Traffic calming – Pearly Beach	Not yet funded
18	Paving of strategic roads – Ward 10	Not yet funded
19	Feasibility study – Caledon taxi rank	Not yet funded
20	Maintenance – Villiersdorp	Not yet funded
21	NMT – Hoogstraat	Not yet funded
22	Green safe route	Not yet funded
23	Cycle routes – Ward 14, SLM	Not yet funded
24	Bus shelter – Ward 4 SLM	Not yet funded
25	Bus shelter – Main Road	Not yet funded
26	Taxi Rank – Riemvasmaak area SLM	Not yet funded
27	Speedbumps – Voortrekker Road	Not yet funded
28	Traffic calming – Santa New Extension	Not yet funded
29	Traffic calming – Mountain Hill	Not yet funded
30	Traffic calming – Serruria	Not yet funded
31	Paving of roads – Bosbou Water Works	Not yet funded
32	Paving – De La Vigne Street	Not yet funded
33	Road Hierarchy Study SLM	Not yet funded
34	Safety audit – access	Not yet funded
35	Sidewalks – Swellendam	Not yet funded
36	Sidewalks – industrial	Not yet funded
37	Paving of sidewalks	Not yet funded
38	N2 – Truck stop	Not yet funded
39	Taxi stops	Not yet funded
40	Traffic calming – Suurbraak	Not yet funded
41	Speedbumps – Anemoon-Bontebok	Not yet funded
42	Speedbumps – Railton	Not yet funded
43	Speedbumps	Not yet funded
44	Roads surfacing– Railton	Not yet funded
45	Paving of Jansen Street	Not yet funded
46	Roads surfacing- Buffeljagsrivier	Not yet funded
47	Railton – 2nd Entrance	Not yet funded
48	Roads – Smitsville	Not yet funded
49	Bontebok Street extension	Not yet funded
50	Taxi rank design and construction- Bredasdorp	Not yet funded
51	Formalising/upgrading of sidewalks	Not yet funded
52	Upgrading of roads - General (Study) CALM	Not yet funded
53	Bus stop shelter - Elim	Not yet funded
54	Construction of bus/taxi stops – Napier	Not yet funded
55	Paving of last portion of Roux Street	Not yet funded
56	Paving of West Street	Not yet funded
57	Access bridge between Golf Street and Baadjies Street – Bredasdorp	Not yet funded

NO.	PROJECT NAME	FUNDED BY
58	Detour for heavy vehicles (Study)	Not yet funded
59	Paving of all street – Klipdale	Not yet funded

The above strategic projects address the needs of traffic calming, improved public transport infrastructure, improved NMT, improved road safety and improved road condition. In addition, it is proposed that the Zwelihle taxi rank be upgraded and that there be a rank designed and constructed in Mount Pleasant. Moreover in 2011, a mobility strategy was developed for the ODM, refer to chapter 6. This strategy involved the implementation of a subsidised service to integrated public transport in the ODM. The strategy included infrastructure and operational requirements. At this stage of the developments, negotiations between the ODM and the associations can resume.

8 Travel Demand Management

8.1 Objectives of Travel Demand Management

Travel Demand Management is the reduction and redistribution of car trips, especially single occupancy car trips, to help maximise the efficiency of transport infrastructure. It is a low-cost alternative to constructing additional infrastructure. The behaviour of transport system users is addressed instead. Unnecessary private vehicle use should be limited and more efficient and sustainable modes of transport, such as NMT or PT should be promoted. The number of trips required should be reduced or redistributed to alternative time periods rather than during the peak period.

In rural areas, most trips to educational facilities are NMT trips and many work trips are NMT or PT trips. The focus of TDM in rural areas should be to maintain the NMT and PT trips by encouraging these mode choices and making sure, they are as attractive as possible so that even when people have the means to use private transport, they still choose to use NMT or PT.

A Travel Demand Strategy has the following Objectives:

- Reduce traffic congestion
- Reduce carbon emissions
- Improve community health and fitness
- Encourage equity in terms of user priority
- Improve urban environment
- Enhance community safety
- More affordable, accessible and efficient public transport

8.2 Travel Demand Management Strategies

Although there are many possible methods to help manage travel demand, many of these require legislation to enlist the support of private companies or not all measures are appropriate in a specific area. Table 94 details typical methods used to manage travel demand. If required in future, more of these methods can be investigated or implemented.

Table 94: Strategies to Manage Travel Demand

STRATEGY	POSSIBLE TECHNIQUES TO MANAGE TRAVEL DEMAND
Decrease the number of trips required	<ul style="list-style-type: none"> • Encourage teleworking and home working. • On-site services for employees (e.g. cafe, crèche, shop). • High occupancy vehicle lanes to encourage car-pooling, in Hermanus. • Car-pooling. • Provide park and ride facilities close to ranks. • Parking surveys and a parking management plan. • Car-free proposals or reallocation of parking over time. • Parking enforcement (needs-based allocation, permits, drop off areas, pay and display). • Provision of dedicated spaces for, and funding of, a car club.

STRATEGY	POSSIBLE TECHNIQUES TO MANAGE TRAVEL DEMAND
	<ul style="list-style-type: none"> • Contribution towards introduction of a controlled parking zone. • Capping of parking permits (e.g. residents excluded from applying for parking permits for local controlled parking zone). • Promoting car sharing schemes to raise car occupancy levels, including ride-matching databases, a guaranteed ride home, dedicated parking spaces and incentives for car sharers such as preferential parking. • Providing eco-driving training to staff and residents. • Provision of secure powered two-wheeler vehicle parking and changing facilities. • Designated pick up/drop off point for minibus and/or metered taxis and private hire vehicles. • Providing electric vehicle charging points (both active and passive) and incentives to encourage use of electric and low emission vehicles. • Providing dedicated parking for low emission vehicles in a priority location and supporting this through the vehicles in the company car fleet. • Cost of parking not subsumed in cost of admission to sites but charged separately. • Discounts for visitors arriving by sustainable transport. • For visitors, information about sustainable access prominently featured (ahead of directions by car) in all promotional literature, posters and websites publicizing the site. • Marketing of sites based on their sustainable transport access and facilities, not simply availability of car parking. • Tolls • Local recruitment strategy and incentives for staff to relocate closer to work. • Web access and provision of office space in homes. • Home delivery drop-off points.
Reduce Travel Distances	<ul style="list-style-type: none"> • Transit Orientated Development • Mixed-use development • High density development
Reduce Peak Hour Travel	<ul style="list-style-type: none"> • Encourage flexitime for businesses • Peak-time Tolls
Promote NMT	<ul style="list-style-type: none"> • Improvements to NMT infrastructure. • Promotion of public health campaigns encouraging walking and cycling. • Distribution of maps showing safe and convenient local walking routes to services. • Provision of signage/wayfinding.

STRATEGY	POSSIBLE TECHNIQUES TO MANAGE TRAVEL DEMAND
	<ul style="list-style-type: none"> • Improvements to pedestrian access/quality (e.g. safe crossings, tactile paving, dropped kerbs, disabled access, CCTV, lighting). • Walking events such as led walks at lunchtime or after work, pedometer challenges. • Facilitating cycling. • Provision of appropriate numbers, type and location of cycle parking facilities (e.g. covered and secure). • Availability of supporting facilities for staff (e.g. showers, lockers). • Provision of cycle tracks or dedicated segregated infrastructure, where appropriate. • Discounts or loans for purchase of equipment (e.g. cycle loan, tax free scheme to employees, vouchers). • Advice or training on riding skills, use of bike buddies. • On-site bicycle repair service. • Cycle maintenance classes. • Pool bikes and cycle clubs. • Shova Kalula for schools • Regular cycling promotion days.
Promote PT	<ul style="list-style-type: none"> • Improvements to Public Transport Infrastructure • Public Transport lanes, not relevant in ODM • Make information about locally available transport options easily available • Financial incentives • Provision of a public transport guide as part of sustainable travel information for residents, staff or visitors. • Integration of conveniently located bus waiting and drop off points, giving easy access to main entrances. • Contribution towards improving public transport operations: rerouting, capacity enhancements, bus priority. • Links to an online Journey Planner or organization’s intranet. • Access to real-time service information. • Hosting an update screen within the building for staff and visitors. • Provision of shuttle service (e.g. private bus or minibus facilities, taxi share) to local transport hubs. • Collection from station service for visitors. • Public transport travel subsidy. • Bus stop or bus priority improvements (e.g. shelters, accessibility, live departure information).

STRATEGY	POSSIBLE TECHNIQUES TO MANAGE TRAVEL DEMAND
	<ul style="list-style-type: none"> • Policies supporting use of public transport for travel in the course of work.

8.3 Summary of Recommendations

Table 95 details the proposed strategies to manage travel demand in the ODM.

Table 95: Travel Demand Management Strategy for the ODM

NO.	TRAVEL DEMAND MANAGEMENT PROJECTS TO BE IMPLEMENTED	DESCRIPTION/ REFERENCE
1.	Implementation of NMT Strategy to Improve NMT Infrastructure	Chapter 9
2.	Implementation of Public Transport Strategy to Improve PT Infrastructure and Services	Chapter 6 and 7
3.	Implement appropriate land-use planning principles	<ul style="list-style-type: none"> • Land use planning policies that encourage a greater mix of land uses and shorter trip distances, make walking and cycling more feasible and safer, if appropriate facilities are also provided • Transit-Orientated Development (TOD) where the maximum residential, commercial and leisure space is planned within walking distance of public transport. • These policies should be encouraged when the Spatial Development Framework (SDF) and Integrated Development Plan (IDP) are updated.

The recommendations above can be achieved through:

4. Update the NMT infrastructure to improve connectivity, improve safety on NMT infrastructure, reduce demand for motorised transport and ensure safer roads through the NMT plan as indicated in chapter 9 and the infrastructure requirements as detailed in chapter 7.
5. Using the demand analysis and recommendations as detailed in chapter 6 as well as the infrastructure requirements of chapter 7, improve the accessibility of mobility of the existing and planned PT service.
6. In combination with the SDF, public transport improvements and future land use planning, TOD and mixed land use planning should be considered in planning and designs of existing and future townships and public transport infrastructure.

In addition, the OLM PSP proposed additional interventions to improve traffic flow and safety in the OLM:

7. Hermanus Parking Study, 2021-2023
8. Traffic Simulation Models and Road Masterplan, 2021-2023

9. High Street Pedestrianisation, 2021-2023
10. Electric Vehicle infrastructure Study, 2023-2024
11. Local Access Corridor Onrus and Sandbaai, 2025-2028

9 Non-Motorised Transport Plan

9.1 Background

Non-Motorised Transport (NMT) refers to modes of transport, which are either human or animal driven such as walking, cycling, wheelchairs, horseback, usage of wheelbarrows and animal driven carts.

Historically, South Africa has not focussed on NMT, providing NMT as an afterthought or not at all. NMT is a high priority area as large portions of the population use NMT as their primary mode of transport. Many people, especially those in rural areas have no transport alternatives.

NMT is the cheapest and most sustainable mode of transport, and especially preferable over short distances. Public transport users also sometimes use NMT as a mode of transport for the first and the last legs of their journey i.e. walking from home to the public transport stop and walking from the public transport stop to their final destination.

NMT is a green and healthy mode of transport as it leaves no carbon footprint and has a healthy effect on the human body, therefore especially for short distances, the use of NMT should be encouraged and promoted.

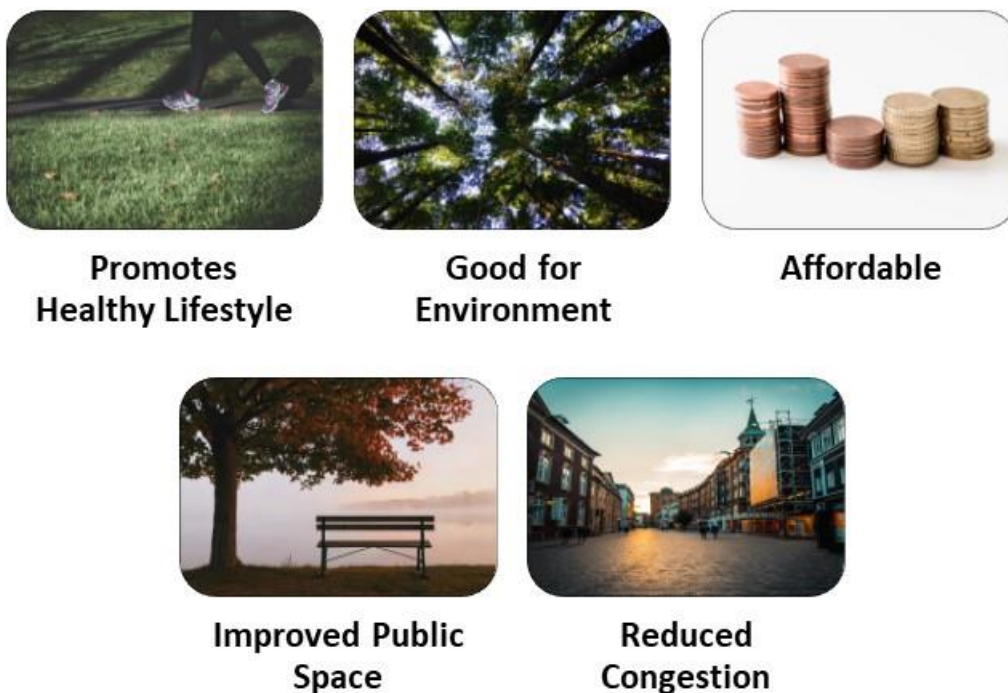


Figure 89: Benefits of NMT

Promotion of usage of NMT as a mode of transport cannot be successful unless NMT infrastructure, such as walkways, appropriate lighting, pedestrian crossings and pedestrian safety is taken into consideration and prioritised.

Universal access is closely related to NMT, as it provides for the specific needs for all NMT users (including users with special needs) to ensure accessibility and safety in terms of infrastructure.

NMT facilities provide access to food, water, education, health care and work opportunities. Growth in business, municipal, social, religious and cultural activities, is a direct consequence of improved NMT facilities and public space, as well as housing and public buildings.

NMT design has to take desire lines and trip origins and destinations into consideration, to meet the true need of the users along with the proposed special development.

The economic profile of the district consists of 68% of the ODM being in the lower income range with 28% being middle income. Thus, the provision of connected towns and cities with NMT is paramount to the mobility and access of person in the ODM. This then requires the following:

- Forming of higher activity nodes next to development corridors; and
- Inadequate public transport or rather not required public transport leading to high pedestrian and cyclist volumes.

However, with the latter, during discussions with the stakeholders, the lack of PT is not as much an issue within each town, but rather between or the connectivity of one town to another. This issue has been addressed in the above chapters. However, regardless of the presence of public transport, NMT is still a preferred mode of transport with the majority of persons using PT in ODM.

Moreover, a clear strategy and vision of the municipality is there to improve road safety conditions and provide quality and safe roads. Hence, a good NMT infrastructure is an integral part of this objective, especially with the high pedestrian volumes.

In 2016, a study was done for the ODM concerning the NMT friendly distances between towns. This resulted in the following table:

Table 96: Extract from the 2016-2019 DITP ODM

LM	From/To Town	From/To Town	Distance [km]	Cycling Walking	Commuter Cycling	LM Town Interlinks (Motorised Means)
TWKLM	Genadendal	Greyton	6	X	X	21
OLM	Hermanus	Hawston	13	-	X	46
	Hermanus	Onrus	9	-	X	46
	Hawston	Onrus	6	-	X	46
	Franskraal Strand	Gans Bay	7	-	X	46
	Franskraal Strand	Pearly Beach	16	-	X	46
	Kleinmond	Bettys Bay	15	-	X	46
	Pringle Bay	Bettys Bay	7	-	X	46
SLM	-	-	-	-	-	6
CALM	Bredasdorp	Napier	16	-	X	10

From the study, it is clear that there are nine towns that can include connectivity through NMT in the ODM. In addition, during the needs assessment, the majority of LM discussions included the need for NMT continuity within the towns.

9.2 Strategies to Promote NMT

Although NMT is already widely used in ODM, especially in the rural towns, there are significant improvements that are needed. In order to promote NMT, suitable safe NMT infrastructure as detailed in Section 7 should be provided. In the short term, providing this infrastructure is critical to the promotion of NMT.

Once safe NMT infrastructure is provided, walking events and alternative methods and techniques to promote NMT can be achieved.

9.3 Guiding Principles

When designing for NMT and or developments the transport, road infrastructure must consider NMT. As a result, the document specifies various levels and interventions that must be considered during the design phase.

- The planning process and its impact on NMT, for example how and when NMT is considered in the processes of road planning and design.
- Funding mechanisms.
- Education and training programmes that affect things such as road safety and the ability of residents to use bicycles effectively.
- Design guidelines that help officials to understand and implement various aspects of project design.
- Maintenance procedures that prioritise work, as well as landscaping design.

Using the above interventions, the following guidelines were developed for the NMT framework:

Accessible

- Are there sufficient basic local facilities and services?
- Is there a functional hierarchical system of movement?
- Is there a functional NMT network?
- Does the network cater for a range of NMT needs?
- Are the key concerns of the area's residents related to speed or reliability or safety or something else?
- Is there an opportunity to combine commuter routes with leisure/ tourism routes that are scenic and include open spaces and recreation facilities?
- Is the network accessible to all whether they have a disability or not?

Connected

- Are key destinations linked in the most direct manner to maximise connectivity/ ease of movement?
- Where are destinations, and are links adequate?
- Are pathways continuous – terminating at a logical conclusion ensuring usability?
- Where are the gaps?

Convenient

- Is the network and facilities geared to pedestrians and cyclists and appropriate for use:
- Are people prioritised?

Convivial

- Is the network attractive for users?
- Is the network safe and secure:
 - Adequate lighting;
 - Overlooking from adjacent properties;

- Appropriate boundary treatment – visual permeable walls;
- No “dead zones” and areas for hiding;
- Enough passing traffic to prevent overly quiet areas.
- Does the network contribute to and enhance the ecology of the local environment?

Comfortable

- Is the network comfortable for the users?
 - Does the environment include a range of spaces used by pedestrians and cyclists, including sidewalks, walkways, plazas, courtyards, squares?
 - Are there appropriate facilities en route and at the hubs, such as a suitable microclimate?
- Is the network user friendly? Is the system designed with the end user in mind? Specifically:
 - How easy can pedestrians switch between different modes of transport?
 - Are facilities sufficient and are they appropriately located?
 - Is there convenient bicycle parking in easy to reach places close to cycle routes and destinations etc.?
 - Are road signs appropriately located?

Contextual

- Has the network got an identifiable character that reflects/ complements character attributes in the local area?
- Is the network legible and is there sufficient wayfinding along the network to help with orientation?

9.4 NMT Policy

As per the policy section described in the 2016-2019 DITP, the policies, strategies and resulting design and implementation projects should strive for improved road safety and universal access that takes into consideration the needs of special categories for passengers. This includes the need for universal accessibility for all NMT based projects. The focus of this section is to elevate the planning and provision for NMT in the ODM, especially for rural communities using the work done in 2016, chapter 7 strategy and the above guiding principles. It describes the legal requirements and policy guidance of all levels of government, investigates international best practice as well as local examples. National Legislation and existing Policy This section outlines the national policies and legislations that promote consideration of NMT. The policies also identify NMT as a key principle to be taken into account when undertaking transport planning. The policies are as follow:

- White Paper on National Transport Policy, 1996;
- National Land Transport Strategic Framework, 2006 (NLTSF);
- Public Transport Strategy and Action Plan, 2007;
- Rural Transport Strategy for South Africa, 2007;
- Draft National Non-Motorised Transport Policy, 2008;
- National Land Transport Act 5 of 2009 (NLTA);
- The National Road Traffic Act 93 of 1996 (NRTA);

- National Road Traffic Regulations, 2000 (NRT Regulations);
- Administrative Adjudication of Road Traffic Offences Act 46 of 1998 (AARTO Act);
- National Building Regulations and Building Standards Act 103 of 1977;
- South African National Roads Agency Limited and National Roads Act 7 of 1998 (SANRAL Act) and other Roads Legislation;
- National Environmental Management Act 107 of 1998 (NEMA);
- National Heritage Resources Act 25 of 1999;
- Promotion of Administrative Justice Act 3 of 2000 (PAJA); and
- Legal Requirements for Animal-Drawn Vehicles.1998.
- The regulations supporting the National Land Transport Transition Act, no 22. Furthermore, the Road to Safety 2001-2005 strategy's mission is: "To ensure an acceptable level of quality in road traffic, with the emphasis on road safety, on the South African urban and rural road network." A key outcome required of this strategy is identified, as "We want safer pedestrians and cyclists". The Shova Kalula (Pedal Easy) Project forms part of the program to promote the safety of cyclists and pedestrians.

In response to the national directives with respect to NMT and the restructuring required within land transport planning and operations, the Western Cape Government (WCG) is also recognising NMT as a mode and this is embodied in certain provincial legislation, policies and frameworks as discussed, not necessarily comprehensively.

- The provincial White Paper on Transport Policy of 1997 states as a vision "The establishment of an integrated, accessible, well managed and maintained transport system throughout the Western Cape, which is recognised as making efficient use of resources and being socially just, in a way which advances broader developmental aims and objectives." The requirements for integration and accessibility within the provincial White Paper derive a place for NMT within the transport system.
- The Provincial Vision for Public Transport Five-Year Strategic Delivery Program (2003). The provincial delivery plan for NMT has now culminated in the drafting of the Provincial Strategy on promotion of non-motorised transport use.
- The Provincial Non-Motorised Strategy in the Western Cape (2010) to guide the planning process so that local authorities are best able to make use of available mechanisms for implementation.
- The Provincial Draft Cycling Tourism Framework of 2014 with the objective to increase the growth and jobs within the cycling tourism and touring sector.

As indicated in the national policy, the Shova Kalula is a National Department of Transport (NDoT) initiative aimed at promoting cycling as a low-cost mobility solution to low income households, mainly to learners, farm workers and women. Its purpose is to provide sustainable and affordable mobility through the distribution of low cost or rental bicycles in a manner, which will enable the establishment of self-sustaining bicycle micro-business in the community. The programme is designed to promote cycling as an integral part of public transport especially in rural areas.

The NDoT, along with the Western Cape Education Department (WCED), identifies areas in rural areas where learners walk between 2 to 6 kilometres to school. During 2012/13, 165 bicycles were distributed in the Western Cape Province. During 2014/15, the Department will implement a maintenance strategy for the Shova Kalula bicycles distributed.

The Department of Transport has distributed over 100 000 bicycles to learners throughout South Africa since the inception of the programme in 2001. In the next three years, the department aims to distribute 24 000 bicycles countrywide.

The Department has distributed about 1000 bicycles in the Overberg District since 2008. The Department is currently reviewing the Bicycle Distribution Project, therefore there are no planned distribution drives provincially. The purpose of the review is to address previously encountered shortcomings so to ensure that future bicycles distributions are well informed and sustainable.

9.5 NMT Plan

Based on the above NMT policy and background, guiding principles, LM plans and strategy needs to be developed and implemented. The strategy is to improve the safety of the existing road networks, improve connectivity within towns, improve connectivity between closely spaced towns and maintain existing infrastructure.

Currently issues such as:

- A number of instances high-density, low-income areas are located within reasonable walking distance of the main employment and service centres, resulting in high levels of NMT activity.
- Safety conditions for NMT users are not satisfactory, as evidenced by the high incident statistics, including serious and fatal incidents.
- Improvements to NMT infrastructure are ongoing, but small scale due to limited budget.

There are existing studies that have been done. The NMT plan is structure to ensure that the existing project identified in the previous studies and that the identified needs, projects as per the infrastructure chapter are priorities:

- Swellendam
 - Paving of existing sidewalks in Swellendam and Railton
 - In accordance SDF, the following road network is planned for Swellendam, these road upgrades must include NMT walkways and cycle paths.

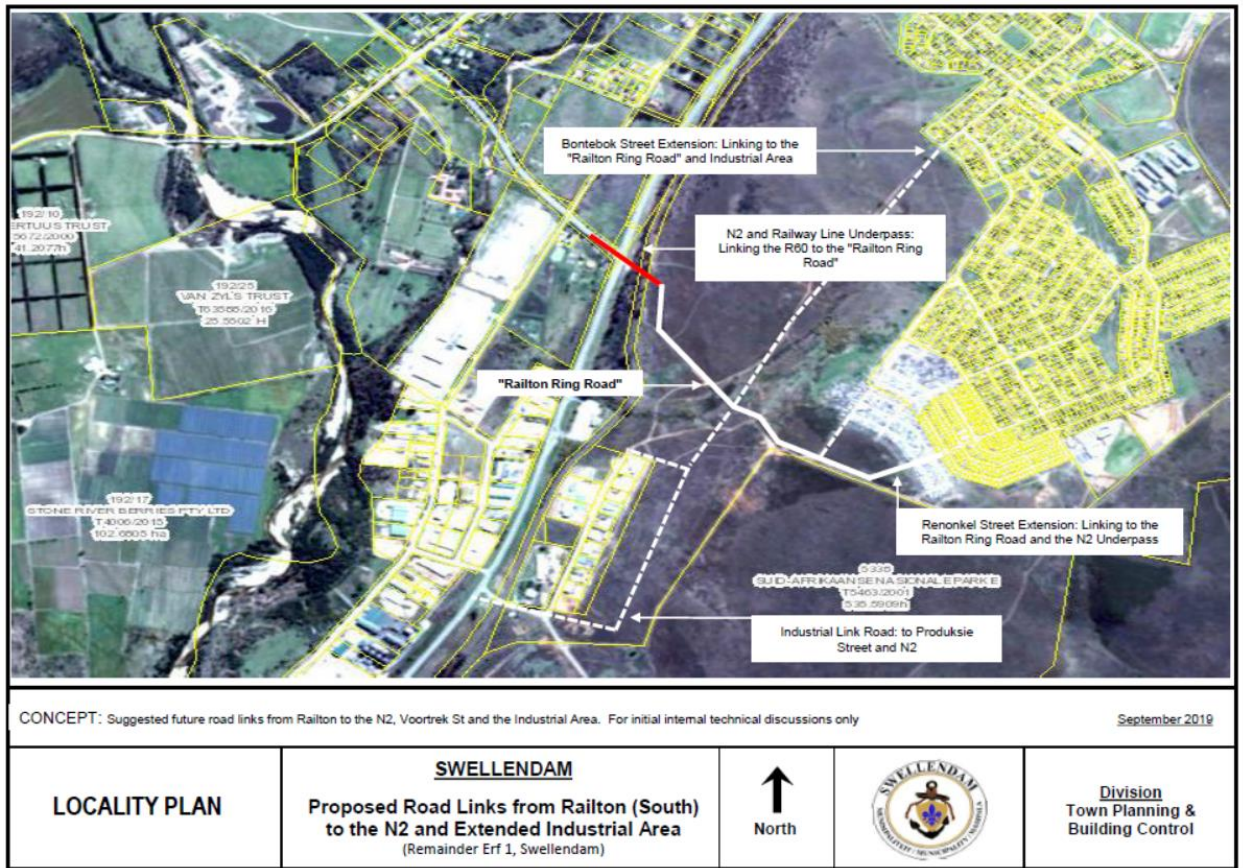


Figure 90: Swellendam Proposed Road network upgrades

- Villiersdorp
 - NMT Hoogstreet
- Grabouw
 - Cycle routes in ward 14
- Caledon
 - Sidewalks in Ward 4
- Bredasdorp
 - Taxi rank at the police station with NMT infrastructure
 - Formalising/upgrading of sidewalks in Bredasdorp
- Hermanus
 - Sidewalks at Generation school
 - Sidewalks in Ward 4 mount pleasant
 - Hermanus CBD Regeneration Framework that includes Pedestrian Routes and a coastal walk.



Figure 91: CBD Regeneration Project

- Gansbaai
 - Kelders Village Boulevard: Redesign Guthrie Rd. into a Non-motorised Transport priority village street. Slow speed vehicular movement. (20K) Traffic calming.
 - Masakhane Business Plan, which includes a 1.2m wide pathway network will be constructed through the centre of the township, channelling the pedestrians from the informal settlements through the township to the first phase taxi rank/CBD precinct.

