



OVERBERG DISTRICT MUNICIPALITY

INTEGRATED TRANSPORT PLAN

APRIL 2006

DRAFT REPORT



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OVERBERG DISTRICT MUNICIPALITY INTEGRATED TRANSPORT PLAN 2006

EXECUTIVE SUMMARY

The preparation of an Integrated Transport Plan for the Overberg District Municipal area is a requirement of the National Land Transport Transition Act (NLTTA), Act No.22 of 2000. This plan has been prepared in accordance to the minimum requirements for Integrated Transport Plans as published in Government Notice No. 300 dated 26 February 2003.

The ITP is the last in a series of statutory transport plans for the Overberg region, and will eventually form part of the Overberg Integrated Development Plan (IDP).

A transport vision, goals and objectives was formulated for the Overberg District, based on the visions, goals and objectives of National and Provincial Government and the four B-Municipalities in the Overberg District.

The transport vision for the Overberg District is:

To provide an equitable, environmentally and tourist friendly transport system that promotes economic development for all the Overberg's people

Four transport goals for the Overberg include the provision of public transport options for rural communities, the promotion of non-motorised transport, the improvement and integration of transport planning, and the development of transport as an economic growth tool.

A number of strategies were designed to give measurable and attainable targets towards reaching the transport objectives.

OVERBERG DISTRICT MUNICIPALITY INTEGRATED TRANSPORT PLAN 2006

INDEX

ITEM	DESCRIPTION	PAGE
i.	Executive Summary _____	i
ii.	Index _____	ii
iii.	Key to abbreviations and acronyms _____	vi
iv.	List of sources _____	vii
1.	INTRODUCTION	
1.1	Purpose of the Integrated Transport Plan _____	1
1.2	Statutory Requirements _____	1
1.3	Relationship between ITP and IDP _____	1
1.4	Demographic Information _____	3
1.5	Document Structure _____	3
2.	LAND TRANSPORT VISION, GOALS AND OBJECTIVES	
2.1	National and Provincial Transport Vision _____	4
2.2	Municipal Visions _____	5
2.3	Transport Vision for the Overberg District _____	6
2.4	Provincial Mission Statement and Goals _____	6
2.5	Municipal Mission Statements and Goals _____	7
2.6	Transport Goals for the Overberg District _____	10
2.7	Transport Objectives _____	10
2.8	Transport Strategies _____	13
2.9	Labour Agreements, Intelligent Transport Systems, Toll Roads and Special Needs Transport _____	15
3.	LAND TRANSPORT STATUS QUO	
3.1	Introduction _____	16
3.2	Existing Institutional Arrangements _____	16
3.3	General overview of the transport system _____	22
3.4	Key performance indicators _____	27
3.5	Existing road infrastructure and private transport _____	29
3.6	Existing public transport infrastructure and services _____	29
3.7	Freight Transport _____	33
3.8	Long Distance Transport _____	33

OVERBERG INTEGRATED TRANSPORT PLAN 2006

4.	SPATIAL FRAMEWORKS	
4.1	Legislative background _____	36
4.2	Western Cape Spatial Development Framework _____	36
4.3	Municipal spatial planning initiatives _____	36
4.4	Integration of Land Use and Transport _____	36
4.5	Rural Transport Strategy _____	37
5.	NEEDS ASSESSMENT	
5.1	Involving the public _____	39
5.2	Transport needs identified through the IDP process _____	39
5.3	Costing, Phasing and Programming _____	47
5.4	Inter-authority and Long Distance Transport Planning _____	47
6.	PROPOSED INSTITUTIONAL ARRANGEMENTS	
6.1	Existing structures and delegations _____	48
6.2	Proposed institutional arrangements (officials) _____	49
6.3	Proposed political structures _____	49
7.	PUBLIC TRANSPORT PROPOSALS	
7.1	Public transport vision, goals and objectives _____	50
7.2	Needs assessment _____	51
7.3	Operational aspect _____	52
7.4	Specific public transport strategies _____	52
7.5	Action plan, projects and funding _____	52
8.	PRIVATE AND FREIGHT TRANSPORT PROPOSALS	
8.1	Private transport proposals _____	54
8.2	Road infrastructure proposals _____	54
8.3	Air Transport _____	54
8.4	Freight transport proposals _____	55
9.	STAKEHOLDER PARTICIPATION _____	57
10.	PROPOSED MULTI MODAL TRANSPORT IMPLEMENTATION PROGRAMME _____	58
11.	FINANCIAL IMPLICATIONS _____	59
12.	CONCLUSIONS AND WAY FORWARD _____	60

OVERBERG INTEGRATED TRANSPORT PLAN 2006

TABLES

CHAPTER 2

Table 2.1: Overarching development goals and outcomes for the Overberg District _____	8
Table 2.2: Overberg Integrated Transport Plan Vision, Goals and Objectives _____	12
Table 2.3: Transport Strategies _____	13

CHAPTER 3

Table 3.1: Political Structures _____	16
Table 3.2: Municipal Transport Spending (2004 / 2005 operational and capital) _____	21
Table 3.3: Population distribution by age (StatsSA, 2001) _____	22
Table 3.4: Population distribution by ability (StatsSA, 2001) _____	22
Table 3.5: Purpose of travel (National travel survey, 2004) _____	23
Table 3.6: Mode of travel to school or work (StatsSA, 2001) _____	23
Table 3.7: Travel mode to public services (National travel survey, 2004) _____	23
Table 3.8: Travel time to public services (National travel survey, 2004) _____	24
Table 3.9: Travel mode used for work purposes (National travel survey, 2004) _____	24
Table 3.10: Travel times to work (National travel survey, 2004) _____	24
Table 3.11: Population distribution by employment status (StatsSA, 2001) _____	24
Table 3.12: Population distribution by income (StatsSA, 2001) _____	25
Table 3.13: Monthly household expenditure on public transport (National travel survey, 2004) _____	25
Table 3.14: Most important transport problems (National travel survey, 2004) _____	25
Table 3.15: Walking time to public transport services (National travel survey, 2004) _____	26
Table 3.16: Vehicle registration per municipal area _____	26
Table 3.17: Capacity utilisation of public transport services _____	27
Table 3.18: Summary of key performance indicators _____	28
Table 3.19: Main public transport facilities in Overberg area _____	29
Table 3.20: Most utilised transport routes _____	30
Table 3.21: Learner transport contracts _____	32
Table 3.22: Swellendam weigh bridge information _____	33
Table 3.23: Cross-municipal border public transport routes _____	34

CHAPTER 4

Table 4.1: Rural Transport Development Programme strategic actions _____	38
--	----

CHAPTER 5

Table 5.1: Overberg District IDP Transport Projects _____	40
Table 5.2: Theewaterskloof IDP Transport Projects _____	42
Table 5.3: Overstrand Transport & Roads Projects: 2005/2006 Capital Budget _____	43
Table 5.4: Cape Agulhas IDP Transport Projects _____	44
Table 5.5: Cape Agulhas Transport Plan projects _____	44
Table 5.6: Swellendam IDP Transport Projects _____	47

CHAPTER 7

Table 7.1: Modes of transport utilised to access services and amenities _____	51
---	----

CHAPTER 12

Table 12.1: Proposed transport projects / initiatives and budgets _____	59
---	----

OVERBERG INTEGRATED TRANSPORT PLAN 2006

FIGURES

CHAPTER 1

Figure 1.1: Locality Plan _____ 2

CHAPTER 3

Figure 3.1: Overberg Road Network _____ Annexure A

Figure 3.2: Overberg Railway Network _____ 31

OVERBERG INTEGRATED TRANSPORT PLAN

KEY TO ABBREVIATIONS AND ACRONYMS

BEE	-	Black Economic Empowerment
CPTR	-	Current Public Transport Record
DRE	-	District Roads Engineer
EPWP	-	Expanded Public Works Programme
IDP	-	Integrated Development Plan
ITP	-	Integrated Transport Plan
KPI	-	Key Performance Indicator
MIG	-	Municipal Infrastructure Grants
N2	-	National Road 2
NLTTA	-	National Land Transport Transition Act (Act 22 of 2000)
ODM	-	Overberg District Municipality
OLS	-	Operating Licence Strategy
OMAF	-	Overstrand Municipal Advisory Forum
PGWC	-	Provincial Government: Western Cape
PIMS	-	Planning and Information Management Support Centre
PSDF	-	Provincial Spatial Development Framework
PSP	-	Provincial Strategic Plan
PTP	-	Public Transport Plan
SANDF	-	South African National Defence Force
SANRAL	-	South African National Roads Agency Limited
SARCC	-	South African Rail Commuter Corporation
SDF	-	Spatial Development Framework
SMAF	-	Swellendam Municipal Advisory Forum
SMME	-	Small, Medium and Micro Enterprises
StatsSA	-	Statistics South Africa
TFDC	-	Test Flight and Development Centre

OVERBERG INTEGRATED TRANSPORT PLAN

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CHAPTER 1

INTRODUCTION

1.1 PURPOSE OF THE INTEGRATED TRANSPORT PLAN

The purpose of the Integrated Transport Plan is to summarise the transport needs, goals and objectives of the Overberg District.

The plan takes into account initiatives from various government institutions, departments and levels of government.

1.2 STATUTORY REQUIREMENTS

The ITP will finally form part of the Overberg District Municipality's Integrated Development Plan (IDP).

The preparation of Integrated Transport Plans by all planning authorities is a requirement of the National Land Transport Transition Act (NLTTA), Act No. 22 of 2000.

This plan has been prepared in accordance with Government Notice No. 300 dated 26 February 2003, which deals with the minimum requirements for an Integrated Transport Plan in terms of the NLTTA.

The Overberg District Municipality is a planning authority, and is therefore responsible for the preparation of an ITP. The ITP is also relevant to the B municipalities within the Overberg District, including Theewaterskloof, Overstrand, Cape Agulhas and Swellendam. The location of the Overberg District and B municipalities are shown in Figure 1.1 on the following page. The Overberg Road System is shown in Figure 3.1, Chapter 3.

The ITP deals mostly with road transport, but does include aspects of rail and air transport. The ITP is based on the 2003 Overberg Current Public Transport Record (CPTR), the 2005 Overberg Operating Licence Strategy (OLS) and the 2005 Overberg Public Transport Plan (PTP).

The 2005 ITP is the first integrated transport plan prepared for the Overberg District, and will be incorporated in the 2006 / 2007 IDP review process of the Overberg District Municipality. The 2005 ITP will be relevant from the date of approval by the Member of the Executive Council (MEC) until the approval of the follow-up ITP, the commencement date of which has not yet been published.

1.3 RELATIONSHIP BETWEEN ITP AND IDP

The Local Government: Municipal Systems Act, Act No. 32 of 2000, requires that every municipality shall prepare an Integrated Development Plan and that this plan shall be reviewed annually in accordance with an assessment of its performance measurements in terms of Section 41 of the same Act.

All municipal projects must be listed in the IDP and as such, the IDP process has major impacts on the implementation of the integrated transport plan. All transport proposals made in the ITP has to be incorporated in the IDP and linked to the IDP budget.

Before the ITP had been prepared, the IDP process has not been guided by any rigorous transport sectoral input. The transport inputs came from public meetings which highlighted the needs of local communities. The ITP, however, goes into more detail by analysing problems associated with the transport status quo and meeting national and provincial policy obligations in respect of transport management, planning and service delivery.

The 2005 integrated transport plan will form part of the 2006 / 2007 review of the Overberg District IDP.



OVERBERG INTEGRATED TRANSPORT PLAN

CHAPTER 1

1.4 DEMOGRAPHIC INFORMATION

The 2001 census estimated the population of the Overberg at 203 519 persons. Messrs. Urban Dynamics Town & Regional Planners have calculated the estimated yearly population growth rates for the Western Cape and Cape Agulhas areas, respectively, based on statistical information from 1985 – 2001. The growth rate for the Western Cape is estimated at 2,72%, whilst the growth rate for Cape Agulhas is 3,4%. If an average growth rate of 3% per annum is applied for the Overberg region, the estimated 2006 population should be approximately 236 000 persons.

More detailed demographic information that is pertinent to transport, is given in Chapter 3.

1.5 DOCUMENT STRUCTURE

The document consists of 13 chapters, covering the following topics:

1. Introduction: Outlines the purpose of the ITP, statutory requirements and the relationship between the IDP and ITP.
2. Land Transport Vision, Goals and Objectives: Gives an indication of national, provincial, district municipal and local municipal visions, goals and objectives and formulates a transport vision, transport goals and objectives for the Overberg.
3. Land Transport Status Quo: Gives an overview of existing institutional arrangements, the transport system, existing road infrastructure and private transport, existing public transport infrastructure and services and freight transport. Suggests key performance indicators for transport.
4. Spatial Frameworks: Highlights relevant legislation, refers to the Western Cape Spatial Development Framework and municipal planning initiatives, land-use and transport integration and the rural transport strategy.
5. Needs Assessment: Discusses public involvement and transport needs identified through IDP processes.
6. Proposed Institutional Arrangements: Discusses existing institutional structures and delegations and makes proposals for institutional arrangements referring to officials and political structures.
7. Public Transport Proposals: Highlights salient features from the Overberg Public Transport Plan.
8. Private and Freight Transport Proposals: Proposes measures for private and freight transport improvements. Mentions plans for airports and airstrips in the Overberg area
9. Stakeholder Participation: Indicates plans for stakeholder and public participation.
10. Proposed Multi Modal Transport Implementation Programme: Overberg transport is almost exclusively road based, and therefore no multi modal integration is required at this stage.
11. Financial Implications: States the financial implications of institutional arrangements and transport plans, but not of individual projects.
12. Conclusions and way forward: Indicates processes to be completed and measures to be implemented before the next round of public transport plans and the next ITP.

CHAPTER 2

LAND TRANSPORT VISION, GOALS AND OBJECTIVES

In order to formulate a land transport vision for the Overberg District and to link this vision to practical goals and objectives, a number of sources were consulted.

These included the National Land Transport Strategic Framework (NLTSF) and the Western Cape Provincial Land Transport Framework (PLTF), as well as the integrated development plans (IDP's) from the Overberg District Municipality and the four B municipalities within its jurisdiction.

This chapter summarises the visions, goals and objectives of the institutions mentioned above, and discusses a new transport vision, goals and objectives for the Overberg District.

2.1 NATIONAL AND PROVINCIAL TRANSPORT VISION

The transport vision for the Overberg District has been derived from the national and provincial land transport frameworks (NLTSF and PLTF) and the integrated development plans (IDP's) of Overberg District municipality and the four B-municipalities within its jurisdiction.

The vision of the National Department of Transport, the Provincial Government: Western Cape's Transport Branch and the IDP's of the five municipalities are given as background.

2.1.1 National Land Transport Strategic Framework Vision

Efforts to obtain a copy of the National Land Transport Strategic Framework (NLTSF) proved fruitless. According to the National Department of Transport, the new NLTSF will only be available in June 2006 and therefore the NLTSF could not be used in this document.

