



**Western Cape
Government**

Transport and Public Works

Update of the Western Cape 2011/12 – 2015/16 Provincial Land Transport Framework

28 September 2013

The Western Cape Government's vision is:

- "To create an open opportunity society for all in the Western Cape so that people can live lives they value.
- To protect and promote rights and expand opportunities".

In this context it is the mission of the Department of Transport and Public Works to develop and maintain appropriate infrastructure and related services for sustainable economic development so that jobs can be created with empowerment and economic opportunity facilitated.

The values that drive the work of this Department are **Competence, Accountability, Integrity and Responsiveness**, and most of all **being a caring public institution**.

The National Land Transport Act requires that the Provincial Land Transport Framework (PLTF) be updated every two years. This is a huge task and requires compliance with an extensive set of guidelines prescribing in detail the content of the PLTF. Whilst at one level the reason for the preparation of this document is to comply with the Act, for me and my department the main reason is for it to serve as a strategic management tool for planning, governance, improvement and management of transport in the province.

The Department of Transport & Public Works produced its first PLTF in 2004, which was drafted under the previous National Land Transport Transition Act (Act 22 of 2000). The promulgated National Land Transport Act (Act 5 of 2009), has necessitated several legislative changes in the transport sector, some of which include;

- The devolution of the public transport planning and operations function to the lowest competent sphere of government, to prevent fragmentation and promote consolidation of function. The establishment of Planning Authorities at local government level, the establishment of Integrated Rapid Public Transport Networks (IRPTN's) in major South African cities (including the Cape Town city-region), as well as the establishment of Integrated Public Transport Networks (IPTN's) in the other areas of South Africa.

The primary strategic objective which guides the development of transport in the Western Cape, as set out in the Province's eleven Strategic Objectives, is Strategic Objective 3: Increasing Access to Safe and Efficient Transport.

This Update of the WC 2011/12 – 2015/16 PLTF was prepared during the latter part of 2012 and the first quarter of 2013, and was submitted for comment to all parties participating on the inter-governmental and coordination structures established by the department. I wish to note that four other important provincial planning documents were under review or in preparation during the time that update of the PLTF was undertaken, and that the PLTF team engaged the reviewers and drafters of these important documents in the course of the PLTF update. These documents are:

- i) The Western Cape Infrastructure Framework (WCIF);

- ii) The Provincial Spatial Development Framework (PSDF);
- iii) The Growth Potential of Towns (GPoTS), and
- iv) ONECAPE2040.

In addition extensive engagements took place under the auspices of the Integrated Transport Steering Group (ITSG) as well as at the three ITSG Corridor Working Groups, namely the N1, N2 and N7 Corridor Working Groups.

In the context of the Western Cape's Draft Strategic Plan: *"Delivering the open opportunity society for all"* our objective is to *Increase Access to Safe and Efficient Transport*.

In pursuit of this objective we are striving to:

- Improve public transport services in both the urban and rural areas of the Western Cape;
- Promote the use of appropriate modes for the movement of freight;
- Increase investment in transport infrastructure and reducing maintenance backlogs;
- Improve transport safety, and
- Develop the required institutional capacity in the appropriate sphere of government to deliver on the various transport mandates, while creating and strengthening partnerships with all crucial stakeholders and role-players such as Municipal Planning Authorities, PRASA, SANRAL, Transnet, ACSA, as well as all three spheres of government.

In the period preceding this update we have been making significant strides on a number of fronts. Most importantly we have maintained and enhanced our efforts at constantly improving road safety conditions and lowering fatality rates. We have been aligning our road maintenance and improvement priorities with the economic development agenda of the province and we have been the leading the way with the introduction of integrated rapid transit networks in the Cape Town City region and in the Southern Cape, (Eden District). In addition we have been making steady progress with the devolution of planning functions to the local sphere of government, and in the Cape Town City region we have advanced processes that will culminate in the devolution of certain contracting and regulatory powers and functions to the Metropolitan Municipal level.

We have been driving a number of regulatory changes to enhance the status and safety of non-motorised transport, as we have identified the safety of pedestrians and cyclists as an area of concern. As rail remains the backbone of our public transport system in the Cape Town City Region we have taken the cooperative relationship between ourselves, PRASA and the City of Cape Town to the next level from where joint planning and service improvement initiatives can be allowed to develop. As provincial government we remain committed to building and maintaining sound partnerships underpinned by trust with all key stakeholders in the transport sector. In this regard we have endeavoured to build a sound working relationship with amongst others the minibus taxi industry and we look forward to working in an increasingly constructive manner with the representatives of this critical partner in the delivery safe and reliable transport services.

Many challenges remain and as improvements in the provision of transport infrastructure and services are beginning to take effect we should anticipate that improved supply will result in greater demand. I have confidence that the team leading this department has what it takes to meet the challenges lying ahead and I believe that the relationships that we have established with both institutional and private sector role players in recent years will stand us in good stead in the years to come.



ROBIN CARLISLE
Executive Authority

Department of Transport and Public Works

28/2/2014

List of Abbreviations

CoCT	City of Cape Town
CSIR	Council of Scientific and Industrial Research
CTIA	Cape Town International Airport
DORA	Division of Revenue Act
DOT	National Department of Transport
DTPW	Department of Transport and Public Works
GABS	Golden Arrow Bus Services
IDP	Integrated Development Plan
IPTN	Integrated Public Transport Network
IRPTN	Integrated Rapid Public Transport Network
IRT	Integrated Rapid Transit in the City of Cape Town
ITP	Integrated Transport Plan
ITSG	Integrated Transport Steering Group
LDV	Light Delivery Vehicles
MAP	Million Annual Passengers
MEC	Member of the Executive Council
MOU	Memorandum of Understanding
MRE	Municipal Regulating Entity
MTEF	Medium Term Expenditure Framework
NDOT	National Department of Transport
NLTA	National Land Transport Act 5 of 2009
NLTSF	National Land Transport Strategic Framework
NMT	Non-Motorised Transport
NMV	Non-Motorised Vehicle
NPTR	National Public Transport Regulator
NSDP	National Spatial Development Perspective
PLTF	Provincial Land Transport Framework
POLB	Provincial Operating License Board
PRASA	Passenger Rail Agency South Africa
PRE	Provincial Regulating Entity
PSDF	Provincial Spatial Development Framework
PSO 3	Provincial Strategic Objective 3: Increasing Access to Safe & Efficient Transport
PTIP	Public Transport Improvement Programme
RTS	Rural Transport Strategy
SAICE	South African Institution of Civil Engineering
SANRAL	South African National Roads Agency Limited
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprise
WCED	Western Cape Education Department
WCG	Western Cape Government

TABLE OF CONTENTS

EXECUTIVE SUMMARY	(i)
1. PROCESS AND CONSULTATION	1-1
1.1 INTRODUCTION	1-1
1.2 PURPOSE	1-1
1.3 BACKGROUND.....	1-1
1.4 PROCESS FOLLOWED.....	1-2
1.5 RELATIONSHIP PLTF, IMPLEMENTATION PLAN, ITSG	1-5
1.6 STATUS OF DOCUMENT	1-6
2. TRANSPORT VISION, OBJECTIVES AND POLICY.....	2-1
2.1 INTERPRETATION NATIONAL LAND TRANSPORT STRATEGIC FRAMEWORK.....	2-1
2.2 PROVINCIAL LAND TRANSPORT POLICY	2-2
2.3 A LONG TERM VISION FOR TRANSPORT IN THE WESTERN CAPE	2-5
2.4 CURRENT / POTENTIAL AREAS OF CONFLICT.....	2-9
2.5 TRANSPORT OBJECTIVES	2-9
2.6 ALIGNMENT BETWEEN PROVINCIAL LAND TRANSPORT OBJECTIVES AND NATIONAL OUTCOMES	2-11
3. STATUS QUO OF TRANSPORT IN THE PROVINCE	3-1
3.1 DEMOGRAPHIC FEATURES: INDUSTRY AND ECONOMIC SECTORS	3-1
3.2 NATIONAL/PROVINCIAL ROAD NETWORKS	3-4
3.3 STRATEGIC PUBLIC TRANSPORT NETWORKS, INCLUDING RAIL NETWORKS	3-10
3.4 MODAL SPLIT TO CAPE TOWN CBD	3-16
3.5 TRANSPORT NODES OF PROVINCIAL SIGNIFICANCE	3-17
3.6 FREIGHT TRANSPORT, INCLUDING ROUTES FOR TRANSPORTING DANGEROUS GOODS....	3-17
3.7 SPATIAL DEVELOPMENT, ECONOMIC DEVELOPMENT AND HOUSING	3-21
3.8 PUBLIC TRANSPORT OPERATIONS.....	3-22
3.9 INTRA- AND INTERPROVINCIAL LONG DISTANCE SERVICES AND INTERPROVINCIAL COMMUTING SERVICES	3-28
3.10 KEY LAND TRANSPORT PROBLEMS AND ISSUES.....	3-29
4. INTEGRATED TRANSPORT PLAN	4-1
4.1 PLANNING AUTHORITIES.....	4-1
4.2 PROGRAMMING / INTEGRATION OF INTEGRATED TRANSPORT PLANS	4-1
4.3 SUMMARY OF INTEGRATED TRANSPORT PLANS	4-2
4.4 CONCLUSION & RECOMMENDATIONS.....	4-5
5. INTEGRATED DEVELOPMENT FRAMEWORK	5-1
5.1 INTRODUCTION	5-1
5.2 RELATIONSHIP BETWEEN TRANSPORT AND ECONOMIC DEVELOPMENT	5-2
5.3 SPATIAL DEVELOPMENT INITIATIVES.....	5-4
5.4 FRAMEWORK MAP	5-13
5.5 GROWTH AREAS	5-41
5.6 FACILITATION OF SPATIAL AND ECONOMIC DEVELOPMENT PLANS	5-43
5.7 STRATEGIC TRANSPORT NETWORK AND LAND USE DEVELOPMENT	5-45

5.8	FACILITATION OF SPATIAL AND ECONOMIC DEVELOPMENT PLANS	5-48
6.	PUBLIC TRANSPORT STRATEGY	6-1
6.1	MEASURES TO ADDRESS DEFICIENCIES	6-2
6.2	INITIATIVES TO PROMOTE PUBLIC TRANSPORT OVER PRIVATE TRANSPORT	6-10
6.3	PASSENGER RAIL SERVICES.....	6-13
6.4	ESTABLISHMENT OF INTEGRATED PUBLIC TRANSPORT NETWORKS	6-18
6.5	STATUS OF DISPENSING AND DEALING WITH OPERATING LICENCES	6-22
6.6	RURAL TRANSPORT	6-23
6.7	MODAL INTEGRATION STRATEGIES	6-25
6.8	CORRIDOR DEVELOPMENT STRATEGIES	6-27
6.9	USE OF ADAPTED LIGHT DELIVERY VEHICLES IN PUBLIC TRANSPORT	6-30
6.10	PUBLIC TRANSPORT SECURITY	6-30
6.11	TRANSPORTATION OF PERSONS WITH DISABILITIES AND OF OTHER SPECIAL CATEGORIES.....	6-32
6.12	THE ESTABLISHMENT OF REGULATORY ENTITIES AND ENGAGEMENT WITH MUNICIPALITIES REGARDING THE ASSIGNMENT OF THE OPERATING LICENCE FUNCTION.	6-35
6.13	AGREEMENTS REGARDING INTERPROVINCIAL TRANSPORT.....	6-38
6.14	THE RATIONALISATION OF SUBSIDISED PUBLIC TRANSPORT (INCLUDING FINANCIAL AND ECONOMIC SUPPORT TO PUBLIC TRANSPORT)	6-38
6.15	PUBLIC TRANSPORT STRATEGIES TAKEN FROM THE MUNICIPAL INTEGRATED TRANSPORT PLANS	6-39
7.	NON-MOTORISED TRANSPORT, SCHOLAR TRANSPORT AND ENVIRONMENTALLY SUSTAINABLE TRANSPORT.....	7-1
7.1	STRATEGY TO PROMOTE / ENCOURAGE NON-MOTORISED TRANSPORT	7-1
7.2	LEARNER TRANSPORT	7-14
7.3	MITIGATION OF TRANSPORT IMPACT ON ENVIRONMENT	7-19
8.	TRANSPORT INFRASTRUCTURE STRATEGY	8-1
8.1	PROVINCIAL INFRASTRUCTURE AND FACILITY DEVELOPMENT INITIATIVES	8-1
8.2	STRATEGIES AND INITIATIVES OF PROVINCIAL SIGNIFICANCE.....	8-9
9.	TRANSPORT MANAGEMENT STRATEGY INCLUDING FREIGHT TRANSPORT AND INTELLIGENT TRANSPORT SYSTEMS	9-1
9.1	FREIGHT TRANSPORT	9-1
9.2	FREIGHT ROUTES INCLUDING ROUTES FOR THE MOVEMENT OF DANGEROUS GOODS	9-4
9.3	INTELLIGENT TRANSPORT SYSTEM MEASURES AS APPLIED ON ROADS OF PROVINCIAL SIGNIFICANCE	9-6
9.4	TRAVEL DEMAND STRATEGY	9-9
10.	ROAD TRAFFIC SAFETY AND INCIDENT MANAGEMENT	10-1
10.1	ROAD TRAFFIC SAFETY	10-1
10.2	INCIDENT MANAGEMENT	10-10
11.	TOURIST TRANSPORT	11-1
11.1	BACKGROUND.....	11-1
11.2	THE WESTERN CAPE TRENDS.....	11-2
11.3	FOOT COUNT OF VISITORS TO THE PROVINCE.....	11-2

11.4	THE MAIN PURPOSE FOR THE VISIT AND MODE OF TRANSPORT USED	11-3
11.5	POLICY MANDATE	11-3
11.6	CURRENT INITIATIVES.....	11-4
11.7	NICHE MARKET: TOWNSHIP TOURISM	11-5
11.8	RECOMMENDED STRATEGIES.....	11-5
11.9	CONCLUSION.....	11-7
12.	FUNDING STRATEGY AND IMPLEMENTATION PROGRAMME.....	12-1
12.1	SUMMARY PROVINCIAL PROJECTS AND BUDGETS.....	12-1
12.2	SUMMARY OF MUNICIPAL TRANSPORT PROJECTS.....	12-4
12.3	REVENUE SOURCES.....	12-5
13.	MONITORING.....	13-1
13.1	COMPLIANCE OF THE 2011 PLTF TO THE LATEST NLTA MINIMUM REQUIREMENTS (NLTA REGULATIONS R.825, GG NUMBER 34657 DATED 3 OCTOBER 2011)	13-1
13.2	DEVELOPMENT OF KPIS	13-2
13.3	FACTORS ENABLING THE ACHIEVEMENT OF THE PLTF KPIS	13-14
13.4	CONCLUSION & RECOMMENDATIONS.....	13-16
14.	CO-ORDINATION STRUCTURES AND MEASURES, LIAISON AND CONFLICT RESOLUTION.....	14-1
14.1	CO-ORDINATION MEASURES IN TRANSPORT PLANNING:.....	14-1
14.2	TRANSPORT MANAGEMENT STRUCTURES:	14-2
14.3	CO-ORDINATION MEASURES AND STRUCTURES ESTABLISHED IN THE WESTERN CAPE	14-5
14.4	IMPLEMENTATION OF THE PROVINCIAL INTEGRATED DEVELOPMENT PLAN.....	14-15
14.5	PROVINCIAL ASSISTANCE TO MUNICIPALITIES.....	14-15
14.6	REGULATIONS MADE BY THE MEC	14-16
15.	REFERENCES.....	15-1

ANNEXURES (SEPARATE DOCUMENT)

