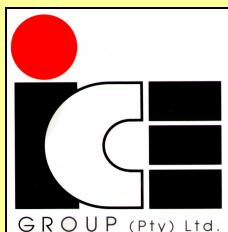




# Overberg District Public Transport Plan

FINAL REPORT

February 2006



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## **1. INTRODUCTION**

The iCE Group (Boland) and PD Naidoo & Associates (PDNA) were appointed by the Provincial Administration: Western Cape Public Transport Branch of the Department of Transport and Public Works on behalf of the Overberg District Municipality to compile the Public Transport Plan for the Overberg District Municipal Area.

The requirements of Government Notice No 1005 of the National Department of Transport entitled “Public Transport Plans: Planning Requirements in terms of the National Land Transport Transitional Act” as published in the Government Gazette of 24 July 2002. The Notice requires the compilation of a Public Transport Plan for each planning authority in South Africa and sets out the requirements for the completion of this plan.

This report will attempt to fulfil the requirements as set out and will draw from the Current Public Transport Record and Operating Licence Strategy previously completed for the Overberg District Municipality.

## 2. VISION, GOALS & OBJECTIVES

### Vision:

*“Public transport in the Overberg should be an affordable, accessible, reliable, customer-focused service available to persons in urban and rural areas.”*

### Goals:

- A demand-driven / customer focused service;
- Scheduled stops in towns;
- Reliable daily commuter services from residential areas to CBD's in the same or other towns (e.g. from Vleiview to Caledon or from Arniston to Bredasdorp);
- At least a twice weekly service to remote areas;
- Dedicated pick-up points with shelters with overlapping catchment areas of maximum 10 minute walking distance radii;
- Accessibility for pre-school children, learners, persons with disabilities, patients and the elderly;
- Vehicles should be suited to the type of service rendered;
- All vehicles to be legal, safe and roadworthy;
- Comparable and affordable fare systems in all areas

### Objectives:

- Education of public transport operators, vehicle owners and the public;
- Implementation of standards for the frequency of services in urban and in rural areas;
- Subsidisation by the state or other means to make public transport an economically viable enterprise that will still be affordable;
- Provision of infrastructure and upgrading of public transport routes, e.g. gravel roads;
- Identification of special needs passengers and the implementation of a service catering for them;
- Appointment of dedicated public transport law enforcement officials and improvements to the legal system;
- Improvements to operating licence application / issuing system;
- Greater input by local authorities;
- Making public transport a requirement in town planning;
- Getting public transport projects onto the budgets of municipalities / stressing the importance of public transport to politicians

### **3. PUBLIC TRANSPORT STATUS QUO**

The Current Public Transport Record (CPTR) for the Overberg District Municipality was completed in March 2003. Some of the main conclusions which can be drawn from the CPTR is:

- Public transport in the Overberg District is exclusively road based
- Of the main towns all have public transport operations whereas some of the smaller towns public transport is non existent but desperately needed
- Public transport facilities are mostly limited to demarcated bays but of the major towns have dedicated ranks eg. Grabouw and Hermanus
- Scholar transport contracts are in place in most of the major towns
- Competition is rife between minibus taxi operators and private bus operators
- Large amounts of illegal operators also exist
- There is a strong need for public transport generally in the rural areas
- Affordability of public transport is seen as major impediment and the issue of subsidy has been raised on a number of occasions

No subsequent review of the 2003 CPTR has been undertaken as yet.

## 4. NEEDS ASSESSMENT

Due to the difficulty with previous public consultation processes it was decided to adopt an alternative route to determine public transport needs in the Overberg District. A needs assessment questionnaire was drafted and circulated amongst all the technical committee members for them to circulate amongst the local communities. The questionnaire was largely based on experiences gained during the CPTR and OLS processes and the format of the National Travel Survey. The format of the questionnaire is appended as Annexure A. The following items were requested via the questionnaire:

- Personal information
- Use of public transport
- Amount of money spent on public transport
- Proximity to public transport
- Type of public transport and purpose
- Travel time to destination
- Frequency of use
- Special needs requirements

Swellendam Municipality was the only local authority to respond to the questionnaire and the results are discussed hereunder. All the major residential areas for the Swellendam Municipal area were included in the sample namely Swellendam, Buffeljagsrivier, Railton, Barrydale and Suurbraak.