2.1.2 The White Paper on National Transport Policy (Public Transport Proposals)

The White Paper was approved by Parliament on 18 September and published in September 1996. The major policy principles regarding public transport recommended in the White Paper are *inter alia*:

- to promote the use of public transport over private transport
- to ensure that public transport services address user needs, including those of commuters, scholars, tourists and the disabled
- to promote and implement a system of regulated competition for tendered public transport routes
- to assist and economically empower disadvantaged operators to participate meaningfully in the public land passenger transport system
- to ensure that operations become more economically viable, requiring the minimum financial support, and
- to promote safe and secure, reliable and sustainable public transport.

2.1.3 Western Cape Provincial Land Transport Framework Vision

The Department of Transport and Public Works of the Western Cape provincial government has formulated a vision and mission for transport. These are quoted from the Western Cape provincial land transport framework (PLTF) and reads as follows:

"The best Provincial transport system and property infrastructure for all"

2.2 MUNICIPAL VISIONS

2.2.1 Overberg District Vision

The vision for the Overberg District was created by the IDP representative forum, with full participation of B municipalities and reads as follows:

*“The Overberg
Paradise at the southern most tip of Africa –
A lekker region that works”*

The vision describes the characteristics of the Overberg and emphasises the future ideals and the realisation of regional potential for the longer term.

The purpose of the created vision is to:

- Inspire;
- Focus attention on the region;
- Mobilize all individual inhabitants, communities, interest groups, politicians and officials to help realise the overarching development goals for the Overberg;
- Attempt to combine communities, who are still largely separated along the lines of race and wealth distribution, into one power-full human resource that can ensure the future development and growth of the region.

2.2.2 Theewaterskloof Municipal Vision

“It is the vision of the Theewaterskloof Municipality to ensure and preserve the heritage and natural resources within the region, create and develop a safe, healthy, crime-free, economically sustainable and viable environment for all.”

2.2.3 Overstrand Municipal Vision

The 2005/2006 Overstrand integrated development plan states their vision as follows:

“To be the most desirable destination to visit, stay and do business”

2.2.4 Cape Agulhas Municipal Vision

The Cape Agulhas municipal vision, translated from the Afrikaans edition of the 2005 IDP revision, reads as follows:

“The vision of the Cape Agulhas Municipality is to provide sustainable effective services to all residents and visitors on a continuous basis in order to create a healthy and safe environment for happy communities.”

2.2.5 Swellendam Municipal Vision

The Swellendam municipal vision, as published in the 2005/2006 IDP, is as follows:

“The blackberry Mecca at the foot of the Langeberg, where historic past and beautiful natural environment meet to create a united and prosperous future for all inhabitants.”

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2

2.3 TRANSPORT VISION FOR THE OVERBERG DISTRICT

The continuous thread that links the integrated development plans is empowerment of the people, with specific emphasis on the tourism sector in the Overberg region.

The transport vision aims to combine the vision for the country, province, district and local municipalities.

Overberg District Transport Vision

To provide an equitable, environmentally and tourist friendly transport system that promotes economic development for all the Overberg's people

2.4 PROVINCIAL MISSION STATEMENTS AND GOALS

The provincial transport framework and the municipal IDP's contain a mission statement and a number of strategic goals. These are discussed in this paragraph, as the transport goals for the Overberg were based on the strategic goals.

2.4.1 Western Cape Provincial Land Transport Framework Mission and Goals

The Western Cape Transport Mission is:

“To deliver an integrated, accessible, safe, reliable, affordable, sustainable and quality transport system and property infrastructure through socially just, developmental and empowering processes, to improve the quality of life for all.”

A number of strategic goals have subsequently been formulated to achieve the province's mission. These include the following:

- Community development and economic empowerment of the poor
- Job creation
- Providing access and opportunities to all communities with a bias towards the disadvantaged;
- Enhancing the mobility of all communities particularly those currently without or with limited access;
- Facilitation and enhancement of economic opportunities;
- Promotion of rural development;
- Internal transformation and capacity building to improve service delivery;
- The promotion of co-operative governance;
- Alignment of all planning processes with the broader developmental goals of the Department and iKapa Elihlumayo; and
- Generation of revenue.

The vision, mission and goals give an indication of the policy shifts and trends that are taking place in the Western Cape Government's Transport Department. The focus has moved to the empowerment of people through transport and job creation in transport related fields as well as the promotion of public transport and non-motorised transport as alternatives to private vehicle transport.

The provincial goals are in line with the objectives set by the national department of transport, and were also taken into account in formulating transport vision, goals and objectives for the Overberg area.

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2**

2.5 MUNICIPAL MISSION STATEMENTS AND GOALS

2.5.1 Overberg District Integrated Development Plan Mission and Goals

The vision is accompanied by five overarching development goals and objectives. The goals and “priority building blocks” toward achieving these goals are summarised in Table 2.1 on the following page. Strategies were also developed in order to reach these goals. The strategies associated with transport are included in Table 2.1.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2

Table 2.1: Overarching development goals and outcomes for the Overberg District

No.	Goal / Outcome	Priority building blocks	Strategies pertinent to transport
1	The provision of basic services to the best possible level	<ul style="list-style-type: none"> • Including all infrastructure, but with special emphasis on housing, sanitation, water and electricity • Also infrastructure that can enhance economic development 	<ul style="list-style-type: none"> • B5 – Development and proper maintenance of the road network • B6 – The commercialization and upgrading of the TFTA airport at Bredasdorp to an international standard cargo airport • B7 – Upgrading of the harbours and boat slipways in the region • B9 – Promotion of public transport • B15 – Effective and efficient management of funding for infrastructure development in the whole of the Overberg Region
2	Human development to enable people to develop to their full potential	<ul style="list-style-type: none"> • Health and welfare services • Poverty alleviation • Promotion of sport and recreation • Promotion of language and cultural diversity as an asset • Special focus on multi-purpose community centres 	None
3	Economic development	<ul style="list-style-type: none"> • Tourism • Job creation and poverty alleviation • Capacity building for economic development • Environmental management • Crime prevention 	<ul style="list-style-type: none"> • E7 – Planning for infrastructure and information development to enhance economic growth
4	Corporate service delivery	<ul style="list-style-type: none"> • Effective and efficient support services • Special focus on development of human resources 	None
5	Financial service delivery	<ul style="list-style-type: none"> • Effectiveness of Council's services ensured in sustainable manner 	None

OVERBERG INTEGRATED TRANSPORT PLAN

CHAPTER 2

2.5.2 Theewaterskloof Mission and Priorities

Theewaterskloof Mission

“To provide, develop and promote equal opportunities for everyone to stay in a safe, healthy, crime free and economically sustainable and viable environment through transparent and effective governance, political stability, planning, services and the efficient and effective utilisation of resources.”

The Theewaterskloof Municipality did not include goals in their IDP, but a number of priority focus areas have been identified. These include:

- Human and social development;
- Basic services and infrastructure development;
- Economic development;
- Environmental conservation

2.5.3 Overstrand Mission and Priorities

Overstrand Mission

“To facilitate and sustain an environment for the development of a world-class tourist industry supported by environmentally sensitive development.”

Overstrand has named the following as strategic priorities:

- Promotion of tourism and economic development
- Provision and maintenance of municipal services
- Creation and maintenance of a safe and healthy environment
- Management and conservation of the natural environment
- Provision of democratic and accountable governance

The transport sector falls under the fifth strategic priority and was divided into a section for streets and another for public transport.

The main priority for “streets” is the extension and maintenance of existing infrastructure, through:

- regular planned maintenance of existing infrastructure;
- implementation of a pavement management system;
- extension of tarred road network;
- implementation of effective dust control measures;
- development of a traffic management plan;
- compilation of a standardised policy on road signage.

The public transport section mentions that the need exists for an affordable, efficient public transport system and that a lack of funding is a major inhibiting factor.

2.5.4 Cape Agulhas Mission and Goals

Cape Agulhas Municipality stated five overarching strategies and a number of strategic goals in their IDP. The five strategies are:

- Basic services;
- Human resource development;
- Economic development;
- Financial management;
- Institutional development

Transport and roads project are included under the “Basic Services” strategy.

OVERBERG INTEGRATED TRANSPORT PLAN

CHAPTER 2

2.5.5 Swellendam Goals

The goals for Swellendam Municipality are the same as those of Overberg District Municipality (see summary in Table 2.1). A number of strategies have been devised to achieve these goals.

Roads infrastructure falls under strategy B4: "Provision, upgrading and maintenance of roads, streets, pavements and storm water systems with special emphasis on improvement of the standard of living of inhabitants and the contribution that proper roads and street systems will make towards economic development."

2.6 TRANSPORT GOALS FOR THE OVERBERG DISTRICT

The purpose of transport goals is to have definite targets along the way to achieving an ideal state of transport and roads in the Overberg region.

The transport goals for the Overberg include the following:

2.6.1 Provide public transport options for rural communities

To improve 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 choices and affordable access to the system.

2.6.2 Promote non-motorised transport

To provide safe walkways and bicycle paths in urban areas and between nearby towns and to create safe hiking trails around tourist attractions and scenic routes.

2.6.3 Improve and integrate transport planning

To establish transport planning structures that will ensure integration between national, provincial, regional and local government and between different government departments in order to provide uniform standards and regulations.

2.6.4 Develop transport as an economic growth tool

To improve 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.

2.7 TRANSPORT OBJECTIVES

It was said that the transport goals stated the requirements for an ideal transport system. The transport objectives are practical initiatives that have to be undertaken to reach the stated goals.

The link between the transport vision, goals and objectives for the Overberg are shown in Table 2.2.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2

2.7.1 Objectives towards the provision of public transport options for rural communities

- To introduce a regular and reliable public transport service once or twice per week;
- To find alternative funding sources for economically non-viable routes;
- To provide safe learner transport;
- To provide public transport on pension pay-out days;
- To have emergency transport on call

2.7.2 Objectives towards the promotion of non-motorised transport

- To provide sidewalks and footpaths on highly utilised pedestrian routes;
- To upgrade the status of pedestrians in certain areas of a town through the provision of safe crossings and sidewalks;
- To provide safe bicycle paths;
- To encourage non-motorised transport projects such as the Bicycle Empowerment Network

2.7.3 Objectives towards the improvement and integration of transport planning

- To include recommendations from the Overberg Current Public Transport Record (CPTR), Operating Licence Strategy (OLS), Public Transport Plan (PTP) and Integrated Transport Plan (ITP) in municipal IDP's and other planning initiatives;
- To ensure that structure plans or spatial development frameworks contain chapters on transport;
- To stress the importance of transport planning in economic development;
- To appoint a transport planner for the Overberg District, who should ensure that statutory transport planning requirements are fulfilled and who can manage transport funding

2.7.4 Objectives towards the development of transport as an economic growth tool

- To create job opportunities through the development of the transport system;
- To make the transport system easily accessible for tourists and visitors to the district;
- To promote BEE and SMME development in the planning, maintenance and upgrading of the transport system;
- To utilise skills acquired through the Gansbaai-Elim-Bredasdorp Road project in other road projects.

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2**

Table 2.2: Overberg Integrated Transport Plan vision, goals and objectives

TRANSPORT VISION	<p>To provide an equitable, environmentally and tourist friendly transport system for all the Overberg's people</p>			
TRANSPORT GOALS	Provide public transport options for rural communities	Promote non-motorised transport	Improve and integrate transport planning	Develop transport as an economic growth tool
TRANSPORT OBJECTIVES	<ul style="list-style-type: none"> ○ To introduce a regular and reliable public transport service once or twice per week ○ To find alternative funding sources for economically non-viable routes ○ To provide safe learner transport ○ To provide public transport on pension pay-out days ○ To have emergency transport on call 	<ul style="list-style-type: none"> ○ To provide sidewalks and footpaths on highly utilised pedestrian routes ○ To upgrade the status of pedestrians in certain areas of a town through the provision of safe crossings and sidewalks ○ To provide safe bicycle paths ○ To encourage non-motorised transport projects such as the Bicycle Empowerment Network 	<ul style="list-style-type: none"> ○ To include recommendations from the Overberg CPTR, OLS, PTP and ITP in municipal IDP's and other planning initiatives; ○ To ensure that structure plans or spatial development frameworks contain chapters on transport; ○ To stress the importance of transport planning in economic development; ○ To appoint a transport planner for the Overberg District 	<ul style="list-style-type: none"> ○ To create job opportunities through the development of the transport system; ○ To make the transport system easily accessible for tourists and visitors to the district; ○ To promote BEE and SMME development in the planning, maintenance and upgrading of the transport system; ○ To utilise skills acquired through the Gansbaai-Elim-Bredasdorp Road project in other road projects

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2**

2.8 TRANSPORT STRATEGIES

Transport strategies are measurable and attainable targets towards reaching the transport objectives. Each of the transport objectives with the key strategy and measurement tool is shown in Table 2.3.