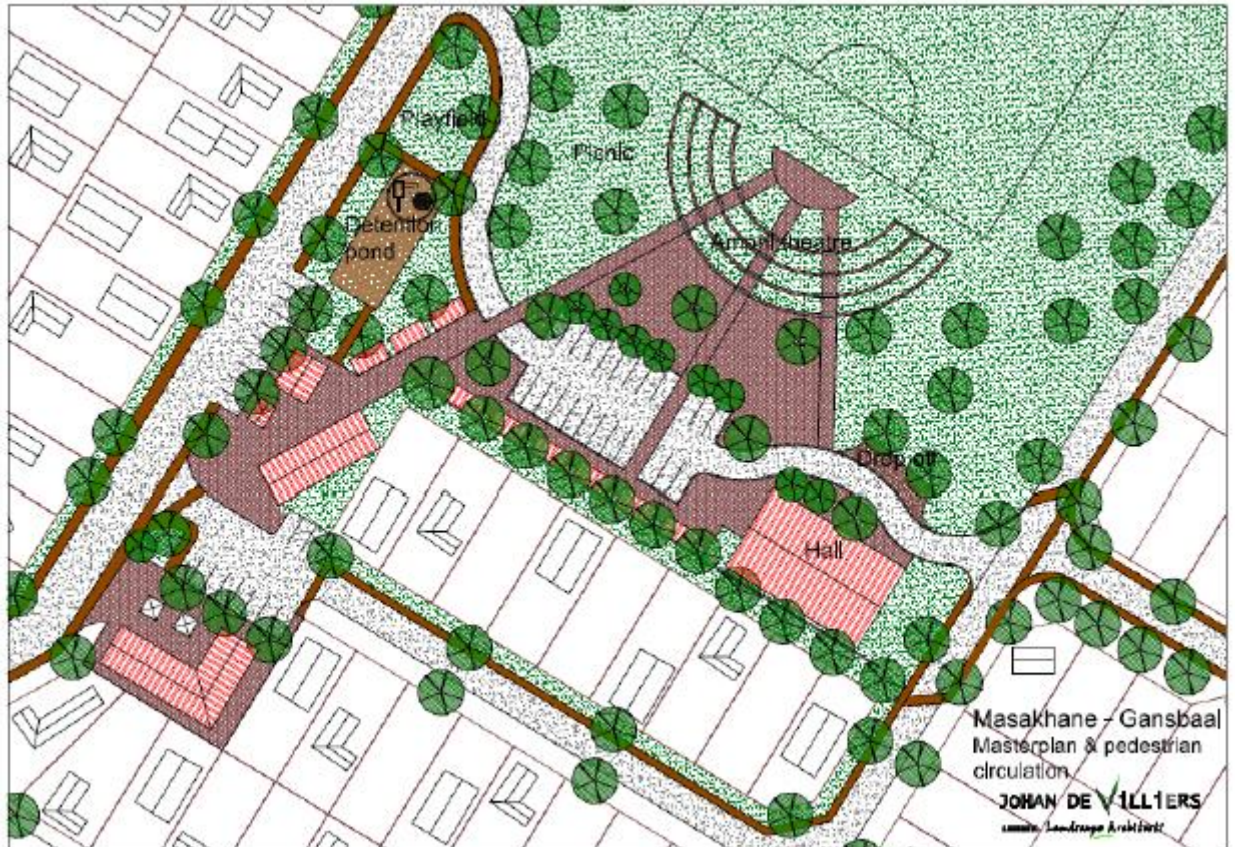


Figure 92: Masakhane Business Plan_ Pedestrian Circulation

- Hawston
 - Sidewalks at Hawston & Fisherhaven
- Zwelihle
 - Upgrading of Zwelihle taxi rank and surrounding NMT
- Klienmond
 - Sidewalk Maintenance

Furthermore, it is proposed that cycle paths along connect the towns shown below. As discussed previously, these towns are located within cycling distance and thus would require cycle paths. The requirement for a cycle path is a minimum of 3m width.

Table 97: Proposed cycle paths, 2016 DITP

LM	From/To Town	From/To Town	Distance [km]	Cycling Walking	Commuter Cycling	LM Town Interlinks (Motorised Means)
TWKLM	Genadendal	Greyton	6	X	X	21
OLM	Hermanus	Hawston	13	-	X	46
	Hermanus	Onrus	9	-	X	46
	Hawston	Onrus	6	-	X	46
	Franskraal Strand	Gans Bay	7	-	X	46
	Franskraal Strand	Pearly Beach	16	-	X	46
	Kleinmond	Bettys Bay	15	-	X	46
	Pringle Bay	Bettys Bay	7	-	X	46
SLM	-	-	-	-	-	6
CALM	Bredasdorp	Napier	16	-	X	10

Based on the above needs and projects identified and understating the Overberg modal split, it is recommended that a formal NMT study of each town in each LM be conducted. The objective of the study is as follows:

- Improve the towns in connectivity.
- Improved rural accessibility.
- Improve all weather mobility for NMT users based on desire lines.
- Improved universal accessibility to hospitals and schools.
- Create economic improvements through labour intensive practices.

Based on the above strategies, the following NMT routes have been identified:

9.6 Overstrand LM additional NMT

The OLM has developed a PSTP which outlines specific projects to be implemented in the LM. The interventions are to:

- Reduction in pedestrians killed or seriously injured in road traffic crashes
- Reduction in children killed or seriously injured in road traffic crashes
- Improved access to key services (education, healthcare) by public transport, walking and cycling

As a result, the interventions are listed below:

- Increase the cycling and walkways in the municipality 2020-2022 (refer to NMT plan below).
- Promote cycling and walkways “walking bus, open streets, bike ability”, 2020-2022.
- Improve signage and wayfinding 2020-2022.
- Improve NMT access to public transport facilities, 2021.
- Improve safety in high pedestrian areas on the R44 and R43 2020.
- Development of a comprehensive NMT network plan. 2021.
- Expansion of the cycling and walking network into new developments and established areas. Also refer to the section below.

- Provision of secure and sheltered cycle parking at key destinations, 2021.
- Provision of secure and sheltered cycle parking at key destinations, 2021.
- Improve walking and cycling link to, and facilities at rural employment centres. 2023-2025.
- Pilot Project: New walkway on Swartdam Road. This is constructed.
- Provision of a safe and convenient walking /cycling network for all users which embraces every aspect of universal access design. This is as per the policy for the NMT described above.
- Improved pedestrian link between the taxi rank to Long Street.
- Raised surfacing and dedicated surfacing for pedestrian crossings within the ODM.
- Improved and additional pedestrian crossing points aligned with the top of Long Street to connect through and to the taxi rank to the municipal precinct.
- Improved pedestrian connections across Main Road.
- Dedicated traffic-free zones, for example develop High Street as a pedestrian priority street that includes a strong pedestrian connectivity that includes a strong connectivity between Station Square and Mitchell Street.
- Develop a Street Scape Guide. The PSTP identifies this as planning for NMT facilities. However, this should rather be expanded to a complete streets project where all aspects of the Right of Way are planned for. This will allow a holistic document to be planned for and ensure that the entire roads for each road class is adequately planned for, 2022-2023.

The projects identified are as follows:

- NMT Promotions: 2020-2022
- Wayfinding: 2020-2020
- Pedestrian Safety R44 and R43: 2020-2022
- Universal Access improvements: 2020-2024
- Traffic Planning, NMT and Safe Promotions: 2020-
- NMT Access to facilities: 2021
- NMT Network Plan: 2021-2022
- Develop a street scape guide: 2023

In addition, a desktop study and physical visual investigation of the Overstrand LM towns of Kleinmond, Stanford, Hawston, Hermanus, Zwelihle and Gansbaai was conducted and the following was noted.

Kleinmond

- Major NMT corridor along the R44 from Lagoon St to Abalone St. From Protea St along Nemesia St.
- The roads within the new housing areas are for the majority surfaced with no NMT network.
- Additional NMT required to improve connectivity and accessibility:
 - Maintenance to existing NMT.
 - Supply of universal accessibility pedestrian ramps at street crossings along the network.
 - A total of 3.5km of walkway is proposed, Figure 93.

- Informal road to the north west, GM Siyoni St, Skool St, School St, new roads to the north. 2021.



Figure 93: Proposed new NMT walkways to improve accessibility

Hawston

- Major NMT network between George Viljoen St, Essex St and Church St.
- Gaps exist between Fisherhaven and Hawston and inside of Hawston and Fisherhaven.
- Additional connectivity includes a cycle track between Fisherhaven and Hawston (1.8km) and additional walkways of 6.5km, Figure 94.
 - Stage 1: R43, Lagoon Rd, China Marais Ave, Sharpie Rd, 2021
 - Stage 2: Woodlands Rd, Wembley Rd, Victoria St, School St, 2022
- All exiting NMT street crossings on kerb roads to be upgraded with wheel chair ramps.



Figure 94: Proposed NMT for Fisherhaven and Hawston

Vermont and Sandbaai

- Low NMT network coverage in Vermont.
- Requires an additional cycle track between Vermont and Sandbaai (1.3km) Requires additional NMT walkways of 18.3km, Figure 95.
 - Stage 1: Lynx Rd, Siffie Crescent, Amber Ave, Ghwarrieng Crescent, Kandelaar St, Alikreukel, St, Glasolien St, Sepia Ave, Indigo Ave, Informal Roads to the north, 2022

- Stage 2: Fulmar St, Vermont Ave, Petrel St, Sheawater Crescent, Marine Dr, Roome St, Stroonvoel Crescent, Progressive St, Mc Farlane St, Hoof Weg, Van Blommestein Rd, Atlantic Rd, 2023
- Stage 3: Chanteclair Ave, Yellow Wood Rd, R43, End St, Bergsig St, Main Rd, Skilpad Rd, Myrtle St, Kus Rd, 2024

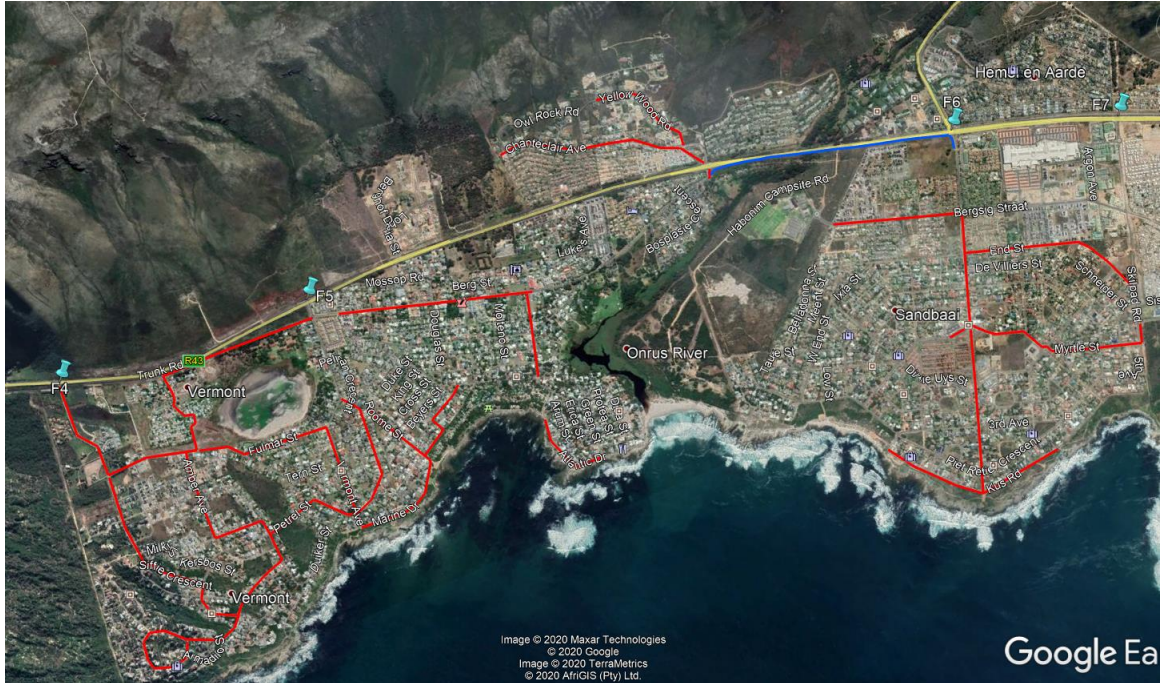


Figure 95: Vermont and Sandbaai NMT requirement

Zwelihle

- The NMT coverage is good in Zwelihle.
- Only requires 1km of additional walkways, Figure 96, 2021



Figure 96: Zwelihle proposed NMT

Hermanus

Coverage is good yet needs maintenance.

- Major NMT projects in Hermanus involves the CBD regeneration project.
- In addition, 2.1km of walkways are required, Figure 97. Church St, Arum St, Grotto St and Dirkie Uys St, 2022.



Figure 97: Proposed NMT for Hermanus



Figure 98: Proposed NMT for Hermanus

Stanford

Possible cycle track between Stanford and Hermanus for both commuter and recreation.

There are a few recently done walkways. However, to improved connectivity, 4.5km of walkways are proposed, Figure 99.

- Stage 1: Dreyer St, Blombos St, Melkhout St, Mundii St, Matilda May St, Skool St, Church St, 2022

- Stage 2: Desire Line between Bezuidenhout St and Gibson St, Bezuidenhout St, Desire Line between Kortmark St and Fabriek St, Kortmark St, 2023

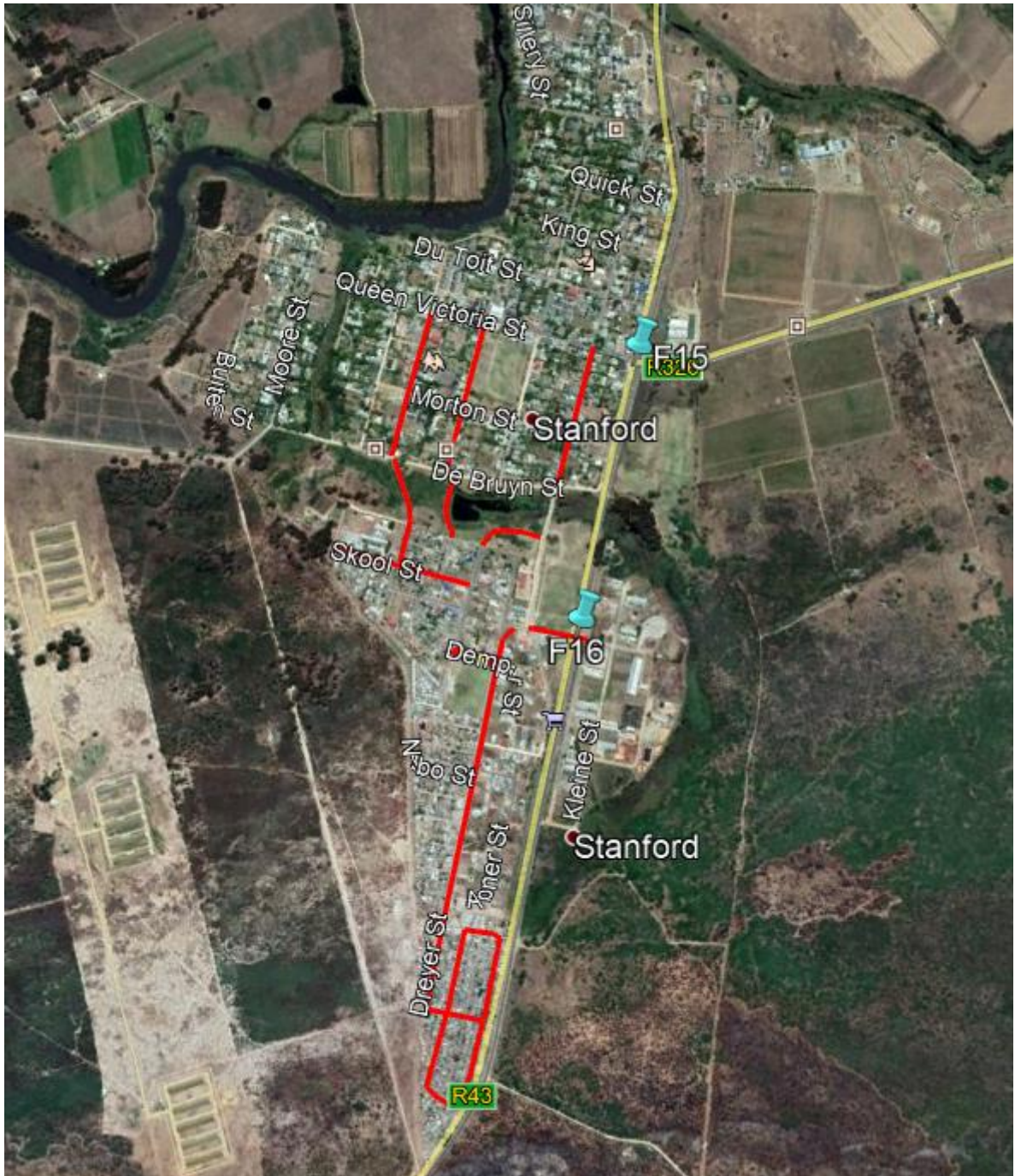


Figure 99: Proposed NMT for Stanford

Gansbaai

- The NMT network within Gansbaai is adequate.
- The Masakhane NMT will be done as per the Masakhane business plan.
- There are gaps between Gansbaai and the suburbs, beach front, Van Dykes Bay and the Masakhane St.
- To address these Gaps, an additional 2.8km cycle track and 9.5km of walkways, Figure 100.

- Stage 1: Kampeer St, Roos St, Dahlia St, Ridderpoort St, Protea St, Viooltjie St, R43, Swart St, 2023
- Stage 2: De Villiers St, Main Rd, Park St, De Wet St, Heide Rd, Kus Rd, Front St, Cove St, 2024



Figure 100: Proposed NMT for Gansbaai

9.7 CALM NMT Plan

Bredasdorp

- NMT in the town has an adequate network.
- NMT in the new housing areas is unsurfaced.
- The network below is for the surfacing of the NMT route. It is a total of 8.3km, Figure 101.
 - Stage 1: Un-named northern streets as shown below, a section of Ou meule St, prins st, middle st, Rand St, Pedestrian desire line between Bastiaan St and Volhou St, Tolbos St, Bastiaan St, Baatjes St, Fabrieks Rd, Golf St, River St, Long St, 2021.
 - Stage 2: Paterson Rd, Cereal St, the two roads between Cereal St and Goods Shed St, Goods Shed St, 2022.
- The NMT network below give adequate all weather coverage, but is not a compressive network.



Figure 101: Proposed Bredasdorp NMT network

Napier

- There is very little NMT in Napier.
- The existing infrastructure is old and requires upgrading.
- The proposed network is to allow for an improved mobility between the poor communities to the town, Figure 102. The construction is to start in 2022.

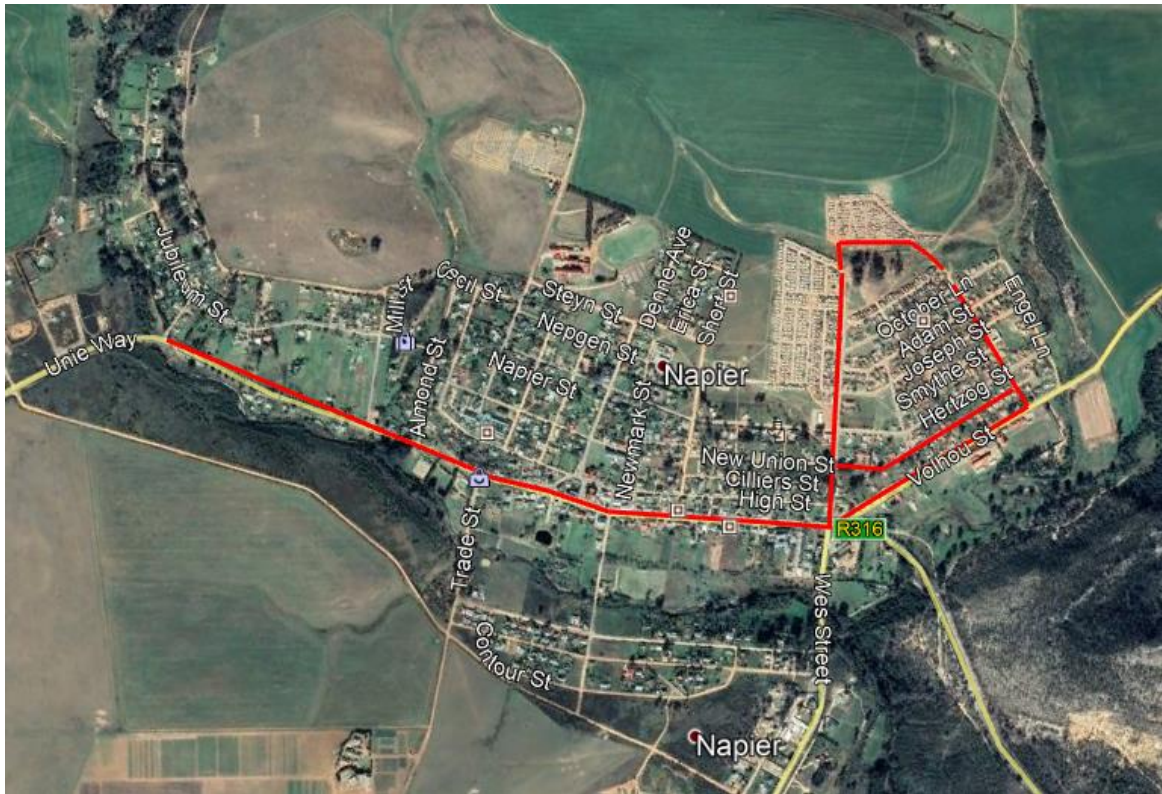


Figure 102: Proposed NMT for Napier

Struisbaai and L'Agulhas

- NMT is only along the main road and is not complete.
- Recommended that a cycle path be created along then R319 to link L'Agulhas and Struisbaai (5.8km), Figure 103. To be implemented in 2023.

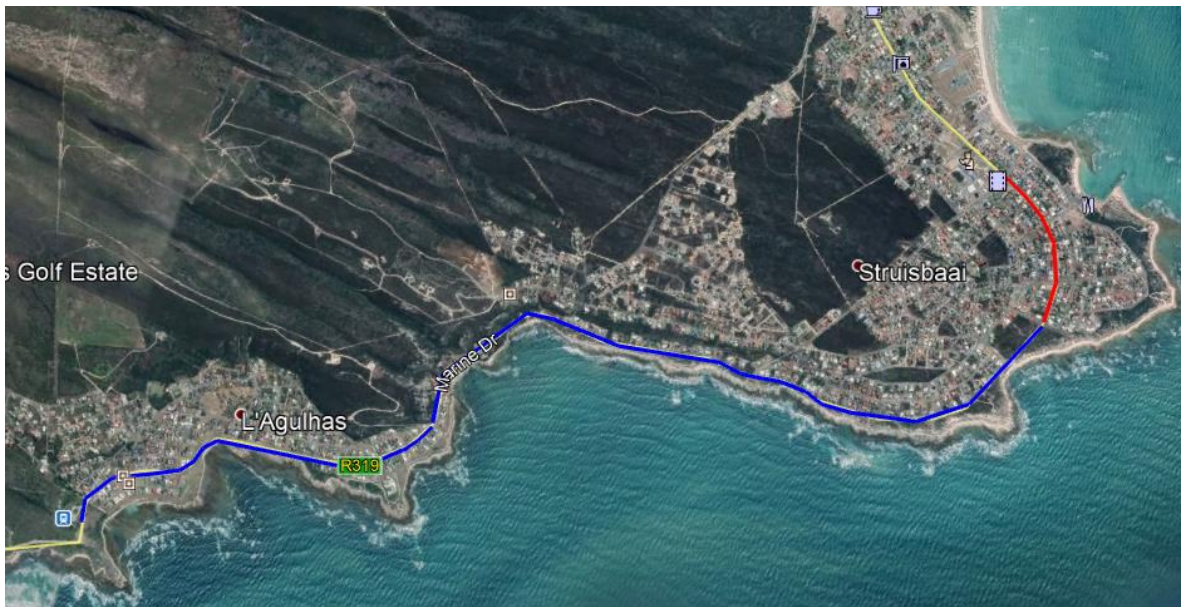


Figure 103: Proposed NMT for Struisbaai and L'Agulhas

9.8 Swellendam LM NMT Plan

Swellendam and Railton

- The proposed road upgrades from Railton to the industrial area and Swellendam must include NMT.
- The NMT network in Swellendam is adequate.
- The NMT network in Railton has major Gaps that must be amended. This includes 11.5km of walkways to be constructed, Figure 104.
 - Phase 1: Swellendam Industrial Koringland St, pedestrian desire line walkways between queen street and Production street, Leeubekkie St, Angelier St, Queen St, Rossouw St and Renonkei St, 2021.
 - Phase 2: Delphinium St, Vollenhoven St, Ring St, Nerina St, Protea St, Akasia St, Siegelaar St, May St, Theunissen St, September St, Pedestrian desire line between September street and Kanna St, Ellis St, Sofietjie St, Madeliefie St, Boslelie St, Sneeuvlakkie St, Kanna St, 2022.

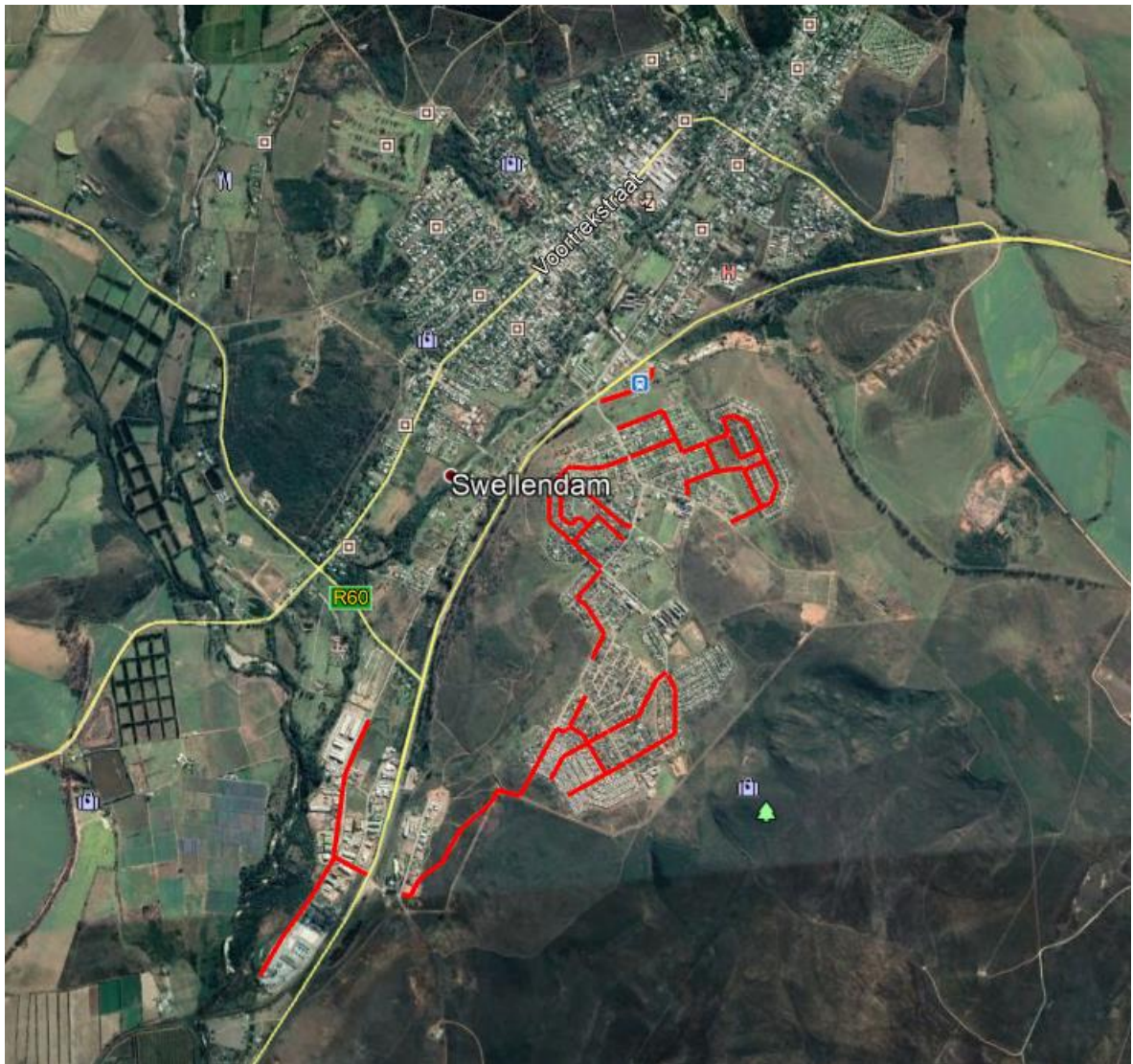


Figure 104: Proposed NMT for Swellendam

9.9 Theewaterskloof LM NMT Plan

The SDF proposed multiple NMT and cycle ways in the 2020 documents. These were included in the desktop study of the major towns and the projects proposed for the minor towns.

Caledon

The Major NMT requirement is in Bergsig and the informal areas. Although recent NMT has been constructed, there is still a need for an improved network. The additional network recommendation includes 11.1km of NMT.

- General maintenance to the existing walkways.
- 11,1km of additional walkways in the communities as shown below, Figure 105.
 - Stage 1: Ian Toerien Way, Hoop Rd, Bersig St, Henry Lamohr St, Dias St, 8th Ave, Kasteel St, 6th Ave, Zambezi St, 10th Ave, 4th Ave, Nantes St, Raven St, 2021
 - Stage 2: The roads shown in the informal Township to the south, 2022
 - Stage 3: Laing St, Joubert St, Sauer St, Human St, Nuwetrust St, Stasie Way, 2023



Figure 105: Caledon proposed Walkways

Villiersdorp

- The NMT in the town is adequate.
- NMT in the informal and poor communities is inadequate.
- NMT requirement amounts to 6.2km of walkways, Figure 106.
 - Stage 1: Buitekant St, Caledon St, Industrial Area, 2022
 - Stage 2: Graaff St, Protea St, Brown St, Buitekant St, Begonia St, Serruria St, Mangnolia St, Unknown Street name to the west, Unknown Street to the north, 2023



Figure 106: Proposed NMT for Villiersdorp

Grabouw

There is a study planned for a cycle path through ward 14 along Main Rd. In addition, the following walkways are recommended:

- Rehabilitation to the walkways along Ou Kaapse Way and Gaffley Upper St.
- General maintenance to the existing walkways.
- 12.6km of additional walkways in the communities of Steenbras, Pineview, Dennekruin and Snake Park, Figure 107.
 - Stage 1: Steenbras St, Savory St, Park St, Carawat St, Dill St, Unnamed streets to the north of Dill St, 2022
 - Stage 2: Dzivhuho St, Main Rd, Jan van Riebeeck St, Felix St, Stanley Shuma St, Protea St, Ou Kaapse Weg, Thabo Mbeki St, Bos St, Bert Ten Brink St, Letswisa St, 2023



Figure 107: NMT proposed network in Grabouw

Botrivier

- Pedestrian walkways and cycle routes (NMT) should be developed along Waterkant and Plantation Streets. 3km of walkway and cycleways as per the SDF, 2021. Figure 108.