TABLE 1: INCOME GROUPS (MONTHLY PER HOUSEHOLD)

| FACILITY NAME    | INCOME GROUPS (MONTHLY PER HOUSEHOLD) |         |           |           |            |             |             |        |
|------------------|---------------------------------------|---------|-----------|-----------|------------|-------------|-------------|--------|
|                  | NO INCOME                             | R1-R100 | R101-R200 | R201-R500 | R501-R1000 | R1001-R2000 | R2000-R5000 | >R5000 |
| BUFFELSJAGRIVIER | 23%                                   | --      | 15%       | 32%       | 15%        | --          | --          | 15%    |
| RAILTON          | 61%                                   | --      | 30%       | --        | 9%         | --          | --          | --     |
| SWELLENDAM       | --                                    | --      | --        | --        | --         | --          | 71%         | 29%    |
| BARRYDALE        | 33%                                   | --      | --        | --        | 22%        | 45%         | --          | --     |
| SUURBRAAK        | --                                    | 2%      | --        | 4%        | 20%        | 52%         | 13%         | 9%     |
| AVERAGE          | 23%                                   | 0.40%   | 9%        | 7%        | 13%        | 19%         | 17%         | 11%    |

From the above information it is evident that unemployment in the Swellendam Municipal area is a factor and that this would influence the way people do things. Almost half of the people surveyed (49%) earn between R500 and R5000 per month as categorised above. This gives an indication as to their willingness to spend large amounts on travel.

TABLE 2: PUBLIC TRANSPORT UTILISATION

| FACILITY NAME    | UTILIZING PUBLIC TRANSPORT (YES/NO) | IF NO, REASON   | % POPULATION UTILIZING/NOT UTILIZING PUBLIC TRANSPORT | TYPE OF TRANSPORT |     |
|------------------|-------------------------------------|---|---|-------------------|-----|
|                  |                                     |   |   | MBT               | BUS |
| BUFFELSJAGRIVIER | YES                                 | --  | 81%   | --                | X   |
|                  | NO                                  | Own vehicle used, Public Transport not needed   | 19%   | --                | -   |
| RAILTON          | YES                                 | --  | 100%  | X                 | X   |
| SWELLENDAM       | NO                                  | (I) Own vehicle used, Public Transport not needed<br>(II) Walking, Public Transport not available           | 100%  | --                | --  |
| BARRYDALE        | YES                                 | --  | 21%   | X                 | --  |
|                  | NO                                  | (I) Own vehicle used, Public Transport not available<br>(II) Walking, Public Transport not available        | 79%   | --                | --  |
| SUURBRAAK        | YES                                 | --  | 94%   | X                 | X   |
|                  | NO                                  | (I) Own vehicle used, Public Transport not needed<br>(II) Farm lorries used, Public Transport too expensive | 6%  | --                | --  |
| AVERAGE          | YES                                 |   | 59%   |                   |     |
|                  | NO                                  |   | 41%   |                   |     |

Table 2 gives a good indication of the need for public transport in the region. In the order of 60% of the sample surveyed indicated the need for the use of public transport.

TABLE 3: PUBLIC TRANSPORT COST

| FACILITY NAME    | MONTHLY COST OF PUBLIC TRANSPORT (PER FAMILY) |        |         |          |           |           |        |
|------------------|---|--------|---------|----------|-----------|-----------|--------|
|                  | NONE  | R1-R20 | R21-R50 | R51-R100 | R101-R150 | R151-R200 | > R201 |
| BUFFELSJAGRIVIER | --  | --     | 28%     | 53%      | --        | --        | 19%    |
| RAILTON          | --  | --     | 84%     | 16%      | --        | --        | --     |
| SWELLENDAM       | 100%  | --     | --      | --       | --        | --        | --     |
| BARRYDALE        | 33%   | --     | --      | --       | 22%       | 45%       | --     |
| SUURBRAAK        | 3%  | 5%     | 21%     | 5%       | 28%       | 20%       | 18%    |
| AVERAGE          | 27%   | 1%     | 27%     | 15%      | 10%       | 13%       | 7%     |

Table 3 gives an indication of the cost of public transport in the region. The 27% indicating no cost are those people surveyed who either use private transport or travel by means of non motorised transport either walking or cycling. A small percentage (7%) spend more than R200 on public transport which they indicated was R200 to much. Generally interviewees spend between R20 and R200 on public transport.

TABLE 4: PROXIMITY TO PUBLIC TRANSPORT

| FACILITY NAME    | DISTANCE TO TAXI/BUS STOP |                  |                  |             |            |
|------------------|---------------------------|------------------|------------------|-------------|------------|
|                  | 1 - 15 MIN WALK           | 16 - 30 MIN WALK | 30 - 60 MIN WALK | > 1HRS WALK | NO SERVICE |
| BUFFELSJAGRIVIER | 63%                       | 37%              | --               | --          | --         |
| RAILTON          | 56%                       | 44%              | --               | --          | --         |
| SWELLENDAM       | 100%                      | --               | --               | --          | --         |
| BARRYDALE        | --                        | 21%              | --               | --          | 79%        |
| SUURBRAAK        | 89%                       | 11%              | --               | --          | --         |
| AVERAGE          | 62%                       | 23%              | --               | --          | 16%        |

The above table shows the proximity of public transport to the surveyed sample. Up to 62% spend up to 15 minutes, 23% spend up to 30 minutes walking to access public transport and 16% have no access to public transport services. The latter being primarily from the Barrydale area.