- Annexure A:** Executive Summary – Extracted from all Available Integrated Transport Plans in the Western Cape Province
- Annexure B:** Broad Actions and Strategies that will be Adopted to Promote Public Transport and to further Develop the Public Transport System
- Annexure C:** PRASA: Recommended Priorities by Corridor (PRASA Strategic Plan, Stage 2 report, September 2012)
- Annexure D:** Extract from Western Cape Minibus-taxi Operating License Strategy
- Annexure E:** A Summary of the Transport Strategies of Provincial Significance, as taken from the District and Municipal Integrated Transport Plans, with Corresponding Projects
- Annexure F:** Detail of Municipal Projects and Programmes of Provincial Significance with Budgets

LIST OF TABLES

Table 2-1: Provincial Values and Behavioural Statements	2-5
Table 2-2: Identified Transport Objectives and Indicators	2-10
Table 2-3: Provincial Strategic Objectives and their Alignment with National Outcomes	2-11
Table 3-1: The Five District Municipalities of the Western Cape and their Respective Local Municipalities	3-2
Table 3-2: Summary of 2011 Census Results.....	3-5
Table 3-3: Distribution of Road Network Classes in the Western Cape.....	3-7
Table 3-4: Condition of Gravel Roads: Percentage of Network.....	3-7
Table 3-5: Condition of Surfaced Roads: Percentage of Network.....	3-7
Table 3-6: Quality of the Different Sections of the Railway Network (country wide) - Source: SAICE.....	3-12
Table 3-7: GABS Operations (GABS, 2012)	3-13
Table 3-8: Sibanye Operations (GABS, 2012).....	3-14
Table 3-9: Summary of IRT Infrastructure (Source: CoCT, 2012b).....	3-14
Table 3-10: MyCiTi Operations (CoCT: IRT Operations, April 2013)	3-16
Table 3-11: Historic Daily Passenger Trips per Mode Entering the CBD - Source: Transportation Reporting System, City of Cape Town, 2011	3-16
Table 3-12: Daily Modal Split for Passenger Trips (excluding "Other") Entering the CBD of Cape Town	3-17
Table 3-13: Transport Nodes of Provincial Significance.....	3-17
Table 3-14: Total Cargo Handled at Ports in the Western Cape Province	3-20
Table 3-15: Statements Included in the ITPs of the Respective District Municipalities and the Core City in the Western Cape	3-21
Table 3-16: Mode of Transport in the City of Cape Town	3-22
Table 3-17: Comparison between Yearly Rail Census Volumes and Available Train Sets (Arcus GIBB, 2012 and City of Cape Town Rail Framework).....	3-23
Table 4-1: Planning Authorities, Classification and Types of Plans.....	4-2
Table 5-1: Identified Goals	5-13
Table 5-2: Growth Potential of Western Cape Towns.....	5-32
Table 6-1: The Desired Characteristics of Public Transport Networks in Cities, Towns and Rural Areas	6-13
Table 7-1: Modal Split Learners Travelling to School - Source: NHTS, 2003.....	7-14

Table 7-2: Contract for Learner's Transport 2007. Source: Western Cape Education Department.....	7-17
Table 7-3: Qualifying Areas for Learner Transport - Source: Western Cape Education Department, 2011.....	7-17
Table 7-4: Non-Qualifying Areas for Learner Transport - Source: Western Cape Education Department, 2011	7-17
Table 8-1: Responsibilities and Duties of the Three Spheres of Government	8-3
Table 8-2: Planned Capital Expenditure on Roads Infrastructure.....	8-7
Table 8-3: Planned Maintenance Expenditure on Road Infrastructure	8-8
Table 9-1: Freight Movement by Rail and Road for 2011 and 2012 Respectively	9-2
Table 9-2: TDM Strategies by Strategic Focus Area	9-11
Table 10-1: Short Term Interventions, in Parallel with the Road Safety System Implementation	10-10
Table 12-1: Department of Transport and Public Works: Estimated Expenditure for MTEF	12-3
Table 12-2: City of Cape Town Historical PTISG Expenditure.....	12-6
Table 12-3: City of Cape Town PTI&SG Funding Request 2012/13 to 2015/16.....	12-7
Table 12-4: Department of Transport and Public Works: Summary of Revenue for MTEF	12-8
Table 12-5: Department of Transport and Public Works: Departmental Revenue Collection for MTEF	12-8
Table 13-1: National Customer-Based KPIs	13-3
Table 13-2: NLTSF-Based KPIs	13-4
Table 13-3: Public Transport.....	13-8
Table 13-4: Non-Motorised Transport and Sustainable Transport.....	13-9
Table 13-5: Transport Infrastructure	13-10
Table 13-6: Transport Management.....	13-11
Table 13-7: Land Transport Safety	13-12
Table 13-8: Tourism.....	13-13
Table 13-9: Comparison of KPI categories for 2011 PLTF with Latest Annual Performance Plan.....	13-14
Table 14-1: Minimum Frequency Plan of Plan Preparation and Update.....	14-5

Table 14-2: Structure of PROVCOM/PROVTECH, Indicating Membership and
Sub-Committees in the Western Cape..... 14-12

LIST OF FIGURES

Figure 1-1: Inter-relationship between Transport Plans and Frameworks.....	1-2
Figure 2-1: Eleven Strategic Priorities.....	2-3
Figure 2-2: Transport Plan of Action	2-4
Figure 3-1: Location of the City of Cape Town and the Five District Municipalities in the Western Cape Province	3-3
Figure 3-2: Current Main Road Network/Infrastructure in the Western Cape Province.....	3-6
Figure 3-3: Surfaced Roads in Poor and Very Poor Condition - Source: Annual Performance Plan 2013/2014.....	3-8
Figure 3-4: Number of Years before LOS D is Reached.....	3-9
Figure 3-5: The railway lines and stations in the Western Cape Province.....	3-10
Figure 3-6: Extent of PRASA commuter rail network in Cape Town - Source: Metrorail website.....	3-11
Figure 3-7: Schematic Representation of all Phases of the Proposed BRT - Source: CoCT, 2012a	3-15
Figure 3-8: Illustration of the Transport Nodes of Provincial Significance in the Western Cape	3-18
Figure 4-1: Proposed Programme for the Preparation of Integrated Transport Plans and their Co-ordination with the Provincial Land Transport Framework	4-3
Figure 5-1: Relationship between Transport and Economic Development	5-3
Figure 5-2: Impact of Public Transport Spending on the Economy.....	5-4
Figure 5-3: Combined Road and Freight Transport Corridors - Source: Provincial Spatial Development Framework, 2009.....	5-10
Figure 5-4: Cape Town Spatial Development Framework.....	5-17
Figure 5-5: Transport and Road Priority Action Areas: City of Cape Town.....	5-18
Figure 5-6: Development Nodes and Corridors, West Coast District Municipality SDF	5-20
Figure 5-7: Composite SDF.....	5-21
Figure 5-8: Spatial Development Framework: Cape Winelands District Municipality.....	5-24
Figure 5-9: Overberg Spatial Development Plan	5-26
Figure 5-10: Eden Spatial Development Framework	5-28

Figure 5-11: Spatial Development Framework: Central Karoo	5-30
Figure 5-12: Development Potential Index.....	5-32
Figure 5-13: Social Needs Index.....	5-33
Figure 5-14: Nine functional regions in Western Cape – Growth Potential of Towns	5-35
Figure 5-15: Housing Backlog Figures for the Province – Housing Backlog Study	5-36
Figure 5-16: Spatial Distribution of Recent Housing Projects in the Western Cape.....	5-38
Figure 5-17: An Overview of the Medium Term Estimates for the Human Settlements Development Grant and the Provincial Contribution Towards the Acceleration of Housing Delivery	5-39
Figure 5-18: Rural Nodes: Comprehensive Rural Development Programme.....	5-43
Figure 5-19: Development Nodes and Corridors	5-44
Figure 5-20: Synthesis Map.....	5-47
Figure 6-1: Cape Town Integrated Rapid Transit System - Full Network.....	6-20
Figure 6-2: Corridor Development - Source: PSDF, 2009	6-28
Figure 7-1: Cape Town's NMT Infrastructure (Pendulum)	7-15
Figure 9-1: Rail Market Share Since 2003	9-3
Figure 10-1: The 4 “E” Strategy	10-2
Figure 10-2: Road Crash Fatalities in the Western Cape over a Rolling 12 Month Period	10-4
Figure 10-3: Road Crash Fatalities in the Western Cape by Category of Road User.....	10-5
Figure 11-1: SWOT Analysis.....	11-1
Figure 11-2: ACSA CPT Total Passengers per Financial Year 2007 - to date.....	11-2
Figure 11-3: 2011 Total Foot Count in the Western Cape	11-3
Figure 11-4: Purpose of Visits and Modes of Transport Used.....	11-4
Figure 11-5: Tourism Map	11-6
Figure 14-1: The Economic Sector Committee.....	14-7
Figure 14-2: The Economic Sector Work Groups	14-7
Figure 14-3: The Organisational Make-up of the ITSG	14-8
Figure 14-5: The Structure of PROVCOM/PROVTECH, Indicating Membership and Sub-Committees in the Western Cape.....	14-10

Figure 14-6: The Relationship between the Premiers Co-ordinating Forum and
the PROVCOM/PROVTECH Structures..... 14-13

EXECUTIVE SUMMARY

Background

The National Land Transport Act requires that the Provincial Land Transport Framework (PLTF) be updated every two years. Extensive guidelines have been produced prescribing the content of the PLTF. Whilst one reason for the preparation of this document is to comply with the Act, the main reason is to serve as a strategic management tool for the provincial transport department, providing inter alia:

- the vision, objectives and policies of the department;
- the status quo of transportation in the Province;
- alignment with other planning processes, including land use planning;
- current public transport strategies;
- strategies with respect to other transport matters, including non-motorised transport, scholar transport, infrastructure, freight, intelligent transport, traffic safety and tourism;
- financial information for the provincial transport department;
- monitoring, co-ordination and conflict resolution in the Province, and
- clarity on institutional matters.

The Department of Transport & Public Works produced its first PLTF in 2004, which was drafted under the previous National Land Transport Transition Act (Act 22 of 2000). The promulgated National Land Transport Act (Act 5 of 2009), has necessitated several legislative changes in the transport sector, some of which include:

- The devolution of the public transport planning and operations function to the lowest competent sphere of government, to prevent fragmentation and promote consolidation of function.
- The move away from Transport Authorities towards Planning Authorities.
- To provide for the establishment of Integrated Rapid Public Transport Networks (IRPTN's) in major South African cities (including the Cape Town city-region), as well as the establishment of Integrated Public Transport Networks (IPTN's) in the other areas of South Africa.

The primary strategic objective which guides the development of transport in the Western Cape, as set out in the Province's eleven Strategic Objectives, is Strategic Objective 3: Increasing Access to Safe and Efficient Transport.

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- i) The Western Cape Infrastructure Framework (WCIF);
- ii) The Provincial Spatial Development Framework (PSDF);
- iii) The Growth Potential of Towns (GPoTS), and
- iv) ONECAPE2040.

Some interaction did take place between the study teams for these different investigations. Comments from provincial officials have been received during the

drafting of this document, and a consultation process with all relevant stakeholders has taken place. This included presentations/discussions at ITSG meetings, as well as at the three ITSG Corridor Working Groups (N1, N2 and N7).

A Long Term Vision for Transport in the Western Cape

The Western Cape's Draft Strategic Plan: *"Delivering the open opportunity society for all"* identifies eleven strategic priorities as illustrated in Figure 1. Relating to transport, the objective is to *"increasing access to safe and efficient integrated transport"* with a focus on the following elements from 2010 – 2014:

- Improving public transport services in both the urban and rural areas of the Western Cape;
- Promoting the use of appropriate modes for the movement of freight;
- Increasing investment in transport infrastructure and reducing maintenance backlogs;
- Improving transport safety, and
- Developing the required institutional capacity in the appropriate sphere of government to deliver on the various transport mandates, while creating and strengthening partnerships with all crucial stakeholders and role-players.



Figure 1: Eleven Strategic Priorities

Note that these eleven strategic priorities were originally twelve, but the previous priorities 8 and 9 were combined in early 2013.

The Western Cape Government's vision is stated to be:

"To create an open opportunity society for all in the Western Cape so that people can live lives they value."

The department aligns its mission to that of the Western Cape Government:

"To protect and promote rights and expand opportunities".

The departmental mission is thus:

"The Department of Transport and Public Works develops and maintains appropriate infrastructure and related services for sustainable economic development which generates growth in jobs and facilitates empowerment and opportunity."

The values applicable to the Western Cape Government, and thus the Department of Transport and Public Works are:

"Caring, Competence, Accountability, Integrity and Responsiveness"

Six objectives have been identified for realising the vision and mission. Each objective is supported by several, more specific indicators - refer to the table on the next page.

It should be noted that in order to achieve the objectives and indicators set out here, collaborative efforts will be required from key transport role-players such as Municipal Planning Authorities, PRASA, SANRAL, Transnet, ACSA, as well as all three spheres of government. The **Integrated Transport Steering Group**, – consisting of all of these role-players, is seen as the single co-ordinating and integrating body at the provincial level which will facilitate the achievement of the objectives and indicators of the Province (see Table 1).

OBJECTIVE	INDICATORS
An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities	A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
	Increase the number of commuter rail train sets in operation to 117 by 2016.
	Develop implementable safe and accessible mobility strategies and IPTNs in district municipalities by 2014.
	Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).
	Fully implement a universally accessible and multimodal IRT phase 1a by 2014.
	Increase user satisfaction of public transport facilities by 25% by 2014.
	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.
	Bring minibus taxi recapitalisation rate up to national level by 2016.
NMT as pivotal part of all forms of transport planning in urban and rural areas	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
	Dedicated NMT Expanded Public Works Program projects by 2014.
	Every provincial road project in the Province must include a NMT component.
	NMT Plans will be developed and implemented for each municipality of the Province, as a part of the mobility strategy and IPTN roll-out.
	Dedicated cycle lanes in the Western Cape must be doubled by 2014.
A well maintained and preserved transport system	Reduce the road transport infrastructure backlog by 16% by 2014.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.
	Introduce economic decisions support tools (multi-criteria assessment matrix) to facilitate decision making with regard to road investment by 2014.
A sustainable transport system	A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
	Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight by 10% by 2014.
A safe transport system	Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.
	The provincial and the Cape Metro Incident Management Plan should be expanded to include lower order roads by 2014.
	Implementation of an integrated transport safety management system by 2014.
A transport system that supports the Province as leading tourist destination	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.

Table 1: Objectives and Indicators of the Province

Brief Summary of Status Quo of Transport

The Western Cape is the fourth largest province in South Africa as it constitutes about 129 462 km². It has one of the fastest growing economies. The Western Cape

comprises of five district municipalities and one core city i e the City of Cape Town, the latter being responsible for most of the provincial regional growth.

Table 2 lists the five district municipalities with their respective local municipalities, whilst Figure 2 indicates the extent of the five district municipalities and the Cape Town metropolitan area.