Figure 108: Botrivier NMT

Riviersonderend

- Miller Street, N2 and Alpha Street NMT, 2.24km, 2021. Figure 109

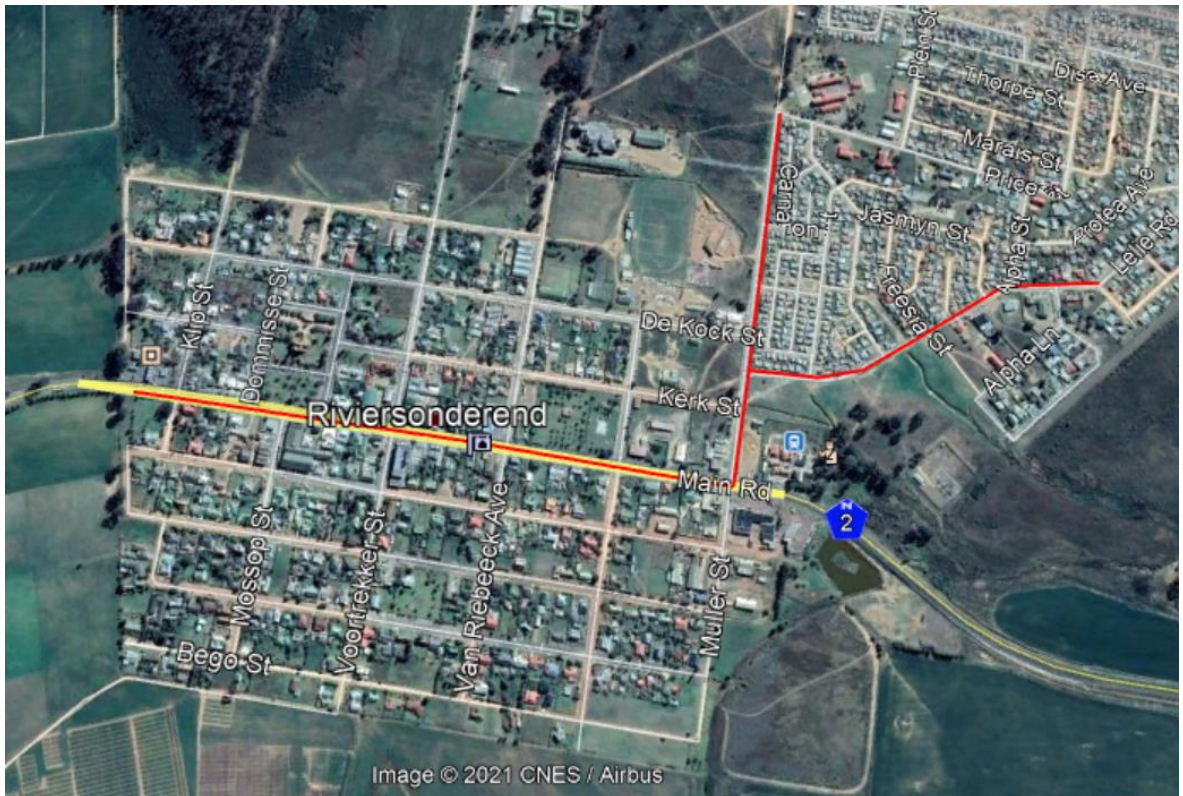


Figure 109: Riviersonderend NMT

Greyton

- Total NMT and cycleways: 3.2k. Main Rd, Medusa Rd, Plantation Rd, Park Rd, High St, 2022. Figure 110.



Figure 110: Greyton NMT plan

Genadendal

- A pedestrian walkway and cycle route (NMT) along Berg St, Marx St, Moravia St, between the R406 and Protea St, 3.4km, 2023. Figure 111.



Figure 111: Genadendal NMT

9.10 District NMT

A total of 85.4km of NMT in the major town in the ODM is recommended to improve the connectivity of the network. The minimum widths are as per the Table 98 below.

Table 98: South African Minimum Sidewalk widths: GDG, 2010

DESCRIPTION	MINIMUM WIDTH (m)
Sidewalks/walkways with buffer strip	
Minimum width	1,5m
Desirable width	1,8m
Buffer strip width	0,6m
Sidewalks/walkways without buffer strip	1,8m
Sidewalks in Business Centres	2,5 – 3,5m

It must be noted that the absolute minimum width of 1.2m is allowed in spaced constrained areas. It was further noted that in all the towns, the majority of the existing NMT infrastructure is not universally accessible at the street crossings. It is recommended that the existing major pedestrian corridors be updated where required with universal accessible street crossings. In addition, it is recommended that where rehabilitation and upgrades of the exiting network is done, the street crossings be upgraded accordingly, Figure 112.

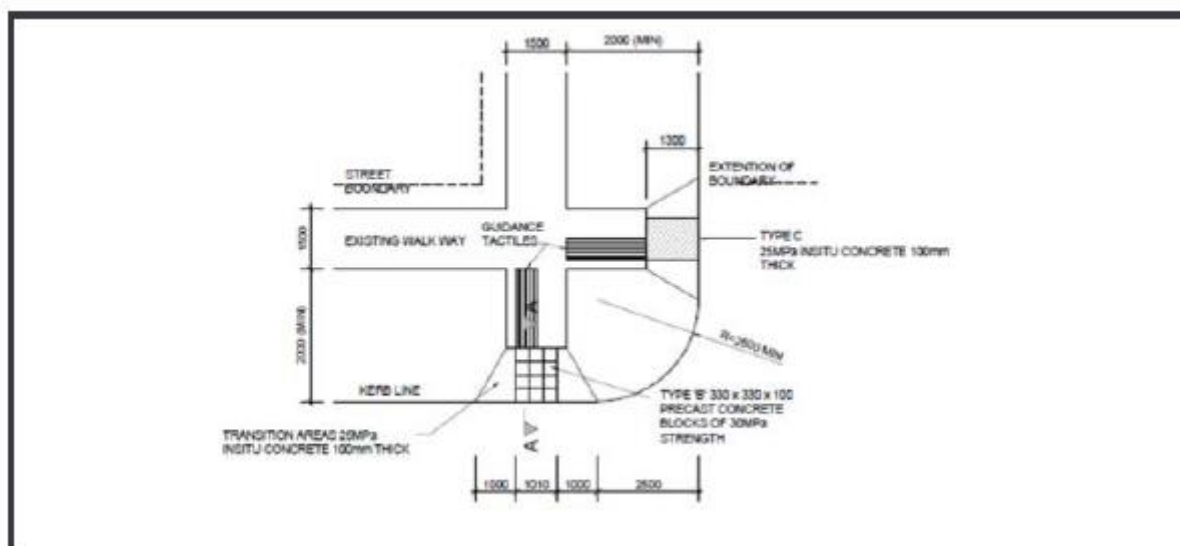


Figure 112: Typical UA pedestrian street crossing

Based on the above NMT plan, the following projects are recommended:

- A full NMT study be done to ensure total connectivity of all towns in ODM and to ensure accessibility of all residence in the ODM. Budget R2.7mil, 9-month duration: Start 2020 September.
- It is recommended that the NMT infrastructure as per the existing plans and as per the additional NMT identified above is implements as per the proposed plan, Table 99 and detailed as per chapter 7.

Table 99: 5-year implementation plan

Projects	Implementin g Agent	Budget	2019/20 20	2020/202 1	2021/202 2	2022/202 3	2023/20 24
NMT Master Plan	ODM	R2 700 000,00		R1 350 000,00	R1 350 000,00		
Swellendam Additional Sidewalks	SLM	R3 300 000,00		R1 650 000,00	R1 650 000,00		
Swellendam Industrial area Sidewalks	SLM	R200 000,00		R200 000,00			
Paving of Sidewalks in Swellendam	SLM	R100 000,00		R100 000,00			
Sidewalk upgrades Swellendam	SLM	R100 000,00		R100 000,00			
Sidewalks- Dekelders	OLM	R100 000,00	R100 000,00				
Mount Pleasant sidewalks	OLM	R200 000,00	R200 000,00				
Sidewalks - Zwelihle	OLM	R200 000,00	R200 000,00				
Walkway - Fisherhaven	OLM	R120 000,00	R120 000,00				
Sidewalks & parking areas - Sandbaai	OLM	R500 000,00	R500 000,00				
Sidewalk maintenance - Kleinmond	OLM	R50 000,00		R50 000,00			
Sidewalks near Generation School	OLM	R100 000,00		R100 000,00			
Sidewalks – Ward 4 IN Overstrand	OLM	R300 000,00		R300 000,00			
Sidewalks – Hawston & Fisherhaven	OLM	R200 000,00		R200 000,00			
Additional Sidewalks in OLM as per Plan	OLM	R11 300 000,00		R2 320 000,00	R3 480 000,00	R3 480 000,00	R2 020 000,00

Formalising/upgrading of sidewalks, Wards 1,3,6 in CALM	CALM	R1 000 000,00		R250 000,00	R500 000,00	R250 000,00	
Additional Cycle/ Walkways in CALM as per NMT analysis	CALM	R5 640 000,00		R1 880 000,00	R1 880 000,00	R1 880 000,00	
Ward 2 has requested a green safe route between Heuwelkroon and Greyton.	TWKLM	R100 000,00		R100 000,00			
Cycle routes – Ward 14	TWKLM	R200 000,00		R200 000,00			
Additional walkways as per NMT analysis	TWKLM	R11 960 000,00		R3 985 000	3 985 000	R3 990 000	
SDF Proposed NMT Routes	TWKLM	R5 920 000,00		R2 620 000,00	R1 600 000,00	R1 700 000	
Total		R44 290 000,00	R1 120 000,00	R15 405 000,00	R14 445 000,00	R11 300 000,00	R2 020 000,00

- Maintenance be done to the existing infrastructure: Continuous.
- UA crossings be prioritised on existing routes: As per maintenance projects.

10 Freight Transport Strategy

The importance and significance of any municipality, district, and province and countries freight cannot be underestimated. Its value chain is undoubtedly the cornerstone of any economy. It has both a positive and negative impact on such an economy depending on implementation and management. Moreover, each district, route etc. differs and the needs differ. Thus, it is of paramount importance to develop a strategy that best fits the needs of local, district and provincial requirements. The Western Cape Freight Strategy explains the provincial freight strategy as follows:

“The ability to get goods to market at the right time and at reasonable cost is a cornerstone of an economy. Freight movements are a vital component of economic activity and an accessible and efficient freight transport system is a basic requirement for economic growth.

While the movement of goods is necessary in an economy, if not managed properly, freight transport can also have significant negative impacts. Such impacts include high-energy use, Greenhouse Gas (GHG) emissions, traffic accidents and excessive costs to maintain transport infrastructure, such as roads. These negative impacts have a cost on the economy and society and are contrary to the provision of sustainable transport and broader sustainable development imperatives”

As a result, the Freight strategy for the ODM will be aligned to the needs and strategy developed for the Western Cape, yet will retain elements that are paramount to the needs of the ODM.

10.1 Western Cape Policy and Guidelines

In developing the Freight Strategy for the Western Cape, five (5) principles were identified to guide freight transport delivery in the Western Cape as identified in the Provincial Freight Strategy (PFS). The five principles were used to guide the freight strategy in the ODM. The principles were developed through the review of several national, provincial and local policy imperatives that have an influence on freight transport in the Western Cape and thus in the ODM, PFS, 2019. The freight transport principles are ideals that the ODM will strive for. The principles are related to freight delivery best practice and represent the most common themes communicated by the policy documents reviewed. The five (5) principles identified as per the PFS, 2019 are:

1. **Freight Transport Network Efficiency:** Several definitions of transport efficiency exist, and the most appropriate one depends on the purpose of study. The definition adopted for this strategy considers the relationship between productive resources (vehicles, infrastructure, labour etc.) input to the transport system and the resulting capability to satisfy demand. Under this definition, the best freight transport system efficiency is achieved when the fewest productive resources are required to meet certain transport demand. As an example, a network that is congested has low efficiency because the slow movement of vehicles reduces the demand that such vehicles can meet. A less congested network allows faster movement, which increases the demand that can be addressed by certain productive resources, increasing the efficiency of the system.
2. **Inclusive Economic Development:** The Western Cape Government (WCG) aim is to grow the provincial economy and create jobs by providing a conducive environment for businesses.
3. **Freight Transport Network Safety:** The movement of freight has inherent hazards that must be managed to prevent injury to other users of the transport network and damage to equipment, transported goods and infrastructure. While freight transport network safety is an important consideration for all freight transport modes, it is more critical in road freight, because of the risk posed to passenger transport users. The Freight Strategy includes initiatives to improve the safety of freight transport delivery in the Western Cape.

4. Environmental Sustainability: Environmental sustainability is a state in which the demands placed on the environment can be met without reducing its capacity to allow all people to live well, now and in the future. Freight transport places demands on the environment because of carbon emissions from hydrocarbon energy sources on all modes. Other negative environmental impacts include noise pollution and land use in the provision of infrastructure, such as roads. These negative impacts have a cost on society and must be mitigated. The Freight Strategy includes initiatives for reducing these negative impacts to promote positive freight delivery outcomes.
5. Cost Optimisation: Freight transport cost is a key component of the cost of goods traded in the economy. As a result, optimising freight transport cost is important in promoting economic competitiveness and improving affordability of goods and services to consumers. The Freight Strategy includes an assessment of freight transport costs and appropriate interventions to optimise the cost.

These principles are consistent with the requirements for sustainable transport delivery. The United Nations High-Level Advisory Group on Sustainable Transport defines Sustainable Transport as:

“the provision of services and infrastructure for the mobility of people and goods -advancing economic and social development to benefit today’s and future generations - in a manner that is safe, affordable, accessible, efficient, and resilient, while minimizing carbon and other emissions and environmental impacts”

These five principles then determined the seven Western Cape strategic focus areas, refer to the figure below:

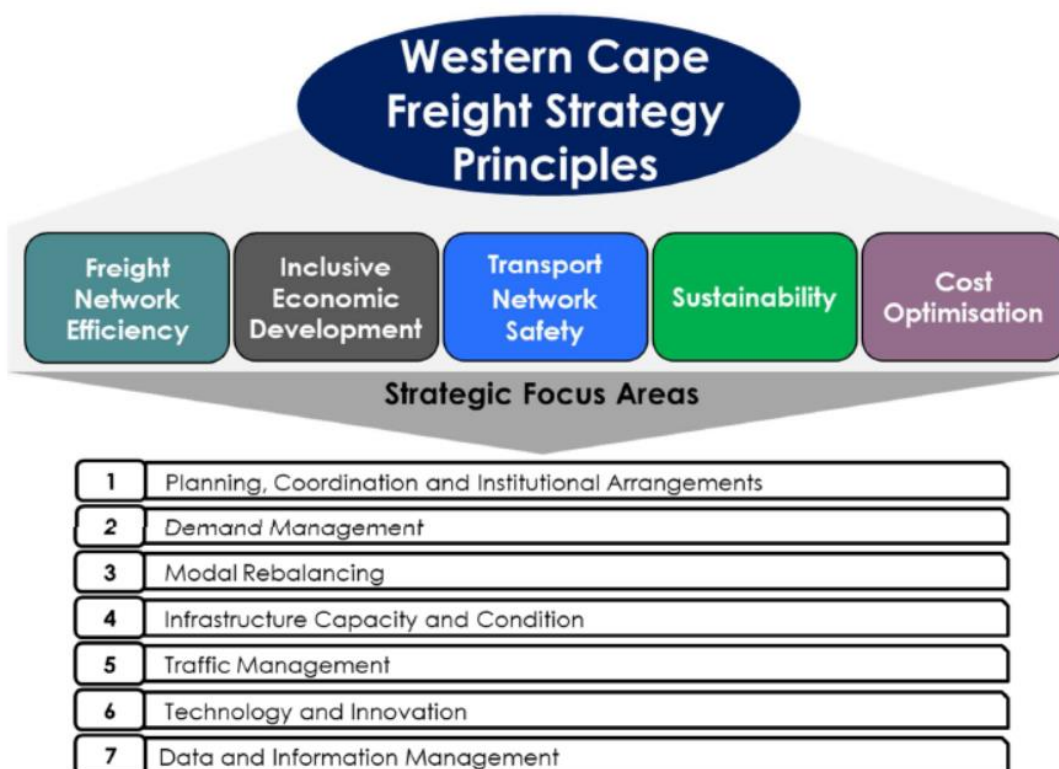


Figure 113: WC Freight principles and strategic focus areas, Source WC Freight Strategy 2019

10.2 Organisational structure

Government freight mandates are primarily informed by the Constitution and the National Land Transport Act (No.5 of 2009) (NLTA). From a planning perspective, each sphere of government is in charge of developing policy, strategy and plans for its area of responsibility. However, planning across the spheres should be

aligned. Therefore, provincial planning should align to national planning, and local planning should align to provincial planning. Within this framework, local government has planning responsibility for local freight movement, provincial government for intra-provincial movement across multiple municipalities and national government for interprovincial movement.

10.2.1 Provincial Government

In terms of the Constitution of South Africa and the NLTA, the provincial sphere of government’s land transport responsibilities includes:

- Provincial transport policy and strategy;
- Planning, co-ordination and facilitation of land transport functions in the province, and preparing the PLTF;
- Co-ordination between municipalities with a view to ensuring the effective and efficient execution of land transport in the province;
- Developing the capacity of municipalities to perform their land transport functions;
- Provincial roads and traffic management; and
- Transport regulation.

In accordance with the Western Cape Freight Strategy, 2019, that in the Western Cape Government (WCG), the DTPW is primarily responsible for performing the provincial land transport responsibilities, including those related to freight.

Provincial freight planning responsibilities are the responsibility of Programme 1, and specifically the Chief Directorate: Policy and Strategy Integration. Programme 4 (Chief Directorate: Transport Operations) is responsible for the Department’s freight operational and management functions. Programme 5 has responsibilities for both transport regulation (Chief Directorate: Transport Regulation) and transport enforcement (Chief Directorate: Traffic Management), while Programme 3 is responsible for delivering and maintaining transport infrastructure (Chief Directorate: Road Network Management), Table 100.

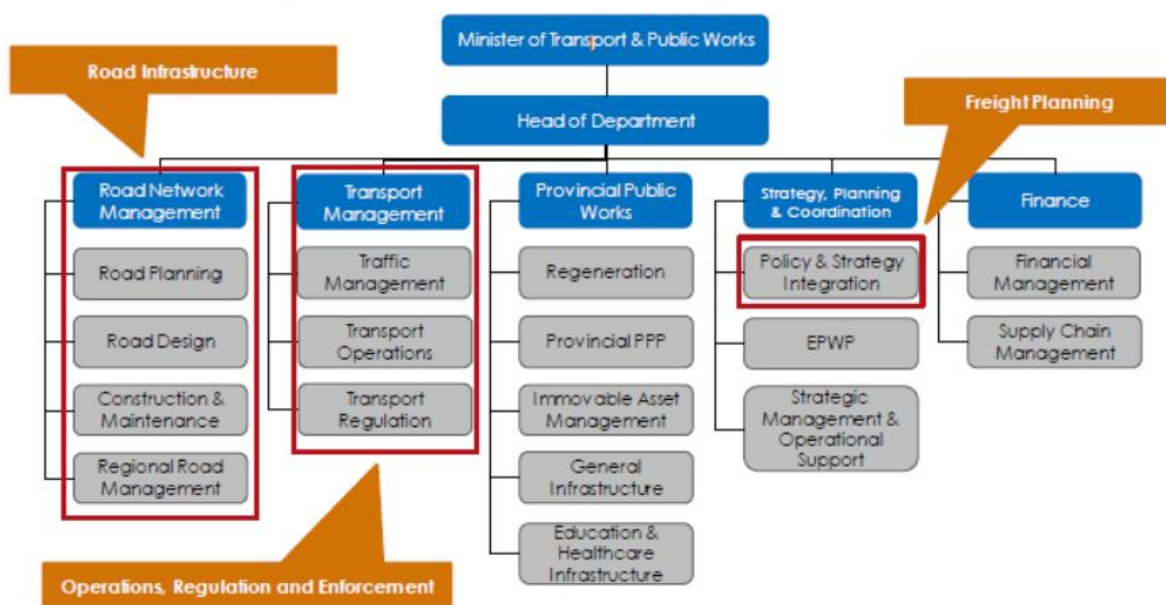


Figure 114: Western Cape DTPW functional structure, Source WC Freight Strategy 2019

In addition to the DTPW, other departments within the WC also have roles and or interests in the freight sector, these are the Department of Environmental Affairs and Development Planning (DEA&DP) and The Department of Economic Development and Tourism (DEDAT). Therefore, the allocation of Freight transport in the western Cape Government is shown in the Table 100 below.

Table 100: Freight responsibilities in the Western Cape Government

DEPARTMENT	PROGRAMME	DIVISION	RESPONSIBILITY
DTPW	Programme 1: Administration	Chief Directorate: Policy and Strategy Integration	Provincial freight policy, strategy and planning.
	Programme 3: Transport Infrastructure	Chief Directorate: Road Network Management	Road infrastructure planning, implementation and management.
	Programme 4: Transport Operations	Chief Directorate: Transport Operations	Provincial freight operations and management.
	Programme 5: Transport Regulation	Chief Directorate: Transport Regulation. Chief Directorate: Traffic Management	Regulation of drivers and vehicles. Freight enforcement activities.
	DEADP		Provincial spatial planning. Oversight of local spatial planning.
	DEDAT		Provincial economic planning and promotion.

10.3 Local Government Responsibility

The local sphere of government has primary responsibility for land transport in its area of jurisdiction and is the designated planning authority. Responsibilities of the local sphere of government include planning, implementation and management of land transport. Section 11 (c)(vi) of the NLTA stipulates the sphere's responsibility for:

“Managing the movement of persons and goods on land within its area by coordinating such movement”

The local sphere of government also plays a key role in transport law enforcement within its area. Section 11 (c) (xv) of the NLTA stipulates the sphere's responsibility for:

“Liaising on a continuous basis with the South African Police Service (SAPS), Road Traffic Management Corporation (RTMC), the relevant provincial and municipal law enforcement authorities or agencies, and the inspectors appointed under the Cross Border Act, with a view to ensuring co-ordinated transport law enforcement within its area”

The main transport-planning instrument at a local level is the Integrated Transport Plan (ITP). The development of ITPs is a legal (NLTA) requirement for District and Local Municipalities. ITPs must be aligned with the Provincial Land Transport Framework (PLTF). At the local level, ITPs are developed as an input to the more general, development-focussed Integrated Development Plans (IDPs). In addition, Section 37(1) of the NLTA requires that planning authorities must develop a freight transport strategy covering the transport of goods to, from and through the area by road, taking into account:

- The movement of goods to, from, and through the area by rail or pipeline; and
- The movement of goods to and from ports or airports.

10.4 Freight Strategy

The strategy is to abide by the WC principle developed, as well as the strategic focus areas of the Western Cape. This results in the following understanding:

The provision of a safe, reliable, effective, efficient, and environmentally sustainable freight transport network that supports inclusive and sustainable economic development requires adequate planning to improve decision making, understand resources requirements and manage related risks.

The WC Freight strategy has developed an action plan for the seven focus areas. This section of the DITP Freight strategy will only focus on those actions relevant to the district and local authorities. The list of

Strategic Focus area 1: Planning, Coordination, and Institutional Arrangements Strategic Programme:

“Sustainable freight transport delivery requires adequate planning to improve decision-making, understand resources requirements and manage risks. In addition, freight delivery affects several stakeholders across the different spheres of government, the freight industry and the private sector. In accordance to the WC freight strategy, the ability of provincial and local Government to plan and oversee freight transport delivery is impacted by inadequate capacity in these spheres of government. The freight function in the DTPW and in local municipalities in the province is not yet fully developed, and these spheres of Government lack some of the skills critical in freight planning and oversight.” PFS, 2019

Objective: Strengthen coordination of freight planning and delivery between the DTPW, other Western Cape Government Departments, Local Municipalities and other external stakeholders, including the National Department of Transport, Transnet and the private sector. The provincial government plans to strengthen freight planning in the DTPW. In addition, improve capacity of provincial and local Government to plan, implement and coordinate freight. However, it is noted that the freight is more concentrated in the City of Cape Town and as such, the ODM may not require dedicated freight specific transport functions.

Hence, the main tasks are identifying capacity needs in local Municipalities, determining the functions that can be performed centrally and developing a strategy for utilising the pooled resources from the DTPW to support municipalities. As a result, it would not be required for air freight transport capacity in the ODM. However, capacity in Road and Rail freight would be required at local and district level and may include maritime for the harbours located in Overstrand.

Objectives:

The Western Cape Movement is to review freight transport provisions for the proposed Provincial Transport Management Forum (PTMF) to ensure that freight coordination between the DTPW, other Western Cape Government Departments, Local Municipalities and other external stakeholders, including the National Department of Transport, Transnet and the private sector is adequately provided for. By incorporating freight transport coordination needs in the PTMF’s Terms of Reference, freight initiatives for the Western Cape will be discussed and implemented together with related initiatives in other Departments, ensuring that the different initiatives are aligned and inform one another. Issues such as the truck traffic through Swellendam and the importance of a truck stop along the N2 passing through Swellendam can be negotiated between SANRAL, WCG, ODM and the LM.

Actions:

- The WC strategy is to identify the local needs and prioritise the support to the LM’s to assist the LM’s in their responsibilities to fill the vacant available positions that are critical to the successful

implementation of a Freight Transport Strategy in the ODM. The skills identified would be a skilled rail capacity, as there is a drive from the WC government to create the shift from road to rail over the coming years. Furthermore, there is drive from TFR to create new business development projects and refined operating models to accelerate the road-to-rail shift in general freight market sectors and Develop and implement programmes that enable access to rail for general freight volumes. With an active branch line between Bredasdorp and Strand, this could have the potential to alleviate freight from the roads.

- The DM would be required to develop appropriate partnerships with the private sector to develop freight competencies.
- Use appropriate performance review and employee surveys to identify freight skills development needs and to enhance education, training and development programmes.
- Enhance freight skills transfer between WCG staff, local municipality staff and outsourced staff.
- Assess the potential of technology for improving productivity and effectiveness of teams. Moreover, TFR included in their annual report 2018/2019 that they plan to develop and deploy technologies to support the business in attracting volumes, as well as improve operating models and practices for regional volume increase. Again, this opens the opportunities for the Bredasdorp branch line to use these technologies and operating models to secure more business.
- Encourage and support self-directed, informal learning.

Strategic Focus area 2: Freight Demand Management

“To initiate a more sustainable freight development trajectory, a shift to an approach that includes proactive management of freight demand is necessary.” PFS, 2019

Objectives: Improve information available to the Government regarding freight demand management opportunities in the district. Improve productivity in the freight industry by enhancing the Western Cape Government’s support of appropriate freight industry productivity initiatives.

Actions: Support DEDAT and DoA to implement local beneficiation and value addition initiatives to reduce demand for long distance freight, where possible. Integrate freight transport and spatial planning, working with DEA&DP, to reduce future demand for certain freight. Identify opportunities to support DEA&DP in developing waste minimisation programmes in the ODM. Local value addition and beneficiation could reduce the demand for certain types of freight movement leading to lower freight intensity in the long term and the development of these initiatives is primarily led by DEDAT and in certain cases DoA. Both these departments develop these initiatives from an economic development viewpoint.

Engage the road freight industry to identify and support initiatives, technology and innovation for improving the sector’s productivity e.g. finalising PBS and developing a position on High Cube, where such initiatives align with the strategic objectives of the Freight Strategy.

The OLM indicated several planned local initiatives as discussed in the with Mr S Muller of the OLM such as a fishing harbours in Gansbaai, Tourist harbour in Hermanus and the fisheries in Hawston. Although these initiatives are considered fishing and tourist harbours, they may be a need to discuss possible expansion of one of the harbours to expand on a commercial freight component. These initiatives if planned and developed in association with Transnet and the WCG could be designed to accommodate some maritime freight and potentially decrease the travel demand for maritime freight from Cape Town, as certain commodities could operate from these hubs.

Strategic Focus area 3: Freight Transport Modal Rebalancing

“In 2012, an estimated 19% of freight (in tonnes) transported on the corridors in the province was considered rail friendly. However, rail had a 6% freight market share, indicating that more than 68% of rail friendly freight in the Western Cape was transported using other modes, particularly road. Along the N2 corridor, rail has a modal share of only 4%. This is significantly lower than the estimated 19%.”, PFS 2019.

Objective: Optimise the freight modal share for the Western Cape. This is imperative for the ODM, as the N2 route is the second most utilised freight route in the WC. By optimising the freight modal share along this route, a shift from certain freight currently being transport by road can move to rail.

