REVIEW OF OVERBERG DITP

DISTRICT INTEGRATED TRANSPORT PLAN FOR OVERBERG DISTRICT MUNICIPALITY

FINAL DRAFT

March 2016

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 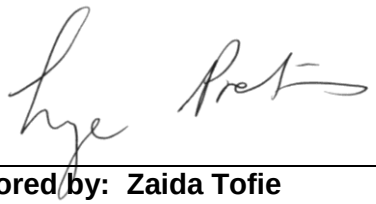 </td></tr>
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 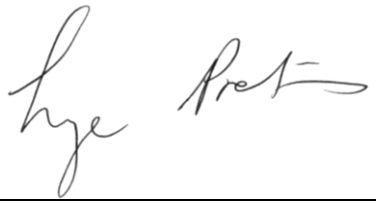 </td></tr>
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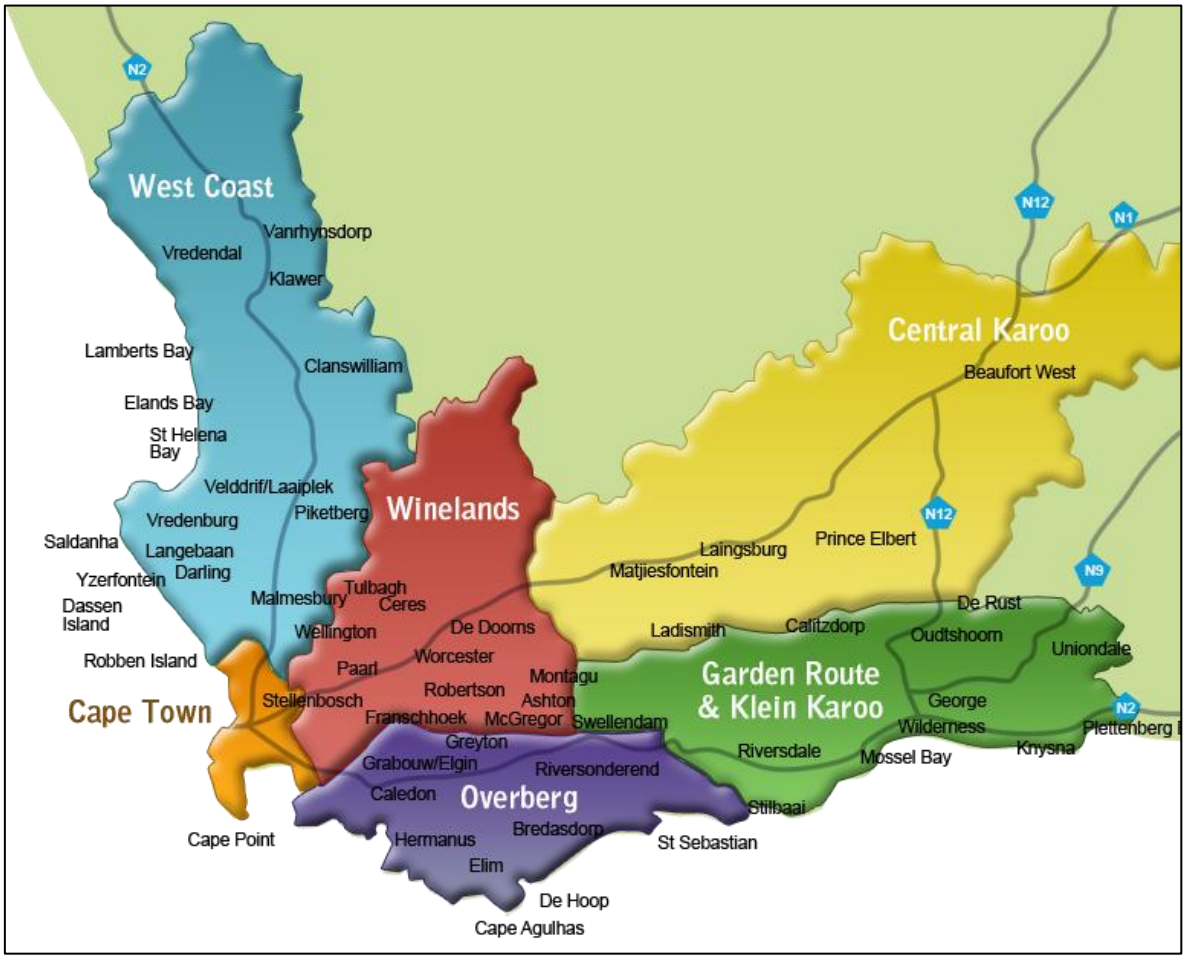
EXECUTIVE SUMMMARY

All District Municipalities (DMs) have to compile an Integrated Development Plan (IDP) as part of the legislated development planning process. The Integrated Transport Plan (ITP) is a specific sector plan, focusing on transport, which feeds into the IDP. Ultimately the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF).

This document is part of the full review of the Overberg DITP and is applicable for the period 2015 – 2020. Local Integrated Transport Plan's (LITP) were also simultaneously prepared for the local municipalities within ODM. The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritized projects for implementation over the next five years. ITPs are important in that projects that are not identified as a priority and listed in the project implementation will not be able to receive national or provincial funding.

As illustrated in the figure below, the Western Cape Province consists of five C- district municipalities (Overberg, Winelands, Western Coast, Central Karoo, Eden (Garden Route and Klein Karoo) and a A-metro (City of Cape Town). ODM is most southerly located in the province with the Cape Winelands to the North, Eden on the east and Cape Town on the west.



Location of ODM in Western Cape Province

ODM has four local municipalities (LMs) which include:

- Cape Agulhas Local Municipality (CALM),
- Overstrand Local Municipality (OLM),
- Swellendam Local Municipality (SLM) and
- Theewaterskloof Local Municipalities (TWKLM).

VISION AND OBJECTIVES

The transport vision for the Overberg District Municipality is as follows:

"To provide an Equitable, Environmentally and Tourist Friendly Transport System for all the Overberg People" (Overberg District Municipality, 2010)

The following includes a list transport objectives for the Overberg included the following:

- Provide public transport options for rural communities
- Promote non-motorised transport
- Improve and integrate transport planning and institutional reform
- Develop transport as an economic growth tool

TRANSPORT STATUS QUO

Spatial Development Framework

The ODM's potential growth and development opportunities have been identified as being in the fields of tourism and agriculture. These industries require good access to transport goods and to service centres as well as to employment opportunities to ensure successful growth in the ODM economy. The PSDF defines priority urban functional regions and rural development corridors to guide infrastructure investment and urban growth management, and in particular, has identified two major leisure/tourism regions (urban priorities) with one being the Overstrand coastal belt. Opportunities to intensify agriculture have been also identified in the lower Olifants and Breede River valleys (which includes part of SLM).

ODM has many rural and remote areas, which are highly reliant on public transport, and due to low income levels a large proportion of ODM population still walk significant distances. Safety, affordability, accessibility, and reliability especially on public transport and NMT services remains a huge challenge within the ODM.

Demographic Overview and Economic Activity

Population distribution and density in the ODM differs according to the type of development and activities in the area. Based on the Census 2011, ODM is home to 258 177 people making up 77 185 households with an average household size of 3.3. Population is concentrated in the main town hubs for each LM i.e. Grabouw and Caledon in TWKLM, Bredasdorp and Napier in CALM, Swellendam in SLM and Hermanus in OLM.

Population growth has slowed down across the district municipality from a 5.0% growth for ODM between 1996 and 2001 to a decline of 2.4% during the period 2001-2011 whereas the province remained largely unchanged.

Employment levels

Almost 17% of the people in ODM are unemployed. When compared to the other four DMs in the Province, ODM has the third highest unemployment rate. Unemployment and poverty affects a large number of people within ODM. There are high levels of rural poverty and unemployment as agriculture is shedding jobs as it transitions to a higher skilled and higher paid industry.

Income levels

A large segment of the population in ODM does not receive any income (39%). About 41 100 people (19%) earn a monthly income between R 801 - R 1 600 and 12% fall in the income bracket of R 1 601 - R 3 200. Of the employed population in ODM, 31% earn a monthly income between R 801 - R 1 600, 19% receive in the category of R 1 601 - R 3 200 and 17% of R 1 - R 400. Overall, figures indicate that income levels are very low which results in monetary constraints of accessibility (costs for transport) and participation.

Public Transport Services

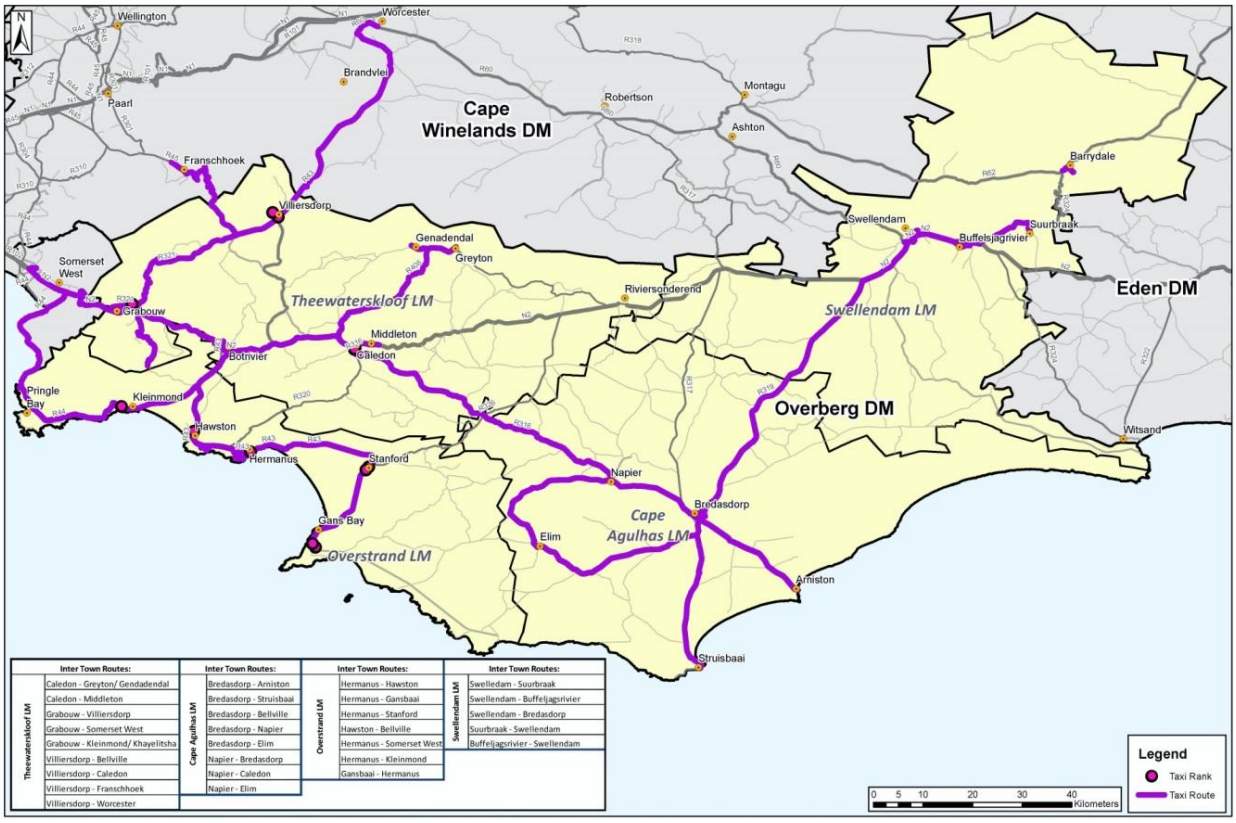
The local public transport services in ODM enable people to access destinations, which cannot be reached on foot or by other modes of non-motorised transport (NMT). These destinations include essential services or activities such as places of employment, shops, government services, hospitals, clinics and schools. Affordability impacts the use of public transport therefore creating a higher percentage of walking.

Currently Minibus Taxis (MBT) is the dominant mode for both commuter and long-distance public transport services. Population densities are relatively low and destinations far between in many towns of ODM. This reduces the cost effectiveness of public transport and particularly bus services. Most bus services that operate in ODM are for learners forming part of the Department of Education's contracted services for learners.

Privately owned long distance commercial bus services that operate in the ODM are InterCape, Greyhound, SA Road Link, TransLux, Bazz Bus and Tuinroete Busdiens. These services are provided in the towns of Caledon, Hermanus (only Bazz Bus) long distance services and Swellendam and allow passengers to travel to Cape Town, Johannesburg and Durban.

Currently there are no commuter rail services within the ODM.

The MBT is the dominant public transport mode in ODM primarily due to its flexibility and ability to adapt to different passenger demands between towns and more remote rural areas. MBTs provide unscheduled public transport services where vehicles can be hailed or asked to stop to allow passengers to exit at any point on their route. At the LM level the MBT associations generally provide MBT services in the areas in and around the towns in which they are based. MBT rank surveys were undertaken as part of the 2015 CPTRs for CALM, OLM, SLM and TWKLM. There are currently 41 operational MBT ranks located within ODM. Most ranks in the ODM are informal in nature and are not equipped with sufficient infrastructure such as benches and toilet facilities.



MBT Routes and Ranks in ODM

There is one commuter bus service in ODM. This bus service operates from Grabouw 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.

The majority of these services have scheduled stops in larger towns along the N2. These long distance buses utilise existing filling stations for their stops and typically there are no formal shelters for waiting passengers. It is also not possible to construct shelters at these locations without the permission of the private land owners.

There is no passenger rail in ODM. Attendees of the public meetings strongly argued for the re-instatement of a passenger rail service.

Long distance rail services from Cape Town to Johannesburg, Durban and East London are provided through Shosholoza Meyal. People within the ODM wanting to gain access to long distance rail services can only access these services from Worcester, Bellville and Cape Town which are outside ODM and require another long distance minibus taxi fare or for them to use private transport.

Public transport infrastructure from an ITP perspective deals primarily with road-based facilities for buses and MBTs. This section contains a brief discussion on each of the types of facilities and refers to the 2015 ODM CPTR. This CPTR was updated with information obtained during site visits for the preparation of the ITP.

There are three informal bus facilities located in towns along the N2 used by an interprovincial bus service. The challenge for the LMs is to provide adequate facilities for the passengers of these services. Facilities should ideally have a ticket or booking office, shelter, restrooms, baggage

storage and other features required by this type of service. Existing bus facilities tend to be provided informally at filling stations along the route and there are typically no designated bus facilities provided by the local municipalities.

There are 22 formal MBT facilities located in the ODM.

The challenge facing the LMs is mainly the availability of funds to address the priority needs at the public transport facilities. An assessment study of the operational requirements at each facility will provide a basis for the consolidation of various facilities, as well as for funding applications for the construction of required facilities and upgrades. The four LMs require guidance and funding from the ODM or the planning of transport facilities to ensure the development of an IPTN service.

There are currently no active rail stations along the existing corridors in the ODM. Re-activation of the old commuter rail service was raised as a request at all of the public meetings held in the various LMs of ODM. However the rail function lies with PRASA. A situational analysis of the Western Cape Province rail system in National Railplan (2006) confirms the importance of protecting the investment made in the rail system and the enhancement of the operational conditions. However, there are no defined timeframes for rolling out rail services to ODM.

Roads and Traffic

This section in this transport register is a summary of the information found in the Pavement Management System (PMS) and Road Network Information System (RNIS) of the Western Cape.

The road network through the ODM consists of 4000 km of national and provincial roads. The N2 is the major road-based link making up 4.5% of the road length within the ODM.

Provincial roads are classified into four categories according to their function including trunk roads, main roads, divisional roads and minor roads. These secondary and tertiary roads cater mainly for intra-provincial travel and are largely the responsibility of the provincial government.

All national roads, trunk roads and most main roads are paved. Most divisional roads and minor roads are gravel. Paved surface roads make up 28% of the road network while gravel roads make up 72%. OLM has the highest percentage of paved roads and CALM the lowest percentage of paved roads out of the four local municipalities within the ODM. The majority of the traffic volumes and traffic flow is on the paved roads in ODM.

Maps indicating the condition of both the paved and gravel rural road network are included in the report. It is clear that most roads (71%) are in a very good to fair condition. Roads in a poor and very poor condition amounts to 29% of the rural road network. The two worst surfaced roads are the R312 between Grabouw and Villiersdorp and the R317 between Bredasdorp and Riviersonderend. The R312 carries relatively high traffic volumes while the R317 carries low traffic volumes. The two road are both provincial main roads with the R321 within TWKLM and the R317 running through the CALM and SLM.

The two worst gravel roads, having sections in a very poor condition, are the DR01273 running north-south below Swellendam and the OP04229 between Bredasdorp and Caledon. These are isolated rural access and divisional roads. There are many other gravel roads being labelled in a poor condition.

The OLM has the highest traffic volumes out of the four local municipalities within ODM. The highest AADT in ODM is found on the N2 between Gordon’s Bay and Grabouw of 12 500 vehicles per day with around 9% of the traffic being heavy vehicles. Some of the high demand for the N2 before Grabouw can be attributed to the high demand for Hermanus.

The traffic volumes have grown over the years, as expected in accordance with the GDP growth rate of South Africa, which varies but averages around 2% to 3%.

The status quo of road safety in ODM is reflected by accident data collected by the WCG Accident Bureau. Most accidents take place on provincial roads, which carry the higher traffic volumes.

There are on average 2 900 crashes within the ODM per year, there appears to be no obvious trend, besides for an apparent decline in crashes within the OLM over the last 7 years. There are on average 58 fatal accidents and 70 fatalities per year within the ODM, there appears to be no obvious trend, besides for an apparent decline in fatal crashes and fatalities over the last 5 years.

Non-motorised Transport

The NMT environment in ODM is generally fair with poor quality infrastructure and lack of direct and continuous routes. As there is no NMT network, existing NMT routes within the road environments are often poorly maintained, seldom used, highly unsafe and in some cases suffer from the infiltration of crime. This is often due to poor infrastructural planning, lack of integrated design approach, and difficulties experienced in operation and marketing of public spaces. Sidewalks, if existing, are often untarred and NMT users tend to use the road and are therefore exposed to high safety risks.

Learner Transport

The South African Schools Act of 1996 makes it compulsory for children between the ages of 7 and 15 to attend school. Thus, in order to facilitate access to schools in ODM the Western Cape Education Department (WCED) has been administering transport subsidies for learners who live further than 5km from their local school.

The Western Cape is one of the few provinces who address learner travel through learner bus contracts. Budgetary constraints affect the provision of transport to learners and determine the minimum distance needed between a school and a learners residence to enable the learner to qualify for transport. There are two policy documents, which describe the criteria for the transportation of learners attending ordinary public schools:

- WCED Learner Transport Policy for Public Ordinary Schools (Draft, 2010)
- National Learner Transport Policy, (Draft, November 2014)

According to the 2014 WCED records there are a total of 93 primary, secondary and combined schools in the ODM. Of these schools, there are 33 which are served by 83 learner contract routes. Each of these schools receives a learner subsidy from the WCED. Therefore 35.5% of primary, secondary and combined schools/educational institutions in the DM are using learner contracts. 60% of the learner contracts are used by primary schools and combined schools.

Walking is the most popular method to make their journey to school. Depending on the distance a learner has to travel and available infrastructure along a route, this can be a major safety concern, especially during the winter period when it is still dark.

Freight Transport

The movement of freight is fundamental to ODM since all economic activity, be it agricultural, infrastructure development, energy production or general industry. There are two main freight routes within the ODM. The N2 transports freight along the east-west axis along the coast of South Africa, primarily between East London and Cape Town. This route will be described as the “Bellville-Bredasdorp” corridor. This is because there is a railway line and a road network with

connecting both these centres. The second freight corridor within the ODM is the Worcester-Swellendam link along the R60 and railway line.

The following sectors made the largest contributions to ODM employment in 2007: Agriculture (19.5%); Community, Social and Personal Services (12.4%); Construction (11.8%); and, Manufacturing (10.2%).

A freight transport model was developed by Transnet Freight Rail (TFR) in 2007. The total freight volumes by surface transport (road and rail), as well as the volumes by rail, were analysed. This analyses show that road freight is the most dominant freight mode currently in the ODM and is likely to continue in the near future. 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 2019. Further consultation with TFR confirmed that TFR does not foresee any rail network improvements in the next 20 years to accommodate freight movement. The existing rail network is deemed adequate to accommodate the expected increase in rail freight in the next 20 years.

The highest freight vehicle volumes, total weight and average vehicle weight within the ODM are recorded on the N2, as expected. The second busiest freight route by weight is the R60 between Worcester and Swellendam confirming the importance of this recently upgraded road.

The categories for the commodities include the following:

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

There is one weighbridge within the ODM, which is on the N2 at Swellendam, which is managed by the Western Cape Provincial Traffic Department. The operational weighbridges affecting the ODM region include:

- Somerset West: located near the N2 at the R44 Broadway interchange
- Swellendam: located on the N2 at the western Swellendam access point

At the Somerset West site, 84% of vehicles weighed were within the legal weight during 2008. This percentage increased to 91%, 6 years later in 2014. At the Swellendam site, 89% of vehicles weighed were within the legal weight during 2008. This percentage increased to 92%, 6 years later in 2014. However, while overloading on the main freight routes has decreased significantly over the past four years, diversion of over-loaded vehicles along escape routes is problematic in certain areas and must be addressed.

Air Transport

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.

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 existing or construction of new airstrips in ODM can pave the way towards many opportunities for people in and around surrounding towns within the district. 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.

Tourism Transport

There are a number of towns in ODM particularly the coastal towns of Hermanus, Gansbaai, Kleinmond, Struisbaai, Witsand and Arniston 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 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.

Tourism information was requested from officials of the various LMs to try to quantify the number of visitors to the area, but was not available for inclusion in this report.

Health

The Department of Health provides health services for patients within ODM in the form of various hospitals, clinics and mobile clinics. The department has at their disposal a fleet of vehicles which is used to transport staff, medicine as well as to provide mobile clinic services. The fleet is not designed to carry non-patients.

The service is pre-booked by the hospital or clinic and the patients are notified of the date when the service will be available and the location of the pick-up point within their town. Special arrangements, such as collections from the home to the hospital are made for patients who cannot access transport or public transport.

During the public meetings, major issues and concerns regarding access to health facilities were raised including the following:

- There were insufficient emergency vehicles for the area
- Long waiting times if an ambulance is requested
- High cost of ambulance services is problematic with the low-income levels in ODM
- Healthnet vehicles only have specific pick-up points and still require patients to be able to use other forms of private or public transport to get to the pick-up points. These are also costly for poorer households and the informal nature of MBT mean that services are not always available when patients need them.

Passengers with Special Needs

Universal design is an approach to create an environment that meets the needs of all potential users to the greatest extent possible. Taking into consideration the diverse abilities of individuals, such as agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, sensory processing capacity, strength, vision, and walking speed; it emphasises inclusive design that ensures participation and access for all. In the context of the sprawl of settlements in ODM and long distances between nodes, this particularly highlights access to public transport modes.

The Census 2011 revealed that the one sub-group of the above (persons with difficulties in seeing, hearing, walking, communication) accounts for around 15% of the total population within ODM.

It is clear that transport planning therefore should include provisions for special categories of passengers, as people with physical disabilities are the most affected by access to transportation and public transport in particular. For example, dropped kerbs on sidewalks with obstructions placed in the centre (e.g. poles) and tactile paving for pedestrians with impaired sight, create difficulties for the user to access the sidewalk. In general, accessible design requires the elimination of obstacles within the route of travel. Planning should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another. Municipalities should promote universal accessibility in all existing and new transport modes, facilities and infrastructure, to the benefit of the full spectrum of users with special needs.

Financial Information

The availability of adequate funding to realise transport projects listed in their ITPs remain a concern for most planning authorities in the ODM. ODM officials have also mirrored this concern for inadequate funds and argue that their lack of progress on projects listed in their previous ITP versions can be specifically attributed to this factor.

ODM transport institutional and organisational structure

ODM's existing institutional and organisational structure does not have a special line function for transport planning, particularly public transport. As a result the coordination of transport and transport planning projects is carried over and above existing functions. This means that there is typically little capacity to undertake transport planning, and for example the preparation of the ITP is undertaken by external consultants with funding from the WCG and does not provide inputs on operating license applications or interactions with any public transport operators. Currently there are no transport projects carried out by ODM due to lack of institutional capacity and lack of available funds.

OPERATING LICENSING STRATEGY

The information collected during 2014 and recorded in the 2015 CPTR for ODM was used to prepare the OLS. The CPTR served to confirm the routes, locations of major taxi ranks and to determine the utilisation on the current taxi routes. The following sources of information were used:

- Consultation with the taxi industry is central in the development of an OLS. Interviews with the local Taxi Association and with transport and traffic officials at the local municipality offices, were an important source of information
- 2014 survey information to identify taxi ranks and major boarding locations and route utilisation levels
- Route numbers and descriptions obtained through the PRE as part of the 2015 CPTR and OLS process
- Information on vehicle registration numbers and Operating Licenses (OLs) obtained from the PRE Taxi rank surveys and on-board surveys to verify routes and services.

The PRE provided electronic database of the OLs registered on each Overberg route in 2014. This database enabled the comparison between the registered OLs with those observed during the surveys. This database was used to match the 2014 vehicle registrations surveyed in each of the LMs with that of the 2014 PRE database.

A summary of the routes surveyed at the CALM, OLM, SLM and TWKLM ranks, as well as the OLS recommendations based on both the surveys and the PRE information is shown in this secion. The

resulting recommendation focuses on current capacity, whether the redistribution of licenses should be investigated, whether route licenses should be reviewed or whether sufficient capacity exist and no new route licenses are needed. Recommendations regarding enforcement of legal operations are also made. The recommendations in these tables either show the following:

- When there is a under-supply of service/ under-capacity of service on a route - it is recommended that additional route licenses be approved
- Where there is sufficient existing capacity - it is recommended that no additional operating licences be considered for these routes.
- Where there is an over-supply/ over-capacity of service on a route – it is recommended that no additional operating licenses be considered. Further analysis may be required, but possible action could include negotiations with relevant operators and taxi association to covert these licenses to under-supplied routes or withdrawing licenses if they are no longer in use.
- When illegal vehicles were observed during the survey - it is recommended that there is a focus on enforcement.

There are significantly more vehicles observed operating on existing routes than reflected in the PRE information. Analysis of the PRE information of the existing licences reveal that there are too many operating licences issued on existing taxi routes when compared with the perceived (surveyed) demand, i.e. the routes are over-traded.

The OLS analysis indicates that:

- Service status as surveyed differs from the current services status as recorded at the PRE.
- Some routes are over-traded, some routes have a significant number of illegal operators and some routes warrant the issuance of the additional licences.

The steps envisaged to align the operating licences available with licences required for implementation of the proposed public transport strategy will need to be discussed between the local municipalities and the Taxi Association upon acceptance and approval of the OLS. This action ought to include regular liaison with the taxi industry to ensure improved co-ordination between the operator and the authority.

The OLS is based on a sample or snap-shot view of their operations from a weekday, end of month Friday, end of month Saturday and all-pay day survey. There are also challenges with obtaining accurate assessments of operations.

RATIONALISATION PLAN (RAT PLAN)

The Western Cape Government has initiated the development of a Provincial Public Transport Institutional Framework (PPTIF) with the primary aim of addressing the key constraints to improving both public and non-motorised transport in the non-Metro areas of the Western Cape, through the development of a refined strategic approach for achieving progress.

This refined approach aims to incorporate lessons learnt through the implementation of public transport improvement initiatives in South Africa, particularly in George and Cape Town.

The Incremental Approach to public and non-motorised transport improvement was developed in response to the key constraints described above. The approach proposes the staged implementation of improvement initiatives which result in real improvements to the user experience,

but in a fashion that reduces the capacity burden on government, lowers the cost of improvement and reduces the risk of transformation to the public transport industry.

The Incremental Approach includes three stages. It is important to note that this approach is not prescriptive. It provides a framework which can be applied to different contexts (different PPTIF categories described above) and adapted accordingly and it provides strategic guidance on what aspects of the transport system should be addressed or improved at what stage.

- **Stage 1:** The aim of Stage 1 is to begin to address some of the critical public and non-motorised transport issues in Western Cape municipalities. To an extent, this approach builds on existing expertise and capacity within local government and begins a process of enhanced capacity development to manage increasingly complex transport networks. At the same time, Stage 1 does not impose a dramatic change to the business model of existing public transport operators and, overall, it allows for shorter term, lower impact, affordable responses which are suited to the specific local areas being addressed.

  More specifically, Stage 1 includes a strong focus on non-motorised transport, basic infrastructure improvements and the regulation and enforcement of existing public transport operators, in conjunction with strengthened industry engagement. The aim here is to 'get the basics rights' before moving toward the implementation of expensive and complex integrated public transport networks.

- **Stage 2:** In Stage 2, government begins to introduce small subsidised service contracts with existing operators for the provision of higher quality public transport services.

  Through the use of contracting, government begins to incentivise self-organisation and consolidation within the industry. In Stage 2, the work streams established in Stage 1 are continued. Additional areas of focus include introducing and managing subsidised contracts for public transport operators, small-scale ITS and AFC systems and managing data from these systems. Monitoring public transport operators becomes a priority.

- **Stage 3:** In Stage 3, the public transport priorities established in the previous two stages are consolidated and extended. Where appropriate and financially viable, the municipality moves towards progressively implementing a context-appropriate IPTN network with gross contracts between government and private operators. The nature of this network will differ markedly by context and area typology.

There is very little capacity to pursue public and non-motorised transport improvement at the Western Cape municipal level. In the longer term, capacity will be developed at the local level so that municipalities can perform their land transport functions either independently or jointly with adjacent municipalities, potentially through the establishment of municipal entities.

Support from the Western Cape Government (the Department of Transport and Public Works) will be split into two overarching functions with different purposes:

- The Western Cape Government will act as an incubator where a newly established provincial incubation unit will work to establish local transport units in priority areas of implementation. Together, these provincial units will plan, implement and manage local public and non-motorised transport improvement, working jointly with municipalities. Once sufficiently developed, the units will be transferred to municipal ownership.
- The Western Cape Government will perform platform functions which are those functions that it makes sense to be performed indefinitely on a province-wide basis.

This includes developing centralised technology platforms and systems which will support province-wide public and non-motorised transport improvement.

The Intergovernmental relationship between the Western Cape Government and targeted municipalities will be supported by the establishment of Joint Planning and Implementation Committees/Forums, to guide improvement initiatives.

It is also important to note that although it is proposed that the Western Cape Government play a central role in the performance/support of functions and flow of funds, a local municipality can take on these roles at any point according to current legislation.

The Western Cape Government will drive an effort to source the necessary funding for the proposed improvements, both from internal sources and from other sources such as National Government and international donors.

The implementation plan covers 5 years and includes the necessary steps in the implementation process, including the technical, institutional, organisational and funding components.

The basis of the implementation plan is the piloting of the PPTIF in 3 priority municipalities over a 5 year period. After the 5 year period, the pilot projects will be reviewed and successful elements will be rolled-out to other municipalities in the Western Cape.

TRANSPORT NEEDS ASSESSMENT

Throughout the development of the ITP's project life-cycle there have been various activities that were used to assess the various transport needs in ODM. These included:

- A public meetings held in each LM.
- Discussions with LM officials including a district steering committee meeting and LM working group meeting.
- Site visits.
- Data collection surveys.
- Meetings with the taxi associations.
- Review of previous ITP needs and projects.
- Review of spatial development plans (SDFs) and Integrated Transport Plans (IDP).

The transport needs assessment indicated the following:

- The ITP should also incorporate and prioritise transport projects of spheres of government other than the local and district municipalities, including the N2 toll road, the Hermanus-Stanford road rehabilitation, the proposed Hermanus CBD bypass and the Overberg Mobility Strategy.
- Transport projects in the ITP should be reflected in the Provincial Land Transport Framework and vice versa.
- The ITP should include recommendations toward implementing the Overberg Mobility Strategy.
- Tourism should be included as a separate priority in the ITP.

The needs assessment has been summarised by key focus areas and there are a few needs obtained from public meeting comments which have been recorded specific to the particular LM to which they are applicable.

SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

The list of projects proposed in each LITP for CALM, OLM, SLM and TWKLM have been shown within this chapter. Most of the project that were identified as part of the previous ITP were not realised due to lack of funding. Therefore these projects have been included in this latest ITP. Other projects have been added based on the needs assessment, public comments and inputs from LM and DM officials.

It is going to be critical to source additional funding either from other government sources such as the Municipal Infrastructure Grant (MIG) or private funders, private public partnerships or the WCG should the LMs wish to implement the additional projects identified.

CALM has made good progress on implementing the transport projects contained in their previous ITP. The majority of the projects identified have been completed over the past few financial years.

In particular, a large number of roads maintenance, traffic calming, traffic signals and sidewalk projects have been completed. This is part of on-going annual programme that includes road upgrading, road resealing, sidewalk and traffic safety programmes. Typically small budgets of approximately R200 000 are assigned annually to these type of projects. More extensive NMT networks such as the proposed class 1 pedestrian and cycle facility between Napier and Bredasdorp will require additional funding from external sources.

OLM is one of the few LMs that were found to have the capacity to manage their own LITP. OLM's last LITP[1] was compiled internally and included as a sector plan in their 2013-2014 IDP.

OLM also has a number of ongoing programmes which ensure that certain roads maintenance and traffic calming projects are completed annually. Currently there is a large focus on improving NMT and public transport facilities. A cycle facility has been identified linking the Zwelihle residential area with Hermanus CBD. A portion of this project has been completed, but OLM is seeking some additional funding sources to complete the project.

Other projects recently completed in the area include:

- The redevelopment public transport facilities
- Sidewalk and parking upgrades as part of the CBD rehabilitation
- Infrastructure projects including storm-water upgrading and resealing of roads are currently on-going and under construction.
- Planning of the Hermanus parking garage with 300 bays
- Construction of Hermanus Station site phase 2, 300 parking bays
- Design and Construction : Upgrade TR28/1 - Mount Pleasant/Hermanus
- Design and construction of Hermanus Parallel road Phase 1 and 2
- The Upgrade of Mbeki Street
- The upgrade of various roads in Hawston
- The upgrades of various roads in Zwelihle

Parking and public transport facility projects especially in Hermanus are currently outstanding due to budget constraints.

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1. Overstrand Local Municipality, Local Integrated Transport Plan for Overstrand Local Municipality Sector Plan in the Overstrand Final IDP review 2013-14, 29 May 2013

SLM has made little progress on most of the transport projects on their list. This is in large due to lack of available budgets for transport projects.

Due to budget constraint their transport focus is currently on roads maintenance and rehabilitation, which is funded by the WCG.

Limited progress has been made on most of these projects due to lack of budget. Fewer infrastructure projects such as stormwater, road upgrades and/or resealing have been possible also due to these budget constraints.

Projects recently completed in the area include:

- The upgrading of Protea Street in Riviersonderend
- The upgrading of Road 9 and 10 in Extension 11, Villiersdorp
- The upgrading of Brook, Pointsettia and Sycamore Streets in Botrivier
- The upgrading of Aster Laan in Heuwelkroon, Genadendal
- The block paving of the following streets:
    - Gaffley street in Caledon
    - Fuscia and Hibiscus Streets in Botrivier
    - Unknown 14 and Erica Streets in Villiersdorp
    - Medunsa, Lyle and Kosmos Streets in Heuwelkroon, Genadendal
    - Plein Street in Riviersonderend

FUNDING STRATEGY AND SUMMARY OF PROPOSALS/PROGRAMMES

The availability of adequate funding to realise transport projects listed in their ITPs remain a grave concern for most planning authorities. This problem was also raised by many of the municipalities in the ODM resulting in limited or no progress on any of their projects due to lack of available funding. They argue that they could have made significantly more progress with additional funding being available.

Transport/ Roads Budget of District Municipality

The extent of transport budgets for the DM and each of the LMs for the three financial years is contained in the table below below. ODM officials indicated that they do not have a dedicated budget for transport, but that it comprises budget items of the LMs and the WCG.

Table: Capital Budgets for Roads and Transport Projects

Municipality	Annual Transport Budget		
	2015/2016	2016/2017	2017/2018
ODM	-	-	-
CALM	R3 490 000	R8 720 000	R9 745 000
OLM	R12 065 527	R4 000 000	R4 000 000
SLM	R2 163 476	-	-

TWKLM	R3 263 153	10 127 199	R11 448 793

ODM experiences serious problems with a lack of capacity and lack of budget to implement projects. This has been continually raised as a major limitation impacting their ability to manage an ITP process, undertake any proactive transport planning for the district or completing any of the transport projects previously identified in the previous ITP update.

Due to this budget and capacity constraint, ODM's transport focus is currently only on roads maintenance and rehabilitation. The WCG provides them with a budget to maintain provincial roads in the ODM. These provincial re-gravelling and resealing roads projects were the only transport projects listed in the 2013-2014 IDP. The transport planning studies e.g. freight, non-motorised transport (NMT) and Integrated Public Transport Network (IPTN) plans included in the ITP list of projects for the DM were excluded from the IDP.

There has been no progress on any of these transport planning studies listed in the ITP. The reason for this lack of progress is due to the lack of budget and the lack of capacity within ODM. Specifically, they argue that there is no dedicated person that has been assigned the transport planning function. The lack of operating budget affects both the ability to create such a post that can manage the projects or undertake the project planning. This lack of capacity, together with the lack of capital budget, has directly affected the successful implementation of roads, other transport construction projects or undertaking any planning studies.

No new projects were identified by the DM as a result of these budgetary constraints. The DM also felt strongly that the appointment of a transport planning post should be added to the project list, but would require some further investigation into how it will be funded and the required amendments, if any, to its organisational structure.

PUBLIC AND STAKEHOLDER CONSULTATION

Public participation plays a key role in the preparation of the ITPs. On initial contact the purpose of the consultation process was to inform the public and other key stakeholders of the ITP review process and to begin to understand the transport issues that plague the respective geographic areas. It also provided the opportunity to hear what they saw as the gaps in the previous ITP and the priorities that need to be addressed for their region. This also provided the opportunity to notify the public transport operators including the mini-bus taxis of the surveys and other data collection activities that will be taking place.

The second round of public participation was around presenting the transport data collected and the findings of the analysis of that data. It included communicating the initial list of issues and needs identified via the first round of public meetings and the data analysis.

The draft district and local municipal ITP reports were also distributed to obtain comments and ensure the final report has been approved by municipal councils.

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LIST OF ABBREVIATIONS

AADT	:	Average Annual Daily Traffic
CALM	:	Cape Agulhas Local Municipality
CPTR	:	Current Public Transport Record
CTO	:	Comprehensive Traffic Observations
DITP	:	District Integrated Transport Plan
IPAS	:	Integrated Provincial Accident Data System
ITP	:	Integrated Transport Plan
IPTN	:	Integrated Public Transport Network
LITP	:	Local Integrated Transport Plan
MBT	:	Minibus Taxis
MIG	:	Municipal Infrastructure Grant
NHTS	:	National Household Transport Survey
NLTA	:	National Land Transport Act, 2009 (Act No 5, 2009)
NMT	:	Non-motorised Transport
ODM	:	Overberg District Municipality
OLM	:	Overstrand Local Municipality
OLS	:	Operating Licensing Strategy
PLTF	:	Provincial Land Transport Framework
PPTIF	:	Provincial Public Transport Institutional Framework
PRE	:	Provincial Regulatory Entity
PSDF	:	Provincial Spatial Development Framework
RNIS	:	Road Network Information System
SANRAL:		South African Road Agency Limited
SAPS	:	South African Police Services
SEZs	:	Strategic Economic Zones
SLM	:	Swellendam Local Municipality
TFR	:	Transnet Freight Rail
TWKLM:		Theewaterskloof Local Municipality
WCG	:	Western Cape Government
WIM	:	Weigh-in-Motion

ACKNOWLEDGEMENTS

We would like to thank the following stakeholders for their contributions to the update of the Integrated Transport Plan. Without their involvement, this document would not have been possible.

- Overberg District Municipality
- Officials of the respective Local Municipalities i.e. Overstrand Local Municipality (OLM), Theewaterskloof Local Municipality (TWKLM), Swellendam Local Municipality (SLM) and Cape Agulhas Local Municipality (CALM)
- Taxi Association and taxi representatives in the Overberg District
- Surveying staff
- Traffic officials of the various Traffic Departments.

1. INTRODUCTION

1.1 *Background*

All District Municipalities (DMs) have to compile an Integrated Development Plan (IDP) as part of the legislated development planning process. The Integrated Transport Plan (ITP) is a specific sector plan, focusing on transport, which feeds into the IDP. Ultimately the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF).

As outlined in the National Land Transport Act (NLTA)[2], the preparation of a District Integrated Transport Plan (DITP) and its Local Integrated Transport Plans (LITP) are the responsibility of the Overberg District Municipality (ODM) and its respective Local Municipalities (LMs) (Cape Agulhas, Overstrand, Swellendam and Theewaterskloof).

The Minimum Requirements[3] provide guidelines for the content of the ITP in accordance with the specific type of ITP, i.e. DITP or LITP required for the area. The ITPs are designed to provide a vision of transport for the DMs, a register summarising the conditions and issues surrounding transport, identifying priority projects and developing an implementation plan that emphasises the transport priorities for local officials in the various LMs.

The ITPs are required to be updated annually with a full review every five years. The recent updates and/or reviews undertaken for the ODM include the following:

- A review of the full DITP undertaken in 2010[4]
- An update focusing on the Current Public Transport Record (CPTR) and the Operating License Strategy (OLS) undertaken in 2011[5]
- An update focusing on the list of transport projects in 2012[6]
- An update of the ODM DITP and LITPs with a focus on project progress in 2013[7],

This document is part of the full review of the Overberg DITP and is applicable for the period 2015 – 2020.