District Municipality	Respective Local Municipality
Cape Winelands	Breede Valley Drakenstein Stellenbosch Witzenberg Langeberg
Eden	Bitou George Kannaland Knysna Hessequa Mossel Bay Oudtshoorn
Central Karoo	Beaufort West Laingsburg Prince Albert
Overberg	Cape Agulhas Overstrand Swellendam Theewaterskloof
West Coast	Berg River Cederberg Matzikama Saldanha Swartland

Table 2: The Five District Municipalities of the Western Cape and their Respective Local Municipalities

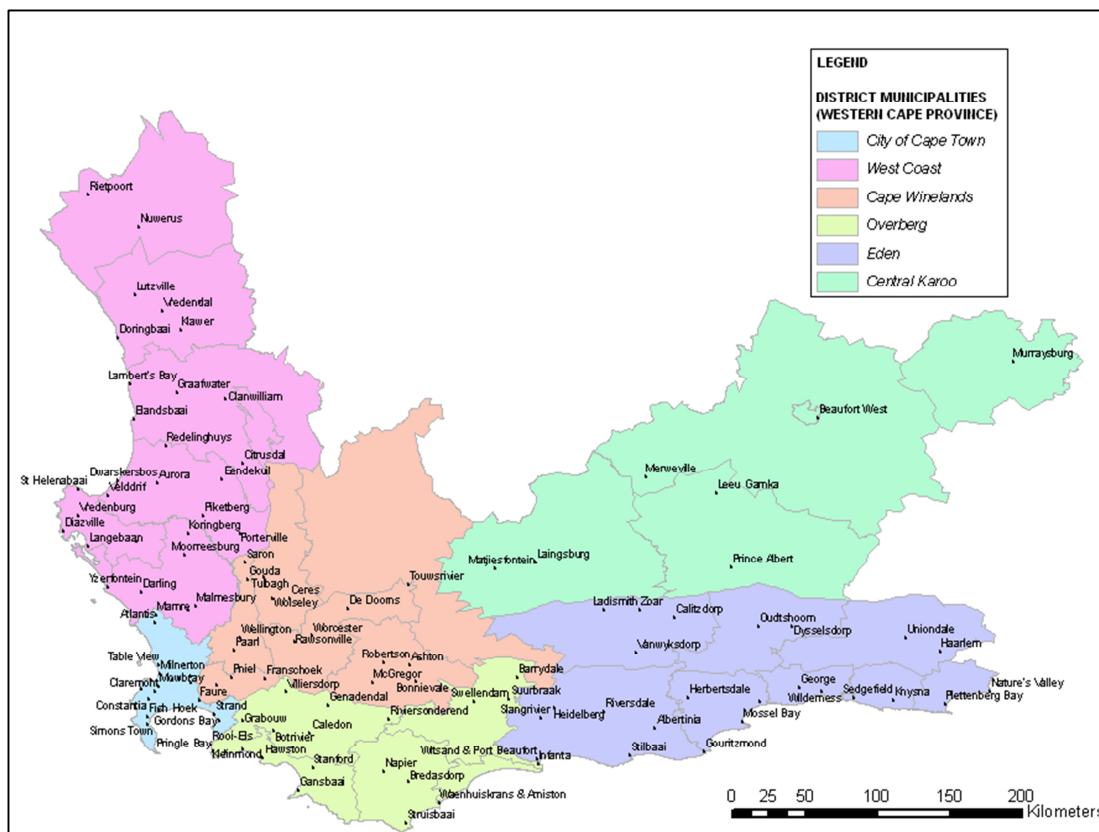


Figure 2: Location of the City of Cape Town and the Five District Municipalities in the Western Cape Province

The 2011 Census results provide demographic information for the Western Cape Province. The following conclusions can be drawn from the census data:

- i) Since 1996 the population growth in the Western Cape has exceeded that of South Africa by a substantial margin. Between 2007 and 2011, the population growth of the Western Cape has been 54% higher than the average for the country (10.3% versus 6.7%).
- ii) The population in the Western Cape as a percentage of the South African population has grown constantly since 1996 and stood at 11.3% in 2011.
- iii) The racial composition in the Western Cape has changed substantially since 1996. The black population group has grown from 21.6% of total population in 1996 to 32.9% in 2011, whilst the corresponding figures for the coloured group are 56% and 48.8%. The white population group has decreased from 21.4% in 1996 to 15.7% in 2011.
- iv) The median age in the Western Cape has increased slightly since 1996 (from 26 to 28 years), indicating that the population is getting older on average.
- v) The percentages of persons between 5 and 24 who are attending education have improved very little, but most numbers are slightly up.
- vi) There is a direct correlation between population numbers as a percentage of the population and housing numbers as a percentage of the housing in the country (both at 11.3% in 2011).

- vii) Average household size has decreased by 15% between 1996 and 2011 (from 4 to 3.4).
- viii) The average income per household in 2011 of R143 460 is way higher (more than 50%) than in all other provinces except Gauteng, with the latter only slightly higher (R156 243) than the Western Cape.

The following conclusions can be drawn from this information:

- Due to the population growth in the Province, the need for public services, including transportation, has been growing faster than in most other provinces.
- Due to the increase in the average age of the population, providing for elderly people, also in transportation, is becoming more important. This could mean higher pressure on the provision of universal access on especially public transport services.
- Due to the relatively high income per household, higher car ownership than elsewhere can be expected, which has consequences for the demand for road space, and also the quality of public transport services in order to attract ridership.

The City of Cape Town

Modal Split to Cape Town CBD

Historic cordon counts for the CBD reflecting the total daily inbound passenger trips, is shown in Table 3.

Year	Source	Car	Bus	Taxi		Rail	Other ¹		TOTAL
				Metered	Minibus		NMT	Heavies	
2001	CoCT	257 370	14 716	1 048	39 972	71 256	-	-	384 362
2003		268 288	15 382	2 033	45 537	68 783	190	-	400 213
2007		244 560	21 004	1 943	54 238	62 884	-	-	384 629
2011	TRS	210 827	24 003	2 732	34 757	64 983	8 381	9 368	355 051

NOTE: 2011's Transportation Reporting System (TRS) counts were captured in more detail than those previously, and included additional groupings for NMT and general heavy vehicles.

Table 3: Historic Daily Passenger Trips per Mode Entering the CBD - Source: Transportation Reporting System, City of Cape Town, 2011

From the above table it is evident that the total daily person trips to the Cape Town CBD in 2011 was slightly lower than that of the preceding years.

The daily inbound modal split, based on this information, is summarised in Table 4. The figures from the "Other" column have been excluded.

Year	Private	:	Public
2001	67%	:	33%
2003	67%	:	33%
2007	64%	:	36%
2011	63%	:	37%

Table 4: Daily Modal Split for Passenger Trips (excluding "Other") Entering the CBD of Cape Town

In the ten years between 2001 and 2011, the modal split of persons entering the CBD of Cape Town has improved by 4% in favour of public transport. In order to have comparative data, it is important that the classification and recording method be standardised.

The public transport services within the City of Cape Town are fairly comprehensive and the type of operation is summarised in Table 5.

Mode of Transport	Ownership	Services
Trains	Parastatal – PRASA	Scheduled, subsidised (annual operating subsidy approximately R1300 million)*
Buses	Private	Scheduled, subsidised and private hire (annual operating subsidy approximately R700 million)
BRT	Municipal	Scheduled, municipal contracted services (annual operating subsidy approximately R260 million)
Minibus taxis	Private	Unscheduled, not subsidised and private hire
Metered taxis	Private	Unscheduled, not subsidised and private hire

* Based on 2012 country wide budgeted subsidy of R3.3 billion (PRASA 2010/11 Annual Report)

Table 5: Mode of Transport in the City of Cape Town

Cape Town Public Transport

Commuter rail is the core provider of public transport services in the City of Cape Town – often referred to as the backbone of the public transport system in the City. The daily number of passengers has reduced by 8% since 2000, and was surveyed in 2012 to be just over **620 000 passengers**.

Currently, subsidised commuter bus services are provided largely by Golden Arrow Bus Services and to a lesser extent by Sibanye. In total GABS and Sibanye transport around **240 000 passengers** on a daily basis.

The City of Cape Town has almost completed Phase 1A of their IRT system, whilst the planning of further phases is proceeding. The IRT service carries around **11 000 passengers** on a daily basis.

Minibus-Taxis operate relatively independently and are only governed by the PRE in respect of the operating licenses.

Based on City records (City of Cape Town ITP, 2010) there are approximately 565 routes in operation on a typical day, with approximately 56 000 trips undertaken and the **passenger volumes** are estimated to be around **332 400 per day**.

More than 10 000 minibus vehicles provide unscheduled public transport services in the Western Cape, of which approximately 7 600 operate within the City of Cape Town. Surveys in Cape Town (Source: 2007 Operating Licence Strategy, City of Cape Town) revealed that around 49% of minibus taxis were unlicensed, and these unlicensed operators loaded up to 35% of the passengers at official facilities. Based on this information, it is **concluded that the licensing of minibus taxis is not managed/regulated successfully**.

Metered taxi services are provided by independent parties who use private cars to render these services. The metered taxi services operate in terms of a permit (or operating license) granted by the PRE. This specifies the area in which the vehicle can operate; generally a radius from a base rank, area, place of business, or address. The metered taxi services are not regulated in terms of tariffs or service quality standards. In the previous PLTF (2011) it was reported that approximately 4 000 passenger trips were serviced on a daily basis by metered taxis.

The City of Cape Town has an extensive NMT network, but estimates of the length of the network are not available. Since 2010 the City has awarded a number of projects for the construction of around 400 kilometres of walkways and cycle lanes. New bicycle lanes have been provided as part of the IRT infrastructure of Phase 1A.

Cape Winelands District Municipality

Commuter rail services are available within the CWDM in four (4) local municipalities i.e Drakenstein, Witzenberg, Breede Valley and Stellenbosch, serving 24 stations within the district.

There are no records of local bus services in the CWDM, with the exception of long distance bus services traversing through the CWDM along the N1.

The mini-bus taxi is the dominating mode of public transport service provider for both commuter and long distance services within the district. These services are predominately provided in the urban areas of the district leaving rural areas out of the equation of quality public transport services.

MBT are responsible for the provision of public transport services during the week, however the vehicles are underutilised during the off peak periods.

Although there is no reference to metered taxi services in the DITP, it should be noted that various dial-a-ride services are available through the district area specifically in Stellenbosch. These services provide similar services to that of metered taxi's. However, they operate with a flat fare to and from pick-up points to the various destinations.

At least 48% of the persons in the Cape Winelands walk or use other forms of NMT to satisfy their transportation needs due to high public transport costs, 26% make use of

private vehicles and only 14% make use of the public transport services, which comprises predominantly of mini-bus taxis (MBT) and limited rail services.

Eden District Municipality

Private transport is the dominating mode of transport in this District at (46%), followed by NMT at (34%). Minibus-taxis, being the only visible mode of public transport, make up 17% of the entire market share in the district, with bus services only responsible for 3% of the market share.

There are currently no commuter rail services in the district and the entire rail network passing through Eden is under-utilised and in poor condition.

There are no commuter bus services in the district with the exception of the scholar bus service operating in the Hessequa Municipality.

An over-supply of minibus-taxis is reported in the town areas of Bitou, Knysna, Mossel Bay, Hessequa, Kannaland and Oudtshoorn. The available demand is not adequate to support the operators, which is considered the main reason why many vehicles are in questionable state.

Metered taxis services numbers have declined in the district area and only a few are still operating with predetermined flat rates with specific pick-up and destinations such as those operating to and from the George Airport.

A NMT Masterplan (2007) was developed for the Eden District Area which proposed certain NMT facilities to be developed, mostly focussed along higher order routes. It was observed that most people located in the smaller towns (such as in Uniondale and Haarlem) are reliant on walking as their way of transport.

Central Karoo District Municipality

The low population density, high poverty and very low economic opportunities in this district make public transport barely economically viable. Beaufort West, being the main economic hub for the district, is the only area with regular public transport services.

There are no commuter rail services in the Central Karoo. Long distance passenger services pass through the district rendering services between Cape Town and Gauteng and between Cape Town and Durban. The long distance trains stop at the following stations within the Central Karoo: Matjiesfontein, Laingsburg, Prince Albert Road, Leeu-Gamka, Beaufort West and Nelspoort.

There is one bus operator in Beaufort West who provides regular services for passengers travelling from the surrounding areas into town. This bus service is not subsidised.

Minibus-taxis services mainly consist of five-seater sedans which provide public transport services between the town and the surrounding residential areas.

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services in Beaufort West where people are charged a flat rate to and from specific locations.

Even though the value of NMT is acknowledge throughout the district area and walking is one of the most common modes of transport, very limited focus and planning is made towards NMT facilities and infrastructure. One of the transport goals is to provide safe walkways and bicycle paths, in an integrated cohesive manner in the towns of the district.

Objectives towards the promotion of non-motorised transport in the district are:

- to provide sidewalks and footpaths on highly utilised pedestrian routes in a phased and integrated manner;
- 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 in a phased manner;
- to encourage non-motorised transport projects such as the Bicycle Empowerment Network, and
- to support safety measures for animal drawn vehicles and provide safe and humane stopping facilities for draught animals.

Overberg District Municipality

The Overberg district municipality has a very limited public transport system, with the main features being inter-town minibus-taxi routes and contracted scholar transport services.

NMT is the main mode of transport within the district at 57% of trips, private transport accounts for (26%) of the transport market, with public transport having only 15% of the market share.

There are no commuter rail services in the district and the rail network serving the district is exclusively used for freight with very limited chartered passenger services.

Currently, there are no commuter bus services in the district. The bus services within the district are mainly for scholar transport or hire services.

Minibus-taxis provide public transport services on an ad hoc basis along the R43 and R44 routes. The only towns with prominent public transport facilities are Bredasdorp and Napier and services in these areas operate on a fairly regular basis.

A high proportion of the identified minibus-taxi routes are reported to be not economically viable.

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services in Hermanus where people are charged a flat rate to and from specific locations.

NMT is the main mode of transport within the district at 57% of trips.

West Coast District Municipality

Minibus taxis are the dominating mode of public transport with rail and bus coming up in the second place. However, a significant portion (55%) of the population has to walk or cycle (NMT).

The commuter rail services are provided between Cape Town and Malmesbury, with a single train in the morning and in the afternoon. A total of 193 commuters per day were recorded boarding in Malmesbury and 197 were recorded alighting.

The current commuter bus service in the district is privately owned and is used by workers to and from their work place. Numerous school bus routes are operated.

Minibus taxi services are the dominating mode of public transport in the district due to their ability to render door-to-door services. The passenger volumes vary from one local municipality to another and the time of the day.

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services where people are charged a flat rate to and from specific locations.

A significant number (55%) of the population has to walk or cycle (NMT).

Spatial and Transport Trends

The Provincial Spatial Development Framework pursues a provincial urbanisation strategy of aligning the provincial settlement pattern with regard to economic potential, the availability of resources (especially water and land), the location of environmental resources and the potential for future economic growth.

As a result the PSDF identifies the following **urban centres**:

1. **Metropolitan Area:** City of Cape Town
2. **Regional “Motors”:**
 - a. Saldanha Vredenburg
 - b. Southern Cape
3. **Regional Development Corridors**
 - a. Breede River Valley
 - b. Olifants River Valley
 - c. Cape Town to Saldanha-Vredenburg
 - d. Lower Olifants River
 - e. Cape Town to Gauteng road and rail
 - f. Overberg – Coast and Agulhas Plain

In addition, the following **towns with strong functional linkages** have been earmarked for corridor development. The development of “BRT”-type services is endorsed along these routes.

- City of Cape Town;
- George;
- Mossel Bay;
- Knysna;

- Mossel Bay – George – Knysna (also potential commuter rail shuttle service);
- Worcester;
- Vredendal;
- Hermanus – Onrus – Hawston – Fisherhaven;
- Saldanha – Vredenburg;
- Oudtshoorn – Dysseisdorp;
- Paarl – Wellington (also potential commuter rail shuttle service), and
- Stellenbosch (also potential commuter rail shuttle service).

The PSDF emphasises maintaining **strict urban edges**, prohibiting outward expansion that may result in the entrenching of the current spatial apartheid pattern. As a result **densification** through infill is supported. **Clustering of civic, business and community facilities** is also encouraged to maximize socio-economic benefits and resources and the proximate location of public transport is supported.