TABLE 5: MODES OF TRANSPORT AND PURPOSE

| BUFFELSJAGRIVIER | TYPE OF TRANSPORT USED(PER FAMILY) TO ACCESS THE FOLLOWING SERVICES |      |         |             |     |     |                   |       |                          |
|------------------|---|------|---------|-------------|-----|-----|-------------------|-------|--------------------------|
|                  | SERVICES  | WALK | BICYCLE | OWN VEHICLE | MBT | BUS | SEDAN/BAKKIE TAXI | OTHER | CANNOT REACH THE SERVICE |
|                  | FOOD SHOP   | --   | --      | 19%         | 38% | 81% | --                | --    | --                       |
|                  | OTHER SHOP  | 81%  | 28%     | 19%         | --  | --  | --                | --    | --                       |
|                  | MEDICAL   | 66%  | --      | 19%         | 28% | 38% | --                | --    | 16%                      |
|                  | POST OFFICE   | --   | --      | 19%         | --  | --  | --                | --    | 16%                      |
|                  | WELFARE/PENSION   | 31%  | --      | --          | 15% | --  | --                | --    | 8%                       |
|                  | POLICE  | --   | --      | 19%         | --  | 44% | --                | --    | --                       |
|                  | MUNICIPAL OFFICE  | 28%  | --      | 19%         | --  | 81% | --                | --    | --                       |
|                  | COURT   | --   | --      | --          | 38% | 81% | --                | --    | --                       |
|                  | SCHOOL  | 11%  | --      | 21%         | --  | 68% | --                | --    | --                       |
|                  | WORK  | 15%  | --      | 15%         | --  | 15% | --                | 15%   | --                       |
|                  | <b>AVERAGE</b>  | 23%  | 2.8%    | 15%         | 12% | 41% | --                | 2%    | 4%                       |



| <b>RAILTON</b>   | <b>TYPE OF TRANSPORT USED(PER FAMILY) TO ACCESS THE FOLLOWING SERVICES</b> |                |                    |            |            |                                   |              |   |
|------------------|--|----------------|--------------------|------------|------------|-----------------------------------|--------------|---|
| <b>SERVICES</b>  | <b>WALK</b>  | <b>BICYCLE</b> | <b>OWN VEHICLE</b> | <b>MBT</b> | <b>BUS</b> | <b>SEDAN/<br/>BAKKIE<br/>TAXI</b> | <b>OTHER</b> | <b>CANNOT<br/>REACH THE<br/>SERVICE</b> |
| FOOD SHOP        | 84%  | --             | --                 | 16%        | --         | --                                | --           | --                                      |
| OTHER SHOP       | 84%  | --             | --                 | 16%        | --         | --                                | --           | --                                      |
| MEDICAL          | 56%  | --             | --                 | 44%        | --         | --                                | --           | --                                      |
| POST OFFICE      | 100%   | --             | --                 | --         | --         | --                                | --           | --                                      |
| WELFARE/PENSION  | 30%  | --             | --                 | --         | --         | --                                | --           | --                                      |
| POLICE           | 56%  | --             | --                 | 22%        | --         | --                                | --           | --                                      |
| MUNICIPAL OFFICE | 100%   | --             | --                 | --         | --         | --                                | --           | --                                      |
| COURT            | 100%   | --             | --                 | --         | --         | --                                | --           | --                                      |
| SCHOOL           | 86%  | --             | --                 | --         | --         | --                                | --           | --                                      |
| WORK             | 35%  | --             | --                 | 35%        | 13%        | --                                | --           | --                                      |
| <b>AVERAGE</b>   | 73%  | --             | --                 | 13%        | 1%         | --                                | --           | --                                      |

| <b>SWELLENDAM</b> | <b>TYPE OF TRANSPORT USED(PER FAMILY) TO ACCESS THE FOLLOWING SERVICES</b> |                |                    |            |            |                                   |              |   |
|-------------------|--|----------------|--------------------|------------|------------|-----------------------------------|--------------|---|
| <b>SERVICES</b>   | <b>WALK</b>  | <b>BICYCLE</b> | <b>OWN VEHICLE</b> | <b>MBT</b> | <b>BUS</b> | <b>SEDAN/<br/>BAKKIE<br/>TAXI</b> | <b>OTHER</b> | <b>CANNOT<br/>REACH THE<br/>SERVICE</b> |
| FOOD SHOP         | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| OTHER SHOP        | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| MEDICAL           | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| POST OFFICE       | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| WELFARE/PENSION   | --   | --             | 14%                | --         | --         | --                                | --           | --                                      |
| POLICE            | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| MUNICIPAL OFFICE  | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| COURT             | 22%  | --             | 78%                | --         | --         | --                                | --           | --                                      |
| SCHOOL            | --   | --             | 100%               | --         | --         | --                                | --           | --                                      |
| WORK              | 29%  | --             | 57%                | --         | --         | --                                | --           | --                                      |
| <b>AVERAGE</b>    | 18%  | --             | 72%                | --         | --         | --                                | --           | --                                      |