Local Integrated Transport Plan's (LITP) were also simultaneously prepared for the local municipalities within ODM. The district and its four local ITPs and have been prepared in

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2. *Department of Transport, National Land Transport Action (NLTA), Act 5 of 2009*

3. *Department of Transport, National Land Transport Transition Act, 2000 (Act No. 22 of 2000), Integrated Transport Plans: Minimum Requirements in terms of the National Land Transport Transition Act, 30 November 2007*

4. *Western Cape Department of Transport and Public Works and Overberg Municipality, Overberg District Municipality: Integrated Transport Plans- full review, June 2010*

5. *Western Cape Department of Transport and Public Works and Overberg Municipality, Current Public Transport Record and Operating License Strategy for Overberg District, prepared by Arup, March 2012*

6. *Western Cape Department of Transport and Public Works and Overberg Municipality, Overberg District Municipality: Integrated Transport Plan-update, Prepared by AECOM, March 2013*

7 *Western Cape Department of Transport and Public Works and Overberg Municipality, Overberg District Municipality: Integrated Transport Plan-update, Prepared by ITS Engineers, March 2014*

accordance with the Minimum Requirements for the Preparation of Integrated Transport Plans as Gazetted in September 2003.

The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritized projects for implementation over the next five years. ITPs are important in that projects that are not identified as a priority and listed in the project implementation will not be able to receive national or provincial funding.

1.2 *Study Area Description*

As illustrated in Figure 1.1, The Western Cape Province consists of five C- district municipalities (Overberg, Winelands, Western Coast, Central Karoo, Eden (Garden Route and Klein Karoo) and a A-metro (City of Cape Town). ODM is most southerly located in the province with the Cape Winelands to the North, Eden on the east and Cape Town on the west.

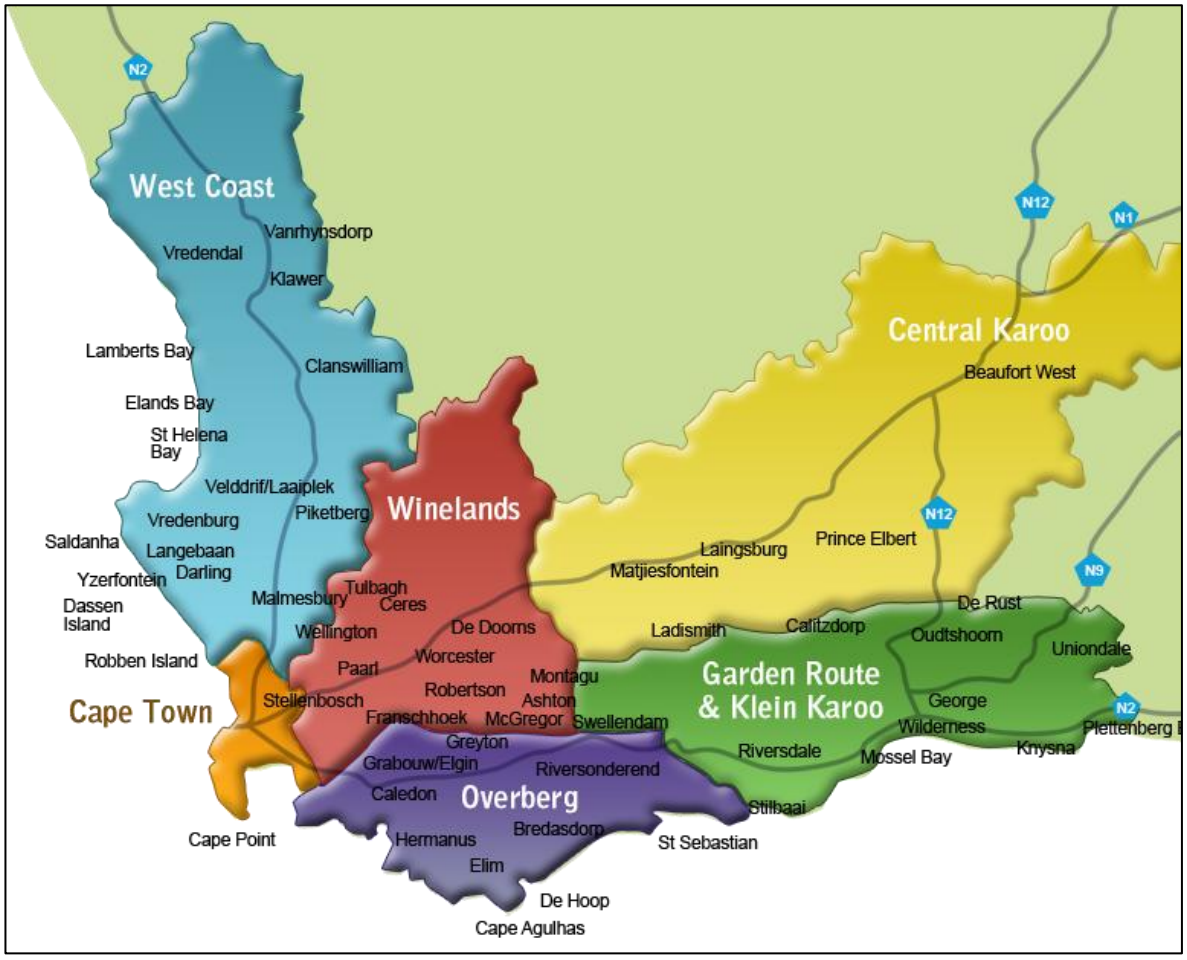


Figure 1.1: Location of ODM in Western Cape Province

Figure 1.2 shows the OLM study area and the location of its four local municipalities (LMs) which include:

- Cape Agulhas Local Municipality (CALM),
- Overstrand Local Municipality (OLM),

- Swellendam Local Municipality (SLM) and
- Theewaterskloof Local Municipalities (TWKLM).

The CALM is more-or-less centrally located and is the second largest LM. It hosts ODM administrative offices and council chambers. TWKLM and OLM are located in the western side of ODM. These LMs are largely urban nature while SLM on the other hand, is mostly rural. SLM is located on the North Eastern part of ODM. SLM and TWKLM have the N2 serving as a major structuring corridor.

Figure 1.2: ODM Study Area

1.3 *Purpose of the ITP*

The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritized projects for implementation over the next five years. As part of a legislated development planning process, LMs have to compile Integrated Development Plans (IDP). The ITP is a specific sector plan that feeds into the IDP and ultimately the ITP supports and forms part of the development of the Provincial Land Transport Framework (PLTF). The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritised projects. Refer to Figure 1.3 which summarises the structure of the various levels of IDP, LITP, DITP and PLTF.

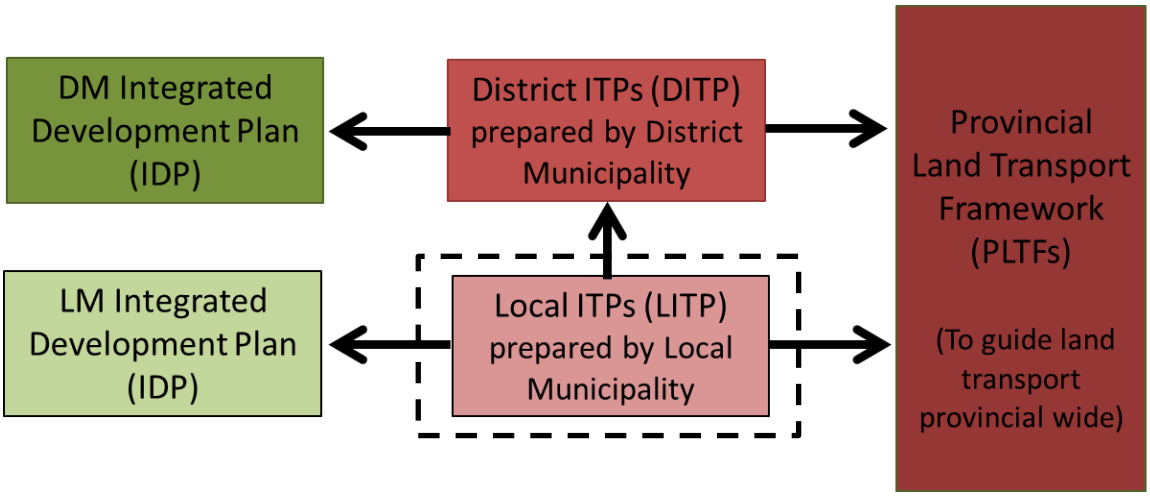


Figure 1.3: Role of ITP in local development planning

1.4 *Report Layout*

The report consists of the following chapters:

Chapter 1: Introduction

Chapter 2: Vision for Transport in ODM

Chapter 3: Transport Register

Chapter 4: Operating Licence Strategy

Chapter 5: Rationalisation Plan (RAT PLAN)

Chapter 6: Transport Needs Assessment

Chapter 7: Summary of LITPs

Chapter 8: Funding Strategy and Summary of Programmes

Chapter 9: Public and Stakeholder Consultation

2. VISION AND OBJECTIVES

2.1 *A Vision for Transport for the District*

A vision and goals for ODM was prepared in the 2010 DITP[8]. The transport vision for the Overberg District Municipality is as follows:

"To provide an Equitable, Environmentally and Tourist Friendly Transport System for all the Overberg People" (Overberg District Municipality, 2010)

2.2 *Objectives*

The following includes a list transport objectives for the Overberg included the following:

Provide public transport options for rural communities

By improving the overall accessibility and mobility of the transport system, especially in communities situated far from established public transport routes and amenities. All communities should have appropriate, transport options that is affordable and safe. In particular for access to primary and secondary healthcare facilities, schools, services and other oppurtunities as well as public transport that is universal accessable (UA) for people with special needs.

Promote non-motorised transport

By providing safe walkways, bicycle paths in urban areas and between nearby towns and by creating safe hiking trails around tourist attractions and scenic routes. Particularly also for learners who are mostly walking to and from schools.

Improve transport planning integration and institutional reform

The need for institutional reform of the municipality to comply with the transport functions as described in the NLTA by establishing transport planning structures that will ensure integration between the spheres of national, provincial, regional and local government and between different government departments within these in order to provide uniform standards and regulations.

Develop transport as an economic growth tool

By improving the development, maintenance and use of the transport system in order to deliver improved logistics, environmental and social outcomes that will contribute to the economic growth of the region. In particular, transport improvements for the promotion of tourism in the region.

[8] Update of Overberg District Municipality's Integrated Transport Plan, March 2013, AECOM

3. TRANSPORT STATUS QUO

This chapter describes the existing state and quality of transport provision in ODM. The sections in this chapter provide an integrated overview of transport as it occurs at present in the DM.

3.1 *Spatial Development Framework (see Annexure A1 – Overberg SDF March, 2014)*

As described in the study area description of ODM (Chapter 1), ODM is one of the five DMs contained in the Western Cape Province. There are four LMs which include Cape Agulhas (CALM), Overstrand (OLM), Swellendam (SLM), and Theewaterskloof (TWKLM). The area is predominantly rural in nature and due to the agricultural and tourist nature of the activities in the ODM, it has traffic problems associated with the seasonal movement of products and people, giving rise to localised congestion during specific periods of the year.

The ODM's potential growth and development opportunities have been identified as being in the fields of tourism and agriculture. These industries require good access to transport goods and to service centres as well as to employment opportunities to ensure successful growth in the ODM economy. The PSDF defines priority urban functional regions and rural development corridors to guide infrastructure investment and urban growth management, and in particular, has identified two major leisure/tourism regions (urban priorities) with one being the Overstrand coastal belt. Opportunities to intensify agriculture have been also identified in the lower Olifants and Breede River valleys (which includes part of SLM).[9]

ODM has many rural and remote areas, which are highly reliant on public transport, and due to low income levels a large proportion of ODM population still walk significant distances. Safety, affordability, accessibility, and reliability especially on public transport and NMT services remains a huge challenge within the ODM.

As set out in in the Provincial Spatial Development Framework (PSDF)[10], facilities and social services.

Table 3.1 and Figure 3.1 indicate the primary and secondary clusters of activities, facilities and social services.

Table 3.1: Development Nodes in Overberg District Municipality

Town Classification	Location
Primary Node	Hermanus
Regional centre	Bredasdorp
Agricultural centre	Caledon, Riviersonderend, Botrivier, Grabouw, Villiersdorp, Barrydale
Tourism settlement	Arniston, Onrus, Kleinmond, Betty's Bay, Pringle Bay, Pearly Beach, Stanford, Witsand, Arniston, Napier, Struisbaai

[9] Western Cape Government, Provincial Spatial Development Framework (PSDF), 2014

10 Western Cape Government, Provincial Spatial Development Framework (PSDF), 2014

Agriculture and tourism settlement	Swellendam
Fishing village	Gansbaai, Hawston

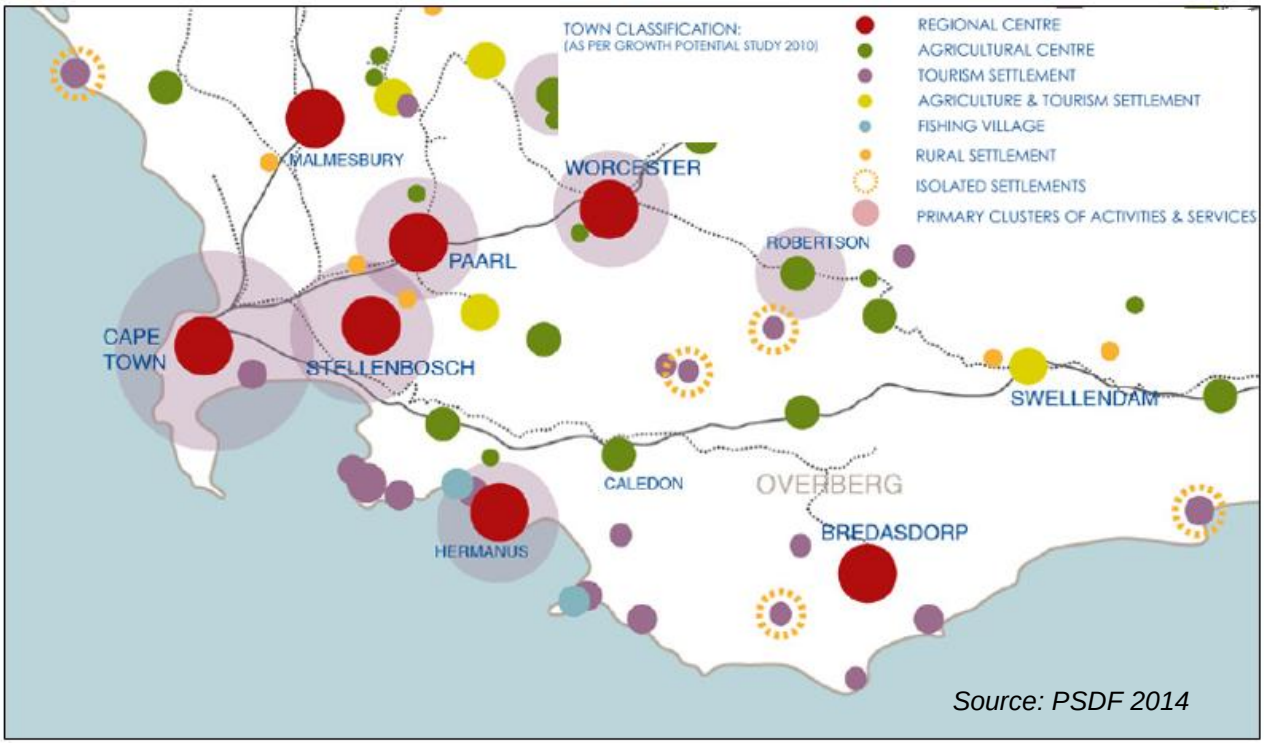


Figure 3.1: Primary and Secondary activities, facilities and social Nodes

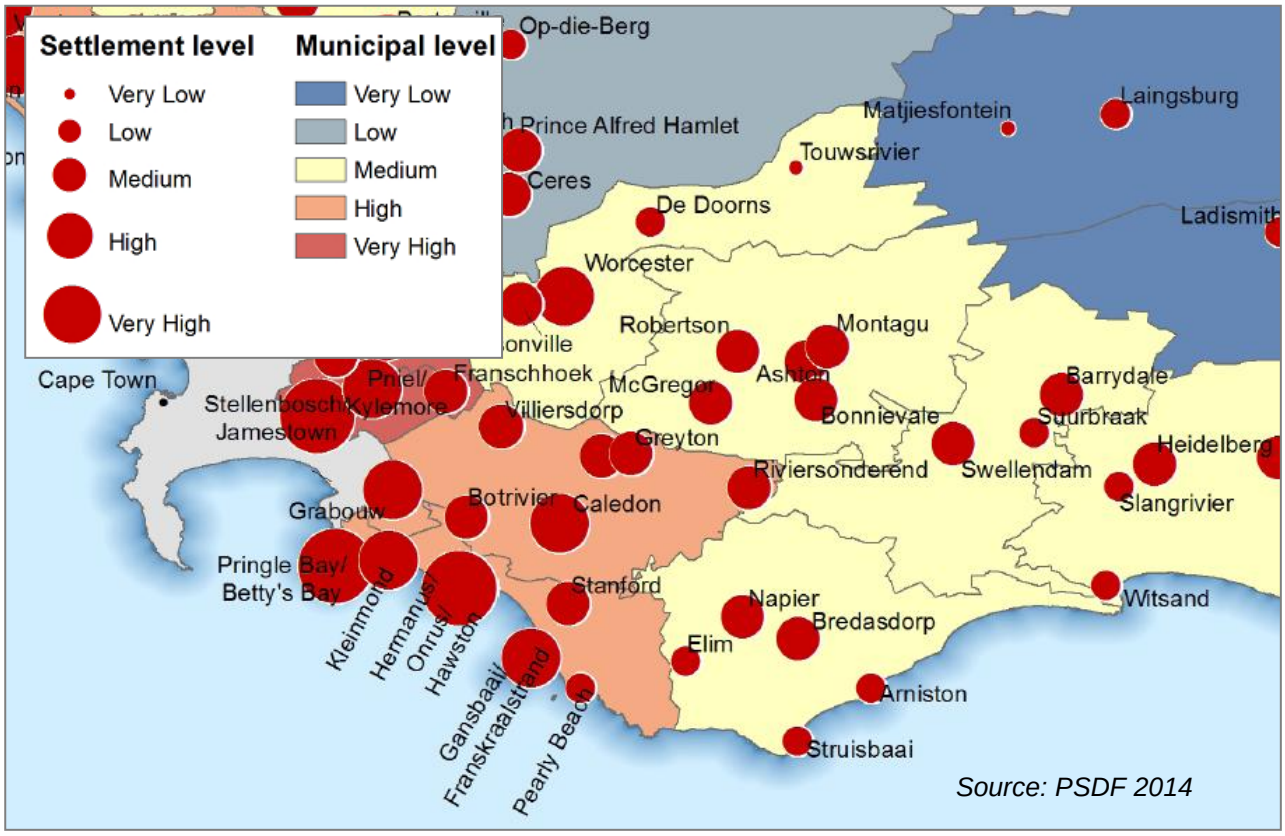


Figure 3.2: Growth Potential of Settlements and Municipalities in the ODM

The Needs and Development Typology Study from 2005 (updated in 2010 and 2013, namely the Growth Potential Study for Towns in the Western Cape) aimed to determine the investment potential of towns based on potential future economic, population and physical growth. Figure 3.2 shows the growth potential results from this study for the municipalities and towns in ODM. Overstrand (81) and Theewaterskloof (65) show a high growth potential, while Cape Agulhas (41) and Swellendam (39) only achieved lower scores.[11] The results at settlement level vary slightly with Pringle Bay/Betty's Bay (81) performing best in ODM, followed by Hermanus/Onrus/Hawston (78), Grabouw (66), Caledon (63), Kleinmond (63), Swellendam (56), and Bredasdorp (48).

3.2 *Demographic Overview and Economic Activity*

Refer to Table 3.2 and Figure 3.3. Population distribution and density in the ODM differs according to the type of development and activities in the area. Based on the Census 2011, ODM is home to 258 177 people making up 77 185 households with an average household size of 3.3.[12].

Figure 3.3 maps the population density in ODM. It shows that population is concentrated in the main town hubs for each LM i.e. Grabouw and Caledon in TWKLM, Bredasdorp and Napier in CALM, Swellendam in SLM and Hermanus in OLM.

As indicated in Figure 3.4, population growth has slowed down across the district municipality from a 5.0% growth for ODM between 1996 and 2001 to a decline of 2.4% during the period 2001-2011 whereas the province remained largely unchanged. Of note is the 8.1% growth for Overstrand between 1996 and 2001 and the decline to 3.8% during the period 2001-2011.

Generally, within ODM, there are a significant number of rural residents living on farms. This population declines considerably from west to east as the productivity of the land decreases. Migrant workers flock to area during three peak times in the year, namely the thinning season (October to November), the picking season (February to April), and the pruning season (June to August).

Table 3.2: Population within the ODM based on Census 2011

LMs	Area (km²)	Total population	Percent of population	Pop. Density (People/km²)	No of households
Cape Agulhas	3 467	33 037	12.8%	9.5	10 151
Overstrand	1 708	80 432	31.2%	47.1	27 996
Theewaterskloof	3 232	108 794	42.1%	33.7	28 882
Swellendam	3 835	35 916	13.9%	9.4	10 156

[11] Stellenbosch University (2013). Growth Potential of Towns in the Western Cape - Quantitative Analysis of Growth Potential at Settlement and Municipal Level. Interim Report, August 2013

[12] Statistics South Africa, Census 2011:Swellendam Local Municipality, June 2015

Overberg	**12 242**	**258 177**	**100.0%**	**21.1**	**77 185**


N
Wellington
N1
Worcester
N1 N1
Brandvlei
Paarl
N1
Robertson
Montagu
WESTERN CAPE
Ashton
Franschhoek
Barrydale
Villiersdorp
Genadendal
Greyton
Swellendam
Suurbraak
Somerset West
N2
N2
Riviersonderend
Swellendam
Grabouw
N2
N2
Theewaterskloof
Botrivier
Caledon
Pringle Bay
Witsand
Hawston
Hermanus
Stanford
Cape Agulhas
Napier
Overstrand
Bredasdorp
Gans Bay
Elim
Arniston
Struisbaai
Legend
Town
Major Road
Main Road
Ward
People per Square KM
0 - 100
101 - 500
501 - 1 000
1 001 - 5 000
> 5 000
Local Municipality
Overberg District Municipality
0 5 10 20 30 40
Kilometers
PROJECT:
OVERBERG ITP
FIGURE:
POPULATION DENSITY FOR OVERBERG DISTRICT MUNICIPALITY
1

Figure 3.3: Population Density in ODM

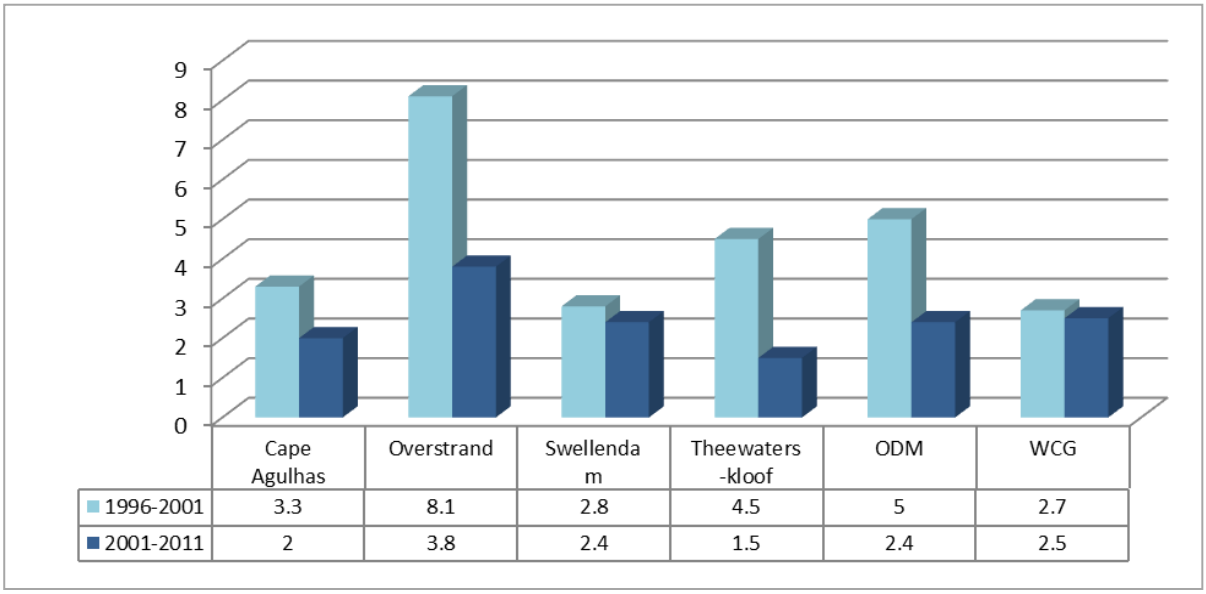


Figure 3.4: Population growth rates by LM – 1996, 2001 and 2011

3.2.1 Employment levels

According to the Census 2011, almost 17% of the people in ODM are unemployed as illustrated in Table 3.3 and in Figure 3.5. When compared to the other four DMs in the Province, ODM has the third highest unemployment rate.[13]

Unemployment and poverty affects a large number of people within ODM. There are high levels of rural poverty and unemployment as agriculture is shedding jobs as it transitions to a higher skilled and higher paid industry.[14]

Table 3.3: Labour force details ODM based on Census 2011

Authority	Employed	Unemployed	Labour force	Labour force share of total population	Unemployment rate
Swellendam	12 615	1 626	14 241	40%	**11.4%**
Theewaterskloof	40 563	7 074	47 637	44%	**14.8%**
Overstrand	27 249	8 292	35 541	44%	**23.3%**
Cape Agulhas	12 606	2 016	14 622	44%	**13.8%**
ODM	93 033	19 008	112 041	43%	17.0%
WCG	1 432 680	293 454	1 726 134	30%	17.0%

13. Note: Based on official definition of unemployment: Persons who did not work, but who looked for work and were available to work in the reference period.

14 DSDF 2013

3.2.2 Economic activities

According to Stats SA, *"Occupation and Industry variables are not yet out due to coding process that is yet to be completed." Stats SA 17-12-2014*. Accordingly, this has not been reported on.

3.2.3 Income levels

As illustrated in Figure 3.5 and Table 3.3. A large segment of the population in ODM does not receive any income (39%). About 41 100 people (19%) earn a monthly income between R 801 - R 1 600 and 12% fall in the income bracket of R 1 601 - R 3 200. Of the employed population in ODM, 31% earn a monthly income between R 801 - R 1 600, 19% receive in the category of R 1 601 - R 3 200 and 17% of R 1 - R 400. Overall, figures indicate that income levels are very low which results in monetary constraints of accessibility (costs for transport) and participation.

Within ODM, Overstrand has the highest portion of population with no income (41% of the population). One reason for that is the lack of skilled employees and off-season unemployment especially in the agricultural sector lead to low monthly wages and lack of income. This applies to secondary manufacturing or agro processing activities, which are reliant on harvesting times.

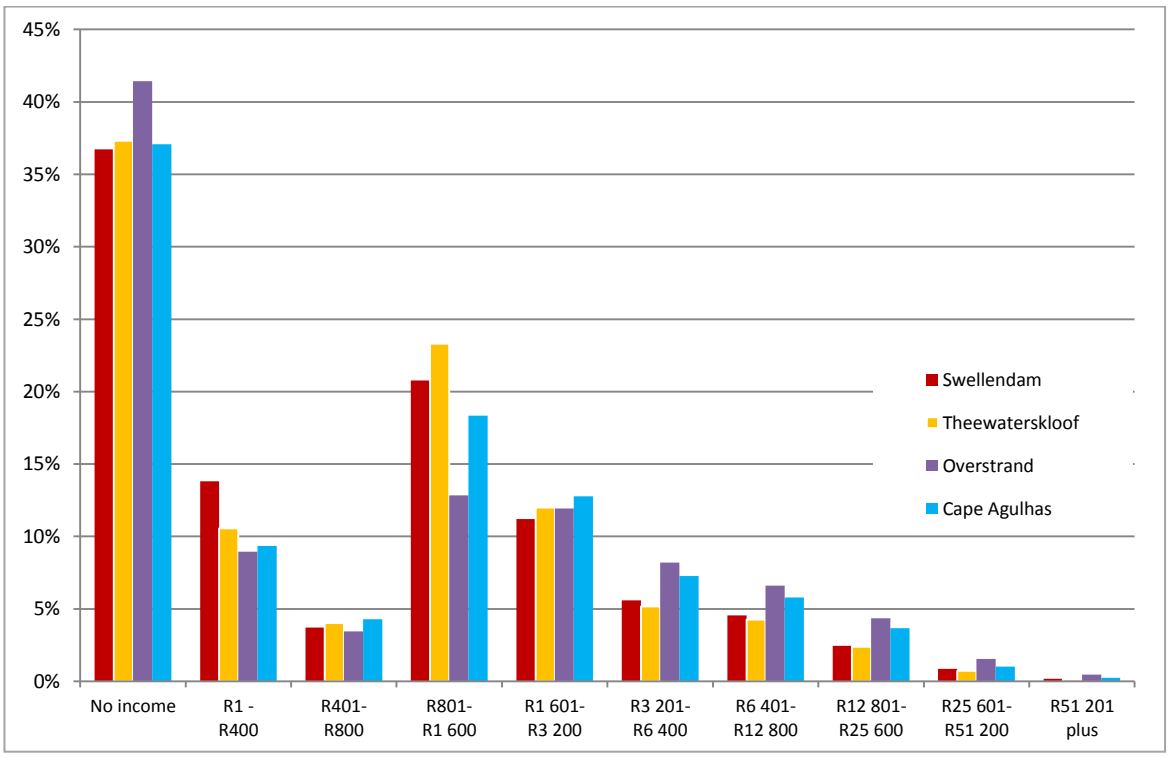


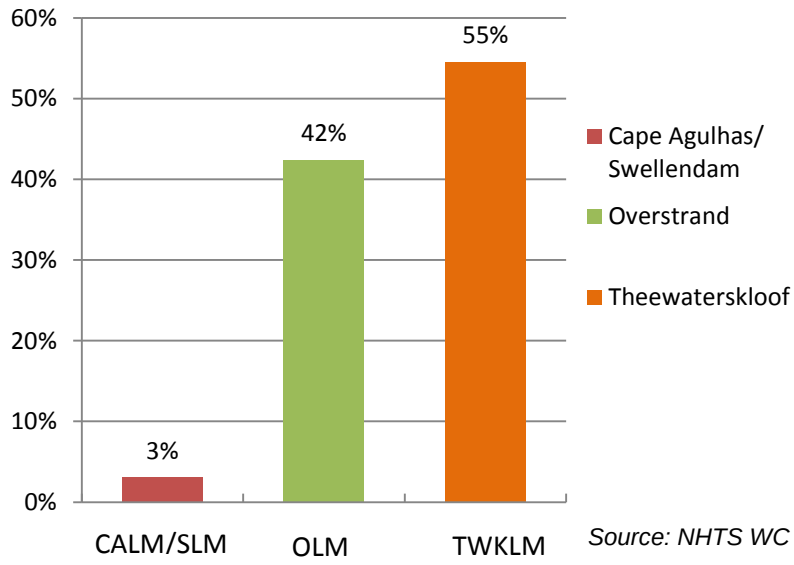
Figure 3.5: Individual monthly income in ODM by LM and total population[15]

15. Figures exclude "Unspecified" and "Not applicable".

3.3 *Public Transport Services*

The local public transport services in ODM enable people to access destinations, which cannot be reached on foot or by other modes of non-motorised transport (NMT). These destinations include essential services or activities such as places of employment, shops, government services, hospitals, clinics and schools.

Figure 3.6 compares the public transport usage in the various LMs in ODM as reflected in the 2013 of National Households Surveys (NHTS). TWKLM at 55% has the largest public transport usage in the DM while CALM/SLM were combined in the NHTS results has the lowest public transport usage, only 3%. This is likely to be due to the more rural nature of these LMs, with higher agricultural activity and lower income levels. Affordability impacts the use of public transport therefore creating a higher percentage of walking.



Source: NHTS WC work trips 2013

Figure 3.6: Comparison of Public Transport in ODM per LM

Figure 3.7 shows the average modal split in ODM. It shows that only 13% of users use public transport in ODM. More people walk (50%) and use private cars (37%). This trend is underpinned by the extreme income inequalities of the population. The higher income communities can afford to own multiple private vehicles while the poorer communities are too poor to even afford public transport.

Currently Minibus Taxis (MBT) is the dominant mode for both commuter and long-distance public transport services. Population densities are relatively low and destinations far between in many towns of ODM. This reduces the cost effectiveness of public transport and particularly bus services. Most bus services that operate in ODM are for learners forming part of the Department of Education's contracted services for learners.

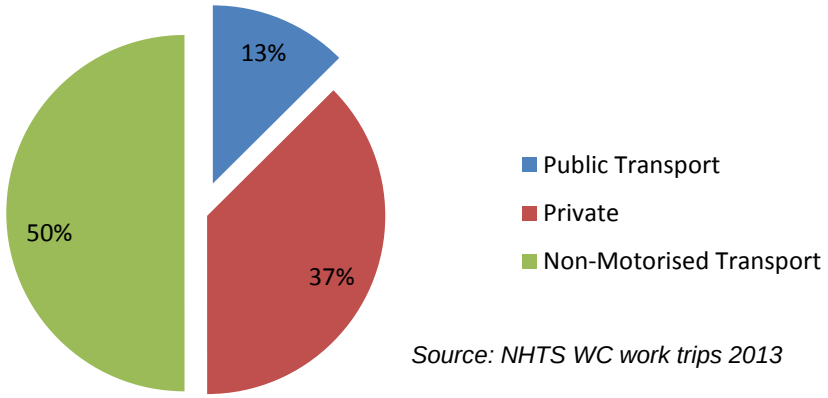


Figure 3.7: Modal Split in ODM

Figure 3.7 shows the percentage spent on public transport in ODM. Which also shows that due to the high transport costs (6 and 17% of monthly income spent on transport) residents are obliged to seek out other transport alternatives such as walking and hitch-hiking. NMT in the ODM is impractical for longer distances as ODM has many towns situated far apart.

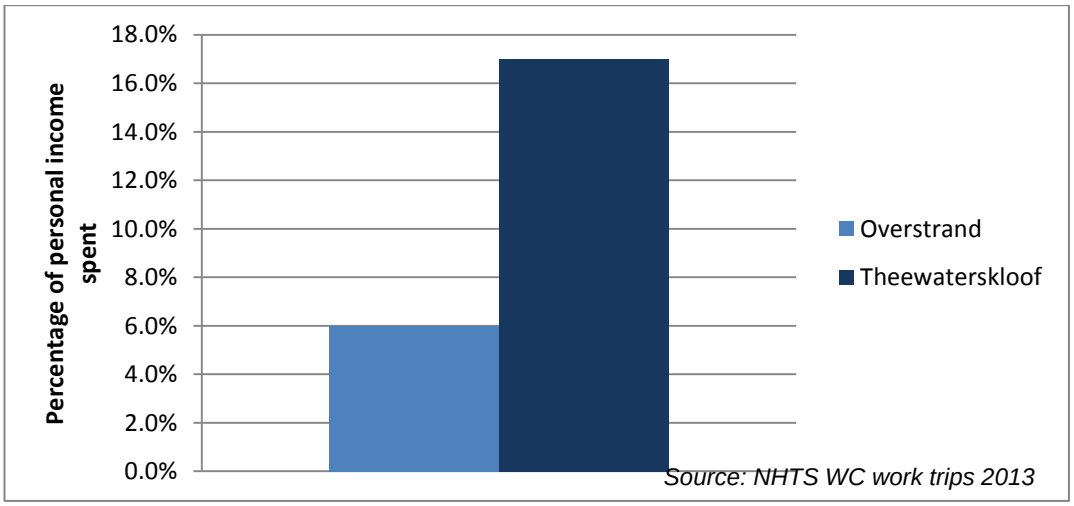


Figure 3.8: Percentage of personal income spent on public transport in ODM

A breakdown of public transport services in the ODM can be seen in Table 3.4 below.

Table 3.4: Breakdown of public transport services in the ODM

Mode	Type of trips
MBT	Commuter, learner, health
Bus	Learner

Source: *NHTS (2013)*

Privately owned long distance commercial bus services that operate in the ODM are InterCape, Greyhound, SA Road Link, TransLux, Bazz Bus and Tuinroete Busdiens. These services are provided in the towns of Caledon, Hermanus (only Bazz Bus) long distance services and Swellendam which allow passengers to travel to Cape Town, Johannesburg and Durban.

Currently there are no commuter rail services within the ODM.

3.3.1 MBT operations

The MBT is the dominant public transport mode in ODM primarily due to its flexibility and ability to adapt to different passenger demands between towns and more remote rural areas. MBTs provide unscheduled public transport services where vehicles can be hailed or asked to stop to allow passengers to exit at any point on their route. The majority of MBT vehicles do not display their routing, origin or destination, while none advertise their fare structures. Fare collection takes place inside the vehicle and payment is only accepted in cash. The type of vehicle that is used depends on the passenger demand as well as the operating conditions.

MBTs have seating capacities ranging from 12 to 16 passengers. These vehicles are used in urban areas and on paved roads or gravel roads that are generally in a good condition.

Passenger cars used as MBTs come in a range of shapes, sizes, ages and conditions. These include sedans, station wagons and multi-purpose vehicles (e.g. Toyota Condor/Avanza) with typical seating capacities for five to seven people. Passenger cars are used where demand is low, when the operator cannot afford an approved vehicle or by private drivers carrying passengers for reward illegally. Passenger cars are also rented out by operators, for instance to a person needing to transport a large load that cannot be transported by MBT, or for occasional trips to destinations not served by public transport.

At the LM level the MBT associations generally provide MBT services in the areas in and around the towns in which they are based. There are a number of MBT associations operational in ODM as reflected in Table 3.5.

Table 3.5: List of Minibus Taxi Associations in ODM

LM	MBT Associations	Towns Services Operated
CALM	Bredasdorp TA	Bredasdorp, Struisbaai, Arniston, Napier
OLM	Overstrand TA	Hermanus, Gansbaai, Stanford,
SLM	Bonnievale TA	Swellendam, Suurbraak, Barriedale, Buffulsjagrivier
TWKLM	Grabouw TA, Theewaterskloof TA and Overberg TA	Grabouw, Caledon, Villiersdorp, Botrivier, Kleinmond

The taxi associations perform a number of functions, as outlined below:

- An individual operator wishing to provide services on an existing route or to operate on a new route first has to register with an association. The operator then applies to the Provincial Regulatory Entity (PRE) for an operating license on a particular route.
- Associations protect the rights of their individual members and the routes in which they have a stake.

3.3.2 Routes and ranks

MBT rank surveys were undertaken as part of the 2015 CPTRs for CALM, OLM, SLM and TWKLM. There are currently 41 operational MBT ranks located within ODM.

Figure 3.9 illustrates the locations of major MBT ranks within each LM in the ODM. Most ranks in the ODM are informal in nature and are not equipped with sufficient infrastructure such as benches and toilet facilities.

MBT services operate predominantly out of the urban centres located within each LM. See Table 3.6. Generally, the urban centres attract majority of MBT passenger movements throughout the week. The Overstrand and Theewaterskloof LMs account for over 70% of total MBT passenger demand in the ODM.

Typically a route is linked to a particular informal rank or departure point. For example, the MBT rank in Arniston only has service to Bredasdorp. MBT movements in and out of the towns in ODM as observed from rank surveys, are summarised in Table 3.7 below.

The highest demand for MBTs occur on Fridays, especially at the end of the month, with the smaller towns throughout ODM becoming significantly more active at the start of weekends. Passenger movement during ODM peaks on Fridays, with an additional 2000 passengers transported via MBTs noted. This is primarily due to additional demand attractors such as shopping, banking and other such functions. ODM has an active public transport network with the significant movements between major settlements in and around the LMs.

Most of the settlements in the ODM (such as Suurbraak and Napier) are small, and thus there is not a great demand for motorised travel within the settlement boundaries. Most daily activities can usually be accomplished on foot since the distance to be travelled is relatively small in comparison to the greater distances between towns and settlements. In the case of larger towns such as Bredasdorp, Caledon, Swellendam and Grabouw, intra-town routes are essential.

Route utilisation and passenger waiting times are important criteria when determining whether additional vehicles are required on a route. The OLS for the City of Cape Town stipulates that the maximum queuing time for commuters in urban areas should not exceed 15 minutes. Extended passenger waiting times is usually an indication of an under supply of vehicles, which means that the current fleet is not large enough to service the current demand efficiently.

Generally passenger waiting time is not too much of an issue in ODM, with passengers waiting on average 15 minutes for a MBT. The longest passenger waiting times were observed on farm routes and long distance routes where passenger waiting times were approximately 30 minutes for a service, which is believed to be acceptable under the circumstances.