Table 2.3: Transport strategies

Goal	Objectives	Key Strategy	Measurement
PROVIDE PUBLIC TRANSPORT OPTIONS FOR RURAL COMMUNITIES	To introduce a regular and reliable public transport service once or twice per week	Provide a minibus or sedan taxi to transport persons from rural communities to towns on one weekday and Saturday	Number of persons served per week
	To find alternative funding sources for economically non-viable routes	Obtain government subsidies, funding through sponsorship or advertisements	Number of routes subsidised
	To provide safe learner transport	Test roadworthiness of learner transport contract vehicles Test driver competence	Percentage of vehicles passing roadworthiness test; Percentage of drivers passing competency test
	To provide public transport on pension pay-out days	Contract a minibus or sedan taxi to transport persons eligible for pensions to payout points	Number of persons transported
	To have emergency transport on call	Establish a call line where emergency transport / ambulances can be reached	Number of calls responded to per month
PROMOTE NON-MOTORISED TRANSPORT	To provide sidewalks and footpaths on highly utilised pedestrian routes	Construct sidewalks and footpaths Provide lighting	Kilometres of sidewalks / footpaths provided Number of kilometres illuminated
	To upgrade the status of pedestrians in certain areas of a town through the provision of safe crossings and sidewalks	Provide raised crossings, marked crossings or signalised crossings Demarcate pedestrian priority routes by paving or signage	Number of safe crossings provided Number of routes demarcated
	To provide safe bicycle paths	Mark out bicycle lanes and provide signage Provide separate bicycle paths on busy roads	Kilometres of lanes marked out Kilometres of bicycle paths built
	To encourage non-motorised transport projects such as the Bicycle Empowerment Network	Form relationships with overseas sponsors Assist with setting up of bicycle shops / workshops in townships	Number of sponsors canvassed Number of shops / workshops successfully in operation

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 2**

Goal	Objectives	Key Strategy	Measurement
IMPROVE AND INTEGRATE TRANSPORT PLANNING	To include recommendations from the Overberg CPTR, OLS, PTP and ITP in municipal IDP's and other planning initiatives	Assign a person to ensure transport planning recommendations are included in IDP's	Number of transport projects included in IDP's
	To ensure that structure plans or spatial development frameworks contain chapters on transport	Make transport input a prerequisite for planning documents	Number of planning documents completed with transport input
	To stress the importance of transport planning in economic development	Educate councillors and communities about the importance of roads and transport in economic growth	Number of persons workshopped
	To appoint a transport planner for the Overberg District	Create a post for a transport planner and appoint a qualified person to manage transport projects and funding for district and local municipalities	Number of projects successfully completed Total value of funding secured
DEVELOP TRANSPORT AS AN ECONOMIC GROWTH TOOL	To create job opportunities through the development of the transport system	Construct new roads / sidewalks making use of labour intensive practices	Kilometres new roads built
	To make the transport system easily accessible for tourists and visitors to the district	Ensure adequate availability of service Ensure that public transport vehicles transporting tourists are roadworthy and clean Provide public transport signage and directions at tourist information kiosks	Number of public transport vehicles approved for tourist transport Number of tourists utilising public transport
	To promote BEE and SMME development in the planning, maintenance and upgrading of the transport system	Involve BEE groups and SMME's in transport planning, design, maintenance and construction projects	Statistics on the number of BEE's and SMME's involved in the transport system
	To utilise skills acquired through the Gansbaai-Elim-Bredasdorp Road project in other road projects	Keep records of persons trained during the Gansbaai-Elim-Bredasdorp Road project Use trained persons on new road projects	Number of trained persons used in subsequent projects

2.9 LABOUR AGREEMENTS, INTELLIGENT TRANSPORT SYSTEMS, TOLL ROADS AND SPECIAL NEEDS TRANSPORT

The ITP Minimum Requirements stipulate that above mentioned issues need to be discussed in each region's Integrated Transport Plan. These specific issues have not been included in the Overberg's transport goals and objectives, but may be addressed in general by the proposed strategies.

2.9.1 Labour Agreements

This can be interpreted as either labour agreements within the public transport industry, or agreements for the transport of labourers.

The public transport industry in the Overberg consists of a number of small scale operators. Vehicle owners typically have less than five vehicles, and employ drivers under their own terms. There is no overarching employers' or employees' body that looks after the interests of owners or operators.

There are a number of contracts for the transportation of labourers on a regular basis. This includes the transportation of Langeberg employees from Suurbraak and Swellendam to the Langeberg factory in Ashton, as well as some seasonal contracts for the transportation of farm workers in the Grabouw area. More detail is given in the 2003 CPTR.

2.9.2 Intelligent Transport Systems

There are currently no Intelligent Transport Systems in the Overberg District. Some systems such as weigh-in-motion sites, co-ordinated traffic signals and intelligent tolling systems may be implemented in future.

The traffic departments do make use of in-vehicle and in-office traffic systems that are intelligently linked to the NatIS database.

2.9.3 Toll Roads

Toll roads are discussed in paragraph 3.5.3.

2.9.4 Special Needs Transport

No special needs transport service exists in the Overberg, other than ambulances and transport provided by retirement homes and institutions.

CHAPTER 3 LAND TRANSPORT STATUS QUO

3.1 INTRODUCTION

This chapter gives an overview of the main features of the current transport system in the Overberg district.

3.2 EXISTING INSTITUTIONAL ARRANGEMENTS

Information was obtained from the 2003 CPTR, information provided by Statistics South Africa (StatsSA), information contained in the IDP's.

The delivery of transport services and infrastructure can be directly linked to the political, administrative and stakeholder structures that are in place in the Overberg.

3.2.1 Political Structures

The Overberg District Municipality area has been subdivided into four B-municipalities and a district management area. The political structure of each municipality (pre-2006 municipal elections) is given in Table 3.1 below.

Table 3.1: Political structures

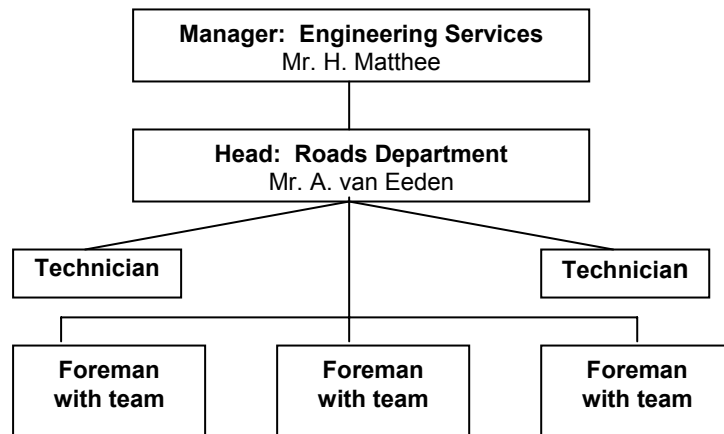
Municipality	Executive Mayor	Councillors	Wards	Ward Committees
Overberg District	Mnr. F. Groenewald	20 (9 directly appointed; 11 seconded from B-municipalities)		
Theewaterskloof	Cllr. DJ Abrahams	19	10	10
Overstrand	Ald. W. Smuts	13	9	9
Cape Agulhas	Dr. WP Schonken	10	5	5
Swellendam	Cllr. N. Newman	10	5	5

3.2.2 Administrative structures

Transport sections of the municipal administrative structures are shown on the following pages.

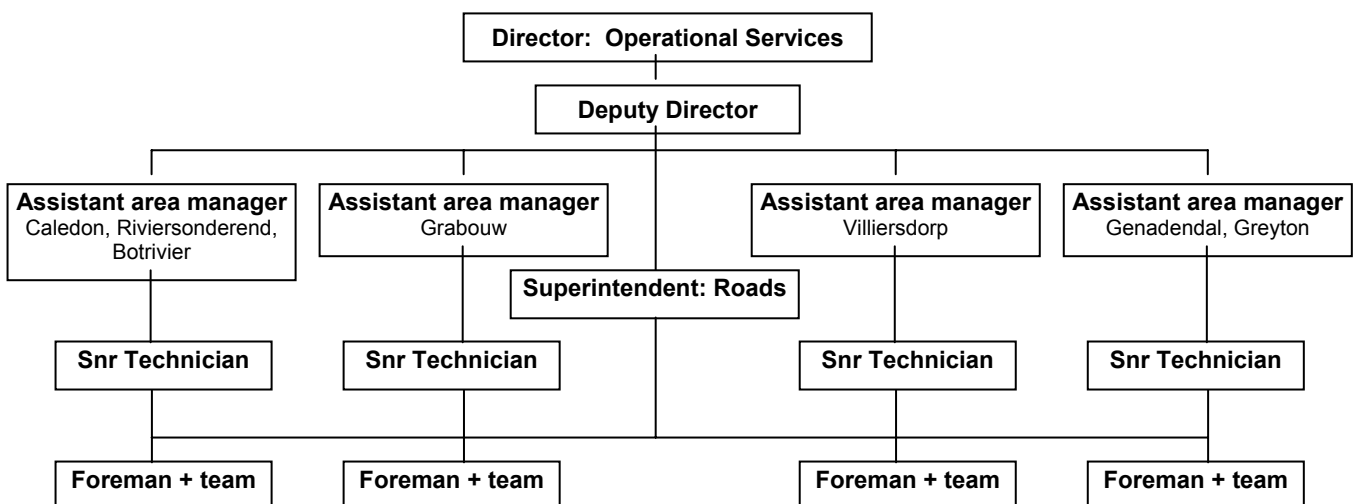
3.2.2.1 Overberg District Municipality

ENGINEERING SERVICES

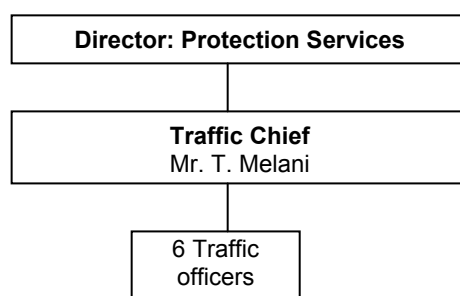


3.2.2.2 Theewaterskloof Municipality

ENGINEERING SERVICES



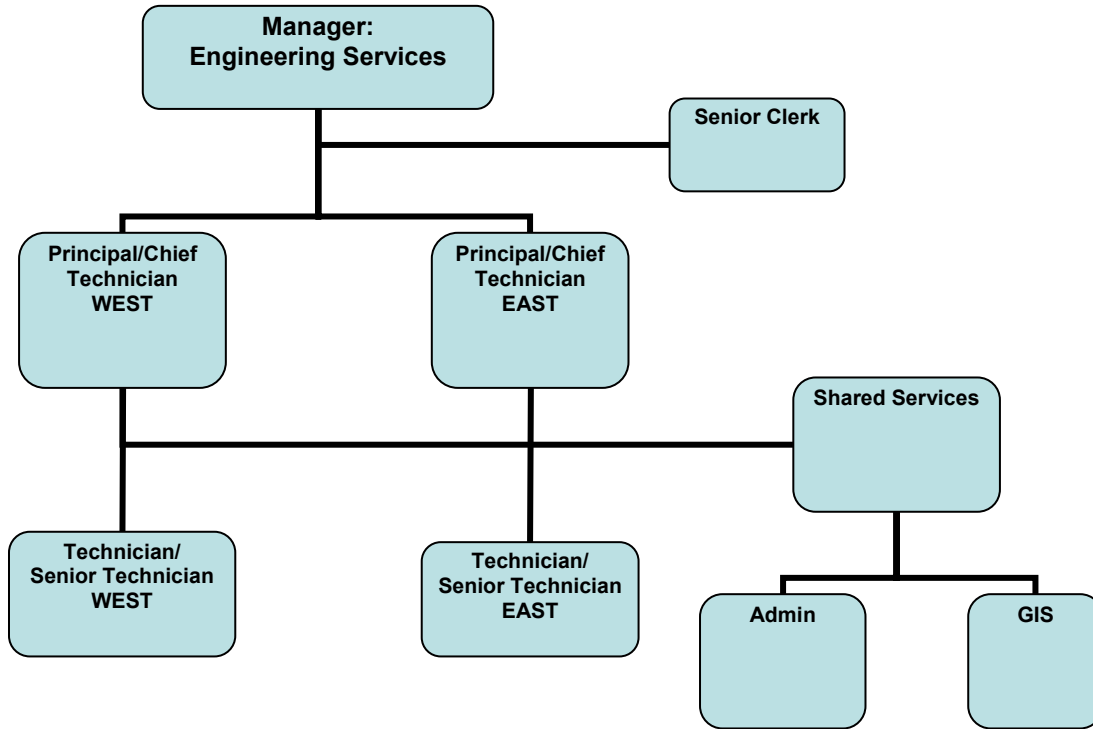
TRAFFIC DEPARTMENT



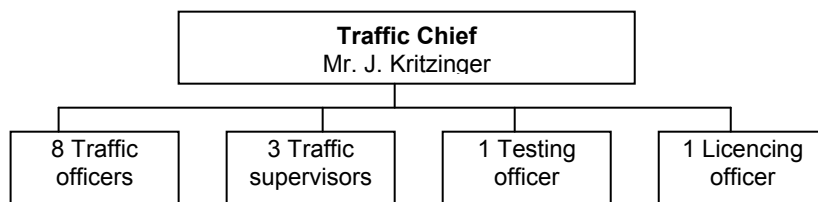
OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

3.2.2.3 Overstrand Municipality

ENGINEERING SERVICES



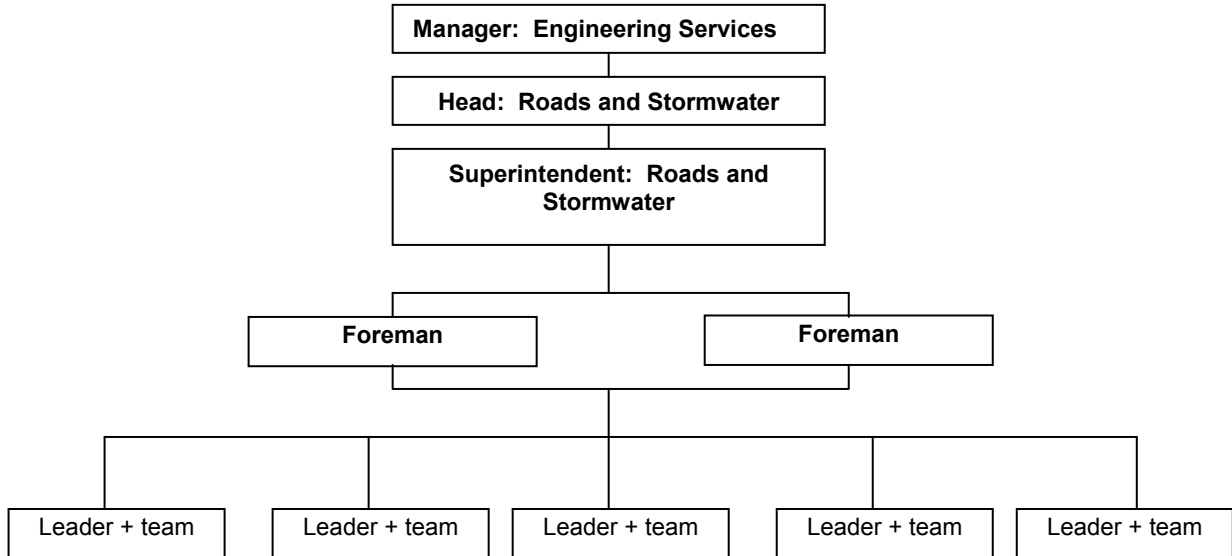
TRAFFIC DEPARTMENT



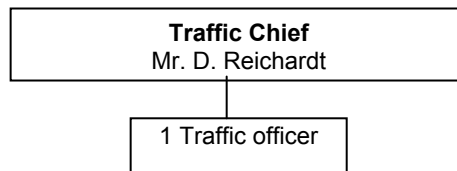
**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

3.2.2.3 Cape Agulhas Municipality

ENGINEERING DEPARTMENT (ROADS & STORMWATER)