Actions: This is more of a provincial strategy by using the FDM (Freight Demand Model) to quantify freight that is being transported by road that can be shifted to alternative modes along the N2 corridor and the Bredasdorp Branch Line. Using the annual reports, this must be tracked and reported on. Use the models developed by the WC, with SOE’s and local municipal investigations regarding the full cost of the different modes to build awareness for the industry and include the negative impacts the freight has on the road network. Conduct a survey of the local ODM perceptions regarding the use of rail vs road. Use effective policy intervention, incentives and regulation could be used in promoting the shift from road to rail of certain freight. The idea is then to minimise the cost of freight transport by reducing the road infrastructure cost and minimise the freight transport externalities, considering that rail has lower externalities than road.

The current Western Cape strategic actions is to optimise Freight modal share are focused on the shift from Road to Rail. This will have a significant effect to the service life of the roads within the ODM. Because of its antiquated Cape Gauge rail network, South Africa has missed the world- wide rail renaissance. To change this round in the next generation will require massive investments in a new standard gauge rail network, something which the country can ill afford.

Yet, Transnet has indicated a list of opportunities that freight rail can use in the interim to increase the market share. These are:

1. Freight Rail will be investigating opportunities for private sector participation. These may include participation in:
 - The development of common-user facilities;
 - Logistics hubs and terminal development;
 - Rail systems investment to build regional connectivity
 - Concession operations and rehabilitation of branch lines; and
 - Bimodal technologies to grow volumes through intermodal solutions.
2. Back-to-rail projects for volume growth in various sectors.
3. Continuation with new business developments in the fruit and FMCG sectors.
4. Regional corridor development in co-operation with Transnet International Holdings.
5. Continued regional volume growth through close collaboration with neighbouring countries railways.
6. Building competitive supply chains enabled by fourth Industrial Revolution technologies with an immediate focus on the heavy haul lines.

Points number 1, 2 and 3 are relevant to the ODM as the existing branch line is still operational in CALM as well as the volume of fruit produced in the district is high.

Strategic Focus area 4: Freight Infrastructure

“Freight transport infrastructure capacity and condition have a direct impact on the efficiency and reliability of the freight transport network.” PFS, 2019

Objective: Improve capacity, condition and interconnectivity of freight transport infrastructure to meet demand in a sustainable manner. Improve freight network access, including for industries and communities outside of major urban centres through the provision of appropriate infrastructure.

Actions: The actions are to engage with and monitor capacity and condition of freight infrastructure with inputs from Transnet, SANRAL and the DTPW road network Management Chief Directorate. Use the working groups and PTMF to engage with the SOE’s and other stakeholders to identify areas where capacity is required. Foster and identify opportunities and partnerships with the private sector to provide freight infrastructure in certain economically identified development areas. Infrastructure such as the proposed truck stop along the N2 at Swellendam will alleviate freight traffic inside the municipal road networks.

Further, identify strategic branch lines within the ODM and advocate their prioritisation SOE’s strategies. Foster relationships with the provincial government for the identified required infrastructure to improve access for the local users.

However, with this strategy, there are costly limitations. There are certain sections along the Cape-Gauteng route that needs to be amended for the rail corridor to be used more effectively. These capacity constraints need to be addressed in order for the line to operate effectively. Other limitations are cape gauge rail line being slow, road maintenance being very high and the cost of upgrading the entire rail infrastructure. Although a modal shift would alleviate the road maintenance, the cost of increasing the capacity of rail infrastructure is high. In the Transnet Freight Rail, TFR 2018/2019 annual report the capital expenditure programme for the 2018/2019 financial years was as follows:

- Integrate the Capex business cases (rolling stock and infrastructure).
- Revise the allocation of the R5,2 billion capitalised maintenance budget to wagons (R2,3 billion), locomotives (R1,5 billion) and infrastructure (R1,7 billion) to ensure protection of profitable tonnages.
- Prioritise maintenance activities of high-risk areas and introduce train speed restrictions,
- Technology management laboratories to acquire the SANAS accreditation and develop and implement a quality assurance process for perway material, which will be based on the perway material specifications.
- Adopt integrated quality forum for different 1 064 locomotive programmes.
- Prioritise profit-yielding projects and safety and compliance business requirements.

Based on the above expenditure in a downturn economy, it is unlikely that major rail infrastructure projects be rolled out on branch lines in the next five years.

Strategic Focus area 5: Freight Traffic Management

“Effective traffic management and enforcement play a key role in ensuring that the freight transport system in the Western Cape is safe, reliable and efficient. Examples of non-compliance on the part of freight road users include driver fatigue, the use of unroadworthy vehicles, unlicensed drivers, speeding, drunk driving and overloading. Non-compliance of freight regulations leads to unsafe roads and increased maintenance to road infrastructure.” PFS, 2019

Objectives: Reduce the number of freight-related, heavy vehicle crashes in the ODM. Reduce the proportion of overloaded vehicles and the average overload size in the ODM notably along the freight corridors as

previously discussed. Reduce the negative impact of general freight, abnormal load and dangerous goods movement on traffic flow and infrastructure, through the ODM.

Actions: Proposed traffic management initiatives including enforcement measures and incentives to promote compliance with road traffic laws. Enforcement measures include an assessment of the feasibility of establishing one-stop measurement sites for overloading on freight vehicles diverting off the N2 corridor, such as on the R43, R44, R45, R316, R319 and R60 verification of regulatory compliance regarding permits and licences and checking driver wellness and vehicle roadworthiness. In addition, the Strategy includes actions to review penalty structures for overloading to make them a stronger deterrent. However, this is a provincial study, yet for the ODM, this will need to be communicated to the WCG.

The Strategy includes actions to investigate incentive options, such as negotiating with the financial services industry for a reduction in the insurance premiums for operators who comply with law enforcement requirements. These incentives could be extended to transport operators who sign up for voluntary compliance programmes, such as Road Traffic Management System (RTMS). In addition, the Strategy includes actions to incorporate freight transport requirements into existing road traffic safety programmes, such as Arrive Alive. Considering the current reliance on road freight transport in the ODM, better road freight traffic management has the potential to deliver significant impact in the short to medium term. The actions that ODM should consider is that of investigating one-stop measurement stations on the roads off the N2 corridor and verification of regulatory compliance regarding permits and licences and checking driver wellness, overloading etc. These initiatives will make a significant improvement to road safety in the ODM and ensuring compliance regarding overloading. In addition, the, as the overloading control is managed by the National Department of Transport (NDoT), and enforced by the DTPW western cape, the NDoT should consider changing the operating hours of the Swellendam N2 weight station to a 24 hours weight station as per the N1 Beaufort West station. This need was previously stated in the 2016-2019 DITP for Overberg and has again been noted.

Actions Regarding Abnormal Loads and Hazardous Goods.

In accordance with the Provincial Freight Strategy, 2019, “Abnormal loads are indivisible (for practical purposes) objects that, due to their dimensions and/or mass, cannot be transported on a vehicle or vehicles without exceeding the limitations of the dimensions or mass as described in the National Road Traffic Regulations, 2000. Hazardous cargo includes products that are explosive, flammable, corrosive, noxious, poisonous, radioactive and irritative, biomedical material and commodities that emit poisonous vapour, amongst others.” These products must be transported along designated routes to reduce the risk and harm to the public. Major issues occur within the province as well as in the ODM such as:

- Illegal abnormal Load movements.
- Challenges in coordination of abnormal load management between DTPW and local Municipalities.
- Absence of a route framework for abnormal loads.
- Abnormal load processing fees that do not adequately cover the associated costs.
- The lack of a dangerous goods route framework in the Western Cape.
- Complexities of coordinating the movement of dangerous goods among Local Municipalities in the province.

Thus, the Provincial Freight Strategy, 2019, developed strategic actions to address abnormal loads and Hazardous goods movements. In addition, these actions have been discussed to be relevant for the ODM. These are as follows:

- Finalise the development of a provincial Abnormal Load Route framework for the Western Cape and identify key routes that require interventions such as infrastructure enhancement. During this process, the DTPW should consult with the local municipalities to determine all freight lines and abnormal loads routes. It must be noted that for an abnormal load to operate on a specific road, all roads identified for a route must comply with requirements for underpass clearances and structural strengthening of roads and bridges to accommodate the load to indicate if the road is considered safe for abnormal loads. When an abnormal load permit is requested along a route, specialised investigations regarding the above criteria must be investigated.
- Engage DEA&DP and provide support in the development of a provincial Dangerous Goods Route Framework. The DEA&DP has initiated work to develop a hazardous goods route framework. The DTPW should support this work as indicated in the Provincial Freight strategy. The routes for the Hazardous goods need to be developed as per the Act 15 of 1973. The routes need to be communicated with SANRAL where operate on the national road network. Input from the LM's is required into this process regarding existing movements and future planned infrastructure that will require the transport of hazardous goods.
- Improve coordination of abnormal load and dangerous goods movement between the provincial government and the local municipalities through improved engagements and a review of existing abnormal load coordination institutional arrangements and bylaws. This is to ensure a smooth and effective route where the hazardous goods route passes through multiple municipalities in the ODM.
- Review and improve the application process for abnormal load permits to improve compliance. This will be the responsibility of the DTPW and must be communicated through to the LM's.
- Review the application fees for abnormal loads, and other ways to improve cost recovery. This will be the responsibility of the DTPW and must be communicated through to the LM's.

The DTPW is in the process of developing the framework, routes and processes as per the Provincial Freight Strategy. It is imperative that the ODM give support and input into the development of this study.

Strategic Focus area 6: Technology and Innovation

“Technology and innovation are increasingly playing a vital role in improving freight transport delivery and in mitigating some of the negative impacts of freight movement.” PFS, 2019.

Objectives: The objective in the WC freight strategy is to increase the role of suitable technology and innovation in promoting positive freight delivery outcomes in the Western Cape. This is likewise imperative throughout the ODM.

Action: As the WCG needs to develop a freight transport technology road map through the WC, ODM should align with this initiative and assist in collecting data from the exiting weigh stations and the existing freight operators to develop a road map of the ODM freight technologies and future technologies. This will assist in the support of future developments, and industry advancements to align with the provincial objectives and policies within the ODM. This further aligns with the strategic goals as set out in the TFR, 2018.

Strategic Focus Area 7: Freight Data and Information Management

Data and information management are becoming increasingly critical in decision-making. Fact-based decisions regarding freight movement in the ODM require multiple data sources. This includes measures to prevent duplication of data gathering efforts and to improve the quality of data available for decision-making. The multiple data sources and information gathering is proving difficult and has resulted in many issues. “These issues include the existence of fragmented information systems, insufficient data sharing and manual data collection processes that are slow and prone to error.” PFS, 2019

Objective: Improve freight data collection, analysis and information systems management in the ODM that can feed into the WCG.

Actions: The WC has identified a need for the development of a Western Cape Transport Data and Information Management and Governance Strategy and investigation of technologies and innovation to improve data collection and processing. The ODM can align with this strategy and assist in the collection of this data to feed into the WCG strategy. The Western Cape Province has an ongoing Integrated Transport Intelligence Hub Programme, incorporating the Transport Hub, under which some of the freight data and information management strategic actions could be performed. Implementation of freight transport data and information management actions must be coordinated with related work under the Transport Hub.

10.5 Implementation Strategy

Table 101: Implementation Strategy

STRATEGIC FOCUS AREA	2020	2021	2022	2023	2024
Strategic Focus area 1: Planning, Coordination, and Institutional Arrangements Strategic Programme:	DM to develop partnerships to grow competencies. Use appropriate performance review and employee surveys to identify freight skills development needs. Enhance freight skills transfer between WCG staff, local municipality staff and outsourced staff.	Using the ITP, RAMS project and traffic information to develop a road maintenance and rehabilitation plan along the freight routes. Coordinate this study with the road authorities to develop a required maintenance and rehabilitation and implementation plan for these routes.	Assess the potential of technology for improving productivity and effectiveness of teams. Encourage and support self-directed, informal learning. Implement the plan		
Strategic Focus area 2: Freight Demand Management	Integrate freight transport and spatial planning, working with DEA&DP, to reduce future demand for certain freight. Identify opportunities to support DEA&DP in developing waste minimisation programmes in the LM's.		Engage the road freight industry to identify and support initiatives, technology and innovation for improving the sector's productivity.	Continue to engage the road freight industry to identify and support initiatives, technology and innovation for improving the sector's productivity	Continue to engage the road freight industry to identify and support initiatives, technology and innovation for improving the sector's productivity
Strategic Focus area 3: Freight Transport Modal Rebalancing	Conduct a survey of the DM perceptions regarding the use of rail vs road. Develop the Business Plan and Implementation plan.			Use effective policy intervention, focus area 4, incentives and regulation could be used in promoting the shift from road to rail of certain freight.	Implement such interventions to start the shift from road to rail

STRATEGIC FOCUS AREA	2020	2021	2022	2023	2024
Strategic Focus area 4: Freight Infrastructure	Foster and identify opportunities and partnerships with the private sector to provide freight infrastructure in certain economically identified development areas.	Use the working groups and PTMF to engage with the SOE's and other stakeholders to identify areas where capacity is required.	Monitor capacity and condition of freight infrastructure. This includes the identified freight routes and rail infrastructure.	Identify strategic branch lines within the LM's and advocate their prioritisation SOE's strategies.	Monitor capacity and condition of freight infrastructure
Strategic Focus area 5: Freight Traffic Management	Investigate and propose traffic management initiatives including enforcement measures and incentives to promote compliance with road traffic laws.	Enforcement measures include an assessment of the feasibility of establishing one-stop measurement sites for overloading. The actions that WCDM should consider is that of investigating one-stop measurement stations on the roads diverting off the N2 corridor and verification of regulatory compliance regarding permits and licences and checking driver wellness. WCDM should consider changing the operating hours of the Klawer weight station to a 24 hours weight station	Implement the one-stop facilities on the identified Roads diverting off the N2.	Implement the one-stop facilities on the identified Roads diverting off the N2.	

STRATEGIC FOCUS AREA	2020	2021	2022	2023	2024
Strategic Focus area 6: Technology and Innovation		Collect data from the existing freight operators to develop a road map of the DM freight technologies and future technologies	Collect data from the existing freight operators to develop a road map of the DM freight technologies and future technologies	Annually update the road map through the local expertise developed in focus are 1	Annually update the road map through the local expertise developed in focus are 1
Strategic Focus Area 7: Freight Data and Information Management	Collect Freight movement data	Collect Freight movement data	Collect Freight movement data	Collect Freight movement data	Collect Freight movement data

11 Other Transport-related Strategies

Other transport strategies included safety and security, as well as tourism initiatives. As mentioned previously, the majority of transport in the ODM is by means of NMT followed by PT, with private car usage only at 27%. Thus, traffic calming and NMT connectivity are the major strategies to improved safety for road users in the ODM. This strategy has been discussed in chapter 9 regarding NMT. The tourism component is however significant in ODM with the district being a hotspot for hunting, resorts, diverse flora and fauna, as well as a rich cultural heritage. The Tourism further encompasses a large component of the economy in ODM.

11.1 Tourism

The local tourist attractions in the ODM is characterised by the range of unique and majestic features that make up the diverse landscape that is the ODM. There are rolling grass hills, great mountains to the inland, a rocky shore line with breathtaking beaches, nature reserves and fruit orchards that make up the beautiful ODM. There are a number of towns in ODM particularly the coastal towns of Hermanus, Gansbaai, Kleinmond, Struisbaai, Witsand and Arniston that have become increasingly orientated to tourism with B&Bs, self-catering accommodation, camping and coffee-shops. In addition, the N2 runs through most of the LMs in ODM. Towns, such as Swellendam, Riviersonderend, Caledon and Grabouw located along the N2, then also benefit from this through traffic.

ODM's road network is therefore significantly impacted by and subjected to the high seasonal traffic particularly on the R44, R43, R316 and R319. Peak periods occur during the end of year festive season, around Easter holidays, school holidays and the September-October whale season. During these peak seasons, the roads are congested and the public transport services are unable to cope with the demand for long-distance movements to and from the Eastern Cape. Tour buses, particularly in Hermanus have grown significantly over the past few years creating concerns around parking, congestion and other such traffic issues. It is imperative that transport planning be undertaken to provide for the growing demand of tourism in the region.

The RED strategy characterised the ODM with the following SWOT analysis:

STRENGTHS

- Many nature reserves – Kogelberg Biosphere Reserve, Cape Nature Reserve and other
- Coastal region – coastal lifestyle for the family (Indi-Atlantic route)
- Heritage – including Khoisan
- Southern point/tip of Africa and Lighthouse
- Proximity to Cape Town, Stellenbosch
- Diversity in agriculture – wool, dairy, vegetables, fruit, canola, berries, grapes, livestock

WEAKNESSES

- People need to start working together. PACA process completed in 2014 but no implementation since then
- “Wish lists” of projects should be reduced and organized into a Strategic Plan with Goals that are SMART – Specific, Measurable, Actionable, Relevant and Time-bound?
- Lack of skills
- More should be done to address social ills (drugs, alcohol abuse, theft, crime, etc.)
- Address issues around the Agri-Parks Programme
- Lack of infrastructure at some beaches
- A lack of funding for NMT (Non-motorised transport) infrastructure and provision for safe crossing facilities.
- Lack of access to funding in general
- Tourism road signage
- Local, Provincial and National approval processes are slow, bureaucratic and not aligned to community and business needs
- Delay in the approval of land use planning applications
- Lack of research in agricultural development
- Limited operational rail system in place

OPPORTUNITIES

- Attracting the knowledge economy to the region
- Tourism potential - Diverse tourism (including agri-tourism and sport tourism) activities – however not well marketed
- The lack of housing needs to be addressed
- Need to address tourism seasonality
- Marketing the region on social media is necessary
- Need for marketing campaign to attract the foreign tourists
- Need for community markets
- The marketing process needs to be inclusive and take cognisance of the needs and views of all communities and stakeholders
- Investment in the youth through entrepreneurship
- Create opportunities for small businesses through municipal supply chain management processes
- Wide variety of products are produced locally
- Sport Tourism
- Promote filming opportunities
- Canola—develop processing facilities
- Fynbos products – food, cosmetics, clothes
- Potential for creative industries

THREATS

- laws, policies and by-laws that are not enabling economic development
- Lack of effective public transport systems
- Community protests - Tourism businesses are very pessimistic and have suffered substantial financial losses
- Abalone poaching
- Safety and crime impacting the tourism sector
- Lack of cooperation and collaboration across various stakeholders
- Red tape in approval processes – municipal processes are not business oriented
- Social instability in some towns due to community protests
- Limited clearly defined and signposted routes – hampering tourism
- Underdeveloped harbours with potential
- Tourism industry not well diversified
- Tourism offices are no longer funded
- Tourism sector does not effectively utilise digital platforms
- Township tourism not properly developed
- Challenges for growth – silo approach between towns, municipalities – spill over from events into other towns or regions - Lack of collaboration/partnering between tourism offices in region
- Service delivery protects negatively affect tourism and housing sales
- Processing of DTI, IDC, SEDA, SEFA funding applications for SMMEs takes a long time

The SOT analysis led to the RED and Tourism strategy and implementation plan. The ODM strategic vision was formulated as:

“COLLECTIVELY DEVELOPING AN INCLUSIVE ECONOMY THROUGH IMPROVING THE LIVES OF ALL”

With the following strategic goals:

- Strategic Goal 1: Improve Partnerships and Collaboration
- Strategic Goal 2: Diversification of the Economy
- Strategic Goal 3: Small Business Development Support
- Strategic Goal 4: Tourism Development
- Strategic Goal 5: Improve Municipal Regulatory and Processes Environment

These five goals aligned to form the basis for the IDP SG2 to promote regional economic development by supporting initiatives in the district for the development of a sustainable district economy. This included the Develop and table to Council a District RED & Tourism Implementation Plan by December 2019 and the Report progress of planned deliverables in District RED & Tourism Strategy by March 2020.

Items identified in the SWOT analysis such as lack of NMT and Tourism road signs need to be addressed to allow for adequate tourist way finding. There are existing NMT proposed projects and the lack of funding needs to be amended. In addition, the need for adequate tourist road signage need to be done. The tourist scenic routes, such as Houwhoek Pass and multiple other passes need to be adequately presented and advertised. The beautiful Overberg – just 'over the mountain' from Cape Town – has five routes one can follow when visiting the area, designed by Overberg Tourism. The Overberg is brimming over with attractions, towns to visit and sights to see, and it makes it that much easier to break it down into a couple of routes, or just one, every time you visit.

- Cape Whale Coast Route

The first of these is the Whale Route, and possibly the most obvious as it is in the Overberg that some of the best whale viewing spots in the country are found between August and December.

The route begins in Cape Town and follows the particularly pretty R44, also known as Clarence Drive, through the Kogelberg Biosphere Reserve. It is a popular drive that easily rivals Chapman's Peak in Cape Town as one of the most scenic in the country – views over False Bay are incredible on clear days.

One passes through the villages of Rooiels, Pringle Bay and on to Betty's Bay, where Stony Point is a popular spot to visit one of only two mainland African Penguin colonies. Just around the corner is the wonderful Harold Porter Botanical Garden, which is well worth a visit.

Pressing on, the route reaches Kleinmond where joining the R43 will bring one to Hermanus, which boasts not only some of the world's best land-based whale watching, but has its very own whale crier during the season.

On through the town of Stanford, a beautiful village on the edge of the Klein River and on to Gansbaai – known as Great White Shark country because of the shark cage diving available here. The route ends at Die Dam.

- Baardskeedersbos art route

The artist's village of Baardskeedersbos, more commonly known to locals simply as Bbos, lies on a dirt road somewhere between Stanford and Wolvenga. Most commonly, Baardskeedersbos is accessed via the road that takes one past Grootbos Nature Reserve and Platbos Forest.

There are currently discussions regarding a surfaced road through the village soon, and whilst one or two villagers are vehemently opposed, desperate to keep the village's anonymity, others want it surfaced for the very reason that it will bring more visitors and increase the chances of eking out a livelihood in the country.

The little village has attracted a collection of artists – at least 12 of them. Since 2008, the group have opened their homes and their hearts three times a year to introduce people to the local painters, photographers, sculptors, printmakers and ceramicists. Artist Niël Jonker has added bread making courses to the mix, to give the art route an extra bit of flavour.

The Baardskeerdersbos Art Route is a huge success. Every artist has a story to tell; wine, tea, coffee, snacks, veggie meals to share, and of course, their art, which graces the walls of their homes tells a story of its own – it's a personal glimpse at how a bunch of unpretentious, yet successful rural artists live.

Artists include Joshua Miles, Andréé Bonthuys, Philip John, Niël Jonker, Amanda Jephson and Nikki Miles, and of course a guest artist or two.

- Elgin Wine Route
- Mountain Treasure Route

Based on the Overberg Tourism map, the Mountain Treasure Route starts on the N2 en route to Swellendam, past Riviersonderend.

Riviersonderend is a beautiful little town with incredible mountain and river scenery that takes its name from the perennial Sonderend River.

A little further along the N2, Swellendam is a vibrant town and regarded as an historical mecca, where the Drostdy Museum will give an incredible account of the history of South Africa.

The town is the third oldest magisterial district in the country and nestles in the foothills of the Langeberg Mountains. Its streets are lined with restored cottages, accommodation, eateries, coffee nooks and interesting looking shops.

From Swellendam take the R324 to the tiny village of Suurbraak, one travels through a series of mountains to reach the mission village, that lies in the fold of the Langeberg Mountains on the edge of the Buffelsjags River, just before the incredible Tradouw pass.

From here head onto the Tradouw Pass to the town of Barrydale for a real treat. The artists enclave is an eclectic mix of restaurants, coffee shops, shops offering nick nacks and pizzas, and accommodation in Barrydale. There are nature reserves, a labyrinth, hikes and walks.

- Overberg Fynbos Route

The route includes the towns of Stanford, Elim, Gansbaai, Baardskeerdersbos, Pearly Beach and Wolvengat, and incorporates a series of working farms, guest farms and private nature reserves that encourage visitors to experience the splendour of fynbos at its most spectacular.

Fynbos is the natural shrubland, or what is known as heathland vegetation, that grows only in a small belt of the Western Cape. Directly translated from the Afrikaans, it means 'fine bush'. It is the smallest and richest per area unit of the world's six floral kingdoms, its diversity is very high, and 6300 species of the total 9000 are endemic, meaning that you won't find them anywhere else in the world.

Only a very small portion of fynbos is protected, and it is thus under threat from alien vegetation, agriculture and urban expansion.

Fynbos is incredibly fragile, despite its capacity to grow in a windblown, hot region of South Africa. Invasions by alien plants cover around 15 per cent of the Agulhas Plain, excluding farmland. These

together with the threat of unplanned fires, harvesting of wildflowers, damage by 4X4s, and developments, place fynbos at risk.

On the route are beaches, hiking trails, forests like Platbos, fantastic birding opportunities and wonderful beaches. It's an area for nature lovers.

- Rotary way

Flanked by the vast waters of the Indian Ocean and the Kleinriviersberge Mountains just two hours from Cape Town, Hermanus is picture-perfect. Views that stretch as far as the eye can see extend from the blue ocean water to the jade-coloured mountains, valleys and the little town, which is just bursting with character

Rotary Way may be a short route, but it is one that showcases some of Hermanus' loveliest views within a space of just a few kilometres. It is a partially tarred road and climbs 188 metres up the mountains and along their spine, promising gorgeous views of the Overberg. In fact, it is technically a mountain pass.

From the first lookout point, you will be able to take in the breath-taking views of Sandbaai, Vermont and Zwelihle, which make up the western parts of Hermanus. Travelling a little further along the road promises incredible vistas and photo opportunities of the Hemel-en-Aarde Valley. Not only is this a beautifully verdant valley, but it is also home to the local wine route, which means that its lush vegetation is punctuated by row upon row of fertile vines.

From here, head further along Rotary Way to get amazing views of the Klein River Valley, the lagoon, the golf course and, of course, the ocean. When the whales come to visit this part of the South African coastline every year, they can be seen lobtailing and spraying massive mists into the air as they explore these waters. Seeing the whales from these heights is, undoubtedly, one of the major highlights for those exploring Rotary Way.

Based on the above routes, passes and explorations, it is clear that the ODM tourist industry has a multitude of possibilities as for tourist attractions. However, weakness such as lack of tourist signage. NMT infrastructure parking etc. can have a negative impact on these routes. The following actions are recommended to ensure the tourist routes remain in operation and are easily identifiable and attractive to tourists.

Actions:

- All scenic routes, tourist attractions and tourist routes should be signed in accordance with the SARTSM. A project is proposed to investigate the tourist road signage of the ODM to assess the current signage gaps, age, compliance and visual apiece. Where the signs are lacking and or are not to the SARTSM there signs must be replaced and installed.
- All routes should be maintained with regards to routine road maintenance and appropriate road surface conditions. These routes should be maintained as per the maintenance projects of the ODM.
- The surfacing of the route along the Baardskeedersbos art route should be investigated also considering it is a road that takes you past Grootbos Nature Reserve and Platbos Forest.
- Based on the tourist studies done for the ODM and land use plans already identified, NMT infrastructure should be prioritised and funded for in local towns in the ODM. Having markets, beaches, trails and pathways accessed by NMT all-weather infrastructure allows for tourists to tour towns and destinations on foot adding to the unique experience that is the ODM.

11.2 Safety and Security

In accordance with the Western Cape PLTF 2019/2020, The WCG has launched VIP's to ensure that the vision of the WCG is achieved. VIP 1, Safe and Cohesive Communities, has the need to improve safety through social and infrastructure initiatives. The outcome is to achieve a reduction of traffic fatalities and ensure safer roads.

For the period from 2010 to 2015, the Safely Home Strategy was applied as the basis for addressing road safety in the Western Cape. The "Safely Home" Strategy, is the strategy that is based on the "4 E's Strategy," which comprises high levels of enforcement; targeted education and public relations activities aimed at the most vulnerable road user groups, low cost engineering solutions and continuous evaluation to ensure an intelligence-based strategy. The Safely Home Strategy is being incorporated into the Safe Systems Road Safety Strategy of the Western Cape.



Figure 115: 4E strategy, PLTF 2020

In terms of the Western Cape PLTF, this programme has seen a 30% reduction in fatal crashes across the Western Cape Province as at January 2013. However, between 2014-2015 there was an increase in road fatalities similarly, in January 2019 there were 160 fatalities, which is 17 fatalities higher than in the 2015 festive session. However, this is a 23% reduction in fatalities from 2018, which was at 208 fatalities. Moreover, there is a considerable influx of traffic into the Western Cape during the holiday season especially along the N2 and into the OLM.