Regarding transport, the emphasis is on the development of combined road and rail transport corridors as per the figure on the next page. The rationale is to upgrade the existing rail infrastructure to offer higher levels of service and thus provide a real alternative to road transport for passengers and freight. **The development of settlements along identified corridors is encouraged.**

At the time of reviewing the PLTF, the PSDF was under review. Two key elements relating to transport will emerge from the revised PSDF:

1. **An increased focus on rural planning and the safeguarding of agricultural assets through rural development as one of the key priorities in the revision**

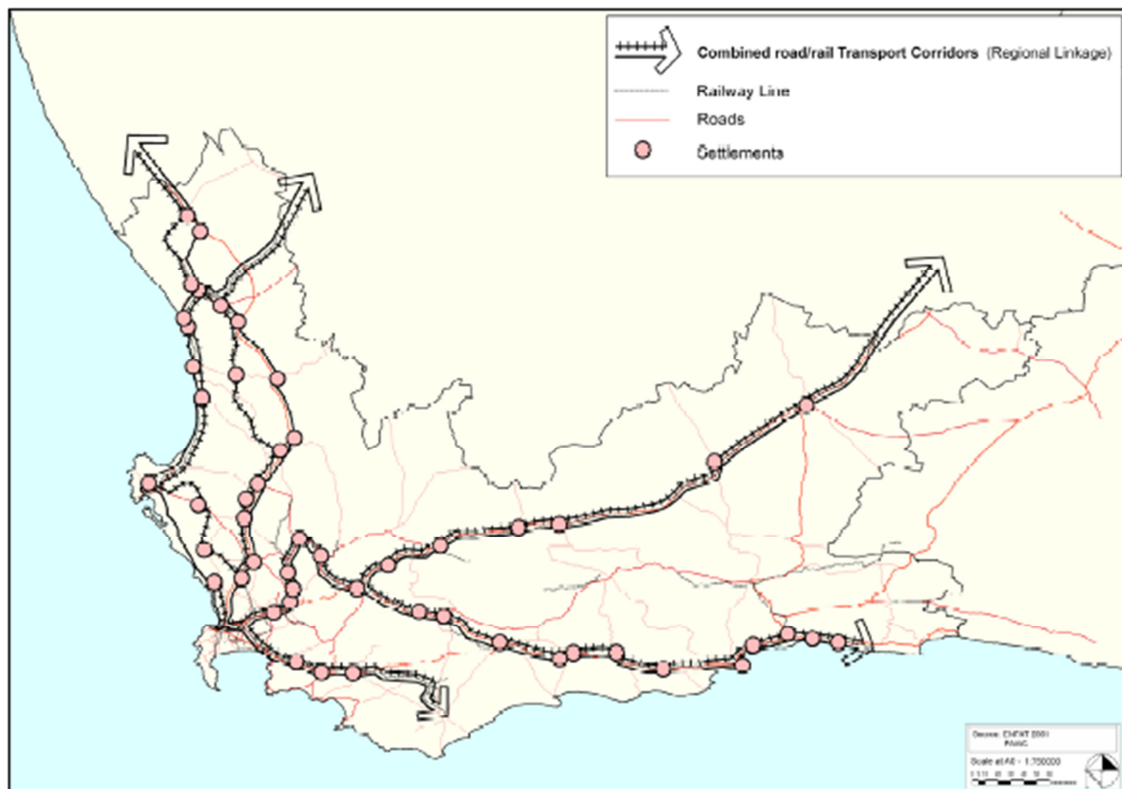


Figure 3: Combined Road and Freight Transport Corridors - Source: Provincial Spatial Development Framework, 2009

process. Based on the functional area logic that emerged from the Growth Potential of Towns in the Western Cape Study, the revised PSDF will strengthen small towns as a basis for rural development, which will require reinforcing rural public transport networks and looking at commuter and shopping flows within functional regions. This will require cooperation across municipal boundaries. While it is acknowledged that although the focus on rural areas does not result in significant economic development, they do have a regional stabilization effect.

2. The second key aspect is that **public transport in cities and larger towns** (e.g. George and other large towns) **require ranking and prioritisation.** Many developments are taking place on the model where human settlements are taking place on cheap land at the urban fringes. The emphasis will be on opening opportunities for the poor along public transport routes and corridors and providing accessibility in peripheral developments through transport.

The spatial transport trends can be summarised as follows:

- Urban policy of maintaining urban edges, countering entrenching of the current spatial apartheid pattern, densification through infill, clustering and integration of civic, business and community facilities in proximate location of public transport interchanges.
- Using transport (accessibility routes and public transport facilities) as a way to opening opportunities for the poor along public transport routes and corridors and providing accessibility in peripheral developments through transport.
- Applying the principles of densification and diversification along (selected) transport routes in order to promote corridor development (rather than strip development).
- Combined road and rail transport corridors throughout the Province to provide a real alternative to road transport for passengers and freight by upgrading existing rail infrastructure to offer higher levels of service. These routes should be developed as primary freight and passenger routes and inter-modalism between rail and road transport should be promoted.
- Promotion of public and non-motorised transport where viable.
- Increased focus on rural planning and public transport provision that spans across municipal boundaries by recognising the functional regions of the Province that are linked by social and economic (commuting, retail) logics.

Transport Infrastructure

The following three objectives have been identified to achieve “A well maintained and preserved transport system”. For each objective, short-term action, projects and medium term planning directions have been formulated.

1. **Reduce the road transport infrastructure backlog by 16% by 2014** – progress between 2011 and 2012 has not been positive in this respect. It is estimated that if current funding levels are maintained, then the asset value will be eroded by R200 -300 million per year. The following is proposed to address this objective:
 - Lobby for investment by national government. The recent dTIMS (decision support tool) analysis shows that additional funding of

R486 million is required per year to maintain the provincial road network in a “reasonable condition”. The dTIMS investigation has produced a prioritised list of candidate projects.

- Roads infrastructure Maintenance Backlog business plan needs to be developed. Besides funding from national government, alternative funding sources need to be investigated to achieve a situation that is sustainable in the long-term. This should also include the reclassification of the road network according to RIFSA.
 - More direct user charging (weight-distance, congestion, emissions, value capture) should be considered and investigated. Ideally, this should be linked with an increase in the offering of the rail freight and public transport sectors.
 - Road planning, construction and maintenance should be co-ordinated between the three levels of government in the Province. The Integrated Transport Steering Group (ITSG) was established in 2010 with (inter alia) this goal. Working Groups have been established for the N1, N2 and N7 corridors and they do function at present. In practice, even more focus on co-ordination has to be aimed for in order to achieve the correct priorities for the application of resources.
 - To accelerate the existing project pipeline, there is a need to mitigate against delays caused by EIA processes, and funding available for multi-year project cash flow requirements and constraints.
 - The promulgation of the Western Cape Transport Infrastructure Act, implies that municipalities can proclaim their own roads and become road authorities, thus enabling them control over usage, closure and advertising. They can also proclaim public transport infrastructure, thereby unlocking smarter and sustainable usage. In view of manpower constraints, it is foreseen that the Province will have to assist them with this, at least in the short term.
2. **Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016** – the PRASA strategic plan for the commuter rail network is included as Annexure D.
 3. **Introduce economic decision support tools to facilitate decision making with regard to road investment by 2014** - these could include regional factors, riding distances, poverty levels and visual conditions.

Public Transport

In order to achieve a balanced intermodal public transport network in the cities and towns in the Western Cape, several actions are required. Achieving this is complex, but a number of actions can be identified that can help to achieve the IRPTN in the City of Cape Town as well as the IPTNs in the district municipalities.

Role of Provincial Government and Municipalities

The NLTA makes provision for a select number of municipalities to extend their role as planning authority to be expanded to cover Licensing, Regulatory, Contracting and Subsidy Allocation functions for all modes of public transport including bus, minibus

taxi and, where applicable, BRT and commuter rail. This will end the current state of fragmentation of responsibilities.

The WCG will function as an overseer who must ensure that an adequate public transport system is brought into being, inter alia by the approval of integrated transport plans for the relevant authorities. The WCG also has to agree on timeframes.

Implement Travel Demand Management

Travel Demand Management seeks to influence and modify the choice made by commuters in order to reduce number of trips, reduce travel time and reduce travel costs. Approaches include the introduction of non-motorised transport, vehicle restricted areas, congestion pricing and parking charges. A prerequisite to the introduction of such aggressive measures is an efficient public transport system. The Department will embark – with stakeholders - on implementing a number of Travel Demand Management Measures by 2014 with the directed goal of decreasing private vehicle use and promoting public transport use.

Improved Safety and Security

There should be enhanced safety and security measures on public transport as experienced during the 2010 World Cup. Visible policing, adequate lighting and CCTV cameras need to be deployed at Public Transport nodes of provincial significance, Public Transport facilities and on Public Transport itself.

Integrated Economic Development, Land Use and Transport Planning

There should be an integrated approach between these disciplines to ensure that inter-urban and intra-urban public transport corridors and public transport nodes of provincial significance services the surrounding catchments areas. Appropriate zoning would result in greater densities in nodes on public transport corridors by increasing potential customers and attenuating peaks. This, in turn, will result in better patronized and more viable public transport. The Department will therefore embark on identifying strategic corridors which need to be densified, in conjunction with all affected municipalities, and lobby for measures to be put in place to densify them.

Measures to Ensure an Efficient Public Transport System in the Cape Town Functional Region

The following needs to be achieved in order to ensure that efficient public transport networks are in place in the Cape Town functional region:

- Metrorail must be recapitalised and placed on a sound financial footing so that it remains the back-bone of public transport in Cape Town.
- The road-based public transport limited right of way BRT system should be rolled out in such a manner that it is complementary to rail, as part of an integrated public transport network.
- Bus and minibus taxi operators should be incorporated into the vehicle operating companies of BRT to form the operating companies of the system.

- Bus and minibus taxis have a role to play in servicing those areas not covered by Metrorail or BRT and providing local feeder services in certain areas to Metrorail and BRT.
- Integration between public transport modes needs to be improved by increased provision of Park and Ride facilities at Metrorail and BRT stations.
- Increased provision of drop and go facilities at Metrorail and BRT stations.
- A network of pedestrian and cycling routes need to be developed to feed Metrorail and BRT stations.
- Key BRT stations should be integrated with Metrorail stations and other transport interchanges.
- An integrated ticketing system needs to be installed in the long term (the Smart card already introduced can currently only be loaded at certain MyCiTi stations which limits its application).
- An integrated information system is required.
- An integrated control system is required.
- Special transport services such as the dial a ride service for the disabled needs to be carefully reviewed to see how a greater number of disabled people can be more efficiently served within the context of a universally accessible public transport.
- Public transport resources must be optimally utilised during off-peak periods e.g. by using the optimum size vehicle where passenger demand is low.

More detail about the Province's detailed actions, strategies and focus areas that have been adopted in the previous PLTF, to promote public transport and to develop the system further, is contained in Annexure B.

Monitoring

In order to ensure that progress is effectively measured in the monitoring and evaluation of KPIs the following need to be in place:

- Regularly updated data and effective database management are required. There is, for example, only one National Household Travel Survey (NHTS) dated 2003, which makes monitoring of KPIs that are dependent on this data source very difficult. In the absence of regularly updated data, an alternative data source need to be identified or the KPI need to be amended.
- Sufficient capacity (human resources and financial) need to be in place in order to effectively update relevant databases. Clearly identified monitoring and evaluation process flow diagrams/charts can assist with the planning of relevant capacity required.
- Liaison and consultation with municipalities to ensure that these KPIs are reflected in the various Integrated Transport Plans (ITPs) and that relevant data is recorded as required. Unless municipalities know what data to record and how often, it will be difficult for the Province to monitor and evaluate KPIs that are dependent on information from municipalities.
- Ensure alignment of the objectives and KPIs identified in this chapter with the Provincial Programme Performance Indicators identified in the Western Cape Government's Annual Performance Plan (Programme 3: Transport Infrastructure (2 x strategic objectives); Programme 4: Transport Operations (5 x strategic objectives) and Programme 5: Transport Regulation (3 x strategic objectives)).

1. Process and Consultation

1.1 Introduction

The National Land Transport Act¹ requires that the Provincial Land Transport Framework (PLTF) be updated every two years. Extensive guidelines have been produced prescribing the content of the PLTF². Whilst one reason for the preparation of this document is to comply with the Act, the main reason is to serve as a strategic management tool for the provincial transport department, providing inter alia:

- the vision, objectives and policies of the department;
- the status quo of transportation in the Province;
- alignment with other planning processes, including land use planning;
- current public transport strategies;
- strategies with respect to other transport matters, including non-motorised transport, scholar transport, infrastructure, freight, intelligent transport, traffic safety and tourism;
- financial information for the provincial transport department;
- monitoring, co-ordination and conflict resolution in the Province, and
- clarity on institutional matters.

1.2 Purpose

The Provincial Land Transport Framework (PLTF) is a strategic document, whose purpose is to inform all transport and land-use related provincial decision making with respect to transport infrastructure development, management and investment, public transport, non-motorised transport, freight transport, land transport safety, as well as guide district-wide and local integrated transport planning.

The PLTF aims to achieve this within a broadly set out integrated development framework that takes cognisance of the complex inter-relations and interactions between the transport sector and the various other components of human settlements, society, the economy and the natural environment. The resultant PLTF has to be an overarching framework document that must be referred to in decision-making processes in provincial and municipal transport planning and implementation. The PLTF also has to ensure that national planning objectives and policies are implemented at the provincial scale.

1.3 Background

The Department of Transport & Public Works produced its first PLTF in 2004, which was drafted under the previous National Land Transport Transition Act (Act 22 of 2000). The previous PLTF, for the period 2011/12 to 2015/16 was completed in July 2011 and this new document is an update of the 2011 work. The promulgated National Land Transport Act (Act 5 of 2009), has necessitated several legislative changes in the transport sector, some of which include:

- The devolution of the public transport planning and operations function to the lowest competent sphere of government, to prevent fragmentation and promote consolidation of function.
- The move away from Transport Authorities towards Planning Authorities.
- To provide for the establishment of Integrated Rapid Public Transport Networks (IRPTN's) in major South African cities (including the Cape Town city-region), as well as the establishment of Integrated Public Transport Networks (IPTN's) in the other areas of South Africa.

The Department has, subsequent to this, engaged in a process of reviewing the PLTF, in line with the provincial strategic agenda which has been set by the WCG. The primary strategic objective which guides the development of transport in the Western Cape, as set out in the Province's eleven Strategic Objectives, is Strategic Objective 3: Increasing Access to Safe and Efficient Transport.

The Minimum Requirements for the Preparation of Integrated Transport Plans of November 2007 illustrates the inter-relationship between transport plans and frameworks to be prepared by the different spheres of government and authorities – see Figure 1-1. Allowance is made for other relevant national and provincial plans and policies to inform the PLTF, such as the Provincial Strategic Objectives and the National Transport Master Plan. Both these planning and policy documents, in addition to other national strategic policy documents such as the Rural Transport Strategy, have been extensively considered in preparing this PLTF.