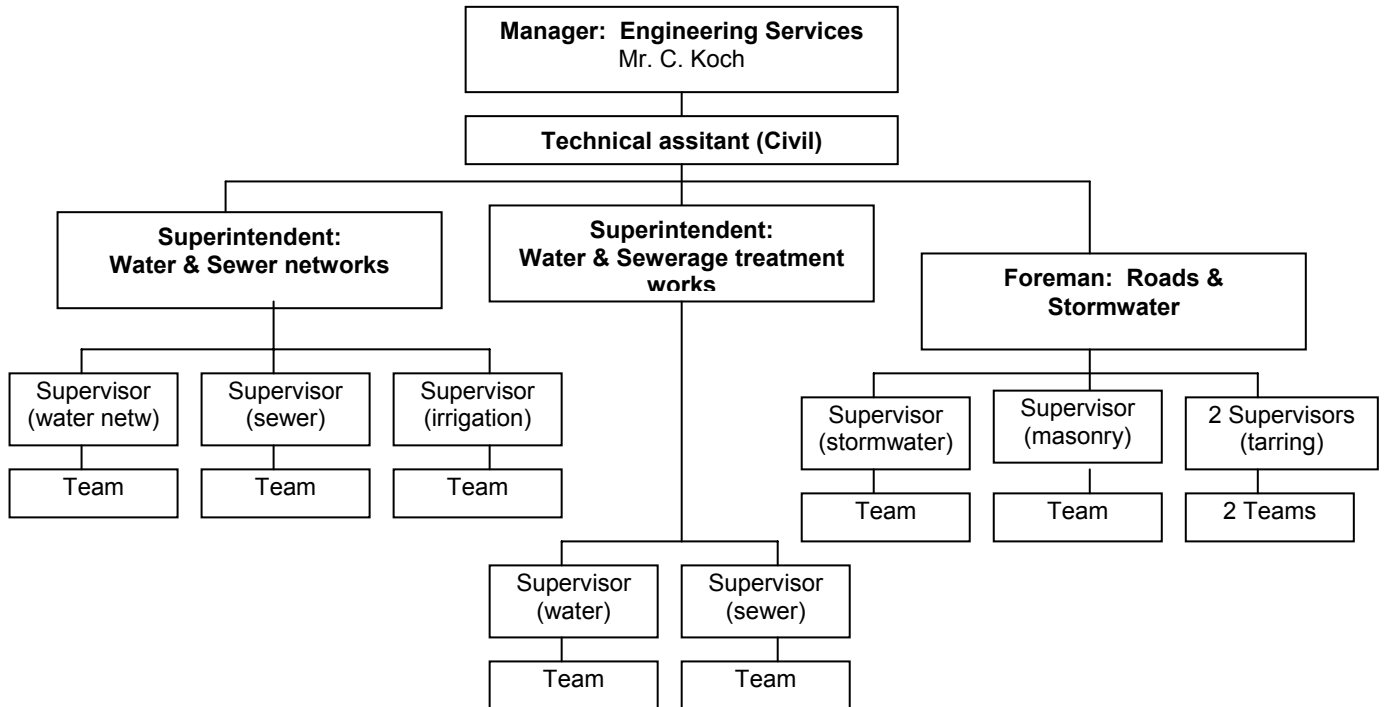
TRAFFIC DEPARTMENT



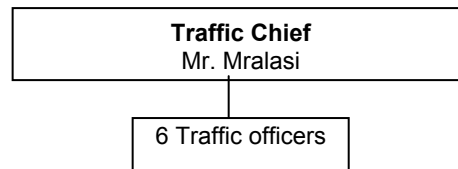
**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

3.2.2.5 Swellendam Municipality

ENGINEERING DEPARTMENT (ROADS & STORMWATER)



TRAFFIC DEPARTMENT



3.2.3 Consultation and Stakeholder Structures

There are no transport stakeholder structures in place in the Overberg. Transport issues are dealt with by general stakeholder bodies.

The following stakeholder and consultation structures have been identified:

- Overberg IDP Representative Forum subdivided into 14 project task teams;
- Theewaterskloof municipal ward committees (10);
- Elgin Grabouw Development Forum (Grabouw – Theewaterskloof Wards 7-10);
- Tessaarsdal IDP Forum (Theewaterskloof);
- Housing Committees (in all Theewaterskloof towns);
- Theewaterskloof Emerging Business Chamber;
- Overstrand municipal ward committees (9);
- Overstrand Municipal Advisory Forum (OMAF);
- Swellendam municipal ward committees (5);
- Swellendam Municipal Advisory Forum (SMAF)

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

3.2.4 Management and Funding of Transport

Management and funding of roads depend on the class of road. The national road (N2) which traverses the Overberg district, is managed by the South African National Roads Agency Limited (SANRAL).

The Provincial Government: Western Cape's District Roads Engineer (DRE) is in charge of trunk roads, main roads, minor roads and divisional roads. The Overberg District Municipality (ODM) acts as an agent on their behalf.

The four local municipalities are responsible for roads within town boundaries.

Funding is obtained from municipal budgets, provincial or national grants. The roads and transport expenditure (capital and operating) of the various municipalities is shown in Table 3.2.

None of the municipalities in the Overberg owns or operates a public transport service. The ODM manages all public transport planning issues on behalf of the local municipalities. Local municipalities do manage public transport infrastructure provision and maintenance, and also involved with permit applications.

Railway infrastructure is the responsibility of Spoornet, whilst train operations are managed by the SA Rail Commuter Corporation (SARCC). There is no regular train service in the Overberg.

Table 3.2: Municipal Transport Spending (2004 / 2005 operational and capital)

Municipality	Engineering (Roads)	Traffic Department	Total
Overberg District	R 33 443 590	No traffic dept	R 33 443 590
Theewaterskloof	R 40 000 000 (est)	R 4 200 000	R 44 200 000 (est)
Overstrand	R 35 000 000	R 4 680 000	R 39 680 000
Cape Agulhas	R 11 127 577	R 528 994	R 11 656 571
Swellendam	R 6 261 500	R 1 924 800	R 8 186 300
Total	R 125 832 667	R 11 333 794	R 137 166 461 (est)

3.3 GENERAL OVERVIEW OF THE TRANSPORT SYSTEM

3.3.1 Road infrastructure

A total of 3680 kilometres of roadway falls within the jurisdiction of the Overberg District Municipality. Of this figure, 480 kilometres are surfaced and 1400 kilometres are gravel roads. The remaining 1800 kilometres are minor roads, also with a gravel surface. Figure 3.1 shows the Provincial Roads System for the Overberg region.

3.3.2 Socio-economic factors and transport

The socio-economic status of a community has a great influence on travel patterns, purpose and needs. Some of the most relevant socio economic features for the Overberg region as obtained from Statistics South Africa (Census 2001) are included in this chapter, as well as extracts from the National Travel Survey conducted by the National Department of Transport during 2004.

According to the 2001 census, the population of the Overberg was 203 519 persons at the time.

Demographics

Table 3.3 gives the population distribution by age, indicating that there are approximately 40 000 children of schoolgoing age in the Overberg District. Table 3.4 shows the number of persons with disabilities.

Table 3.3: Population distribution by age (StatsSA, 2001)

Age		
0 -9	36622	17.99%
10 -19	35309	17.35%
20 -29	35917	17.65%
30 -39	34196	16.80%
40 -49	24344	11.96%
50 -59	16523	8.12%
60 -69	12204	6.00%
70 -79	6123	3.01%
80+	2281	1.12%

Table 3.4: Population distribution by ability (StatsSA, 2001)

Disability		
No disability	196064	96.34%
Sight	1262	0.62%
Hearing	962	0.47%
Communication	221	0.11%
Physical	2404	1.18%
Intellectual	822	0.40%
Emotional	865	0.43%
Multiple	920	0.45%

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

No special needs transport service exists in the Overberg, other than ambulances and transport provided by retirement homes and institutions. Table 3.4 indicates that there is a total of 7455 persons with special needs in the Overberg region. Add to this the number of elderly persons (8404 over 70 years of age), and the need for a specialised transport service becomes apparent.

Travel purposes

Table 3.5 indicates the purposes for which people travelled on the day of the survey.

Table 3.5: Purpose of travel (National travel survey, 2004)

Purpose	Work	Education	Shops	Seek Employment	Medical	Welfare	Visit	Sport	Church	Other
Percentage	46.0%	25.0%	32.7%	5.7%	5.3%	1.9%	18.2%	2.8%	15.4%	0.7%

Travel modes and travel time to public services

Public services include educational institutions, medical services, the SA Police Service and welfare services.

Table 3.6 shows that 58% of people who travelled used non motorised transport (bicycle or walking), 26% used public transport and 16% used private transport.

Table 3.7 further elaborates on travel mode by distinguishing between the modes used to reach the different public services, whilst Table 3.8 gives an indication of the time that it takes to reach the service, given that a person can get there.

Table 3.6: Mode of travel to school or work (StatsSA, 2001)

Mode of travel		
Not applicable	90340	44.39%
On foot	63215	31.06%
By bicycle	1183	0.58%
By motorcycle	388	0.19%
By car as a driver	12353	6.07%
By car as a passenger	16120	7.92%
By minibus/taxi	4962	2.44%
By bus	12079	5.94%
By train	227	0.11%
Other	2653	1.30%

Table 3.7: Travel mode to public services (National travel survey, 2004)

Service	Percentage of households						
	Train	Bus	Taxi	Car	Walk	Other	Can't get there
Medical	0.0%	1.9%	15.9%	44.8%	32.7%	4.8%	0.0%
Welfare	0.0%	3.4%	24.8%	38.8%	24.3%	7.0%	1.8%
Police	0.0%	3.0%	21.3%	44.3%	22.7%	7.2%	1.4%
Education	0.0%	1.7%	0.0%	14.9%	54.1%	29.4%	-

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

Table 3.8: Travel time to public services (National travel survey, 2004)

Service	Percentage of households			
	1-15 mins	16-30 mins	31-60 mins	61+ mins
Medical	63.2%	28.4%	7.6%	0.8%
Welfare	60.6%	35.0%	3.3%	1.1%
Police	58.6%	33.7%	6.5%	1.3%
Education	59.2%	20.3%	14.6%	5.8%

Travel modes and times for work purposes

Table 3.9: Travel mode used for work purposes (National travel survey, 2004)

Mode	Train	Bus	Taxi	Car driver / passenger	Walk	Other
% of commuters	-	0.8%	9.8%	19.4%	50.3%	19.7%

Table 3.10: Travel times to work (National travel survey, 2004)

Mode	1-15 mins	16-30 mins	31-60 mins	61-90 mins	91-120 mins	120+ mins
% of trips	49.2%	32.4%	15.2%	2.6%	0.5%	-

Transport costs and affordability

Table 3.11 shows the employment rate of persons of an employable age. Table 3.12 gives the population distribution by income.

The affordability of private or public transport has been raised as an issue at a number of the public meetings held during the OLS process. If one takes into account that 18,5% of the population is unemployed (Table 3.11) and that 45% of the employed population earn less than R800 per month (Table 3.12), it is clear that there is not much money available to spend on transport. This finding is supported by the statistics shown in Table 3.13, which indicates that the majority of Overberg inhabitants spend very little if anything on public transport.

It is of interest to note that approximately 46% of the Overberg population has access to at least one car.

Table 3.11: Population distribution by employment status (StatsSA, 2001)

Employment status		
Employed	71600	81.42%
Unemployed	16341	18.52%
Total (employable)	87940	-

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

Table 3.12: Population distribution by income (StatsSA, 2001)

Individual monthly income		
No income	1354	1.89%
R 1 - R 400	7492	10.46%
R 401 - R 800	23513	32.84%
R 801 - R 1600	19507	27.24%
R 1601 - R 3200	8999	12.57%
R 3201 - R 6400	6177	8.63%
R 6401 - R 12800	3068	4.29%
R 12801 - R 25600	921	1.29%
R 25601 - R 51200	318	0.44%
R 51201 - R 102400	152	0.21%
R 102401 - R 204800	63	0.09%
R 204801 or more	36	0.05%

Table 3.13: Monthly household expenditure on public transport (National travel survey, 2004)

Mode	Percentage of households					
	Nothing	R1 – R50	R51 – R100	R101 – R150	R151 – R200	R201+
Trains	100.0%	-	-	-	-	-
Buses	96.7%	1.5%	0.9%	0.9%	-	-
Taxis	70.1%	10.0%	5.3%	8.0%	1.7%	4.9%

Problems experienced with transport

The most important problems raised by Overberg respondents are summarised in Table 3.14.

Table 3.14: Most important transport problems (National travel survey, 2004)

Problems	% of households
None	57.1%
Service not available / too far	30.9%
Too expensive	18.6%
Safety / driver behaviour	15.3%

Complaints that were recorded in other districts, but not in the Overberg, include long waiting times, crowding and overloading, and crime.

Access to public transport was measured by walking times to the various services, as summarised in Table 3.15. The non-availability of public transport services should be a concern.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

Table 3.15: Walking time to public transport services (National travel survey, 2004)

Travel mode	Percentage of households				
	1-15 mins	16-30 mins	30-60 mins	61+ mins	No service
Trains	0.4%	-	-	-	99.6%
Buses	15.0%	1.6%	0%	2.0%	81.4%
Taxis*	41.0%	11.5%	0%	0%	47.6%

* Taxis include minibus, sedan or bakkie

3.3.3 Vehicle Registration

Vehicle licence and registration information was obtained from the traffic chiefs of each of the four B-municipalities. Information on unlicensed vehicles was obtained from the PG:WC Department of Transport.

Table 3.16: Vehicle registration per municipal area

Municipality	Theewaterskloof	Overstrand	Cape Agulhas	Swellendam
No. licenced vehicles	19 020	35 247	7 868	14 000
No. unlicensed	297	439	92	121

3.3.4 Travel patterns

The ITP is the first transport plan being done for the Overberg region, and no information on travel patterns are available.

The latest traffic count information on provincial roads in the Overberg area can be obtained from the Road Network Information Systems website managed by the Provincial Government: Western Cape (http://rnis.wcape.gov.za/pls/rnis/rnis_web_reports.main).

From the CPTR and OLS studies it was gathered that there is a seasonal migration of workers, especially in the fruit and berry farming regions of Theewaterskloof (Grabouw, Villiersdorp) and Swellendam. This has an influence in in-town public transport, as workers are transported to towns and shops over weekends during the season. It also has an impact on long distance transport, as most of the seasonal workers hail from the Eastern Cape and rely on public transport to travel between their place of employment and their permanent residence. The months most affected are from December to March.

The beach towns located in the Overstrand and Cape Agulhas Municipalities experience a large influx of holiday makers during the summer holidays. The Cape Agulhas Transport plan concluded that the increase in vehicular traffic in Struisbaai during December was as high as 50 per cent. Pedestrian traffic increased with more than 100% at some intersections.

3.3.5 Capacity utilisation

The utilisation of public transport infrastructure, routes and services were discussed in detail in the 2003 CPTR and the 2005 operating licence strategy.

Capacity utilisation was calculated by dividing the number of passengers utilising a certain route by the service capacity of that route. The service capacity was calculated by multiplying the number of vehicle trips per day with the average vehicle capacity.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

The average capacity utilisation of public transport services over three days and according to municipality are shown in Table 3.17.

Table 3.17: Capacity utilisation of public transport services

Municipality	Theewaterskloof	Overstrand	Cape Agulhas	Swellendam
Average % utilisation	77%		53%	

3.4 KEY PERFORMANCE INDICATORS

3.4.1 Drafting Key Performance Indicators

The purpose of key performance indicators (KPI's), is to have a system whereby the performance of the transport system can be monitored.