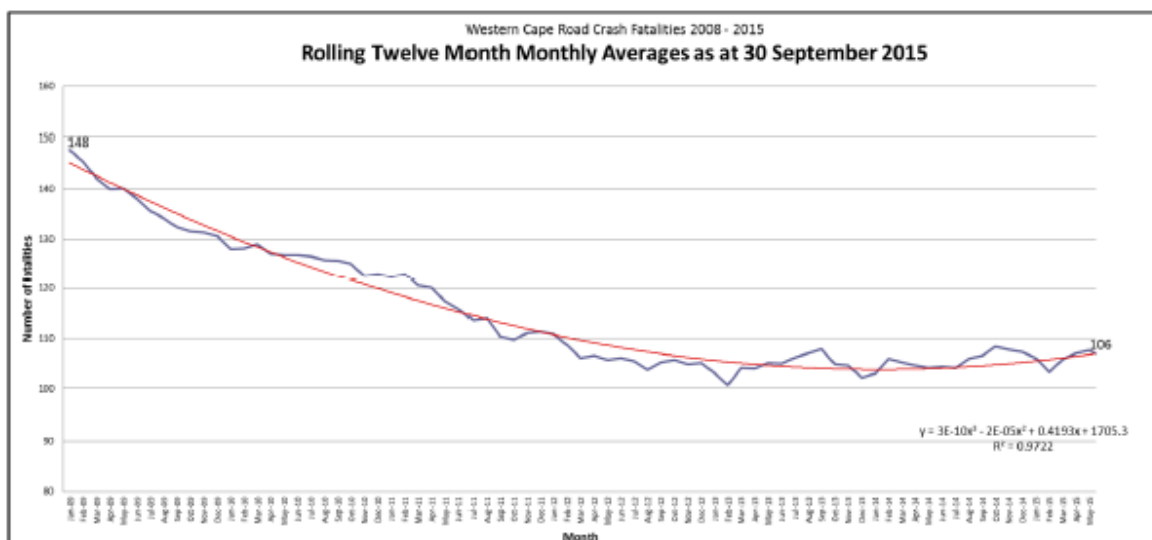


Figure 116: Road Crash Fatalities in the Western Cape over a Rolling 12, PLTF 2020

Table 102: Overberg Fatal Crashes, extracted from the 2018/2019 IDP review

	Overberg District (per 100 000)			% Change	Western Cape (per 100 000)			% Change
	2015	2016	2017		2015	2016	2017	
Murder		35	38	9.0		50	50	0.5
Sexual offences		114	120	5.2		111	108	-2.3
Drug-related crimes		1 534	1 689	10.1		1 461	1 633	11.8
Driving under the influence	196	207		5.5	182	196		7.6
Residential burglaries		1 133	1 212	7.0		739	700	5.3
Fatal crashes	58	65		12.1	1 202	1 228		2.2
Road user fatalities	73	83		13.7	1 357	1 397		2.95

Source: Western Cape Dept of Transport 2017; SAPS 2016; Stats SA 2017

The latest road fatal crashes for the 2018/2019 year in Overberg was not available. However, as per the 2018/2019 IDP Review, the percentage fatal accidents increased by 12.1% in the ODM. Moreover, as per the 2016 ODM DITP, indicated a total of 659 fatal crashes, which amounted to approximately 5.4% of the total crashes between 2008-2013. This resulted in 54 fatal crashes per 100 000. Hence, it is evident that the number of fatal crashes per 100 000 is increasing yearly between 6-10%. Therefore, strategies to halt this trend is required, Figure 116 and Table 102.

Among the road safety initiatives implemented in the WC includes the ‘average speed over distance’ (ASOD) enforcement system on several sections of road as seen in Figure 117 below. The system calculates the average speed of a vehicle from the time it passes the first camera until it passes the second camera. The average speed is then determined by the time that it has taken a vehicle to travel from where the first camera is located where the second camera is located. Reaching the second camera in a time shorter than the time which is determined by the distance and the speed limit, means that the driver was speeding. Additionally, the Western Cape has developed initiatives such as:

- Roadblocks
- Fatigue awareness
- Average Speed Over Distance (ASOD) camera system (Table
- Central communication centres to track the movement of patrol motor vehicle on any roadway

- Alcohol evidentiary centres
- Driver safety tips
- Signage and awareness
- Other western Cape initiatives:
 - Offers road safety education and awareness programmes and projects across the province.
 - Provides driver education and training.
 - Facilitates roadside communication at roadblocks.
 - Distributes road safety products (pamphlets for targeted road user groups).
 - Facilitates high school debates.
 - Offers Danny Cat shows.
 - Runs Participatory Education Techniques (research projects).
 - Establishes scholar patrols and seatbelt convincer demonstrations.



Figure 117: ASOD Camera, <https://www.westerncape.gov.za/news/fifth-asod-phase-goes-live-ahead-busy-holiday-season>

11.2.1 District Safety Plan

The district safety plan is founded on four principles above. During the evaluation phase, some key findings as per the ODM district safety plan are that:

- Sporting, music and cultural events are major road traffic management issues for the regions
- The road network in the region is generally in good condition, with some localised issues regarding signage and road markings
- Speed profiles of major routes indicate high travel speeds over these portions of the network, with many motorists speeding particularly on the R44 and N2.

- Law enforcement resourcing levels were found to be low, at 26.71 traffic officers per 100,000 population, according to international standards this should be at 100 officers to 100 000 population.
- In accordance with the ODM District Safety Plan (DSP), traffic law enforcement also lacks certain basic equipment, notably inter-operable radios and networked handheld devices, as well as firearms, bulletproof vests, reflective jackets and traffic cones.
- Road Safety Management resources were found to be wholly inadequate with no dedicated regional staff from an establishment.
- Pedestrian fatalities are the largest road user category, followed by passengers then drivers
- The evaluation further showed that adult fatalities are strongly linked to alcohol.

Based on the evaluation, the enforcement, education and engineering plans were developed, refer to the DSP. These plans contained the framework:

- Enforcement Plan
 - Response to the Evaluation
 - Integrating Enforcement action with other road safety activities
 - Existing Operational Requirements
 - Threats and Risks, and Existing Traffic Management Responsibilities
 - Identification of Resource Constraints and Requirements
- Education Plan
 - Response to the Evaluation
 - Support to Law Enforcement Activities
 - Integrating and Aligning Road Safety Awareness Activities
 - Integrating Road Safety Awareness with Engineering
- Engineering Plan
 - Response to the Evaluation
 - Needs Identified by Law Enforcement
 - Integrating Engineering with Road Safety Awareness Activities

The implementation of the plans is on-going and is co-ordinated as indicated in the DSP:

The DSP is signed off by the following officials:

- The Head of Department, Transport and Public Works, Western Cape Government
- The Officer Commanding, SAPS Overberg Cluster
- The Deputy Director-General, Transport Management, Department of Transport and Public Works, Western Cape Government
- The Municipal Manager: Cape Agulhas Local Municipality
- The Municipal Manager: Overstrand Local Municipality

- The Municipal Manager: Theewaterskloof Local Municipality

As per the DSP, the Co-ordinating Instructions are as follows:

- Enabling Instructions

“The Branch: Transport Management will provide the necessary authority from the MEC, Transport and Public Works, for joint operations by all law enforcement authorities, anywhere in the region, ie provisioning municipal officers to operate in other municipalities.” DSP.

- Quarterly Planning and Evaluation Meetings

“Quarterly planning and review sessions will be arranged by the Caledon Traffic Centre to provide updates on target achievement, consider changes to the environment and complete planning grids for the three E’s for the quarter ahead.

Quality Monitoring and Evaluation will provide a completed analysis of quarterly activities using the Logical Framework contained in the DSP report.” DSP.

- Instant Messaging

“The Caledon Traffic Centre has established a WhatsApp group (“District Safety Plan”) to facilitate real time communication across all principal stakeholders. The group also provides a channel for provision of media content from enforcement, education and engineering activities, crash scene response and data collection.” DSP.

- Education Plan Ongoing Co-ordination

“The Directorate: Road Safety Management will be responsible for co-ordinating tasks for stakeholder communicators within the Education Plan on a monthly basis, in particular in order to ensure that enforcement, education and engineering activities have sufficient media cover.” DSP

- Engineering Requests

“The Branch: Transport Management will be responsible for co-ordination of the engineering requests, joint signature of these by stakeholders, and submission to the relevant authorities.” DSP

- Stakeholder Liaison Tasks

“The Branch: Transport Management will co-ordinate liaison tasks identified by the Evaluation. The Branch will jointly assess the prevalence of persons being injured in the region but dying elsewhere with the Department of Health.” DSP

11.3 Air Transport

As discussed in the 2016 ODM DITP, The ODM has a number of airstrips. The largest of which is the Test Flight and Development Centre (TFTC) Airforce base between Bredasdorp and Waenhuiskrans in the CALM as shown in Figure 118 Below.

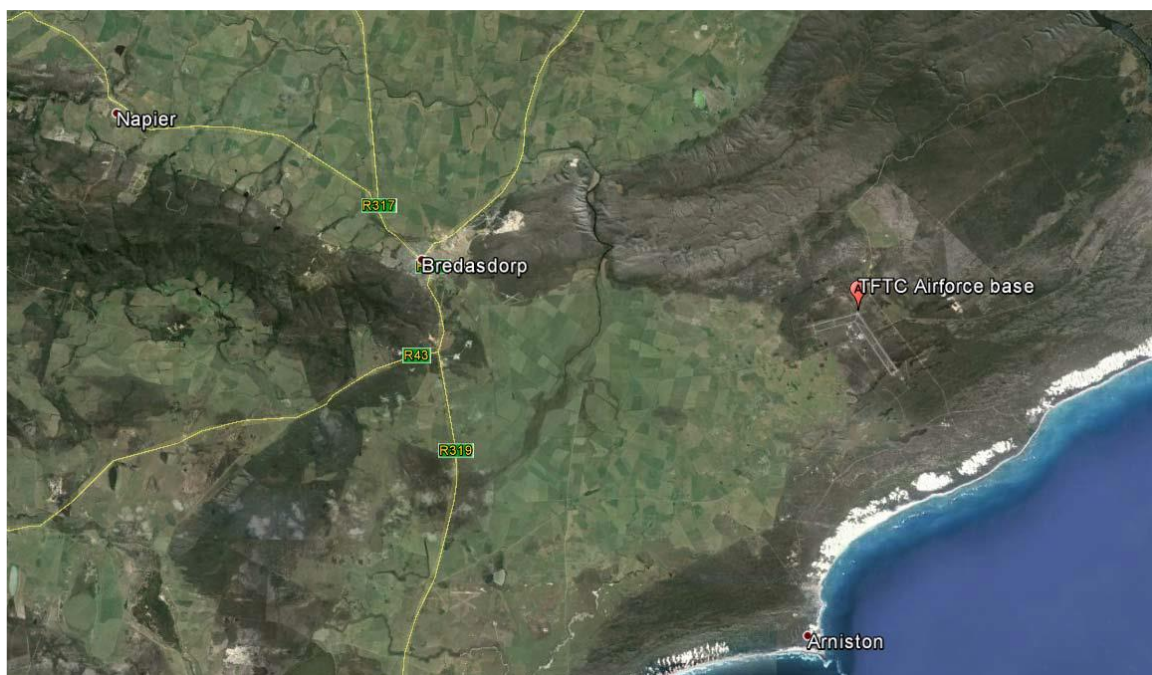


Figure 118 TFTC Airforce Base Location: Source, 2016 ODM DITP

Other private airstrips include Andrew's Field, between Bredasdorp and Struisbaai, and the Swellengrebel airstrip situated adjacent to the Bontebok National Park in the SLM, which is used for the transportation of tourists. The TWKLM area also has a small airstrip in Caledon. Some of the main features of the above-mentioned facilities are summarised in Table 103.

Table 103: Airports in the ODM

LOCATION	ICAO CODE	USAGE	RUNWAY	RUNWAY LENGTH
Bredasdorp	FAOB	Airforce Test Flight and Development Centre	Paved	3 100m and 2100m
Swellendam	FASX	Private, Hendrik Swellengrebel Airfield	Paved	1 000m
Caledon	FACG	Private, Caledon Airstrip	Unpaved	670m
Struisbaai	FAAF	Private, Andrew's Airfield	Paved	1100m

The closest major commercial airport to the Overberg region is the Cape Town International Airport. The TFTC Airfield is planned to be upgraded to provide domestic and international aeronautical transportation capacity.

Upgrading of this airstrip can pave the way towards many opportunities for people in the surrounding towns, as well as in the whole ODM. The provision of additional storage hangers and other facilities will improve the capacity of the facility. This will enable some aircrafts to be redirected from Cape Town International Airport in case of bad weather or other emergencies. This could enhance the tourism opportunities and provide some opportunities for local transport operators. It will also enable emergency medical and rescue services for use by ambulance planes and fire-fighting assistance.

Moreover, improvements and or additional airstrips have been proposed within the ODM. These include Swellendam and Hermanus.

11.4 Law enforcement

11.4.1 Objectives of Road Traffic and Public Transport Regulation

It is vital for the appropriate authorities such as the South African Police Service and the local Traffic Police to ensure law enforcement in terms of the following:

- Road user safety
 - Speeding;
 - Drunk driving; and
 - Abiding to traffic laws.
- Public transport usage
 - Security at ranks;
 - Enforcement of the OL and routes as detailed in chapter 6;
 - Overloading and roadworthiness of public transport vehicles; and
 - Abiding to traffic laws.
- NMT
 - Abiding to traffic laws;
 - Jay-walking; and
 - Security at crime hotspots.
- Freight vehicles
 - Abiding to traffic laws; and
 - Overloading.

11.4.2 Summary of Recommendations

In addition to the speed cameras recommended, the following strategies are recommended:

- The Additional portable speed measuring equipment should be acquired; and
- Regular road blocks should be conducted

11.5 Accessible transport system

11.5.1 Objectives of Accessibility

In an effort to improve the lives of all South Africans it is essential to improve accessibility to the transport system. This will in turn provide access to work opportunities, education opportunities and healthcare opportunities to people of all income groups including people with special needs.

Ensuring that public transport facilities are easily accessible to commuters by ensuring that public transport pick-up / drop-off points are located within walking distance from their destination.

In rural areas, the comfortable walking distance for people to walk to public transport stops / facilities is 1km. Therefore, the aim should be to have public transport stops / facilities that are located at least 1km from settlements.

Universal Access or universal design refers to the ease with which all people can gain access transport. This would include people who are visually impaired, hearing impaired, make use of wheelchairs, pushchairs,

people who have any form of physical or mental disabilities. It would also include people travelling with young children, infants, prams or pregnant women. Public transport vehicles should be accessible to all the above-mentioned people in order to have a universally accessible transport system.

11.5.2 Summary of Recommendations

In addition to the universal access design principles recommended in Chapter 7, the following strategies are recommended:

- An accessibility study and master plan for the various towns within the ODM focussed on ensuring adequate NMT and public transport stops and shelters within 1km walking distance of point of origin are provided.
- Feasibility study to provide information on transport options to passengers in an affordable manner.

11.6 Rural Transport Strategy

The National Department have undertaken the review of the Rural Transport Strategy. Rural communities within South Africa have been under serviced and interventions have been unsuccessful and not sustainable in the past. It is essential that the implementation of the Rural Transport Strategy be implemented in every province.

The Rural Transport Strategy highlights the strategic implementation of quality transport infrastructures and services to rural communities. It highlights a set of interventions in order improve accessibility and mobility, institutional coordination and coordination of funding systems. The Rural Transport Strategy's implementation framework serves as a guideline for municipalities to accelerate transport development in rural areas.

11.6.1 General Guiding Principles

The Rural Transport Strategy has established the following guiding principles.

- Inclusiveness with respect to all critical rural access needs which includes economic and social needs of rural communities and other disadvantaged groups and universal access planning for public transport;
- Alignment and linkage with integrated development initiatives, focusing on the National Developments Plan (NDP) and Integrated Development Plan (IDP);
- Developmental effectiveness, referring to the direct impact of rural roads and public transport on job creation, enterprise development, provision of general capacity building for the social development of communities, access to socio-economic participation, mainstreaming of rural economies into broader provincial gross domestic product (GDP) and improved rural livelihoods;
- Sustainability, with regard to the transport system itself and well-researched investment decisions on local, provincial and national economies. Sustainability also requires that attention be given to the impact of the rural transport system on the wider social, economic and biophysical environment; and
- Action orientation and cohesion relates to the need to move beyond strategizing, planning and regulatory frameworks to implement a more balanced and integrated delivery system.

11.6.2 Rural Transport Implementation Framework

The Rural Transport Strategy has compiled a Rural Transport Implementation Framework and has five pillars as indicated in Figure 119.

- Alignment with the National Development Plan (NDP), Comprehensive Rural Development Programme (CRDP) and Integrated Development Plan (IDP) framework.

- Alignment of rural transport interventions with broader government priorities; and
- Linkage with local economic development, poverty alleviation and other social service delivery programmes.
- High-leverage focus projects and promotion of IPTN plans
 - Provision of rural transport infrastructure;
 - Provision of rural transport services; and
 - Provision of non-motorised transport (NMT) and intermediate means of transport (IMT).
- Regulations and safety
- Capacity building and monitoring
- Funding

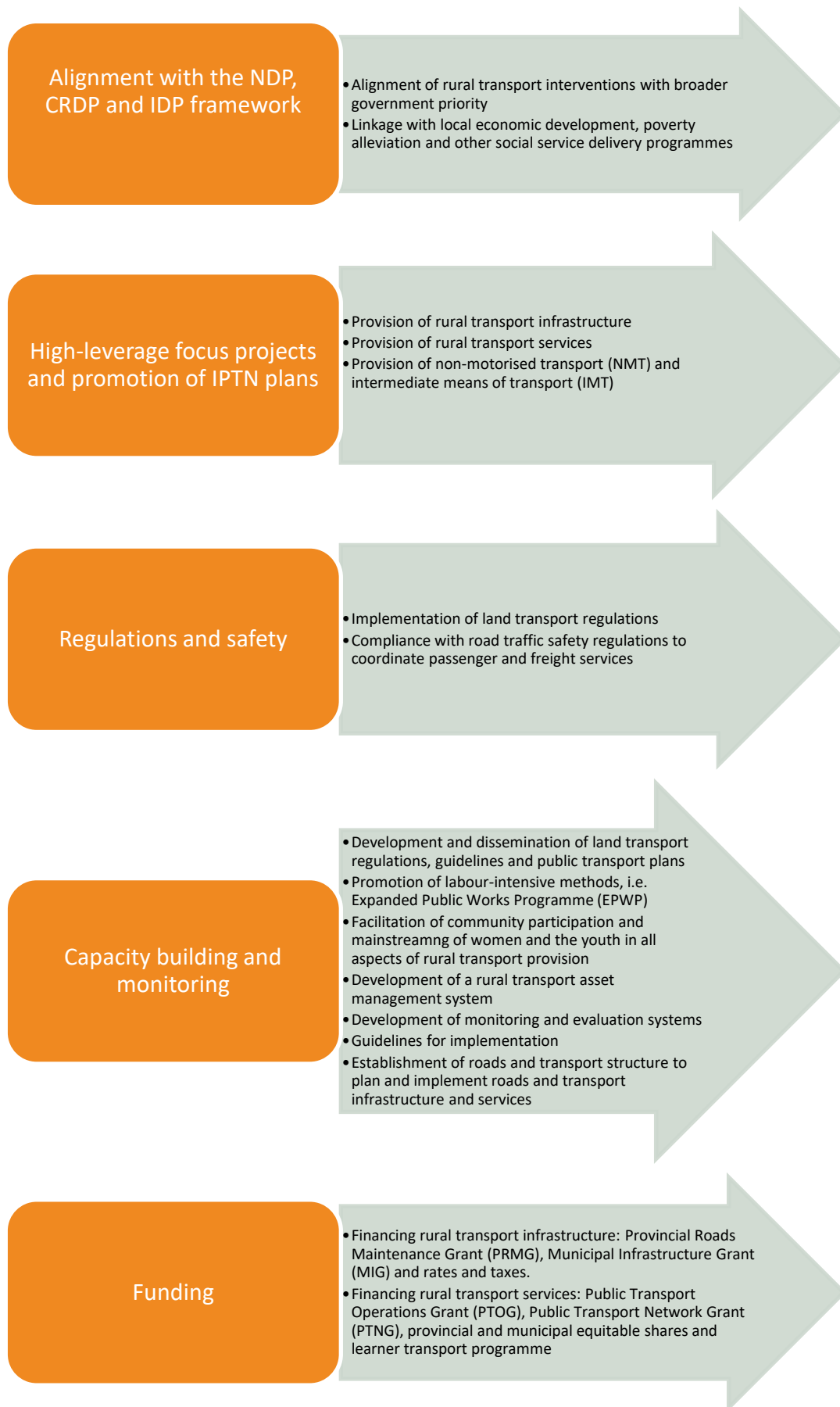


Figure 119: Overview of the Rural Transport Implementation Framework

The 2011 IPTN Mobility strategy was developed and specified the operating zones in the specific local municipalities. This study identified the infrastructure requirements and stops as well as routes/ route type within each LM. There are 12 proposed routes, with 48 proposed operational stops. However, this system is proposed as part of the entire IPTN mobility strategy and requires a substantial investment for the entire system. Nevertheless, a pilot project can be established that focuses on the 2011 Mobility strategy regarding the Bredasdorp Routes. The Bredasdorp routes have the most identified rural level three zones and routes, thus it would make an ideal candidate for such a trial. An appropriate business plan, operational plan and identified funding and subsidies would need to be developed. The 2011 Mobility strategy should be updated to cost these items. The needs required as follows:

- Update of the rural transport routes as per the 2011 Mobility strategy: April 2021
- Develop an operational plan for the proposed trial service: June 2021
- Develop a business plan for the proposed trial service: June 2021
- Design operational infrastructure required to operate trial service: July 2021
- Secure funding from the MIG and the PTOG: June 2021
- Conducted operator negotiations: From January 2021-June 2021
- Impalement trial system: August 2021

The management of these project should be done through the District Municipality through the funding should come from the PRMG, PTOG, PTNG and the MIG.

11.7 Green Transport Strategy

11.7.1 Overview

The Constitution of the Republic of South Africa in Constitution Act 108 of 1996 states:

“Everyone has the right to an environment that is not harmful to their health or well-being; and to have the environment protected for the benefit of present and future generations, through reasonable legislative and other measures that prevent pollution and ecological degradation, promote conservation, and secure ecologically sustainable development and use of natural resources, while promoting justifiable economic and social development.”

The general consensus is that the climate change caused by global warming will result in drought and rainfall variability as well as increased average temperatures which will adversely affect the environment for future generations. Global warming is driven by the emissions of Green House Gases (GHG) caused by human activity, predominantly the use of fossil fuels. In order to ensure that the long-term effects of climate change are mitigated and managed to ensure a sustainable, non-harmful environment, the production and consumption of fossil fuels needs to be regulated in the years to come.

The transport sector is one of the biggest emitters of Green House Gases (GHG) accounting for 10.8% of emissions in South Africa with 91.2% of these from road transport. Additional indirect emissions occur from the production, refinement and transportation of fuels. The transport sector in the Overberg Municipality will need to gradually move towards creating a more environmentally sustainable transport network without drastic negative effects to the economy.

11.7.2 Policy and Legislative Framework

Some of the important documents that guide the Green Transport Strategy for the ODM include:

- Green Transport Strategy for South Africa: 2018-2050 (Department of Transport, 2018)

- South Africa National Management Act (NEMA) (Act 107 of 1998)
- National Climate Change Response White Paper (NCCRWP) (DEA, 2011)
- National Strategy for Sustainable Development and Action Plan (NSSD 1) 2011-2014

The Green Transport Strategy for South Africa: 2018-2050 highlights the relevant sections of other national policies and guidelines: for example, the labelling of new passenger cars according to fuel economy and carbon emissions, or the policies to increase the use of electric vehicles by the government and state-owned enterprises vehicle fleets. The strategy also makes recommendations of carbon taxes and other national deterrents to using fossil fuels.

11.7.3 Summary of Recommendations

In addition to the promotion of the use of public and non-motorised transport and general travel demand management recommended in Chapter 8 as well as the recommended shift to rail for freight transport (Chapter 10), the following measures should be implemented to reduce carbon emissions in Overberg:

- The installation of electric charging stations at petrol facilities should be investigated to facilitate shifting to electronic vehicles. Coordination with the town planning department needs to take place to allow such installations as part of the development control regulations.
- Encourage the replacement of public transport vehicles with electric vehicles or biogas run vehicles when new vehicles are required. The feasibility of including such a requirement in a contracted public transport services contract, should be investigated.

12 Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

There are four local municipalities in the ODM. The local integrated transport Plans have been prepared. The LITPS five-year transport implementation plans are shown Tables 104- 107 below.

12.1 Overstrand LM

There is approximately R180 million funds available for the municipality per year. Based on the projects below, the following is required per year for transport related projects:

- Year 1: R22mil
- Year 2: R17mil
- Year 3: R25mil
- Year 4: R59mil
- Year5: R64mil

The funding sources range as follows:

- Year 1: R22mil
 - Inter-governmental transfers: R4 250 000
 - LGES: R8 614 420
 - Municipal own Rev: R9 122 209
 - PSTP Grant: R233 333
- Year 2: R17mil
 - Inter-governmental transfers: R5 500 000
 - LGES: R5 191 490
 - Municipal own Rev: R2 920 000
 - PSTP Grant: R3 233 333
- Year 3: R25mi
 - Inter-governmental transfers: R3 370 000
 - LGES: R13 680 630
 - Municipal own Rev: R3 680 000
 - PPP: R300 000
 - PSTP Grant: R4 583 334
- Year 4: R59mil

- Inter-governmental transfers: R420 000
- LGES: R47 243 530
- Municipal own Rev: R3 605 000
- PSTP Grant: R7 250 000
- Year5: R64mil
 - LGES: R45 838 740
 - Municipal own Rev: R2 020 000
 - PSTP Grant: R16 000 000

The following is a list and phased implementation plan for the OLM.

Table 104: OLM Project priority and implementation programme

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME/ POTENTIAL GRANT	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	8 614 420	5 141 490	8 412 630	32 209 930	27 484 340
2	Rehabilitate Roads - Blompark	National Government	MIG	2 000 000	-	-	-	-
3	Rehabilitate Roads – Stanford	National Government	MIG	2 000 000	-	-	-	-
4	Sidewalks – De Kelders	Council	Operating Cash-WSP	100 000	-	-	-	-
5	Mount Pleasant sidewalks	Council	Operating Cash-WSP	200 000	-	-	-	-
6	Sidewalks - Zwelihle	Council	Operating Cash-WSP	200 000	-	-	-	-

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

7	Walkway - Fisherhaven	Council	Operating Cash-WSP	120 000	-	-	-	-
8	Vehicles – Roads	Council	Surplus	1 817 209	-	-	-	-
9	Extension of Plein Street	Council	Surplus Non-tariff	500 000	-	-	-	-
10	Gansbaai tarring of road to waste disposal site	Council	Surplus Non-tariff	2 700 000	-	-	-	-
11	Stanford tarring – De Bruyn Street	Council	Surplus Non-tariff	2 500 000	-	-	-	-
12	Paving of erf 1257 – Hawston	Council	Operating Cash-WSP	70 000	-	-	-	-
13	Formalised parking and drop off areas near Hermanus schools	Council	Operating Cash-WSP	200 000	-	-	-	-
14	Traffic calming – West Cliff	Council	Operating Cash-WSP	175 000	-	-	-	-
15	Traffic calming – Hawston	Council	Operating Cash-WSP	40 000	-	-	-	-
16	New streets, sidewalks & parking areas - Sandbaai	Council	Operating Cash-WSP	500000	-	-	-	-
17	Sidewalk maintenance - Kleinmond	Not yet funded	LGES	-	50 000	-	-	-
18	NMT Promotions	Not yet funded	PSTP Budget	33 333	33 333	33 334		
19	Wayfinding	Not yet funded	PSTP Budget	50000	50 000	50000		
20	Pedestrian Safety R44 and R43	Not yet funded	PSTP Budget	50 000	500 000	50000		
21	Universal Access improvements	Not yet funded	MIG	250000	1 000 000	1000000	250000	
22	Traffic Planning, NMT and Safe Promotions	Not yet funded	PSTP Budget	50000	50 000	50000		
23	NMT Access to facilities	Not yet funded	MIG		250 000			

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

24	NMT Network Plan	Not yet funded	PSTP Budget		500 000	500000		
25	PT Operational and Business Plans	Not yet funded	PSTP Budget	100000	800 000	800 000	800 000	
26	Sidewalks near Generation School	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
27	Sidewalks – Ward 4	Not yet funded	Municipal Own Revenue	-	300 000	-	-	-
28	Sidewalks – Hawston & Fisherhaven	Not yet funded	Municipal Own Revenue	-	200 000	-	-	-
29	Pedestrian Crossings Main Rd	Not yet funded	PSTP Budget		250 000	200000	50000	
30	Long Street NMT links	Not yet funded	MIG		250 000	200000	50000	
31	Hermanus Parking Study	Not yet funded	PSTP Budget		500 000	1500000	1500000	
32	Develop a street scape guide	Not yet funded	PSTP Budget		50 000	400000	400000	
33	Traffic Simulation Models and Road Masterplan	Not yet funded	PSTP Budget		500 000	1000000	1000000	
34	Taxi rank – Mount Pleasant	Not yet funded	MIG	-	1 875 000	625 000	-	-
35	Taxi Rank – Ward 11	Not yet funded	MIG	-	1 000 000	1 000 000	-	-
36	Upgrading of Zwelihle taxi rank	Not yet funded	MIG	-	1 125 000	375 000	-	-
37	Hawston Taxi Rank Ablution Facilities	Not yet Funded	MIG	-	-	120 000	-	-
38	Capacity analysis – Brug Street/Main Road	Not yet funded	Municipal Own Revenue	-	-	50 000	-	-

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

39	Overnight bus-stop – Tourism	Not yet funded	PPP	-	-	300 000	-	-
40	Surfacing of gravel roads – General (Study)	Not yet funded	LGES	-	-	100 000	-	-
41	Main Road 28 capacity study	Not yet funded	Municipal Own Revenue	-	-	150 000	-	-
42	Road upgrade – Fernkloof Drive	Not yet funded	LGES	-	-	4 320 000	480 000	-
43	Paving of Flat Street	Not yet funded	LGES	-	-	300 000	300 000	-
44	Extension of Stil Street	Not yet funded	LGES	-	-	648 000	216 000	-
45	High Street Pedestrianisation	Not yet funded	PSTP Budget				1 000 000	
46	Tourist Coach Drop Off	Not yet funded	MIG				120 000	
47	PT Information website and information gathering	Not yet funded	PSTP Budget				2 000 000	
48	Paving of Broadway Street	Not yet funded	LGES	-	-	-	7 200 000	2 400 000
49	Traffic calming – Sandbaai	Not yet funded	Municipal Own Revenue	-	-	-	75 000	-
50	Traffic calming – Pearly Beach	Not yet funded	Municipal Own Revenue	-	-	-	50 000	-
51	Paving of strategic roads – Ward 10	Not yet funded	LGES	-	-	-	6 837 600	15 954 400
52	Additional Sidewalks	Not yet funded	Municipal Own Revenue	-	2 320 000	3480000	3480000	2 020 000
53	Electric Vehicle infrastructure Study	Not yet funded	PSTP Budget				500000	1 000 000

54	Local Access Corridor Onrus and Sandbaai	Not yet funded	PSTP Budget					15 000 000
Totals				22 219 962	16 844 823	25 663 964	58 518 530	63 858 740

12.2 Theewaterskloof LM

There is approximately R100 million funds available for the municipality per year. The average spend is approximately 30mil. This is proposed projects is similar to the expenditure in the LM. Based on the projects below, the following is required per year excluding SANRAL and Provincial road projects:

- Year 1: R32mil
- Year 2: R36mil
- Year 3: R38.4mil
- Year 4: R28mil
- Year5: R13.5mil

The funding sources range as follows:

- Year 1: R32mil
 - Inter-governmental transfers: R1 956 522
 - LGES: R26 643 830
 - Municipal own Rev: R3 587 567
- Year 2: R36mil
 - Inter-governmental transfers: R2 050 000
 - LGES: R34 383 965
 - Municipal own Rev: R400 000
- Year 3: R38,4mil
 - LGES: R38 339 790
- Year 4: R28mil
 - LGES: R26 506 910
 - Municipal own Rev: R250 000

- Inter-governmental transfers: R390 000
- Year5: R13.5mil
 - LGES: R13 229 710
 - Inter-governmental transfers: R250 000

The following is a list and phased implementation plan for the TWKLM.