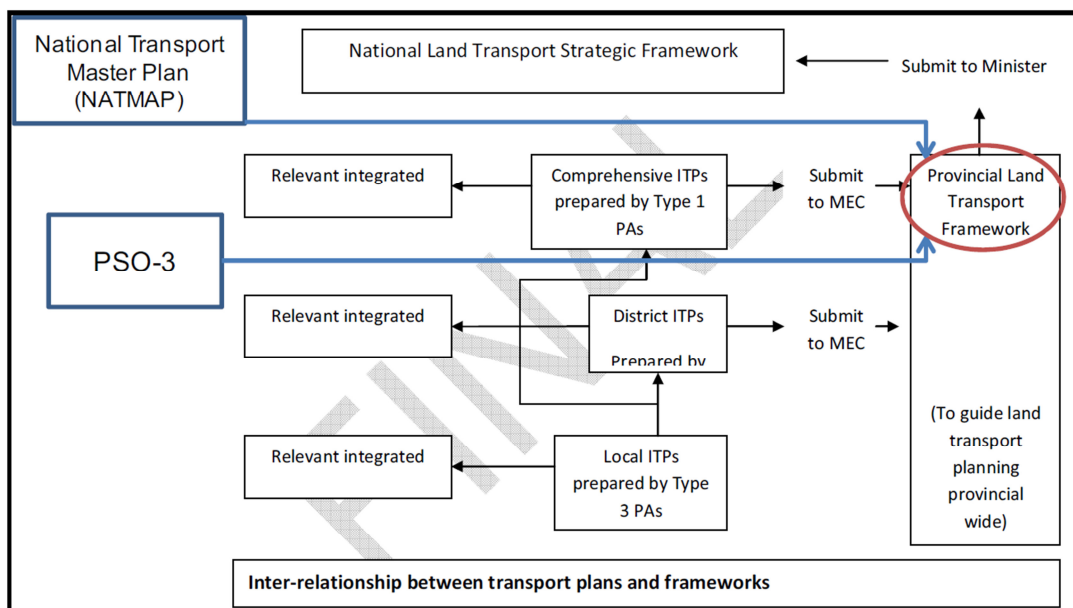


Figure 1-1: Inter-relationship between Transport Plans and Frameworks

1.4 Process Followed

The update of the 2011/12– 2015/16 PLTF was done according to the national regulations relating to the minimum requirements for the preparation of a PLTF, as contained in Government Gazette 34657, dated 3 October 2011. A short abstract from the regulations is provided below.

1.4.1 Purpose of Regulations

- (1) The purpose of the national regulations is to provide for a process for the preparation of Provincial Land Transport Frameworks and their minimum contents.
- (2) All Provincial Land Transport Frameworks prepared by the MECs in compliance with section 35 of the Act must comply with the requirements set out in these regulations.

1.4.2 Purpose of a PLTF

The purpose of a Provincial Land Transport Framework is to:

- (1) give broad strategic direction to the development of transport in the Province;
- (2) give an overview of the status quo of transport in the Province from a provincial perspective;
- (3) indicate land use development trends and the desirable spatial development of the Province, and what transport measures and actions should be put in place to support the intended spatial development;
- (4) give an overview of development initiatives of provincial significance in the Province, including budgets and implementation programmes;
- (5) report on the monitoring of transport in the Province and identified trends;
- (6) indicate and summarise actions taken in the Province to coordinate and integrate transport planning and management initiatives by municipalities and other organs of state in the Province responsible for transport matters; and
- (7) indicate how the MEC has implemented the functions and responsibilities assigned to the Province by the Act.

1.4.3 Principles for Preparing Provincial Land Transport Frameworks

- (1) In preparing the Provincial Land Transport Frameworks, the MECs must have due regard to and apply any principles for transport planning promulgated under section 8(1)(q) of the Act.
- (2) In addition to those principles, the following must be applied:
 - (a) In preparing the Provincial Land Transport Framework, the MEC must be guided by the National Land Transport Strategic Framework;
 - (b) Plans must pay due attention to the development of rural areas;
 - (c) Non-motorised forms of transport must be taken into account;
 - (d) Transport for special categories of passengers must receive special attention;
 - (e) The integrated transport planning process must be continuous, i.e. plans must be updated continuously;
 - (f) The Provincial Land Transport Framework must be synchronised with other planning initiatives and its integration into the

provincial transport and land use planning processes must be indicated;

- (g) In compliance with paragraph (f), specific reference must be made to the integrated development planning and land development objective processes insofar as they affect transport, the municipal budgeting process and the spatial planning processes;
- (h) In the case of any of the 12 cities identified in the *Public Transport Strategy and Action Plan, 2007*, specific reference must be made to their Integrated Rapid Public Transport Networks and Bus Rapid Transit systems, if any, and
- (i) Specific reference must be made to the Integrated Public Transport Network that has been developed for rural areas if any.

1.4.4 Process for Completion and Approval by MEC

- (1) The Provincial Land Transport Framework must be prepared for a five year period as required by section 35(1) of the Act.
- (2) The Provincial Land Transport Framework must also be updated every two years in compliance with section 35(9) of the Act.
- (3) In developing the Provincial Land Transport Framework, the MEC must consult with planning authorities in the Province, the rail, bus, taxi and other industries providing public transport in the Province, the Provincial Regulatory Entity, and other stakeholders.
- (4) The head of the provincial department must liaise with the Department to ensure that the Provincial Land Transport Framework is prepared, approved by the MEC and submitted to the Minister by the date fixed by the Minister in terms of section 35(4) of the Act.
- (5) The Provincial Land Transport Framework when submitted to the Minister must be accompanied by copies of any agreements regarding interprovincial transport concluded between the Province and other provinces.
- (6) As contemplated in section 35(11) of the Act, if the Minister is of the opinion that:
 - (a) the Provincial Land Transport Framework is in conflict with the National Land Transport Strategic Framework, national policy regarding interprovincial transport and cross-border transport or applicable legislation;
 - (b) the Provincial Land Transport Framework is in conflict with procedures and financial issues that affect the national government;
 - (c) the MEC did not follow the correct procedures or comply with the prescribed requirements, or
 - (d) the Provincial Land Transport Framework will adversely affect modes of transport under the control of the national government or national public entities,the Minister may request the MEC to amend or supplement the plan, as the case may be, and the MEC must comply with such request within the time stipulated by the Minister in that request.

1.4.5 **Minimum Contents**

The national regulations prescribe that the PLTF should contain at least the following:

Executive Summary

Chapter 1: Process and Consultation

Chapter 2: Transport vision, policy and objectives

Chapter 3: Status Quo of Transport in Province

Chapter 4: Integrated Transport Plans

Chapter 5: Integrated Development Framework

Chapter 6: Public Transport Strategy

Chapter 7: Non-motorised and Environmentally Sustainable Transport

Chapter 8: Transport Infrastructure Strategy

Chapter 9: Transportation Management Strategy

Chapter 10: Tourist Transport

Chapter 11: Funding Strategy and Implementation Programme

Chapter 12: Monitoring

Chapter 13: Co-ordination Structures, Liaison and Conflict Resolution

This document has followed the prescriptions relatively closely. A separate chapter (Chapter 10) covering **Road Traffic Safety and Incident Management** has been added (which changed the numbering of the last four chapters listed above).

1.5 **Relationship PLTF, Implementation Plan, ITSG**

In order to implement the PSO 3 (entitled *Increasing Access to Safe and Efficient Transport*), an Integrated Transport Steering Group (ITSG) was formed. The inaugural meeting of the ITSG was held in the latter half of 2010, and the functioning of this ITSG has now been fully institutionalised. In addition to the institutionalisation of the ITSG, working groups have been established along three spatially defined transport and economic corridors of the Western Cape, namely the N1, N2 and N7 corridors. In addition to these three corridors, a further working group, namely the Safely Home / PRTMCC Working Group has been established under the auspices of the ITSG.

The ITSG was formed, on the premise that provincial government plays a critical role in bringing all three spheres of government together. The approach is sanctioned by Provincial Transversal Management System (PTMS). The structure and functioning of the ITSG, as the central body through which stakeholder consultation and inter- governmental coordination takes place, is elaborated on in chapter 14 of this document.

1.6 Status of Document

The 2011/2012 – 2015/2016 PLTF was approved in 2011 by the then NDOT Minister Sibusiso.

This Update of the WC 2011/12 – 2015/16 PLTF is therefore an update of the approved framework through the use of all information that was available to the study team. It was prepared during the latter part of 2012 and the first quarter of 2013, for commenting by all relevant parties. It should be noted that four other important provincial planning documents were under review/preparation during this same period. These documents are:

- i) The Western Cape Infrastructure Framework (WCIF)
- ii) The Provincial Spatial Development Framework (PSDF)
- iii) The Growth Potential of Towns (GPoTS)
- iv) ONECAPE2040.

Some interaction did take place between the study teams for these different investigations. Comments from provincial officials have been received during the drafting of this document, and a consultation process with all relevant stakeholders has taken place. This included presentations/discussions at ITSG meetings, as well as at the three ITSG Corridor Working Groups (N1, N2 and N7).

2. Transport Vision, Objectives and Policy

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that:

- (a) This chapter must start with an interpretation of the National Land Transport Strategic Framework as it relates to the Province, with reference to specific needs and challenges.*
- (b) It must deal with provincial land transport policy published in terms of section 9(1) of the Act and attach that policy as an annexure or provide details of where it may be obtained. If such policy has been published, for example in the form of a white paper or green paper, such policy must be attached or details be provided of where it can be obtained.*
- (c) Where there is no published policy, white paper or green paper, this chapter must provide policy guidance for at least the promotion, management, regulation and control of public transport in the Province.*
- (d) It must highlight current or potential areas of conflict between the national and provincial land transport policy.*
- (e) It must formulate specific objectives relating to the overall vision and key priorities of the province, which must be acceptable, measureable, understandable and achievable.*

The purpose of this chapter is to interpret the National Land Transport Strategic Framework as it relates to the transport policies of the Western Cape. Subsequent to exploring the policy directions at both national and provincial levels, areas of conflict or potential conflict are highlighted. Objectives relating to the overall vision and key priorities of the Province conclude this chapter.

2.1 Interpretation National Land Transport Strategic Framework

The NLTSF sets out the following strategic direction:

- Priority for Public Transport and promotion of Non-Motorised Transport;
- Transport Planning: Change from supply-driven to a demand-driven land transport system through integrated transport planning at the three spheres of government;
- Taxi formalisation and recapitalisation;
- Corporatisation of bus operators;
- Development of strategic rail capability;
- Co-ordination of institutional responsibilities relating to land transport;
- Land-use restructuring by integrating with related functions such as a land use, economic and spatial planning and development;
- Revision and prioritisation of strategic countrywide road network;
- Cross-Border Road Transport;
- Improved balance of freight transport between road, rail and pipeline;
- Development of a high-level inter-provincial long-distance land transport strategy;
- Promotion of access in rural areas and specifically rural nodes;

- Improved safety of land transport system;
- Meet the transport needs of persons with disabilities;
- Promotion of non-motorised transport;
- Designing land transport in such a way that it has the least harmful impact on the environment;
- Land transport planning, infrastructure and operations must be supportive of tourism strategies;
- Inter-modalism and integration of transport planning;
- Implementation of conflict resolution mechanisms to avert possible land use and transport planning conflicts, and
- Funding: Design public transport services in such a way that they provide affordable transport to the public and achieve cost-efficiency and service quality, the optimal allocation and utilization of available resources and market development.

An assessment of the Western Cape Strategic Plan shows that the provincial policies, strategies and indicators align with the principles underlying the NLTSP.

2.2 Provincial Land Transport Policy

The Western Cape's Draft Strategic Plan: *"Delivering the open opportunity society for all"*³ identifies eleven strategic priorities as illustrated in Figure 2-1. Relating to transport, the objective is to *"increasing access to safe and efficient integrated transport"* with a focus on the following elements from 2010 – 2014:

- Improving public transport services in both the urban and rural areas of the Western Cape;
- Promoting the use of appropriate modes for the movement of freight;
- Increasing investment in transport infrastructure and reducing maintenance backlogs;
- Improving transport safety, and
- Developing the required institutional capacity in the appropriate sphere of government to deliver on the various transport mandates, while creating and strengthening partnerships with all crucial stakeholders and role-players.



Figure 2-1: Eleven Strategic Priorities

Note that these eleven strategic priorities were originally twelve, but the previous priorities 8 and 9 were combined in early 2013.

The eleven priorities are now:

1. Creating Opportunities for Growth and Jobs
2. Improving Education Outcomes
3. Increasing Access to Safety and Efficient Transport
4. Increasing Wellness
5. Increasing Safety
6. Developing Integrated and Sustainable Human Settlements
7. Mainstreaming Sustainability and Optimising Resource Use Efficiency
- 8&9. Promoting Social Inclusion and Reducing Poverty
10. Integrating Service Delivery for Maximum Impact
11. Creating Opportunities for Growth and Development in Rural Areas
12. Building the Best-run regional government in the World

The plan of action regarding transport is illustrated in Figure 2-2.

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

Figure 2-2: Transport Plan of Action

The Western Cape Government’s vision⁴ is stated to be:

“To create an open opportunity society for all in the Western Cape so that people can live lives they value.”

The department aligns its mission to that of the Western Cape Government:

“To protect and promote rights and expand opportunities”.

The departmental mission is thus:

“The Department of Transport and Public Works develops and maintains appropriate infrastructure and related services for sustainable economic development which generates growth in jobs and facilitates empowerment and opportunity.”

The values applicable to the Western Cape Government, and thus the Department of Transport and Public Works are:

“Caring, Competence, Accountability, Integrity and Responsiveness”

Table 2-1 elaborates on each of these values.

VALUE	BEHAVIOURAL STATEMENT
Caring	<ul style="list-style-type: none"> • We endeavour to understand persons' needs and will show interest. • We will show respect for each other. • We will treat staff as more than just a worker and value staff as people. • We will empathise with our staff. • We will emphasise positive aspects in the workplace. • We will provide honest criticism when needed.
Competence	<ul style="list-style-type: none"> • Our people are able to do the tasks they are appointed to do, live our values and always strive for excellence. • We all deliver on our outcomes and targets with quality, on budget and in time. • We focus on the best results to serve the people of the Western Cape. • We demonstrate an understanding of and work together to achieve our role in our Constitutional and electoral mandate.
Accountability	<ul style="list-style-type: none"> • We have a clear understanding of our objectives, roles, delegations and responsibilities. • We are committed to deliver agreed outputs on time. • We hold each other accountable and know we can trust each other to do as we say we will. • As individuals we take responsibility and ownership for our outcomes, and accept the consequence of failure to do so.
Integrity	<p>We seek for truth and greater understanding of it in each situation and we do the right things.</p> <p>We are honest, show respect and live out our positive values.</p> <p>We are reliable and trustworthy, doing what we say we will.</p> <p>There are no grey areas, with integrity applying at all levels in all instances ensuring we are corruption free.</p>
Responsiveness	<p>We take the public seriously, listening and hearing their voice (listening a lot and talking less).</p> <p>We respond with action timeously, always asking is this the right response, where could we be potentially wrong and how we can do it better.</p> <p>We engage collaboratively with each other, our stakeholders and the media, providing full information.</p> <p>Our focus is the citizen, and responding as their government for the best results for the people we serve. They tell us how well we respond.</p>

Table 2-1: Provincial Values and Behavioural Statements

2.3 A Long Term Vision for Transport in the Western Cape

A key focus in this PLTF is the long-term vision that elaborates on the provincial vision statement above. The purpose of the longer term vision is to set a long term course towards which the transport sector shall strive. All frameworks, strategies, plans, programmes and projects must work towards this longer term vision. The various transport strategies within this five year framework are seen as the stepping stones between the status quo and the ideal long term vision. These strategies provide actions and guidelines that assist to incrementally improve the transport system in the Western Cape.

The following sets out the beginnings of a long term vision for transport in the Province of the Western Cape. It is envisaged that this longer term vision will be developed and distilled as the PLTF is reviewed over time. The long term vision must be very clear in its direction, yet also take account of a dynamic future with many uncertainties.