The ideal would be to align or at least compare the KPI's of the Overberg region with that of the National and Provincial Governments. At the time of writing of this report (November 2005), the updated National Land Transport Strategic Framework, containing national KPI's, was not available. The provincial government does have some KPI's to measure performance in each of their departments, and some of these were also used for the Overberg.

The performance management system for Overberg District Municipality does not include any guidelines or measurements for transport. The Overberg IDP compilers has stated that the KPI's suggested in the ITP will be adopted in their IDP.

The Overberg District's performance management system will form the basis for the systems of the B-municipalities, and the ITP will therefore also influence transport KPI's on a local municipal level.

The Key Performance Indicators shown in Table 3.18 were based on needs identified whilst working on the CPTR, OLS, PTP and transport plans for the various municipalities. It is only a first stab at a complex performance management system. If the ITP becomes a practical tool for transport planning and operation, as is the intention, its users will realise the redundancies and shortcomings of the KPI's in the 2005 ITP. The next ITP should give much more accurate indicators.

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

Table 3.18 Summary of key performance indicators

Policy area	Key performance indicators	Source
Customer information	<ul style="list-style-type: none"> • Travel time and cost KPI's • Average travel time to work by public transport • Average time all work / education trips (minutes) • Average travel cost to work / education (R / month) • % of commuters spending >10% of personal income on work trips • % of households living within 15 min walk from public transport service • Number of commuters per week per transport mode • Main mode of learner transport – number of learners 	StatsSA: Census 2001 National Travel Survey
Customer service information (buses)	<ul style="list-style-type: none"> • Availability of service • Quality of service • Distance to bus stop • Travel time • Fares 	National Travel Survey CPTR OLS
Customer service information (minibus taxis)	<ul style="list-style-type: none"> • Overall quality of service • Availability / frequency of service • Distance to taxi stop • Travel time • Travel cost • Suitability of facilities 	National Travel Survey CPTR OLS
Infrastructure	<ul style="list-style-type: none"> • Condition of roads • Condition of sidewalks / footpaths / pedestrian facilities • Condition of public transport facilities • Construction budget as % of infrastructure budget • BEE contracts as % of construction expenditure • Upgrade to surfaced roads in no. of kilometres • Rehabilitation of surfaced roads in no. of kilometres 	Pavement management systems Transport plans CPTR
Operational	<ul style="list-style-type: none"> • Service levels on roads and at intersections • Capacity utilisation of public transport 	Transport plans OLS
Vehicle safety	<ul style="list-style-type: none"> • Vehicle registration and licencing 	Local traffic departments Western Cape Transport
Traffic safety	<ul style="list-style-type: none"> • Vehicle accidents per 100 million vehicle km • Public transport vehicle accidents per 100 mil vehicle km • No. of pedestrian accidents per 1000 population 	SAPS Western Cape Transport Dept
Traffic management	<ul style="list-style-type: none"> • Collect arrear licence fees - number of arrear licences • Legal compliance - no. of cases initiated • Licence fees collected annually - monetary value • Number of weighbridges in operation • Percentage decrease in overloaded vehicles 	Local traffic departments Western Cape Transport Dept Western Cape Provincial Traffic
Funding	<ul style="list-style-type: none"> • Subsidies for public transport (learners) per municipal area 	Western Cape Education Dept

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

3.5 EXISTING ROAD INFRASTRUCTURE AND PRIVATE TRANSPORT

3.5.1 Road network

The Overberg Road network is shown in Figure 3.1 in Annexure A.

3.5.2 Existing private transport volumes

The Provincial Government's transport branch regularly undertakes traffic counts on provincial routes. Traffic volumes on selected routes may be obtained from the Road Network Information Systems website at http://rnis.wcape.gov.za/pls/rnis/rnis_web_reports.main.

Traffic counts were done at a number of intersections in the Cape Agulhas area during September and December 2004. These counts are available on request from iCE Group.

3.5.3 Toll Roads

There are currently no toll roads in the Overberg area, although a section of the N2 in the Theewaterskloof area may become part of the Protea Parkway toll project.

The Theewaterskloof IDP expresses concern at the impact that a toll road over Sir Lowry's Pass (N2) will have on the economy of the region. The N2 is the direct route between Grabouw and Cape Town harbour. The greatest perceived threat is the additional costs to the Agricultural sector which is already competing in a highly competitive international market.

3.6 EXISTING PUBLIC TRANSPORT INFRASTRUCTURE AND SERVICES

3.6.1 Public transport infrastructure

Public transport has only recently (during the past 5 years) become a municipal priority in the Overberg area, and therefore not many formal public transport facilities exist. Most public transport facilities are simply parking areas without shelter or ablution facilities. A list of the main facilities is given in Table 3.19.

Table 3.19: Main public transport facilities in Overberg area

Municipality	Town	Facility name	Status
Theewaterskloof	Grabouw	Shoprite rank (to be upgraded)	Surfaced parking area with ablution facilities; buses and minibus taxis
Theewaterskloof	Villiersdorp	Main Road rank	On-street marked parking
Theewaterskloof	Villiersdorp	Goniwe Park rank	Gravel parking area with passenger shelters
Theewaterskloof	Caledon	Cathcart Street rank	On-street marked parking
Theewaterskloof	Caledon	Old Mutual rank	Demarcated bays on public parking area
Overstrand	Hawston	Hawston rank	Surfaced loading area with shelter
Overstrand	Zwelihle	Swarddam Street rank	Gravel parking area with passenger shelters
Overstrand	Hermanus	Hermanus rank	Paved parking area with passenger shelters and ablution facilities
Cape Agulhas	Napier	JB's Café stop	On-street marked parking
Cape Agulhas	Bredasdorp	Seally Street rank (to be moved)	On-street marked parking
Cape Agulhas	Bredasdorp	Ou Meule St rank	Gravel parking area with passenger shelter
Swellendam	Swellendam	Spar rank	Marked parking bays on public parking area

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

More detail of public transport facilities are given in the CPTR and OLS documents.

A number of railway lines run through the Overberg district, but very few of these are operational and where services are delivered, it is mostly limited to the transport of goods.

The extent of the railway infrastructure in the Overberg area is shown in Figure 3.2 on the following page.

3.6.2 Public transport vehicular and passenger volumes

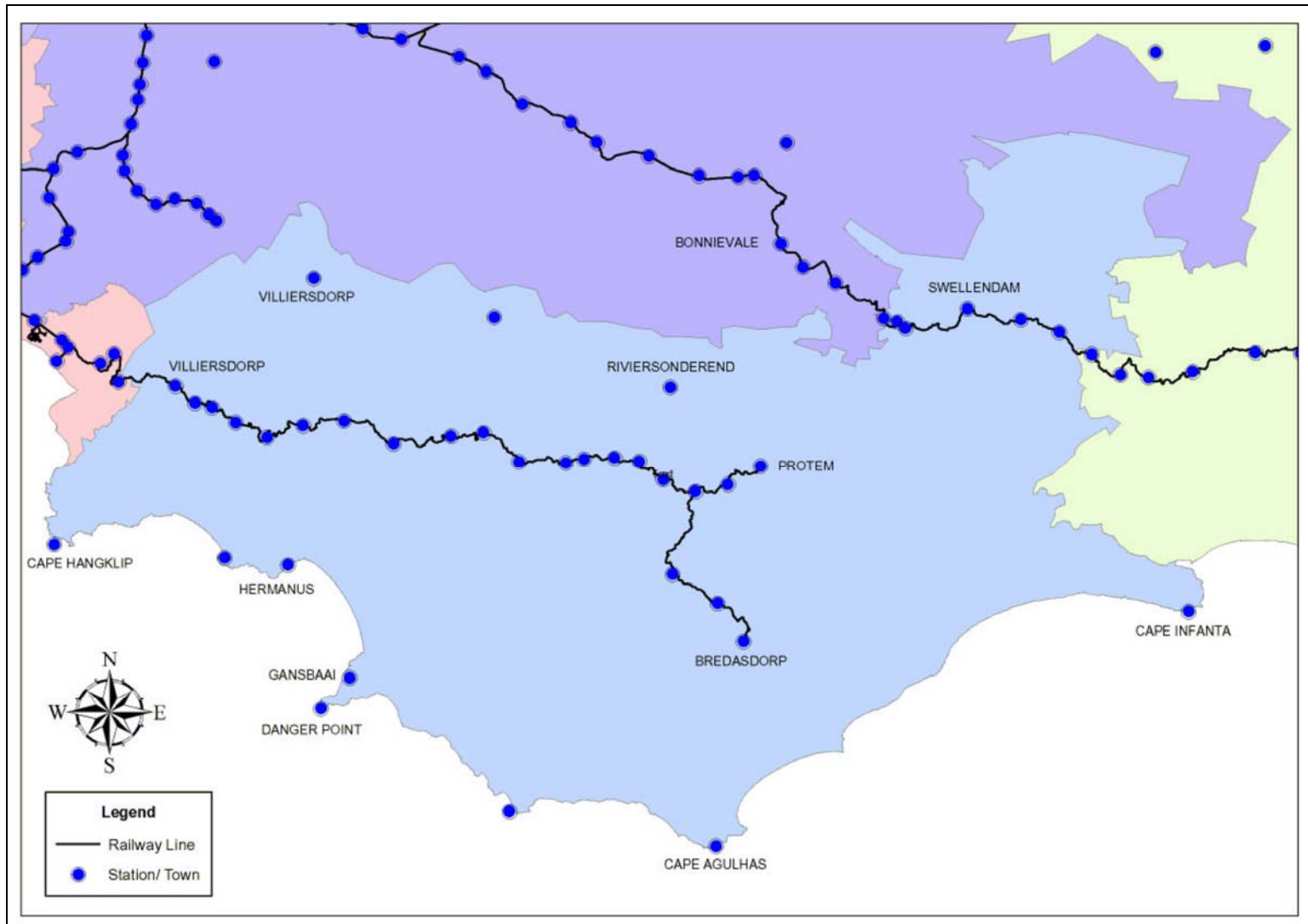
A detailed count of public transport vehicles and passengers was done as part of the 2003 CPTR study. Details of the five most utilised routes per municipal area are given in Table 3.20.

Table 3.20: Most utilised public transport routes

Route No	Origin	Destination	Average daily no. of trips	Average daily no. of passengers
Theewaterskloof				
955	Greyton	Genadendal	25	338
WC031515	Cape Town	Port Elizabeth	16	325
911	Caledon	Bergsig / Vleiview	43	311
WC031504	Caledon	Genadendal	26	301
WC031521	Riversonderend	Cape Town	2	213
Overstrand				
768	Hawston	Hermanus	141	1384
WCO32004	Hermanus	Hawston	6	213
D44	Stanford	Hermanus	10	186
WCO32001	Hawston Rank	Hermanus	4	172
WCO32023	Stanford	Hawston	1	33
Cape Agulhas				
874	Bredasdorp	Bredasdorp	82	648
A57	Napier	Bredasdorp	19	186
D17	Arniston	Bredasdorp	7	116
E31	Bredasdorp	Napier (return trip)	16	105
806	Struisbaai	Bredasdorp	2	84
Swellendam				
991	Swellendam	Swellendam	47	649
WCO34001	Swellendam	Railton	40	454
862	Railton	Swellendam	33	454
WCO34052	Olivedale	Swellendam	23	228
WCO34041	Barrydale	Barrydale	10	213

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

Figure 3.2: Overberg Railway Network (Courtesy of Spoornet)



OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

3.6.3 Learner transport

The Department of Education awards contracts for the transportation of learners on an annual basis. Many Overberg schools benefit from this learner transport bus service. The Department of Education has not heeded requests for 2005 information, and the information used for the 2003 CPTR is therefor quoted in this report. The number of contracts per municipal area is given in Table 3.21.

There are a number of schools in rural farming areas that do not have any learner transport contracts, and where primary school children have to walk up to 8 kilometres to school. During the OLS public meetings, concerns were also raised that children had to walk up to 5 kilometres to learner transport pick-up points.

Table 3.21: Learner transport contracts

School	Town	Number of contracts
Theewaterskloof		
Bissetsdrif Primary	Villiersdorp	2
Kosie de Wet Primary	Villiersdorp	2
Villiersdorp High	Villiersdorp	2
Boontjieskraal Primary	Boontjieskraal	2
Grootvlei NGK Primary	Near Caledon	1
Swartberg Primary	Caledon	1
Swartberg Secondary	Caledon	1
De Rust Futura Primary	Grabouw	2
Monteith SSKV Prim	Grabouw	1
Pineview Primary	Grabouw	2
Groenberg Secondary	Grabouw	3
Emil Weder Secondary	Genadendal	1
Overstrand		
Hermanus High	Hermanus	1
Mount Pleasant Primary	Mt Pleasant	2
Hermanus Primary	Hermanus	1
Hawston High	Hawston	1
St Paul's Primary	Stanford	2
Gansbaai Primary	Gansbaai	1
Kleinmond Primary	Kleinmond	1
Cape Agulhas		
De Heide Primary	Bredasdorp	2
Ouplaas Primary	Bredasdorp	1
Wagenhuiskrans	Arniston	1
Albert Myburgh Sek	Bredasdorp	3
Klipdale Primary	Klipdale	1
Napier High School	Napier	3
Protea Primary	Napier	3
Protem NGK Primary	Protem	1

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

Elim Moravian Primary	Elim	1
Spanjaardskloof Moravian Primary	Elim	1
Swellendam		
Kleinfontein NGK Primary	Kleinfontein	1
Uitvlug VGK Primary	Uitvlug	1
Suurbraak Primary	Suurbraak	1
Barrydale High	Barrydale	2
BF Oosthuizen Primary	Barrydale	2
Vleiplaas NGK Primary	Near Barrydale	1
Mullersrus Primary	Buffeljags	2
Suurbraak Primary	Suurbraak	1

3.7 FREIGHT TRANSPORT

There is not much information available on freight transport in the Overberg area. There is one weighbridge on the N2 at Swellendam, which is managed by the Western Cape Provincial Traffic Department.

The traffic chiefs from the other three municipalities expressed concern that overloading is a problem in each municipal area, but that there is no way of enforcing loading regulations without a weigh bridge. In extreme cases overloaded vehicles are escorted to the official weighbridges in Somerset West or Swellendam.

Details of the operation of the Swellendam weighbridge are given in Table 3.22. "HV" in the table means "Heavy Vehicle".

Table 3.22: Swellendam weigh bridge information

Potential no. of HV's per year	No. of HV's weighed per year		Number overloaded (< 5% over legal limit)		Number charged (>5% over legal limit)		Rand value of fines	Rand value of fines recovered	
159 000	36 000	23%	6 120	17%	1 440	4%	584 300	187 840	32%

3.8 LONG DISTANCE TRANSPORT

Long distance transport forms an integral part of public transport in the Overberg District. Minibus taxis and buses depart from sentra such as Grabouw and Zwelihle to the Eastern Cape over weekends and holidays. Trips from Swellendam, Bredasdorp, Grabouw, Caledon and Hermanus to Cape Town and Bellville also take place on a regular basis.