| <b>BARRYDALE</b> | <b>TYPE OF TRANSPORT USED(PER FAMILY) TO ACCESS THE FOLLOWING SERVICES</b> |                |                    |            |            |                                   |              |   |
|------------------|--|----------------|--------------------|------------|------------|-----------------------------------|--------------|---|
| <b>SERVICES</b>  | <b>WALK</b>  | <b>BICYCLE</b> | <b>OWN VEHICLE</b> | <b>MBT</b> | <b>BUS</b> | <b>SEDAN/<br/>BAKKIE<br/>TAXI</b> | <b>OTHER</b> | <b>CANNOT<br/>REACH THE<br/>SERVICE</b> |
| FOOD SHOP        | 26%  | --             | 53%                | 21%        | --         | --                                | --           | --                                      |
| OTHER SHOP       | 26%  | --             | 53%                | 21%        | --         | --                                | --           | --                                      |
| MEDICAL          | 47%  | --             | 53%                | --         | --         | --                                | --           | --                                      |
| POST OFFICE      | 26%  | --             | 53%                | 21%        | --         | --                                | --           | --                                      |
| WELFARE/PENSION  | 22%  | --             | 11%                | --         | --         | --                                | --           | --                                      |
| POLICE           | 26%  | --             | 53%                | 21%        | --         | --                                | --           | --                                      |
| MUNICIPAL OFFICE | 26%  | --             | 53%                | 21%        | --         | --                                | --           | --                                      |
| COURT            | 26%  | --             | 53%                | --         | --         | --                                | 26%          | --                                      |
| SCHOOL           | 50%  | --             | 40%                | --         | --         | --                                | --           | --                                      |
| WORK             | 22%  | --             | 11%                | --         | --         | --                                | --           | --                                      |
| <b>AVERAGE</b>   | 30%  | --             | 43%                | 11%        | --         | --                                | 3%           | --                                      |

| SUURBRAAK        | TYPE OF TRANSPORT USED(PER FAMILY) TO ACCESS THE FOLLOWING SERVICES |      |         |             |     |     |                          |       |
|------------------|---|------|---------|-------------|-----|-----|--------------------------|-------|
|                  | SERVICES  | WALK | BICYCLE | OWN VEHICLE | MBT | BUS | SEDAN/<br>BAKKIE<br>TAXI | OTHER |
| FOOD SHOP        | 55%   | 37%  | 34%     | --          | 28% | --  | --                       | 2%    |
| OTHER SHOP       | 9%  | 14%  | 34%     | 29%         | 72% | --  | --                       | 2%    |
| MEDICAL          | 20%   | 20%  | 32%     | 38%         | 78% | --  | --                       | 2%    |
| POST OFFICE      | 88%   | 23%  | 14%     | 6%          | 6%  | --  | --                       | 2%    |
| WELFARE/PENSION  | 24%   | 4%   | 4%      | --          | --  | --  | --                       | --    |
| POLICE           | 91%   | 29%  | 14%     | 2%          | 9%  | --  | --                       | 2%    |
| MUNICIPAL OFFICE | 91%   | 29%  | 14%     | --          | 20% | --  | --                       | --    |
| COURT            | 11%   | 12%  | 32%     | 52%         | 65% | --  | --                       | --    |
| SCHOOL           | 58%   | 16%  | --      | 5%          | 53% | --  | --                       | --    |
| WORK             | 52%   | 17%  | 57%     | 7%          | 4%  | --  | --                       | --    |
| <b>AVERAGE</b>   | 50%   | 20%  | 24%     | 14%         | 34% | --  | --                       | 1%    |

| TYPE OF TRANSPORT USED (PER FAMILY) TO ACCESS SERVICES |      |         |             |     |     |                          |       |                                |
|--|------|---------|-------------|-----|-----|--------------------------|-------|--------------------------------|
| TOWNS AVERAGES   | WALK | BICYCLE | OWN VEHICLE | MBT | BUS | SEDAN/<br>BAKKIE<br>TAXI | OTHER | CANNOT<br>REACH THE<br>SERVICE |
| <b>BUFFELSJAGRIVIER</b>                                | 23%  | 2.8%    | 15%         | 12% | 41% | --                       | 2%    | 4%                             |
| <b>RAILTON</b>   | 73%  | --      | --          | 13% | 1%  | --                       | --    | --                             |
| <b>SWELLENDAM</b>                                      | 18%  | --      | 72%         | --  | --  | --                       | --    | --                             |
| <b>BARRYDALE</b>                                       | 30%  | --      | 43%         | 11% | --  | --                       | 3%    | --                             |
| <b>SUURBRAAK</b>                                       | 50%  | 20%     | 24%         | 14% | 34% | --                       | --    | 1%                             |

Table 5 (broken up per town) gives an indication of the mode of transport and the purpose of the trip. From the average table we see that percentages of people walking cannot be disregarded as they are generally in excess of 20% for the surveyed sample except for Swellendam where the majority of people travel using private transport. The reason for people using non motorised transport means is cost and also accessibility to a public transport service.