It is envisaged that by 2050, the transport system of the Western Cape will be developed along and defined by the following pillars, which will guide the future development of the transport system:

- Sustainability;
- Equity;
- Access to opportunity in an economically efficient manner, and
- Safety.

By 2050, the Transport System in the Western Cape will be defined by the following elements:

- Fully Integrated Rapid Public Transport Networks (IRPTN) in the higher-order urban regions of the Province.

The IRPTN will promote:

Access to opportunity: The urban areas will be crisscrossed by Integrated Rapid Public Transport Networks that allow for the efficient movement of people between the various high density nodes of development. The IRPTN's will utilise rail as the backbone of the public transport system, and be well supported by bus and minibus services that are of a world-class standard, scheduled, frequent and formalised. The integrated public transport networks will encourage high density development along its flanks, and pedestrian-friendly, high density, mixed-use development will define IRPTN corridors – as supported by the Spatial Development Frameworks and zoning schemes of the municipalities. These corridors will be well served by Non-Motorised Transport (NMT) facilities – allowing all people to walk or cycle in a safely demarcated space. This system is optimally designed according to universal access and design principles.

Equity: Public transport will be a desirable alternative to private transport – and serve as an integrator of the citizens of the Western Cape.

Sustainability: With the scarcity of peak oil being a future reality, the vast majority of transport services will utilise electricity as the primary energy carrier, with this electricity being derived from a mix of renewable energy sources (such as solar, wind and tidal energy), as well as a mix of traditional energy sources such as nuclear and coal energy. By 2050, coal and oil will be significantly less dominant as energy sources, and will be largely replaced by renewable alternatives.

Safety: The IRPTN will be well-policed, dignified, well-utilised and the preferred mode of travel both within and between the urban regions.

Multi-modal Integration: The IRPTN will ensure that all modes of public transport are integrated, and fulfill their optimal and suitable role. Rail will be the backbone of the system, with all road-based and NMT modes supporting this role.

- Fully Integrated Public Transport Networks (IPTN) in the rural regions of the Province

The rural areas of the Western Cape will be served by regular, affordable public transport services that link major towns to their rural hinterlands and services within their functional regions and beyond. This will serve to strengthen the functioning of those settlements with high development potential, as well as link these settlements with areas that have high social needs.

In a Local Government: Municipal Systems Act, 2000 (No. 32 of 2000) section 78 assessments done amongst the Eden District Municipalities, it became evident that although the municipal public transport function have been located at municipal level, municipalities are underequipped to perform the related functions and services. The outcome of the study recommended that an Inter-municipal Entity, that can operate over municipal and district jurisdictions and potentially across provincial jurisdictions be considered as the locus for the building of transport planning, regulatory and contract management capacity. In this configuration it could be possible for a number of municipalities, provincial governments and private sector organisations to participate in shareholding, management and operations.

Where feasible, scholar and health transport services will have been integrated into a single, mainstream public transport system. This system must be universally accessible.

- A Safe Public Transport System

The transport system will be well policed - both on public transport, roadways and on the streets which enable the ease of movement for those who may wish to walk or cycle. The Western Cape's transport system will be internationally recognised as a safe system, both in terms of public transport and for a private vehicle on the road network.

- A Well Maintained Road Network

The road network of the province will be maintained by focusing on those strategic roads that hold economic and developmental potential for the province. These roads will be maintained in the most cost-effective and efficient manner and the Western Cape's road network will be the most well managed asset in Africa. Furthermore, the road and street network of the province will allow for appropriate densification within settlements, as well as facilitate pedestrian-friendly and NMT urban design methods and urban development. The car-dominated urban development and design of the past will be retrofitted and rezoned to allow for the interaction between urban environment and the road and street networks. The road network will support a multi-modal movement pattern, accommodating all modes of road-based transport - including pedestrians, cyclists, bus, as well as private motor vehicles.

- A Sustainable, Efficient High Speed Rail Long Distance Public and Freight Transport Network

The Western Cape will be connected to the rest of South Africa and Africa by efficient high speed rail networks that will allow the efficient movement of people and freight. This will support a thriving local economy and promote the energy efficient movement of people and goods over long distances. The major urban settlements of the Western Cape will also be connected to each other by high speed networks that are modally appropriate.

- An efficient International Airport that links the rest of the World to the choice gateway of the African Continent

Cape Town International Airport will be the best run and most efficient airport on the African continent. It will serve a growing user base whose preferred destination choice in Africa is Cape Town for business, conferencing and tourism. The airport will be well served by both a dignified and efficient public transport service, as well as adequate access roads. The airport will experience an ever increasing number of direct international flights and position itself as the number one gateway to the African continent.

- International-standard Ports and Logistics Systems

The ports and associated logistics system in the Western Cape will be well developed, well-maintained and highly efficient, in line with international standards. The system will facilitate the expedient movement of goods throughout the Western Cape and beyond into the rest of Africa, as well as the world.

- A Transport System that is resilient to peak oil

The future transport system (both public and private) will draw energy from multiple sources, with electricity-based transport powering the majority of land transport. Oil as an energy source will be significantly phased out, and South Africa will have embarked on an aggressive energy-transition plan to move away from non-renewable energy sources, towards renewable energy which supports the new electricity-based transport system. The nature of public transport will rely on electricity-driven commuter rail, as well as trams and electric-trolley buses to ensure that the public transport system is not exposed to the energy-risk of decreasing oil availability. Should the Western Cape continue to rely on oil as a primary energy supply, transport subsidies will dramatically increase and transport would become extremely costly - with highly negative effects on the socio-economic development of the Province.

- A Transport System that is fully integrated with land use

The transport system of the province will be well supported by appropriate densities in the land-use matrix. Incentives will be provided by local authorities to encourage densification along strategic commuter corridors in order to promote the densification of land-use, combat sprawl and provide support for an efficient public transport system. Clustering and integration of civic, business and community facilities in proximate location of public transport interchanges is encouraged. The zoning schemes and human settlement plans of all municipalities must reflect this policy direction, and the urban edge of all settlements must be maintained to prevent sprawl. Combined road and rail transport corridors throughout the province are encouraged, to provide a real alternative to private road transport for passengers and freight by upgrading existing rail infrastructure to offer higher levels of service. As a result of these measures, the subsidy required for public transport will be significantly reduced.

2.4 Current / Potential Areas of Conflict

In the preparation of this draft of the PLTF no areas of conflict or potential conflict have been identified between the national and provincial land transport policy.

2.5 Transport Objectives

Based on the above, six objectives have been identified for realising the vision and mission. Each objective is supported by several, more specific indicators - refer to Table 2-2.

It should be noted that in order to achieve the objectives and indicators set out here, collaborative efforts will be required from key transport role-players such as Municipal Planning Authorities, PRASA, SANRAL, Transnet, ACSA, as well as all three spheres of government. The **Integrated Transport Steering Group**, – consisting of all of these role-players, is seen as the single co-ordinating and integrating body at the provincial level which will facilitate the achievement of the objectives and indicators of the Province.

OBJECTIVE	INDICATORS
An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities	A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
	Increase the number of commuter rail train sets in operation to 117 by 2016.
	Develop implementable safe and accessible mobility strategies and IPTNs in district municipalities by 2014.
	Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).
	Fully implement a universally accessible and multimodal IRT phase 1a by 2014.
	Increase user satisfaction of public transport facilities by 25% by 2014.
	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.
	Bring minibus taxi recapitalisation rate up to national level by 2016.
NMT as pivotal part of all forms of transport planning in urban and rural areas	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.
	Dedicated NMT Expanded Public Works Program projects by 2014.
	Every provincial road project in the province must include a NMT component.
	NMT Plans will be developed and implemented for each municipality of the Province, as a part of the mobility strategy and IPTN roll-out.
	Dedicated cycle lanes in the Western Cape must be doubled by 2014.
A well maintained and preserved transport system	Reduce the road transport infrastructure backlog by 16% by 2014.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.
	Introduce economic decisions support tools (multi-criteria assessment matrix) to facilitate decision making with regard to road investment by 2014.
A sustainable transport system	A 13% modal shift from private to public transport into Cape Town's CBD by 2014.
	Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight by 10% by 2014.
A safe transport system	Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.
	The provincial and the Cape Metro Incident Management Plan should be expanded to include lower order roads by 2014.
	Implementation of an integrated transport safety management system by 2014.
A transport system that supports the province as leading tourist destination	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.

Table 2-2: Identified Transport Objectives and Indicators

In the chapter relating to implementation, greater detail is provided on interventions and actions required to implement the broad goals and objectives set out above. This includes an overview on the different strategies for public transport, NMT and sustainable transport, and transport infrastructure and how they will be implemented.

2.6 Alignment between Provincial Land Transport Objectives and National Outcomes

The Western Cape Government provincial land transport strategic objectives are well aligned to the national prescribed outcomes. No conflicting areas could be identified.⁵

There is a need for the eleven provincial strategic objectives to align with national government prescribed outcomes. The provincial strategic objectives and their alignment with the national outcomes are tabulated in Table 2-3.

Provincial Strategic Objective (PSO)		National Outcomes
1	Creating opportunities for growth and jobs	2: Create decent employment through inclusive economic growth 3: Develop a skilled and capable workforce 6: Support an efficient competitive and responsive economic infrastructure network
2	Improving education outcomes	1: Improve the quality of basic education
3	Increasing access to safe and efficient transport	2: Create decent employment through inclusive economic growth 6: Support an efficient competitive and responsive economic infrastructure network 5: Build a safer country
4	Increasing wellness	4: Improve health care and life expectancy among all South Africans
5	Increasing safety	5: Build a safer country
6	Developing integrated and sustainable human settlements	9: Create sustainable human settlements and improved quality of household life
7	Mainstreaming sustainability and optimising resource use efficiency	8: Protect our environment and natural resources
8 & 9	Promoting social inclusion and reducing poverty	11: Create a better South Africa, a better Africa and a better world 2: Create decent employment through inclusive economic growth 7: Develop vibrant, equitable and sustainable rural communities that contribute to adequate food supply
10	Integrating service delivery for maximum impact	10: Build a responsive, accountable, effective and efficient local government system 12: Generate an efficient, effective and development orientated public service and an empowered, fair and inclusive citizenship
11	Creating opportunities for growth and development in rural areas	7: Develop vibrant, equitable and sustainable rural communities that contribute to adequate food supply
12	Building the best-run provincial government in the world	12: Generate an efficient, effective and development orientated public service and an empowered, fair and inclusive citizenship

Table 2-3: Provincial Strategic Objectives and their Alignment with National Outcomes

3. Status Quo of Transport in the Province

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that this chapter must contain at least the following:

- (a) *Tables and maps showing -*
 - (i) *demographic features of industry and economic sectors, with demographic statistics per metropolitan and district municipality;*
 - (ii) *national and provincial road networks showing the category and state of such networks;*
 - (iii) *strategic public transport networks, including rail networks;*
 - (iv) *transport nodes of provincial significance;*
 - (v) *freight transport routes, including the routes for the transporting of dangerous goods contemplated in section 35(5) of the Act, and*
 - (vi) *spatial development, economic development and housing development in the province, including development initiatives, master plans and development programmes.*
- (b) *a description of public transport operations in the province, including minibus taxi, metered taxi, bus and rail transport operations;*
- (c) *a description of intra-provincial and interprovincial long-distance services and interprovincial commuting services - a description of charter and staff services may be included;*
- (d) *the status of integrated rapid public transport networks and bus rapid transit systems, if any, and of the integrated public transport networks required by the Act, in the province;*
- (e) *a list of perceived problems and issues relevant to land transport in the province, and*
- (f) *a description of the information systems being kept by the province as required by section 6 of the Act, how this information was used to compile the Provincial Land Transport Framework and the data collection processes being followed.*

3.1 Demographic Features: Industry and Economic Sectors

The Western Cape is the fourth largest province in South Africa⁶ as it constitutes about 129 462 km². It has one of the fastest growing economies. The Western Cape comprises of five district municipalities and one core city i.e the City of Cape Town, the latter being responsible for most of the provincial regional growth. The population densities vary through the province and it depends largely on socio-economic opportunities available in the respective district municipalities.

Table 3-1 lists the five district municipalities⁷ with their respective local municipalities, whilst Figure 3-1⁷ indicates the extent of the five district municipalities and the Cape Town metropolitan area.

District Municipality	Respective Local Municipality
Cape Winelands	Breede Valley Drakenstein Stellenbosch Witzenberg Langeberg
Eden	Bitou George Kannaland Knysna Hessequa Mossel Bay Oudtshoorn
Central Karoo	Beaufort West Laingsburg Prince Albert
Overberg	Cape Agulhas Overstrand Swellendam Theewaterskloof
West Coast	Berg River Cederberg Matzikama Saldanha Swartland

Table 3-1: The Five District Municipalities of the Western Cape and their Respective Local Municipalities

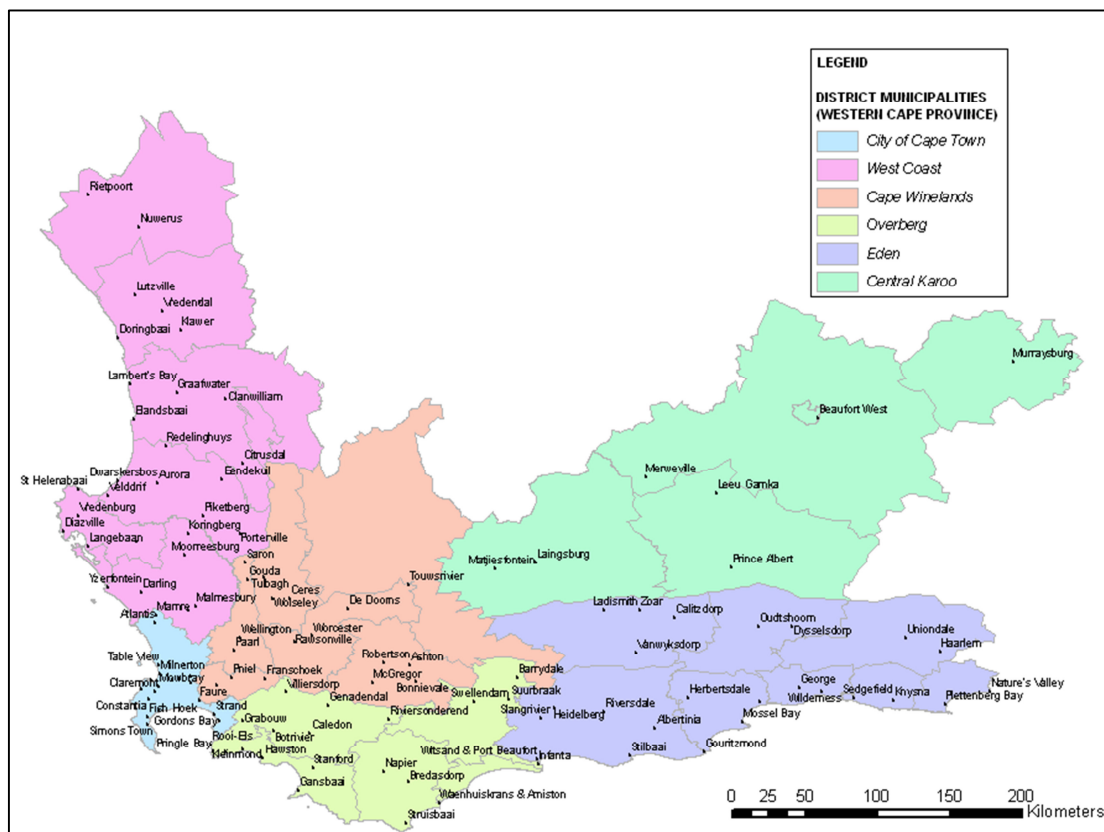


Figure 3-1: Location of the City of Cape Town and the Five District Municipalities in the Western Cape Province

The 2011 Census⁶ results provide demographic information for the Western Cape Province. The report provides comparative information on size, composition and structure of the population in the Western Cape from 1996-2011. Table 3-2 is an extract of the 2011 Census results. At least the following conclusions can be drawn:

- i) Since 1996 the population growth in the Western Cape has exceeded that of South Africa by a substantial margin. Between 2007 and 2011, the population growth of the Western Cape has been 54% higher than the average for the country (10.3% versus 6.7%).
- ii) The population in the Western Cape as a percentage of the South African population has grown constantly since 1996 and stood at 11.3% in 2011.
- iii) The racial composition in the Western Cape has changed substantially since 1996. The black population group has grown from 21.6% of total population in 1996 to 32.9% in 2011, whilst the corresponding figures for the coloured group are 56% and 48.8%. The white population group has decreased from 21.4% in 1996 to 15.7% in 2011.
- iv) The median age in the Western Cape has increased slightly since 1996 (from 26 to 28 years), indicating that the population is getting older on average.