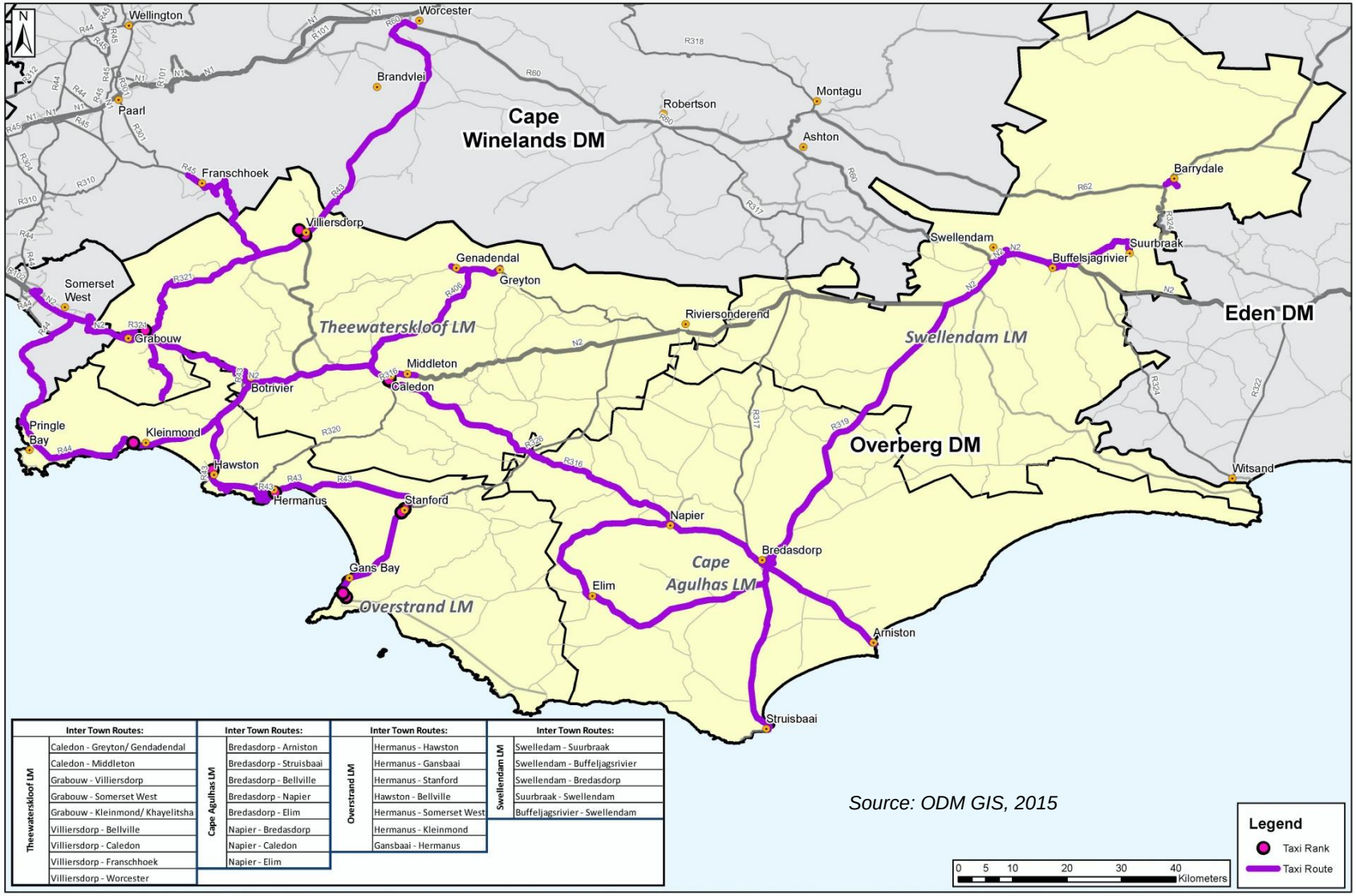
Most MBT routes in ODM are well utilised (over 90%), especially on weekends, when passenger demand peaks. Although MBT utilisation levels are high, low passenger waiting times (often

below ten minutes) indicate that service supply is adequate in most areas, and satisfies the existing demand.

Table 3.6: MBT movement patterns in ODM

LM	Origin	Locations within LM	Fare	Locations Outside LM	Fare
CALM	Bredasdorp	Arniston	R 7.00	Bellville	-
		Struisbaai	R 8.00	Swellendam	-
	Napier	Elim	-	Bellville	-
		Bredasdorp	R 8.00	-	-
	Struisbaai	Bredasdorp	R 8.00	Bellville	-
	Arniston	Bredasdorp	R 7.00	-	-
OLM	Hermanus	Hawston	R 12.00	Cape Town	R 106.00
		Stanford	R 18.00	Bellville	R 100.00
		Gansbaai	R 35.00	-	-
		Kleinmond	-	-	-
	Hawston	Hermanus	R 12.00	-	-
	Stanford	Hermanus	R 18.00	-	-
		Gansbaai	-	-	-
	Gansbaai	Hermanus	R 35.00	-	-
		Stanford	-	-	-
		Grootbos	-	-	-
		De Kelders	-	-	-
SLM	Swellendam	Suurbraak	R 40.00	Bredasdorp	-
		Buffeljagsrivier	R 15.00	-	-
	Suurbraak	Swellendam	R 40.00	-	-
	Buffeljagsrivier	Swellendam	R 15.00	-	-
	Barrydale	Barrydale	R 10.00	-	-
TWKLM	Caledon	Uitsig/ Bergsig and Chickama	R 15.00	-	-
		Greyton/Genadenal	R 60.00	-	-
	Villiersdorp	Goniwe Park	R 5.00	Franschhoek	-
		Helderstroom/ Farms	R 15.00	Worcester	-
		-		Bellville	-
	Grabouw	Slang Park Kamp	R 8.00	Kleinmond	-
		Caledon	-	Khayelitsha	R 35.00
		Council/ Rooidakke/ Pine view	-	Somerset West	R 20.00
		Vyeboom/Villiersdorp	R 25.00	-	-

Source: CALM, OLM, SLM, TWKLM CPTR, 2015



Theewaterskloof LM	Inter Town Routes:
	Caledon - Greyton/ Gendadendal
	Caledon - Middleton
	Grabouw - Villiersdorp
	Grabouw - Somerset West
	Grabouw - Kleinmond/ Khayelitsha
	Villiersdorp - Bellville
	Villiersdorp - Caledon
	Villiersdorp - Franschhoek
	Villiersdorp - Worcester

Cape Agulhas LM	Inter Town Routes:
	Bredasdorp - Arniston
	Bredasdorp - Struisbaai
	Bredasdorp - Bellville
	Bredasdorp - Napier
	Bredasdorp - Elim
	Napier - Bredasdorp
	Napier - Caledon
	Napier - Elim

Overstrand LM	Inter Town Routes:
	Hermanus - Hawston
	Hermanus - Gansbaai
	Hermanus - Stanford
	Hawston - Bellville
	Hermanus - Somerset West
	Hermanus - Kleinmond
	Gansbaai - Hermanus

Swellendam LM	Inter Town Routes:
	Swelledam - Suurbraak
	Swellendam - Buffeljagsrivier
	Swellendam - Bredasdorp
	Suurbraak - Swellendam
	Buffeljagsrivier - Swellendam

Figure 3.9: MBT Routes and Ranks in ODM

Table 3.7: Summary of MBT Route Activity in ODM per LM

Local Municipality	No. of Ranks	Weekday			E.O.M. Friday			E.O.M. Saturday			All-Pay Day		
		Trips	Pax	% of Total Pax	Trips	Pax	% of Total Pax	Trips	Pax	% of Total Pax	Trips	Pax	% of Total Pax
Cape Agulhas	12	122	619	21%	137	971	15%	196	1238	20%	196	1238	21%
Overstrand	12	168	1838	63%	343	3957	61%	144	1823	29%	285	3156	53%
Swellendam	8	13	120	4%	27	240	4%	57	604	10%	57	604	10%
Theewaterskloof	9	46	341	12%	119	1326	20%	181	2616	42%	82	1000	17%
TOTAL	**41**	**349**	**2918**		**626**	**6494**		**578**	**6281**		**620**	**5998**	

E.O.M. – End of Month

3.3.3 Bus Services

There is one commuter bus service in ODM. This bus service operates from Grabouw 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.

Table 3.9 and Table 3.8 depict the frequency/timetables of the long distance coach services in ODM. Commercial bus services that operate through the ODM are Inter Cape, Greyhound, and Baz Bus.

Table 3.8: Long distance bus time table and Average Fare

LMs	Service	Departure	Origin - Destination	Pick Up Point	Average Weekday Fare
OLM	Baz Bus	09h45	Cape Town - Port Elizabeth	Hermanus Backpackers, 26 Flower Street (Hermanus)	R 1 415
	Baz Bus	19h30	Port Elizabeth – Cape Town	Hermanus Backpackers, 26 Flower Street (Hermanus)	R 1 415
TWKLM	Greyhound	21h15	Cape Town - Durban	Spar, Pioneer Street (Caledon)	R 730
	Greyhound	07h25	Durban - Cape Town	Spar, Pioneer Street (Caledon)	R 420
	Greyhound	22h20	Cape Town - Durban	Shell Ultra City (Riviersonderend)	R 710
	Greyhound	06h50	Durban - Cape Town	Shell Ultra City (Riviersonderend)	R 420
	Intercape	20h35	Cape Town - Mthatha	LG Travel, de Possel & Joubert Street (Caledon)	R 504
	Intercape	04h05, 04h50 & 16h45	Mthatha-Cape Town	LG Travel, de Possel & Joubert Street (Caledon)	R 285
	Intercape	21h25	Cape Town - Mthatha	Shell Ultra City (Riviersonderend)	R 485
	Intercape	03h20, 04h10 & 16h00	Mthatha - Cape Town	Shell Ultra City (Riviersonderend)	R 304
SLM	Baz Bus	11h45	Cape Town - Port Elizabeth	Swellendam Backpackers,5 Lichtenstein Street (Swellendam)	R 1 550
	Baz Bus	18h00	Port Elizabeth – Cape Town	Swellendam Backpackers,5 Lichtenstein Street (Swellendam)	R 405
	Greyhound	23h05	Cape Town - Durban	Groentemark Café (Swellendam)	R 700
	Greyhound	05h40	Durban - Cape Town	Groentemark Café (Swellendam)	R 420
	Intercape	22h05	Cape Town - Mthatha	Swellengrebel Hotel / Groentemark, Voortrekker Street (Swellendam)	R 466
	Intercape	02h25, 03h15 & 15h10	Mthatha - Cape Town	Swellengrebel Hotel / Groentemark, Voortrekker Street (Swellendam)	R 304

These services do not operate in CALM and residents need to use MBT services or private transport to access these long distance bus pick-up points. The Cape Town- Port Elizabeth routes can be accessed at Hermanus and Swellendam, while the Cape Town – Durban routes can be accessed Caledon, Riviersonderend and Swellendam.

The services operate daily with five buses per day between Cape Town and Johannesburg, one bus between Cape Town and Durban (Greyhound), three buses between Cape Town and East London/ Mthatha and one bus between Cape and Port Elizabeth (Baz Bus).

The majority of these services have scheduled stops at filling stations at Spar in Caledon, Shell Ultra in Riviersondend and Groentemark Café in Swellendam. There is no shelter provided for the passengers and current stop cannot be upgraded as the land is privately owned.

Table 3.9: Long Distance Bus Frequency in ODM

Service	Routes	Trip per day	Towns Served within DM
Cape Town – Port Elizabeth (Baz Bus)	From Cape Town	1 (except Wed & Sun)	Hermanus & Swellendam
	To Cape Town	1 (except Wed & Sun)	Hermanus & Swellendam
Durban – Port Elizabeth – Cape Town (Greyhound)	From Cape Town	1	Riviersonderend & Swellendam
	To Cape Town	1	Riviersonderend & Swellendam
Mthatha - East London – Cape Town (Intercape)	From Cape Town	3	Riviersonderend & Swellendam
	To Cape Town	3	Riviersonderend & Swellendam

3.3.4 Commuter Rail Services

There is no passenger rail in ODM. Figure 3.10 illustrates the location of the rail lines in the region. Although there is a rail line running through ODM, it currently is only used for rail freight. Attendees of the public meetings strongly argued for the re-instatement of a passenger rail service.

Long distance rail services from Cape Town to Johannesburg, Durban and East London are provided through Shosholoza Meyal. Shosholoza Meyl is a division of the PRASA that operates long-distances. Until 2009, Shosholoza 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 Shosholoza Meyl along the travel routes. The towns closest to the ODM along the route include Worcester, Bellville and Cape Town.

Figure 3.10: Rail line in the greater ODM and long distance rail services

3.3.5 Vehicle Testing and Licensing Stations

An important aspect of the provision of transport related municipal service is the availability of vehicle testing and licensing stations. The municipal or provincial traffic authorities handle the registration and testing of vehicles and drivers. Not all offices offer the full range of services. It is therefore important to consider the availability and location of the services.

Table 3.10 provides a summary of the vehicle testing and licensing stations located within the ODM.

Table 3.10: Vehicle testing and licensing stations

LM	Station name	Address	Function	Owned by / Funded by / Endorsed by
Cape Agulhas	Bredasdorp Traffic Department	c/o Ou Meule and Fabrieks Rd, Bredasdorp, 7280	RA * VLR * DLTC * DLR	City of Cape Town
Cape Agulhas	Cape Agulhas Traffic Department	c/o Ou Meule and Fabrieks Rd, Bredasdorp, 7281	RA * VLR * DLTC * DLR	Cape Agulhas LM
Cape Agulhas	Bredasdorp VTS	Dirkie Uys Street, Bredasdorp	VTS	Cape Agulhas LM
Overstrand	Hermanus Traffic Department	Mimosa Street, Industrial Area, Hermanus, 7200	VLR * DLTC * DLR	City of Cape Town
Overstrand	Overstrand Municipality Traffic Department	Mussel Road, Industrial area, Hermanus, 7200	VLR * DLTC * DLR * VTS	Overstand LM
Swellendam	Swellendam VTS	Voortrekker Street, Swellendam	VTS	Swellendam LM
Swellendam	Swellendam Traffic Department	Koringland St, Swellendam, 6740	RA * VLR * DLTC * DLR	Swellendam LM
Theewaterskloof	Caledon VTS	Cemetery Road, Caledon	VTS	Theewaterskloof LM
Theewaterskloof	Grabouw Traffic Department	c/o Ryke & Worcester Streets, Grabouw	RA * VLR * DLTC * DLR * VTS	City of Cape Town
Theewaterskloof	Theewaterskloof Municipality Traffic Department	Cemetery Rd, Caledon, 7230	RA * VLR * DLTC * DLR	Theewaterskloof LM

Source: www.westerncape.gov.za

Note: Abbreviations DLR - Driving licence renewal, DLTC - Driving licence testing centre, RA – Registering authority, VLR - Vehicle licence renewal, VTS - Vehicle testing station

3.4 *Public Transport Infrastructure*

Public transport infrastructure from an ITP perspective deals primarily with road-based facilities for buses and MBTs. This section contains a brief discussion on each of the types of facilities and

refers to the 2015 ODM CPTR. This CPTR was updated with information obtained during site visits for the preparation of the ITP. The total number of public transport facilities, excluding rail and air facilities, are summarised in Table 3.11.

Table 3.11: Summary of primary public transport infrastructure

LMs	MBT		Bus		Rail	Air	Total
	Formal	Informal	Formal	Informal	Formal	Formal	
Cape Agulhas	6	5	0	0	-	-	11
Overstrand	11	0	0	0	-	-	11
Swellendam	0	8	0	1	-	-	9
Theewaterskloof	5	0	0	2	-	-	7
TOTAL	**22**	**13**	**0**	**3**	**-**	**-**	**38**

Source: ODM CPTR, 2015

3.4.1 Bus Transport Facilities

The CPTR refers to three informal bus facilities located in towns along the N2 used by an interprovincial bus service. The challenge for the LMs is to provide adequate facilities for the passengers of these services. Facilities should ideally have a ticket or booking office, shelter, restrooms, baggage storage and other features required by this type of service. Existing bus facilities tend to be provided informally at filling stations along the route and there are typically no designated bus facilities provided by the local municipalities. The existing facilities in ODM are summarised in Table 3.12.

Table 3.12: Summary of bus facilities

Location	Facility name	Size / capacity	Service type	Priority needs
SLM	Swellendam, Groentemark Café	1 bay	Interprovincial	Shelter Facility
TWKLM	Riviersonderend, Shell Ultra City	1 bay	Interprovincial	Shelter Facility
	Caledon, Spar, Pioneer Street	1 bay	Interprovincial	Shelter Facility

Source: ODM CPTR, 2015

There is a need for regional transfer facilities throughout the Western Cape including ODM, however there are currently no upgrades planned or construction of new facilities due to a shortage of funding. The facility planned for Bredasdorp in 2003 has not been completed and is unlidley to be completed due to inadequate funds.

3.4.2 MBT Transport Facilities

There are 22 formal MBT facilities located in the ODM.

The existing MBT facilities from the ODM CPTR are summarised in Table 3.13.

Table 3.13: Summary of formal MBT facilities

Location	Facility name/ location	Capacity: vehicles/ hour	Condition	Priority needs
CALM	Struisbaai, R319	12	Off-street with no amenities	Upgrade shelter
	Napier, Volhou Street	12	Off-street with no amenities	Upgrade shelter
	Arniston, R316	12	Off-street with no amenities	Upgrade shelter
	Bredasdorp, Corner of Fletcher and Buitekant Street	12	Off-street with no amenities	Upgrade shelter
	Bredasdorp, R319 at SportComplex	12	Off-street with no amenities	Upgrade shelter
	Bredasdorp, Corner of Ou Meule and Golf Street	12	Off-street with no amenities	Upgrade shelter
OLM	Hermanus, Corner of Patterson and Royal Street	360	Capacity constraints. Available amenities are of poor quality	Plan and construct new rank
	Mount Pleasant, Hermanus,R43	12	Off-street with no amenities	-
	Hawston, Corner of Church and Chester Street	36	Off-street with amenities	Facility maintenance
	Gansbaai Taxi Rank, Masakhane Street	12	Off-street with amenities	Storm water drainage, maintenance of structure and water supply needed
	Gansbaai, Corner of Main Road and Fabriek Street	12	On-street	Shelter Facility
	Stanford, Corner of Dreyer and Mundi Street	36	Off-street with amenities	-

Location	Facility name/ location	Capacity: vehicles/ hour	Condition	Priority needs
	Stanford, Matilda May Street	12	Off-street with amenities	-
	Zwelihle, Manzi Street	72	Off-street with amenities	Shelter Facility
	Kleinmond, R44	12	Off-street with amenities	Facility Maintenance
	Zwelihle, Swartdam Street	12	On-street with amenities	Facility Maintenance
	Gansbaai, Kampeer Street	12	On-street with amenities	Facility Maintenance
TWKLM	Caledon, Corner of Plein and Meul Street	48	Off-street with amenities	Construction of new rank
	Caledon, Cathcart Street	12	On-street with no amenities	Shelter Facility
	Grabouw, Corner of Oudebrug Road and Worcester Street	480	Off-street with amenities	Facility Maintenance
	Villiersdorp, Goniwe Park	96	Off-street with no amenities	Upgrade of Rank Facility
	Villiersdorp, Buitekant Street	108	On-street with no amenities	Upgrade of Rank Facility

Source: ODM CPTR, 2015

The unpublished National Department of Transport "MBT Facility Guidelines" provided the following definitions used in this document to distinguish further between facility types:

- MBT stop: A place, usually within the road reserve, at which MBTs stop, but not wait or hold, for passengers to board or alight
- MBT rank: A place, usually within the road reserve, at which MBTs can queue, wait and/or stop for passengers to board or alight
- MBT terminal: A location, usually off-street and at the common end of one or more routes where MBTs can wait and passengers can transfer, board and alight
- MBT holding area: An area, usually off-street, where MBTs hold before proceeding to loading points; there is usually no passenger activity; the holding area can either be included within or separated from a terminal facility

The challenge facing the LMs is mainly the availability of funds to address the priority needs at the public transport facilities. An assessment study of the operational requirements at each facility will provide a basis for the consolidation of various facilities, as well as for funding applications for the construction of required facilities and upgrades. The four LMs require guidance and funding from the ODM or the planning of transport facilities to ensure the development of an IPTN service.

In addition to the formal facilities, each LM has a number of informal facilities and stopping points that require upgrades. It remains a challenge to provide adequate shelter at the informal facilities, which are summarised in Table 3.14.

Table 3.14: Summary of informal MBT facilities

Location/ town	Facility name/ location	Capacity: vehicles/ hour	Condition	Priority needs
CALM	Bredasdorp, All Saints Road	12	On-street, no amenities	Upgrade shelter
	Bredasdorp, Long Street (Checkers)	12	Off-street, no amenities	Upgrade shelter
	Napier, Sarel Cillier Street (Napier Bande)	12	On-street, no amenities	Upgrade shelter
	Napier, Sarel Cillier Street (Akker Kafee)	12	Off-street, no amenities	New shelter
	Napier, Joseph Street	12	Off-street, no amenities	Upgrade shelter
SLM	Ned Bank, Voortrek Street, Swellendam	12	On-street with no amenities	Shelter at facility
	Du Toit Stop, Rev. AL Arendse Street, Buffeljagsrivier	12	On-street with no amenities	Shelter at facility
	U-Save, Nelson Street, Swellendam	12	On-street, no amenities	Shelter at facility
	Check-In, Voortrek Street, Swellendam	12	On-street with no amenities	Shelter at facility
	Swellendam, Veldkornet Street	218	Off-street, no amenities	Rank facility
	Smithville, Wilger Avenue, Barrydale,	12	On-street, no amenities	Shelter at facility
	Karoo Hotel,Van Riebeeck Street, Barrydale,	12	On-street, no amenities	Shelter at facility
	Post Office, Hein Sirkel Street, Suurbraak	12	Off-street, no amenities	Shelter at facility

Source: ODM CPTR, 2015

3.4.3 Rail Transport Infrastructure

Due to the nature of rail operational structure, the current rational is that investment in new lines, especially in new markets, should be postponed until the existing network is operating to an agreed standard. Furthermore, such investment should be subject to comprehensive financial, economic and environmental evaluations. There are currently no active rail stations along the existing corridors in the ODM. Re-activation of the old commuter rail service was raised as a firm request at all of the public meetings held in the various LMs of ODM.

However the rail function lies with PRASA. A situational analysis of the Western Cape Province rail system in National Railplan (2006) confirms the importance of protecting the investment made in the rail system and the enhancement of the operational conditions. However, there are no defined timeframes for rolling out rail services to ODM. The reactivation of the rail line to Overberg should be further explored by PRASA as a mechanism for improving much needed public transport access to the region.

3.5 *Roads and Traffic*

This section in this transport register is a summary of the information found in the Pavement Management System (PMS) and Road Network Information System (RNIS) of the Western Cape. The information is presented as follows:

- A section providing detail of the extent of the major road network
- A section on the condition of major roads
- A section on the traffic volumes of the major road system
- A section on the road safety and accident data of the major road system
- Major Road Network

The road network through the ODM consists of 4000 km of national and provincial roads, as summarised in Table 3.15, and sourced from the WCG's RNIS website. Figure 3.11 illustrates the extent of major road network in ODM. It should be noted that the municipal road network is excluded.

Table 3.15: Major road network length by LM

LM	Functional road type					
	National	**Trunk**	**Main**	**Divisional**	**Minor**	**Total**
Theewaterskloof	96.68	71.40	148.06	429.22	434.74	1 180.10
Overstrand	7.63	113.77	65.45	188.79	204.72	580.36
Cape Agulhas	0.00	68.24	143.18	432.07	534.06	1 177.55
Swellendam	71.83	96.84	146.27	317.09	387.36	1 019.39
ODM	**176.14**	**350.25**	**502.96**	**1367.17**	**1 560.88**	**3 957.40**
% of Road Type in DM	4.5%	8.9%	12.7%	34.5%	39.4%	100%

Source: RNIS Road Length Summary per Authority, 03 November 2014

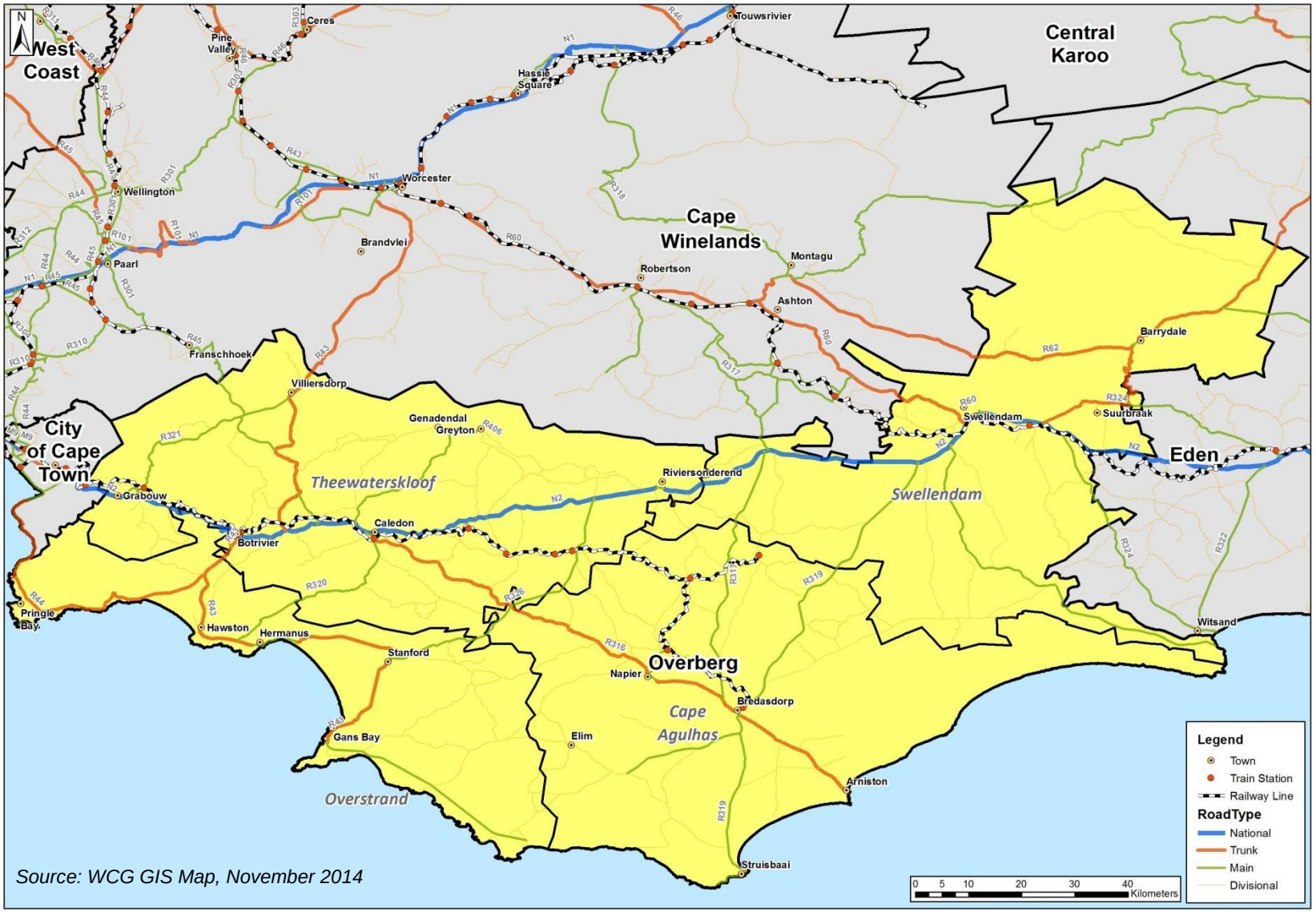


Figure 3.11: Major road network in ODM

The N2 is the major road-based link running through the ODM. The national road network, which makes up 4.5% of the road length within the ODM, is the responsibility of SANRAL. They have a mandate to finance, manage and maintain the national road network.

Provincial roads are classified into four categories according to their function including trunk roads, main roads, divisional roads and minor roads. These secondary and tertiary roads cater mainly for intra-provincial travel and are largely the responsibility of the provincial government.

The road network can also be presented in terms of the extent of surfaced and gravel pavement. All national roads, trunk roads and most main roads are paved. Most divisional roads and minor roads are gravel. Table 3.16 provides a summary of the major road network by surface type. Paved surface roads make up 28% of the road network while gravel roads make up 72%. OLM has the highest percentage of paved roads and CALM the lowest percentage of paved roads out of the four local municipalities within the ODM.

Table 3.16: ODM Major Road network by surface type

Functional road type	Road surface type		Total km
	Paved km	Gravel km	
National Roads	176.14		176.14
Trunk Roads	350.25		350.25
Main Roads	374.03	128.93	502.96
Divisional Roads	154.04	1 213.13	1 367.17
Minor Roads	54.75	1 506.13	1 560.88
TOTAL	**1 109.21**	**2 848.19**	**3 957.40**
% of Surface Type	**28.0%**	**72.0%**	**100%**

Source: WCG RNIS, 03 November 2014

Table 3.17 contains a summary of the rural network asset value. The provincial RNIS system provides a report on the estimated asset value of R 9.7 billion (2014 values) for the provincial road network within ODM. While only 28% of the road network is surfaced, it accounts for 98.9% of the road asset value.

Gravel roads make up 72% of the road network within the ODM, but only have an asset value of 1.1% of the total asset value.

The majority of the traffic volumes and traffic flow is on the paved roads in ODM. The Theewaterskloof LM has the highest percentage of paved roads and the Swellendam LM has the lowest percentage of paved roads out of the four local municipalities within the ODM.

Table 3.17: Road network asset value

Municipality	Asset Value by Road Surface		
	Paved	Gravel	Total
Theewaterskloof LM	R 3 024 877 000	R 34 222 000	R 3 059 099 000
Overstrand LM	R 2 578 526 000	R 11 891 000	R 2 590 417 000
Cape Agulhas LM	R 2 346 221 000	R 25 741 000	R 2 371 962 000
Swellendam LM	R 1 706 121 000	R 32 389 000	R 1 738 510 000
ODM	R 9 655 745 000	R 104 243 000	R 9 759 988 000
% of Asset Value in DM	98.9%	1.1%	100%

Source: RNIS: Asset Value by Authority, 03 November 2014

3.5.1 Road Network and Condition

The measuring and reporting on the condition of the road network is important in order to assess the impact and strategically focus funding for maintenance and road projects. The Western Cape Government (WCG) uses a Pavement Management System (PMS) to create reports to assist in the development of the annual road maintenance schedule for the paved road network. Prioritisation of work for these maintenance programmes includes parameters measuring the condition of the road:

- The Pavement Condition Index (PCI) and Reseal Condition Index (RCI) are both Visual Condition Indices (VCI) giving an indication of the road condition as determined through visual inspection. They are defined as follows:
- The PCI is a numerical index value relating to the condition of the pavement as experienced by road users
- The RCI relates to the road reseal condition. Resealing is the process of constructing a new, waterproof surface on an existing road to prevent accelerated moisture-induced failure. Resealing is a vital preventive maintenance action.
- VCI range from zero to 100, with 100 representing an excellent condition. Table 3.18 list the pavement conditions with their corresponding index range.

Table 3.18: Provincial road condition categories

Description	VCI range
Very good	85 ≤ VCI ≤ 100
Good	70 ≤ VCI ≤ 85
Fair	50 ≤ VCI ≤ 70
Poor	30 ≤ VCI ≤ 50
Very Poor	0 ≤ VCI ≤ 30

Source: THR22, Table 6.2

The most significant parameter for indicating the condition of gravel roads is the thickness of the gravel layer. Regravelling is necessary when gravel thickness is less than 30mm. Typical condition categories for gravel roads are shown in Table 3.19.

Table 3.19: Gravel thickness categories

Gravel thickness	Road condition
0 – 30 mm	Bad
30 – 50 mm	Poor
50 – 100 mm	Fair
> 100 mm	Good to very good

Source: AFRICON, WCG

Maps indicating the condition of both the paved and gravel rural road network are included in Figure 3.12 and Figure 3.13.

Table 3.20 gives an overview of the condition of the surfaced and gravel road network. It excludes national and minor roads. It is clear that most roads (71%) are in a very good to fair condition. Roads in a poor and very poor condition amounts to 29% of the rural road network. The largest majority of roads are in a fair condition with 35.1% of the network. Generally, the surfaced roads within the network are in a better condition than gravel roads. The OLM has the best condition of roads and the TWKLM has the worst condition of roads out of the four local municipalities within the ODM.

Table 3.20: General road condition of major rural roads in ODM

Condition	Surfaced	Gravel	Total	Percentage
Very Good	169.22	36.42	205.64	9.3%
Good	378.49	215.32	593.81	26.8%
Fair	259.07	520.08	779.15	35.1%
Poor	28.79	596.54	625.33	28.2%
Very Poor	2.88	10.00	12.88	0.6%
TOTAL	*838.45*	*1 378.36*	*2 216.81*	*100*

Source: WCG: Condition of Road Infrastructure

The two worst surfaced roads are the R312 between Grabouw and Villiersdorp and the R317 between Bredasdorp and Riviersonderend. The R312 carries relatively high traffic volumes while the R317 carries low traffic volumes. The two road are both provincial main roads with the R321 within TWKLM and the R317 running through the CALM and SLM.

The two worst gravel roads, having sections in a very poor condition, are the DR01273 running north-south below Swellendam and the OP04229 between Bredasdorp and Caledon. These are isolated rural access and divisional roads. There are many other gravel roads being labelled in a poor condition.

Figure 3.12: Paved road network surface condition

Figure 3.13: Condition of Gravel Road Network in ODM

3.5.2 Traffic Volumes

It is important to know transport demand on the road network in order to understand the flow of goods and services, identify regions in demand of future development and to understand which areas may require improved roads to support economic growth and mobility. If the volumes along a road exceed the capacity of the road, it may increase the transportation costs borne by road users, agriculture and industry.

The OLM has the highest traffic volumes out of the four local municipalities within ODM. The main routes with the highest Average Annual Daily Traffic (AADT) volumes are summarised in Table 3.22 and Figure 3.14 illustrates the traffic volumes on the provincial road network.

AADT and Annual Average Daily Truck Traffic (AADTT) volumes for the National Route[16] (N2) are obtainable from the SANRAL Comprehensive Traffic Observations 2013 Yearbook and is summarised in Table 3.21. Figure 3.14 illustrates the traffic volumes on the National Route (N2) using this CTO data. ODM has five CTO stations along the National Route (N2), three of which are permanent and two of which are secondary.

The highest AADT in ODM is found on the N2 between Gordon's Bay and Grabouw of 12 500 vehicles per day with around 9% of the traffic being heavy vehicles. Refer Table 3.21. Some of the high demand for the N2 before Grabouw can be attributed to the high demand for Hermanus. Traffic volumes between Caledon and Swellendam range around 3 500 vehicles per day. Traffic volumes between Caledon and Swellendam range around 3 500 vehicles per day, however when the R60 joins the N2 in Swellendam the ADT rises to 5 700 vehicles per day.

Table 3.21: 2013 Traffic volumes on National Routes

CTO Station	Road	Road Link Description	AADT	Growth % p.a.	AADTT	% heavy vehicles
1243	N2-02 KM 11.2	Sir Lowry's Pass	16207	0.56	1 485	9.2
1366	N2-02 KM 29.2	Grabouw - Botrivier	12 500	1.44	1 135	9.0
279	N2-02 KM 54.3	Botrivier - Caledon	7 500	2.94	715	9.6
329	N2-03 KM 24.2	Caledon - Riviersonderend	3 100	-	400	12.9
245	N2-04 KM 49.2	Riviersonderend - Swellendam	3 500	-	420	12.0
715	N2-05 KM 11.2	Swellendam - Barrydale TO	5 600	0.70	814	14.4

Source: SANRAL CTO 2013 Yearbook

Refer to Table 3.22 and Figure 3.14 illustrates the traffic volumes on the provincial road network in ODM.

16. *SANRAL CTO 2013 Yearbook*

Table 3.22: Traffic Volumes on Major Provincial Roads

Route	Road	Road Link Description	AADT	AADTT	% Heavy Vehicles
R43	TR02801	Hermanus - Hawston	11 000	600	5.5
R43	TR02801	Hawston - Botrivier	9 100	700	7.7
R43	TR02802	Hermanus - Stanford	5 700	350	6.1
R44	TR02701	Pringle Bay – Botrivier	4 500	200	4.4
R316	TR02901	Napier - Bredasdorp	3 100	300	9.7
R43	TR02802	Stanford - Gansbaai	2 900	150	5.2
R60	TR03201	Swellendam - Ashton	2 700	600	22.2
R316	TR02901	Caledon - Napier	2 500	250	10.0
R321	MR00279	Grabouw – Villiersdorp	2 500	400	16.0
R43	TR03002	Worcester – Villiersdorp	2 200	350	15.9
R316	TR02901	Caledon - Napier	2 500	250	10.0
R316	TR02902	Bredasdorp - Arniston	1 100	30	2.7
R319	MR00261	Bredasdorp - Struisbaai	1 900	50	2.6

Source: WCG RNIS, January 2015

Urban streets carry moderate peak-hour flow volumes as part of the commuter traffic. High ADT volumes in the town centres usually follow lower heavy vehicle incidence. Except for traffic volumes logged on municipal main roads through the urban centres, there are no accurate traffic volumes presently available for the remainder of the street network.

The traffic volumes have grown over the years, as expected in accordance with the GDP growth rate of South Africa, which varies but averages around 2% to 3%. [17]

[17] WCG RNIS January 2015

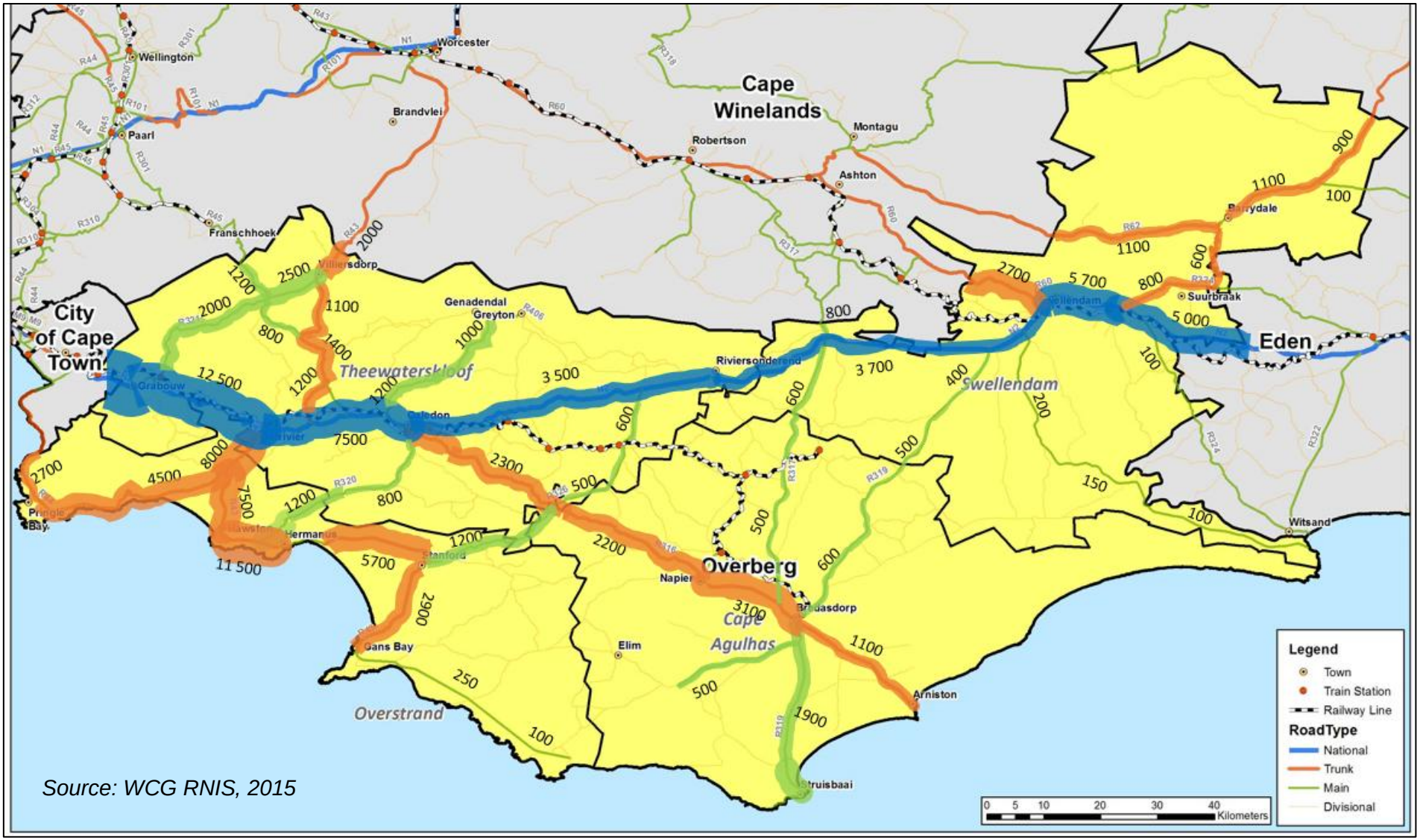


Figure 3.14: Traffic Volumes on Major National and Provincial Roads

3.5.3 Road Safety

The status quo of road safety in ODM is reflected by accident data collected by the WCG Accident Bureau. The Provincial Accident Statistics (iPas) database is considered to be the official and ratified source for accident data in the province. All accidents are recorded and fed through SAPS. This is the latest available data.