There are a number of agreements between taxi associations regarding the use of ranking facilities and the rights to use certain routes. One example is the agreement that Grabouw taxis may transport passengers to Khayelitsha, but they are not allowed to rank in Khayelitsha or to bring passengers back. Vice versa CATA taxis from Khayelitsha have the right to transport passengers to Grabouw, but they have a separate holding area in Grabouw and may only take back the same passengers that were brought. Similar agreements exist for taxis from other Overberg towns.

All public transport routes, including intertown, intermunicipal and interprovincial routes, were listed in the 2003 CPTR. A summary of routes that cross municipal borders are given in

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3

Table 3.23. Greyhound, Intercap and Translux buses pass through the Overberg on a daily basis.

Table 3.23: Cross-municipal border public transport routes

Route no.	Origin	Destination	Short route description (as per permit)
A58	Napier	Caledon	Joseph Street stop, Napier to Caledon Rank and back
D18	Arniston	Cape Town	Ko-ma-in Café, Arniston via N2 to Strand Street, Cape Town and back
E32	Bredasdorp	Swellendam	Sealy Street, Bredasdorp to Swellendam and back
G53	Struisbaai	Bellville	Dolfynstraat, Struisbaai to Bellville and back
986	Calitzdorp	Barrydale	From Calitzdorp via R62 to Barrydale and back
981	Grabouw	Kleinmond	Grabouw taxi rank to N2, left onto R43, right onto R44 to Main Road Kleinmond to taxi stop in Fynbos Street and back
I10	Stanford	Bellville	From Queen Victoria Street, Stanford, via R43, N2 and R300 onto Voortrekker Road to Bellville Station and back
698	Grabouw	Hermanus	Shoprite rank via N2 onto R43 to Hermanus rank and back
850	Grabouw	Matatiele	Shoprite rank, Grabouw, via R321 to Villiersdorp, via R43 to Worcester and N1, via N1, R61, N9 and R56 to Eastern Cape towns and back
964	Grabouw	Khayelitsha	Shoprite rank via Main Road and N2 to Khayelitsha and back
981	Grabouw	Kleinmond	Shoprite rank, Grabouw, via N2, R43 and R44 to Kleinmond Main Rd to squatter camp and back
D11	Worcester	Villiersdorp	Durban Street, Worcester, via R43 to Villiersdorp farms and back
D74	Villiersdorp	Matatiele	Begonia Street rank, Goniwe Park, Villiersdorp, via R43 to Worcester, via N1, R61, R396, R56 and N2 to Eastern Cape towns and back
D98	Khayelitsha	Grabouw	Taxi rank, Site C, Khayelitsha, via N2 to Shoprite rank, Grabouw – no stops allowed en route
E07	Goniwepark	Bellville	Goniwe Park rank, Villiersdorp, via R321 to Grabouw, via N2 to Somerset West rank, via R102 to Bellville Taxi rank
F08	Grabouw	Somerset West	Shoprite rank, via Grabouw Main Road and N2 to Somerset West railway station, De Beers Road and back
G29	Goniwepark	Worcester	Goniwe Park rank, Villiersdorp, via R43 and old Rawsonville road to Lesuer Street rank, Worcester and back
G32	Grabouw	Matatiele	From Shoprite rank, via Grabouw Main Road and N2 to Kokstad, R56 to Matatiele rank and back

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 3**

H12	Grabouw	Mqanduli	From Shoprite rank, via Grabouw Main Road and N2 to Butterworth, to Mqanduli and back
H71	Grabouw	Mqanduli	From Shoprite rank, via Grabouw Main Road and N2 to Butterworth, to Mqanduli and back
I07	Caledon	Bredasdorp	Cathcart Street, Caledon, via Plein Street and R316 to Bredasdorp and back
I08	Caledon	Moorreesburg	Cathcart Street Caledon, via Plein Street, N2, R44 and R304 to Malmesbury, then via N7 to Moorreesburg rank and back
I27	Villiersdorp	Worcester	Villiersdorp rank via Main Road, R43, old Rawsonville road to Leseur Street rank, Worcester and back
Z07	Khayelitsha	Grabouw	Vuyani rank, Khayelitsha, via Spine Road and N2 to Shoprite rank, Grabouw, and back

CHAPTER 4 SPATIAL FRAMEWORKS

4.1 LEGISLATIVE BACKGROUND

Spatial development is governed by various laws and regulations, some of which also impact on transport planning and development.

The foremost transport planning legislation is the National Land Transport Transition Act (NLTTA), Act 22 of 2000. Section 18 of this act states that transport plans (public and integrated transport plans) have to be accommodated in municipal IDP's and that, as such, all persons and institutions shall be bound by the transport plans in terms of land use changes, developments or transport developments.

4.2 WESTERN CAPE SPATIAL DEVELOPMENT FRAMEWORK

A Provincial Spatial Development Framework (PSDF) for the Western Cape has not yet been completed. This prevents effective decision-making on such matters as urban settlement and infrastructural investment in the Province. Until a PSDF has been prepared, the Provincial Strategic Plan (PSP) is being used as a means of aligning planning initiatives in the province.

The PSP has identified the provision and management of well developed and maintained transport infrastructure, including an efficient public transport system as a key strategy in the facilitation and promotion of spatial development. Transport planning and development also forms an integral part of the *iKapa Elihlumayo* ("Growing the Cape") strategy presented by the Provincial Premier.

The PLTF states that all land development proposals have to be reviewed from a transport perspective to ensure more spatially integrated and compact settlements. The transport sector should also be environmentally sensitive.

4.3 MUNICIPAL SPATIAL PLANNING INITIATIVES

Municipal Spatial Development Frameworks (SDF's) are in various stages of completion for the four district municipalities within the Overberg District. The latest land-use proposals (at that stage) and the impact that it would have on transport, were discussed in detail in the OLS document.

4.4 INTEGRATION OF LAND USE AND TRANSPORT

The municipalities within the Overberg District has already made a start with the integration of land use and transport through the inclusion of transport engineers in the preparation of the Spatial Development Frameworks.

These documents are, however, only guidelines and the local authority officials will have to ensure that transport and traffic issues are addressed in each development application that serves before them. They also need to ensure that development proposals are in line with the ITP and relevant legislation, before it is approved.

The impact of spatial planning proposals on transport needs were discussed in detail in the OLS, and is not repeated in this document.

4.5 RURAL TRANSPORT STRATEGY

The National Department of Transport released a draft Rural Transport Development Strategy during 2002, to address the delivery of rural transport infrastructure and services. The main strategic thrusts of the document are the promotion of coordinated rural nodal and linkage development, and the development of a demand responsive, balanced and sustainable rural transport system.

The strategy included the following main categories:

a) Rural Transport infrastructure

The provision of access roads, district roads, public transport interchanges and non-motorised transport infrastructure by involving communities and creating local construction-related jobs. Responsible government institutions include provincial and local governments, the Department of Public Works and SANRAL.

b) Village-level or intra-farm transportation

The development of communities where non-motorised and intermediate means of transport, such as tractor-trailers, trucks and light delivery vehicles are prevalent.

c) Transport services to “deep” rural areas

The provision of rural passenger and small volume freight transport services to and from “deep” rural areas, where operators of light delivery vehicles and animal-drawn carts are the main service providers.

d) Serving main connector routes

The formalisation of passenger transport services along main connector routes to towns and public services, served mainly by minibus taxis or light delivery vehicles.

e) Special needs transport

Implementing transport services for persons with special transport needs, including those with disabilities, the elderly, patients, learners and tourists.

f) Freight transport

The provision of bulk freight transport to industrial centres, distribution centres, markets and suppliers by commercial producers and transport operators.

In order to address rural transport needs, a Rural Transport Development Programme (RTD) will be established. The RTD comprises 21 strategic actions, nine of which were derived from the original 11 actions stipulated in the NLTSF. The RTD actions are summarised in Table 4.1 on the following page.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 4

Table 4.1: Rural Transport Development Programme strategic actions

Overview of the rural transport development programme	
Alignment with the ISRDP and IDP projects	
A1. Alignment of rural transport interventions with ISRDP and IDP projects	A2. Linkage with rural LED, poverty alleviation and social service delivery programmes
High-leverage focus projects and delivery programmes	
<p>B1. Joint interventions to develop multi-purpose nodes and linkages</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p style="text-align: center;">Provision of Rural Transport Infrastructure (RTI)</p> </div> <p>B2. Development of feeder or access roads associated with key nodes and linkages¹</p> <p>B3. Development of sustainable road maintenance and off-road spot improvement programmes</p>	<div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p style="text-align: center;">Provision of Rural Transport Services</p> </div> <p>B4. Facilitation of transport brokering and special needs transport services</p> <p>B5. Piloting of combined passenger and freight transport services^{1,2}</p> <p>B6. Containerisation and logistics support for rural freight operations</p> <p>B7. Development of appropriate rural public transport and subsidisation options</p>
Promotion of non-motorised and intermediate means of	
B8. Alignment and linkage with existing non-motorised programmes	
B9. Development of infrastructure for non-motorised transport ¹	B10. Promotion of animal-drawn carts and other intermediate means of transport
Regulation and safety	
C1. Implementation of rural CPTRs and operating license strategies	C2. Development of adapted vehicle licensing & traffic safety regulations to facilitate combined passenger and freight services ⁴
Capacity building and monitoring	
<p>D1. Dissemination of guidelines & tools for rural transport planning, implementation & auditing</p> <p>D2. Development of guidelines to undertake integrated rural access, transport and spatial planning³</p> <p>D3. Promotion of labour-intensive methods</p> <p>D4. Facilitation of community participation including mainstreaming gender in all aspects of rural transport provision³</p>	<p>D5. Development of feasible systems for the classification, registration and monitoring of all types of rural transport infrastructure⁴</p> <p>D6. Development of strategic monitoring and evaluation systems⁴</p> <p>D7. Dissemination of institutional guidelines for the provision and management of rural transport infrastructure and services⁴</p>
<p>General guide to notation: <i>All the actions that are indicated in bold only (e.g. A1) are specified in the NLTSP (albeit phrased differently). All underlined and italicised actions (e.g. A2) are supplementary actions.</i> Specific explanatory notes (see superscripted numbers): 1. <i>Actions in terms of which the NLTSP has specified particular targets for the ISRDP nodes.</i> 2. <i>Substantially rephrased and/or extended NLTSP recommendations.</i> 3. <i>Combination of two of the NLTSP recommendations.</i> 4. <i>Actions that overlap substantially with general transport institutional arrangements and regulations, and that would therefore require substantial coordination between rural transport and other functional areas.</i></p>	

CHAPTER 5 NEEDS ASSESSMENT

5.1 INVOLVING THE PUBLIC

The involvement of the public in the drafting of Integrated Development Plans is a legal requirement stipulated in the Local Government: Municipal Systems Act (Act 32 of 2000). The ITP forms part of the IDP, and therefore it follows that public input is also required in this instance.

A round of public meetings were held during the compilation of the Overberg OLS, but these meetings were generally poorly attended and it was perceived that the communities did not have a clear picture of how transport affected them. When talking about legislative requirements and government plans for the transport sector, no comment was made. Issues close to home, however, such as the transportation of special needs passengers, learners who had to walk far to bus stops or schools, or the affordability of public transport, drew much more reaction.

The Public Transport Plan also required input from the public in the form of public transport needs assessment. A number of questionnaires, based on the National Travel Survey, were distributed via the Overberg Public Transport Technical Committee members to B Municipality councillors, who were in turn requested to take it to their constituents. Despite repeated enquiries and follow-up phone calls to officials, Swellendam municipality was the only municipality to respond with completed questionnaires.

The conclusions drawn from these two rounds of public participation are that:

- Members of the public see transport planning as an abstract issue which does not affect them;
- The public become frustrated when meeting after meeting is held, but practical issues are not resolved. They do not want more discussion, they want to see results;
- Some people use public meetings as a platform to further their own agendas or to argue over old and irrelevant issues;
- The goal of public involvement, namely to find out what their needs and concerns are, is rarely reached;
- Councillors and, in some cases officials, underestimate the importance of transport and do not give transport issues or enquiries the attention that it deserves. Some municipalities simply do not have enough human resource capacity (officials) to be able to give attention to transport planning.

In the instance of the ITP, it was decided that the document would be completed in draft form, with input from officials and councillors, before embarking on a public participation campaign. Existing consultative structures, such as ward committees or municipal advisory councils will be used as far as is practically possible.

5.2 TRANSPORT NEEDS IDENTIFIED THROUGH THE IDP PROCESSES

The transport projects listed in current (2005 / 2006) IDP's are typically ad hoc projects, and although it certainly reflects the needs of specific communities, they may not address the municipalities' greatest infrastructure needs. The integrated transport plan on the other hand does give broad transport objectives, but specific projects can not be generated through this level of planning.

A transport plan has been completed for the Cape Agulhas Municipality during 2005. This plan is an in depth study of the transport status quo and needs in every single town, and a

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5

whole range of projects have been generated through the plan. The plan addresses both overarching planning issues and grassroots level needs.

It is recommended that a transport plan should be drawn up for each B-municipality. Such a plan will fill the gap between the overarching planning done through the ITP and IDP processes, and the ad hoc project lists currently included in the IDP's.

The Overberg District municipality and the four B municipalities have undertaken public liaison when the first IDP's were drafted, and when they were reviewed. The five IDP's are thus currently the only planning documents which were drawn up with full public participation, and therefore the transport-related issues included in the IDP's can be viewed as an expression of the public's transport needs.

The IDP project lists are neither exhaustive nor conclusive, and will be expanded after the ITP round of public meetings.

5.2.1 Overberg District IDP Transport Projects

The following projects have been identified through the initial Overberg IDP process and during the 2005 / 2006 IDP review process.

Table 5.1: Overberg District IDP Transport Projects

Project Description	Progress
Proper maintenance of the road network	Continuous
Tarring project: Junction road between Gansbaai and Bredasdorp via Elim and Baardskeedersbos	Underway
Tarring project: Hemel-en-Aarde Road: Main Road 269 – Caledon/Hermanus junction road	New project
Tarring project: Tarring of road from Bredasdorp via Malagas to Witsand: Joint initiative between ODM, Eden District Municipality and the Municipalities of Swellendam, Cape Agulhas and Langeberg	New project
Development of an international standard airport at Bredasdorp and the expansion and upgrading of existing airfields: A scoping exercise	Underway
Upgrading of harbours and boat slipways: A scoping exercise	Underway
Needs survey and consideration of actions: Integrated Public Transport Plan	Underway
Safeguarding of N2 highway through region	Dormant

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

5.2.2 Theewaterskloof IDP Transport Projects

The following list of projects was obtained from the Theewaterskloof IDP office. Not all projects have been approved, nor has funding been obtained for all projects. It does however reflect the needs of the public and therefore the complete list is included.