- v) The percentages of persons between 5 and 24 who are attending education have improved very little, but most numbers are slightly up.
- vi) There is a direct correlation between population numbers as a percentage of the population and housing numbers as a percentage of the housing in the country (both at 11.3% in 2011).
- vii) Average household size has decreased by 15% between 1996 and 2011 (from 4 to 3.4).
- viii) The average income per household in 2011 of R143 460 is way higher (more than 50%) than in all other provinces except Gauteng, with the latter only slightly higher (R156 243) than the Western Cape.

At least the following conclusions can be drawn from this information:

- Due to the population growth in the province, the need for public services, including transportation, has been growing faster than in most other provinces.
- Due to the increase in the average age of the population, providing for elderly people, also in transportation, is becoming more important. This could mean higher pressure on the provision of universal access on especially public transport services.
- Due to the relatively high income per household, higher car ownership than elsewhere can be expected, which has consequences for the demand for road space, and also the quality of public transport services in order to attract ridership.

3.2 National/Provincial Road Networks

The road network in the Western Cape Province consists of a national road, main road and secondary road network. The national roads converge on Cape Town and they are managed by SANRAL. The N1 continues in a north-east direction through the Cape Winelands District Municipality and the Central Karoo District Municipality, the N2 continues in an easterly direction through the Overberg District Municipality and Eden District Municipality and the N7 continues northward through the West Coast District Municipality to the Northern Cape and Namibia. Figure 3-2 provides a snapshot of the major road network in the Western Cape Province. The portions of the N9, N12, R27, R60 and R61 that are located in the Western Cape Province are in the process of being transferred to SANRAL⁸.

The provincial road network is categorised in four groups, namely:

- Trunk Roads;
- Main Road;
- Divisional Roads, and
- Minor Roads.

Basic demographic features		1996	2001	1996-2001% change	2007	2001-2007% change	2011	2007-2011 % change
South Africa total population		40 583 572	44 819 777	10,4%	48 502 057	8,22%	51 770 560	6,7%
WC Total population		3 956 875	4 524 335	14,3%	5 278 584	16,67%	5 822 734	10,3%
WC % of SA population		9,7%	10,1%	0,4%	10,9%	0,8%	11,3%	0,4%
% distribution of population by race	African	21,6%	26,7%	5,1%	30,1%	3,4%	32,9%	2,8%
	Coloured	56,0%	53,9 %	-2,1%	50,2%	-3,7%	48,8%	-1,4%
	Asian	1,1%	1,0%	-0,1%	1,3%	0,3%	1,0%	-0,3%
	White	21,4%	18,4%	-3%	18,4%	0%	15,7%	-2,7%
	Other	-	-	-	-	-	1,6%	-
	Total	100%	100%	-	100%	-	100%	-
Overall sex ratio (number of males for every 100 females)		95	94	-	95	-	96	-
Median age		26	26	-	27	-	28	-
% of persons aged 5 - 24 attending an education institution	Private	-	94,5%	-	-	-	92,5%	-
	Public	-	5,5%	-	-	-	7,5%	-
	Pre school	-	5,4%	-	-	-	1,5%	-
	School	-	87,7%	-	-	-	90,5%	-
	College	-	1,9%	-	-	-	2,9%	-
	Technikon	-	4,3%	-	-	-	4,5%	-
	University	-	-	-	-	-	-	-
Adult Education	-	0,2%	-	-	-	0,1%	-	
Other	-	0,4%	-	-	-	0,4%	-	
% of 15yrs with no education, or less than Grade 7		21,1%	19,6%	-	-	-	12,6%	-
Unemployment rate								
Official		-	-	-	-	-	21,6%	-
Expanded		-	-	-	-	-	29,3%	-
Labour force participation rate								
Official		-	-	-	-	-	65,7%	-
expanded		-	-	-	-	-	72,9%	-
Households by tenure	Housing (% of country)	-	1 173 304 (10, 5%)	-	*1 369 180 (11%)	-	1 634 000 (11, 3%)	-
	Average household size	4,0	3,7	-	3,9	-	3,4	-
	Rented	-	-	-	-	-	28,9%	-
	Owned but not yet paid off	-	-	-	-	-	17,2%	-
	Occupied rent free	-	-	-	-	-	15,2%	-
	Owned and fully paid off	-	-	-	-	-	35,3%	-
	Other	-	-	-	-	-	3,5%	-
	Piped water inside dwelling/yard	-	-	-	-	-	88,4%	-
	Piped water outside yard	-	-	-	-	-	10,7%	-
	No access to piped water	-	-	-	-	-	0,9%	-
	Electricity for lighting	85,2%	88,1%	-	93,9%	-	93,4%	-
	Electricity for cooking	76,5%	78,7%	-	88,8%	-	86,9%	-
	Electricity for heating	71,5%	73,5%	-	80,0%	-	63,1%	-
Average household income		-	R78 157	-	-	-	143 460	-

*2007 community survey results

Table 3-2: Summary of 2011 Census Results

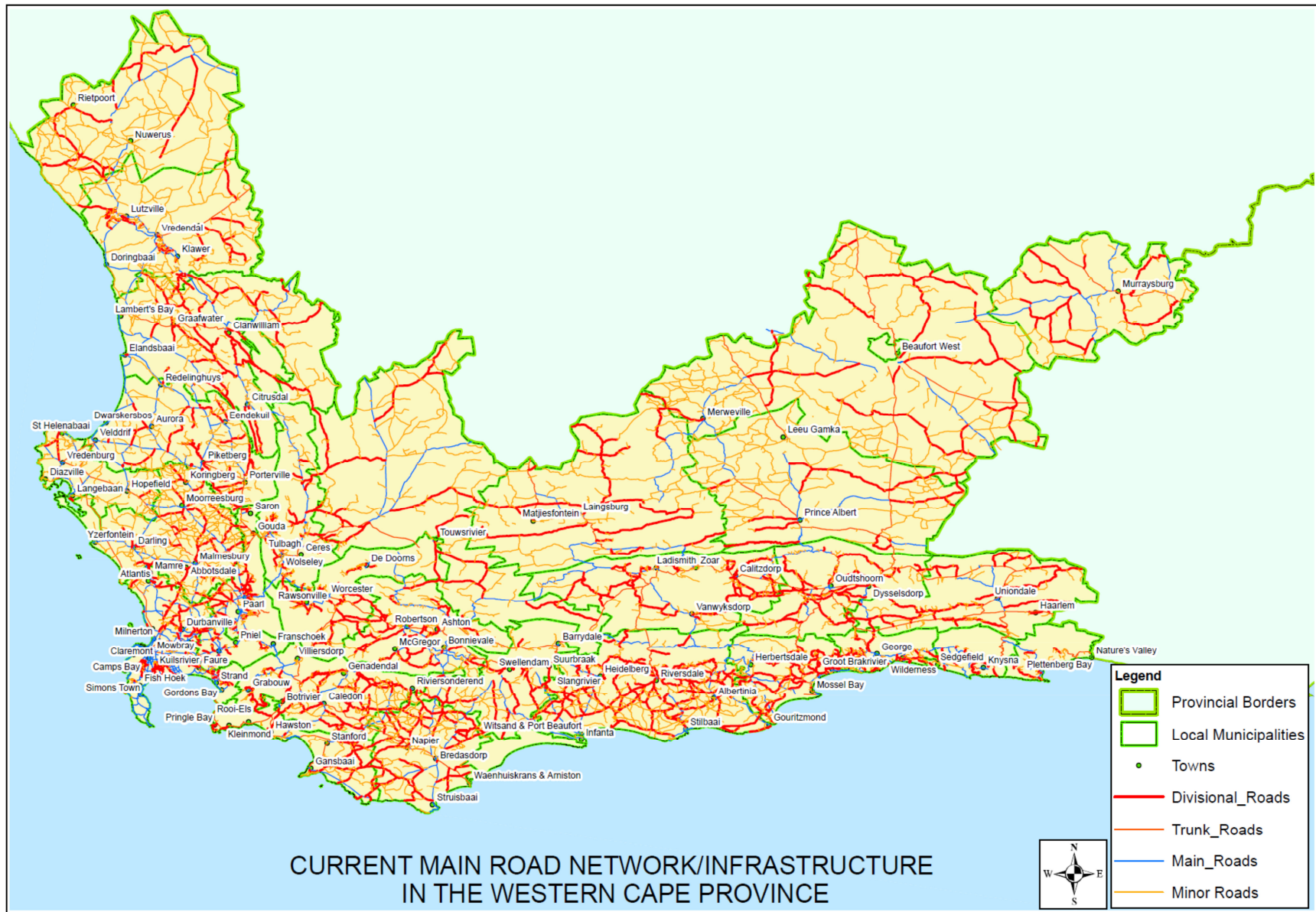


Figure 3-2: Current Main Road Network/Infrastructure in the Western Cape Province

The distribution of the road network classes is shown in Table 3-3.

Road Class	Total Length (km)	%
National Roads	1 117	3.7
Trunk Roads	3 455	11.4
Main Roads	4 639	15.3
Divisional Roads	9 414	30.9
Minor Roads	11 792	38.8
Total	30 417	100

Table 3-3: Distribution of Road Network Classes in the Western Cape

The road network condition, as obtained from the Road Network Information System between 2003 and 2012, is provided in Table 3-4 and Table 3-5.

CONDITION OF GRAVEL ROADS IN THE WESTERN CAPE PROVINCE						
Road Condition per Percentage of Network						Total Km
Year	Very Poor (%)	Poor (%)	Fair (%)	Good (%)	Very Good (%)	
2003	14.3	42.6	28.9	13.6	0.6	9 964.77
2004	6.8	39.6	39.4	13.8	0.4	9 969.03
2005	10.5	40.8	37.4	10.9	0.4	9 970.02
2006	9.6	39.1	36.5	14.1	0.6	10 098.42
2007	14.3	37.1	31.6	15.6	1.5	10 342.05
2008	14.0	41.4	34.1	10.1	0.5	10 443.55
2009	7.9	43.3	36.7	11.5	0.6	10 460.50
2010	10.5	46.3	33.0	9.9	0.4	10 534.08
2011	13.4	40.3	31.7	13.6	1.0	10 534.08
2012	14.8	50.2	27.7	6.9	0.5	10 541.41

Table 3-4: Condition of Gravel Roads: Percentage of Network

CONDITION OF SURFACED ROADS IN THE WESTERN CAPE PROVINCE						
Road Condition per Percentage of Network						Total Km
Year	Very Poor (%)	Poor (%)	Fair (%)	Good (%)	Very Good (%)	
2003	1.0	8.7	34.9	38.1	17.2	5 734.94
2004	0.9	9.5	31.1	39.8	18.6	5 841.28
2005	1.9	9.5	30.4	38.0	20.3	5 878.03
2006	1.2	8.1	24.5	38.3	27.9	5 918.13
2007	1.3	9.8	24.8	38.3	25.8	5 961.91
2008	3.6	11.4	25.0	36.5	23.5	6 059.37
2009	2.1	9.3	24.1	36.9	27.6	6 196.60
2010	2.1	8.5	26.4	38.4	24.6	6 406.86
2011	1.9	9.7	30.1	38.0	20.3	6 412.57
2012	2.2	10.4	30.7	36.3	20.4	6 429.31

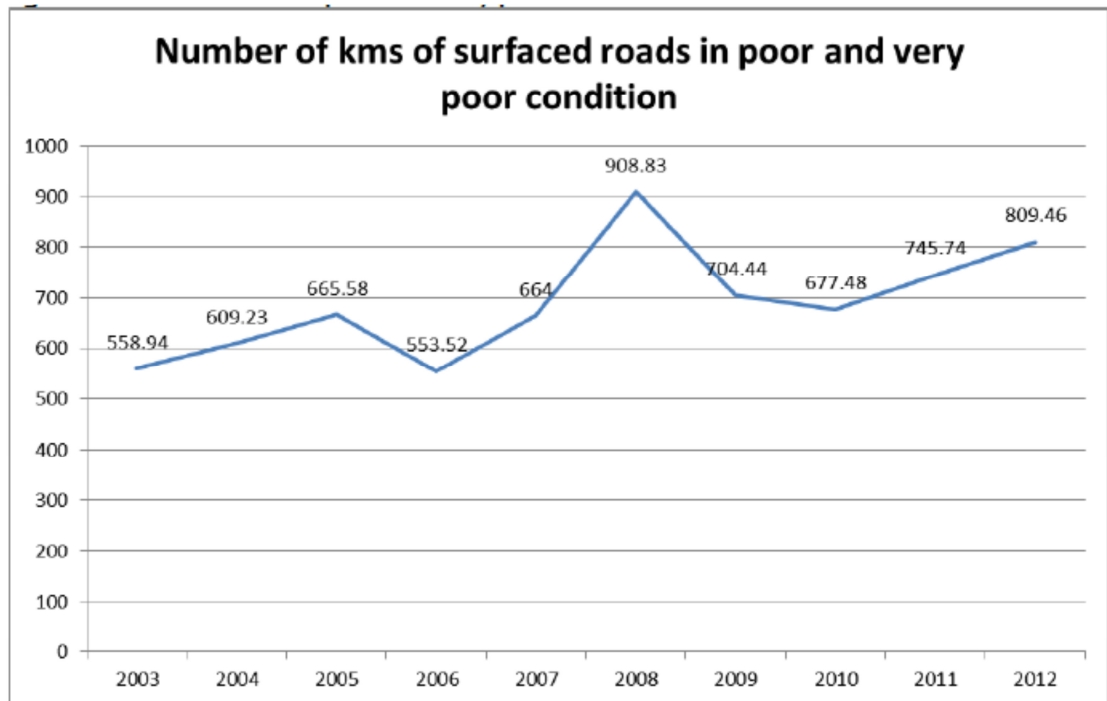
Table 3-5: Condition of Surfaced Roads: Percentage of Network

Based on this information, it is clear that between 2003 and 2012, the **gravel** roads in the top three road conditions (fair, good, very good) have deteriorated from 43.1% to 35.1%, whilst the gravel roads in poor and very poor condition have increased from 56.9% to 65%. The same trend is evident between 2011 and 2012.

Similarly, it is clear that between 2003 and 2012, the **surfaced** roads in the top three road conditions have deteriorated from 90.2% to 87.4%, whilst the surfaced roads in poor and very poor condition have increased from 9.7% to 12.6%. The same trend is evident between 2011 and 2012.

In 2012, 5619 kilometres of the **surfaced** network of 6429 kilometres, are in fair to very good condition and 93% of all vehicle kilometres are travelled on fair to very good roads.