However, interpretation of the results of the data analysis is limited by the fact that the road name, number, intersection or chain distance at best describes the exact location of an accident i.e. there are seldom GPS coordinates. For this analysis multiple assumptions were made in order to group the police reported accidents within the municipal boundaries. As a result, the figures presented in the table contain a degree of uncertainty.

The roads with the highest number of fatal accidents are as presented in Table 3.23. These are ranked according to the number of fatal crashes within the 14 year period between 2000 and 2013.

Table 3.23: Crashes, fatal crashes and fatalities in ODM over 2000 - 2013

Route	Road	Road Link Description	No. of Accidents	Fatal Crashes	Fatalities	% Crashes Fatal
N2	N0020	National Road	5 427	269	353	5.0%
R43	TR028	Hermanus - Gansbaai	3 089	83	100	2.7%
R316	TR029	Caledon - Arniston	814	33	45	4.1%
R321	MR00279	Grabouw - Villiersdorp	778	32	34	4.1%
R43	TR030	N2 Caledon - Worcester	445	31	32	7.0%
R62	TR031	Montague - Barrydale	436	30	42	6.9%
R326	MR00267	Stanford - N2	242	12	13	5.0%
R44	TR027	Gordons Bay - Klienmond	302	10	10	3.3%
R406	MR00277	Caledon - Greyton	262	10	10	3.8%
-	DR01287	Grabouw- Hermanus	166	10	11	6.0%
R43	MR00028	Gansbaai - Die Dam	226	8	9	3.5%

Source: iPAS_Overberg 2000-2013

From Table 3.23 it is apparent that most accidents take place on provincial roads, which carry the higher traffic volumes. The N2 and R43 have the highest traffic volumes and the highest number of fatal crashes recorded. Following them, the main accident locations are in the town centres/urban areas. This may be attributed to constant commuter traffic and high pedestrian volumes. The MR00279 (R321) Grabouw – Villiersdorp link stand out as one of the road with some of the higher number of accidents. This link has been flagged with fair to very poor road conditions and has a high number of heavy vehicle traffic, both these factors may link it to having a high number of accidents. Analyses revealed that most accidents occur on the N2, R43, R321 as well as in within the towns of Grabouw, Hermanus and Swellendam. These routes are most hazardous for pedestrians and cyclists. In order to reduce accidents along these roads adequate road safety measures need to be put into place to make motorists aware of NMT users.

The R316 has the highest traffic volumes and the highest number of fatal crashes recorded. The R319 and R317 are also responsible for some road crashes due to their arterial nature and vehicle volumes. Following them, the main accident locations are in the town centres/urban areas. This may be attributed to constant commuter traffic and high pedestrian volumes.

Table 3.24: Bicycle and Pedestrian crashes, fatal crashes and fatalities in ODM

Road Name	Pedestrians + Bicycles	Pedestrians involved in an accident	Bicycle involved in an accident
National Road: N2 (Tr002)	323	300	23
TR028	211	152	59
Main Rd, Hermanus	122	81	41
Ou Kaapse Weg, Grabouw	108	100	8
Hoof Weg, Grabouw	100	78	22
MR00279	83	75	8
Swartdamweg, Hermanus	53	35	18
Hlobo Ave, Zwelihle, Hermanus	42	35	7
Voortrekker Rd, Swellendam	41	31	10
Hoof St, Villiersdorp	38	30	8
TOTAL (ODM)	**3 360**	**2 719**	**641**

Data Source: iPAS_Overberg 2000-2013

Figure 3.15 and Figure 3.16 refers. The number of road crashes, fatal crashes and fatalities were analysed over time in order to identify any trends, as displayed in Table 3.24. It must be noted that each road accident is an independent and random event in time and so, theoretically, straight lines should not be joined between the data points on the graph. However, in order to easily identify trends, lines were added between the data points in the accident figures prepared.

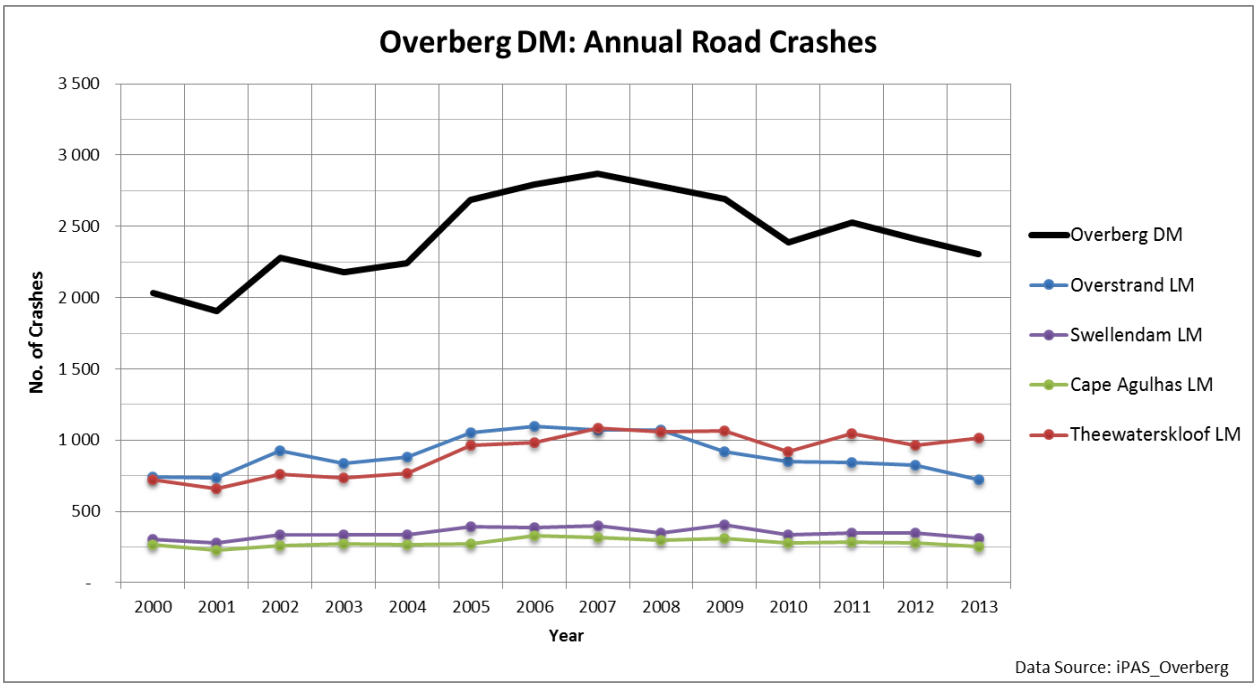


Figure 3.15: Annual Road Crashes within the ODM and local municipalities

There are on average 2 900 crashes within the ODM per year, there appears to be no obvious trend, besides for an apparent decline in crashes within the OLM over the last 7 years. There are on average 58 fatal accidents and 70 fatalities per year within the ODM, there appears to be no obvious trend, besides for an apparent decline in fatal crashes and fatalities over the last 5 years.

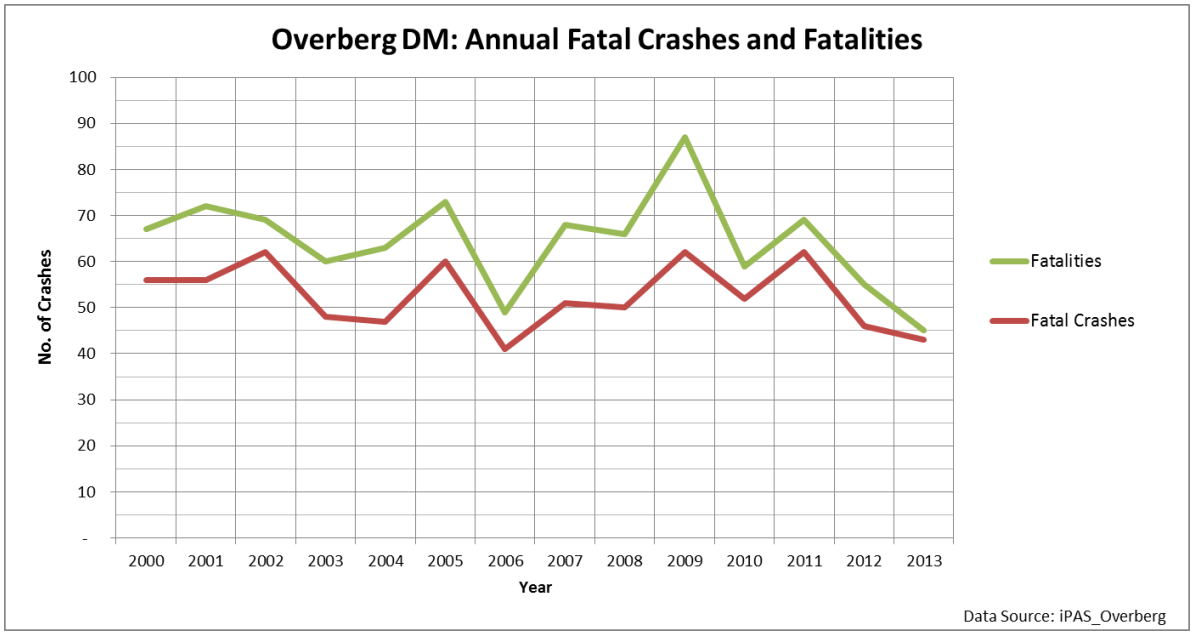


Figure 3.16: Annual Fatal Crashes and Fatalities within ODM

3.6 *Non-motorised Transport*

The national Non-Motorised Transport policy defines NMT as all means of transport that are human powered. NMT typically includes walking, cycling and variants such as Small-Wheeled Transport (skateboards, push scooters, etc.) and wheelchair travel"[18]. Animal-powered forms of transport (horse-drawn carts and horse-riders for example) are also included in this definition as it does not rely on battery and/or fuel combustion driven mechanisms to be propelled. Although this definition is all-encompassing, animal-drawn carts are not allowed to use sidewalks or cycle facilities.[19] Animal-drawn carts are still widely used in the rural areas of OLM.

Recently, the DoT has expanded their definition to also include eco-mobility or energy efficient low-carbon transport such as e-bikes. These refer to transport options that are:

- integrated with public transport,
- socially inclusive
- environmentally-friendly,
- They are right sized for their purpose,
- energy source sustainable,
- produces zero emissions
- Preferably they are powered by renewable energy sources such as solar, wind or bio-energy from waste
- NMT vehicles are deemed to not exceed a top-speed of 35 kilometres per hour.

3.6.1 Quality of Non-motorised transport

The NMT environment in ODM is generally fair with poor quality infrastructure and lack of direct and continuous routes. As there is no NMT network, existing NMT routes within the road environments are often poorly maintained, seldom used, highly unsafe and in some cases suffer from the infiltration of crime. This is often due to poor infrastructural planning, lack of integrated design approach, and difficulties experienced in operation and marketing of public spaces. Sidewalks, if existing, are often untarred and NMT users tend to use the road and are therefore exposed to high safety risks.

The concept of liveable communities typically includes public spaces and people, their comfort and convenience and activities that would attract them. It places greater priority on the quality of the public realm rather than on the private realm. Liveable streets are key components of liveable communities. However, from a transportation planning and traffic engineering perspective, the presence of people in the street environment is often overlooked when it comes to developing liveable streets and communities. In the transport system historically, the needs of the private car user have priority over the public transport system.

NMT is a common element in developing liveable streets and communities. NMT planning has to take cognisance of the transportation system requirements, the public space realm and quality of life requirements and ensure that a socially just balance is achieved.

NMT is generally recognised as a valuable component of the transportation system and the environment we live in owing to the various numerous benefits it holds. These benefits include

18. National Department of Transport, Draft National Non-motorised Transport Policy, November 2008.

19. Road Traffic Act, Clause 323

environmental benefits, increased liveability, improved health, economic gains and transportation benefits.

The context of the ODM is particularly complex in that it includes both rural and semi-urban areas. These systems connect and relate at some level, but in some instances are not sufficiently connected to be meaningful for those on foot. A long distance between people and essential services is one of the challenges. Other key aspects which affect the ODM are topography, affordability levels, special categories of passengers, lack of support infrastructure and the attitude of other road users to NMT.

LMs within the ODM typically provide NMT infrastructure and facilities as part of the urban development processes that are entrenched with guidelines and standards for all aspects from sidewalks and shelters to signalised pedestrian crossings. This does not occur in the peri-urban and rural areas, typically along rural roads. Furthermore, many local authorities experience capacity constraints in delivering many other essential services so that NMT seldom reaches the priority that it critically deserves.

The following issues and concerns were raised in various interactions with stakeholders and role players:

- Long distances between towns
- Lack of NMT infrastructure funding and marketing for NMT
- Providing safe crossing facilities along major pedestrian routes, especially across railways
- Lack of continuity of existing NMT routes
- High number of pedestrian fatalities and injuries
- Unattractive and unsafe pedestrian facilities

Further NMT-related concerns and transport needs as identified from the public meetings and stakeholder engagements are presented in section 6.

3.6.2 Modal Share of NMT users

Many communities are challenged with either public transport being too expensive or access to public transport is limited or even non-existent. This leaves people and learners to walk long distances to their destinations. This increasing trend is illustrated through figures from the NHTS 2013 that indicate that NMT usage for going to work is highest in ODM with 46% as illustrated in Table 3.25.

Table 3.25: Main mode to work[20]

	Cape Agulhas/ Swellendam	Overstrand	Theewaterskloof	ODM
Bus	0%	2%	14%	8%
Private transport	33%	46%	36%	37%
Taxi	1%	12%	4%	5%
Train	0%	0%	0%	0%
Walking all the way	63%	38%	40%	**46%**
Other	2%	2%	5%	4%

Figures of learner travel indicate that the majority of learners walk to school. As shown in Table 3.26, according to the NHTS 2013, 59% of learners in ODM travel on foot. With such a high percentage of learners on foot, pedestrian safety is a big concern. Rail safety for pedestrians is also extremely problematic, owing to the illegal crossings of railway lines and the unprotected rail reserves.

Table 3.26: Main mode to education[21]

	Cape Agulhas/ Swellendam	Overstrand	Theewaterskloof	ODM
Bus	13%	12%	7%	10%
Private transport	4%	27%	12%	14%
Taxi	0%	17%	4%	6%
Train	0%	3%	0%	1%
Walking all the way	72%	35%	65%	**59%**
Other	12%	6%	12%	10%

Bearing in mind the economic and socio-demographic characteristics of the sparsely populated areas within ODM, NMT-based movement interlinking the different town is limited and therefore should be seen and planned for in cognition with public transport service provision. Table 3.27 below indicates potential town interlinks based on commuter cycling distances of 8-15 km which are recognized to represent fair walking distances. For instance, the 7 towns in TWKLM would theoretically offer 21 Origin-Destination (O-D) trip relations, but on the base of NMT friendly distances there is only one O-D connection identified (from Genadendal to Greyton, and vice versa). From the table it appears that OLM has the highest potential of town connectivity based on NMT modes, with the majority being commuter cycling.

20. In the NHTS 2013, Cape Agulhas and Swellendam were aggregated as one single Travel Analysis Zone and data is therefore not available per individual LM.

21. In the NHTS 2013, Cape Agulhas and Swellendam were aggregated as one single Travel Analysis Zone and data is therefore not available per individual LM.

Table 3.27: Assessment of NMT-friendly Distances between Towns in 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

Another segment of NMT users which is not captured in Table 3.25 and in Table 3.26 is the growing number of recreational cyclists, specifically around mountain biking. Biking trails have been built for example in the De Hoop National Park but also near Swellendam and Grabouw, as well as in other nature reserves and private farmland in the region. Considering the extensive distances between the different towns this form of cycling has more potential in attracting people than for instance commuting by bike. However, data on the use of cycling in general and commuter cycling in general is not available but will hopefully be included in the next National Household Travel Survey.

3.6.3 NMT Policy and planning framework

The policies, strategies and resulting design and implementation projects should strive for improved road safety and universal access that also takes into consideration the needs of special categories for passengers as it is further described in 3.12.

The focus of this section is to elevate the planning and provision for NMT in the ODM, especially for rural communities. 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 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:

- The National Department of Transport's (NDoT) Green Paper on Transport of 1996
- The National Transport Strategy, Moving South Africa of 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.

Provincial Legislation and Policy

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.

3.6.4 Shova Kalula

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.[22]

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.[23]

[22] Department of Transport and Public Works (2014), Annual Performance Plan 2014/2015

[23] Fezile Mbambo Senior Manager: Land Transport Development & Systems, Transport and Public Works Western Cape Government

3.7 *Learner Transport*

3.7.1 Learner Transport Policy

The South African Schools Act of 1996 makes it compulsory for children between the ages of 7 and 15 to attend school. Thus, in order to facilitate access to schools in ODM the Western Cape Education Department (WCED) has been administering transport subsidies for learners who live further than 5km from their local school. At the same time there has been an increasing call to shift institutional responsibility for learner transport to the WCG to allow the WCED to focus on their core activity.

The Western Cape is one of the few provinces who address learner travel through learner bus contracts. Budgetary constraints affect the provision of transport to learners and determine the minimum distance needed between a school and a learners residence to enable the learner to qualify for transport. There are two policy documents, which describe the criteria for the transportation of learners attending ordinary public schools:

- WCED Learner Transport Policy for Public Ordinary Schools (Draft, 2010)
- National Learner Transport Policy, (Draft, November 2014)

These policy documents are further summarised hereafter.

WCED Learner Transport Policy for Ordinary Public Schools

Until 2009, the WCED was providing learner transport to schools via processes which existed outside the framework of a policy. Subsequently a Learner Transport Policy for Ordinary Public Schools has been drafted which provides a framework for the various processes undertaken and executed by the WCED. This policy discusses amongst other things the qualifying areas, qualifying criteria, type of users, exceptional circumstances and subsidy options.

- Qualifying areas for the learner transport subsidy include areas within the Western Cape Province(areas surrounding Metropolitan areas) where there is not public transport within 5km of the residence or school
- Qualifying criteria includes the learner's residence lying further than 5km from the learner's schools by road, no public transport within that radius which enables the learner to attend school and certain preferential transport of learners from low capacity schools transferring to higher capacity schools
- The various users addressed include primary school learners, other school types, Grade R learners, disabled learners and learners with barriers to learning
- Providing learner transport in dangerous or exceptional circumstances is addressed in this policy, in contravention of the criteria described above, at the discretion of the HoD
- Further the subsidy options include transport for groups larger than 10 learners per route, living further than 5 km from the nearest appropriate school. Subsidisation of a learner, at the discretion of the HoD, can include a subsidy to the schools where the parents/school are responsible for the mode of transport used by the learner; a boarding school transport subsidy is an option for Grade 3 onward where the parents are liable for the school fees

This policy further recommends that

- ODM Education Departments get involved in the monitoring of learner transportation;
- Transport of learners be done in a controlled manner to verify that they are legitimate users; and

- Circuit managers assist schools to ensure compliance.

National Learner Transport Policy

The Department of Transport (DoT) has a document on learner transport designed to facilitate the transition of responsibility from the Department of Education. The final draft of the National Learner Transport policy, released in November 2014, proposes that upon approval, a national framework for the implementation of the learner transport system will be provided. The target group of the policy is learners who attend school between Grade R and Grade 12 and live more than 3km from the nearest school. It also based on the position that the Provincial Department of Education will handover the learner transport function to the Provincial Departments of Transport (PDOT).

In terms of planning, the policy recommends that learner transport plans must be developed and integrated into the Provincial Land Transport Framework (PLTF), as well as into the ITPs of local authorities. The policy also provides guidelines for developmental programmes to bring the previously marginalised groups into the formalised transport sector and economic mainstream.

The final draft of the National Learner Transport policy places the responsibility for planning and implementing learner transport on provincial and local governments. The policy implies that non-motorised services and infrastructure be supplied in accordance with local learner travel needs, where these services may include reliance on existing public transport service.

3.7.2 Concentration of schools

According to the 2014 WCED records there are a total of 93 primary, secondary and combined schools in the ODM (See Figure 3.17). Of these schools, there are 33 which are served by 83 learner contract routes. Each of these schools receives a learner subsidy from the WCED. Therefore 35.5% of primary, secondary and combined schools/educational institutions in the DM are using learner contracts. 60% of the learner contracts are used by primary schools and combined schools.

Table 3.28 presents the number of schools per town as well as the number of learner transport routes.

Table 3.28: Schools with Subsidised Transport Services in ODM

LM	Town	Schools							
		Total		Primary		Secondary		Combined	
		Schools	LT	Schools	LT	Schools	LT	Schools	LT
CALM	Arniston	1	1	1	1	0	0	0	0
	Bredasdorp	6	4	4	2	2	2	0	0
	Cape Agulhas	1	0	1	0	0	0	0	0
	Elim	1	1	1	1	0	0	0	0
	Klipdale	2	1	2	1	0	0	0	0
	Napier	1	1	1	1	0	0	0	0
	Protem	1	1	1	1	0	0	0	0
	Struisbaai	1	0	1	0	0	0	0	0
	Total	**14**	**9**	**12**	**7**	**2**	**2**	**0**	**0**
	Gansbaai	4	2	3	1	1	1	0	0
	Hawston	2	1	1	0	1	1	0	0
	Hermanus	11	0	6	0	2	0	3	0
	Kleinmond	2	1	2	1	0	0	0	0
	Pringle Bay	1	0	1	0	0	0	0	0
	Stanford	3	2	3	2	0	0	0	0
	Zwelihle	1	0	1	0	0	0	0	0
	Total	**24**	**6**	**17**	**4**	**4**	**2**	**3**	**0**
SLM	Barrydale	4	0	3	0	0	0	1	0
	Buffelsjagrivier	3	1	3	1	0	0	0	0
	Suurbraak	1	1	1	1	0	0	0	0
	Swellendam	8	3	5	2	2	1	1	0
	Total	**16**	**5**	**12**	**4**	**2**	**1**	**2**	**0**
TWKLM	Bereaville	1	0	1	0	0	0	0	0
	Botrivier	1	1	1	1	0	0	0	0
	Caledon	8	4	6	3	2	1	0	0
	Elgin	2	0	2	0	0	0	0	0
	Genadendal	2	0	1	0	1	0	0	0
	Grabouw	13	4	8	1	2	2	3	1
	Greyton	2	0	2	0	0	0	0	0
	Riviersonderend	2	1	1	1	0	0	1	0
	Villiersdorp	5	2	3	1	2	1	0	0
	Vyeboom	3	1	3	1	0	0	0	0
	Total	**39**	**13**	**28**	**8**	**7**	**4**	**4**	**1**
Overberg DM Total		**93**	**33**	**69**	**23**	**15**	**9**	**9**	**1**

*Note: *- LT refers to the number of learner travel contracts* *Source: WCED website*

There are a number of other types of educational institutions within the ODM such as Special Education Needs Schools (LSEN) and Technical Colleges. These institutions are excluded from Table 3.28 as there are no WC contracted learner routes for these types of institutions.

TWKLM has the highest concentrations of schools and primary schools as well as the most learner transport services. Towns with schools which use significant levels of learner transport are Bredasdorp (six routes serving four schools), Swellendam (three routes serving three schools), Caledon (six routes serving four schools) and Grabouw (six routes serving four schools). The high utilisation of subsidised learner transport in these LM's are consistent with large rural areas, along with high concentrations of low income groups.

Table 3.29 shows the main modes for education trips per LM. Walking is the most popular method to make their journey to school. Depending on the distance a learner has to travel and available infrastructure along a route, this can be a major safety concern, especially during the winter period when it is still dark.

Table 3.29: Main Mode for Education Trips

Municipality	Percentage of trips					
	Train	Bus	Taxi	Car	Walk	Other
CALM /SLM*	0.0	12.9	0.0	3.6	71.6	11.9
OLM	3.1	12.0	16.9	26.9	35.5	5.7
TWKLM	0.0	6.7	3.8	12.2	65.5	11.8

Source: NHTS, 2013

Note *: CALM and SLM were aggregated as one single Travel Analysis Zone in NHTS data.
Cars includes passengers and drivers of car/bakkie/truck/lorry.

The 2013 NHTS shows 3.1% rail trips in OLM. Since there are no active commuter rail services in ODM, this may be an error in the data or learners are utilising rail services to get to schools outside ODM possibly on weekends and for holidays.

The issues, concerns and transport needs as identified from public meetings is summarised in greater detail in Chapter 6: Needs Assessment, but the need for more formalised infrastructure at learner stops was identified across Overberg.

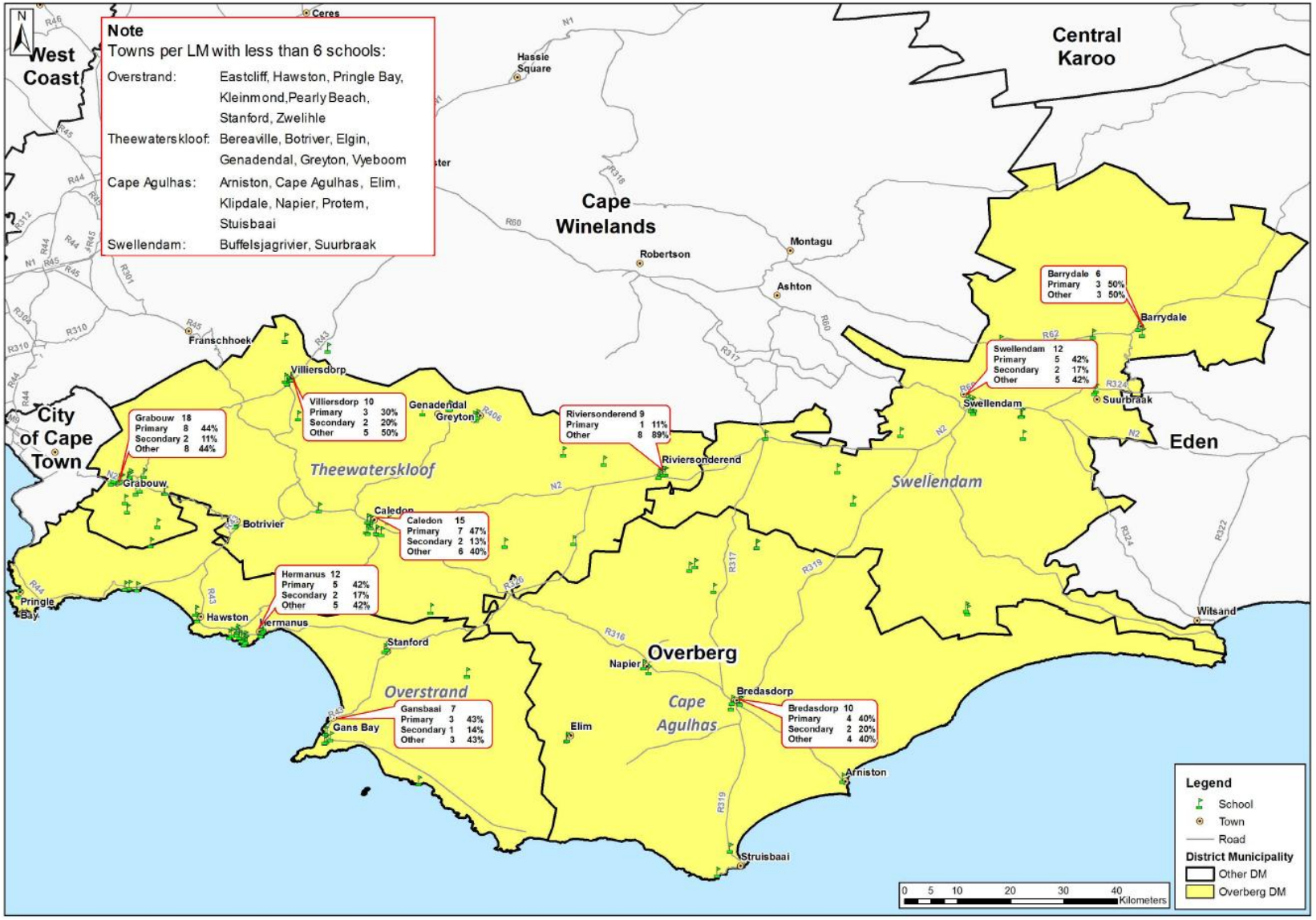


Figure 3.17: Concentration of schools in ODM

3.8 *Freight Transport*

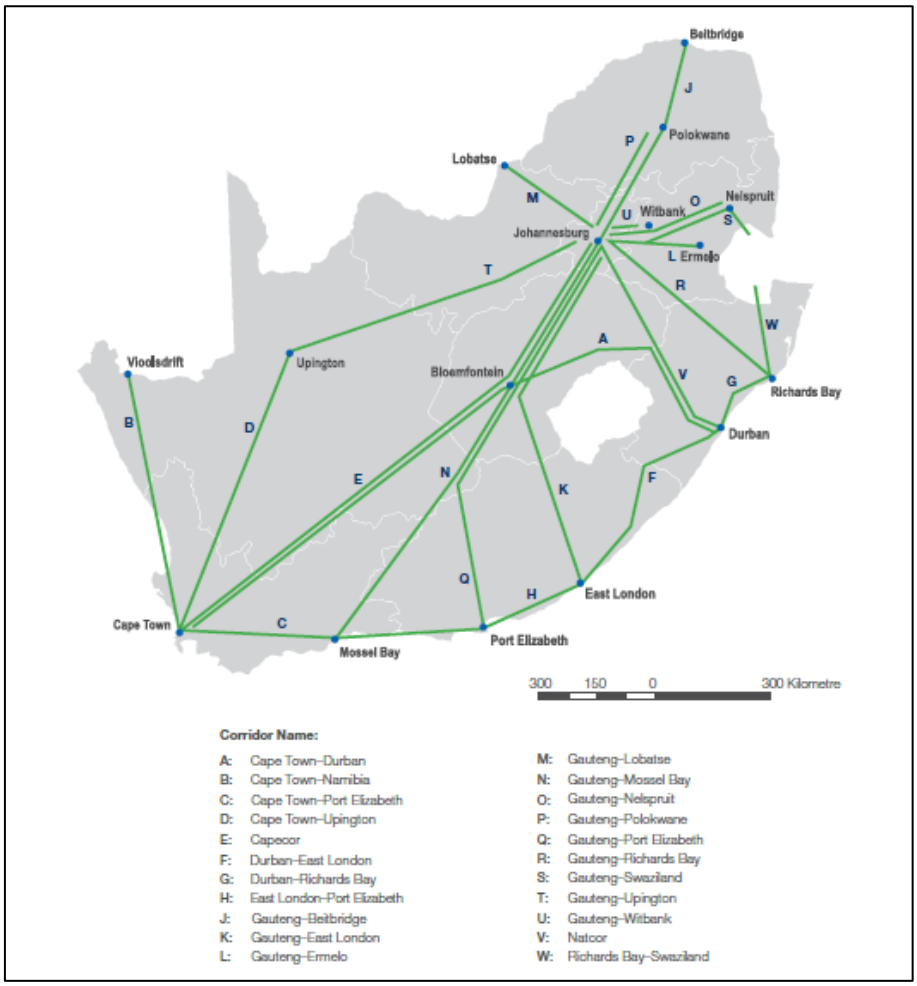
Freight transport is the physical process of transporting commodities and merchandise goods and cargo for commercial purposes. The movement of freight is fundamental to ODM since all economic activity, be it agricultural, infrastructure development, energy production or general industry. It is important for the freight network to be able to bring marginalised and/or rural producers of goods and services into the primary freight transport system and also to be able to respond to the ever increasing freight on the network.

The purpose of this section is to identify the commodities that are being moved within the district as well as to identify the dominant freight routes within the district. In addition to this it is proposed to also identify the categories of freight as this impact on the mode of transport used. Information has been described at a regional level since specific data on freight movement was not available for ODM.

South Africa has the longest road network of any country in Africa and relies on the road network to convey about 80%[24] of its freight. In addition, the road freight industry is an important job creator, with owner-driver operators becoming a more common feature of the industry. The main freight corridors in South Africa, along with their name are illustrated in Figure 3.18.

The freight corridors within the Western Cape are illustrated in Figure 3.19. The N1 is the busiest corridor, followed by the N2 and the N7. The major economic sectors of Western Cape provincial economy include: finance and real estate; manufacturing; services; trade and catering; and, transport and communication. Within manufacturing services, which is the largest sector of the provincial economy, the highest sub-sectors are paper, printing and publishing; textiles and clothing; metal and steel; chemicals and food.

[24] *State of Logistics Survey for South Africa, CSIR, 2013*



Source: State of Logistics Survey for South Africa, CSIR, 2013

Figure 3.18: South Africa's main freight corridors

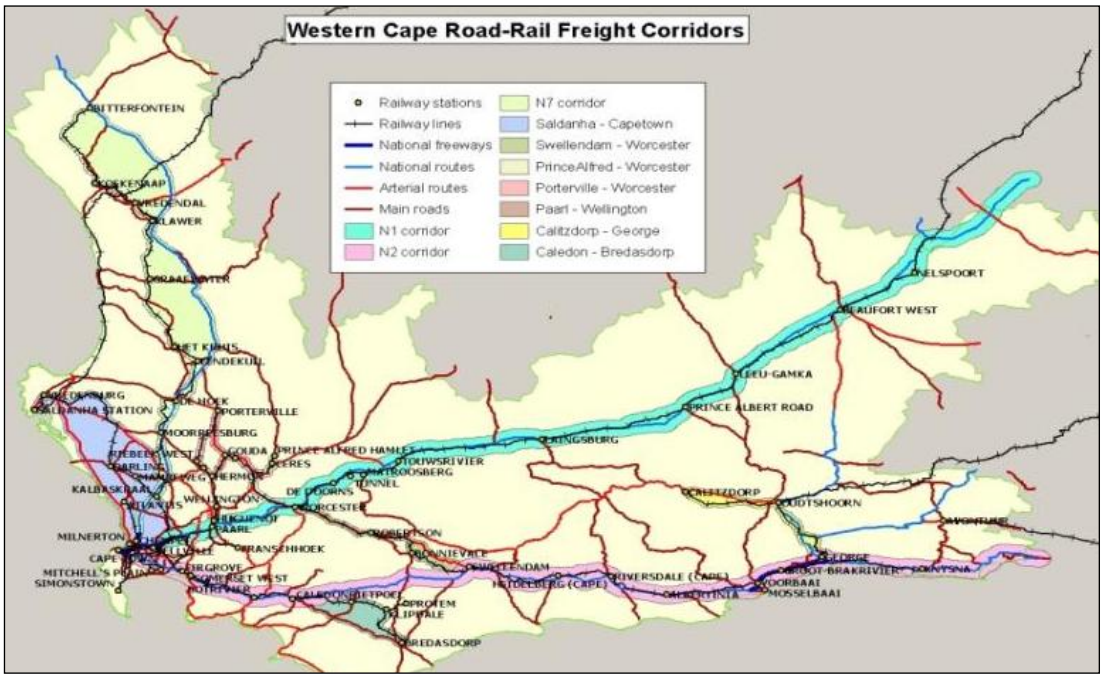


Figure 3.19: Western Cape road-rail freight corridors

There are two main freight routes within the ODM. The N2 transports freight along the east-west axis along the coast of South Africa, primarily between East London and Cape Town. This route will be described as the "Bellville-Bredasdorp" corridor. This is because there is a railway line and a road network with connecting both these centres. The second freight corridor within the ODM is the Worcester-Swellendam link along the R60 and railway line. Figure 3.20[25] shows the freight volumes (in Million tonnes) per commodity for the N2and Figure 3.21[26] shows the freight volumes (in Million tonnes) including a growth forcast per industry group on the N2

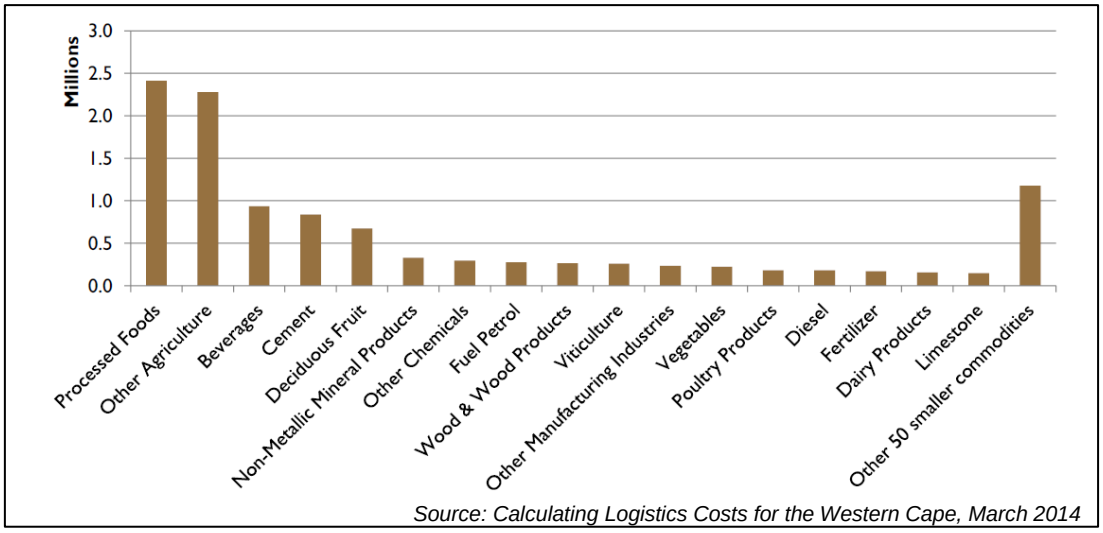


Figure 3.20: Western Cape Freight volumes (in tonnes) per commodity for the N2

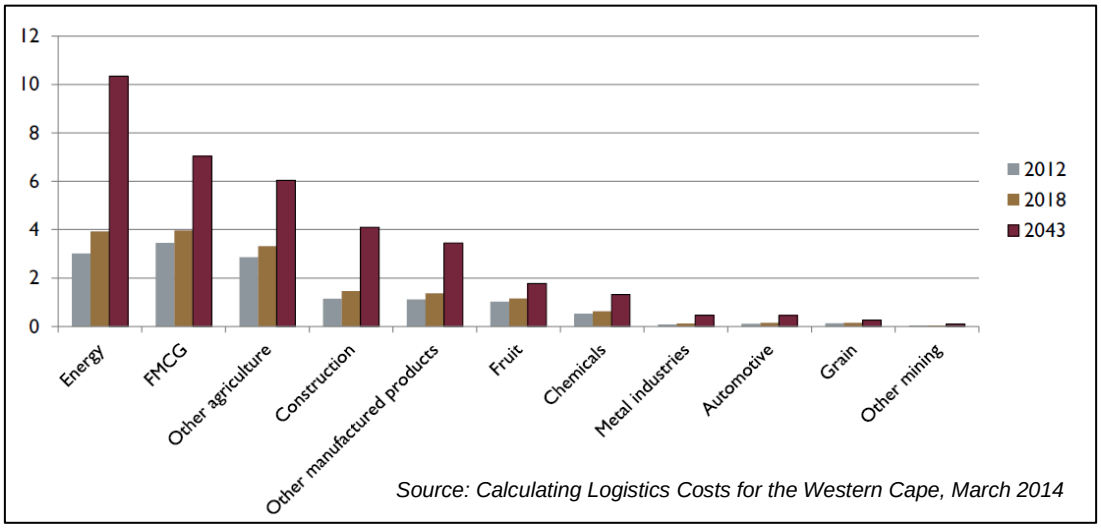


Figure 3.21: Western Cape Freight Volumes (in tonnes) with forecast per industry group for the N2

[25] Calculating logistics costs for the Western Cape, Stellenbosch University, March 2014

[26] Calculating logistics costs for the Western Cape, Stellenbosch University, March 2014

The following sectors made the largest contributions to ODM employment in 2007: Agriculture (19.5%); Community, Social and Personal Services (12.4%); Construction (11.8%); and, Manufacturing (10.2%).

A freight transport model was developed by Transnet Freight Rail (TFR) in 2007. The total freight volumes by surface transport (road and rail), as well as the volumes by rail, were analysed. This analyses show that road freight is the most dominant freight mode currently in the ODM and is likely to continue in the near future. 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 2019. Further consultation with TFR confirmed that TFR does not foresee any rail network improvements in the next 20 years to accommodate freight movement. The existing rail network is deemed adequate to accommodate the expected increase in rail freight in the next 20 years.

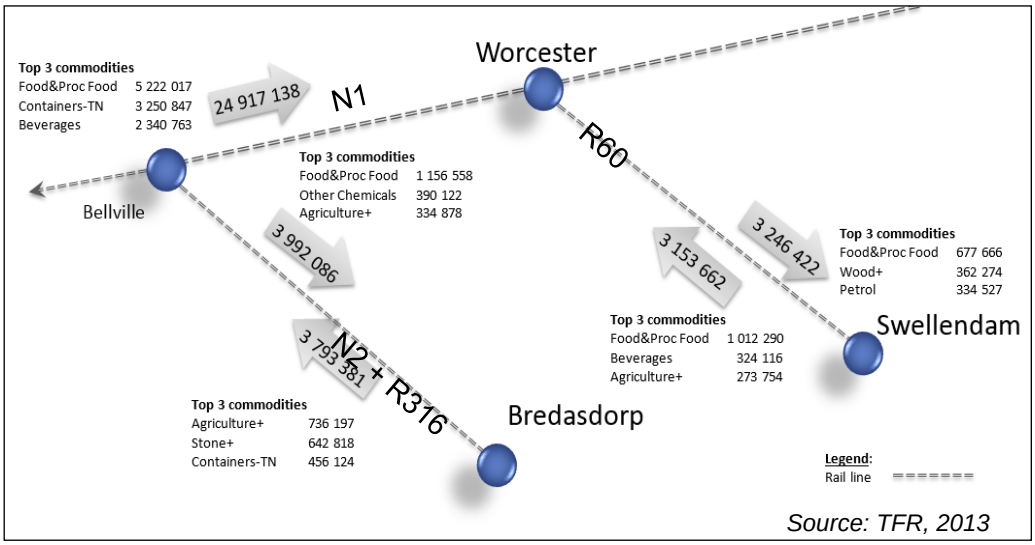


Figure 3.22: Road and Rail freight routes, flows and commodities within OM

The highest freight vehicle volumes, total weight and average vehicle weight within the ODM are recorded on the N2, as expected. The second busiest freight route by weight is the R60 between Worcester and Swellendam confirming the importance of this recently upgraded road.