TABLE 6: TRAVEL TIME TO DESTINATION

| BUFFELSJAGRIVIER | TIME USED TO REACH SERVICE DESTINATION (PER FAMILY) |                  |                  |               |               |
|------------------|---|------------------|------------------|---------------|---------------|
|                  | 1 - 15 min WALK                                     | 16 - 30 min WALK | 30 - 60 min WALK | > 1HR<br>WALK | NO<br>SERVICE |
| FOOD SHOP        | 19%   | 38%              | --               | 44%           | --            |
| OTHER SHOP       | 38%   | 16%              | 28%              | --            | --            |
| MEDICAL          | --  | 72%              | 28%              | --            | --            |
| POST OFFICE      | 19%   | 38%              | --               | 28%           | 16%           |
| WELFARE/PENSION  | 15%   | --               | 15%              | --            | --            |
| POLICE           | 19%   | 38%              | --               | 44%           | --            |
| MUNICIPAL OFFICE | --  | 38%              | --               | 44%           | --            |
| COURT            | --  | 38%              | --               | 44%           | --            |
| SCHOOL           | --  | 42%              | 11%              | --            | 26%           |
| WORK             | 15%   | 15%              | --               | 15%           | 15%           |
| <b>AVERAGE</b>   | 13%   | 34%              | 8%               | 22%           | 6%            |

| <b>RAILTON</b>   | <b>TIME USED TO REACH SERVICE DESTINATION (PER FAMILY)</b> |                         |                         |                      |                   |
|------------------|--|-------------------------|-------------------------|----------------------|-------------------|
| <b>SERVICES</b>  | <b>1 -15 min WALK</b>                                      | <b>16 - 30 min WALK</b> | <b>30 - 60 min WALK</b> | <b>&gt; 1HR WALK</b> | <b>NO SERVICE</b> |
| FOOD SHOP        | 84%  | 16%                     | --                      | --                   | --                |
| OTHER SHOP       | --   | 100%                    | --                      | --                   | --                |
| MEDICAL          | --   | 100%                    | --                      | --                   | --                |
| POST OFFICE      | --   | 84%                     | --                      | --                   | --                |
| WELFARE/PENSION  | 9%   | 22%                     | --                      | --                   | --                |
| POLICE           | --   | 100%                    | --                      | --                   | --                |
| MUNICIPAL OFFICE | --   | 100%                    | --                      | --                   | --                |
| COURT            | --   | 100%                    | --                      | --                   | --                |
| SCHOOL           | --   | 86%                     | 14%                     | --                   | --                |
| WORK             | --   | 35%                     | 35%                     | --                   | --                |
| <b>AVERAGE</b>   | 9%   | 74%                     | 5%                      | --                   | --                |

| <b>SWELLENDAM</b> | <b>TIME USED TO REACH SERVICE DESTINATION (PER FAMILY)</b> |                         |                         |                      |                   |
|-------------------|--|-------------------------|-------------------------|----------------------|-------------------|
| <b>SERVICES</b>   | <b>1 -15 min WALK</b>                                      | <b>16 - 30 min WALK</b> | <b>30 - 60 min WALK</b> | <b>&gt; 1HR WALK</b> | <b>NO SERVICE</b> |
| FOOD SHOP         | 100%   | --                      | --                      | --                   | --                |
| OTHER SHOP        | 100%   | --                      | --                      | --                   | --                |
| MEDICAL           | 100%   | --                      | --                      | --                   | --                |
| POST OFFICE       | 100%   | --                      | --                      | --                   | --                |
| WELFARE/PENSION   | 14%  | --                      | --                      | --                   | --                |
| POLICE            | 100%   | --                      | --                      | --                   | --                |
| MUNICIPAL OFFICE  | 100%   | --                      | --                      | --                   | --                |
| COURT             | 100%   | --                      | --                      | --                   | --                |
| SCHOOL            | 100%   | --                      | --                      | --                   | --                |
| WORK              | 86%  | --                      | --                      | --                   | --                |
| <b>AVERAGE</b>    | 90%  | --                      | --                      | --                   | --                |

| <b>BARRYDALE</b> | <b>TIME USED TO REACH SERVICE DESTINATION (PER FAMILY)</b> |                         |                         |                      |                   |
|------------------|--|-------------------------|-------------------------|----------------------|-------------------|
| <b>SERVICES</b>  | <b>1 -15 min WALK</b>                                      | <b>16 - 30 min WALK</b> | <b>30 - 60 min WALK</b> | <b>&gt; 1HR WALK</b> | <b>NO SERVICE</b> |
| FOOD SHOP        | --   | --                      | 74%                     | --                   | --                |
| OTHER SHOP       | --   | --                      | 74%                     | --                   | --                |
| MEDICAL          | 21%  | --                      | 53%                     | --                   | --                |
| POST OFFICE      | --   | --                      | 74%                     | --                   | --                |
| WELFARE/PENSION  | --   | 22%                     | --                      | --                   | --                |
| POLICE           | --   | --                      | 74%                     | --                   | --                |
| MUNICIPAL OFFICE | --   | --                      | 74%                     | --                   | --                |
| COURT            | --   | --                      | 53%                     | 26%                  | --                |
| SCHOOL           | --   | --                      | 60%                     | --                   | --                |
| WORK             | --   | --                      | 44%                     | --                   | --                |
| <b>AVERAGE</b>   | 2%   | 2%                      | 56%                     | 3%                   | --                |