Table 105: TWKLM Project priority and implementation programme

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	26 643 830	27 778 930	32 754 790	18 816 910	9 554 710
2	C984 Grabouw-Villiersdorp reseal	Provincial Government	-	2 000 000	-	-	-	-
3	C1093 N2 Villiersdorp	Provincial Government	-	20 000 000	1 000 000	-	-	-
4	C1088 PRMG Stanford-Riviersonderend reseal	Provincial Government	-	58 000 000	-	-	-	-
5	C1088 Stanford-Riviersonderend reseal	Provincial Government	-	-	2 000 000	-	-	-
6	Grabouw taxi rank	SANRAL	-	4 310 998	-	-	-	-
7	C1011 Draaiberg Road	Provincial Government	-	-	20 000 000	80 000 000	-	-
8	C1119 Tesselaarsdal area bridges	Provincial Government	-	-	10 000 000	10 000 000	-	-
9	Roads & SW upgrade – Botrivier	National Government	MIG	1 304 348	-	-	-	-
10	Upgrade Disa Street – Riviersonderend	National Government	MIG	652 174	-	-	-	-
11	Beverly Hills: Reinstatement of Bos Street road	Loans		500 000	-	-	-	-
12	Upgrading of streets – Grabouw	Capital Out of Revenue		1 066 000	-	-	-	-

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PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
13	Upgrading of streets – Riviersonderend	Capital Out of Revenue		2 021 567	-	-	-	-
14	Feasibility study – Caledon taxi rank	Not yet funded	MIG	-	50 000	-	-	-
15	Villiersdorp Taxi Rank Expansion	Not Yet Funded	MIG	-	2 000 000	-	-	-
16	Maintenance – Villiersdorp	Not yet funded	LGES	-	200 000	-	-	-
17	NMT – Hoogstraat	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
18	Green safe route	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
19	Cycle routes – Ward 14	Not yet funded	Municipal Own Revenue	-	200 000	-	-	-
20	SDF Identified NMT	Not yet funded	LGES	-	2 620 000	1 600 000	1 700 000	-
21	Additional walkways	Not yet funded	LGES	-	3 985 000	3 985 000	3 990 000	-
22	Bus shelter – Ward 4	Not yet funded	MIG	-	-	-	70 000	-
23	Bus shelter – Main Road	Not yet funded	MIG	-	-	-	70 000	-
24	Taxi Rank – Riemvasmaak area	Not yet funded	MIG	-	-	-	250 000	250 000
25	Speedbumps – Voortrekker Road	Not yet funded	Municipal Own Revenue	-	-	-	60 000	-

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
26	Traffic calming – Santa New Extension	Not yet funded	Municipal Own Revenue	-	-	-	50 000	-
27	Traffic calming – Mountain Hill	Not yet funded	Municipal Own Revenue	-	-	-	60 000	-
28	Traffic calming – Serruria	Not yet funded	Municipal Own Revenue	-	-	-	80 000	-
29	Paving of roads – Bosbou Water Works	Not yet funded	LGES	-	-	-	2 000 000	-
30	Paving – De La Vigne Street	Not yet funded	LGES	-	-	-	-	3 675 000
Totals				116 498 917	70 033 930	128 339 790	27 146 910	13 479 710

12.3 Swellendam LM

There is approximately R42 million funds available for the municipality per year. Based on the projects below, the following is required per year for transport related projects:

- Year 1: R19mil

- Year 2: R16mil
- Year 3: R24mil
- Year 4: R23mil
- Year5: R21mil

The funding sources range as follows:

- Year 1: R19mil
 - Inter-governmental transfers: R6 094 666
 - LGES: R13 003 570
- Year 2: R16mil
 - Inter-governmental transfers: R5 283 565
 - LGES: R8 637 430
 - Municipal own Rev: R2 090 000
- Year 3: R24mil
 - Inter-governmental transfers: R5 862 218
 - LGES: R14 362 110
 - Municipal own Rev: R1 845 000
 - PPP: R1 500 000
- Year 4: R23mil
 - LGES: R20 013 660
 - Municipal own Rev: R1 134 000
 - PPP: R1 500 000
- Year5: R21mil
 - LGES: R21 356 280

The following is a list and phased implementation plan for the SLM.

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

Table 106: SLM Project priority and implementation programme

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	13 003 570	8 487 430	14 362 110	7 693 660	4 766 280
2	Railton upgrading gravel roads & stormwater infrastructure phase 2	National Government	MIG	5 504 666	-	-	-	-
3	Segmented Paving Intersection x1	National Government	MIG	230 000	230 000	230 000	-	-
4	Paving	National Government	MIG	300 000	-	-	-	-
5	Speedbumps	National Government	MIG	60 000	50 000	50 000	-	-
6	Upgrade of Barrydale roads and stormwater Phase 1	National Government	MIG	-	4 603 565	4 852 218	-	-
7	Micropaving Voortrek Street – Swellendam	National Government	MIG	-	400 000	400 000	-	-
8	Paving	National Government	MIG	-	-	180 000	-	-
9	Road Hierarchy Study	Not yet funded	LGES	-	150 000	-	-	-
10	Safety audit – access	Not yet funded	Municipal Own Revenue	-	25 000	-	-	-
11	Sidewalks – Swellendam	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
12	Sidewalks – industrial	Not yet funded	Municipal Own Revenue	-	200 000	-	-	-
13	Paving of sidewalks	Not yet funded	Municipal Own	-	100 000	-	-	-

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
			Revenue					
14	Additional Sidewalks	Not yet funded	Municipal Own Revenue	-	1 665 000	1 665 000		
15	N2 – Truck stop	Not yet funded	PPP	-	-	1 500 000	1 500 000	-
16	Taxi stops	Not yet funded	MIG	-	-	100 000	-	-
17	Traffic calming – Suurbraak	Not yet funded	MIG	-	-	50 000	-	-
18	Speedbumps – Anemoon-Bontebok	Not yet funded	Municipal Own Revenue	-	-	50 000	-	-
19	Speedbumps – Railton	Not yet funded	Municipal Own Revenue	-	-	50 000	-	-
20	Speedbumps	Not yet funded	Municipal Own Revenue	-	-	80 000	-	-
21	Roads – Railton	Not yet funded	LGES	-	-	-	6 300 000	2 100 000
22	Paving of Jansen Street	Not yet funded	Municipal Own Revenue	-	-	-	1 134 000	-
23	Roads - Buffeljagsrivier	Not yet funded	LGES	-	-	-	2 100 000	-
24	Railton – 2nd Entrance	Not yet funded	LGES	-	-	-	3 920 000	-

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
25	Roads – Smitsville	Not yet funded	LGES	-	-	-	-	7 140 000
26	Bontebok Street extension	Not yet funded	LGES	-	-	-	-	7 350 000
Totals				19 098 236	16 010 995	23 569 328	22 647 660	21 356 280

12.4 Cape Agulhas LM

There is approximately R32 million funds available for the municipality per year. Based on the projects below, the following is required per year for transport related projects:

- Year 1: R17mil
- Year 2: R14mil
- Year 3: R33mil
- Year 4: R24mil
- Year5: R24mil

The funding sources range as follows:

- Year 1: R17mil
 - Inter-governmental transfers: R7 469 069
 - LGES: R9 848 540
- Year 2: R14mil
 - Inter-governmental transfers: R7 500 000
 - LGES: R4 740 890
 - Municipal own Rev: R2 130 000
- Year 3: R33mil
 - Inter-governmental transfers: R11 471 348
 - LGES: R17 781 540

- Municipal own Rev: R3 360 000
- Year 4: R24mil
 - LGES: R20 633 160
 - Municipal own Rev: R3 110 000
 - Western Cape Province: R300 000
- Year5: R24mil
 - LGES: R21 014 370
 - Municipal own Rev: 2 940 000

The following is a list and phased implementation plan for the CALM.

Table 107: CALM Project priority and implementation programme

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	9 848 540	4 740 890	14 181 540	8 213 160	4 694 370
2	Reseal of roads CAM/master plan	National Government	MIG	1 000 000	1 000 000	-	-	-
3	Struisbaai industrial services (roads/stormwater)	National Government	MIG	3 000 000	3 000 000	-	-	-
4	Upgrade roads (Struisbaai North camping site)	National Government	MIG	1 500 000	-	-	-	-
5	Bredasdorp RDP – upgrade roads	National Government	MIG	1 969 069	3 000 000	9 821 348	-	-
6	Taxi rank - Bredasdorp	Not yet funded	MIG	-	500 000	1 500 000		
7	Formalising/upgrading of sidewalks	Not yet funded	Municipal Own Revenue	-	250 000	500 000	250 000	-
8	Additional Cycle/ Walkways	Not yet funded	Municipal Own Revenue	-	1 880 000	1 880 000	1 880 000	

Summary of Local Integrated Transport Plans Prepared by the Constituent Local Municipalities of the District

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
9	Upgrading of roads - General (Study)	Not yet funded	LGES	-	-	300 000	-	-
10	Bus stop shelter - Elim	Not yet funded	MIG	-	-	50 000	-	-
11	Construction of bus/taxi stops – Napier	Not yet funded	MIG	-	-	100 000	-	-
12	Paving of last portion of Roux Street	Not yet funded	LGES	-	-	420 000	420 000	-
13	Paving of West Street	Not yet funded	LEGS	-	-	2 880 000	8 640 000	2 880 000
14	Access bridge between Golf Street and Baadjies Street – Bredasdorp	Not yet funded	Municipal Own Revenue	-	-	980 000	980 000	2 940 000
15	Detour for heavy vehicles (Study)	Not yet funded: Province to fund this study		-	-	-	300 000	-
16	Paving of all street – Klipdale	Not yet funded	LGES	-	-	-	3 360 000	13 440 000
Totals				17 317 609	14 370 890	32 612 888	24 043 160	23 954 370

13 Funding Strategy and Summary of Proposals and Programmes

The funding strategy is detailed for the ODM, including the four local municipalities.

13.1 Introduction

This chapter contains a summary of all the proposals, projects and programmes provided for in the plan, together with the financial implications of each, as well as envisaged sources of funding. The focus is on projects that are possible, not a list of projects that are unlikely to be implemented. The proposals and programmes are deemed realistic in financial terms and with regard to the capacity of the Overberg Municipality. The projects have been phased over the planning cycle and also taking into consideration projects that have been approved in the 2018/2019 IDP. Projects have been prioritised based on the direct impact on road users, with a specific focus on public transport users. The projects are based on the following criteria:

- Projects not yet implemented from the previous ITP
- Existing IDP, SDF and other related documents proposed projects
- Public Transport Plan
- Infrastructure Plan
 - Public Transport
 - Contracted Services: IPTN plan
 - Non-contracted services
 - New roads
 - Maintenance requirements
- Freight Strategy
- NMT plan

13.2 Project Funding Sources

Funding sources for the implementation of the transportation infrastructure projects included in the DITP are regulated in terms of national legislation and annual expenditure ceilings which are regulated by National Treasury. Traditional sources of funding are however supplemented by grants from Provincial and National level. Transportation projects included in the DITP are therefore funded from a number of different sources.

The Municipal Infrastructure Grant (MIG) is a municipal infrastructure funding arrangement that combines all existing capital grants for municipal infrastructure into a single consolidated grant. It is managed by the Department of Cooperative Governance and Traditional Affairs (CoGTA). The purpose of MIG is funding of basic infrastructure such as roads, water, sanitation and electricity. The MIG fund is allocated according to a formula to all municipalities that fulfil three categories of conditions: (a) conformity with the Division of Revenue Act; (b) cross-cutting conditions (e.g. compliance with the IDP, infrastructure development with economic spin-off for poverty alleviation and job creation, basic service coverage, among others) and (c) sector specific conditions. Projects funded through the MIG must be in the municipal IDPs and approved by council.

A municipality is not required to make an application for the funds. The funds are determined by formula and are paid into the bank account of the municipality according to a MIG schedule that is agreed to with the municipality. The amount that the municipality will receive from MIG is published in the Division of Revenue Act. However, the municipality must have complied with the conditions of MIG.

Public contributions are made to fund the provision of specific infrastructure required to provide capacity and accessibility to private development, generally in terms of an approved study such as a Traffic Impact Study. The contribution may be to meet 100% of the cost or an agreed percentage with the Municipality contribution being the balance.

In accordance with the 2020 SDF, sources of funding, the following range of funding sources include:

- Inter-governmental transfers - Municipalities are provided a range of inter-governmental transfers used to finance capital expenditure through both formula-based or application-based arrangements and include sources such as the Municipal Infrastructure Grant (MIG), the Regional Bulk Infrastructure Grant (RBIG) and other sources.
- Municipal own revenue - Internally generated funds from cash surpluses generated by municipalities can be transferred to a Capital Replacement Reserve (CRR) for use in financing infrastructure. This source of funds is directly related to the Municipality’s overall financial viability and cash position.
- Service charges - Tariffs revenues from services that have usage charges. These service charges are often linked explicitly to the consumer unit serviced.
- Commercial lending - Funds raised through debt is an additional source of capital finance. These funds are typically sourced from lending institutions and dependent upon a range of parameters including the financial position of the Municipality as well as the macro-economic climate of the country.
- Development charges/ betterment levies or taxes – A development charge is a cost incurred by private developers paid over to the Municipality to cover, or partially cover, bulk and connector infrastructure. This revenue source is often development specific and highly variable, often relating to the income grouping targeted by the developer.
- Other revenue – Municipalities can receive revenue from other sources, ranging from facilities and equipment rental, licenses and permits, interest, etc.
- Service provider funding – Public-private partnerships (PPPs) can provide opportunities for innovative financing arrangements. These arrangements can include raising capital for infrastructure.

13.3 Municipal Budget and Funding Sources

Funding for transport infrastructure in the municipality is mainly sourced from provincial grants and national allocations. In terms of provincial grants, financial assistance to municipalities for maintenance and construction of transport infrastructure is provided. The Municipal Infrastructure Grant (MIG) is provided by National Government.

The budgeted capital expenditure for the municipality is shown in Tables 108 -109 below:

Table 108: ODM Capital Expenditure

DESCRIPTION	RANDS ('000)				
	2019/20	2020/21	2021/22	2022/23	2023/24
Total Upgrading of Existing Assets					
Roads Infrastructure	9420	11350	12321	13430	14639

DESCRIPTION	RANDS ('000)				
	2019/20	2020/21	2021/22	2022/23	2023/24
Road Transport	15327	9455	19379	21123	23024
Maintenance, Regravel and Gravel-Tar	75900	83490	91839	100105	109114
Total Capital Expenditure					
Roads infrastructure, roads and pavements	118321	126716	129721	141396	154122
Road Transport	53664	56807	60116	65526	71424

The following funding sources are used for road transport in the municipality:

Table 109: Funding Sources

FUNDING SOURCE	RANDS ('000)				
	2019/20	2020/21	2021/22	2022/23	2023/24
Council Funded:					
Surplus	20 000	15 000	15 000	16 200	17 496
Surplus Non-tariff infrastructure	19 700	15 000	15 000	16 200	17 496
Operating cash-WSP	5 415	-	-		
National Government:					
Local Government Equitable Share	263 458	287 521	313 807	338 912	366 024
Municipal Infrastructure Grant	47 754	23 036	24 513	26 474	28 592
Provincial Government: PAWC					
Maintenance of Main Roads	75 900	83 490	91 839	100 105	109 114
Total	432 227	424 047	460 159	497 891	538 722

The priority projects and implementation were then established based on the identified strategies above and projects identified in the IDP. A priority and implementation table were developed for the entire ODM including the LM's, Table 110.

Table 110: ODM Implementation Strategy

Priority	Project Name	Funded By	Grant Name	2019/20	2020/21	2021/22	2022/23	2023/24
ODM								
1	DR 1251 Regravel	Provincial Government	PAWC - funded	7 020 000				
2	DR 1251 Regravel	Provincial Government	PAWC - funded	5 158 000				
3	DR 1251 Regravel	Provincial Government	PAWC - funded	2 419 000				
4	DR 1251 Regravel	Provincial Government	PAWC - funded	7 588 000				
5	MR269 Reseal/ Rehad	Provincial Government	PAWC - funded	101 000				
6	TR 28 Relocate TR28 to Bypass	Provincial Government	PAWC - funded	194 236				
7	MR 281 Upgrade	Provincial Government	PAWC - funded	74 400				
8	C984 Grabouw-Villiersdorp reseal	Provincial Government	-	2 000 000	-	-	-	-
9	C1093 N2 Villiersdorp	Provincial Government	-	20 000 000	1 000 000	-	-	-
10	C1088 PRMG Stanford-Riviersonderend reseal	Provincial Government	-	58 000 000	-	-	-	-
11	C1088 Stanford-Riviersonderend reseal	Provincial Government	-	-	2 000 000	-	-	-
12	Grabouw taxi rank	SANRAL	-	4 310 998	-	-	-	-
13	C1000.01: Rehab TR02802 between Hermanus & Stanford	Provincial Government	Vote Funded	30 000	30 000	123 000		
14	C1011 Draaiberg Road	Provincial Government	-	-	20 000 000	80 000 000	-	-
15	C1119 Tesselaarsdal area bridges	Provincial Government	-	-	10 000 000	10 000 000	-	-
16	OP 4017 Regravel	Provincial Government	PAWC - funded		3 373 000			
17	DR 1211 Regravel	Provincial Government	PAWC - funded		1 058 000			
18	DR 1210 Regravel	Provincial Government	PAWC - funded		3 240 000			

Funding Strategy and Summary of Proposals and Programmes

19	DR 1303 Regravel	Provincial Government	PAWC - funded		8 640 000			
20	DR 1313 Regravel	Provincial Government	PAWC - funded		3 946 000			
21	MR 276 Upgraded Gravel Rd	Provincial Government	PAWC - funded		40 173			
22	Upgraded Rehabilitation DR 1001	Provincial Government	PAWC - funded	17 000 000	3 000 000			
23	Upgraded Rehabilitation DR 1206	Provincial Government	PAWC - funded		12 000 000	4 000 000		
24	C0852: Upgrade MR276 - Boontjieskraal	Provincial Government	Vote Funded		30 000			
25	C0838.06: Rehab & Reseal of various sections on MR269 between Hemelen-Aarde and Sandbaai	Provincial Government	Vote Funded		140 000	153 000		
26	Upgraded Rehabilitation DR 1284	Provincial Government	PAWC - funded			12 000 000	4 000 000	
27	Blading of Gravel Roads 6000km	Provincial Government	PAWC - funded	13 650 000	14 332 000	15 048 600	15 801 030	16 591 082
28	Normal Maintenance	Provincial Government	PAWC - funded	20 695 000	21 729 750	22 816 238	23 957 049	25 154 902
29	NMT study	Not yet funded	Equitable Share		1 800 000			
30	Mobility Strategy implementation	Not yet funded	PTIG, PTOG and PTNG	1 500 000	3 000 000	25 000 000	25 000 000	25 000 000
31	Tourist Route Signage project	Not yet funded	PAWC	650 000	3 000 000			
32	Operating Licence Plan implementation	Not yet funded	Equitable Share		300 000	150 000	150 000	
33	Baardskeerdersbos art route road surfacing investigation	Not yet funded	Equitable Share	250 000	100 000	9 450 000	9 450 000	
Total				160 640 634	112 758 923	178 740 838	78 358 079	6974698 3

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PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME/ POTENTIAL GRANT	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	8 614 420	5 141 490	8 412 630	32 209 930	27 484 340
2	Rehabilitate Roads - Blompark	National Government	MIG	2 000 000	-	-	-	-
3	Rehabilitate Roads – Stanford	National Government	MIG	2 000 000	-	-	-	-
4	Sidewalks – De Kelders	Council	Operating Cash-WSP	100 000	-	-	-	-

5	Mount Pleasant sidewalks	Council	Operating WSP	Cash-	200 000	-	-	-	-
6	Sidewalks - Zwelihle	Council	Operating WSP	Cash-	200 000	-	-	-	-
7	Walkway - Fisherhaven	Council	Operating WSP	Cash-	120 000	-	-	-	-
8	Vehicles – Roads	Council	Surplus		1 817 209	-	-	-	-
9	Extension of Plein Street	Council	Surplus Non-tariff		500 000	-	-	-	-
10	Gansbaai tarring of road to waste disposal site	Council	Surplus Non-tariff		2 700 000	-	-	-	-
11	Stanford tarring – De Bruyn Street	Council	Surplus Non-tariff		2 500 000	-	-	-	-
12	Paving of erf 1257 – Hawston	Council	Operating WSP	Cash-	70 000	-	-	-	-
13	Formalised parking and drop off areas near Hermanus schools	Council	Operating WSP	Cash-	200 000	-	-	-	-
14	Traffic calming – West Cliff	Council	Operating WSP	Cash-	175 000	-	-	-	-
15	Traffic calming – Hawston	Council	Operating WSP	Cash-	40 000	-	-	-	-
16	New streets, sidewalks & parking areas - Sandbaai	Council	Operating WSP	Cash-	500000	-	-	-	-
17	Sidewalk maintenance - Kleinmond	Not yet funded	LGES		-	50 000	-	-	-
18	NMT Promotions	Not yet funded	PSTP Budget		33 333	33 333	33 334		
19	Wayfinding	Not yet funded	PSTP Budget		50000	50 000	50000		
20	Pedestrian Safety R44 and R43	Not yet funded	PSTP Budget		50 000	500 000	50000		
21	Universal Access improvements	Not yet funded	MIG		250000	1 000 000	1000000	250000	
22	Traffic Planning, NMT and Safe Promotions	Not yet funded	PSTP Budget		50000	50 000	50000		
23	NMT Access to facilities	Not yet funded	MIG			250 000			
24	NMT Network Plan	Not yet funded	PSTP Budget			500 000	500000		
25	PT Operational and Business Plans	Not yet funded	PSTP Budget		100000	800 000	800 000	800 000	
26	Sidewalks near Generation School	Not yet funded	Municipal Revenue	Own	-	100 000	-	-	-
27	Sidewalks – Ward 4	Not yet funded	Municipal Revenue	Own	-	300 000	-	-	-
28	Sidewalks – Hawston & Fisherhaven	Not yet funded	Municipal Revenue	Own	-	200 000	-	-	-
29	Pedestrian Crossings Main Rd	Not yet funded	PSTP Budget			250 000	200000	50000	
30	Long Street NMT links	Not yet funded	MIG			250 000	200000	50000	
31	Hermanus Parking Study	Not yet funded	PSTP Budget			500 000	1500000	1500000	

32	Develop a street scape guide	Not yet funded	PSTP Budget		50 000	400000	400000	
33	Traffic Simulation Models and Road Masterplan	Not yet funded	PSTP Budget		500 000	1000000	1000000	
34	Taxi rank – Mount Pleasant	Not yet funded	MIG	-	1 875 000	625 000	-	-
35	Taxi Rank – Ward 11	Not yet funded	MIG	-	1 000 000	1 000 000	-	-
36	Upgrading of Zwelihle taxi rank	Not yet funded	MIG	-	1 125 000	375 000	-	-
37	Hawston Taxi Rank Ablution Facilities	Not yet Funded	MIG	-	-	120 000	-	-
38	Capacity analysis – Brug Street/Main Road	Not yet funded	Municipal Revenue	Own	-	-	50 000	-
39	Overnight bus-stop – Tourism	Not yet funded	PPP	-	-	300 000	-	-
40	Surfacing of gravel roads – General (Study)	Not yet funded	LGES	-	-	100 000	-	-
41	Main Road 28 capacity study	Not yet funded	Municipal Revenue	Own	-	-	150 000	-
42	Road upgrade – Fernkloof Drive	Not yet funded	LGES	-	-	4 320 000	480 000	-
43	Paving of Flat Street	Not yet funded	LGES	-	-	300 000	300 000	-
44	Extension of Stil Street	Not yet funded	LGES	-	-	648 000	216 000	-
45	High Street Pedestrianisation	Not yet funded	PSTP Budget				1 000 000	
46	Tourist Coach Drop Off	Not yet funded	MIG				120 000	
47	PT Information website and information gathering	Not yet funded	PSTP Budget				2 000 000	

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48	Paving of Broadway Street	Not yet funded	LGES	-	-	-	7 200 000	2 400 000	
49	Traffic calming – Sandbaai	Not yet funded	Municipal Revenue	Own	-	-	75 000	-	
50	Traffic calming – Pearly Beach	Not yet funded	Municipal Revenue	Own	-	-	50 000	-	
51	Paving of strategic roads – Ward 10	Not yet funded	LGES		-	-	6 837 600	15 954 400	
52	Additional Sidewalks	Not yet funded	Municipal Revenue	Own	-	2 320 000	3480000	2 020 000	
53	Electric Vehicle infrastructure Study	Not yet funded	PSTP Budget				500000	1 000 000	
54	Local Access Corridor Onrus and Sandbaai	Not yet funded	PSTP Budget					15 000 000	
Totals					22 219 962	16 844 823	25 663 964	58 518 530	63 858 740

TWKLM								
PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	26 643 830	27 778 930	32 754 790	18 816 910	9 554 710
2	Roads & SW upgrade – Botrivier	National Government	MIG	1 304 348	-	-	-	-
3	Upgrade Disa Street – Riviersonderend	National Government	MIG	652 174	-	-	-	-
4	Beverly Hills: Reinstatement of Bos Street road	Loans		500 000	-	-	-	-
5	Upgrading of streets – Grabouw	Capital Out of Revenue		1 066 000	-	-	-	-
6	Upgrading of streets – Riviersonderend	Capital Out of Revenue		2 021 567	-	-	-	-
7	Feasibility study – Caledon taxi rank	Not yet funded	MIG	-	50 000	-	-	-
8	Villiersdorp Taxi Rank Expansion	Not Yet Funded	MIG	-	2000000	-	-	-

Funding Strategy and Summary of Proposals and Programmes

9	Maintenance – Villiersdorp	Not yet funded	LGES	-	200 000	-	-	-	
10	NMT – Hoogstraat	Not yet funded	Municiple Own Revenue	-	100 000	-	-	-	
11	Green safe route	Not yet funded	Municiple Own Revenue	-	100 000	-	-	-	
12	Cycle routes – Ward 14	Not yet funded	Municiple Own Revenue	-	200 000	-	-	-	
13	SDF Identified NMT	Not yet funded	LGES	-	2 620 000	1 600 000	1 700 000	-	
14	Additional walkways	Not yet funded	LGES	-	3985000	3 985 000	3990000	-	
15	Bus shelter – Ward 4	Not yet funded	MIG	-	-	-	70 000	-	
16	Bus shelter – Main Road	Not yet funded	MIG	-	-	-	70 000	-	
17	Taxi Rank – Riemvasmaak area	Not yet funded	MIG	-	-	-	250 000	250 000	
18	Speedbumps – Voortrekker Road	Not yet funded	Municiple Own Revenue	-	-	-	60 000	-	
19	Traffic calming – Santa New Extension	Not yet funded	Municiple Own Revenue	-	-	-	50 000	-	
20	Traffic calming – Mountain Hill	Not yet funded	Municiple Own Revenue	-	-	-	60 000	-	
21	Traffic calming – Serruria	Not yet funded	Municiple Own Revenue	-	-	-	80 000	-	
22	Paving of roads – Bosbou Water Works	Not yet funded	LGES	-	-	-	2 000 000	-	
23	Paving – De La Vigne Street	Not yet funded	LGES	-	-	-	-	3 675 000	
Totals					32 187 919	37 033 930	38 339 790	27 146 910	13 479 710