The categories for the commodities include the following:

- Agricultural commodities – barley, wheat
- Mining commodities – stone, lime, chemicals and nonferrous 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.

Barley is the only significant agricultural commodity that is transported by rail in the direction Bellville to Bredasdorp. The sharp decline in volumes from 2011 (101 000 tons per annum) to 2013 (48 000 tons) is also noteworthy. Barley is also the most significant rail commodity for the direction Bredasdorp to Bellville). A small amount of wheat is also transported by rail.

Table 3.30 summarises the forecasted road and rail volumes for 2013 and 2019 respectively. The relevance of 2019 is based on the assumption that the Transnet freight strategy will be effective from this year with the resultant increase in rail freight volumes. From this table it is obvious that road based transport is by far the most prominent mode of transport with 96% of the expected tonnage along this road link. The total surface flow for this link for 2013 is estimated at 8 million tons/annum.

Table 3.30: Freight Volumes (Tons) – Direction Bellville to Bredasdorp (2013 & 2019)

Direction	2013			2019		
	Rail	Surface	Road	Rail	Surface	Road
Bellville to Bredasdorp	54,686	4,278,713	4,224,027	128,156	5,246,864	5,118,709
Bredasdorp to Bellville	213,593	3,746,344	3,532,751	331,883	4,697,598	4,365,716
Totals	**268,279**	**8,025,057**	**7,756,778**	**460,038**	**9,944,463**	**9,484,424**
	3.34%		96.66%	4.63%		95.37%

Source: TFR, 2013

There is one weighbridge within the ODM, which is on the N2 at Swellendam, which is managed by the Western Cape Provincial Traffic Department. The operational weighbridges affecting the ODM region include:

- Somerset West: located near the N2 at the R44 Broadway interchange
- Swellendam: located on the N2 at the western Swellendam access point

The increase in weighbridge operations over recent years is illustrated in Figure 3.23. The average mass by which vehicles were overloaded is illustrated in Figure 3.24. On average around 30 000 and 90 000 heavy vehicles are weighed at the Somerset West and Swellendam sites, respectively.

There is a call to extend the operational hours of weighbridges further in that it will be able to support the enforcement of overloading control and improve road safety in the region.

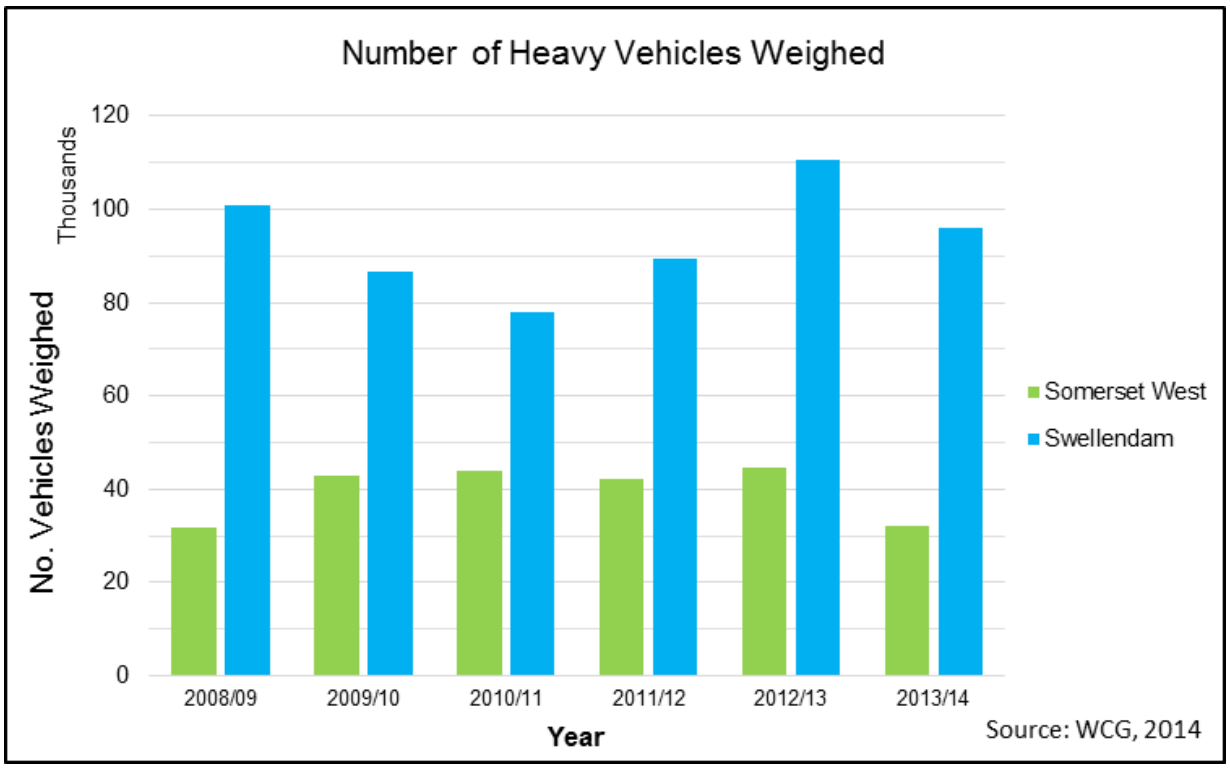


Figure 3.23: Number of vehicles weighed at ODM weighbridges

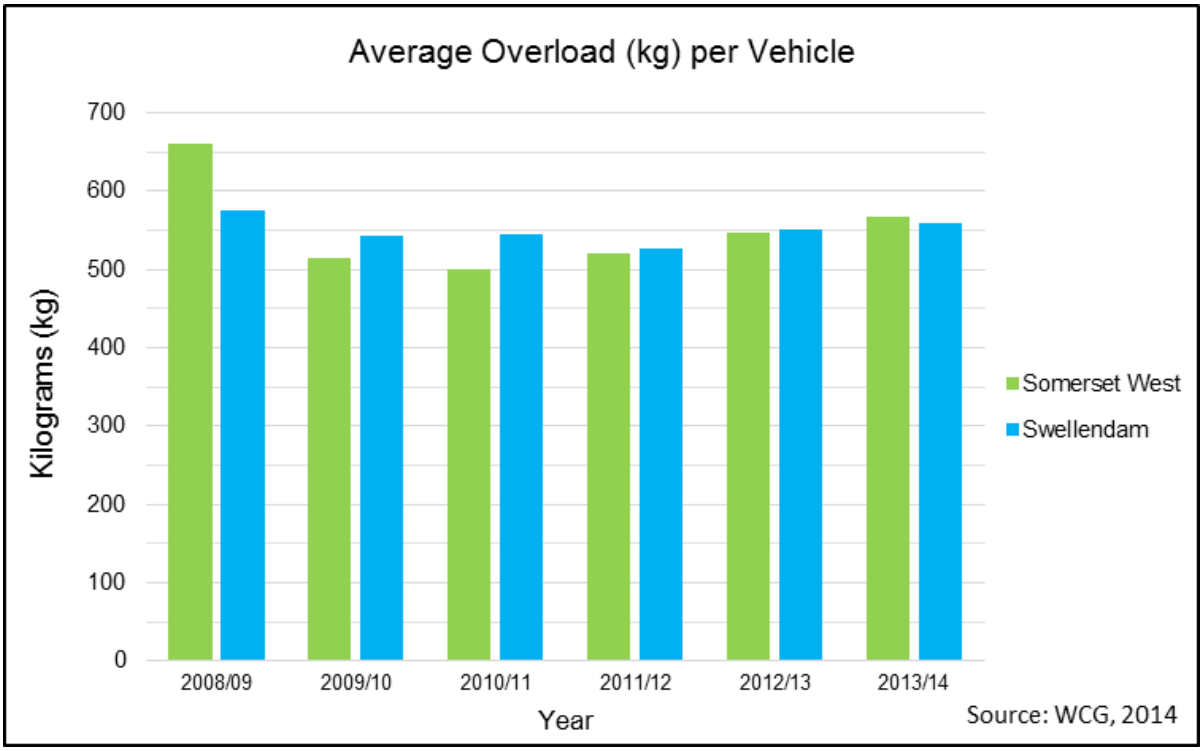


Figure 3.24: Average Overload weight per vehicle

At the Somerset West site, 84% of vehicles weighed were within the legal weight during 2008. This percentage increased to 91%, 6 years later in 2014. At the Swellendam site, 89% of vehicles weighed were within the legal weight during 2008. This percentage increased to 92%, 6 years later in 2014. However, while overloading on the main freight routes has decreased significantly over

the past four years, diversion of over-loaded vehicles along escape routes is problematic in certain areas and must be addressed.

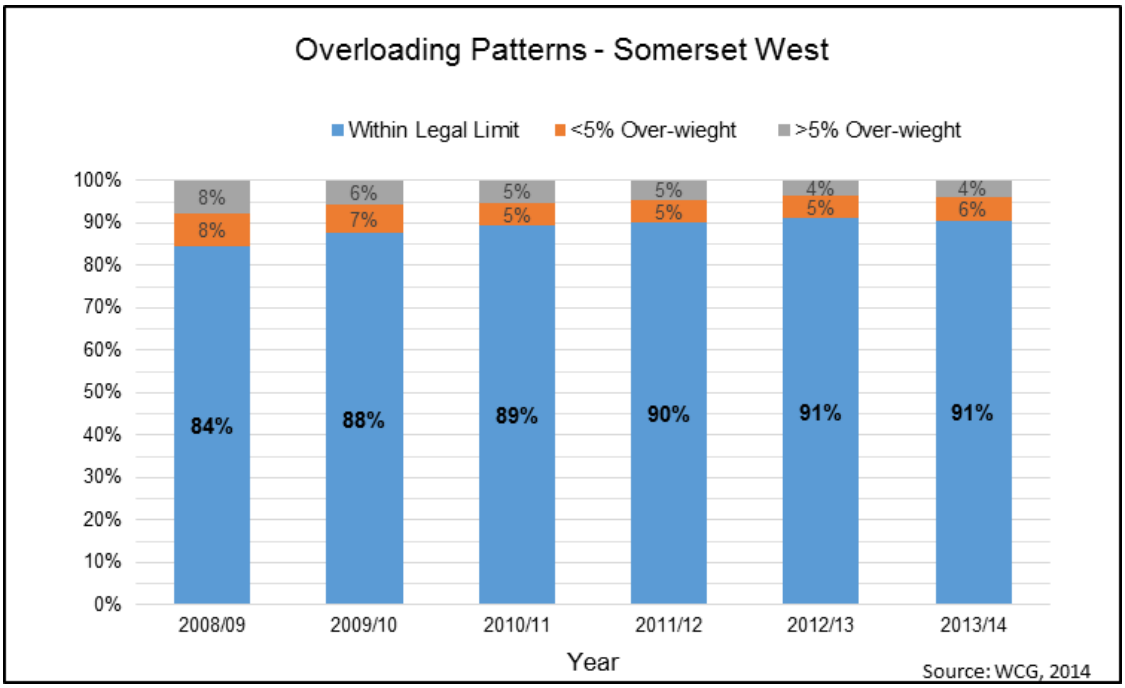


Figure 3.25: Overload patterns – Somerset West

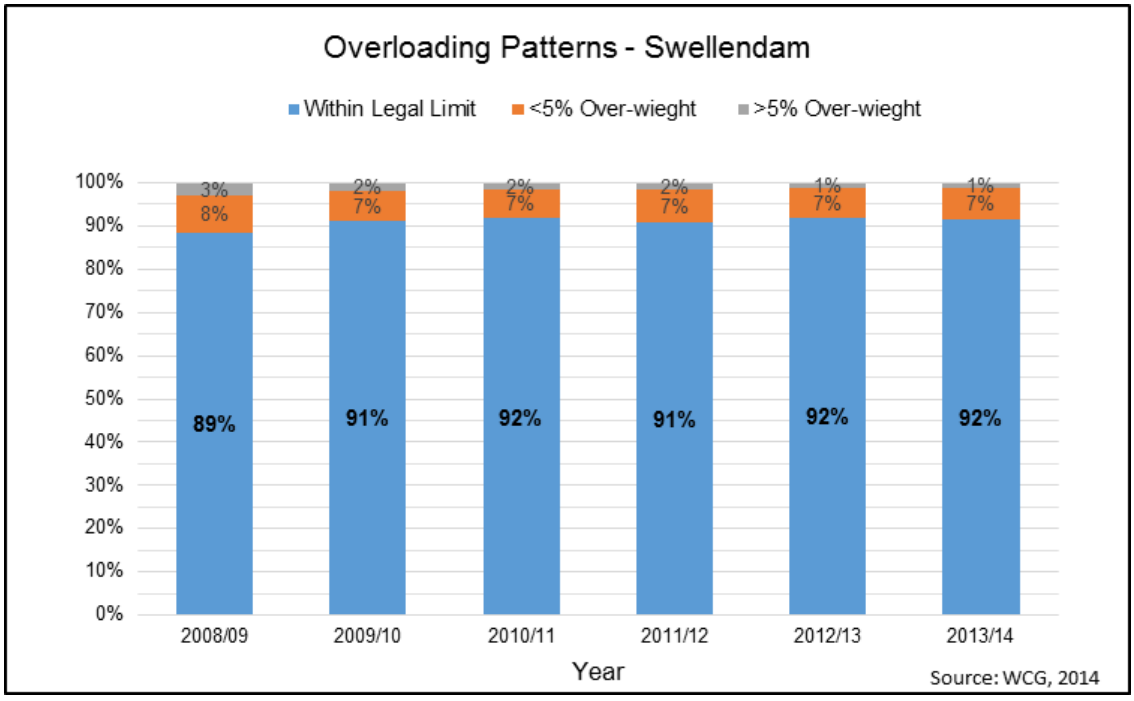


Figure 3.26: Overload patterns – Swellendam

3.9 *Air Transport*

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 3.27.

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 3.31.

Table 3.31: Airfields in use in the ODM

Location	ICAO CODE	Usage	Runway	Runway Length
Bredasdorp	FAOB	Airforce Test Flight and Development Centre	Paved	3 100 metres and 2100
Swellendam	FASX	Private, Hendrik Swellengrebel Airfield	Paved	1 000 metres
Caledon	FACG	Private, Caledon Airstrip	Unpaved	670 metres
Struisbaai	FAAF	Private, Andrew's Airfield	Paved	1 100 metres

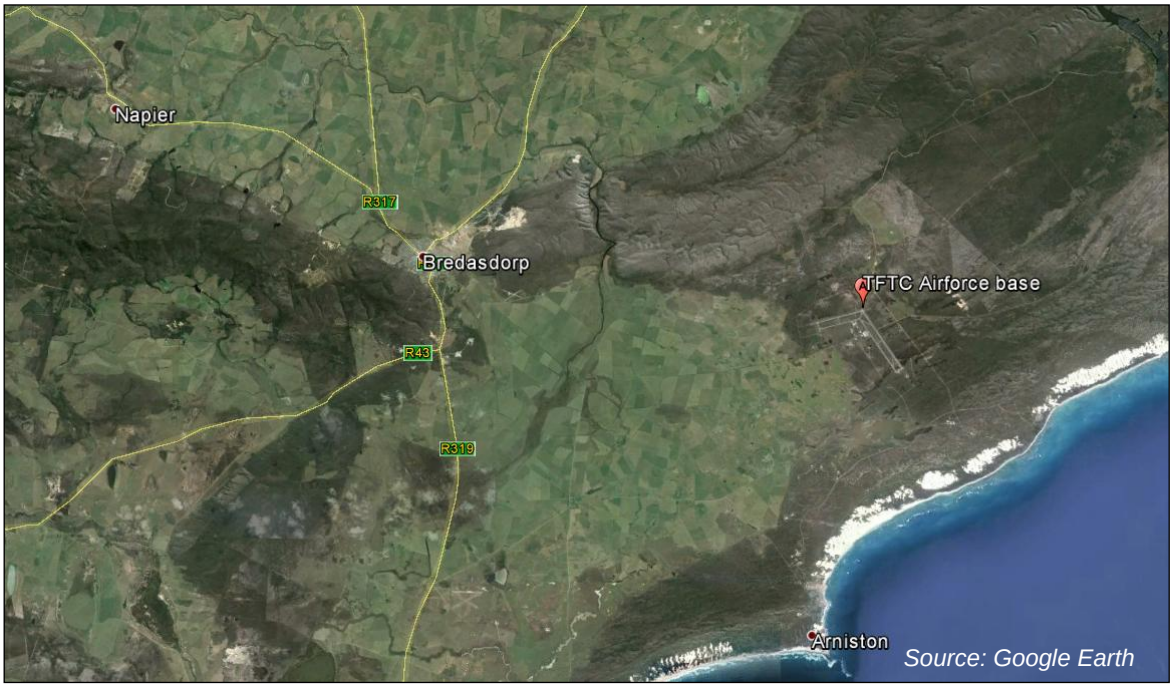


Figure 3.27: TFTC Airforce Base Location

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.

Improvements or additional airstrips have been proposed within Overberg towns such as Swellendam and Hermanus. The view is that these areas are in desperate need of a runway that can service visiting aircraft and eventually grow to accept jet aircraft flying in from Johannesburg. This will have a positive impact on economic growth and tourism in the region.

Technical detail of the four airfields are summarised in Table 3.32.

Table 3.32: Technical airfield information

Information Category	Airfield Name			
	Air Force Base Overberg	**Hendrik Swellengrebel**	**Caledon**	**Andrew's Field Airport Struisbaai**
ICAO code	FAOB	FASX	FACG	FAAF
IATA Code	OVG	No code	No code	No code
Usage	Military airport	Private	Private	Private
Runway	Paved, not lighted	Paved, lighted	Gravel	Paved, not lighted
Dimensions	40 x 2 100 meter; 46 x 3 100 meter	12 x 1000 meter	600	25 x 1100 meter
Customs	No	No	No	No
Elevation	16 meter	125 meter	159 meter	9 meter
Latitude: Longitude:	S 34°33'17' E 20°15'02''	S 34º 02' 54" E 20º 28' 28''	S 34°15' 0'' E 19°31' 60''	S 34°45' 48'' E 20°02' 11''
ICAO CODE	International Civil Aviation Organization (ICAO) airport location indicator			
IATA CODE	International Air Transport Association (IATA) identifier			
AIRPORT USAGE	Civ.: Civil airport, open for public use (including joint use) Mil.: Military airport, not open for public use Priv.: Private Airport, not open for public use			
CUSTOMS	No: Customs service not available			
RUNWAY	Identification of the surface of the longest runway available: Paved: Paved (hard surface) runway Unpaved: Unpaved (soft surface) runway (Only lighter aircraft)			
LENGTH	Length of the longest runway available, rounded down to hundred meters			

Sources: www.worldaerodata.com, www.af.mil.za, *and www.google.com*

3.10 *Tourism Transport*

There are a number of towns in ODM particularly the coastal towns of Hermanus, Gansbaai, Kleinmond, Struisbaai, Witsand and Arniston 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 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.

Tourism information was requested from officials of the various LMs to try to quantify the number of visitors to the area, but was not available for inclusion in this report.

3.11 *Health*

Health facilities within ODM include facilities such as the following:

- Tertiary health care - metro hospital, specialist treatments for dialysis, heart, cancer etc
- Level 1 facilities – district hospital requires referral from the clinics
- Level 2 facilities – secondary or regional hospital with specialists
- Primary health care – Clinics close to the community
- Mobile clinics available to rural areas

The Department of Health provides health services for patients within ODM in the form of various hospitals, clinics and mobile clinics. The department has at their disposal a fleet of vehicles which is used to transport staff, medicine as well as to provide mobile clinic services. The fleet is not designed to carry non-patients.

The EMS is a subsidiary of the Department of Health and is divided into Emergency and Healthnet services. Healthnet is not an emergency service, but it provides transport services for patients. Data on the location of Healthnet sub-stations could not be confirmed with the Department of Health at the time of compilation of this report.

The service is pre-booked by the hospital or clinic and the patients are notified of the date when the service will be available and the location of the pick-up point within their town. Special arrangements, such as collections from the home to the hospital are made for patients who cannot access transport or public transport.

During the public meetings, major issues and concerns regarding access to health facilities were raised including the following:

- There were insufficient emergency vehicles for the area
- Long waiting times if an ambulance is requested
- High cost of ambulance services is problematic with the low-income levels in ODM

- Healthnet vehicles only have specific pick-up points and still require patients to be able to use other forms of private or public transport to get to the pick-up points. These are also costly for poorer households and the informal nature of MBT mean that services are not always available when patients need them.

3.12 *Passengers with Special Needs*

Generally in the past, design for NMT users focused on the design for pedestrians and guidelines have been prepared on this topic. Of late, NMT design has also focused on the needs of cyclists. However, it is important that the transport environment is also designed to be accessible for people with special needs, which is typically referred to as "universal access design."

Universal design is an approach to create an environment that meets the needs of all potential users to the greatest extent possible. Taking into consideration the diverse abilities of individuals, such as agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, sensory processing capacity, strength, vision, and walking speed; it emphasises inclusive design that ensures participation and access for all. In the context of the sprawl of settlements in ODM and long distances between nodes, this particularly highlights access to public transport modes.

The National Land Transport Act 2009 requires that people with disabilities are provided for in public transport projects as passengers, along with a wider group of other passengers with special categories of need. The term Passenger with Special Categories of Need (PWSCN) is often used interchangeably with Special Needs Passengers (SNP). However, PWSCN is the term referenced in legislative documents of the Department of Transport. The official breakdown for Passengers with Special Categories of Need is listed below:

- **People with disabilities**: defined in the Act as people with a physical, sensory or mental disability; which may be permanent or temporary[27].
- **The aged**: or elderly people. People over the age of 55 usually fall in this category. (ODM: 18% of total population)
- **Pregnant women**: usually taken as women in their last three months of pregnancy.
- **Young children**: this is usually defined as children between the ages of 0-14. (ODM: 23% of total population)[28]
- Those who are limited in their movements by children: men and women accompanying young children.
- **Signage passengers**: People who are unable to read or who are unable to understand the language used on the signage. Tourists are also included as signage passengers.
- **Female passengers**: whilst safety and security affects all passenger groups and both genders, it should be noted that female passengers (together with People with Disabilities) are particularly at risk of crime and abuse.
- **Load carrying passengers**: people carrying bags, luggage, or goods of a size that means that they benefit from accessibility features. This is important to people on low incomes in South Africa. People travelling with bicycles are generally also included in this category.

27. This category includes the very young (usually taken as children between the ages of 0-14), and is therefore a broader definition than most other definitions of disability.

28 Information form Statistics South Africa, Census 2011

The Census 2011 revealed that the one sub-group of the above (persons with difficulties in seeing, hearing, walking, communication) accounts for around 15% of the total population within ODM (refer to Table 3.33).[29]

Table 3.34 indicate that 18% (5 786 persons) of Cape Agulhas Municipality's population noted difficulties with seeing, hearing, walking, or communication. This is the highest portion in comparison with figures from Swellendam (17%), Overstrand (16%) and Theewaterskloof (13%).[30]

Table 3.33: Portion of population that encounter difficulties with seeing, hearing, walking, communication[31] (Census 2011)

	Persons with difficulties	Population	Percentage of Population
Cape Agulhas	5 786	33 037	18%
Overstrand	13 176	80 430	16%
Swellendam	6 172	35 916	17%
Theewaterskloof	14 513	108 794	13%
ODM	**39 647**	**258 177**	**15%**

Table 3.34: Breakdown of type of difficulty[32]

	Hearing	Communication	Walking	Visual
Cape Agulhas	16%	9%	17%	58%
Overstrand	21%	10%	22%	48%
Swellendam	14%	13%	23%	50%
Theewaterskloof	15%	11%	19%	54%
ODM	**17%**	**11%**	**20%**	**52%**

29. Note that 2011 results are not comparable with previous Censuses 1996 and 2001 as questions on disability were replaced by general health and functioning questions.

30 Note that 2011 results are not comparable with previous Censuses 1996 and 2001 as questions on disability were replaced by general health and functioning questions.

31. Extraction was based on the responses "Some difficulty", "A lot of difficulty", "Cannot do at all".

32. Note that the option was given to choose more than one category of health difficulties.

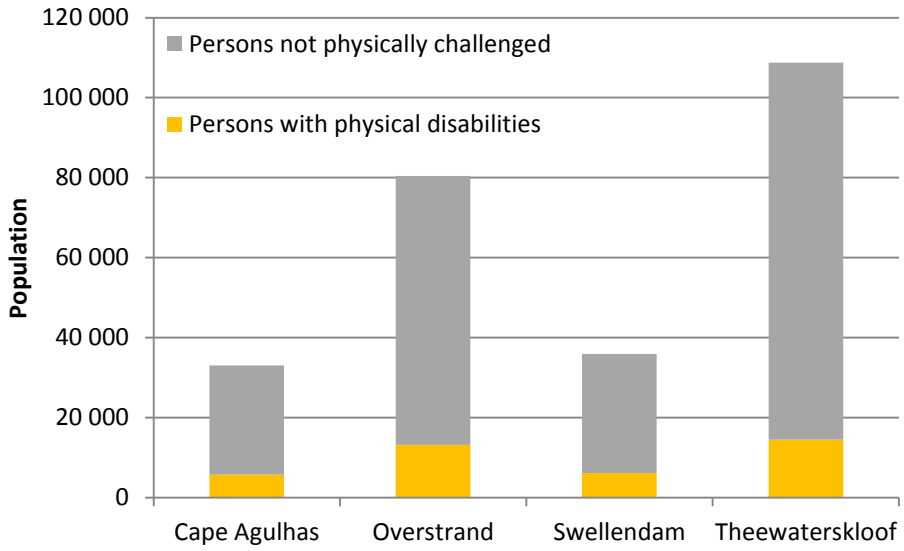


Figure 3.28: Number of persons with physical disabilities

Census 2011, as summarised in Table 3.34, of those people that are physically challenged, 58% in CALM are visually impaired, 17% in CALM have difficulties with walking, 16% are impacted by poor hearing and 9% suffer from communication difficulties.

From the above, it is clear that transport planning therefore should include provisions for special categories of passengers, as people with physical disabilities are the most affected by access to transportation and public transport in particular. For example, dropped kerbs on sidewalks with obstructions placed in the centre (e.g. poles) and tactile paving for pedestrians with impaired sight, create difficulties for the user to access the sidewalk. In general, accessible design requires the elimination of obstacles within the route of travel. Planning should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another.

Municipalities should promote universal accessibility in all existing and new transport modes, facilities and infrastructure, to the benefit of the full spectrum of users with special needs.

Within the list of prioritised projects for the various LMs described in Chapter 7, provision is made for an Integrated Public Transport Network Plan and Non-Motorised Transport Plan. These planning projects will include principles of universal access, some of which are described above.

3.13 *Financial Information*

The availability of adequate funding to realise transport projects listed in their ITPs remain a concern for most planning authorities in the ODM. ODM officials have also mirrored this concern for inadequate funds and argue that their lack of progress on projects listed in their previous ITP versions can be specifically attributed to this factor.

3.13.1 Municipal Budgets

The extent of transport budgets for three financial years has been summarised in Table 3.35 below for ODM.

Table 3.35: Capital budgets for roads and transport projects

Municipality	Annual Transport Budget		
	2015/2016	2016/2017	2017/2018
ODM	-	-	-
CALM	R3 490 000	R8 720 000	R9 745 000
OLM	R12 065 527	R4 000 000	R4 000 000
SLM	R2 163 476	-	-
TWKLM	R3 263 153	10 127 199	R11 448 793

Source: ODM, CALM, OLM, SLM, TWKLM and WCG 2015

3.13.2 Sources of Funding

Availability of funding to implement the prioritised projects is limited. While the various modes of transport compete against each other for funding, they also compete with other essential services such as water, housing and health. The main existing sources of capital funding are as follows:

- Public contributions and donations
- Borrowing
- Internally generated funds
- Capital transfers recognised
- Direct or indirect National grants
- Provincial Funding

These are further discussed hereafter.

Public contributions and donations

Donor funding has a variety of objectives:

- Crime prevention
- Community participation
- Policy support programmes
- Strengthening local governance programmes

Borrowing

LMs can acquire loans to fund high-priority projects through various means which are further discussed hereafter.

Internally generated funds

Internally generated funds are funds generated from services or other initiatives within the DM. The distribution of this funding to transport related projects at local level is limited by the competing needs of transport with other essential services such as water, housing and health. In the municipal environment, the following internal funds and reserves were established in the past:

- Capital Replacement Reserve (CRR)
- Self-Insurance Reserve (SIR)
- Capitalisation Reserve (CR)
- Reserve established for Compensation for occupational Injuries and Diseases
- Government Grant Reserve (GGR) and Donations and Public Contributions Reserve

Capital transfers recognised

The single most important source of local government transfers is the Equitable Share (Local Government's share of the revenue raised by the National Government) designed to help LMs cover operational costs of providing basic services to poor households. The LMs sources about 44 % of its budget from unconditional funding (Local Government equitable share).

Direct or indirect National and Provincial grants

The LM sources between 15 and 20 % of its budget from this category, 39% from conditional grants from national departments and 17 % via the provinces. Direct funding from the transferring authority (National of Provincial Departments) is allocated directly to the municipality. The transferring authority determines the conditions that apply.

- Allocation criteria – mathematical formula that is "need-based" (operating cost of a municipality to deliver basic needs to households)
- Minimal process conditions – basic financial governance and governance (budget and financial report).
- Funding windows – portions of the grant that are each intended for different funding purposes and/or uses a different set of allocation criteria {suggesting funding priorities to LMs – nodes identified in local Integrated sustainable Rural Development Programme (ISRDP) and Urban Renewal Programme(URP)}
- In accordance with the Division of Revenue Act (reviewed annually)

Indirect funding is allocated via an intermediate management body (Provincial Department) with discretionary powers to allocate funds. It can also happen via the Development Bank of SA (DBSA) through in-kind grants i.e. funding controlled by National Treasury. National Treasury has contracted the DBSA to purchase financial management services that are supplied to LMs in kind. The intermediate authority decides whether to transfer the grant in cash or kind. The intermediate authority disburses the funds in terms of intervention programmes, which they are required to develop in order to access national grants.

- National Treasury: DORA (Division of Revenue Act) Allocations
- The National Department of Transport: Public Transport Infrastructure Fund: The Public Transport Infrastructure fund, established by the National Treasury for administration by the National Department of Transport, was created to provide a dedicated fund for ensuring the delivery of an improved public transport and non-motorised transport system.
- Special Municipal Innovation Funds (SMIF) and the Municipal Infrastructure Grant (MIG): The MIG gives effect to earlier Cabinet decisions and policy positions on the establishment of a single consolidated funding mechanism to support municipal infrastructure. The MIG is an infrastructure-funding mechanism, created to facilitate the implementation of the Expanded Public Works Programme (EPWP).

The MIG is an infrastructure transfer mechanism geared to making the system of transfers to LMs simpler, more certain and direct. Its conditions are more flexible, designed to support the capital budgets of LMs, and to facilitate integrated development planning.

- The MIG will not fund specific projects, but is designed to complement the capital budgets of LMs (similar to the provincial infrastructure grant). Reporting on spending will therefore be on the entire capital budget of LMs, which also has to ensure that there are sufficient operational budgets in the future to fund such capital expenditure. Individual national line departments will continue to lead the monitoring and support of implementation in their specific functions and priorities.

  The MIG has been set up to merge the following funding programmes in a phased manner:

  - Consolidated Municipal Infrastructure Programme, in support of internal bulk, connector infrastructure and community facilities to poor households
  - Community based Expanded Public Works Programme, in support of the creation of community assets in rural, historically disadvantaged communities
  - Local Economic Development Fund, in support of planning, and implementation of job creation and poverty alleviation
- Neighbourhood Development Partnership Grant's33 (NDPG) website states that this grant is a conditional grant to municipalities through DORA. It is planned to allocate an amount of R10bn over a ten year period for about 100 initiatives. The NDPG is driven by the notion that public investment and funding can be used creatively to attract private and community investment to unlock the social and economic potential within neglected townships and neighbourhoods and that this in turn will contribute to South Africa's macro-economic performance and improve quality of life among its citizens.
- The Provincial Department of Transport and Public Works Allocations: Transfer payments from the WCG can be made to the LM to maintain the proclaimed LM main roads. Budget allocations are based on the WCG PMS and a priority listing. LMs need to provide 20% of the funds while WCG subsidises the remaining 80%. All information about funding categories, timeframes and procedures on this subject is contained in "Guidelines for the allocation of funding and the execution of projects in terms of proclaimed LM roads", a downloadable document from the provincial roads website at http://rnis.wcape.gov.za.

33. Website of National Treasury, http://ndp.treasury.gov.za/default.aspx, accessed 10 December 2012

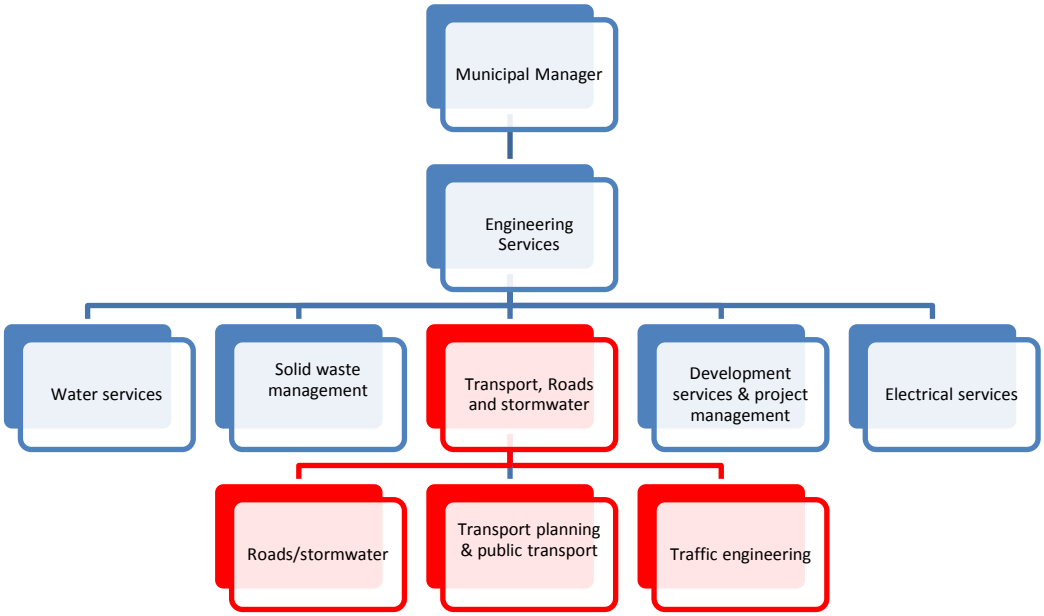
3.14 *ODM transport institutional and organisational structure*

ODM's existing institutional and organisational structure does not have a special line function for transport planning, particularly public transport. As a result the coordination of transport and transport planning projects is carried over and above existing functions. This means that there is typically little capacity to undertake transport planning, and for example the preparation of the ITP is undertaken by external consultants with funding from the WCG and does not provide inputs on operating license applications or interactions with any public transport operators. Currently there are no transport projects carried out by ODM due to lack of institutional capacity and lack of available funds.

This existing organisational structure will need to be modified to incorporate additional resources and capacity since the following legislation places this for transport and roads function with the municipalities:

- Municipal public transport & municipal airports are assigned to municipalities as indicated in Part B of schedule 4 of the Constitution of the republic.
- Section 84 (1) (g) of the Municipal Structures Act, 1998 further assigns district municipalities with regulation of passenger transport.
- Municipal roads, traffic and parking are also functions given to municipalities by Part B of schedule 5 of the Constitution of the republic.
- Section 84 (1) (f) of the Municipal Structures Act, 1998 also assigns district municipalities with municipal roads which form an integral part of a road transport system for the area of the district municipality as a whole.
- Section 11c of the National Land Transport Act, 2009 (NLTA) assigns 28 responsibilities for land transport to the municipal sphere of government which is responsible for exercising control over the delivery of public transport services through the planning, implementation and management of modally integrated public transport networks and travel corridors.
    - (iv) charges a municipality with developing transport plans for its area,
    - (xv) stresses co-ordinated transport law enforcement within a municipal area;
    - (xvi) indicates that municipalities are responsible for traffic management techniques aimed at improving road traffic movement;
    - (xvii) emphasis functions relating to municipal roads, as well as measures to limit damage to the road system

The South African Local Government Association (SALGA) recently developed a position paper which encourages municipalities to strengthen public transport and roads in their organizational structures. In association with Department of Transport (DOT), CoGTA and National Treasury they developed and facilitated the preparation of a minimum benchmark organogram for each category of municipality as per the extent of Public Transport and roads infrastructure management required.



Source: SALGA, 2014

Figure 3.29: Possible Organisational Structure as Proposed by SALGA

The WCG has proposed an incremental implementation approach for Public Transport described further in Chapter 5, the Rationalisation Plan. This approach applies also to incremental improvements to progressively increase capacity and learn through experience, rather than being required to take on full responsibility for managing an IPTN all at once. These principles could also be applied to organisational or institutional reform. It is proposed that the Western Cape Government execute its NLTA s12(1) mandate to work with municipalities to jointly perform or execute municipal land transport functions, while progressively building municipal capacity. In the longer term, capacity will be developed at the local level so that municipalities can perform their land transport functions either independently or jointly with adjacent municipalities, potentially through the establishment of municipal entities.

A newly established provincial incubation unit will work to establish local transport units in priority areas of implementation. Together, these provincial units will plan, implement and manage local public and non-motorised transport improvement, working jointly with municipalities. Once sufficiently developed, the units will be transferred to municipal ownership. In effect, the Western Cape Government acts as an 'incubator', actively developing local units which can be transferred to local government at the appropriate time. Therefore, the incubator role in support of a particular municipality will initially be intensive as capacity is being developed, and will taper off and cease over time once the municipality has sufficient capacity internally.

There are some functions such as providing a centralised technology platform and systems which will support province-wide public and non-motorised transport improvement (intelligent transport systems, integrated fare management and a call centre) which makes sense to be performed indefinitely on a province-wide basis. The Western Cape Government proposes to perform these functions indefinitely on behalf of DMs and LMs to leverage economies of scale and the concentration of specific expertise. Platform functions also allow for the strategic management of data that has significance for province-wide analysis of progress and trends, and for the specific management of operational contracts that the Western Cape Government has a direct financial responsibility for.

4. OPERATING LICENSING STRATEGY

4.1 *Source Information*

The information collected during 2014 and recorded in the 2015 CPTR for ODM was used to prepare the OLS. The CPTR served to confirm the routes, locations of major taxi ranks and to determine the utilisation on the current taxi routes. The following sources of information were used:

- Consultation with the taxi industry is central in the development of an OLS. Interviews with the local Taxi Association and with transport and traffic officials at the local municipality offices, were an important source of information
- 2014 survey information to identify taxi ranks and major boarding locations and route utilisation levels
- Route numbers and descriptions obtained through the PRE as part of the 2015 CPTR and OLS process
- Information on vehicle registration numbers and Operating Licenses (OLs) obtained from the PRE Taxi rank surveys and on-board surveys to verify routes and services.

The PRE provided electronic database of the OLs registered on each Overberg route in 2014. This database enabled the comparison between the registered OLs with those observed during the surveys. This database was used to match the 2014 vehicle registrations surveyed in each of the LMs with that of the 2014 PRE database.

4.2 *Summary of Route Assessments*

Table 4.1 - Table 4.4 is a summary of the routes surveyed at the CALM, OLM, SLM and TWKLM ranks, as well as the OLS recommendations based on both the surveys and the PRE information. The resulting recommendation focuses on current capacity, whether the redistribution of licenses should be investigated, whether route licenses should be reviewed or whether sufficient capacity exist and no new route licenses are needed. Recommendations regarding enforcement of legal operations are also made. The recommendations in these tables either show the following:

- When there is a under-supply of service/ under-capacity of service on a route - it is recommended that additional route licenses be approved
- Where there is sufficient existing capacity - it is recommended that no additional operating licences be considered for these routes.
- Where there is an over-supply/ over-capacity of service on a route – it is recommended that no additional operating licenses be considered. Further analysis may be required, but possible action could include negotiations with relevant operators and taxi association to covert these licenses to under-supplied routes or withdrawing licenses if they are no longer in use.
- When illegal vehicles were observed during the survey - it is recommended that there is a focus on enforcement.