| SUURBRAAK        | TIME USED TO REACH SERVICE DESTINATIONS (PER FAMILY) |                  |                  |            |            |
|------------------|--|------------------|------------------|------------|------------|
|                  | 1 -15 min WALK                                       | 16 - 30 min WALK | 30 - 60 min WALK | > 1HR WALK | NO SERVICE |
| FOOD SHOP        | 30%  | 55%              | 15%              | --         | --         |
| OTHER SHOP       | 12%  | 43%              | 25%              | 11%        | 18%        |
| MEDICAL          | 14%  | 55%              | 32%              | --         | 9%         |
| POST OFFICE      | 75%  | 11%              | 25%              | --         | --         |
| WELFARE/PENSION  | 24%  | 13%              | --               | --         | --         |
| POLICE           | 75%  | 35%              | 15%              | --         | --         |
| MUNICIPAL OFFICE | 75%  | 23%              | 15%              | --         | --         |
| COURT            | --   | 38%              | 32%              | 11%        | 18%        |
| SCHOOL           | 42%  | 42%              | 42%              | --         | --         |
| WORK             | 37%  | 46%              | 9%               | --         | --         |
| <b>AVERAGE</b>   | 39%  | 36%              | 21%              | 2%         | 5%         |

| TIME USED TO REACH SERVICE DESTINATION (PER FAMILY) |                |                  |                  |            |            |
|---|----------------|------------------|------------------|------------|------------|
| TOWNS AVERAGES                                      | 1 -15 min WALK | 16 - 30 min WALK | 30 - 60 min WALK | > 1HR WALK | NO SERVICE |
| <b>BUFFELSJAGRIVIER</b>                             | 13%            | 34%              | 8%               | 22%        | 6%         |
| <b>RAILTON</b>                                      | 9%             | 74%              | 5%               | --         | --         |
| <b>SWELLENDAM</b>                                   | 90%            | --               | --               | --         | --         |
| <b>BARRYDALE</b>                                    | 2%             | 2%               | 56%              | 3%         | --         |
| <b>SUURBRAAK</b>                                    | 39%            | 36%              | 21%              | 2%         | 5%         |

Table 6 (broken up for the various towns) indicates walking distances to various services. Swellendam amenities are most easily accessed. This is followed by Railton, Buffeljagsrivier, Suurbraak and lastly Barrydale. From the statistics for Barrydale it is evident that a public transport service is most urgently required in this area.

TABLE 7: FREQUENCY OF USE AND SPECIAL NEEDS REQUIREMENTS

| NEED TO TRAVEL (PER FAMILY) |                        |                         |               |         |          |         |
|-----------------------------|------------------------|-------------------------|---------------|---------|----------|---------|
| TOWN                        | NEED FOR TRAVEL YES/NO | % POPULATION TRAVELLING | SPECIAL NEEDS |         |          |         |
|                             |                        |                         | STUDENT       | ELDERLY | DISABLED | PATIENT |
| BUFFELSJAGRIVIER            | YES                    | 100%                    | 79%           | 38%     | 81%      | 81%     |
| RAILTON                     | YES                    | 100%                    | 14%           | 9%      | --       | 16%     |
| SWELLENDAM                  | YES                    | 100%                    | --            | --      | --       | --      |
| BARRYDALE                   | YES                    | 100%                    | 78%           | 10%     | --       | 26%     |
| SUURBRAAK                   | YES                    | 100%                    | 79%           | 4%      | 14%      | 40%     |
| AVERAGE                     | YES                    | 100%                    | 50%           | 12%     | 5%       | 33%     |

From the above information it becomes clear that all respondents indicated a definite need for travel whether it be for business or social needs. A need also exists for special types of transport and these include scholar transport, transporting of pensioners, disabled passengers and patients needing to access medical facilities.

All the above information clearly demonstrates a need for public transport facilities specifically in the Swellendam Municipal area. It also highlights the deficiencies in the current system and the need for improvement. In the experience gained during the CPTR and OLS processes it can safely be assumed that this would be the situation across the Overberg District.