SLM

PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	13 003 570	8 487 430	14 362 110	7 693 660	4 766 280
2	Railton upgrading gravel roads & stormwater infrastructure phase 2	National Government	MIG	5 504 666	-	-	-	-
3	Segmented Paving Intersection x1	National Government	MIG	230 000	230 000	230 000	-	-
4	Paving	National Government	MIG	300 000	-	-	-	-

5	Speedbumps	National Government	MIG	60 000	50 000	50 000	-	-
6	Upgrade of Barrydale roads and stormwater Phase 1	National Government	MIG	-	4 603 565	4 852 218	-	-
7	Micro-paving Voortrek Street – Swellendam	National Government	MIG	-	400 000	400 000	-	-
8	Paving	National Government	MIG	-	-	180 000	-	-
9	Road Hierarchy Study	Not yet funded	LGES	-	150 000	-	-	-
10	Safety audit – access	Not yet funded	Municipal Own Revenue	-	25 000	-	-	-
11	Sidewalks – Swellendam	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
12	Sidewalks – industrial	Not yet funded	Municipal Own Revenue	-	200 000	-	-	-
13	Paving of sidewalks	Not yet funded	Municipal Own Revenue	-	100 000	-	-	-
14	Additional Sidewalks	Not yet funded	Municipal Own Revenue	-	1 665 000	1 665 000		
15	N2 – Truck stop	Not yet funded	PPP	-	-	1 500 000	1 500 000	-
16	Taxi stops	Not yet funded	MIG	-	-	100 000	-	-
17	Traffic calming – Suurbraak	Not yet funded	MIG	-	-	50 000	-	-
18	Speedbumps – Anemoon-Bontebok	Not yet funded	Municipal Own Revenue	-	-	50 000	-	-
19	Speedbumps – Railton	Not yet funded	Municipal Own Revenue	-	-	50 000	-	-
20	Speedbumps	Not yet funded	Municipal Own Revenue	-	-	80 000	-	-
21	Roads – Railton	Not yet funded	LGES	-	-	-	6 300 000	2 100 000
22	Paving of Jansen Street	Not yet funded	Municipal Own Revenue	-	-	-	1 134 000	-
23	Roads - Buffeljagsrivier	Not yet funded	LGES	-	-	-	2 100 000	-
24	Railton – 2nd Entrance	Not yet funded	LGES	-	-	-	3 920 000	-
25	Roads – Smitsville	Not yet funded	LGES	-	-	-	-	7 140 000

26	Bontebok Street extension	Not yet funded	LGES	-	-	-	-	7 350 000
Totals				19 098 236	16 010 995	23 569 328	22 647 660	21 356 280
CALM								
PRIORITY	PROJECT NAME	FUNDED BY	GRANT NAME	2019/20	2020/21	2021/22	2022/23	2023/24
1	RAMP Maintenance Programme	National Government	LGES	9 848 540	4 740 890	14 181 540	8 213 160	4 694 370
2	Reseal of roads CAM/master plan	National Government	MIG	1 000 000	1 000 000	-	-	-
3	Struisbaai industrial services (roads/stormwater)	National Government	MIG	3 000 000	3 000 000	-	-	-
4	Upgrade roads (Struisbaai North camping site)	National Government	MIG	1 500 000	-	-	-	-
5	Bredasdorp RDP – upgrade roads	National Government	MIG	1 969 069	3 000 000	9 821 348	-	-
6	Taxi rank - Bredasdorp	Not yet funded	MIG	-	500 000	1 500 000	-	-
7	Formalising/upgrading of sidewalks	Not yet funded	Municipal Own Revenue	-	250 000	500 000	250 000	-
8	Additional Cycle/ Walkways	Not yet funded	Municipal Own Revenue	-	1 880 000	1 880 000	1 880 000	-
9	Upgrading of roads - General (Study)	Not yet funded	LGES	-	-	300 000	-	-
10	Bus stop shelter - Elim	Not yet funded	MIG	-	-	50 000	-	-
11	Construction of bus/taxi stops – Napier	Not yet funded	MIG	-	-	100 000	-	-
12	Paving of last portion of Roux Street	Not yet funded	LGES	-	-	420 000	420 000	-
13	Paving of West Street	Not yet funded	LEGS	-	-	2 880 000	8 640 000	2 880 000
14	Access bridge between Golf Street and Baadjies Street – Bredasdorp	Not yet funded	Municipal Own Revenue	-	-	980 000	980 000	2 940 000
15	Detour for heavy vehicles (Study)	Not yet funded: Province to fund this study		-	-	-	300 000	-
16	Paving of all street – Klipdale	Not yet funded	LGES	-	-	-	3 360 000	13 440 000
Totals				17 317 609	14 370 890	32 612 888	24 043 160	23 954 370

Totals	250 981 027	192 286 228	293 143 474	203 043 739	176 395 683
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14 Stakeholder consultation

14.1 Deon Wasserman- Cape Agulhas

29/10/2019: Bredasdorp

Meeting points

- Current Planned projects for Cape Agulhas
 - Housing development close to the golf course in Bredasdorp
 - Struis Bay:
 - Private developer: Sea Shack hotel
 - Private Developer: Old Age home
 - Hardware store with residential units
 - Tour buses to Struis bay
 - RHDHV designing a light house development with restaurants.
 - New Taxi rank planned for Bredasdorp next to the police station on the Anderson Rd
- Issues with the long-distance taxis affordability
- Most capital spend to be spend on reseals
- No EPWP projects
- No new roads are planned
- Cape Agulhas to issues SMEC with new taxi plan layout

14.2 S Muller and Ricardo Andrew – Overstrand

Hermanus: 28/10/2019

- Meeting points
- NMT and PT strategic plan for Cape Agulhas has been developed. S Muller has indicated he will issue it to SMEC
- OLM has developed for Hermanus a CBD Regeneration Framework. Part of this includes taxi rank upgrades and street revitalisation.
- There is are three road projects planned: 2 trunk roads in Hermanus and a bypass of Hermanus
- Masakhane Business Plan:
 - Upgrading of the existing covered taxi rank and terminus
 - Upgrading of the toilet facilities
 - A 1,2m wide pathway network will be constructed through the centre of the township, channelling the pedestrians from the informal settlements through the township to the first phase Taxi rank/CBD precinct.
- Planned Ranks: Upgrade of the new Hermanus rank

- S Muller indicated the following needs in Overstrand:
 - Mount Pleasant has requested a rank
 - Hermanus Tourist Harbour
 - Gansbaai to get a harbour
 - Hawston has a proposed housing development for fish haven which is 20 thousand houses
- S Muller indicated he will distribute all the NMT information to SMEC
- S Muller indicated that an Overstrand PSTP Plan was developed by the Western Cape Government, this will be shared with SMEC.
 - This document contains multiply project and strategies for NMT and PT infrastructure and systems to be rolled out in Overstrand.
 - It further identifies implementation and funding requirements

14.3 Ron Brunings, Frik Erasmus and Willem Schutte – Swellendam Municipality

30/10/2019: Swellendam

Meeting points

- Truck traffic in Swellendam is a major problem
- There is no fuel station on the N2 at Swellendam
- A truck stop has been requested on the N2 at Swellendam
- Railton township access is insufficient in addition; there is an additional 1000 erf to be developed in Railton.
- Swellendam needs a revised study to be done to re-evaluate the road hierarchy.
- Taxi stand places in Swellendam are too few. The checkers rank is temporary and the bus stand place next to the hotel is small and not sufficient for the future.
- At Buffeljagrivier the at grade intersection with the N2 is very dangerous due to mist and poor weather conditions. This is the access to the Agri industrial area and thus large vehicles make these turns. An underpass has been proposed for that intersection.
- A ring road extension from Renonkel Street in Railton to link Railton to the N2 underpass is proposed in Swellendam.
- An extension on Bontebok Street linking Railton and the industrial area in Swellendam is proposed.
- Industrial link road is proposed in Swellendam.
- Barrydale R62: Many developments yet there is not enough parking. This has resulted in a dangerous situation.
- Suurbrak has a speed issue in the main road of the town.
- Motorised Pont at the Malagas pont is planned.
- Witsand wants a ferry between Witsand and Infanta.
- Infanta- Malagas dirt road has possibilities to be surface with the upgrade of the pont.
- Trucks are damaging the roads within Swellendam.

14.4 Lester Parnel and Eddie Prollius– Theewaterskloof Municipality

31/10/2019: Caledon

Meeting points

- Lester indicated that the PMS and Road Masterplan has the next five years proposed reseals and upgrades for Theewaterskloof.
- Traffic issues, NMT and PT issues are contained and documented in the SDF and Roads Masterplan.
- The municipality has recently bought a repair machine for road repairs.
- There has been a three-year capital project approved for new roads in the municipality.
- A new rank location in Caledon is required.
- Freight in Caledon is damaging the CBD roads and thus must use the periphery gravel roads and instructed by Mr Fredrick.
- N2, SANRAL's road through the municipality is currently being upgraded between Caledon and Riviersonderend. The construction has two years still to go.

NMT through the municipality is an issue and needs to be a priority. The five small towns are the major priority.

Annexure A

ITP: Prioritised Five Year Expenditure
Programme

Annexure B

Municipal Construction Expenditure Report
for the Western Cape Department of
Transport and Public Works

Project	Description	Area	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
			2017/18	2018/19	2019/20	2020/21	2021/22
Capital Budget (PAWC-funded)							
Regravelling	MR 270 (Witsand km 11.50 – 20.10)	Swellendam		3 444 000			
	DR 1325 (Sdam/Drew km 0.35 – 12.84)	Swellendam		5 545 000			
	DR 1314 (Mullersrus km 0.00 – 2.56)	Swellendam		975 000			
	OP 4026 (Grootbos km 0.94 – 7.45)	Overstrand		2 929 000			
	DR 1252 (Tesselaarsdal km 0.18 – 13.00)	Theewaterskloof		3 250 000			
	DR 1255 (Tesselaarsdal km 4.96 – 8.31)	Theewaterskloof		1 275 000			
	DR 1264 (Highlands km 0.00 – 10.26)	Overstrand		1 952 000			
	DR 1251 (Spitskop km 0.00 – 19.50)	Swellendam			7 020 000		
	DR 1207 (De Mond km 0.00 – 14.33)	Cape Agulhas			5 158 000		
	NP 276 (Boontjieskraal km 0.49 – 6.72)	Theewaterskloof			2 419 000		
	DR 1298 (Middelplaas km 0.13 – 21.08)	Theewaterskloof			7 588 000		
	OP 4017 (Stanford km 0.00 – 9.37)	Overstrand				3 373 000	
	DR 1211 (Pearly Beach km 6.70 – 9.64)	Overstrand				1 058 000	
	DR 1210 (Moddervlei km 0.00 – 9.00)	Cape Agulhas				3 240 000	
	DR 1303 (Riviersonderend/Greyton km 0.00 – 24.00)	Theewaterskloof				8 640 000	
	DR 1313 (Donkerhoek km 2.86 – 13.82)	Theewaterskloof				3 946 000	
Reseal	OP 4058 (Mispah km 0.00 – 6.64)	Theewaterskloof		2 050 000			
	DR 1295 (Appletiser km 0.00 – 0.37)	Theewaterskloof		254 000			
	DR 1287 (Vijjoenshoop km 0.00 – 7.45)	Theewaterskloof		4 365 000			
	OP 4057 (Knoflokskraal km 0.00 – 1.22)	Theewaterskloof		518 000			
	DR 1336 (Highnoon km 0.00 – 8.17)	Theewaterskloof		2 622 000			
	DR1298 (Berea km 21.08 – 26.52)	Theewaterskloof		4 706 000			
Upgrade/Rehabilitation	DR 1286 (Krige km 0.00 – 3.72)	Theewaterskloof		8 000 000			
	DR 1001 (Hangklip km 3.64 – 7.69)	Theewaterskloof		17 000 000	3 000 000		
	DR 1206 (Buffeljagsbaai km 11.68 – 16.18)	Overstrand			12 000 000	4 000 000	
	DR 1284 (Klipheuwel km 0.00 – 3.70)	Theewaterskloof				12 000 000	4 000 000
				58 885 000	37 185 000	36 257 000	4 000 000
Operational Budget (PAWC-funded)							
	Roads Maintenance						
	• Blading (Gravel Roads)						
	Blading 6000km	Overberg Region		13 000 000	13 650 000	14 332 000	
	• Normal Maintenance						
	All Tar and Gravel Roads	Overberg Region		19 710 000	20 695 000	21 730 000	
				32 710 000	34 345 000	36 062 000	

NUMBER	COLUMN1	DISTRICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015 /16 PROJECT COST	2016 /17 PROJECT COST	2017 /18 PROJECT COST	2018/19 PROJECT COST
31		Overberg	Cape Agulhas Municipality	C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Reseal of MR00265 between Stormsvlei and Bredasdorp.		Under Construction	10/09/2015	31/08/2017		75 161		
51		Overberg	Cape Agulhas Municipality	C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Reseal of MR00265 between Stormsvlei and Bredasdorp.		Under Construction	10/09/2015	24/01/2017	80 264			
52		Overberg	Overstrand Municipality	C0838.04A: Upgrade MR269 – Hemel en Aarde	Upgrading and safety improvements to the MR269, Hemel en Aarde road.		Under Construction	05/02/2014	30/04/2016	166 866			
4		Overberg	Overstrand Municipality	C1000.01: Rehab TR02802 between Hermanus & Stanford	Rehabilitation of TR02802 between Hermanus and Stanford.	Rehabilitate Road, Surfaced	Under Construction	08/10/2018	26/07/2021				390 196

NUM BER	COLU MN1	DISTR ICT	MUNICIPA LITY	PROJECT	DESRIPTI ON	DELIVER ABLES	STATE	START DATE	END DATE	2015 /16 PROJ ECT COST	2016 /17 PROJ ECT COST	2017 /18 PROJ ECT COST	2018/19 PROJECT COST
53		Over berg	Overstran d Municipali ty	C1034: Reseal of TR28/01 from km 0.00-km 27.20 between Botrivier & Sandbaai	Reseal of TR02801 from km 0.00 to km 27.20 between Botrivier and Sandbaai/ Hemel en Aarde.		Under Constru ction	17/08/ 2015	23/05/ 2016	57 575			
34		Over berg	Overstran d Municipali ty	ODM/2016 /IMMS 8054 - Regravel on OP4010 (1.59 - 9.45) km Karwydersk raal	Regravel on OP4010 (1.59 - 9.45) km Karwyders kraal.		Under Constru ction	20/05/ 2016	31/07/ 2017		4 300		
29		Over berg	Swellenda m Municipali ty	C1031: Reseal of TR31/03 between km 33-47 (Montagu & Barrydale) & TR31/04 between	Reseal of TR03103 from km 33.0-km 47.00 (Op de Tradouws Pass) and TR03104 from km		Under Constru ction	05/08/ 2015	18/06/ 2017		88 919		

NUM BER	COLU MN1	DISTR ICT	MUNICIPA LITY	PROJECT	DESCRIPTI ON	DELIVER ABLES	STATE	START DATE	END DATE	2015 /16 PROJ ECT COST	2016 /17 PROJ ECT COST	2017 /18 PROJ ECT COST	2018/19 PROJECT COST
				km 0.35- 30.89 (Barrydale & Ladismith)	58.32-km 71.79 between Barrydale and Cape Winelands /Eden boundary.								
54		Over berg	Swellenda m Municipali ty	C1031: Reseal of TR31/03 between km 33-47 (Montagu & Barrydale) & TR31/04 between km 0.35- 30.89 (Barrydale & Ladismith)	Reseal of TR03103 from km 33.0-km 47.00 (Op de Tradouws Pass) and TR03104 from km 58.32-km 71.79 between Barrydale and Cape Winelands /Eden boundary.		Under Constru ction	17/08/ 2015	19/10/ 2016	90 112			
10		Over berg	Swellenda m Municipali ty	C1099: Constructio n of New	Replacem ent of PONT at DR1064	Replace pont, 4.14 km	Under Constru ction	20/06/ 2018	01/05/ 2019				7 565

NUMBER	COLUMN1	DISTRICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015/16 PROJECT COST	2016/17 PROJECT COST	2017/18 PROJECT COST	2018/19 PROJECT COST
				Malgas Pont	(1.72km to 5.86km) km Malagas								
55		Overberg	Swellendam Municipality	ODM/2015/IMMS 3000 - Rehabilitation of DR1324 (0.0 - 0.96) km Buffeljagsrivier	Rehabilitation of DR1324 (0.0 - 0.96) km Buffeljagsrivier.		Under Construction	01/11/2015	13/05/2016	3 260			
56		Overberg	Swellendam Municipality	ODM/2015/IMMS 8051 - Re-gravelling on MR268 (53.00 - 68.82) km Infanta	Re-gravelling on MR268 (53.00 - 68.82) km Infanta.		Under Construction	01/12/2015	31/08/2016	4 405			
33		Overberg	Swellendam Municipality	ODM/2016/IMMS 7000/7000 B - Upgrade on DR1318 Olivedale	Upgrade of gravel road to surface standard on DR1318		Under Construction	01/04/2016	28/04/2017		27 240		

NUMBER	COLU MN1	DISTR ICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015 /16 PROJ ECT COST	2016 /17 PROJ ECT COST	2017 /18 PROJ ECT COST	2018/19 PROJECT COST
				(0.19 - 3.65) km	(0.19 - 3.65) km.								
41		Over berg	Swellenda m Municipali ty	ODM/2016 /IMMS 8053 - Regravel on MR268 (10.00 - 32.00) km Infanta	Regravel on MR268 (10.00 - 32.00) km Infanta.		Under Constru ction	25/11/ 2016	31/08/ 2017		14 300		
57		Over berg	Theewater skloof Municipali ty	C0958.05: Flood Damage Repairs in the Overberg - Botrivier to Helderstro om	Flood Damage Repairs to structures in the Overberg - Botrivier Area Region.		Under Constru ction	09/03/ 2015	26/04/ 2016	26 144			
23		Over berg	Theewater skloof Municipali ty	C0984.S1: Asphalt patching repair and overlay of portions of MR278 near Grabouw	The work includes asphalt repairs and overlay of a portion of MR278 near		Under Constru ction	28/03/ 2018	28/05/ 2018			10 624	

NUMBER	COLU MN1	DISTR ICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015 /16 PROJ ECT COST	2016 /17 PROJ ECT COST	2017 /18 PROJ ECT COST	2018/19 PROJECT COST
					Grabouw. The works shall also include the installation of stormwater and subsurface to protect the pavement structure as well as the placement of new road markings and signage.								
45		Overberg	Theewaterskloof Municipality	C0984: Reseal MR191 & MR279 near Theewaterskloof	Reseal of MR00191 & MR00279 near Theewaterskloof		Under Construction	28/03/2017	28/05/2018		100789		

NUMBER	COLUMN1	DISTRICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015/16 PROJECT COST	2016/17 PROJECT COST	2017/18 PROJECT COST	2018/19 PROJECT COST
				dam & MR279 between Villiersdorp & Grabouw	Dam and MR00279 between Villiersdorp and Grabouw. Widen & Repair Roads. Widen Bridges on MR00279.								
24		Overberg	Theewaterskloof Municipality	C0984: Reseal MR191 & MR279 near Theewaterskloof dam & MR279 between Villiersdorp & Grabouw	Resealing of MR191 & MR279 near Theewaterskloof Dam and MR279 between Villiersdorp and Grabouw. Widening of bridges on MR279.		Under Construction	28/04/2017	05/07/2018			117719	

NUMBER	COLU MN1	DISTR ICT	MUNICIPALITY	PROJECT	DESCRIPTION	DELIVERABLES	STATE	START DATE	END DATE	2015 /16 PROJ ECT COST	2016 /17 PROJ ECT COST	2017 /18 PROJ ECT COST	2018/19 PROJECT COST
58		Over berg	Theewater skloof Municipality	C1030: Reseal of TR29/01 from km 1.49-km 56.13 & km 58.32-71.73 between Caledon & Bredasdorp	Reseal of TR29/01 from km 1.49 - 56.13 and km 58.32 - 71.73 between Caledon and Bredasdorp.		Under Construction	04/05/2015	28/04/2016	98 880			
5		Over berg	Theewater skloof Municipality	C1093: Periodic Maintenance on TR30/1 - Langhoogte to Villiersdorp	The reseal of TR03001 from km 0.00 to km 22.43 - Langhoogte to Villiersdorp.	Reseal Road, Surfaced 22.43 km	Under Construction	12/10/2018	01/12/2019				49 483

Annexure C

Overberg District Municipality Road
Projects Summary – Proposed Capital
Expenditure for 2019-2023.

Project No.	Road No.	Consulting Engineers	Location	Proposed Work	Cost Estimate				
					2018/19	2019/20	2020/21	2021/22	2022/23
C 838.6	MR 269	W/Parsons	Hemel-en-Aarde to Sandbaai	Reseal/Rehab: 16.17km		101 000			
C 852	MR 276	Mott/PDNA	Boontjieskraal Road	Upgrade Gravel Road: 6.72km			40 173		
C 968	TR 28	EFG	Hermanus	Relocate TR 28 to Bypass Hermanus		194 236			
C 1000	TR 28/2	EFG	Hermanus - Stanford	Rehab: 17.76km	268 000				
C 1006	DR 1223	W/Parsons	Bredasdorp – Malgas (De Hoop Rd)	Upgrade Gravel Road: 9.26km	67 368			67 368	
C 1011	MR 281	Aecom	Rooihoogte – Draaiberg, between MR 279/TR 30/1	Upgrade		74 400			

Annexure D

Overberg District Municipality PRE-Routes
and Taxi Associations

GRABOUW ASSOCIATION			
Veh Reg	Capacity	Route No	Exp Date
CEO1102	15	H71, 627, 964, 699	INDEF
CEO10733	15	627, 699,844, 847, 848, 964, F08, F31, F32, H71	INDEF
CEO12915	90	627, 699, 844, 847, 848, 964,F08,F31,F32,H71	INDEF
CEO2922	15	D49,D50,D51,D52,D53,D54,D55,H71,700,CHARTER,SCHOLAR	INDEF
CEO1400	15	627,D49,D50,D51,D52,D53,D54,D55, leaners	INDEF
CEO3804	15	5,97699E+14	2021-05-31
CEO7024	22	981,D92,698,699,F8,697,F31,848,847,F66,N57,H12,G32,627,700,SCHOLAR	2018-05-31
CEO2634	15	697,847,699,D49,850,D50,D51,H12,700,F08,D92,F46,,F32,N57,627,D52,D53,D54,D55,E92,T52,F31,800,981,698,F66,850,848,CHARTER,D92,G32,T22,	2021/01/31
CEO9189	15	F66,D92,699,848,847,700,F8,964,T22,697,698,N58,H71,F32,F46,627,D52,D53,D54,D55,D49,E92,T52,F31,800,D50,D51,850,G32,T22,CHARTER	2021-11-30
CEO6008	15	697,H12,964,700,F08,	2023-01-31
CEO9673	15	697,H12,964,700,F32,N57,627,D52,D53,D54,D55,D49,E92,T52,F31,800,981,F66,698,T22,F08,847,848,G32,699,850,F46,D92,CHARTER,SCHOLAR	2018-05-31
CEO1677	15	697,964,700,F32,N57,627,D52,D53,D54,D55,E92,T52,F31,800,981,949,F66,698,T22,F8,848,G32,850,F46,D92,CHARTER,SCHOLAR	INDEF
CEO3718	15	964.700.842.843.844.845.846.847.848	INDEF
CEO14188	15	E92, 964, H71	2020-12-31
CEO11676	15	F46,F66,H71	2021-11-30
CEO16645	15	J55, J56, J57, 58, J59	2016-08-31
CEO14829	15	697, 698, 699, 700	INDEF
CEO2584	15	697,699,700,D92,800,N57,850	INDEF
CAM22188	15	L60,CHARTER,N57,H71,J55,J56,J57,J58,J59,	INDEF

GRABOUW ASSOCIATION			
CAM8817	15	L60,N57,J55,J56,J57,J58,J59,H71	2018-12-31
CEO7498	15	697,698,981,700,CHARTER	INDEF
CEO6991	15	699,847,848,700,H12,N57	2021-12-31
CEO1840	15	949	INDEF
CEO4265	15	627, 964,697,700,	INDEF
CEO2173	15	L60	2016-11-30
CAM7287	15	L60,J55,J56,J57,J58,J59,CHARTER,	2017-05-31
CAM13370	15	L60,J56,J58,CHARTER,	2018-06-30
CEO5984	15	627, 964, H71,949,697,698,699,981,700,844,F8,F32,D92	INDEF
CEO11775	15	697,981,700,698,699,850,964,949,848,847,F32,H71,844,	2020-10-31
CEO8157	15	981,H71,627,F66,D92,699,848,847,697,700,844,F32	2016-08-31
CEO1773	15	H71, 698, 627, 949, 964, 848, F08,700,F32,F31,847,N57,627,847,N57	INDEF
CEO5398	15	847, 698, 949, 964, F08, 700, H71,F31,697,R20,N57,627,T52,SCHOLAR,	INDEF
CEO10598	15	847, 698, 949, 964, 700, H71, 627,848,F08,F32,F31,847,N57	INDEF
CEO4829	15	850,949,H71,981,964,698,848,847,F08,D92,N57,H12,CHARTER	INDEF
CEO8933	15	698,699,700,F32,F31,848,847,F8,964,GRABOUW TO MOUNT FLETCHER,D92,N57,H12,CHARTER	INDEF
CEO8605	22	949,697,698,699,700,D92,N57,850,H71,CHARTER	INDEF
CEO5597	15	H71,627,964,848,847,F31,F32,844,F08,699	INDEF
CEO11078	15	D49,D50,D51,D52,D53,D54,D55,700	INDEF
CEO6497	15	D92,H71,	2021-08-31
CEO13332	90	F66,800,700	2023-01-31
CEO6963	15	F66,800,700,D92,697,699,	2021-06-30

GRABOUW ASSOCIATION

CEO3632	15	700,F8	2020-06-30
CEO14385	15	F66, 698, 699, 700,981,800, D92, 627,T52,H71,850,F46,T22,,F32,F31,847,G32,D52,D53,D54,D55, CHARTER	2021-10-31
CEO4437	15	F66,964,698,981,800,700,699,D92,627,SCHOLAR,CHARTER,N57,T 52,H71,850,F46,T22,F32,F31,847,G32,D52,D53,D54,D55,	2021-10-31
CEO5965	15	697,699,D92,800,700,H71,850,F46,T22,F32,F31,847,G32,D52,D53 ,D54,D55	2021/12/31
CEO12082	15	949,981,F8,H71,697,964,700,627,CHARTER	2020-10-31
CEO4086	15	850,949,F32,F31,847,848,700,CHARTER	2021-05-31
CAM33817	15	T21,	2021-11-30
CAM27547	15	981,N57,T21,D92,698,699,H12,G32,627,F8,H71,N20,	2018-05-31
CEO12338	15	847,848,949,D92,964,N57	2022-12-31
CEO4963	15	964,698,700,627	INDEF
CEO5856	15	700,699,964,981,F08,F66,R20,CHARTER, 627,F46,D52,D53,D54,D55,D49,R20,800,847,N57,H71,T52,F32,E9 2,850,D92,G32	2020-10-31
CEO9464	15	850,700,F08,F66,964,H12,697,698,D92,N57,G32,F31,627,D51,D52 ,D53,D54,D55,F32,800,F46,T22,T52,T22,E92,CHARTER,	INDEF
CEO11094	15	700,699,964,981,F08,F66,R20,CHARTER, F32,847,697,H71,627,D52,D53,D54,D55,D49,E92,T52,F31,D50,D5 1,850,D92,F46,N57,G32,	2020-07-31
CEO1635	15	697,H12,964,700,F8,699,R20,D92,F46,F32,N57,627,D52,D53,D54, D55,D49,E92,T52,F31,800,D50,D51,CHARTER,G32,	2023-01-31
CAM10686	15	T21	2019-02-28
AKHOLIWP	15	627,D52,D53,D54,D55,D49,D55,D51,700,	INDEF
CEO2722	15	697,649,700,D92,N57,CHARTER	2021-04-30
CEO2237	15	F66,697,	2022-10-31
CEO7016	15	700,697,CHARTER, SCHOLAR,	2021-04-30
CEO13598	15	699,847,848,700,H71	2022-10-31
CEO8341	15	850,981,F66,F08,700,800,	INDEF
CEO5470	15	949,F66,H71,700,847,697,800,949,G32,850,848,T22,D92,F32,N57 ,627,D52,D53,D54,D55,E92,T52,F31,F46,	2021-11-30
CAM28805	15	T21,T53,T54,	2018-06-30

GRABOUW ASSOCIATION			
CAM31674	15	T21,T53,T54,	2020-07-31
CEO9086	15	627,964,D92,N57,T22,E92,F32,697,D52,D53,D54,D55,T52,F66,800 ,F46,700,850,H71,G32,	INDEF
CEO14063	15	F66,964,698,700,697,699,D92,800,CHARTER	2020-08-31
CAM14681	15	981,N57,T21,D92,698,699,H12,G32,627,F8,H71,N20,	2018-05-31
CEO7963	80	H71,981,800,699,700,847,848	2021-02-28
CEO2289	15	842,843,949,964,F31,800,D55	INDEF
CEO10737	15	697,698,699,700,800	INDEF
CEO4374	80	697,698,699,700	INDEF
CEO5909	15	697,698,699,700	INDEF
CEO8117	15	694,800,697,698,699,700	2022/03/31
CA896735	15	964	INDEF