Table 4.1: CALM - Summary of route assessments and interventions

Route Details					Surveyed Route Operations (Peak Hour)							Analysis of Operating Licenses (Observed during survey)									ANAYLYSIS ON OBSERVED DATA FROM SURVEY				
Town	Route Code	Rank	Route Name	PRE Route Name	Peak Hour	No of Departures	Vehicle Capacity	Service Capacity	No. of Pax	% Utilisation	Average waiting time (mins)	Turn-around time (mins)	Required OLs on a peak day	Peak Day WD: Weekday WE: Weekend	All vehicles on route on a WD and WE	All vehicles with OLs on a WD and WE	No. of Vehicles without OLs	Over/ Under Supply on a peak day	No of vehicles registered at PRE	Service capacity based on PRE list	Peak OLs Required VS Legal Vehicles observed at Peak	Capacity from legal vehicles vs surveyed demand	Required OLs vs Status of the route: Over Supply/ Under Supply	Operating Licences	Improved Enforcement: any illegal vehicles surveyed
Refer to notes and further explanations to the formulae in section 4.1 (Assumptions in Calculation)					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16					
Bredasdorp	874	Recreation Street	Bredasdorp	Bredasdorp to Bredasdorp	12:00 to 13:00	12	9	108	109	101%	3	30	5	WE	10	4	6	-1	8	96	Investigate additional OLs	Investigate additional OLs	Under Supply	Review of route licenses needed	Enforce illegal operators
Bredasdorp	874	Ou Meul Street	Bredasdorp	Bredasdorp to Bredasdorp	11:30 to 12:30	7	7	49	48	98%	4	30	2	WE	11	6	5	4	8	96	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Bredasdorp	874	U-Save	Bredasdorp	Bredasdorp to Bredasdorp	11:00 to 12:00	7	11	77	66	86%	4	15	2	WE	18	7	11	5	8	96	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Bredasdorp	874	Checkers	Bredasdorp	Bredasdorp to Bredasdorp	6:30 to 7:30	6	8	48	50	104%	5	15	2	WD	9	5	4	3	8	96	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Bredasdorp	874	Bastiaan St	Bredasdorp	Bredasdorp to Bredasdorp	6:00 to 7:00	10	14	140	111	79%	3	30	5	WD	23	6	17	1	8	96	Sufficient existing capacity	Investigate additional OLs	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Napier	T90	Volhou St	Napier	Napier to Napier	7:00 to 8:00	4	11	44	6	14%	8	15	1	WD	7	4	3	3	1	12	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Napier	A57	Akker Kafee	Bredasdorp	Napier to Bredasdorp	14:00 to 15:00	1	15	15	1	7%	30	36	4	WD	23	5	18	1	5	60	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Napier	A57	Napier Bande	Bredasdorp	Napier to Bredasdorp	15:30 to 16:30	1	14	14	9	64%	30	15	1	WD	2	1	1	0	5	60	Sufficient existing capacity	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Napier	T90	Joseph St	Napier	Napier to Napier	18:00 to 19:00	1	15	15	7	47%	30	16	1	WD	2	2	0	1	1	12	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Arniston	80	Arniston Taxi Stop	Bredasdorp	Bredasdorp to Arniston	12:00 to 13:00	1	15	15	15	100%	30	40	1	WE	1	0	1	-1	1	12	Investigate additional OLs	Investigate additional OLs	Under Supply	Review of route licenses needed	Enforce illegal operators
Struisbaai	R45, R46	Struisbaai Library	Bredasdorp	Struisbaai to Bredasdorp	15:00 to 16:00	4	14	56	47	84%	8	80	6	WD	3	1	2	-5	1	12	Investigate additional OLs	Investigate additional OLs	Under Supply	Review of route licenses needed	Enforce illegal operators

Table 4.2: OLM - Summary of route assessments and interventions

Route Details					Surveyed Route Operations (Peak Hour)							Analysis of Operating Licenses (Observed during survey)									ANAYLYSIS ON OBSERVED DATA FROM SURVEY				
Town	Route Code	Rank	Route Name	PRE Route Name	Peak Hour	No of Departures	Vehicle Capacity	Service Capacity	No. of Pax	% Utilisation	Average waiting time (mins)	Turn-around time (mins)	Required OLs on a peak day	Peak Day WD: Weekday WE: Weekend APD: All-Pay Day	All vehicles on route on a WD, WE and APD	All vehicles with OLs on a WD and WE	No. of Vehicles without OLs	Over/ Under Supply on a peak day	No of vehicles registered at PRE	Service capacity based on PRE list	Peak OLs Required VS Legal Vehicles observed at Peak	Capacity from legal vehicles vs surveyed demand	Required OIs vs Status of the route: Over Supply/ Under Supply	Operating Licences	Improved Enforcement: any illegal vehicles surveyed
Refer to notes and further explanations to the formulae in section 4.1 (Assumptions in Calculation)					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16					
Hawston	768, Q31,Q47, Q48, I10, M15	Hawston	Hermanus	Hawston to Hermanus	7:00 to 8:00	18	15	270	264	98%	2	32	13	WD	13	13	0	0	42	630	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	
Hermanus	769	Hermanus	Mount Pleasant	Hermanus to Mount Pleasant	16:00 to 17:00	4	15	60	60	100%	8	12	1	APD	3	3	0	2	29	435	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Hermanus	M97, Q47, Q48	Hermanus	Gansbaai	Hermanus to Gansbaai	11:00 to 12:00	1	15	15	15	100%	30	80	2	WE	3	3	0	1	8	120	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Hermanus	I10, M15, Q31,Q47, Q48	Hermanus	Bellville	Hermanus to Bellville	9:30 to 10:30	1	15	15	15	100%	30	180	4	WE	5	4	1	0	35	525	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Hermanus	770	Hermanus	Zwelihle	Hermanus to Zwelihle	12:30 to 13:30	10	15	150	150	100%	3	18	10	WE	21	19	2	9	42	630	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Hermanus	859, 768, Q31,Q47, Q48, I10, M15	Hermanus	Hawston	Hermanus to Hawston	16:30 to 17:30	10	15	150	150	100%	3	32	9	APD	14	14	0	5	44	660	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Hermanus	C11, D44	Hermanus	Stanford	Hermanus to Stanford	12:00 to 13:00	3	15	45	47	104%	10	60	4	WE	6	4	2	0	6	90	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Hermanus	770	Zwelihle	Zwelihle Hermanus	Zwelihle to Hermanus	7:30 to 8:30	31	15	465	478	103%	1	28	19	APD	26	21	5	2	42	630	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Hermanus	I10, M15, Q31,Q47, Q48	Zwelihle	Bellville	Zwelihle to Bellville	7:00 to 8:00	10	15	150	144	96%	3	180	27	APD	17	11	6	-16	35	525	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Hermanus	768	Zwelihle	Onrus/Vermont	Hermanus to Onrus/ Vermont	7:30 to 8:30	8	15	120	124	103%	4	30	4	WD	22	18	4	14	30	450	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Stanford	C11, D44, Q47, Q48	Stanford	Hermanus	Stanford to Hermanus	16:00 to 17:00	3	15	45	49	109%	10	56	5	APD	8	5	3	0	11	165	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Stanford	D41,D42, D43	Stanford	Middelberg	Stanford to Middelberg	16:00 to 17:00	2	19	38	27	71%	15	36	2	APD	2	1	1	-1	1	15	Insufficient capacity surveyed	Investigate additional OLs	Under Supply	Review of route licenses needed	Enforce illegal operators
Gansbaai	M97, Q47, Q48	Masakhane	Hermanus	Gansbaai to Hermanus	8:00 to 9:00	3	15	45	45	100%	10	70	5	WD	7	7	0	2	8	120	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Gansbaai	802	Masakhane	De Klerkders	Gansbaai to De Kelders	7:00 to 8:00	2	15	30	20	67%	15	12	1	APD	3	2	1	1	2	30	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Gansbaai	775,M94	Masakhane	Gansbaai Dorp	Masakhane Township to Gansbaai	6:00 to 7:00	2	15	30	12	40%	15	10	1	APD	3	3	0	2	7	105	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Gansbaai	M97, Q47, Q48	Masakhane	Stanford	Gansbaai to Stanford	No vehicles surveyed on route during Survey Period							No vehicles surveyed on route during Survey Period							8	120	-	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	
Gansbaai	775,801,M94	Masakhane	Blompark	Gansbaai to Blompark	No vehicles surveyed on route during Survey Period							No vehicles surveyed on route during Survey Period							8	120	-	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	

Table 4.3: SLM - Summary of route assessments and interventions

Route Details					Surveyed Route Operations (Peak Hour)							Analysis of Operating Licenses (Observed during survey)									ANALYSIS RESULTS			RECOMMENDATION	
Town	Route Code	Rank	Route Name	PRE Route Name	Peak Hour	No of Departures	Vehicle Capacity	Service Capacity	No. of Pax	% Utilisation	Average waiting time (mins)	Turn-around time (mins)	Required OLs on a peak day	Peak Day WD: Weekday WE: Weekend	All vehicles on route on a WD and WE	All vehicles with OLs on a WD and WE	No. of Vehicles without OLs	Over/ Under Supply on a peak day	No of vehicles registered at PRE	Service capacity based on PRE list	Peak OLs Required VS Legal Vehicles observed at Peak	Capacity from legal vehicles vs surveyed demand	Required Ols vs Status of the route: Over Supply/ Under Supply	Operating Licences	Improved Enforcement: any illegal vehicles surveyed
Refer to notes and further explanations to the formulae in section 4.1 (Assumptions in Calculation)					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16					
Swellendam	861,862, H80, 991, F62	U-Save	Swellendam	Swellendam to Swellendam	15:30 to 16:30	3	11	33	25	76%	10	36	3	WD	7	5	2	2	15	225	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Swellendam	L55	Check In	Buffeljagsrivier	Buffeljagsrivier to Swellendam	10:00 to 11:00	1	25	25	12	48%	30	30	1	WD	1	1	0	0	4	60	Sufficient existing capacity	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	
Swellendam	990	Nedbank	Suurbraak	Swellendam to Suurbraak	10:00 to 11:00	1	15	15	12	80%	30	30	2	WE	3	2	1	0	7	105	Sufficient existing capacity	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Swellendam	861,862,H80, 991, F62	Veldkornet St	Swellendam	Swellendam to Swellendam	12:30 to 13:30	2	25	50	50	100%	15	15	1	WE	4	1	3	0	15	225	Sufficient existing capacity	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Suurbraak	990	Post Office	Swellendam	Swellendam to Suurbraak	7:00 to 8:00	2	11	22	17	77%	15	60	2	WD	4	1	3	-1	7	105	Investigate additional OLs	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Buffeljagsrivier	L55	Du Toit Taxi Stop	Swellendam	Buffeljagsrivier to Swellendam	17:00 to 18:00	1	15	15	14	93%	30	30	1	WE	1	1	0	0	4	60	Sufficient existing capacity	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	
Barrydale	836	Karoo Hotel	Smithville	Barrydale to Barrydale	16:00 to 17:00	1	13	13	10	77%	30	24	1	WE	2	2	0	1	2	30	Sufficient existing capacity	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	
Barrydale	836	Smithville	Karoo Hotel	Barrydale to Barrydale	6:00 to 7:00	1	15	15	15	100%	30	10	1	WD	2	0	2	-1	2	30	Investigate additional OLs	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators

Table 4.4: TWKM - Summary of route assessments and interventions

Town	Route Code	Rank	Route Name	PRE Route Name	Peak Hour	No of Departures	Vehicle Capacity	Service Capacity	No. of Pax	% Utilisation	Average waiting time (mins)	Turn-around time (mins)	Required OLs on a peak day	Peak Day WD: Weekday WE: Weekend APD: All-Pay Day	All vehicles on route on a WD and WE	All vehicles with OLs on a WD and WE	No. of Vehicles without OLs	Over/ Under Supply on a peak day	No of vehicles registered at PRE	Service capacity based on PRE list	Peak OLs Required VS Legal Vehicles observed at Peak	Capacity from legal vehicles vs surveyed demand	Required OLs vs Status of the route: Over Supply/ Under Supply	Operating Licences	Improved Enforcement: any illegal vehicles surveyed
Refer to notes and further explanations to the formulae in section 4.1 (Assumptions in Calculation)					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16					
Villiersdorp	D82	Villiersdorp	Goniwe Park	Villiersdorp to Goniwe Park	15:00 to 16:00	5	15	75	73	97%	6	15	3	APD	19	5	14	2	7	105	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Villiersdorp	K94	Villiersdorp	Grabouw	Goniwe Park Villiersdorp to Grabouw	10:30 to 11:30	3	15	45	45	100%	10	70	3	WE	15	3	12	0	2	30	Sufficient capacity surveyed	Investigate additional OLs	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Villiersdorp	N60	Villiersdorp	Franschhoek	Villiersdorp to Franschhoek	6:00 to 7:00	1	15	15	9	60%	30	70	1	WD	1	0	1	-1	2	30	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Villiersdorp	D82	Villiersdorp	Helderstroom/Farms	Villierdorp to Helderstroom Farms	7:00 to 8:00	1	15	15	13	87%	30	15	1	WD	1	0	1	-1	7	105	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Villiersdorp	K95	Villiersdorp	Caledon	Villiersdorp to Caledon	6:30 to 7:30	1	24	24	24	100%	30	78	3	WD	1	0	1	-3	11	165	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Villiersdorp	G29	Goniwe Park	Worcester	Goniwe Park Villiersdorp to Worcester	12:00 to 13:00	3	20	60	56	93%	10	70	6	APD	3	0	3	-6	10	150	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Villiersdorp	E7	Goniwe Park	Bellville	Goniwe Park Villiersdorp to Bellville	12:00 to 13:00	3	15	45	41	91%	10	110	4	APD	3	0	3	-4	4	60	Insufficient capacity surveyed	Sufficient existing capacity	Under Supply	Review of route licenses needed	Enforce illegal operators
Grabouw	F66, 697, F31, F32, D51, D52, D50, D53, D54, D55,	Grabouw	Slangpark Kamp	Slangpark Kamp Grabouw to Grabouw	17:00 to 18:00	8	15	120	117	98%	4	18	3	WD	17	5	12	2	64	960	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	700	Grabouw	Farms	Grabouw to Viljoenshoop pad	15:30 to 16:30	3	15	45	49	109%	10	72	14	APD	24	17	7	3	56	840	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	981, T21	Grabouw	Kleinmond/ Khayelitsha	Grabouw to Kleinmond/ Khayelitsha	10:00 to 11:00	3	15	45	43	96%	10	48	3	WE	9	3	6	0	44	660	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators
Grabouw	F8	Grabouw	Somerset West	Grabouw to Somerset West	10:30 to 11:30	2	15	30	37	123%	15	58	2	WE	19	13	6	11	26	390	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	949, 965, 699	Grabouw	Vyeboom/ Villiersdorp	Grabouw to Vyeboom/Villiersdorp	17:00 to 18:00	3	17	51	54	106%	10	80	7	WD	26	14	12	7	56	840	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	F66, 697, F31, F32, D51, D52, D50, D53, D54, D55,	Grabouw	Pine View/Melrose/ Site View	Grabouw to Pine View	16:30 to 17:30	3	15	45	56	124%	10	10	3	WD	56	35	21	32	64	960	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	F46,D92	Grabouw	Botrivier/ Caledon	Grabouw to Caledon	11:30 to 12:30	3	17	51	54	106%	10	60	4	WE	12	6	6	2	32	480	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Grabouw	F66, 697, F31, F32, D51, D52, D50, D53, D54, D55,	Grabouw	Council/Rooidakke/ Pine View	Grabouw to Rooidakke Informal Settlement	13:00 to 14:00	8	16	128	127	99%	4	16	3	WE	22	14	8	11	64	960	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Caledon	G8, 954, 911, 912	Cathcart Street	Uitsig/ Bergsig/ Chickama	Caledon to Bergsig/Vlei View	15:00 to 16:00	2	15	30	22	73%	15	27	1	APD	6	2	4	1	8	120	Sufficient capacity surveyed	Sufficient existing capacity	Over Supply	Investigate redistribution of OLs	Enforce illegal operators
Caledon	J35, 956	Plein Street	Genadendal/ Greyton	Caledon to Greyton/ Genadendal	12:00 to 13:00	4	15	60	37	62%	8	70	4	WE	7	4	3	0	4	60	Sufficient capacity surveyed	Sufficient existing capacity	Sufficient Supply	Sufficient capacity exists - issue no new OL	Enforce illegal operators

Table 4.5 below highlights the capacity requirements in the various LMs. It is important to note that the surveyed under supply was on a specific day on a specific route.

Table 4.5: Capacity requirements in ODM

LM	Town	Total number of routes observed	Total number of licences from PRE	Sufficient Capacity: Routes (PRE Licences)	Under-Supply (PRE Licences)	Oversupply (PRE Licenses)
CALM	Napier	Local: 4	6	1	0	3
	Bredasdorp	Local:6	8	0	1	4
	Struisbaai	Local 1	1	0	1	0
	Arniston	Local: 1	1	0	1	0
OLM	Hawston	Local: 1	10	1	0	0
	Hermanus including Zwelihle	Local: 9	44	3	0	6
	Stanford	Local: 2	11	1	1	0
	Gansbaai	Local: 5	24	5	0	0
SLM	Swellendam	Local: 4	26	3	0	1
	Buffeljasgrivier	Local: 1	4	1	0	0
	Suurbraak	Local: 1	7	0	1	0
	Barrydale	Local: 2	2	0	1	1
TWKLM	Grabouw	Local: 8	96	1	0	7
	Villiersdorp	Local:7	23	1	5	1
	Caledon	Local: 2	33	1	0	1

Note: Under supply was surveyed but according to PRE data show that an oversupply of vehicles exist on these routes.

As shown in Table 4.1 there are significantly more vehicles observed operating on existing routes than reflected in the PRE information. Analysis of the PRE information of the existing licences reveal that there are too many operating licences issued on existing taxi routes when compared with the perceived (surveyed) demand, i.e. the routes are over-traded.

The OLS analysis indicates that:

- Service status as surveyed differs from the current services status as recorded at the PRE.
- Some routes are over-traded, some routes have a significant number of illegal operators and some routes warrant the issuance of the additional licences.

The steps envisaged to align the operating licences available with licences required for implementation of the proposed public transport strategy will need to be discussed between the local municipalities and the Taxi Association upon acceptance and approval of the OLS. This action ought to include regular liaison with the taxi industry to ensure improved co-ordination between the operator and the authority.

4.3 *Assumptions and Disclaimers*

The OLS is based on a sample or snap-shot view of their operations from a weekday, end of month Friday, end of month Saturday and all-pay day survey. There are also challenges with obtaining accurate assessments of operations including:

- The surveys are at minibus taxi ranks and at cordon points, however if vehicles do not come into the rank or utilise another route, these vehicles will not be included in the surveys.
- The on-board route surveys relied on information obtained from the minibus taxi associations as well as the cooperation of the drivers. MBT movements were recorded via GPS when a taxi was available on the specific route at the time of the survey As a result on-board surveys could not be undertaken these routes and could not be mapped.
- The analysis was done according to information that was received from the PRE and this OLS therefore assumes that this database is accurate and up to date.
- The analysis was done on data collected at pre-agreed MBT ranks. .
- OLS analysis was based on surveys undertaken at ranks. MBT passengers getting on or off en-route would be excluded in the survey results.
- OLS analysis in certain cases have been undertaken on groups of routes with a range of route numbers. In these cases, the grouped routes operate along the same origin-destination corridor and it is difficult to draw out specific analysis for a single route code. For example, a long distance route operating from Gansbaai to Bellville will stop to drop-off passengers as well as collect additional long-distance passengers in Hermanus. The analysis was then undertaken for both the Gansbaai to Hermanus/Bellville as well as the Hermanus to Bellville routes.
- MBT routes and vehicles that were operational during the survey period were surveyed. There are cases where minibus taxis have OLs on a route, but do not necessarily operate on them. As a result these vehicles and their specific OLs would have been omitted from the survey. This can skew the OLS recommendations, since although the number of registered OLs show sufficient or an oversupply of service, the actual number of vehicles in operation could mean there is insufficient or an under-supply of service. There is a rule that if the operator does not utilise its OL for 180 days, it can be withdrawn. However, this is difficult to enforce and would require law enforcement to track which operators are not utilising their OLs on a specific route.

4.4 *Implementation Plan*

The OLS analysis indicates that:

- Service status as surveyed differs from the current services status as recorded at the PRE.
- Some routes are over-traded, some routes have a significant number of illegal operators and some routes warrant the issuance of the additional licences.

The steps envisaged to align the operating licences available with licences required for implementation of the proposed public transport strategy will need to be discussed between the local municipalities and the Taxi Association upon acceptance and approval of the OLS. This action ought to include regular liaison with the taxi industry to ensure improved co-ordination between the operator and the authority.

The following prioritised actions are required for implementation of the proposed public transport strategies:

- Assistance to the local authorities in managing operating licence applications. The ODM should provide assistance in improving communication between taxi operators and the PRE. This could include regular meetings, travel and secretariat functions.
- Identification and enforcement of routes with significantly high numbers of illegal operators in order to utilise law enforcement services effectively
- Update of the PRE ODM public transport registration database to ensure that dormant licences are not considered and those pending applications (not approved yet) are also included
- Maintain close relations with the ODM to ensure intimate knowledge of NLTA-related processes and impact on public transport operations
- Development of the IPTN for ODM. Based on the outcome of this project, the ODM and PRE can begin a process to restructure routes and establish route/licence moratoriums
- Due to the limitations of the PRE's database, it is proposed that an investigation be undertaken to align the PRE's database output with that of the OLS process and investigation.
- Open a regional PRE office so that CALM minibus taxi operators can have easier access.

4.5 *Financial Implications*

In an attempt to address the restructuring of the minibus taxi transport system in the CALM, various initiatives have been proposed.

The implication of prioritised projects of the OLS is not clear at this stage as it is subject to the implementation of the IPTN for the ODM. However, the following financial budgets as shown in Table 4.6 are prioritised for priority actions:

Table 4.6: Financial Requirements

Implementation actions	Budget (2013 Rands)
Manage operating licence applications and improved communication between taxi operators and the PRE	R380 000 (Per LM, Per Year)
Law enforcement services	R380 000 (For DM)
Update of the PRE ODM public transport registration database	R2 500 000 (For WCG)
Close relations with the WCG to ensure knowledge of NLTA- related processes and impact on public transport operations	R150 000 (For DM)
Develop an IPTN for ODM	R2 100 000
Modification to PRE database software	R300 000

5. RATIONALISATION PLAN (RAT PLAN)

The Western Cape Government has initiated the development of a Provincial Public Transport Institutional Framework (PPTIF) with the primary aim of addressing the key constraints to improving both public and non-motorised transport in the non-Metro areas of the Western Cape, through the development of a refined strategic approach for achieving progress.

This refined approach aims to incorporate lessons learnt through the implementation of public transport improvement initiatives in South Africa, particularly in George and Cape Town.

The PPTIF sought to answer the following core questions:

Table 5.1: PPTIF Core Questions

Core Questions	PPTIF Response
What technical interventions should be implemented to improve public transport and non-motorised transport in the province?	Develop a flexible and context specific approach to public and non-motorised transport improvement.
What institutional and organisational structures need to be implemented to drive and manage these improvements?	Develop enhanced institutional and organisational models.
What will these interventions cost, and how could they be funded?	Develop a cost model and funding strategy.

Source: WCG,PPTIF

5.1 *Constraints to Progress*

This section provides an overview of the key constraints to progress that the PPTIF aims to address, including:

- **Capacity at the municipal level**: Outside of Cape Town and George, municipalities in the Western Cape have limited capacity to perform municipal land transport functions (NLTA s11(c)), including the planning, implementation and management of integrated public transport networks. In addition, national legislation fails to take into account the difference in capacity and resources between metropolitan, local and district municipalities.

- **A lack of dedicated funding streams for local public and non-motorised transport improvement:** There are limited funding streams available for public and non-motorised transport improvement and transformation in non-metropolitan areas. National funding is currently directed toward 13 priority cities. This includes both funding for execution of the new transport functions required of local government by the NLTA, and funding to put in place the requisite infrastructure and systems for improved public transport systems. Due to the spatial and economic dynamics of South African settlements, significant operational shortfalls are experienced in public transport improvement initiatives. The ability of local government, and of Provincial Government, to fund these operational shortfalls is very limited to non-existent.

- **The lack of well-defined or developed approaches to public and non-motorised transport in non-metropolitan contexts:** National legislation and policy has focussed on the development and implementation of urban Integrated (Rapid) Public Transport Networks in 13 cities. The model which has emerged incorporates high-specification technology, large-scale infrastructure development and full-scale formalisation of the minibus taxi (MBT) industry. An appropriate public transport response for non-metropolitan areas, such as emerging cities, towns, villages and rural areas, has not reached a similar stage of development, with limited clarity on the appropriate way forward in these contexts. The George Integrated Public Transport Network (GIPTN) has been promoted as an example of public transport improvement outside the major urban centres in South Africa. However, the costs of the GIPTN and the implementation and transformation challenges the project has faced suggest that, while this is a useful model in certain locations, it is not viable to roll-out similar initiatives across the country.
- **The complexity of industry transition:** The implementation of IPTNs in South Africa has involved a significant transformation of the taxi industry business model. Under the IPTN model, new services are operated by Vehicle Operating Companies (VOCs) made up of former bus and taxi operators. These companies are contracted to Government to provide new services to a higher standard. The legislation limits the duration of these operating contracts to a maximum of twelve years. This transition process is fraught with risk for existing operators and significant resistance has been experienced from the industry. The current taxi industry business model is a reliable way of earning an income for operators, albeit fraught with sustainability challenges for the operators. As a result, it takes a lot of time to get the existing operators to become comfortable with the risks of the new system. It also requires the introduction of significant financial incentives through high compensation packages.

The PPTIF aims to address these constraints to progress through the development of appropriate technical, institutional, organisational and financial models.

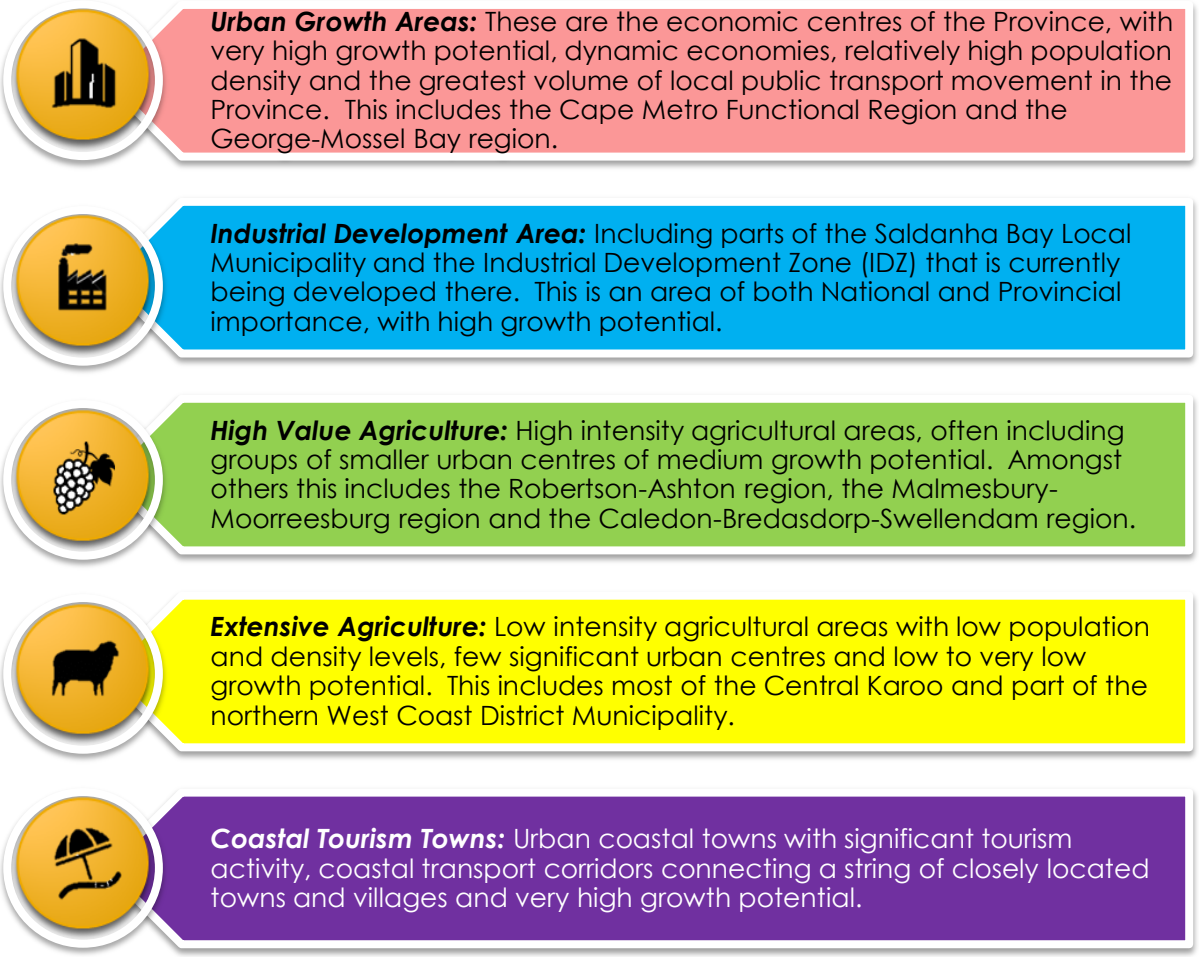
5.2 *Legislative Mandate*

The proposals of the PPTIF are supported by the legal mandate extended to the Western Cape Government through the National Land Transport Act (NLTA, No. 5 of 2009). The NLTA devolved the majority of land transport functions to local government (see Section 11(c)), including responsibility for planning, managing and implementing local integrated public transport networks.

However, the provincial sphere of government has a mandate to support under-capacitated municipalities (NLTA s11(b)(v); IRFA s35(2)(d)) to perform their land transport functions and is permitted to jointly exercise or perform any municipal land transport function (NLTA s12(1)). Given the lack of capacity of non-Metro municipalities to perform their land transport functions, the Western Cape Government has a legal mandate to support local governments in the implementation of their public transport functions and the rollout of improved public transport initiatives.

5.3 *PPTIF Categorisation*

The PPTIF (Provincial Puplic Transport Institutional Framework) is built on a thorough understanding of the status quo, issues and needs for public and non-motorised transport in the Western Cape, which vary across the province based on socio-economic and spatial dynamics. Through an extensive status quo analysis five categories were developed to describe the differing contextual dynamics in the Western Cape. The five categories are:



Source: WCG, PPTIF

Figure 5.1: Five Categories of PPTIF

These categories can be used to understand the different types of interventions required to address the specific issues and competencies of different areas of the Western Cape. The Incremental Approach, described below, is a core facet of the PPTIF and can be adapted to different contexts.

5.4 *The Incremental Approach*

The Incremental Approach to public and non-motorised transport improvement was developed in response to the key constraints described above. The approach proposes the staged implementation of improvement initiatives which result in real improvements to the user experience, but in a fashion that reduces the capacity burden on government, lowers the cost of

improvement and reduces the risk of transformation to the public transport industry. The manner in which this is achieved is described in the table below.

Table 5.2: The Incremental Approach

Impact	Description
Demonstrable improvement to public transport user experience	The Incremental Approach focusses on the "low hanging fruit" first in achieving rapid and demonstrable improvement in the transport experience of public transport users. Thus real improvements are achieved in the short term, whilst moving towards a broader, fully integrated network solution over the longer term.
Limits the capacity burden on government	Incremental implementation of improvement initiatives over time provides government with the time to progressively increase capacity and learn through experience, rather than being required to take on full responsibility for managing an IPTN all at once.
Lowers the cost of improvement	The Incremental Approach does not advocate for the rapid and full scale formalisation of public transport. Rather, the focus is on improving the condition for NMT, limited formalization on priority public transport routes, with the network being built up over time as and when the necessary resources become available. In addition, the phased approach aims to limit the need for costly compensation of public transport operators, contributing toward an overall reduction in the cost of system improvement.
Reduces the risk of transformation to the public transport industry	The Incremental Approach lowers the risk to the public transport industry by reducing the risk of each step in the process. The industry's business model is gradually adjusted over time, rather than being fully subsumed. This process inherently lowers risk and enhances the potential of successful engagement and transformation.

Source: WCG, PPTIF

The Incremental Approach includes three stages. It is important to note that this approach is not prescriptive. It provides a framework which can be applied to different contexts (different PPTIF categories described above) and adapted accordingly and it provides strategic guidance on what aspects of the transport system should be addressed or improved at what stage.

- **Stage 1:** The aim of Stage 1 is to begin to address some of the critical public and non-motorised transport issues in Western Cape municipalities. To an extent, this approach builds on existing expertise and capacity within local government and begins a process of enhanced capacity development to manage increasingly complex transport networks. At the same time, Stage 1 does not impose a dramatic change to the business model of existing public transport operators and, overall, it allows for shorter term, lower impact, affordable responses which are suited to the specific local areas being addressed.

  More specifically, Stage 1 includes a strong focus on non-motorised transport, basic infrastructure improvements and the regulation and enforcement of existing public transport operators, in conjunction with strengthened industry engagement. The aim here is to 'get the basics rights' before moving toward the implementation of expensive and complex integrated public transport networks.

- **Stage 2:** In Stage 2, government begins to introduce small subsidised service contracts with existing operators for the provision of higher quality public transport services.

  Through the use of contracting, government begins to incentivise self-organisation and consolidation within the industry. In Stage 2, the work streams established in Stage 1 are continued. Additional areas of focus include introducing and managing subsidised contracts for public transport operators, small-scale ITS and AFC systems and managing data from these systems. Monitoring public transport operators becomes a priority.

- **Stage 3:** In Stage 3, the public transport priorities established in the previous two stages are consolidated and extended. Where appropriate and financially viable, the municipality moves towards progressively implementing a context-appropriate IPTN network with gross contracts between government and private operators. The nature of this network will differ markedly by context and area typology.

5.5 *Proposed Institutional Arrangements for Public Transport Improvement*

Outside of the City of Cape Town and the Municipality of George, there is very little capacity to pursue public and non-motorised transport improvement at the Western Cape municipal level. Therefore, in order to make progress, it is proposed that the Western Cape Government execute its NLTA s12(1) mandate to work with municipalities to jointly perform or execute municipal land transport functions, while progressively building municipal capacity. In order to limit the burden of this arrangement on the Western Cape Government, only a limited number of targeted municipalities will be actively supported at any given time.

In the longer term, capacity will be developed at the local level so that municipalities can perform their land transport functions either independently or jointly with adjacent municipalities, potentially through the establishment of municipal entities.

Support from the Western Cape Government (the Department of Transport and Public Works) will be split into two overarching functions with different purposes:

5.5.1 The Western Cape Government will act as an incubator:

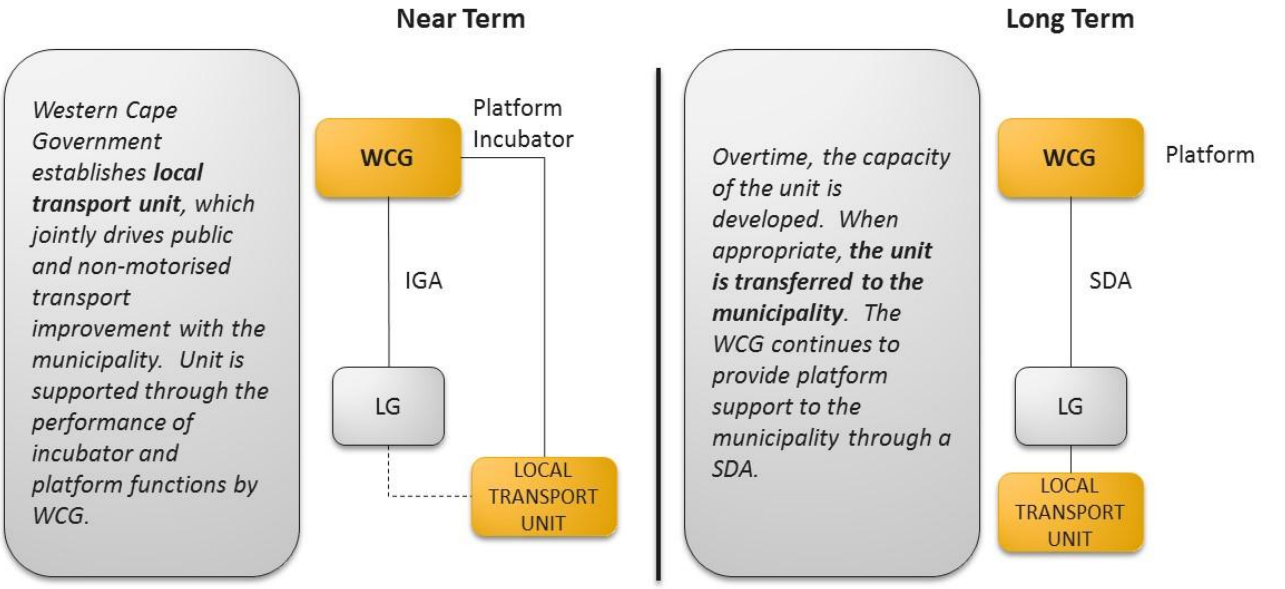
A newly established provincial incubation unit will work to establish local transport units in priority areas of implementation. Together, these provincial units will plan, implement and manage local public and non-motorised transport improvement, working jointly with municipalities. Once sufficiently developed, the units will be transferred to municipal ownership. In effect, the Western Cape Government acts as an ‘incubator’, actively developing local units which can be transferred to local government at the appropriate time. Therefore, the incubator role in support of a particular municipality will initially be intensive as capacity is being developed, and will taper off and cease over time once the municipality has sufficient capacity internally.

5.5.2 The Western Cape Government will perform platform functions:

Which are those functions that it makes sense to be performed indefinitely on a province-wide basis. This includes developing centralised technology platforms and systems which will support province-wide public and non-motorised transport improvement, such as intelligent transport systems, integrated fare management and a call centre. The Western Cape Government will perform these functions indefinitely on behalf of LMs to leverage economies of scale and the concentration of specific expertise. Platform functions also allow for the strategic management of

data that has significance for province-wide analysis of progress and trends, and for the specific management of operational contracts that the Western Cape Government has a direct financial responsibility for.

These arrangements are illustrated in the diagram below.



Source: WCG PPTIF

Figure 5.2: Proposed Institutional Arrangements

The Intergovernmental relationship between the Western Cape Government and targeted municipalities will be supported by the establishment of Joint Planning and Implementation Committees/Forums, to guide improvement initiatives.

It is also important to note that although it is proposed that the Western Cape Government play a central role in the performance/support of functions and flow of funds, a local municipality can take on these roles at any point according to current legislation.

5.6 *Funding*

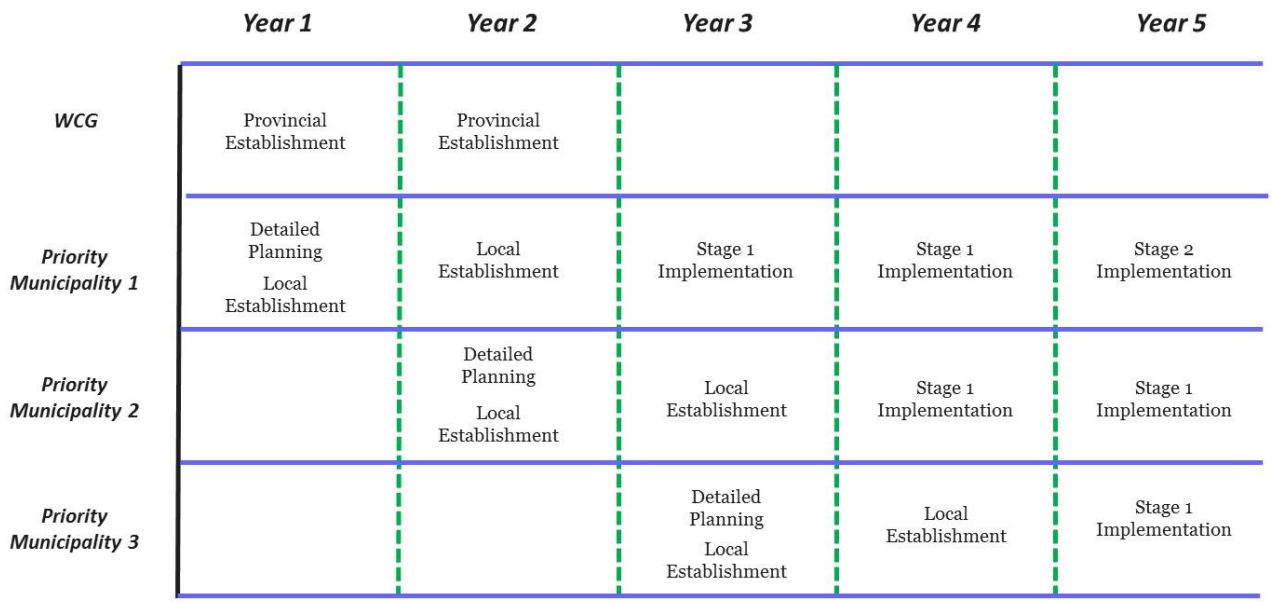
The Western Cape Government will drive an effort to source the necessary funding for the proposed improvements, both from internal sources and from other sources such as National Government and international donors.

5.7 *Implementation Plan*

The implementation plan covers 5 years and includes the necessary steps in the implementation process, including the technical, institutional, organisational and funding components.

The basis of the implementation plan is the piloting of the PPTIF in 3 priority municipalities over a 5 year period. After the 5 year period, the pilot projects will be reviewed and successful elements will be rolled-out to other municipalities in the Western Cape.

The high level implementation plan is summarised in the figure below. The proposed detailed planning and local establishment processes are for targeted or priority municipalities only.