## **5. OPERATIONAL ASPECTS**

The Operating Licence Strategy (OLS) for the Overberg District Municipality was completed in August 2004. Some of the main conclusions / issues coming out of the OLS are:

- Public transport operations across the Overberg District are organised and most operators belong to minibus taxi associations
- There are numerous illegal operators some of which have used the “be-legal” campaign to become registered
- A number of operators are operating on unregistered routes (WC routes) and the need for these routes to be registered
- Conversion of radius permits to operating licences are taking place very slowly, some operators not even being aware of this
- Routes which exist and definitely required where no service is being run eg. Barrydale, Arniston
- No subsidised services exist in the Overberg District
- Overtrading of routes in the various towns has to be addressed
- The lack of proper law enforcement is seen as a serious impediment to efficient public transport operations

A subsequent review of the 2004 OLS has as yet not been undertaken for the Overberg District.

## **6. TRANSPORT AND LAND-USE INTEGRATION**

The 2005 / 2006 Overberg District Municipality IDP does not deal specifically with transport or even public transport as a separate item in the document. The only project which can be identified relating to transport is the project relating to road maintenance in the region.

The most significant development which will have a positive impact on the region in terms of both economics and transport is the proposed route from Bredasdorp to Gansbaai via Elim. It will impact on both the Cape Agulhas and Overstrand local municipal areas.

No significant developments are planned for the region aside from housing developments which are planned or taking place in Overstrand, Cape Agulhas and Theewaterskloof local municipal areas. Nothing was planned for the Swellendam local municipal area. These planned developments are listed in the 2004 OLS.

Planned developments however do not take into account the impact it will have on public transport or the requirement therefore. It therefore becomes imperative that all planned developments take into account the public transport requirements at the start of the planning phase and not as an add on sometime during the project.

No further input was received from technical the technical committee members.

## **7. BROAD PUBLIC TRANSPORT STRATEGY**

No input was received from technical committee members.

## **8. SPECIFIC PUBLIC TRANSPORT STRATEGIES**

Specific strategies could include the following:

- Making public transport a municipal priority
- Promotion of public transport and non motorised transport through public awareness
- Transportation of persons with disabilities
- Learner transport
- Modal integration (between busses and minibus taxis)
- Integrated fare systems
- Improved public transport facilities eg. ranks, stops and shelters

## **9. INSTITUTIONAL**

At present no formal arrangement exists between the B and C Municipalities regarding the regulation of public transport operations or implementation of public transport projects. Each local municipality and the district are at present acting independently of one another in this regard. With the inception of the CPTR, OLS and PTP it attempts to redress this by looking at public transport holistically. This process is currently being run under the auspices of the Provincial Government of the Western Cape. It does however behoove both the district and local municipalities to take it upon themselves to start looking at public transport in an integrated manner.

It is our contention that the district and local municipalities approach and apply formally to the Provincial MEC for Transport to set up a Transport Authority for the Overberg District Municipality representing all role players from the region. This body will then sit independently as both regulatory and implementing agent from both the district and local municipalities perspective and look after all transport related matters.

No further input was received from the technical committee members.

## 10. ACTION PLAN AND PROJECTS

As a first step the district should look at an overarching authority to look at regulation and implementation of public transport such as the Transport Authority mentioned above. This will ensure integration of planning proposals across the district as well as at local municipal level.

Another important aspect is the promotion of public transport and non motorised transport seeing as the latter is quite popular in the rural areas. This can be done via the local media both print and electronic, public awareness campaigns and awareness programmes at the local schools.

Some of the projects that should be undertaken as a matter of priority include but not limited to the following:

- Formalising of minibus taxi ranks in some of the major towns eg. Grabouw, Hermanus, Swellendam and Bredasdorp
- Improving public transport stops i.e. painting markings, provision of shelters
- Provision of public transport information at ranks
- Provision of non motorised transport facilities like pedestrian routes and cycle routes
- Improving law enforcement



## **11. FUNDING**

Both the district and local municipalities does not have sufficient funds to provide for public transport infrastructure and operations from their own budgets. It is recommended that the Provincial Administration: Western Cape should continue the public transport infrastructure grants given to local authorities started 2002. Additional funding can be sourced from the SA National Roads Agency for poverty alleviation projects such as sidewalks and locall access roads. Funding can also be obtained via the Municipal Infrastructure Grant and may be utilised to upgrade roads serving as public transport routes.

The district and local municipalities should however bear some financial responsibility and should therefore start including funding for public transport infrastructure and operations in their annual budgetary cycles. They should also investigate alternative sources of funding such as the private sector eg advertising.

No further input received from technical committee members.

## **12. MONITORING**

Currently no mechanism exists to monitor and evaluate the success or failure of public transport. The main source of information is the local law enforcement, the South African Police Services and the Operating Licence Board and this is currently being done haphazardly. The establishment of a Transport Authority will go a long way in having monitoring and evaluation as part of its functions. Key performance indicators can be drawn up dealing with all aspects of public transport and the best practice can then be implemented for the region.

No further input received from technical committee members.