ROUTE NO.	ROUTE DESCRIPTION
627	GRABOUW - MOUNT FLETCHER
697	GRABOUW - PINE VIEW
698	GRABOUW - HERMANUS
699	GRABOUW - VILLIERSDORP
700	GRABOUW - VILJOENSHOOPPAD
842	SLANGPARKAMP GRABOUW - GRABOUW
843	LAASTE UITWEGKAMP GRABOUW- GRABOUW
844	BEVERLEY HILL KAMP GRABOUW - GRABOUW
845	RUSSELSTRAATKAMP BRABOUW - GRABOUW
846	WATERWERKERSKAMP GRABOUW - GRABOUW
847	ROOIDAKKIE GRABOUW - GRABOUW
848	ROOIDAKKIE GRABOUW - GRABOUW
850	GRABOUW - MATATIELE
949	GRABOUW - VILLIERSDORP
964	GRABOUW - KHAYELITSHA
981	GRABOUW - KLEINMOND
D49	GRABOUW - SLANGPARK PLAKKERSKAMP
D50	GRABOUW - LAASTE UITWEG PLAKKERSKAMP
D51	GRABOUW - BEVERLEY HILLS PLAKKERSKAMP
D52	GRABOUW - RUSSELSTRAAT PLAKKERSKAMP
D53	GRABOUW - WATER WORKS PLAKKERSKAMP
D54	GRABOUW - ROOIDAKKIE PLAKKERSKAMP
D55	GRABOUW - ROOIDAKKIE PLAKKERSKAMP
D92	GRABOUW - CALEDON
E92	MOLTENO PLAAS - KHAYELITSHA
F08	GRABOUW - SOMERSET WES
F31	GRABOUW - GRABOUW
F32	GRABOUW - GRABOUW

ROUTE NO.	ROUTE DESCRIPTION
F66	ROOIDAKKIE GRABOUW - GRABOUW
H71	GRABOUW - MQANDULI
J55	BOTRIVIER - HERMANUS
J56	BOTRIVIER - DASSIESFONTEIN
J57	BOTRIVIER - CASINO CALEDON
J58	BOTRIVIER - CALEDON
J59	BOTRIVIER - ARABELLA HOTEL
L60	BOTRIVIER - GRABOUW
N57	GRABOUW - UMTATA

SWELLENDAM ASSOCIATION			
Veh Reg	Capacity	Route No	Exp Date
CER 5833		832, CH	2018/04/30
CER 5042		832, CH	2018/05/31
CCK 15290		CH	2022/10/31
CA 484005		861, 862, 990, F62, H80	2022/04/30
CA 157283		836, LE, CH	2020/03/31
CCK 5051		836, CH	2020/11/30
CCK 15330		CH	2021/12/31
CCK 10769		836, LE, CH	2018/09/30
CCK 8465		CH, WCED	2019/11/30
CCK 6876		WCED	2018/06/30
CCK 15709		861, 862, 990, F62, H80, CH	2022/09/30
CCK 14153		WCED	2020/04/30
CCK 9106		CH, WCED	2022/01/31
CCK 12583		861, 862, 990, F62, H80, L55, WCED	2020/03/31

SWELLENDAM ASSOCIATION

CCK 3363		WCED	2018/06/30
CCK 8095		861, 862, 990, F62, H80, L55, CH	2020/12/31
CCK 14117		861, 862, 990, F62, H80, L55, CH	2020/12/31
CCK 5793		WCED, CH	2021/03/31
CCK 8776		861, 862, 990, F62, H80, L55, CH	2021/06/30
CCK 9121		836, 861, 862, 990, F62, H80, L55, CH, TO	2021/06/30
CCK 2894		CH	2021/06/30
CCK 5257		861, 862, 990, F62, H80, L55, CH	2021/06/30
CCK 7828		861, 862, 990, F62, H80, L55	2020/03/31
CCK 9941		861, 862, F62, H80, CH, WCED	2020/08/31
CCK 2523		861, 862, 990, F62, H80, L55, R70, WCED, CH	2022/03/31
CER 3768		832, F02, F03	INDEFINITE
CER 5401		CH, WCED	2021/10/31
CER 2908		CH, ST, WCED	INDEFINITE
CER 1951		SCHEDULED BUS SERVICE	INDEFINITE
CER 1384		SCHEDULED BUS SERVICE, CH	INDEFINITE
CER 2278		832, F02, F03, CH	INDEFINITE
CER 4416		CH, WCED, LONG DISTANCE BUS	2020/07/31
CER 6274		CH, WCED	2018/07/31
CCK 1295		861, 990, F62, H80	2022/06/30
CER3670		832	2018/12/31
CCK 15499		861, 862, 990, F62, H80	2022/03/31

SWELLENDAM ASSOCIATION

CCK 8805		861, 862, 990, F62, H80, L55, R70, LE, CH	2022/11/30
CA 397151		762, 862, H80	2019/03/31
CCK 8741		862, H80, CH, LE	2020/05/30
CCK 3036		861, 862, 990, F62, H80, L55, R70	2022/11/30
CCK 14833		861, 990, F62, H80, CH	2022/04/30
CCK 8206		861, 862, 990, F62, H80, L55, R70, CH, LE	2022/04/30
CCK 15992		861, 862, 990, H80, L55, R70, CH, LE	2022/11/30
CCK 5917		861, 862, 990, F62, H80	2022/04/30
CCK 13549		861, 862, 990, F62, H80	2022/06/30
CER 5382		WCED	INDEFINITE
CER 3546		WCED	2018/09/30
CER 5619		832	2018/11/30
CER 5689		WCED	2018/04/01
CER 3363		WCED	2018/04/01
CER 4310		832, CH	INDEFINITE
CER 1651		WCED	2019/10/31
CER 3492		CH, WCED	2022/06/30
CER 4721		CH, WCED	2018/04/01
CER 5462		WCED	2018/04/01
CER 5463		WCED	2019/01/31

SWELLENDAM ASSOCIATION

CER 3636		WCED	2018/06/30
CER 2075		CH, WCED	2018/06/30
CER 2986		832, CH	2019/03/04
CER 4399		CH, WCED	2018/07/31
CER 5394		CH, WCED	2021/11/30
CER 3973		CH, ST, WCED	2018/02/28
CER 6276		WCED	2018/06/30
CER 5830		WCED	2018/09/30
CER 5315		WCED	2018/06/30
CER 6021		CH, WCED	2022/05/31
CER 4327		LE	2019/07/31
CER 5771		WCED	2018/09/30
CER 1762		WCED	2018/09/30
CER 6068		LE, CH	2022/03/31
CER 5770		CH, WCED	2022/04/30
CER 2127		CH, WCED	2018/09/30
CER 5818		WCED, CH	2018/06/30
CER 4268		CH, WCED	2022/04/30
CER 1184		WCED	2018/09/30
CER 6628		WCED	2018/09/30
CER 5396		WCED	2018/09/30
CER 5897		CH, WCED	2022/03/31
CER 2415		CH, WCED	2022/01/31
CER 6438		WCED	2018/09/30
CER 5354		WCED	2018/09/30
CER 5585		WCED	2018/09/30
CER 2441		WCED	2018/09/30
CER 3985		WCED	2018/09/30
CER 2131		CH, WCED	2022/04/30
CER 5325		CH, WCED	2022/01/31

SWELLENDAM ASSOCIATION

CER 6321		CH, WCED	2021/09/30
CER 4251		CH, WCED	2022/03/31
CER 6298		CH, WCED	2021/09/30
CER 1041		CH, WCED	2022/02/28
CER 6323		WCED, CH	2021/09/30
CER 5772		WCED	2018/09/30
CER 5831		WCED	2019/03/30
CER 6310		WCED	2021/09/30
CER 1024		WCED	2018/09/30
CER 6156		WCED	2022/04/30
CER 3457		50KM RADIUS BONNIEVALE	INDEFINITE
CCK 9308		862, F62, H80, L55, CH	2023/02/28
CCK 4807		862, F62, H80, L55, CH	2021/11/30
CCK 14924		CH	2022/06/30
CCK 13442		861, 862, 990, F62, H80, L55, R70, CH	2023/02/28
CCK 10743		861, 862, 990, F62, H80, CH	2020/12/31
CER 2716		832, CH	INDEFINITE
CER 6815		832, CH	INDEFINITE
CER 1489		832, CH	2023/03/31
CCK 2148		CH	2018/02/28
CCK 6303		861, 862, 990, F62, H80, CH	2022/05/31
CCK 16065		CH	2018/09/30

SWELLENDAM ASSOCIATION

CCK 7276		861, 862, 990, F62, H80	2022/04/30
CER 1299		832, F2, F3, N40, N43	2022/07/31
CER 2188		832	2022/07/31
CER 4208		832	2018/10/30
CER 2980		832, F03, N40, N43, CH, LE	2020/10/31
CER 1607		20KM RADIUS BONNIEVALE	INDEFINITE
CER 2216		832, CH	INDEFINITE
CCK 9131		861, 862, 990, F62, H80	2022/06/30
CER 2859		832	INDEFINITE
CER 4929		832	INDEFINITE

ROUTE INFORMATION	DESCRIPTION
762	SWELLENDAM - SWELLENDAM
832	BONNIEVALE - BONNIEVALE
836	BARRYDALE - BARRYDALE
861	SWELLENDAM - COOPERSTRAAT SWELLENDAM
862	RAILTON SWELLENDAM - SWELLENDAM
990	SWELLENDAM - SUURBRAAK
F02	BONNIEVALE PLASE 317 - BONNIEVALE
F03	BONNIEVALE - PLASE GELUKSHOOPPAD BONNIEVALE
F62	SWELLENDAM - SWELLENDAM
H80	SWELLENDAM - SWELLENDAM
L55	BUFFELSJAGSRIVIER - SWELLENDAM
N43	BONNIEVALE - ASHTON
N40	BONNIEVALE - ROBERTSON
R 70	SWELLENDAM - SWELLENDAM
CH	CHARTER SERVICES
LE	LEARNERS / SCHOLARS
ST	STAFF / EMPLOYEES
WCED	WESTERN CAPE EDUCATION DEPT CONTRACT

BREDASDORP ASSOCIATION

Veh Reg	Capacity	Route No	Exp Date
CS 9891	15	600KM ELIM	INDEFINITE
CS 15159	14	831, A57, A60, T90, CH	2019/05/31
CS 2097	13	A57, A60, T90, CH, LE	2021/05/31
CS 3915	15	831, 874, R79, R80, CH, WCED	INDEFINITE

BREDASDORP ASSOCIATION			
CS 9463	14	831, CH	INDEFINITE
CS 12065	15	874, CH, WCED	2017/04/30
CS 1427	15	874CH, WCED	2021/06/30
CS 14757	6	874, R79, R80	2020/07/31
CS 10312	15	831, 874	2021/04/30
CS 16059	15	831, 874	2021/12/31
CS 8875	9	A57, A58, A59, A60	INDEFINITE
CS 9220	12	A57, A58, A59, A60	INDEFINITE
CS 4807	15	A57, A58, A59, A60	INDEFINITE
CS 15021	6	874, E32, R79, R80, CH	INDEFINITE
CS 5371	6	874, E31, O55, R79, R80, CH	2021/04/30
CS 14574	14	831, 874, A57, A58, A59, A60, CH	2017/04/30
CS 5181	15	874, CH	2021/11/30
CS 13343	15	R79, R80, LE, CH	2017/06/30
CS 16302	15	874, R79, R80, CH	2021/07/31
CS 15625	15	874, LE, CH	2020/08/31
CS 9459	15	874, CH, WCED	2021/11/30
CS 2687	21	831, 874	2021/05/31

ROUTE NUMBER	ROUTE DESCRIPTION
766	PROTEM - BREDASDORP
804	STRUISBAAI - BREDASDORP

ROUTE NUMBER	ROUTE DESCRIPTION
805	STRUISBAAI - STRUISBAAI
806	STRUISBAAI - BREDASDORP
831	BREDASDORP - BELLVILLE
874	BREDASDORP - BREDASDORP
A57	NAPIER - BREDASDORP
A58	NAPIER - CALEDON
A59	NAPIER - ELIM
A60	NAPIER - KLIPDALE
E31	BREDASDORP - NAPIER
G53	STRUISBAAI - BELLVILLE
O55	BREDASDORP - TOPDEK TOWNAL NORTH
R 45	CAPE AGULHAS - CAPE TOWN
R 46	CAPE AGULHAS - BREDASDORP
R 79	BREDASDORP - STRUISBAY/AGULHAS
R 80	BREDASDORP - ARNISTON
T90	NAPIER - NAPIER
CH	CHARTER
LE	LEARNERS/SCHOLARS
WCED	SHOLARS ITO WCED CONTRACT
TO	TOURISTS

OVERSTRAND ASSOCIATION			
Veh Reg	Capacity	Route No	Exp Date
CEM 31254	15	768-770, M15, M16, W53, LE, CH	INDEFINITE
CEM 35980	15	768-770, M15, M16, CH	INDEFINITE
CEM 14190	15	768-770, M16, R50, W53	2019/04/30
BASSONWP	15	768-770, Q31, CH	INDEFINITE
CEM 4045	15	768-770, M15, M16, CH	INDEFINITE
CEM 2333	15	768-770, Q31, CH	INDEFINITE
CEM 26120	15	768-770, M15, M16	INDEFINITE
CEM 11936	14	768-770, CH	INDEFINITE
CEM 3428	15	D41-D44, CH	INDEFINITE
CEM 13890	15	770, M15, M16, CH	INDEFINITE

OVERSTRAND ASSOCIATION

CEM 29659	15	768-770, M15, CH	INDEFINITE
CEM 10600	15	768-770, CH	INDEFINITE
CEM 9295	14	C11, I09, I10, CH	INDEFINITE
CEM 2868	14	C11, I10, M16, CH	INDEFINITE
CEM 18892	22	CH	2016/08/31
CEM 1294	15	775, M97, Q47, CH	2020/12/31
CEM 15713	15	768-770, M15, M16, CH	INDEFINITE
CEM 22366	14	768-770, M15, M16, CH	2021/03/31
CEM 24850	15	768-770, M15, M16, CH	2017/06/30
CEM 1489	14	769, 770, 859, CH	INDEFINITE
CEM 29933	14	768, M15, M16, CH	INDEFINITE
CEM 11414	15	CH	2016/05/31
CEM 20585	14	775, M97, Q47, CH	2021/03/31
CEM 16558	15	768-770, M15, M16	INDEFINITE
CEM 13700	15	768-770, M15, M16, CH	INDEFINITE
DEZ01WP	15	768-770, M15, M16, CH	INDEFINITE
CEM 7505	15	D44, I10, CH	2020/10/31
CEM 14065		D44, I10, Q29, CH	INDEFINITE
CEM 8652	19	ST, CH	2017/03/31
CEM 36649	22	ST, CH	2017/03/31
CEM 6977	22	ST, CH	2017/03/31

OVERSTRAND ASSOCIATION

CEM 2910	22	ST, CH	2017/04/30
CEM 39698	15	768-770, M15, M16, CH	INDEFINITE
CEM 9292	14	CH	2016/09/30
CEM 15163	15	768-770, M15, M16, R50, CH	2021/03/31
CEM 13754	13	768-770, M15, M16, CH	INDEFINITE
CEM 1874	22	LE, ST, CH	2016/08/31
CEM 6172	15	768-770, M15, CH, ST	INDEFINITE
CEM 26560	22	LE, ST, CH	2016/12/31
CEM 7274	22	CH	2017/06/30
CEM 53710	15	768-770, M15, M16, W53	2020/12/31
CEM 32375	15	775, M97, Q47, Q48, CH	2020/11/30
CEM 36512	15	775, 802, M97, CH	2017/05/31
CEM 5465	15	LE, CH	INDEFINITE
CEM 26220	60	LE	2018/10/31
CEM 36341	15	775, 802, M97, T65, LE	2017/10/31
CEM 22158	22	LE, CH	2016/06/30
CEM 12262	13	LE, WCED, CH	2017/05/31
CEM 29156	15	768-770, M16, Q31, CH	INDEFINITE
CEM 27354	6	LE	2019/01/31
CEM 34962	15	768-770, M15, M16, CH	INDEFINITE
CEM 40285	22	LE, CH	2018/04/30

OVERSTRAND ASSOCIATION

CEM 35104	15	769, 770, 859, M15, M16, CH	INDEFINITE
CEM 18519	15	LE	2018/05/31
CEM 30917	14	768-770, CH	INDEFINITE
CEM 39945	15	D44, I10, Q29, CH	INDEFINITE
CEM 8723	15	768-770, M15, M16, W53, CH	2020/12/31
CEM 14622	13	768-770, M15, M16, CH	INDEFINITE
CEM 30102	15	768-770, M16, Q31, CH	INDEFINITE
CEM 30557	15	CH	2016/08/31
CEM 14016	15	768-770, M16, Q31, CH	INDEFINITE
CEM 4925	9	ST, CH	INDEFINITE
CEM 35126	15	768-770, N86, Q31, CH	2017/07/31
CEM 8587	21	LE, CH	2016/09/30
CEM 25723	6	METERED TAXI	2017/06/30
CEM 30675	22	ST, CH	2017/10/31
CEM 7499	15	LE, ST	2017/08/31
CEM 32251	13	CH	2017/05/31
CEM 26572	14	768-770, CH	2017/07/31
CEM 34697	22	ST, CH	2016/11/03
CEM 31099	22	775, Q28, Q47, CH	2021/03/31
CEM 8885	15	775, M16, M97, Q47, Q48, LE, CH	2019/07/31
CEM 7300	15	775, M97, Q47, Q48, LE, CH	2017/02/28
CEM 25095	21	LE, CH	2016/11/30
CEM 21284	22	CH	2017/04/30
CEM 27072	22	CH	2017/07/31
CEM 2994	13	775, M97, Q47, LE, CH	2020/06/30
CEM 31805	22	LE, CH	2017/10/31

ROUTE INFORMATION	DESCRIPTION
768	HAWSTON - HERMANUS
769	MOUNT PLEASANT HERMANUS - HERMANUS

ROUTE INFORMATION	DESCRIPTION
770	ZWELIHLE HERMANUS - HERMANUS
775	MASAKHANE TOWNSHIP GANS BAY - GANS BAY
802	GANSBAAI - PEARLY BEACH
859	HERMANUS - HAWSTON
C11	STANFORD - HERMANUS
D41	STANFORD - STANFORD
D42	STANFORD - STANFORD
D43	STANFORD - SUNDAYSKLOOF
D44	STANFORD - HERMANUS
I09	STANFORD - PAARDENBERG
I10	STANFORD - BELLVILLE
M15	HERMANUS - BELLVILLE STATION
M16	HERMANUS - MQANDULI
M97	GANSBAAI - HERMANUS
N86	SANDBAAI - HERMANUS
Q28	MASAKHANE - HERMANUS
Q29	STANFORD - MQANDULI
Q31	HERMANUS - BELLVILLE STATION
Q47	GANSBAAI - BELLVILLE
Q48	GANSBAAI - MQANDULI
R 50	ZWELIHLE - GATEWAY
T65	GANSBAAI - MQANDULI
W53	HERMANUS - ELLIOTDALE
LE	LEARNERS / SCHOLARS
ST	STAFF
CH	CHARTER
WCED	WESTERN CAPE EDUCATION DEPT CONTRACT

VILLIERSDORP ASSOCIATION			
Veh Reg	Capacity	Route No	Exp Date
CAM 9978	22	965, D74, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43, LE	2021/01/31
CAM 30071	15	965, D74, D82, D97, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43, LE	2021/05/31
CAM 24896	15	965, D74, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43, LE	2017/04/19
CAM 13926	15	965, D74, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V42	2021/03/31
CAM 7199	15	D74, E7, G29, V39-V42, CH	INDEFINITE
CAM 6840	15	D74, E18, G29, V39-V42, CH	2021/03/31
CAM 30352	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/02/28

VILLIERSDORP ASSOCIATION

CAM 29238	22	965, D74, D82, E18, E38, J47, K94, K95, V39-V43	2020/06/30
CAM 31138	15	965, D74, D82, E18, E38, G29, J47, K94, K95, N59, N60, V39-43, Y31-Y35, LE	2022/04/31
CAM 31703	22	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43, LE	2021/05/31
CAM 31442	15	D74, E18, J47, V39-V43, LE	INDEFINITE
CAM 6897	15	965, D74, D82, D97, E7, E18, E38, G29, K94, K95, V39-V42, H71, N57, T52, LE	INDEFINITE
CAM 24042	15	D97, E18, D74, E38, D82, G29, K94, K95, V39-V42, LE	2019/04/30
CAM 27861	15	965, E7, E18, G29, K95, N59, N60, V39-V43, LE	2022/08/31
CAM 14344	15	965, D74, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/11/30
CAM 1138	15	965, D74, D82, D97, E18, E38, G29, K94, K95, N59, V39-V42, LE	2020/03/31
CAM 20994	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/02/28
CAM 25120	15	965, D74, D82, D97, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/05/31
CAM 4436	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43, Y31-Y35	2022/03/31
CAM 32913	15	E18, D74, G29, J47, K95, N59, V39-V42	2021/09/30
CAM 20687	15	I27, J47	2021/09/30
CAM 14270	15	965, D74, D82, D97, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2020/12/31
CAM 28805	15	965, D74, D82, D97, E7, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/04/30
CAM 31925	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2020/08/31
CAM 8869	15	627, 965, D74, H71, J47, K95, N57, T52	2020/02/28
CAM 10222	15	627, 965, D74, H71, J47, K95, N57, T52	2017/07/31
CAM 18695	15	627, 965, D74, H71, K94, K95, N57, T52	2020/02/29

VILLIERSDORP ASSOCIATION			
CAM 5782	15	965, D74, E7, E18, G29, J47, K94, K95, N59, N60, V39-V42	2019/11/30
CAM 31812	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/02/28
CAM 11274	15	D74, D82, D97, E7, E18, E38, G29, K94, K95, N59, , V39, V40, V41, V42, LE	2021/08/31
CAM 10734	15	627, D74, E7, G29, H71, N57, N59, T52	2016/09/30
CAM 11708	15	627, D74, E7, G29, H71, J47, K95, N57, N59, T52	2020/01/31
CAM 33214	15	965, J47, D97	2021/06/30
CAM 1606	22	965, G29, K95, N59, N60, V39-V43	2020/12/31
CAM 33087	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/06/30
CAM 10745	15	965, D74, D82, D97, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/10/31
CAM 24198	15	965, D74, D82, D97, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/10/31
CAM 28417	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, CH	2020/11/30
CAM 12065	15	965, E18, E38, G29, J47, K94, K95, N59, N60, V39-V42	2021/02/28
CAM 10990	15	965, D74, D82, D97, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/10/31
CAM 19143	15	965, D82, D97, E18, E38, G29, J47, K94, K95, N59, N60, V39-V42	2017/08/31
CAM 4866	15	965, D74, E18, E38, G29, J47, K94, K95, N59, N60, V39-V43	2021/02/28

ROUTE NUMBER	ROUTE DESCRIPTION
965	VILLIERSDORP - GRABOUW VIA VYEBOOM
D74	GONIWE PARK VILLIERSDORP - MATATIELE
D82	VILLIERSDORP - GONIWE PARK
D97	VILLIERSDORP - STETYN FARMS VILLIERSDORP
E7	GONIWE PARK VILLIERSDORP - BELLVILLE
E18	GONIWE PARK VILLIERSDORP - SOMERSET WEST
E38	VILLIERSDORP - HIGH NOON
G29	GONIWE PARK VILLIERSDORP - WORCESTER
I27	GONIWE PARK VILLIERSDORP - WORCESTER
J47	VILLIERSDORP - WORCESTER

ROUTE NUMBER	ROUTE DESCRIPTION
K94	GONIWE PARK VILLIERSDORP - GRABOUW
K95	GONIWE PARK VILLIERSDORP - CALEDON
N59	VILLIERSDORP - HERMANUS AND KLEINMOND
N60	VILLIERSDORP - FRANSCHHOEK
V39	VILLIERSDORP - MQANDULI
V40	VILLIERSDORP - UMTATA
V41	VILLIERSDORP - MOUNT FLETCHER
V42	VILLIERSDORP - ELLIOTDALE
V43	VILLIERSDORP - MATATIELE
CH	CHARTER SERVICES
LE	LEARNERS / SCHOLARS

OVERBERG ASSOCIATION			
Veh Reg	Capacity	Route No	Exp Date
CAM 12316	15	911, 913, 954	INDEFINITE
CAM 5133	15	911, 913, 954	INDEFINITE
CAM 19481	15	911, 913, 954	INDEFINITE
CAM 30969	15	911, 912, 913, G8, WCED, LE, CH	2020/04/30
CAM 19759	15	50KM RADIUS MARSVELD STREET	INDEFINITE
CAM 26361	15	5KM RADIUS MARSVELD STREET	INDEFINITE
CAM 23677	15	5KM RADIUS MARSVELD STREET	INDEFINITE
CAM 25733	15	50KM RADIUS MARSVELD STREET	INDEFINITE
CAM 18824	15	CH, FARM WORKERS	INDEFINITE
CAM 12147	15	CH, SCHEDULED BUS SERVICE, WCED	INDEFINITE
CAM 2618	32	CH, FARM WORKERS, BUS SERVICE, WCED	INDEFINITE
CAM 7253	40	CH, FARM WORKERS, BUS SERVICE	INDEFINITE
CAM 33578	40	CH, FARM WORKERS, BUS SERVICE, WCED	INDEFINITE

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CAM 470	60	CH, FARM WORKERS, BUS SERVICE, WCED	INDEFINITE
CAM 11177	15	ST, CH, WCED	INDEFINITE
CAM 3250	15	WCED	2018/12/31
CAM 11199	40	WCED, ST, CH , BUS SERVICE	INDEFINITE
CAM 8832	15	955, 956, CH	INDEFINITE
CAM 1258	22	ST, CH, BUS SERVICE, WCED	INDEFINITE
CAM 13778	22	ST, CH, BUS SERVICE	INDEFINITE
CAM 11785	30	ST, CH, BUS SERVICE, WCED	INDEFINITE
CAM 29990	30	ST, BUS SERVICE, WCED	INDEFINITE
CAM 11100	15	T69-T71, CH	INDEFINITE
CAM 11188	30	CH, BUS SERVICE, WCED	INDEFINITE
CAM 11122	30	ST, CH, BUS SERVICE	INDEFINITE
CAM 21213	15	WCED	2018/03/31
CAM 11166	60	CH	2022/09/30
CAM 11139	15	WCED	2017/12/31
CAM 327	15	CH	INDEFINITE
CAM 6138	15	911-913, 954, CH	INDEFINITE
CAM 32401	15	911-913, 954, CH	2021/06/30
CAM 34184	15	LE, ST, CH	2019/06/30
CAM 32195	15	Z1, LE	2022/10/31
CAM 11489	15	LE, CH	2022/11/30
CAM 26343	15	911-913, G08, I07, I08	INDEFINITE

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CAM 16922	15	LE, WCED	2018/03/31
CA 717745	15	LE, CH	2019/02/28
CAM 32701	15	628, ST, CH	2021/09/30
CAM 30029	15	CH, ST	2022/08/31
CAM 6166	15	911-913, G08, CH, ST	INDEFINITE
CAM 20066	15	TESLAARSDAL - CALEDON	INDEFINITE
CAM 4992	15	628, 911, 912	INDEFINITE
CAM 4905	15	912, 913, G8, LE, Y67-Y72, CH	2020/04/30
CAM 9653	15	LE	2019/03/30
CAM 16917	15	T69-T71, T73, T74, T76, CH	INDEFINITE
CAM 13892	15	ST	2021/07/31
CAM 25735	15	911-913, G8	INDEFINITE
CAM 19824	15	CH, LE	2021/07/31
CAM 11447	15	CH, LE	2021/07/31
CAM 34786	15	J35, CH	INDEFINITE
CAM 6026	15	5KM RADIUS MARSVELD STREET	INDEFINITE
CAM 7819	15	160KM RADIUS MARSVELD STREET	INDEFINITE
CAM 1978	15	CH	INDEFINITE
CAM 22856	22	BUS SERVICE, CH	2022/04/30
CAM 19191	15	CH	INDEFINITE

ROUTE INFORMATION	ROUTE DESCRIPTION
628	TESLAARSDAL - CALEDON
911	CALEDON - BERGSIG/VLEI VIEW
912	CALEDON - VLEI VIEW/BERGSIG
913	CALEDON - MIDDLETON
954	CALEDON - BERGSIG
955	GREYTON - GENADENDAL
956	GREYTON - CALEDON
G8	CALEDON - UITSIG
I07	CALEDON - BREDASDORP
I08	CALEDON - MOORREESBURG
J35	GENADENDAL - CALEDON
T69	BEREAVILLE - CALEDON
T70	BEREAVILLE - GREYTON
T71	GENADENDAL - CALEDON
T73	BEREAVILLE - CALEDON
T74	GENADENDAL - CALEDON
T76	BEREAVILLE - GRABOUW POST OFFICE
Z1	CALEDON - BOTRIVIER
CH	CHARTER SERVICES
LE	LEARNERS/SCHOLARS
ST	STAFF/WORKERS
WCED	WESTERN CAPE EDUCATION CONTRACT

Annexure E

Overberg District LOCAL MUNICIPALITY
RAMP'S Reports