Table 5.2: Theewaterskloof IDP Transport Projects

Project Description	Town	Progress
HOUSING DEVELOPMENT		
Provision of roads in new housing developments	All	Varies
ROADS AND STORMWATER SYSTEMS		
Construction of Acacia Street, Eva Street, Granny Smith Street	Grabouw	Proposed projects
Rehabilitation of existing roads (resealing)	Grabouw	Continuous
Upgrading and tarring of industrial road through Rooidakke		Completed
Upgrading and tarring of gravel streets	Botrivier	Funding to be obtained
Resealing and tarring of existing streets	Myddleton, Bergsig	Awaiting approval
Tarring of road between Helderstroom and Genadendal	Genadendal	Planning stage
Upgrading of connecting roads to outside posts (Bereaville, Boschmanskloof, Voorstekraal)	Genadendal	Underway
Resealing / regravelling of strategic streets	Genadendal	Continuous
Upgrading / tarring / resealing of streets	Greyton	Continuous
Upgrading / tarring of roads: Extension 7 & 11, Nuwedorp, Goniwe Park, Community Hall	Villiersdorp	Underway
Provide public parking at Boland Bank	Villiersdorp	Construction in progress
Upgrading and maintenance of inside roads for potential job creation	Tesselaarsdal	Funding to be obtained
Upgrading and maintenance of road to Bethoeskloof	Tesselaarsdal	Awaiting approval
Upgrading and tarring of Hemel & Aarde road	Tesselaarsdal	Awaiting approval
TRAFFIC CALMING		
Provision of speed humps along strategic routes	Grabouw	Roads to be prioritised
Provision of speed humps in strategic streets	Botrivier	Planning stage
Replace some speed humps with rumble strips	Botrivier	Roads to be identified
Provision of speed humps / rumble strips in strategic streets	Uitsig, Myddleton, Bergsig	Roads to be identified
Provision of speed humps in town and outside posts	Genadendal	Underway
Speed humps along strategic routes	Villiersdorp	Roads to be prioritised
Implement stop street in mid town to slow down traffic	Riviersonderend	To be approved

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

TRAFFIC SIGNS & ROAD MARKINGS		
Erecting proper traffic signs in all areas	Grabouw, Caledon, Villiersdorp, Riviersdend	Continuous
Erecting traffic signs, street names and road signs where needed	Botrivier	Continuous
Re-paint road signs and pedestrian crossings	Caledon	In progress
Putting up street names and house numbers	Genadendal	In progress
Erecting street names and traffic signs	Greyton	In progress
PUBLIC TRANSPORT		
Multi-purpose educational bus service to rural and farm communities	Whole municipal area	To be approved
Development of public transport interchange at central market square	Grabouw	In progress
Bus plaza behind Shoprite for farm workers	Grabouw	To be approved
Implementation of public transport management plan (PTP)	Grabouw	In progress
Providing bus / taxi shelters on strategic routes	Grabouw, Botrivier, Caledon, Greyton, Villiersdorp	In progress
Empowering local entrepreneurs to operate a taxi business	Botrivier	To be approved
Create taxi rank and shelter	Botrivier	To be approved
Development of a taxi rank	Caledon	To be approved
Viability study to introduce a public passenger bus service	Caledon	To be approved
Introduction and regulation of public transport system	Greyton	Delegated to ODM
Establishment of taxi / bus rank at market square	Villiersdorp	To be approved
Encourage taxi operators to obtain permits	Tesselaarsdal	In progress
Providing a taxi / bus shelter at a strategically located site	Tesselaarsdal	To be completed
Introduce a proper public transport system, including a taxi / bus rank in CBD area	Riviersonderend	Funding to be obtained
Empowering potential taxi operators	Riviersonderend	Being investigated
TRAFFIC SAFETY AND NON-MOTORISED TRANSPORT		
Institute safety measures at pedestrian route from Uitsig to Swartberg Primary School	Caledon	To be approved
Construction of paved walkways / pavements	Caledon	Ongoing
Construction of paved sidewalks in residential areas	Genadendal	To be approved
Road safety education and awareness campaigns at schools	Riviersonderend	In progress
AIR TRANSPORT		
Air Park Development at Caledon Airstrip	Caledon	To be investigated

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

5.2.3 Overstrand Transport and Roads Projects

Table 5.3: Overstrand Transport & Roads Projects: 2005/2006 Capital Budget

Project Description	Suburb	2005/06 Budget	Start date	Completion date	Project outcome
PDA Projects	O/strand	R 200 000	2005/07	2005/10	Improved Infrastructure
Pedestrian and cycle masterplan	O/strand	R 200 000	2005/09	2006/06	A masterplan with a bicycle-taxi system
Hermanus Taxi rank	Herman	R 400 000	2005/09	2006/06	Taxi rank with commercial component
Shelters in Sandbaai	Sbaai	R 50 000	2005/07	2005/08	Weather protection for PT users

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

5.2.4 Cape Agulhas IDP Transport Projects and projects identified through the 2005 Cape Agulhas Transport Plan

5.2.4.1 Cape Agulhas IDP projects

Table 5.4: Cape Agulhas IDP Transport Projects

Project	Town	Budget	Implementation date
Construction of Job Street	Napier	R 510 000	2004 / 2005
Landscaping and provision of sidewalks, Sarel Cilliers Street	Napier	R 545 000	2004 / 2005
Construction and tarring of a section of Seemans Road	Suiderstrand	R 300 000	2004
Completion of Transport Plan	All	R 403 000	2004 / 2005
Taxi stops	All	R 210 000	2004 / 2005
Pedestrian and cycle facilities	All	R 700 000	2004 / 2005
Resealing of roads	All	R 450 000	2004

5.2.4.2 Cape Agulhas Transport Plan projects

Table 5.5: Cape Agulhas Transport Plan projects

Project Description	Town
TRAFFIC SIGNS, ROAD MARKINGS AND ADVERTISING SIGNAGE	
Provide signs where gaps are shown in plan books	All
Road signs layout and placement as per SADC manual guidelines	All
Advertising signs layout and placement as per SABOAC manual guidelines	All
Approvals of facility and advertising signage to be monitored and conditions to be set for maintenance	All
Provision of street names in residential areas east of Ou Meule Street and north of Fabrieks Road, as well as in the industrial area north of Fabrieks Rd	Bredasdorp
SURFACING OF GRAVEL ROADS	
Ou Meulestraat from Swellendam Road in the north to Goods Shed Street in the south	Bredasdorp
The whole of Goods Shed Street	Bredasdorp
Gonnabos Street, Kamferbos Street east of Oliehout Avenue	Bredasdorp
Sealy Street north of Golf Street	Bredasdorp
The crescent between Steenbras Avenue and Geelstert Avenue	Waenhuiskrans
Dorp Street	Waenhuiskrans
Section of Kamp Street giving access to caravan park	Waenhuiskrans
Kamp Street east of Roman Avenue	Waenhuiskrans
Krantz Street, Bird Street, Albertyn Street, Spuitgat Street, Huxham Street	Waenhuiskrans
All roads in Nuwerus	Napier

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

Monsanto Road, Almond Street, Jubilee Street, Job Street, West Street, October Street, Eskom Street	Napier
Stephanie Street between existing Stephanie Street and Marco Street	Struisbaai
Krantz Street, Edwin Street, Shirley Street, Mossel Street	Struisbaai
Kabeljou Street west of Malvern Drive	Struisbaai
Pandok Street, George Street West, Camp Street north, Van Breda Street East	Agulhas
UPGRADING OR CONSTRUCTION OF INFORMAL STREETS	
Unnamed road parallel to Lang Street, service road next to Lang Street	Bredasdorp
Olienhout Avenue between Kamferbos Street and Blombos Street	Bredasdorp
Connecting road between Olienhout Ave and Deurgangskamp	Bredasdorp
All roads inside Deurgangskamp	Bredasdorp
DEPROCLAMATION AND TRANSFER OF PROVINCIAL ROADS IN TOWNS	
Lower All Saints Street (Swellendam Road)	Bredasdorp
Ou Meule Street, Recreation Street, Church Street	Bredasdorp
UPGRADING OF INTERSECTIONS	
Changes to dangerous intersection of Ou Meule Street / Fabrieks Road	Bredasdorp
Replace existing road surface at Lang Street / All Saints Street intersection with segmented paving blocks	Bredasdorp
Move intersection of Ou Meule Street with Swellendam Road further to the northeast (insufficient shoulder sight distance)	Bredasdorp
Provide traffic signs at the Kamp Street / Kamp Street / Kassiesbaai access intersection	Waenhuiskrans
Improvements to substandard layout of Sarel Cilliers Street / Volhou Street / West Street intersection	Napier
Provide turning lanes at Marine Drive / Malvern Drive intersection	Struisbaai
UPGRADING OF ROADS AND STORM WATER SYSTEMS	
Upgrading of roads that are flooded during winter	Suiderstrand
ROAD RESERVES	
Road reserve of Jubilee Street should be formalised	Napier
Road reserve of Sarel Cilliers Street should be formalised	Napier
NEW DEVELOPMENTS	
Provide access to new residential and industrial developments via Industria Road extension	Struisbaai
TRAFFIC SAFETY	
Reparations to cutting at Spookdraai where wall is caving in	Agulhas
Improvement of access and parking arrangements in business area	Agulhas
PARKING	
Improve access to and enlarge parking area at OK Minimark corner of Main Road and Malvern Drive	Struisbaai
A portion of the camp terrain between Main Road and Van Breda Street should be reserved for a parking area	Agulhas

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5

FACILITIES FOR THE DISABLED	
Provide wheelchair ramps at all intersections in Lang Street and Kerk Street	Bredasdorp
Ensure that all road traffic signs along pedestrian routes have a minimum clearance height of 2.1 metres	All
Reserve at least one disabled parking bay every two street blocks in areas with high economic or tourist activity	All
PUBLIC TRANSPORT	
Provide pick-up and drop-off point at new Overberg Centre	Bredasdorp
Provide central pick-up point, that can also serve as waiting area, in Ou Meule Street	Bredasdorp
Provision of formal pick-up and drop-off points with shelters	Bredasdorp
Combine TFTC (SANDF) pick-up points with suggested public transport pick-up points	Bredasdorp
Revise public transport routes as indicated on plan	Bredasdorp
Negotiations with OLB for amendments to or issuing of new permits	Bredasdorp
TRAFFIC CALMING AND PEDESTRIAN SAFETY	
Provide traffic calming measures or raised pedestrian crossings at Bredasdorp High School	Bredasdorp
Provide safe pedestrian crossing to school in Volhou Street	Napier
NON-MOTORISED TRANSPORT	
Provide sidewalks with a permanent surface along: Ou Meule Street, Recreation Street, Rivier Street, Fabrieks Road, Golf Street and Lang Street	Bredasdorp
Provide pedestrian bridge across canal between Fabrieks Road and schools west of the canal	Bredasdorp
Provide pedestrian bridges across canal between Fabrieks Road and Rivier Street	Bredasdorp
Provide permanent surface at unpaved walkways across public open spaces: between Fabrieks Road and schools west of canal; across open space corner of Lang Street and Ou Meule Street	Bredasdorp
Facilities for cyclists and pedestrians have to be considered if and when the roads from Bredasdorp to Struisbaai and Waenhuiskrans are rebuilt	Bredasdorp
Provide clearly marked pedestrian route for tourists in Kassiesbaai	Waenhuiskrans
Extend sidewalk along eastern side of Pratt Street down to the harbour	Waenhuiskrans
Provide built sidewalk along Volhou Street	Napier
Provide sidewalk between Struisbaai North and Struisbaai CBD	Struisbaai
Provide sidewalk along Main Road between Argonauta Avenue and Ocean View Drive	Struisbaai
Provide hiking trail / footpath along the coast from Struisbaai to Agulhas	Struisbaai
Provide sidewalks along main pedestrian routes (Protea Road, Duiker Street, Kamp Road, Malvern Drive, Harbour Road)	Struisbaai
Provide walkways or sidewalks along Main Road, School Street, Melkbos Street at Zoetendal Academy, from planned new parking area in Van Breda Street to tidal pool / beach area	Agulhas
UPGRADING OF SIDEWALKS	
Upgrade and maintain sidewalks as per sidewalk pavement management system included in Cape Agulhas Municipality Transport Plan	All

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 5**

5.2.5 Swellendam IDP Transport Projects

Table 5.6: Swellendam IDP Transport Projects

Project Description	Town	Progress
ROADS, STREETS AND STORM WATER		
Tarring of Oak Street and the road to the graveyard	Swellendam	In progress
Resealing of roads	Swellendam	In progress
Tarring of roads	Barrydale	Completed
Upgrading and construction of roads: Heideweg, Protea Avenue, Saville St, Lewies Boes Street	Suurbraak	In progress
Tarring of streets: Smartie Town and White City (job creation project)	Railton	In progress
Upgrading of storm water, roads and bridges in Smitsville	Smitsville	Approved
TRANSPORT		
Provision of learner transport in rural areas	Rural areas	Unknown
Provision of public transport facilities	Where needed	In progress

5.3 COSTING, PHASING AND PROGRAMMING

The projects listed above were obtained from the respective local authorities, and no costs or time frames were assigned to most of the projects. It would be an impossible task for consultants to determine the scope of each of these projects, and to assign costs and time frames. According to officials many of the IDP projects are “wishlists” and do not reflect prioritised needs.

The Overberg Public Transport Technical Committee have decided that the ITP should not try to list projects just for the sake of listing projects and spending a budget, but that projects should rather be a result of proper planning. For this purpose the committee decided that Transport Plans (including non-motorised transport masterplans) should be drawn up for each of the local municipalities as first priority. In this way projects can be identified and prioritised on a logical and scientific basis, which will not be influenced by politics.

5.4 INTER-AUTHORITY AND LONG DISTANCE TRANSPORT PLANNING

There is very little, if any, planning integration between the different municipalities. No formal structures exist for Overberg specifically, but officials do take part in provincial structures such as Provtech.

Traffic officials take part in national and provincial law enforcement initiatives.

CHAPTER 6

PROPOSED INSTITUTIONAL ARRANGEMENTS

6.1 EXISTING STRUCTURES AND DELEGATIONS

Whilst doing research for the CPTR, OLS, PTP and ITP in the Overberg, it became apparent that there is a need for clear job descriptions and delegation of powers as far as public transport and transport in general is concerned.

At the moment transport falls under the engineering departments of the various municipalities, but transport matters are handled on ad-hoc basis and not necessarily in a strategic manner. In some cases transport planning is done by the local town planning department or IDP section. Other municipalities simply said that planning is the responsibility of the Overberg District Municipality.

Traffic departments are in most cases responsible for road traffic signage and markings, traffic calming and public transport operations and infrastructure. Non-motorised transport projects were in some cases listed under social development.