# **APPENDIX A**

**1. PERSONAL INFORMATION**

Address (only area / town necessary)

Income group (monthly for household)

|                 |  |
|-----------------|--|
| No fixed income |  |
| R1 - R100       |  |
| R101 - R200     |  |
| R201 - R500     |  |
| R501 - R1000    |  |
| R1001 - R2000   |  |
| R2000 - R5000   |  |
| > R5000         |  |

Family: Adults   
 Children under 18

**2. TRANSPORT**

**Do you make use of public transport?**

Yes  No

If yes, what mode

|                |  |
|----------------|--|
| Minibus taxi   |  |
| Bus            |  |
| Sedan / bakkie |  |

If no, how do you get around

|                         |  |
|-------------------------|--|
| Lift / hitch hike       |  |
| Walk                    |  |
| Cycle                   |  |
| Own vehicle             |  |
| Employer (farm lorries) |  |

Why not use public transport

|               |  |
|---------------|--|
| Not available |  |
| Too far       |  |
| Too expensive |  |
| Not needed    |  |
| Unsafe        |  |

**How much do you spend per month on public transport (rand)?**

|             |  |
|-------------|--|
| nothing     |  |
| R1 - 20     |  |
| R21 - R50   |  |
| R51 - R100  |  |
| R101 - R150 |  |
| R151 - R200 |  |
| > R201      |  |

**How far are you from the nearest taxi / bus stop or route?**

|                         |  |
|-------------------------|--|
| 1 - 15 minutes walking  |  |
| 16 - 30 minutes walking |  |
| 30 - 60 minutes walking |  |
| > 1 hour                |  |
| no service              |  |

**What mode of transport do you / family use to get to the following services**

|                   | Walk | Cycle | Own vehicle | Taxi | Bus | Sedan / bakkie taxi | Other | Can't get there |
|-------------------|------|-------|-------------|------|-----|---------------------|-------|-----------------|
| Food shop         |      |       |             |      |     |                     |       |                 |
| Other shop        |      |       |             |      |     |                     |       |                 |
| Medical           |      |       |             |      |     |                     |       |                 |
| Post              |      |       |             |      |     |                     |       |                 |
| Welfare / all pay |      |       |             |      |     |                     |       |                 |

|                          |  |  |  |  |  |  |  |  |
|--------------------------|--|--|--|--|--|--|--|--|
| Municipal office         |  |  |  |  |  |  |  |  |
| Court / Internal affairs |  |  |  |  |  |  |  |  |
| School                   |  |  |  |  |  |  |  |  |
| Work                     |  |  |  |  |  |  |  |  |

**How long do you / family travel to these services?**

|                          | 1 - 15 minutes walking | 16 - 30 minutes walking | 30 - 60 minutes walking | > 1 hour | no service |
|--------------------------|------------------------|-------------------------|-------------------------|----------|------------|
| Food shop                |                        |                         |                         |          |            |
| Other shop               |                        |                         |                         |          |            |
| Medical                  |                        |                         |                         |          |            |
| Post                     |                        |                         |                         |          |            |
| Welfare / all pay        |                        |                         |                         |          |            |
| Police                   |                        |                         |                         |          |            |
| Municipal office         |                        |                         |                         |          |            |
| Court / Internal affairs |                        |                         |                         |          |            |
| School                   |                        |                         |                         |          |            |
| Work                     |                        |                         |                         |          |            |

**Did you / family travel today? (By foot, bicycle or vehicle)**

|               |               |                      |             |                                    |                      |
|---------------|---------------|----------------------|-------------|------------------------------------|----------------------|
|               | Yes           | <input type="text"/> |             | No                                 | <input type="text"/> |
| If yes, where | Work          | <input type="text"/> | If no, why? | No need                            | <input type="text"/> |
|               | Education     | <input type="text"/> |             | Too ill / old / disabled           | <input type="text"/> |
|               | Shops         | <input type="text"/> |             | Family responsibilities            | <input type="text"/> |
|               | Look for work | <input type="text"/> |             | Public transport too expensive     | <input type="text"/> |
|               | Medical       | <input type="text"/> |             | No transport available             | <input type="text"/> |
|               | Welfare       | <input type="text"/> |             | No money                           | <input type="text"/> |
|               | Visit         | <input type="text"/> |             | No suitable transport for disabled | <input type="text"/> |
|               | Sport         | <input type="text"/> |             |                                    |                      |
|               | Religious     | <input type="text"/> |             |                                    |                      |
|               | Other         | <input type="text"/> |             |                                    |                      |

**Do you / family require special transport facilities?**

|                                     |          |                      |    |                      |
|-------------------------------------|----------|----------------------|----|----------------------|
|                                     | Yes      | <input type="text"/> | No | <input type="text"/> |
| If yes, for which of the following? | Learner  | <input type="text"/> |    |                      |
|                                     | Aged     | <input type="text"/> |    |                      |
|                                     | Disabled | <input type="text"/> |    |                      |
|                                     | Patient  | <input type="text"/> |    |                      |