Source: WCG PPTIF

Figure 5.3: High Level Implementation Plan

6. TRANSPORT NEEDS ASSESSMENT

Throughout the development of the ITP's project life-cycle there have been various activities that were used to assess the various transport needs in ODM. These activities are described in detail in Chapter 7: Public Participation of this report, but include:

- A public meetings held in each LM.
- Discussions with LM officials including a district steering committee meeting and LM working group meeting.
- Site visits.
- Data collection surveys.
- Meetings with the taxi associations.
- Review of previous ITP needs and projects.
- Review of spatial development plans (SDFs) and Integrated Transport Plans (IDP).

The transport needs assessment indicated the following:

- The ITP should also incorporate and prioritise transport projects of spheres of government other than the local and district municipalities, including the N2 toll road, the Hermanus-Stanford road rehabilitation, the proposed Hermanus CBD bypass and the Overberg Mobility Strategy.
- Transport projects in the ITP should be reflected in the Provincial Land Transport Framework and vice versa.
- The ITP should include recommendations toward implementing the Overberg Mobility Strategy.
- Tourism should be included as a separate priority in the ITP.

The needs assessment has been summarised by key focus areas and there are a few needs obtained from public meeting comments which have been recorded specific to the particular LM to which they are applicable.

Traffic movement

- General concern for growing congestion during peak holiday seasons. This is applicable to most LMs, but more specific for coastal towns such as Hermanus, Gansbaai and Struisbaai. These towns will benefit greatly by a scheduled public transport service particularly for the growing number of visitors.
- Road safety and the high number of accidents is problematic throughout the district particularly for learners who are walking to school.
- CALM
    - The All Saints / Long Street intersection in Bredasdorp requires traffic lights.
- OLM
    - Alternative access is needed for heavy freight vehicles and through traffic to alleviate traffic congestion in Hermanus CBD. There has been a by-pass proposed which is on the WCG 5 year budget. This project is still subject to an environmental impact assessment. There is a huge outcry from the general public that they are not in favour of the by-pass since proposals show that it will be located in an environmentally sensitive area.
    - Limited access routes to Hermanus – alternative routes or secondary roads are

needed. This is particularly problematic in the case of emergencies such as fire since there are limited entrances and exits.

- Concerns were raised for certain intersections in OLM. Specifically these included the un-signalised intersections onto the R43 making access from Mount Pleasant and Hawston extremely difficult and unsafe.
- Entry and exit at the Engen fuel station in Sandbaai is problematic due to the poor access configuration.
- An alternative route is needed in Hermanus to allow heavy vehicles to avoid the traffic circle at Checkers.
- The speed limit on the R44 in Betty's Bay is too high making it unsafe.
- There was a concern that tolling of the N2 would result in traffic diverting to the R44 which would impact Hermanus and other town in OLM.
- High accident locations in certain areas especially along the R43.

- TWKLM
  - Several intersections in Caledon are problematic in terms of traffic flow.
  - There are no pedestrian crossing points allowed on the main road in Caledon and this is unsafe for people wishing to cross.

Freight

- A common concern throughout the Overberg district is that there is a growing number of heavy freight vehicles which is causing serious damage to the condition of their road network. This is particularly problematic for gravel roads.
- There is a general view shared in the district that there should be a shift of certain commodities to rail freight. It is however understood that the function for rail lies with Transnet (TFR) and will likely take a long time with significant investment efforts to achieve this transition. There are also impacts to the economy which need to be considered since road transport supports micro-industries and a number of jobs.
- CALM
  - A bypass around Bredasdorp is required for heavy vehicles.
- SLM
  - Heavy freight on the N2 causes delays and unsafe driving for other motorists
  - Problems are caused by heavy vehicle movement through Swellendam. A comment was later received by the SLM also recommending a truck stop on the outskirts of the town to reduce the negative impact of heavy vehicles on existing road infrastructure and the tourism industry which has been steadily growing in the town of Swellendam.
  - Entrances to Swellendam industrial area from the N2 and R60 are dangerous and require upgrading to cater for turning freight vehicles.

Road infrastructure

- A common thread in all municipalities as well as in the district is lack of funding. There is insufficient funding to maintain roads particularly gravel roads.
- The condition of gravel roads problematic and a general concern that there is damage from heavy vehicles transport to and from agricultural areas in ODM. A comment from the public

was that they felt gravel roads should be tarred. However, when looking at the condition of roads in the roads infrastructure section of the transport register, gravel roads are a really small percentage of the total roads. On average paved roads are in fair to good condition.

- The proposed tolling of the N2 is a general concern in that it is deemed to have a negative impact on the ODM towns along it. The public believe that additional consultation and information is needed regarding the proposed tolling of the N2.
- An Expanded Public Works Programme is needed for road maintenance on gravel roads.
- CALM
    - The gravel road from Bredasdorp to de Hoop is in poor condition.
    - New roads linking Bredasdorp with Elim and Struisbaai with Gansbaai are needed.
    - Stormwater drains on gravel roads are too deep which are a safety hazard.
    - Bridges across the Kars River on the R316, R317 and R319 flood annually and is a safety hazard.
- OLM
    - Enforcement of overloading in OLM without weighbridge (R43) (construction vehicles)
    - The R320 is in poor condition with large, dangerous potholes and a steep, poorly drained section.
    - Public consultation regarding the proposed CBD bypass is needed.
    - The Hermanus CBD bypass should be included in the ITP.
    - The turnoff to Rooi- Els from the R44 is on a corner and has insufficient warning signage.
    - A turning lane for the Rooi-Els access is required.
    - The R44 is unsuitable as an alternative to the N2 should the N2 be tolled. A detailed analysis of the route and potential problems is included in Appendix E1. Recommendations as to weight limits, turnoff upgrades, speed limits, further studies, and enforcement are made in the written submission.
    - Sharp bends on the R43 between Gordon's Bay and Rooi-Els cannot accommodate heavy traffic.
    - Sections of the slope on which the R43 is built are unstable.
    - The R43 makes a sharp turn on a steep incline as it enters Rooi Els from the north.
    - Many dangerous entrances and exits to the R43 exist in Rooi Els, Pringle Bay, Betty's Bay, and Heuningkloof.
    - The speed limit in the business nodes of Betty's Bay is too high (80kph).
    - The speed limit at the R44 / R43 junction is too high (120kph).
- SLM
    - A second road link is urgently needed between Swellendam and Railton to unlock economic potential and to improve social development for the region.
    - There is disagreement regarding the access road to Malgas and Infanta. A Malgas/Infanta resident raised a concern that they did not want the Bredasdorp-Malgas road tarred as proposed in the previous ITP. They were concerned that it would bring additional traffic into the area and alter the nature of the coastal towns.

However, the LM said this link was included on their municipal priority project lists and one of the councillors also said that he dound it difficult to understand why residents would not want this road surfaced since it was needed.

- A need was also expressed for another road link between Swellendam and Railton.

- TWKLM
  - The Caledon-Tesselaarsdal road (D1252) is in very poor condition.
  - The D1255 and D1257 from the R320 to Tesselaarsdal require upgrading due to development of commercial farming in the area.
  - The removal of bridge parapets for farm machinery has caused hazardous situations.
  - The R320 between Tesselaarsdal and Caledon is in very poor condition due to heavy construction traffic to the stretch between Hermanus and Tesselaarsdal.
  - The grader operating on gravel roads in the Tesserlaarsdal region leaves large embankments that cause water damage to the road surface.

Air Transport

There are no commercial or international airports in the Overberg District. There are only a few smaller airstrips. Air access is only via George or Cape Town. Some LMs have expressed a need to construct airstrips in their areas.

- OLM
  - A comment from Hermanus Ratepayers Association expressed a need to construct a municipal or private airfield in Hermanus.
- SLM
  - SLM also expressed a need for expansion and upgrade of the local airfield in Swellendam, saying that this would increase the economic viability of the LM and town.

Public Transport

- Charter licenses are misused for operating taxi routes.
- A satellite office for processing operating license applications is required.
- Designated taxi ranks are needed to prevent piracy.
- Operating licenses require specific route delineation.
- Capacity-building and skills training is needed for the taxi industry.
- There are not enough public transport that is affordable.
- The long waiting time for PRE to issue Operating Licenses is a problem
- Access to PRE with regional office required.
- Data on public transport problematic.
- Affordability of public transport problematic.
- There is a limited long distance bus services throughout Overberg, but particularly for areas that do not have good access to towns on the main long distance routes along the N2. This

was also supported by councillor from Overstrand who said that a scheduled bus service is desperately needed between Gansbaai, Hermanus and Cape Town. While traffic officials from TWKLM also expressed the need for a long distance bus stop at the BP Filling Station on the N2 at the entrance of Grabouw.

- Shelters at pick-up and drop off points needed.
- Not enough universal access infrastructure.
- Subsidised public transport is needed to improve service levels.
- Workers are transported illegally in goods vehicles which charge for the service.
- Taxis do not operate from the assigned facilities.
- The ITP process is biased towards minibus taxi services, which is detrimental to planning.
- Taxis should be incorporated in the ITP since they are the only means of public transport. The focus should be on improving the service.
- CALM
    - A taxi interchange is needed in Bredasdorp.
    - Taxi fares between Bredasdorp and Arniston, and between Bredasdorp and Napier are unaffordable.
    - No taxis run between Struisbaai and Bredasdorp.
    - Operating licenses are needed for an Elim to Bredasdorp route.
    - Only one bus operator services Bredasdorp's community organisations, and is unaffordable.
- OLM
    - Illegal operators in OLM is a problem.
    - Rail should not be brought to the Overstrand due to the presence of a sensitive SA National Space Agency magnetic observatory.
    - A scheduled bus service is needed between Hermanus and Cape Town.
    - The taxi service from and through Onrus is unreliable and expensive.
    - No passenger rail services. Specific comment made at public meeting was that passenger rail is needed between Somerset West and Caledon.
    - Reliable public transport is needed between Onrus and Hermanus.
    - Poor roads conditions make access problematic particularly in H&A Valley
- SLM
    - Currently there are only informal minibus taxi ranks and a more formalised taxi rank is needed in Swellendam.
    - Taxi drop-off points are needed in low-income areas.
    - A comment was received by the director of public services for SLM that expressed a need for an alternative long distance bus stop closer to the N2 rather than in the Swellendam main road.
    - At the time of the public consultation and data collection, the mini-bus taxi industry in SLM belonged to Bonnievale Assocation and that they sought the establishment

of a local taxi association in the LM. However, confirmation was provide at the time of finalising the ITP report that this has successfully been undertaken and that a Swellendam Taxi Association is now in place.

- TWKLM
    - Taxi ranks are required in Villiersdorp and Caledon.
    - The Grabouw taxi rank requires upgrading.
    - A smaller taxi association, Ncedo, is seeking an operating area in Grabouw.
    - Only one unreliable taxi services the Tesselaarsdal area, therefore more permits are required.
    - A passenger rail service is required from Caledon to van der Stel, near Somerset West.
    - A petition was signed by 1 700 residents of the Theewaaterskloof in support of a passenger train line.

Non-motorised transport

- Limited NMT provision within towns and between towns in ODM.to coastal destinations have no verge and are unsafe for tourist cyclists.
- Non-motorised transport is unsafe and dangerous.
- Long distances between towns
- Lack of NMT infrastructure funding and marketing for NMT
- Providing safe crossing facilities along major pedestrian routes, especially across railways
- Lack of continuity of existing NMT routes
- High number of pedestrian fatalities and injuries
- Unattractive and unsafe pedestrian facilities
- OLM
    - There is limited NMT (walking and cycling) infrastructure provided for in and between towns within Overstrand.
    - The signalised pedestrian crossings on the R43 at Mount Pleasant are dangerous for children because each direction of the dual carriageway has a separate, independent signal.
    - Cycling is underutilised and school cycling programmes are needed along the lines of the Shova Kalula programme.
    - Sidewalks in the centre of Hermanus are in poor condition.
    - Pedestrian crossings at the Hermanus police station and at the Spar centre in Kleinmond have design flaws.
    - Strategic cycleways are required in Overstrand.
- SLM
    - Sidewalks are in poor repair in central Swellendam.
    - Bicycle lanes are not required in Swellendam as cycling is recreational only.
    - Pedestrians cross the N2 between Railton and Swellendam and no traffic calming or signage is in place.
    - A need for funding of bicycle lanes particularly to schools in Swellendam was identified.

- TWKLM
    - Raised pedestrian crossings are required in Caledon.
    - Mountain-bike links between towns in Theewaterskloof are required.

Learner transport

- Learner transport is unsafe due to a lack of roadworthiness and also to poor gravel road conditions.
- Learners require appropriate shelter at pick-up points
- Distance calculations for learner transport contracts are from town to town, and not the actual distances from home to school.
- Contracts for learner transport are awarded to non-local businesses at inflated costs.
- Accommodation is needed for bus drivers transporting learners to town.
- Transport safety needs priority attention, and transport safety education is suggested.
- Issues, concerns and transport needs
- The issues, concerns and transport needs as identified from the interviews, stakeholder meeting and public meetings are presented in Chapter 3. Other sources for identifying learner issues identification include public meetings and reviews of the CPTR and NHTS.
- The following issues and concerns were raised in various interactions with stakeholders and role players:
- The WCED learner transport tenders are awarded to operators that are not from the area.
- The learner transport policy of the WCED requires learners to live outside the 5km radius of the nearest schools. The 5km extends from the school, along the surfaced road network up to the collection point of the learner. The 5km distance is too far for young learners and some learners have to walk additional distances on the farm roads.
- There are reports of overloading on the contract vehicles; operators do this to avoid a second trip along the same route.
- The collection points for learners using learner transport, has little shelter or lighting. In addition, there are no pedestrian or cycling facilities along known learner routes.
- The lack of fencing around schools creates issues of safety
- Health services responsibility of other public agencies. Coordination and integration needs to be improved.
- Contracts awarded to outside operators
- Overloading of buses used for learner transport
- Roadworthiness of learner transport buses
- CALM
    - Learners near Protem and Vanderstelskraal must walk long distances to reach pick-up points.
    - Learners from Napier are offloaded in central Bredasdorp and not at their schools.
- OLM
    - Subsidised learner transport from Mount Pleasant to Hawston is required.

  - Learner transport from the Hemel en Aarde Valley (R320) is unsafe and unreliable.
  - Transport is required from Hermanus to a pre-school in the Hemel en Aarde Valley.
  - According to one of the Overstrand councillors a much needed departmental learner transport bus service was finally introduced at Kleinmond Primary. She expressed support that this service continue into the future. She also said that there were other learners from Kleinmond that continue to be challenged by unreliable and irregular bus/taxi services to access schools in Grabouw, Hawston and Zwelihle.
- TWKLM
  - Learner buses to Lebanon no longer go down to Lebanon itself but stop on the N2.
  - Bus stops or turnoffs for school buses are needed on the N2.
  - School transport from Swartberg High to Tesselaarsdal is unreliable.
  - School transport to Bethoeskloof is non-existent because buses are unable to climb the hill.

Parking

- Tour bus parking is needed throughout the region.
- CALM
  - Insufficient parking is provided in Struisbaai's commercial areas.
  - Insufficient parking is available at the Bredasdorp Checkers centre.
  - No taxi parking is available at the Bredasdorp Checkers centre.
  - Parking meters are needed in Bredasdorp to prevent use of customer parking by employees.
  - No parking for customers is available outside small businesses in Bredasdorp's commercial areas.

Disabled access

- There are no vehicles equipped for transporting people with disabilities.
- Ambulance response times are very long.
- Each local municipality should have its own ambulance.
- OLM
  - Disabled transport, with a minibus focus, should be included in provincial planning and the Overberg Taxi Association's planning.
- TWKLM
  - Disabled parking areas are often misused.

Emergency transport

- Insufficient ambulances are available in the region.
- No transport is available for patients needing to travel to hospital.
- Health services responsibility of other public agencies. Coordination and integration needs to be improved.
- Long wait periods for emergency and health services

- MBT Vehicles not equipped for passengers with special needs
- TWKLM
    - Emergency transport services are very poor, with ambulances driving from Bredasdorp to service Grabouw

Tourism

- There is a pressing need for a tourism plan for the region, with particular reference to transport for tourists.
- CALM
    - There is a need for signage indicating where routes consist of gravel roads.
    - Transport to and from the Cape Agulhas area for tourists is difficult, with private vehicles or tour buses being the only options.
- SLM
    - The arrival experience for tourists on both highways is lacking.
- TWKLM
    - The development of the Bot River Station precinct for tourism is dependent on a passenger rail service.

Funding

- Lack of sufficient funding to continually maintain existing roads and construct new access roads
- Lack of funding impacts the ability for the LM to implement the projects identified in the ITP. As a result, the ITP gets updated and most of the projects are not implemented.
- A comment was received from an Overstrand Ward Councillor that maintenance of minor gravel roads and stormwater systems should also be added to existing provincial and national funding mechanisms.

Enforcement

- Limited enforcement of leaner travel vehicles and operators
    - Traffic officers should enforce licence requirements and roadworthiness on goods vehicles used for labourer transport.
- OLM
    - There is a lack of traffic enforcement on the R44.

7. SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

7.1 *Project Proposals*

See overleaf:

Table 7.1: List of proposed projects in CALM

No	Project	Source	Town	Ward	Cashflow					Progress on projects	Type (Planning/ Design/ Construction/ Operation)	Funding source	Strategic Goals				
					2015/16	2016/17	2017/18	2018/19	2019/20			WCG: Western Cape Government, CALM: Cape Agulhas Local Municipality	Strategic Goal 1: Create opportunities for growth and jobs	Strategic Goal 2: Improve education outcomes and opportunities	Strategic Goal 3: Increase wellness, safety and tackle social ills	Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environmen	Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment
PUBLIC TRANSPORT PROGRAM																	
PT001	Investigate the location of integrated public transport facility in Bredasdorp	AECOM ITP, 2013	Bredasdorp	2,3,4, 6	R 1 000 000	R 500 000	R 2 000 000	R 2 000 000		No progress. Study was completed in 2003 but no funding has been allocated.	Design and Construction	CALM	X				
PT002	Relocation of current bus stop on the Struisbaai road to the other side of the road	AECOM ITP, 2013	Struisbaai	5				R 500 000		Pedestrian crossing to be implemented.	Design and Construction	CALM	X				
PT003	Prepare, update and overhaul of Cape Agulhas ITP	AECOM ITP, 2013	Whole area		R 800 000	R 1 200 000	R 900 000	R 1 000 000	R 1 100 000	Allocation for annual updates and the five year overhaul of the LITP	Planning	CALM	X		X		
PT004	Bus shelters and taxi pick up points at all the farms on the main routes especially for scholars	CALM IDP 2013-2014	Whole area							No progress due to budget constraints			X		X		
PT005	Improved ambulance services especially on farms	CALM IDP 2013-2014	Whole area							No progress due to budget constraints			X		X		
	TOTAL BUDGET REQUIRED PER ANNUM				**R 1 800 000**	**R 1 700 000**	**R 2 900 000**	**R 3 500 000**	**R 1 100 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 11 000 000**												
NMT AND SUSTAINABLE TRANSPORT PROGRAM																	
NMT001	Construction of safe hitchhiking facilities	AECOM ITP, 2013	Whole area			R 1 000 000	R 1 000 000			No progress due to budget constraints	Construction	CALM	X				
NMT002	Construction of speed humps – Struisbaai North: Dolfyn Avenue, Oester Avenue, 3rd Avenue, 6th Avenue, and 7th Avenue	AECOM ITP, 2013	Struisbaai	5		R 120 000	R 120 000	R 120 000		20% completed due to budget constraint	Construction	CALM	X				
NMT003	Construction of speed humps in low cost housing areas – Struisbaai North	AECOM ITP, 2013	Struisbaai	5		R 120 000	R 120 000	R 120 000		No progress due to budget constraints	Construction	CALM	X				
NMT005	Pedestrian Crossing at the crèche – Struisbaai North	AECOM ITP, 2013	Struisbaai	5			R 100 000			No progress due to budget constraints	Design and Construction	CALM	X				
NMT007	A feasibility study is required for a pedestrian crossing to the Bredasdorp shopping centre	AECOM ITP, 2013	Bredasdorp	4			R 100 000			No progress due to budget constraints	Planning	CALM	X				
NMT008	NMT interventions: Signage at the Bredasdorp shopping centre for elderly and also traffic lights	AECOM ITP, 2013	Bredasdorp	4				R 50 000		No progress due to budget constraints	Planning	CALM	X				
NMT010	Pedestrian crossing on the Struisbaai road	AECOM ITP, 2013	Struisbaai	5				R 50 000		No progress due to budget constraints	Design and Construction	CALM	X				
NMT011	Construction of 5 km NMT facility on both sides of the road between Struisbaai North to L'Agulhas	AECOM ITP, 2013	Struisbaai, L'Agulhas	5		R 1 000 000	R 1 000 000	R 1 000 000	R 1 000 000	No progress due to budget constraints	Planning, Design and Construction	CALM	X				
NMT012	Construction of the 17 km bicycle lanes between Napier to Bredasdorp	AECOM ITP, 2013	Napier, Bredasdorp	1, 4			R 2 300 000	R 2 300 000	R 2 300 000	No progress due to budget constraints	Planning, Design and Construction	CALM	X				
NMT013	Traffic calming	CALM Annual Budget	Whole area		R 100 000					On-going	Construction	CALM	X				
NMT014	Sidewalk upgrade	CALM Annual Budget	Bredasdorp	2, 3	R 300 000	R 200 000				On-going	Construction	CALM	X				
NMT015	Lowering of speedlimit at Protea Primary school pedastrian crossing	CALM IDP 2013-2014	Napier	1						No progress due to budget constraints	Construction	CALM	X				
NMT016	Speed humps in Stasie weg	CALM IDP 2013-2014	Napier	1						No progress due to budget constraints	Construction	CALM	X				
NMT017	Construction of pavements in streets where it presently lacks	CALM IDP 2013-2014	Whole area							No progress due to budget constraints	Construction	CALM	X				
NMT018	Speedbumps(Villiers, Lang, Rivier, Skool, Golf, c/o old Meule and Magnoli Rds)	CALM IDP 2013-2014	Bredasdorp	2						In process/ Some completed	Construction	CALM	X				
NMT019	Pedestrian crossing between Windmeul and Best Price Store in Ou Meule Weg	CALM IDP 2013-2014	Bredasdorp	2						No progress due to budget constraints	Construction	CALM	X				
NMT020	Speedbump in Main road	CALM IDP 2013-2014	Klipdale	2						No progress due to budget constraints	Construction	CALM	X				
NMT022	Construction of a pavement next to pedestrian bridge in Ou Meule street	CALM IDP 2013-2014	Bredasdorp	2						No progress due to budget constraints	Construction	CALM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 700 000**	**R 3 040 000**	**R 5 340 000**	**R 4 240 000**	**R 3 900 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 17 220 000**												

TRANSPORT INFRASTRUCTURE PROGRAM																	
TI001	Implementation of Scholar Trasport shelters at schools - ODM project	ODM ITP, 2015	Whole area			R 500 000	R 550 000	R 550 000	R 550 000	New Project	Construction and Maintenance	WCG	X		X		
TI002	Erecting of speed limit signs between Cemetery and Struisbaai North	AECOM ITP, 2013	Struisbaai	5			R 20 000			No progress due to budget constraints	Design and Construction	CALM	X				
TI003	Erecting speed limit signs – Kassiesbaai	AECOM ITP, 2013	Kassiesbaai	6			R 20 000			No progress due to budget constraints	Design and Construction	CALM	X				
TI004	Investigate possibility of installing traffic signals on affected intersections, Bredasdorp CBD area	AECOM ITP, 2013	Bredasdorp	4			R 200 000	R 500 000		No progress due to budget constraints - Study was undertaken but did not warrant for the signals.	Planning, Design and Construction	CALM	X				
TI005	Bredasdorp (Windmeul) – gravel road requires maintenance	AECOM ITP, 2013	Bredasdorp	2						In progress. On-going	Design and Construction	CALM	X				
TI006	Completion of surfacing in Seemans Road - Suiderstrand	AECOM ITP, 2013	Suiderstrand	5						Complete	Design and Construction	CALM	X				
TI007	De Hoop Road – tarring of the road	AECOM ITP, 2013	De Hoop	4						No progress due to budget constraint	Design and Construction	WCG	X				
TI008	Maintenance of primary road signs	AECOM ITP, 2014	Whole area		R 100 000	R 100 000	R 100 000	R 100 000	R 100 000	On-going	Design and Construction	CALM	X				
TI009	Malgas Road – tarring of the road	AECOM ITP, 2013	Bredasdorp	4						Still in planning phase	Design and Construction	WCG	X				
TI010	Reseal all roads in Struisbaai North	AECOM ITP, 2013		5	R 100 000	R 100 000	R 100 000	R 100 000	R 100 000	On-going	Design and Construction	CALM	X				
TI011	Resolution of parking problems in CBD - Bredasdorp	AECOM ITP, 2013	Bredasdorp	4						20% completed No budget. Plan done for Long Street only	Design and Construction	CALM	X				
TI012	Road maintenance on the road from Napier and Elim	AECOM ITP, 2013	Napier, Elim	1						On-going	Construction	WCG	X				
TI013	Suiderstrand pad requires maintenance	AECOM ITP, 2013	Suiderstrand	5	R 150 000	R 150 000	R 150 000	R 150 000	R 150 000	On-going	Construction	CALM	X				
TI014	Surface Gravel Roads between Struisbaai and Arniston	AECOM ITP, 2013	Struisbaai and Arniston	5, 6						No progress due to budget constraints	Construction	WCG	X				
TI015	Surfacing access road – Klipdale	AECOM ITP, 2013	Klipdale	2						No progress due to budget constraints	Construction	WCG	X				
TI016	Surfacing of entrance roads to housing scheme - Protem	AECOM ITP, 2013	Protem	4				R 1 100 000		No progress due to budget constraints	Construction	CALM	X				
TI017	Surfacing of Huxam Street – Arniston	AECOM ITP, 2013	Arniston	6						Completed	Construction	CALM	X				
TI018	Surfacing of Mossel Street - Struisbaai	AECOM ITP, 2013	Struisbaai	5					R 1 200 000	No progress due to budget constraints	Construction	CALM	X				
TI019	Upgrade access road Struisbaai	AECOM ITP, 2013	Struisbaai	5						Completed	Construction	CALM	X				
TI020	Upgrade Roman Street - Arniston	AECOM ITP, 2013	Arniston	6						Completed	Construction	CALM	X				
TI021	Upgrade Vlei Avenue - Suiderstrand	AECOM ITP, 2013	Suiderstrand	5						Completed	Construction	CALM	X				
TI022	Upgrade and surface the Bredasdorp to Malgas route	AECOM ITP, 2013	Cape Agulhas	4						No progress due to budget constraints	Construction	WCG	X				
TI023	Upgrade and surface the Elim to Gansbaai route	AECOM ITP, 2013	Cape Agulhas/Overstrand	1						No progress due to budget constraints	Construction	WCG	X				
TI024	Reseal of roads	CALM Annual Budget	Bredasdorp	2,3,4,6	R 400 000	R 400 000	R 400 000			On-going	Construction	CALM	X				
TI025	Paving street	CALM Annual Budget	Napier	1						On-going	Construction	CALM	X				
TI026	Reseal of roads	CALM Annual Budget	Struisbaai	5		R 100 000				On-going	Construction	CALM	X				
TI027	Stormwater according to master plan	CALM Annual Budget	L'Agulhas	5	R 100 000	R 100 000				On-going	Construction	CALM	X				
TI028	Diverse emergency capital	CALM Annual Budget	Whole area		R 25 000	R 100 000	R 100 000			On-going	Construction	CALM	X				
TI029	Sealy Street	CALM Annual Budget	Bredasdorp	4	R 400 000					On-going/ partly done	Construction	CALM	X				
TI030	Rebuild Dirkie Uys	CALM Annual Budget	Bredasdorp	4	R 500 000					On-going/ partly done	Construction	CALM	X				
TI031	Upgrading of streets (Krag-, Eskom-, Nu-unie-, Jan van der Byl-, Swart- and Tradestreet)	CALM IDP 2013-2014	Napier	1						No progress due to budget constraints	Construction	CALM	X				
TI032	Tarring of streets (Adam, Almond, Bo-dorp, Cecil, Erica, Geelstreet)	CALM IDP 2013-2014	Napier	1						In process/ Geel & Bo-dorp done	Construction	CALM	X				
TI033	Tarring of streets (Hertzog, Jubileum, Karee, Kragstreet)	CALM IDP 2013-2014	Napier	1						In process	Construction	CALM	X				
TI034	Tarring of streets(Nepgen, Nu-unie, October avenue, Pine, Proteastreet)	CALM IDP 2013-2014	Napier	1						No progress due to budget constraints	Construction	CALM	X				

TRANSPORT INFRASTRUCTURE PROGRAM CONTINUED																		
TI035	Tarring of streets (Sarel Cillier sidestreet, Short,Tradestreet)	CALM IDP 2013-2014	Napier	1						No progress due to budget constraints	Construction	CALM	X					
TI036	Upgrading of streets (Kerk, King, Bergstreet)	CALM IDP 2013-2014	Elim	1						No progress due to budget constraints	Construction	CALM	X					
TI037	Tarring of streets (Van Der Byl, Wesselstreet, as well as new residential area)	CALM IDP 2013-2014	Napier	1						In process	Construction	CALM	X					
TI038	Upgrading of gravelroads (Roads between Spanjaardskloof, Boskloof, Kersgat and Elim)	CALM IDP 2013-2014	Spanjaardskloof	1						Private property	Construction	CALM	X					
TI039	Maintenance of gravelroad between Gansbaai and Bredasdorp	CALM IDP 2013-2014	Haasvlakte	5						No progress due to budget constraints	Construction	CALM	X					
TI040	Construction of pavements in Volhou street	CALM IDP 2013-2014	Napier	1						In process/ done	Construction	CALM	X					
TI041	Drainage system for Mispah and Elim Home	CALM IDP 2013-2014	Elim	1						No progress due to budget constraints	Construction	CALM	X					
TI042	Maintenance of gravelroads outside and inside of Elim	CALM IDP 2013-2014	Elim	1						No progress due to budget constraints	Construction	CALM	X					
TI043	Upgrading of streets	CALM IDP 2013-2014	Elim	1						No progress due to budget constraints	Construction	CALM	X					
TI044	Tarring of streets in new residential area	CALM IDP 2013-2014	Napier	1						Partially completed	Construction	CALM	X					
TI045	Maintenance of gravel roads	CALM IDP 2013-2014	Napier	1						In process	Construction	CALM	X					
TI046	Upgrading of pavements	CALM IDP 2013-2014	Elim	1						No progress due to budget constraints	Construction	CALM	X					
TI047	Resealing of streets	CALM IDP 2013-2014	Bredasdorp	2,3,4,6						In process	Construction	CALM	X					
TI048	Upgrading of all pavements in Ward 2	CALM IDP 2013-2014	Bredasdorp	2						In process	Construction	CALM	X					
TI049	Tarring of streets in Zwelitsha	CALM IDP 2013-2014	Zwelitsha	3						In process	Construction	CALM	X					
TI050	Upgrading of streets (Hofmeyer, Europa Street)	CALM IDP 2013-2014	Bredasdorp	3						In process	Construction	CALM	X					
TI051	Putting up of street names	CALM IDP 2013-2014	Zwelitsha	3						In process	Construction	CALM	X					
TI052	Upgrading of the junctionroad between Long Street & Fabriek Road	CALM IDP 2013-2014	Selfbou and Volstruiskamp	3, 6						In process	Construction	CALM	X					
TI053	Traffic circle at Fabrieks Road junction	CALM IDP 2013-2014	Bredasdorp	3						In process	Construction	CALM	X					
	TOTAL BUDGET REQUIRED PER ANNUM				**R 1 775 000**	**R 1 550 000**	**R 1 640 000**	**R 2 500 000**	**R 2 100 000**									
	TOTAL BUDGET REQUIRED PER PSO3 PROGRAM FOR NEXT 5 YEARS				**R 0**								X					
TOURISM PROGRAM																		
TOU001	Interaction with the tour operators to establish their needs and requirements for the location and facilities	AECOM ITP, 2013	Whole area				R 500 000	R 550 000	R 600 000		Planning	CALM	X					
	TOTAL BUDGET REQUIRED PER ANNUM				**R 0**	**R 0**	**R 500 000**	**R 550 000**	**R 600 000**									
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 1 650 000**													
TRANSPORT MANAGEMENT PROGRAM																		
TM001	Identification of requirements for vehicle impoundment facility and investigation as where to establish such facility	AECOM ITP, 2013	Whole area		R 200 000	R 5 000 000				No progress	Planning	CALM	X					
TM002	Resolution of Traffic Flow in Independence Street - Bredasdorp	AECOM ITP, 2014	Bredasdorp	4						No progress due to budget constraints	Construction	CALM	X					
	TOTAL BUDGET REQUIRED PER ANNUM				**R 200 000**	**R 5 000 000**	**R 0**	**R 0**	**R 0**									
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 5 200 000**													
	TOTAL BUDGET PER YEAR				**R 4 475 000**	**R 11 290 000**	**R 10 380 000**	**R 10 790 000**	**R 7 700 000**									

Table 7.2: List of proposed projects for OLM

No	Project	Source	Town	Ward	Cashflow					Progress on projects	Type (Planning/ Design/ Construction/ Operation)	Funding source	Strategic Goals				
					2015/16	2016/17	2017/18	2018/19	2019/20			WCG: Western Cape Government, OLM: Overstrand Local Municipality	Strategic Goal 1: Create opportunities for growth and jobs	Strategic Goal 2: Improve education outcomes and opportunities	Strategic Goal 3: Increase wellness, safety and tackle social ills	Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environmen	Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment
PUBLIC TRANSPORT																	
PT001	Redevelop Hermanus CBD public transport facility	OLM Annual Budget	Whole area		R 3 500 000	R 3 500 000				No progress due to budget constraints	Design and Construction	OLM	X				
PT002	Rehabilitation and maintenance of PT facilities	AECOM ITP, 2013	Whole area							No progress due to budget constraints	Planning	OLM	X				
PT003	Establish better working relationships with the PRE.	OLM Annual Budget	Whole area							The PRE was consulted however little/no input received. The CPTR will need to fully updated when the DITP is fully overhauled.	Planning	OLM	X		X		
	TOTAL BUDGET REQUIRED PER ANNUM				**R 3 500 000**	**R 3 500 000**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 7 000 000**												
NMT AND SUSTAINABLE TRANSPORT																	
NMT001	Expansion of cycle lanes	AECOM ITP, 2013	Whole area							Planning in progress, awaiting funding for construction	Design and Construction	OLM	X				
NMT002	EXTENSION OF HEUNINGKLOOF FOOTPATH	OLM Annual Budget	Kleinmond	Ward 09	R 200 000					New Project	Construction		X				
NMT003	PAVING OF SIDEWALK - SHORTMARKET STREET (BETWEEN DE BRUYN & MORTON)	OLM Annual Budget	Stanford	Ward 11	R 100 000					New Project	Construction	Surplus-WSP	X				
NMT004	SIDEWALKS	OLM Annual Budget	Masakhane	Ward 01	R 100 000					New Project	Construction	Surplus-WSP	X				
NMT005	ATLANTIC DRIVE WALKWAY	OLM Annual Budget	Onrus/Vermont	Ward 13	R 200 000					New Project	Construction	Surplus-WSP	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 600 000**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 600 000**												
TRANSPORT INFRASTRUCTURE																	
TI001	Implementation of Scholar Trasport shelters at schools - ODM project	ODM ITP, 2015	Whole area			R 500 000	R 550 000	R 550 000	R 550 000	New Project	Construction and Maintanence	WCG	X				
TI002	Ensure all traffic signs are minimum 2.1 metres clearance height	AECOM ITP, 2013	Whole area							No Progress due to budget contraints	Design and Construction	OLM	X				
TI003	Gansbaai stormwater (MIG)	OLM IDP 2013-2014	Gansbaai				R 5 900 000				Design and Construction	OLM	X				
TI004	Pringle Bay bulk stormwater	OLM IDP 2013-2014	Pringle Bay			R 3 000 000				No funding available	Design and Construction	OLM	X				
TI005	Gansbaai to Elim (DR 1205): Road upgrade from gravel to surfaced standard	OLM IDP 2013-2014	Gansbaai		R 96 950 000	R 116 080 000	R 64 236 000			Construction to start 2013	Design and Construction	WCG	X				
TI006	C0838.01 Upgrade DR1214 – Franskraal	OLM IDP 2013-2014	Gansbaai		R 988 000	R 16 612 000	R 400 000			Construction to start in 2012	Design and Construction	WCG	X				
TI007	C0838.03 Regravel DR1264 – Kleinmond	OLM IDP 2013-2014	Kleinmond		R 57 207 000	R 35 431 000	R 114 000			Construction to start in 2014	Design and Construction	WCG	X				
TI008	C0838.04: Upgrade MR269 – Hemel-en-Aarde Upgrading and safely improvements to the MR269 Hemel-en-Aarde road)	OLM IDP 2013-2014	Hermanus		R 55 640 000	R 33 710 000	R 140 000			END DATE NOVEMBER 2015	Design and Construction	WCG	X				
TI009	C0986: Reseal sections of TR02701 from i/s with TR02801 to Rooi Els	OLM IDP 2013-2014	Rooil-Els							Construction to start in 2013	Design and Construction	WCG	X				
TI010	Hermanus By-Pass	OLM IDP 2013-2014	Hermanus			R 57 720 000	R 91 250 000			Long Term	Design and Construction	WCG	X				
TI011	C0986: Reseal of TR 02701 between Botriver/Hermanus and Pringle Bay	OLM IDP 2013-2014	Botriver/ Pringle Bay		R 17 005 000	R 41 070 000	R 1 425 000				Design and Construction	WCG	X				
TI012	C1000: Rehabilitation of TR02802 between Hermanus and Stanford	OLM IDP 2013-2014			R 106 530 000	R 58 470 000	R 110 000				Design and Construction	WCG	X				
TI013	Provide adequate parking facilities	AECOM ITP, 2013	Whole area							On-going	Planning	OLM	X				

TRANSPORT INFRASTRUCTURE (Continue)																	
TI014	Provision of adequate disabled parking bays in high economic and tourist activity areas	AECOM ITP, 2013	Whole area							On-going	Design and Construction	OLM	X				
TI015	Resurfacing of Roads	AECOM ITP, 2013	Whole area							On-going as per the Pavement Management System	Construction	OLM	X				
TI016	Road Signs and markings	AECOM ITP, 2013	Whole area							On-going through the Operational Department	Design and Construction	OLM	X				
TI017	Shelters on Sandbaai/Hermanus link road	AECOM ITP, 2013	Sandbaai							Completed	Construction	OLM	X				
TI018	Surface Gansbaai roads	AECOM ITP, 2013	Gansbaai							Construction Dteail	Construction	OLM	X				
TI019	Surface Hangklip roads	AECOM ITP, 2013	Hangklip							On-going	Construction	OLM	X				
TI020	Surface Sandbaai roads	AECOM ITP, 2013	Sandbaai							On-going	Construction	OLM	X				
TI021	Investigate link between Tesselaarsdal and Stranford	AECOM ITP, 2013	Stanford							No progress due to budget constraints	Planning	OLM	X				
TI022	Explore alternative funding sources for LM	AECOM ITP, 2013	Whole area							No progress due to budget constraints	Planning	OLM	X				
TI023	Land use and Local Spatial Development Frameworks	AECOM ITP, 2013	Whole area							No progress due to budget constraints	planning	OLM	X				
TI024	Road Maintenance	OLM IDP 2013-2014	Whole area							On-going as per the Pavement Management System	Construction	OLM	X				
TI025	Upgrade of various roads in Zwelihle	OLM Annual Budget	Zwelihle		R 3 100 000	R 4 650 254	R 4 200 000	R 5 000 000	R 6 000 000	Under Constrction - 14/15. Design Stage 15/16-16/17	Construction	OLM	X				
TI026	REHABILITATION OF EXISTING PAVE ROAD (LIC)	OLM Annual Budget	Zwelihle	Ward 06	R 4 200 000	R 2 000 000	R 2 000 000			On - Going	Construction	MIG	X				
TI027	REHABILITATE ROADS AND UPGRADE STORMWATER	OLM Annual Budget	Mount Pleasant	Ward 04	R 6 375 527	R 1 500 000	R 1 500 000			On - Going	Construction	MIG	X				
TI028	REHABILITATE ROADS - ANGELIER STREET	OLM Annual Budget	Mount Pleasant	Ward 04		R 500 000	R 500 000			New Project	Construction	MIG	X				
TI029	TARRING OF ROADS	OLM Annual Budget	Sandbaai	Ward 07	R 400 000					On-Going	Construction	Surplus-WSP	X				
TI030	TARRING OF ROADS	OLM Annual Budget	Fisherhaven	Ward 08	R 100 000					On-Going	Construction	Surplus-WSP	X				
TI031	PAVING OF CIRCLES (INCL. STORMWATER)	OLM Annual Budget	Hawston	Ward 08	R 200 000					On-Going	Construction	Surplus-WSP	X				
TI032	ADDITIONAL PARKING & GRAVEL STRIP - PRINGLE BAY HALL	OLM Annual Budget	Pringle Bay	Ward 10	R 60 000					On-Going	Construction	Surplus-WSP	X				
TI033	PAVEMENT IN MORTON-/BEZUIDENHOUT STREET	OLM Annual Budget	Stanford	Ward 11	R 130 000					On-Going	Construction	Surplus-WSP	X				
TI034	New Bridge over Onrus River Planning	OLM	Hermanus	Overstrand	R 4 000 000	R 20 000 000				No progress due to budget constraints	Planning and Constuction	WCG	X				
TI035	MINOR ASSETS :ROADS	OLM Annual Budget	Overstrand	Overstrand	R 7 000							Surplus					
	TOTAL BUDGET REQUIRED PER ANNUM				**R 349 792 527**	**R 391 243 254**	**R 172 325 000**	**R 5 550 000**	**R 6 550 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 925 460 781**												
SAFELY HOME																	
SH001	Experimental speed humps at stop streets	OLM IDP 2013-2014	Kleinmond							Implemented, to be monitored	Construction	OLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 0**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 0**												