The intention of this paragraph is not to point fingers at any individuals or organisation but to highlight shortcomings that exist in the system. Most municipalities are still in the process of restructuring, are understaffed and underfunded and in fact do very well to achieve what they do with the limited resources at their disposal.

The public transport planning process in the Overberg District was initiated by the Provincial Government in 2002, with the appointment of consultants to prepare a CPTR and by the formation of the Public Transport Technical and Steering Committees. In the same year, public transport infrastructure funding was made available to the district and local municipalities.

No additional human resources were introduced, and the public transport planning and infrastructure provision and management roles were taken up by engineers in the case of ODM, Overstrand and Cape Agulhas. The Theewaterskloof traffic chief was responsible for that area, whilst the IDP manager for Swellendam municipality drove public transport in their jurisdiction.

The CPTR, OLS, PTP and ITP are very important documents which should direct transport in the Overberg for the following number of years. The involvement of officials were, unfortunately, limited due to the lack of resources mentioned in the previous paragraph.

The funds given to the Overberg for public transport projects totalled R447 000 in 2002 / 2003, approximately R2,5 million in 2003 / 2004, and R4,5 million per annum from 2004/2005 to 2006/2007.

The implementation of projects to the value of the funds mentioned above was also added to the responsibilities of municipal officials.

The intention is to highlight the fragmented and disintegrated nature of transport planning, and traffic and transport management in the Overberg District.

It will take a long time before the ideal is realised, but the ITP tries to make a start by suggesting a management structure that will be able to achieve the goals set out by national and provincial legislation, and to meet the needs of the Overberg's people.

**OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 6**

6.2 PROPOSED INSTITUTIONAL ARRANGEMENTS (OFFICIALS)

There is a definite need for the appointment of at least one transport planner for the Overberg District. This person will manage general transport planning, including liaison with the provincial government and local municipalities with regards to public transport planning and infrastructure.

Each B-municipality should identify one person, preferably an engineer, who will be responsible for the implementation of transport plans and infrastructure projects. This person will also represent his / her council on the Overberg Public Transport Technical Committee.

6.3 PROPOSED POLITICAL STRUCTURES

The Overberg Public Transport Steering Committee was established in 2003, but has not been meeting regularly. It is proposed that this committee should be re-elected and that they should meet at least quarterly to discuss public transport matters.

The Overberg District Council's sub committee responsible for roads should also take on the responsibility of transport and the public transport steering committee should report to this sub committee, who in turn reports to Council.

CHAPTER 7

PUBLIC TRANSPORT PROPOSALS

The proposals for public transport are based on the 2005 Overberg District Public Transport Plan (PTP). Plans of registered public transport routes were included in the OLS, and are not included again in the ITP.

7.1 PUBLIC TRANSPORT VISION, GOALS AND OBJECTIVES

The vision, goals and objectives for public transport overlaps with the general transport vision and goals. The public transport vision, goals and objectives as stated in the PTP are shown below.

7.1.1 Vision

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

7.1.2 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

7.1.3 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

7.2 NEEDS ASSESSMENT

A needs assessment was done by means of responses to questionnaires. The information in this paragraph is based on the response of households in the Swellendam Municipal area.

7.2.1 Household income

It was concluded that unemployment in the Swellendam Municipal area is a factor and that it would influence the travel patterns of respondents. More than half of the respondents indicated an income of less than R1000 per month, a factor that would certainly influence a person's decision to spend money on public transport.

7.2.2 Utilisation of public transport

In the order of 60% of the sample surveyed indicated the need for a public transport service.

7.2.3 Expenditure on public transport

Of those people who used motorised public transport, approximately 37% spent between R 20,00 and R 50, 00 per month on public transport; 20% spent between R 50,00 and R 100,00; 14% spent between R 100,00 and R 150,00; 18% spent between R 150,00 and R 200,00; and 7% spent more than R200,00.

Twenty seven per cent of respondents indicated that they do not use public transport due to cost.

7.2.4 Proximity to public transport

Of the sample surveyed, 16% of respondents indicated that they have no access to public transport; 62% indicated a walking time of less than 15 minutes to the nearest service and 23% indicated a walking time of between 15 and 30 minutes.

The survey was done in towns, and may not give a clear reflection of the availability or proximity of public transport services in rural areas.

7.2.5 Modes of transport utilised to access services and amenities

Table 7.1 was taken from the Overberg PTP.

Table 7.1: Modes of transport utilised to access services and amenities

Town \ Mode	Walk	Cycle	Own vehicle	Minibus taxi	Bus	Other	Cannot reach service
Buffeljagsrivier	23%	2.8%	15%	12%	41%	2%	4%
Railton	73%	--	--	13%	1%	--	--
Swellendam	18%	--	72%	--	--	--	--
Barrydale	30%	--	43%	11%	--	3%	--
Suurbraak	50%	20%	24%	14%	34%	--	1%

The needs assessment further showed that 100% of respondents indicated a need to travel, and that special transport was required for learners, patients, the elderly and disable persons.

7.3 OPERATIONAL ASPECTS

The following operational aspects were highlighted in the 2004 Overberg Operating Licence Strategy (OLS).

- 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

7.4 SPECIFIC PUBLIC TRANSPORT STRATEGIES

The Overberg PTP identified the following specific public transport strategies:

- 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

7.5 ACTION PLAN, PROJECTS AND FUNDING

One of the recommendations of the Overberg PTP was that the district should consider the formation of an overarching transport authority which will ensure integration of planning proposals across the district and at local municipal level. This is in line with the ITP's proposal for the appointment of a transport planning official and the re-instatement of the transport technical committee.

The PTP further recommended that public and non-motorised transport should be promoted via the media, awareness campaigns and school projects.

Some specific projects identified in the PTP was:

- 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

The PTP suggested that public transport grants from the provincial government should continue until such time as public transport projects become priority projects for the local municipalities. The application of poverty alleviation funding from the SA National Roads Agency (SANRAL) for the provision of non-motorised transport infrastructure should also be considered, whilst Municipal Infrastructure Grants (MIG funding) may be utilised in the upgrading of roads serving as public transport routes.

CHAPTER 8

PRIVATE AND FREIGHT TRANSPORT PROPOSALS

8.1 PRIVATE TRANSPORT PROPOSALS

The 2001 population of the Overberg District stands at 203 519, whilst the number of registered vehicles is 77 084.

When compared to urban areas, the Overberg District has very few problems as far as the congestion of traffic is concerned. In general, the existing road system has sufficient capacity to carry existing traffic and should be able to do so for the foreseeable future.

One outstanding exception is the portion of the R43 between Hawston and Hermanus. Delays in excess of 30 minutes are experienced during weekday peak hours, with increasing delays during holiday periods. The Overstrand Municipality and Provincial Government are in discussion over the upgrading of this road section. The promotion of public transport for daily commuting along this route will also alleviate congestion.

Delays are also experienced on the N2 in the Grabouw / Sir Lowry's Pass region, but this is generally limited to holiday periods.

No general private transport proposals are made at this stage. Specific proposals will come from local municipal transport plans. Travel demand management is not required at this stage.

8.2 ROAD INFRASTRUCTURE PROPOSALS

The Gansbaai – Elim – Bredasdorp road project, a provincial initiative, is the largest single roads infrastructure project being planned for the Overberg District for the following five years.

Information on this project was obtained from the preliminary Environmental Impact Report prepared by Messrs. CCA Environmental.

The project entails the tarring of approximately 62 kilometres of the existing gravel road between Stanford and Bredasdorp, which passes through Elim. The route that will be upgraded is District Road 1205 from the intersection with Main Road 28 at Uilkraalsmond, via Baardskeerdersbos and Elim to Voëlvlei (Haasvlakte) and Main Road 262 from Voëlvlei to Mierkraal, approximately 8 kilometres west of Bredasdorp, where it will join the existing Bredasdorp – Strusbaai road.

The project forms part of National Government's Expanded Public Works Programme (EPWP) and entails, construction excluded, an economical development initiative for the Overstrand and Cape Agulhas municipal areas, with specific focus on the agricultural and tourism sectors.

8.3 AIR TRANSPORT

The Overberg District has a number of airstrips. The largest is located at the TFTC Airforce base between Bredasdorp and Waenhuiskrans in the Cape Agulhas Municipal area. The Overberg District Council listed the development of this airport to a full freight airport as one of their IDP projects. During discussions with SANDF officers at the airport, it seemed that this would not happen in the foreseeable future.

OVERBERG INTEGRATED TRANSPORT PLAN

CHAPTER 8

The Cape Agulhas area has a second private airstrip at Andrew's Field between Bredasdorp and Struisbaai.

There is an airstrip at the Bontebok National Park in the Swellendam municipal area, which is used for the transportation of tourists.

The Theewaterskloof area has an airstrip in Caledon. The development of this airstrip was listed in the Theewaterskloof IDP.

The only airport with the capacity to become a commercial airport is the one at TFTC and a project for the upgrading of this airport is discussed in the following paragraph.

The other airstrips may be developed to handle more tourist traffic.

8.3.1 Proposed development of the Test Flight and Development Centre Airfield

The project was initiated by the Overberg District Municipality. ICE Group (Pty) Ltd has been appointed as Project Managers for the development and implementation. The operational framework and funding is in the process of being investigated and WESGROW is also being approached for support.

The purpose for the upgrading of the TFTC airport is to provide domestic and international aeronautical transportation capacity for the development of the region's tourism and industrial sectors for increased economic and social development growth through self sustainable development.

The principle of operation of the airport will be a co-use agreement with the SANDF to use the existing runways and avionics. The municipality will develop independent infrastructure for passenger and cargo handling in an independent and secured ring fenced area. The infrastructure includes bulk services and a taxiway leading from the main runway.

A base line / scoping report is being finalised and in principle approval by SANDF is anticipated. In principle approval through the SANDF Air Force Board was expected end of 2005, but due to SANDF internal capacity, a response is expected during January/February 2006. Generally a two year time frame is predicted with two phases. Phase one would be based on local tourism and phase two for international cargo movements. The two year time frame also co-incides with the completion of the Gansbaai / Bredasdorp Road project.

A full economic study, including details on employment opportunities, revenue generation, etc. will be initiated and completed during 2006.

8.4 FREIGHT TRANSPORT PROPOSALS

The volume of heavy vehicle traffic differs significantly during the year, according to the harvesting season for fruit (Swellendam and Theewaterskloof) and grain (Cape Agulhas and Theewaterskloof). Gravel roads are prone to rutting during the harvest season, and some have to be repaired on a yearly basis. The cost of surfacing of some of the main routes should be measured against the cost of repeated maintenance to determine whether the provision of a permanent surface on some main gravel roads would not be an economical option in the medium to long term. Farmers may be approached to contribute towards the upgrading of these roads.

The rail system in the Overberg is totally under utilised and the reinstatement of a freight rail service, especially for the transportation of grain, should be investigated.

OVERBERG INTEGRATED TRANSPORT PLAN
CHAPTER 8

Traffic officers from Overstrand, Theewaterskloof and Cape Agulhas municipalities indicated that they do experience problems with overloaded vehicles. It is proposed that weighbridges should be provided in these areas to assist traffic officers with law enforcement.

The Provincial Traffic Department has a protocol for the handling and transportation of hazardous materials. This protocol should also be adopted by the local municipal traffic / emergency response departments.

CHAPTER 9

STAKEHOLDER PARTICIPATION

Previous public participation processes have been discussed in detail in Chapter 5.

Due to the varying and mostly unsatisfactory results of the previous rounds of public participation and stakeholder consultation, it is suggested that the public participation process of the ITP should coincide with the public participation process for the 2006 / 2007 IDP review process.

The stakeholder structures are already in place for the IDP process, and more members of the public are likely to be reached via the IDP process.

Specific stakeholders, such as airport operators and officials, have been consulted separately.

CHAPTER 10

PROPOSED MULTI MODAL TRANSPORT IMPLEMENTATION PROGRAMME

Transport in the Overberg District is exclusively road based, with the occasional exception of tourist and goods trains, and private air transport.

Buses are mostly used for the transportation of learners and organised parties, and do not fulfil a commuter function like the minibuses do. Buses are also contracted to transport employees for, amongst others, the Langeberg factory in Ashton.

Tour buses are for the transportation of exclusive groups.

A proposal for the future would be that buses perform longer trips, and that minibus or sedan taxis perform shorter trips. For example, a bus may transport tourists from Cape Town to Bredasdorp, from where taxis may be used for day trips to Napier, Agulhas or Waenhuiskrans. Such services may become viable once taxis begin to operate on a regular fixed schedule, with fixed stops.

The same type of feeder service can be implemented from railway stations, if passenger rail transport is reinstated.

The implementation programme for these types of services will depend on the rate of transformation of the public transport industry, and the practical implementation thereof in rural areas. It was stated in the OLS and PTP that regular public transport services were not viable on many of the registered routes, and that subsidies in some form will be required if scheduled services are to be implemented.

CHAPTER 11

FINANCIAL IMPLICATIONS

This report will not address the financial implications of individual projects, but will aim to link costs to the overarching needs stipulated in this plan. Costs can only be linked to individual projects listed in IDP's and transport plans after preliminary designs have been done, and this does not fall within the scope of the ITP.

Table 12.1 gives an indication of the projects needed to establish basic transport structures and plans, with associated costs and time frames.

Table 12.1: Proposed transport projects / initiatives and budgets

Project	Time frame	Estimated Cost
Appointment of transport planning official for Overberg District	2006 onwards	Cost of employment: R 200 000 p.a (adjusted annually)
Transport Plan for Theewaterskloof Municipality	2007 / 2008	R 1 800 000 (excl VAT)
Transport Plan for Overstrand Municipality	2006 / 2007	R 1 500 000 (excl VAT)
Transport Plan for Swellendam Municipality	2006 / 2007	R 800 000 (excl VAT)

Possible funding sources include:

- Municipal budgets based on revenue generated within municipal area;
- Loans from Provincial Government;
- Public Transport Infrastructure funds from Provincial Government;
- Municipal Infrastructure Grants;
- Poverty Alleviation Project funding from the SA National Roads Agency Limited;
- Lotto funds;
- Grants from the National Department of Transport;
- Local initiatives such as advertising on public transport vehicles or at facilities.

CHAPTER 12

CONCLUSIONS AND WAY FORWARD

It can be concluded that the structural and institutional arrangements in the Overberg District with reference to transport, should be amended as a first priority.

It is further suggested that transport plans should be conducted in the local municipal areas of Theewaterskloof, Overstrand and Swellendam (Cape Agulhas transport plan was completed in 2005). These plans will fill the gap between overarching planning initiatives such as the CPTR, OLS, PTP and ITP, and existing municipal transport planning which is basically limited to the implementation of ad hoc projects.

The 2006 ITP should be included in the 2006 / 2007 review of the municipal IDP's, and public participation for the ITP process should take place in conjunction with the IDP public participation process.