TOURISM																	
TOU001	Interaction with the tour operators to establish their needs and requirements for the location and facilities.	AECOM ITP, 2013	Whole area		R 500 000	R 550 000	R 600 000			No progress due to budget constraints	Planning	OLM	X			X	
	TOTAL BUDGET REQUIRED PER ANNUM				**R 500 000**	**R 550 000**	**R 600 000**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**1 650 000**												
TRANSPORT MANAGEMENT																	
TM001	Identification of requirements for a vehicle impoundment facility and investigation as where to establish such.	AECOM ITP, 2013	Whole area			R 1 300 000				No progress due to budget constraints	Planning	OLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 0**	**R 1 300 000**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 1 300 000**												
	TOTAL BUDGET PER YEAR				**R 354 392 527**	**R 396 593 254**	**R 172 925 000**	**R 5 550 000**	**R 6 550 000**								

Table 7.3: List of proposed projects in SLM

No	Project	Source	Town	Ward	Cashflow					Progress on projects	Type (Planning/ Design/ Construction/ Operation)	Funding source	Strategic Goals				
					2015/16	2016/17	2017/18	2018/19	2019/20			WCG: Western Cape Government, SLM: Swellendam Local Municipality	Strategic Goal 1: Create opportunities for growth and jobs	Strategic Goal 2: Improve education outcomes and opportunities for youth development	Strategic Goal 3: Increase wellness, safety and tackle social ills	Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environmen	Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment
PUBLIC TRANSPORT PROGRAM																	
PT001	Prepare, update and overhaul of Swellendam ITP	AECOM ITP, 2013	Whole area		R 800 000	R 1 200 000	R 900 000	R 1 000 000	R 1 100 000	No progress due to budget constraints	Planning	SLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 800 000**	**R 1 200 000**	**R 900 000**	**R 1 000 000**	**R 1 100 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 5 000 000**												
NMT AND SUSTAINABLE TRANSPORT PROGRAM																	
NMT001	Erection of Street lights Eike Avenue and Claaser Street	AECOM ITP, 2013	Barrydale	1						No progress due to budget constraints	Construction	SLM	X				
NMT002	Pedestrian crossing Laerskool Swellendam	AECOM ITP, 2013	Suurbraak	1						No progress due to budget constraints	Design and Construction	SLM	X				
NMT003	Rail Pedestrian Bridge	AECOM ITP, 2013	Swellendam	1						In progress	Design and Construction	SLM	X		X		
NMT004	Sidewalk in Stasie Street between N2 Bridge and Somerset Street.	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Design and Construction	SLM	X				
NMT005	Speed control measures: Rose/Joseph Street, Ring/Railton, Aug, Berg and Edelweiss Streets	AECOM ITP, 2013	Swellendam	4 & 5						No progress due to budget constraints	Design and Construction	SLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 0**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 0**												
TRANSPORT INFRASTRUCTURE PROGRAM																	
TI001	Implementation of Scholar Trasport shelters at schools - ODM project	ODM ITP, 2015	Whole area			R 500 000	R 550 000	R 550 000	R 550 000	New Project	Construction and Maintenance	WCG	X		X		
TI002	Close Qualberg St after upgrade to Rotary Park	AECOM ITP, 2013	Swellendam	4						No progress due to budget constraints	Design and Construction	SLM	X				
TI003	Gaikou Lodge Access Road	AECOM ITP, 2013	Swellendam	4						No progress due to budget constraints	Planning	SLM	X				
TI004	Paving of crossing: Stasie, Cooper and Somerset Streets	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Planning	SLM	X				
TI005	Reconstruction of roads	AECOM ITP, 2013	Whole area							No progress due to budget constraints	Design and Construction	SLM	X				
TI006	Reconstruction of Sidewalks	AECOM ITP, 2013	Whole area	4 & 5						No progress due to budget constraints	Design and Construction	SLM	X				
TI007	Removal of Blue gum trees between N2 and Cooper Street	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Design and Construction	SLM	X				
TI008	Second Access road to Railton	AECOM ITP, 2013	Barrydale	4 & 5 & 1						No progress due to budget constraints	Design and Construction	PGWC	X				
TI009	Sidewalks Trichard Street	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Construction	SLM	X				
TI010	Surface High-level Street – Barrydale	AECOM ITP, 2013	Barrydale	2						No progress due to budget constraints	Construction	SLM	X				
TI011	Upgrade Cooper St – Swellendam	AECOM ITP, 2012	Swellendam	1						No progress due to budget constraints	Construction	SLM	X				
TI012	Upgrade of Municipal Streets – Swellendam	AECOM ITP, 2013		1 & 4						No progress due to budget constraints	Construction	SLM	X				

TRANSPORT INFRASTRUCTURE PROGRAM (CONTINUE)																		
TI013	Upgrade of Voortrekker Street	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Construction	SLM	X				
TI014	Upgrade Resiebaan Street	AECOM ITP, 2013	Swellendam	1						No progress due to budget constraints	Construction	SLM	X				
TI015	Reseal Swellendam	SLM IDP 2013-2014	Swellendam		R 1 500 000	R 2 000 000	R 2 500 000			On-going	Construction	SLM	X				
TI016	Reseal Barrydale	SLM IDP 2013-2014	Barrdale		R 500 000	R 750 000	R 1 000 000			On-going	Construction	SLM	X				
TI017	Reseal Suurbraak	SLM IDP 2013-2014	Suurbraak		R 150 000	R 250 000	R 400 000			On-going	Construction	SLM	X				
TI018	Reseal Buffeljags	SLM IDP 2013-2014	Buffeljags		R 150 000	R 150 000	R 150 000			On-going	Construction	SLM	X				
TI019	Reseal Infanta	SLM IDP 2013-2014	Infanta		R 75 000	R 50 000	R 75 000			No progress due to budget constraints	Construction	SLM	X				
TI020	New Roads - Swellendam	SLM IDP 2013-2014	Swellendam		R 320 000	R 3 500 000	R 4 500 000			No progress due to budget constraints	Construction	SLM	X				
TI021	New Roads - Barrydale	SLM IDP 2013-2014	Barrydale		R 500 000	R 1 500 000	R 2 000 000			No progress due to budget constraints	Construction	SLM	X				
TI022	New Roads - Suurbraak	SLM IDP 2013-2014	Suurbraak		R 150 000	R 1 500 000	R 2 000 000			No progress due to budget constraints	Construction	SLM	X				
TI023	Resealing/ tarring of Keerom, Kort and Bain Street	SLM IDP 2013-2014		4	R 1 500 000					On-going	Construction	SLM	X				
TI024	Resurfacing the whole of Tennant Street	SLM IDP 2013-2014		2	R 250 000					On-going	Construction	SLM	X				
TI025	Tarring of the balance of Pritea Street	SLM IDP 2013-2014	Smitsville	2						On-going	Construction	SLM	X				
TI026	The upgrading of Ellis and William Street	SLM IDP 2013-2014	Swellendam	1						No progress due to budget constraints	Construction	SLM	X				
TI027	Development of road (bottom of Cooper Street - Next to the River)	SLM IDP 2013-2014		1						No progress due to budget constraints	Construction	SLM	X				
TI028	The tarring of all gravel roads in the ward	SLM IDP 2013-2014		5 & 1						No progress due to budget constraints	Construction	SLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 5 095 000**	**R 10 200 000**	**R 13 175 000**	**R 550 000**	**R 550 000**								
	TOTAL BUDGET REQUIRED PER PSO3 PROGRAM FOR NEXT 5 YEARS				**R 0**												
TOURISM PROGRAM																		
TOU001	Interaction with the tour operators to establish their needs and requirements for the location and facilities	AECOM ITP, 2013	Whole area				R 500 000	R 550 000	R 600 000	No progress due to budget constraints	Planning	SLM	X				
TOU002	Promote tourism, cable car project and bus routes	AECOM ITP, 2013	Whole area				R 10 000			No progress due to budget constraints	Planning	SLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 0**	**R 0**	**R 510 000**	**R 550 000**	**R 600 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 1 660 000**												
TRANSPORT MANAGEMENT PROGRAM																		
TM001	Interaction with the long distance bus/coach operators on what their requirements are and the location of their stops and facilities.	AECOM ITP, 2013	Whole area			R 2 000 000	R 2 000 000			No progress due to budget constraints	Planning	SLM	X				
TM002	Identification of requirements for a vehicle impoundment facility and investigation as where to establish such	AECOM ITP, 2013	Bredasdorp		R 200 000	R 5 000 000				No progress due to budget constraints	Planning	SLM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 200 000**	**R 7 000 000**	**R 2 000 000**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 9 200 000**												
	TOTAL BUDGET PER YEAR				**R 6 095 000**	**R 18 400 000**	**R 16 585 000**	**R 2 100 000**	**R 2 250 000**								

Table 7.4: List of proposed projects in TWKLM

No	Project	Source	Town	Ward	Cashflow					Progress on projects	Type (Planning/ Design/ Construction/ Operation)	Funding source	Strategic Goals				
					2015/16	2016/17	2017/18	2018/19	2019/20			WCG: Western Cape Government, TWK LM: Theewaterskloof Local Municipality	Strategic Goal 1: Create opportunities for growth and jobs	Strategic Goal 2: Improve education outcomes and opportunities for youth development	Strategic Goal 3: Increase wellness, safety and tackle social ills	Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environmen	Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment
PUBLIC TRANSPORT PROGRAM																	
PT001	Construction of Embayments	AECOM ITP, 2013	Caledon		R 1 000 000	R 1 100 000	R 1 200 000	R 1 300 000	R 1 400 000	No progress due to budget constraints	Construction	TWK LM	X				
PT002	Development of additional rank/s and shelters on taxi/bus routes in Caledon	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Design and Construction	TWK LM	X				
PT003	Construction of Rank in Caledon	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Design and Construction	TWK LM	X		X	X	
PT004	Erection of Shelters	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X		X		
PT005	Interaction with the long distance bus/coach operators on what their requirements are and the location of their stops and facilities	AECOM ITP, 2014	Whole area			R 2 000 000	R 2 000 000			In Progress	Planning and Operation	TWK LM	X				
PT006	Prepare, update and overhaul of Theewaterskloof ITP	AECOM ITP, 2016	Whole area		R 800 000	R 1 200 000	R 900 000	R 1 000 000	R 1 100 000	No progress due to budget constraints	Planning	TWK LM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 1 800 000**	**R 4 300 000**	**R 4 100 000**	**R 2 300 000**	**R 2 500 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 15 000 000**												
NMT AND SUSTAINABLE TRANSPORT PROGRAM																	
NMT001	Upgrade of pedestrian facilities along the R321 between Oudebrug Road and Elgin Station, Grabouw (HAZLOC, 2012)	AECOM ITP, 2013	Grabouw		R 2 000 000					No progress due to budget constraints	Construction	TWK LM	X				
NMT002	Upgrading of sidewalks, paving and plant trees	TWK LM IDP 2013-2014	Grabouw	9, 10, 11, 12 and 13	R 625 000					No progress due to budget constraints	Design and Construction	TWK LM	X				
NMT003	Construction of speed bump - Alpha Street	TWK LM IDP 2013-2014	Riviersonderend	1	R 80 000					No progress due to budget constraints	Design and Construction	TWK LM	X				
NMT004	Stabilization of pavement - Hoopvol Street (paving)	TWK LM IDP 2013-2014	Caledon	4	R 125 000					No progress due to budget constraints	Design and Construction	TWK LM	X				
NMT005	Upgrading of sidewalks	TWK LM IDP 2013-2014	Greyton/ Genadendal	2	R 25 000					No progress due to budget constraints	Design and Construction	TWK LM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 2 855 000**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 2 855 000**												
TRANSPORT INFRASTRUCTURE PROGRAM																	
TI001	Implementation of Scholar Trasport shelters at schools - ODM project	ODM ITP, 2015	Whole area			R 500 000	R 550 000	R 550 000	R 550 000	New Project	Construction and Maintenance	WCG	X		X		
TI002	Construction of 1st Avenue	AECOM ITP, 2013	Botrivier							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI003	Kerb Stones Mimosa and Nerina Streets	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI004	Regravel and improve Stormwater for 2nd Avenue	AECOM ITP, 2013	Botrivier							No progress due to budget constraints	Construction	TWK LM	X				
TI005	Repair Koalisie Street	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				
TI006	Reseal 3rd Avenue from Charter to Bredas Avenue	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				
TI007	Reseal Acasia Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI008	Reseal Brink Street from Graaf Street to Barnard Street	AECOM ITP, 2013	Villiersdorp							No progress due to budget constraints	Construction	TWK LM	X				
TI009	Reseal De Villier St from Joubert to Van Riebeek	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				
TI010	Reseal Dias Street from Daniel Stallenberg to Koalisie Street	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				

TRANSPORT INFRASTRUCTURE PROGRAM (CONTINUE)																	
TI011	Reseal Golden Delicious Street from Park Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI012	Reseal Graaf Street from Protea to Buitekant Street	AECOM ITP, 2013	Villiersdorp							No progress due to budget constraints	Construction	TWK LM	X				
TI013	Reseal Kriger Street from Laing to Van Riebeek	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				
TI014	Reseal Laing from Prins Alfred Street	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Construction	TWK LM	X				
TI015	Reseal Mary Street from Ryke to Skuin Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI016	Reseal Mint Street from Carraway to Dill Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI017	Reseal Oak Street from Ds Botha to Justice Street	AECOM ITP, 2013	Greyton							Completed	Construction	TWK LM	X				
TI018	Reseal Ou Kaapseweg from Cupido to Park Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI019	Reseal Protea Avenue	AECOM ITP, 2013	Villiersdorp							No progress due to budget constraints	Construction	TWK LM	X				
TI020	Reseal Stanley Shuma Street	AECOM ITP, 2013	Grabouw							No progress due to budget constraints	Construction	TWK LM	X				
TI021	Upgrade gravel Road Phase 2 Bloukranvoelweg	AECOM ITP, 2013	Caledon							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI022	Upgrade Singleton Street	AECOM ITP, 2013	Botrivier							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI023	Upgrade Upper Union Street from Coetzee Street to Lambrecht Street	AECOM ITP, 2013	Villiersdorp							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI024	Upgrade Voortrekker from Buitekant to Van Riebeeck Street	AECOM ITP, 2013	Villiersdorp							No progress due to budget constraints	Design and Construction	TWK LM	X				
TI025	Stabilization of paving - Intersection Heid Street - Fontein Street	TWK LM IDP 2013-2014	Botrivier	7	R 125 000					On-going	Design and Construction	TWK LM	X				
TI026	Road Upgrade	TWK LM IDP 2013-2014	Whole area			R 5 020 647	R 5 130 000			On-going	Design and Construction	TWK LM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 125 000**	**R 5 020 647**	**R 5 130 000**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 10 275 647**												
TOURISM PROGRAM																	
TOU001	Interaction with the tour operators to establish their needs and requirements for the location and facilities	AECOM ITP, 2015	Whole area				R 500 000	R 550 000	R 600 000	No progress due to budget constraints	Planning and Operation	TWK LM	X				
	TOTAL BUDGET REQUIRED PER PSO3 PROGRAM PER ANNUM				**R 0**	**R 0**	**R 500 000**	**R 550 000**	**R 600 000**								
	TOTAL BUDGET REQUIRED PER PSO3 PROGRAM FOR NEXT 5 YEARS				**R 1 650 000**												
TRANSPORT MANAGEMENT PROGRAM																	
TM001	Identification of requirements for a vehicle impoundment facility and investigation as where to establish such facility	AECOM ITP, 2013	Whole area		R 200 000	R 5 000 000				No progress due to budget constraints	Planning	TWK LM	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 200 000**	**R 5 000 000**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 5 200 000**												
	TOTAL BUDGET PER YEAR				**R 4 980 000**	**R 14 320 647**	**R 9 730 000**	**R 2 850 000**	**R 3 100 000**								

Table 7.1 to Table 7.4 shows the list of projects proposed by CALM, OLM, SLM and TWKLM. Most of the project that were identified as part of the previous ITP were not realised due to lack of funding. Therefore these projects have been included in this latest ITP. Other projects have been added based on the needs assessment, public comments and inputs from LM and DM officials.

It is going to be critical to source additional funding either from other government sources such as the Municipal Infrastructure Grant (MIG) or private funders, private public partnerships or the WCG should the LMs wish to implement the additional projects identified.

7.2 *Progress on Projects*

7.2.1 CALM

CALM has made good progress on implementing the transport projects contained in their previous ITP. The majority of the projects identified have been completed over the past few financial years.

In particular, a large number of roads maintenance, traffic calming, traffic signals and sidewalk projects have been completed. This is part of on-going annual programme that includes road upgrading, road resealing, sidewalk and traffic safety programmes. Typically small budgets of approximately R200 000 are assigned annually to these type of projects. More extensive NMT networks such as the proposed class 1 pedestrian and cycle facility between Napier and Bredasdorp will require additional funding from external sources.

7.2.2 OLM

OLM is one of the few LMs that were found to have the capacity to manage their own LITP. OLM's last LITP[34] was compiled internally and included as a sector plan in their 2013-2014 IDP.

OLM also has a number of ongoing programmes which ensure that certain roads maintenance and traffic calming projects are completed annually. Currently there is a large focus on improving NMT and public transport facilities. A cycle facility has been identified linking the Zwelihle residential area with Hermanus CBD. A portion of this project has been completed, but OLM is seeking some additional funding sources to complete the project.

Other projects recently completed in the area include:

- The redevelopment public transport facilities
- Sidewalk and parking upgrades as part of the CBD rehabilitation
- Infrastructure projects including storm-water upgrading and resealing of roads are currently on-going and under construction.
- Planning of the Hermanus parking garage with 300 bays
- Construction of Hermanus Station site phase 2, 300 parking bays
- Design and Construction : Upgrade TR28/1 - Mount Pleasant/Hermanus
- Design and construction of Hermanus Parallel road Phase 1 and 2

34. Overstrand Local Municipality, Local Integrated Transport Plan for Overstrand Local Municipality Sector Plan in the Overstrand Final IDP review 2013-14, 29 May 2013

- The Upgrade of Mbeki Street
- The upgrade of various roads in Hawston
- The upgrades of various roads in Zwelihle

Parking and public transport facility projects especially in Hermanus are currently outstanding due to budget constraints.

7.2.3 SLM

SLM has made little progress on most of the transport projects on their list. This is in large due to lack of available budgets for transport projects.

Due to budget constraint their transport focus is currently on roads maintenance and rehabilitation, which is funded by the WCG.

7.2.4 TWKLM

Limited progress has been made on most of these projects due to lack of budget. Fewer infrastructure projects such as stormwater, road upgrades and/or resealing have been possible also due to these budget constraints.

Projects recently completed in the area include:

- The upgrading of Protea Street in Riviersonderend
- The upgrading of Road 9 and 10 in Extension 11, Villiersdorp
- The upgrading of Brook, Pointsettia and Sycamore Streets in Botrivier
- The upgrading of Aster Laan in Heuwelkroon, Genadendal
- The block paving of the following streets:
    - Gaffley street in Caledon
    - Fuscia and Hibiscus Streets in Botrivier
    - Unknown 14 and Erica Streets in Villiersdorp
    - Medunsa, Lyle and Kosmos Streets in Heuwelkroon, Genadendal
    - Plein Street in Riviersonderend

7.3 *Project Priorities*

7.3.1 CALM

Road safety and NMT interventions were identified as a priority for CALM, particularly in towns such as L'Agulhas and Struisbaai which experience major influx of visitors during peak seasons. The completion of these projects is planned over the next few years. A reduced implementation timeframe could be achieved if additional funding could be sourced from external funding sources.

CALM has also identified proposed locations for a number of larger public transport and long-distance bus facilities, particularly for Bredasdorp and Struisbaai. However these still require investigative/ conceptual studies and will require significant additional budgets to undertake.

The project priorities in CALM include the following key projects:

- Sidewalks upgrade in Bredasdorp
- Paving of street in Napier
- Reseal of roads in Struisbaai
- Stormwater according to master plan in L' Agulhas
- Diverse emergency capital for CALM
- Traffic calming measures for CALM
- Upgrade of Sealy Street in Bredasdorp
- Rebuild Dirkie Uys Street in Bredasdorp

7.3.2 OLM

OLM also has a number of ongoing programmes which ensure that certain roads maintenance and traffic calming projects are completed annually. Currently there is a large focus on improving NMT and public transport facilities. A cycle facility has been identified linking the Zwelihle residential area with Hermanus CBD. A portion of this project has been completed, but OLM is seeking some additional funding sources to complete the project.

The project priorities in OLM include the following key projects:

- Onrus Bridge
- Upgrade of Mbeki Street in Hermanus
- Construction of cycle and pedestrian facilities in Mbeki Street Hermanus
- Upgrade of various roads in Hawston
- Upgrade of various roads in Zwelihle

7.3.3 SLM

No priority projects have been identified due to the budget constraints. On-going projects such as road upgrading and road maintenance are included in SLM project lists.

7.3.4 TWKLM

Priority projects as outlined in the TWKLM budget include the following:

- Upgrade of roads in Grabouw
- Planning and construction of a new taxi rank in Caledon.
- Study and construction of a pedestrian crossing in Plein Street, Caledon.
- Upgrade existing taxi rank in Villiersdorp and construct new rank in Caledon.
- Study and construction of a new pedestrian crossing in Villiersdorp Main Road.
- Redo road markings along N2 at Grabouw with a red ‘no stop’ line.

8. FUNDING STRATEGY AND SUMMARY OF PROPOSALS/PROGRAMME

The availability of adequate funding to realise transport projects listed in their ITPs remain a grave concern for most planning authorities. This problem was also raised by many of the municipalities in the ODM resulting in limited or no progress on any of their projects due to lack of available funding. They argue that they could have made significantly more progress with additional funding being available.

8.1 *Transport/ Roads Budget of District Municipality*

The extent of transport budgets for three financial years is contained in Table 8.1 below for the DM and each of the LMs. ODM officials indicated that they do not have a dedicated budget for transport, but that it comprises budget items of the LMs and the WCG.

Table 8.1 Capital Budgets for Roads and Transport Projects

Municipality	Annual Transport Budget		
	2015/2016	2016/2017	2017/2018
ODM	-	-	-
CALM	R3 490 000	R8 720 000	R9 745 000
OLM	R12 065 527	R4 000 000	R4 000 000
SLM	R2 163 476	-	-
TWKLM	R3 263 153	10 127 199	R11 448 793

8.2 *Roads budget of WCG*

Table 8.2 shows the budget allocations for road upgrades and maintenance in ODM over the next 5-years.[35]

35. *Western Cape Department of Transport and Public Works, N2 Projects_PSO3_Work Group Programme Implementation Plan. 2013*

Table 8.2: Five Year WCG Provincial Budget for Road Upgrade and Maintenance in ODM (R' 000)

Project	State	Annual Transport Budget (R '000)					Period total
		'2015/16	'2016/17	'2017/18	'2018/19	'2019/20	
Overberg District Municipality							
C0841.02: Regravel Roads in the Overberg Area - Phase 2	Completed	R 1 162.00	R -	R -	R -	R -	R 1 162.00
ODM Blading 2014/2015	In Progress	R -	R -	R -	R -	R -	R -
ODM Blading 2015/2016	Approved	R 10 748.00	R -	R -	R -	R -	R 10 748.00
ODM Flood Damage - Drainage Repairs (Dec 2013/Jan 2014)	Approved	R 2 000.00	R -	R -	R -	R -	R 2 000.00
ODM Flood Damage - Regravelling Short Sections (Dec 2013/Jan 2014)	Approved	R 4 008.00	R 992.00	R -	R -	R -	R 5 000.00
ODM Routine Maintenance 2015/2016	Approved	R 11 643.00	R -	R -	R -	R -	R 11 643.00
ODM/2015/IMMS - Reseal (Roads still to be indentified)	Completed	R 5 000.00	R -	R -	R -	R -	R 5 000.00
Paarl: R/MT 404/2014 - Vegetation Management on roads in the Overberg area	Under construction	R 1 880.00	R 1 896.00	R 1 542.00	R -	R -	R 5 318.00
Cape Agulhas Local Municipality							
C0995: Reseal MR00265 between Stormsvlei & Bredasdorp	Under Construction	R -	R -	R 16 387.00	R 40 472.00	R 9 389.00	R 66 248.00
C0996: Reseal TR08301 (Garcia's Pass) between Riversdale & Muiskraal	Under construction	R 26 026.00	R 831.00	R -	R -	R -	R 26 857.00
C1006: Upgrade DR01223 between Bredasdorp & Malgas	Design	R -	R -	R -	R -	R 70 556.00	R 72 240.00
ODM/2015/IMMS - Regravelling on DR1245 (0.00 - 18.58)km Matjieskloof	Approved	R -	R 2 260.00	R -	R -	R -	R 2 260.00
ODM/2015/IMMS - Regravelling on DR1262 (11.47 - 19.29)km Klipdale	Completed	R 1 400.00	R -	R -	R -	R -	R 1 400.00

Project	State	Annual Transport Budget (R '000)					Period total
		'2015/16	'2016/17	'2017/18	'2018/19	'2019/20	
Overstrand Local Municipality							
C0776.03: Upgrade DR1205 - Gansbaai/Elim Phase III	Completed	R 78 532.00	R 6 891.00	R -	R -	R -	R 85 423.00
C0838.03: Regravel DR1264 - Kleinmond	On Hold	R -	R -	R 4 023.00	R 9 802.00	R 331.00	R 14 156.00
C0838.04A: Upgrade MR269 - Hemel-en-Aarde	Under construction	R 69 167.00	R 2 742.00	R -	R -	R -	R 71 909.00
C0838.07: Emergency Repairs on MR269 - Hemel-en-Aarde	Under construction	R 506.00	R 125.00	R -	R -	R -	R 631.00
C0968: Relocation of TR28 to bypass Hermanus	Planning	R -	R -	R -	R 33 557.00	R 62 657.00	R 96 214.00
C0986: Reseal sections of TR02701 from i/s with TR02801 to Rooi Els	Completed	R 1 097.00	R -	R -	R -	R -	R 1 097.00
C1000: Rehab TR02802 between Hermanus & Stanford	Design	R -	R -	R -	R -	R 168 223.00	R 168 223.00
C1034: Reseal of TR28/01 from km 0.00- km 27.20 between Botrivier & Sandbaai	Under construction	R 33 186.00	R 9 386.00	R 1 028.00	R -	R -	R 43 600.00
ODM/2013/IMMS 8037 - Upgrade on DR1214 Franskraal (1.64 - 5.84)km	Completed	R 1 778.00	R -	R -	R -	R -	R 1 778.00
ODM/2014/IMMS 8030 - Regravelling on DR1001 (3.64 - 7.40)km, Hangklip	To Be Upgraded	R -	R -	R -	R -	R -	R -
ODM/2014/IMMS 8031 - Regravelling on OP4001 (0.00 - 0.68)km, Maasbaai	Cancelled	R -	R -	R -	R -	R -	R -
Paarl: R/MT 217/2012 - Routine Road Maintenance on MR279 and Minor Road 560	Under construction	R 730.00	R 177.00	R -	R -	R -	R 907.00
Paarl: R/MT 218/2012 - Routine Road Maintenance on MR269 and MR277	Under construction	R 2 141.00	R 645.00	R -	R -	R -	R 2 786.00

Project	State	Annual Transport Budget (R '000)					Period total
		'2015/16	'2016/17	'2017/18	'2018/19	'2019/20	
Swellendam Local Municipality							
C0574.45: Overload Control at Swellendam Weighbridge	In Progress	R 307.00	R -	R -	R -	R -	R 307.00
C0574.56: Overload Control at Swellendam Weighbridge	Tender	R 3 750.00	R 4 553.00	R -	R -	R -	R 8 303.00
C0987: Reseal TR03201 between Ashton and Swellendam & MR00283	Completed	R 1 785.00	R -	R -	R -	R -	R 1 785.00
C1031: Reseal of TR31/03 between km 33- 47 (Montagu & Barrydale) & TR31/04 between km 0.35-30.89 (Barrydale & Ladismith)	Design	R 34 260.00	R 59 215.00	R 2 325.00	R -	R -	R 95 800.00
ODM/2014/IMMS 8032 - Regravelling on DR1318 (0.19 - 3.55)km, Olivedale	To Be Upgraded	R -	R -	R -	R -	R -	R -
ODM/2014/IMMS 8042 - Regravelling on DR1273	Completed	R 2 686.00	R -	R -	R -	R -	R 2 686.00
ODM/2015/IMMS - Regravelling on DR1277 (2.70 - 27.61)km Malagas	Design	R 4 100.00	R -	R -	R -	R -	R 4 100.00
ODM/2015/IMMS - Regravelling on MR270 (0.08 - 20.10)km Witsand	Completed	R 3 400.00	R -	R -	R -	R -	R 3 400.00
ODM/2015/IMMS - Rehabilitation of DR1324 (0.0 - 0.96)km Buffeljagsrivier	Under construction	R 3 314.00	R -	R -	R -	R -	R 3 314.00
ODM/2015/IMMS - Rehabilitation of DR1326 (1.04 - 3.92)km Buffeljagsrivier	Under construction	R 9 225.00	R -	R -	R -	R -	R 9 225.00
Paarl: R/MT 223/2012 - Routine Road Maintenance on MR265 Stormsvlei	Completed	R 484.00	R -	R -	R -	R -	R 484.00
Paarl: R/MT 224/2012 - Routine Road Maintenance on MR295 KOO	Under construction	R 962.00	R 169.00	R -	R -	R -	R 1 131.00

Project	State	Annual Transport Budget (R '000)					Period total
		'2015/16	'2016/17	'2017/18	'2018/19	'2019/20	
Theewaterskloof Local Municipality							
C0852: Upgrade MR276 - Boontjieskraal	Design	R -	R -	R -	R 7 878.00	R 33 963.00	R 42 845.00
C0958.05: Flood Damage Repairs in the Overberg - Botrivier Area Region	Under construction	R 18 428.00	R 429.00	R -	R -	R -	R 18 857.00
C0960.04: Flood Damage Repairs to structures in Overberg - Greyton Area	Under construction	R 8 935.00	R 200.00	R -	R -	R -	R 9 135.00
C0984: Reseal MR00191 near Theewaterskloof dam & MR00279 between Villiersdorp & Grabouw	Design	R -	R 42 160.00	R 48 740.00	R 2 100.00	R -	R 93 000.00
C1011: Upgrade MR00281 along Theewaterskloof dam between Rooihoogte & Draaiberg	Design	R -	R -	R -	R -	R 46 437.00	R 46 437.00
C1030: Reseal of TR29/01 from km 1.49- km 56.13 & km 58.32-71.73 between Caledon & Bredasdorp	Under construction	R 108 149.00	R 10 401.00	R 2 850.00	R -	R -	R 121 400.00
ODM/2014/IMMS - Regravelling on DR1299 (0.00 - 4.20)km Lindeshof	Completed	R 730.00	R -	R -	R -	R -	R 730.00
ODM/2014/IMMS 8043 - Regravelling on DR1311 (14.50 - 15.30)km, Preekstoel	Completed	R -	R -	R -	R -	R -	R -
ODM/2015/IMMS - Regravelling on DR1280 (0.00 - 15.49)km Shakespeare	Completed	R 2 700.00	R -	R -	R -	R -	R 2 700.00
Paarl: R/MT 226/2012 - Routine Road Maintenance on MR278, DR1264	Design	R 233.00	R -	R -	R -	R -	R 233.00
Paarl: R/MT 415/2014 - Routine Road Maintenance on roads in the Overberg Area	Approved	R 2 977.00	R 4 530.00	R 4 530.00	R 1 962.00	R -	R 13 999.00
Total for Overberg		**R 459 689.00**	**R 145 342.00**	**R 81 425.00**	**R 95 771.00**	**R 391 556.00**	**R 1 176 471.00**

8.3 *Project Proposals*

8.3.1 ODM

ODM experiences serious problems with a lack of capacity and lack of budget to implement projects. This has been continually raised as a major limitation impacting their ability to manage an ITP process, undertake any proactive transport planning for the district or completing any of the transport projects previously identified in the previous ITP update.

Due to this budget and capacity constraint, ODM's transport focus is currently only on roads maintenance and rehabilitation. The WCG provides them with a budget to maintain provincial roads in the ODM. These provincial re-gravelling and resealing roads projects were the only transport projects listed in the 2013-2014 IDP. The transport planning studies e.g. freight, non-motorised transport (NMT) and Integrated Public Transport Network (IPTN) plans included in the ITP list of projects for the DM were excluded from the IDP.

There has been no progress on any of these transport planning studies listed in the ITP. The reason for this lack of progress is due to the lack of budget and the lack of capacity within ODM. Specifically, they argue that there is no dedicated person that has been assigned the transport planning function. The lack of operating budget affects both the ability to create such a post that can manage the projects or undertake the project planning. This lack of capacity, together with the lack of capital budget, has directly affected the successful implementation of roads, other transport construction projects or undertaking any planning studies.

No new projects were identified by the DM as a result of these budgetary constraints. The DM also felt strongly that the appointment of a transport planning post should be added to the project list, but would require some further investigation into how it will be funded and the required amendments, if any, to its organisational structure.

Table 8.3: Transport Improvement Proposals for ODM

No	Project	Source	Town	Ward	Cashflow					Progress on projects	Type (Planning/ Design/ Construction/ Operation)	Funding source	Strategic Goals				
					2015/16	2016/17	2017/18	2018/19	2019/20			WCG: Western Cape Government, ODM: Overberg District Municipality	Strategic Goal 1: Create opportunities for growth and jobs	Strategic Goal 2: Improve education outcomes and opportunities for youth development	Strategic Goal 3: Increase wellness, safety and tackle social ills	Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environmen	Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment
PUBLIC TRANSPORT PROGRAM																	
PT001	Prepare, update and overhaul of Overberg DITP		Whole area		R 1 000 000	R 1 100 000	R 1 800 000	R 1 300 000	R 1 400 000	On- going/ currently being upated	Planning	WCG	X				
PT002	Implementation of a District PPTIF in the Overberg District. (Detailed Design, Operations Plan, Financial Model and Business Plan)	AECOM ITP, 2013	Whole area		R 10 000 000	R 11 000 000	R 12 000 000	R 13 000 000	R 14 000 000	No progress due to budget constraints	Planning	WCG	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 11 000 000**	**R 12 100 000**	**R 13 800 000**	**R 14 300 000**	**R 15 400 000**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 66 600 000**												
NMT AND SUSTAINABLE TRANSPORT PROGRAM																	
NMT001	Development of an fully inclusive Non-Motorised Plan/Framework for the Overberg District	AECOM ITP, 2013	Whole area		R 2 000 000					No progress due to budget constraints	Planning	ODM	X				
NMT002	Non Motorised Transport Guidelines	N2 Corridor Work Group	Whole area							On-going	Planning	WCG	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 2 000 000**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 2 000 000**												
TRANSPORT MANAGEMENT PROGRAM																	
TM001	Plan,Design and Management of scholar transport shelters project throughout the ODM	ITS ITP, 2015	Whole District		-	-	R 2 000 000	R 1 000 000	R 1 000 000	New Project	Planning	WCG	X		X		
TM002	Development of a Rail Plan	AECOM ITP, 2013	Whole area		R 2 000 000					No progress due to budget constraints	Planning	ODM	X		X		
TM003	Development of a Freight Strategy for the Overberg DM in conjunction with neighbouring districts and the PGWC.	AECOM ITP, 2013	Whole area		R 5 000 000					No progress due to budget constraints	Planning	WCG	X				
	TOTAL BUDGET REQUIRED PER ANNUM				**R 2 000 000**	**R 0**	**R 0**	**R 0**	**R 0**								
	TOTAL BUDGET REQUIREDFOR NEXT 5 YEARS				**R 2 000 000**												
	TOTAL BUDGET PER YEAR				**R 15 000 000**	**R 12 100 000**	**R 13 800 000**	**R 14 300 000**	**R 15 400 000**								

9. PUBLIC AND STAKEHOLDER CONSULTATION

9.1 *Purpose of Consultation Process*

Public participation plays a key role in the preparation of the ITPs.

On initial contact the purpose of the consultation process is to inform the public and other key stakeholders of the ITP review process and to begin to understand the transport issues that plague the respective geographic areas. It will also provide the opportunity to hear what they saw as the gaps in the previous ITP and the priorities that need to be addressed for their region. This also provided the opportunity to notify the public transport operators including the mini-bus taxis of the surveys and other data collection activities that will be taking place.

The second round of public participation is around presenting the transport data collected and the findings of the analysis of that data. It will include communicating the initial list of issues and needs identified via the first round of public meetings and the data analysis.

The draft district and local municipal ITP reports will also be distributed to obtain comments and ensure the final report has been approved by municipal councils.

9.2 *The Consultation Plan*

9.2.1 Steering Committee and Working Group Meetings

The SCM was held with the client, the consultant as well as the district and local municipal representatives. Key milestones on project progress was presented and discussed.

The following meetings were held:

- Commencement meeting with client on 1 September 2014
- Introductory meeting at a district level on 12 September 2014
- Working Group Meetings with LMs
    - Overstrand: 19 February 2015
    - Theewaterskloof: 26 February 2015
    - Swellendam: 03 March 2015
    - Cape Agulhas No meeting due to LM not being available on dates as set out in the project program.

9.2.2 Minibus-Taxi Meetings Meetings with LMs

The following meetings and telephonic discussions were held with minibus taxi association:

- CALM
    - 18 September 2014
    - 22 April 2015
- OLM
    - 18 September 2014
    - 16 April 2015
    - 21 April 2015

- SLM
  - 14 October 2014
- TWKLM
  - 23 September 2014
  - 23 April 2015

9.2.3 Public Meetings

The Environmental Partnership was appointed by ITS Engineers to facilitate, chair and capture issues raised at public meetings held as part of the updating of the ITP for the ODM. Concomitant consultation with relevant organs of state and key stakeholders were also undertaken by ITS Engineers.

9.3 *Objectives of Public Meetings*

The overall aim of the meeting was to ensure that any member of the public, as well as key identified interested parties have an adequate opportunity to provide input into the updating and reviewing of the ODM ITP. More specifically the objectives of this public meeting were to:

- Inform the members of the public and key stakeholders that an ITP for ODM was in place and that their input was essential to its annual review.
- Provide members of the public and key stakeholders with the opportunity to identify issues and concerns associated with transport in the area

9.4 *Approach to Public Meetings*

In consultation with the various LMs, The Environmental Partnership arranged appropriate dates, times and venues for the public meetings. The meetings were held at venues in the following focal towns and dates as listed in Table 9.1.

Table 9.1: The meeting date and venue for the public meeting

Town	Date of Meetings	Venue
Bredasdorp	12 November 2014	Liefdesnessie Hall, Long Street, Bredasdorp
Hermanus	18 November 2014	Moffat Hall, Dahlia Street, Mount Pleasant, Hermanus
Swellendam	11 November 2014	Town Hall, 47 Voortrek Street Swellendam
Caledon	20 November 2014	Victoria Hall, Ian Toerien Street,Caledon

The preparatory activities, as well as the feedback received at each of the meetings are summarised hereafter. Also refer to the minutes of the meetings in Annexure B, the database of key stakeholders in Annexure C.

9.5 *Feedback from public meetings*

The activities undertaken in preparation for the public meeting for the CALM are summarised in the attached meeting minutes and have been incorporated into the needs assessment chapter 4.

9.5.1 Identification of interested and affected parties (I&APs)

A database of the key I&APs was obtained for the local municipal area. Interested and Affected Parties include, inter alia, community leaders, taxi associations, ward councillors and other municipal officials (see Annexure C: Database of key stakeholders).

9.5.2 Notification of Meetings:

- Advertisements

  Advertisements to notify the stakeholders of the scheduled meeting were placed in local or regional newspapers. The advertisements were placed in the *Hermanus Times, Suider Nuus and Die Son* newspapers by the Department of Transport project team members.

- Posters

  Posters inviting members of the public to the public meeting were placed on the notice boards of different municipal offices, libraries and clinics in the towns where the meetings were to be held. The poster details included a brief with regard to the meeting content; details of the meeting date, time and venue.

- Meeting Notifications

  A meeting notification letter was drafted and distributed to all the stakeholders and / or I&APs identified on the database. I&APs were contacted via either e-mail or fax or telephone to inform them of the details of the scheduled meetings.

9.5.3 The activities undertaken at the public meeting:

The public meeting held in the relevant town were facilitated by The Environmental Partnership. The meetings were attended by members of the public, taxi associations, ward councillors and municipal officials (see Annexure B: Public meeting minutes). The number of meeting attendees is as follows:

- Bredasdorp had 24 meeting attendees
- Hermanus had 40 meeting attendees
- Swellendam had 27 meeting attendees
- Caledon had 63 meeting attendees

The public meeting mentioned above commenced at 17:00 and ended at approximately 19:00.

During the public meeting, the attendees were provided an opportunity to raise issues or concerns regarding transportation in their town. Comments and issues raised at the public meeting were noted and incorporated into meeting minutes (see Annexure B: Public meeting minutes).

An opportunity to provide additional comments up until 5 December 2014, following the meeting was made possible by providing comment sheets for the meeting attendees. This could be returned to relevant Local Municipal official by fax, e-mail, post.