For the ten year period between 2003 and 2012, it was not possible to maintain the substantial road asset of the province (asset value estimated at R40.06 billion in 2013 – C October, DTPW, May 2013), to the same level as it was at the beginning of the period. **Instead of decreasing the road maintenance backlog, it has in fact been increasing over the past ten years and also between 2011 and 2012** –see also Figure 3-3.



Note: 2007 increase due to Flood damage in Overberg, Central Karoo, Cape Winelands and Eden in November 2007. 2008 increase due to Flood damage in Cape Winelands and West Coast in July 2008 and Cape Winelands and Overberg in November 2008. Redirecting resources for FIFA 2010 World Cup projects.

Figure 3-3: Surfaced Roads in Poor and Very Poor Condition - Source: Annual Performance Plan 2013/2014

Figure 3-4 illustrates the number of years before the Level of Service (LOS) of the major roads will reach D. This figure also shows which of these roads should be given attention for maintenance and upgrading in the near future to enhance road safety, accessibility and the efficiency of freight transport. Priority should be given to roads that reach LOS D in the short term, marked in green. Should a shift in freight movement from road to rail be achieved in the medium term, the pressure on the LOS of the road network will be reduced.

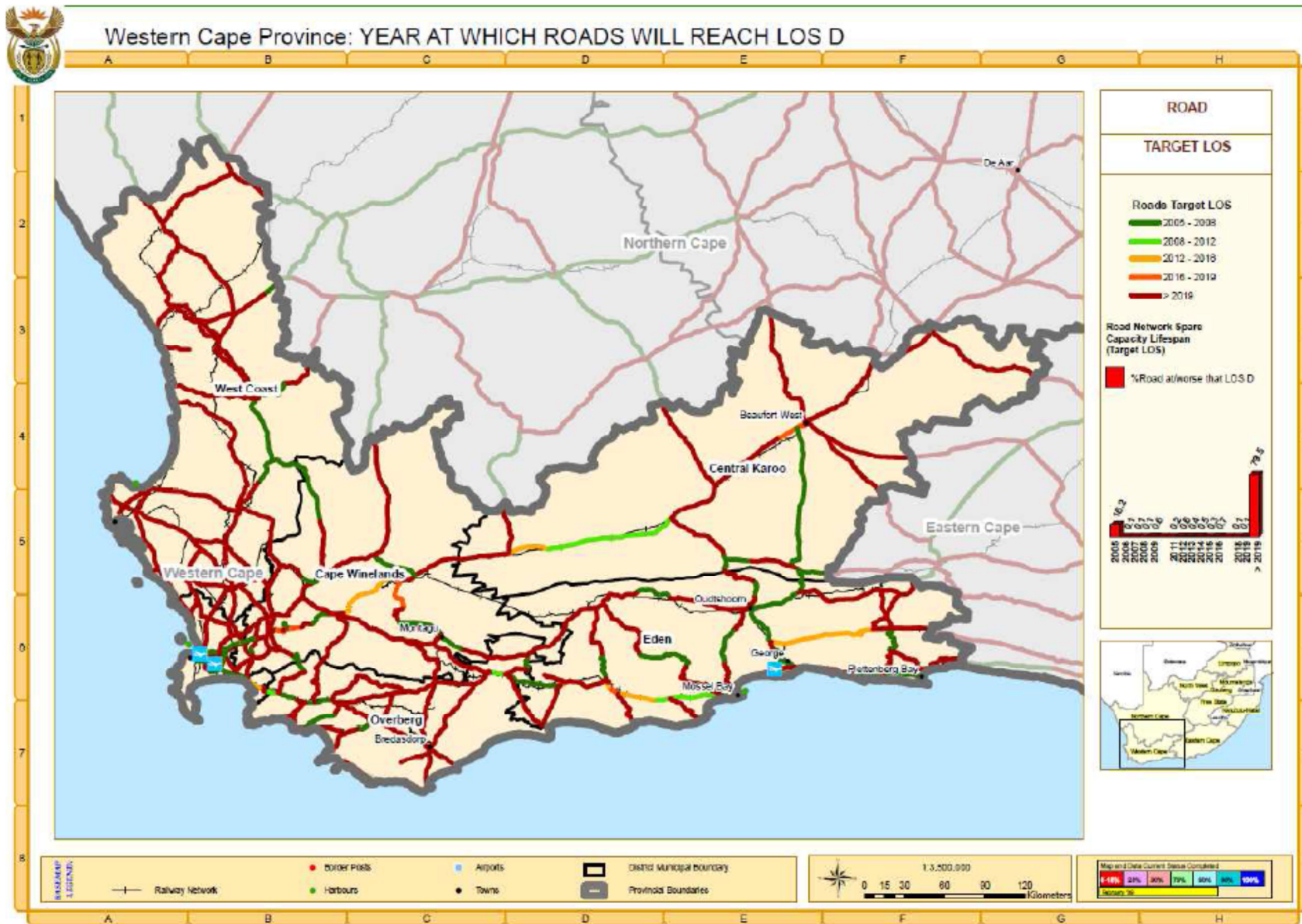


Figure 3-4: Number of Years before LOS D is Reached

3.3 Strategic Public Transport Networks, including Rail Networks

The major public transport networks in the Western Cape are provided in the City of Cape Town, but some exist outside the City. The major public transport modes are considered to be rail, bus and minibus-taxi. These modes are discussed below.

3.3.1 Rail Network

The rail network is classified as part of the strategic public transport network and consists of two elements, namely the regional main lines (with branch lines) and the Cape Town commuter rail network. The former was originally developed to serve the farming communities of the province and to provide access to the materials used in industrial areas such as timber and cement. The main lines were constructed to the interior and to provide linkage to other provinces. The last main line to be built was the iron ore export line from Sishen in the Northern Cape to the Port of Saldanha.

The entire main and branch line network belongs to Transnet with the exception of some suburban lines in Cape Town. These suburban lines belong to the Passenger Rail Agency of South Africa (PRASA) and are used to transport commuters.

The total Transnet freight rail network in the Western Cape consists of 4 994 km of track comprising main and branch lines - see Figure 3-5.

The Cape Town commuter network consists of an additional 610 km of track



Figure 3-5: The railway lines and stations in the Western Cape Province

owned by PRASA and serviced with 116 stations. The commuter network serves most of the metropolitan area well with the exception of parts of the northern suburbs and the West Coast. The City of Cape Town owns and maintains 53 km of private railway sidings. The commuter network in the City of Cape Town is shown schematically in Figure 3-6.

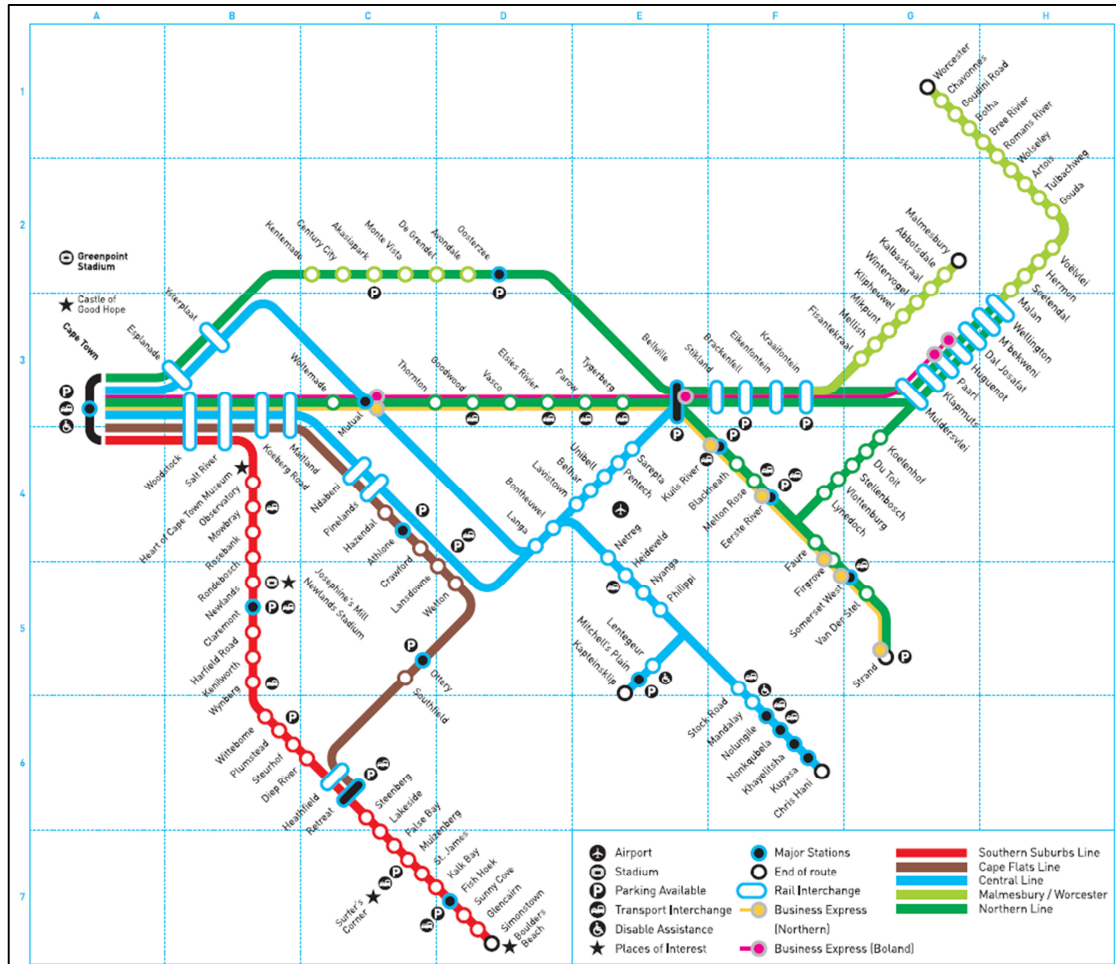


Figure 3-6: Extent of PRASA commuter rail network in Cape Town - Source: Metrorail website

It was previously indicated that four Transnet branch lines were selected for concessioning in the Western Cape. As part of the concession agreement, Transnet will retain the ownership of the branch line assets and grant to the concessionaire a long term right of use in respect of such assets. As a result each concession will be required to make the necessary capital investment, maintain the assets to the agreed standards through the concession period and maintain operational railway services.

Transnet confirmed (2013) that the four lines referred to previously, are part of their Branch Line strategy that will eventually lead to concessions, but none of them are targeted for the initial Request for Proposal process. The status quo with respect to these four lines is:

- The Caledon Branch line is being used at present;
- The Matroosberg-De Doorns Branch line is an island not connected to the core network, and is currently leased to a private company;

- The Hermon-Riebeeck West-Porterville Branch line is being used at present, and
- The Wolseley-Prince Alfred Hamlet Branch line was closed, but will be reinstated during 2013 - discussions with local business and the municipality are taking place.

The concession railway services may comprise of freight transportation services or passenger transportation services or a combination of both.

3.3.1.1 Status of the Network

The South African Institution of Civil Engineering (SAICE) published a report describing the condition of rail infrastructure in South Africa in 2011. The railway network was evaluated on the basis of condition and performance, and capacity versus need. The network was graded according to the following levels:

A=Very good

B=Good

C=Fair

D=Poor

E=Very poor

The level and quality of the different elements of the railway network (country-wide) are illustrated in Table 3-6. Heavy haul freight lines (presumably including the Saldanha-Sishen freight line), was rated a B+, with all other freight lines rated C+. Active branch lines were rated D. Passenger lines (Gautrain excluded) were rated C-.

Item	Quality
Passenger lines (Gautrain excluded)	C-
Heavy haul freight lines	B+
General freight lines on the core network	C+
Active branch lines	D

Table 3-6: Quality of the Different Sections of the Railway Network (country wide) - Source: SAICE

It was considered that:

- the condition of the network improved slightly since 2006, but that more needed to be done regarding service levels and reliability;
- if active branch lines are not concessioned or earmarked for expansion, further deterioration will occur;
- the capital investment programme was addressing the backlog, but not quickly enough;
- operational inefficiencies do exist and passenger volumes are restricted by inadequate and failing rolling stock, and
- theft and vandalism is another major concern and safety remains a significant issue.

3.3.2 Bus Network

3.3.2.1 Provincial Contracts

Golden Arrow Bus Services (Pty) Ltd operates a government subsidised and scheduled bus service throughout the Cape Metropolitan Area on a single comprehensive permit (contract presently managed by the Department of Transport and Public Works of the Western Cape Government).

GABS operate 1 056 buses on nearly 400 schedules. A total of 2 269 scheduled routes are served in the Cape Metropolitan Area. The operational statistics are shown in Table 3-7. These statistics exclude Sibanye bus services.

The average age of the fleet is 10 years, with 214 of the buses being less than two years old.

Item	Quantity
Fleet size	1 056
Peak (buses)	971
Departures per day	5 198
Departures per week	29 337
Passengers carried per day	220 028
Passengers carried per year	39 635 309
Kilometres travelled per year	36.6 million (live – revenue earning)
	56 million total
Number of routes operated	2 269
Average trip length (km) ⁽¹⁾	30.7
Staff employed	1 355 drivers
	2 645 total

NOTE:

⁽¹⁾ The average trip length refers to the average distance travelled per bus. It does not reflect the average trip distance per passenger.

Table 3-7: GABS Operations (GABS, 2012)

3.3.2.2 Sibanye Bus services

Sibanye was established as a joint venture company between Siyakhula Bus Services, Abahlobo Bus Services and Golden Arrow Bus Services in 2001. Since then it has successfully operated the Atlantis routes as a subcontractor to GABS. Sibanye operates a total of 20 timetables in the area.

Sibanye Bus Services also provides the Jamie shuttle service for the University of Cape Town (UCT). This service is meant to ease the traffic congestion and parking space limitations at UCT (DTPW, 2011).

The average age of the Sibanye fleet is 10 years. The operational statistics are contained in Table 3-8.

Item	Quantity
Fleet size	78
Peak (buses)	72
Departures per day	262
Departures per week	1 521
Passengers carried per day	19 972
Passengers carried per year	3 956 460
Kilometres travelled per year	3 897 198 (live – revenue earning)
Number of routes operated	155
Average trip length (km) ⁽¹⁾	48.01
Staff employed	82 drivers
	95 total

NOTE:

⁽¹⁾ The average trip distance refers to the average distance travelled per bus. It does not reflect the average trip distance per passenger.

Table 3-8: Sibanye Operations (GABS, 2012)

3.3.2.3 Bus Rapid Transit (BRT) and Dedicated lanes

The current plan (2013) is to rollout Cape Town's BRT system across the whole Metropolitan area in five phases. Phase 1A is currently underway, with completion scheduled for November 2013. Figure 3-7⁵⁶ schematically shows the service areas and implementation horizons of the five phases.

This map shows the proposed rollout of Phase 2, with only the blue line (Wetton-Lansdowne Corridor) currently approved for implementation, together with an interim N2 express service from Metro South East to CBD that will run until the Metrorail Modernisation project comes to fruition. Other routes will be the subject of the IPTN.

The extent of the infrastructure that has been put in place for the operation of the Phase 1A is briefly summarised in Table 3-9.⁵⁶

Indicator	As at December 2012
No of km of dedicated bi-directional median bus way/lanes in operation within the integrated system for trunk and/or complementary services (cumulative total)	17.7 km
No of km of bi-directional trunk or complimentary services operating in mixed traffic lanes (cumulative total)	20.5 km
No of km of bi-directional feeder services operating in mixed traffic lanes (cumulative total)	82 km
No of trunk services in use in network (cumulative total)	16 km
No of feeder stops in use in network (cumulative total)	137 km

Table 3-9: Summary of IRT Infrastructure

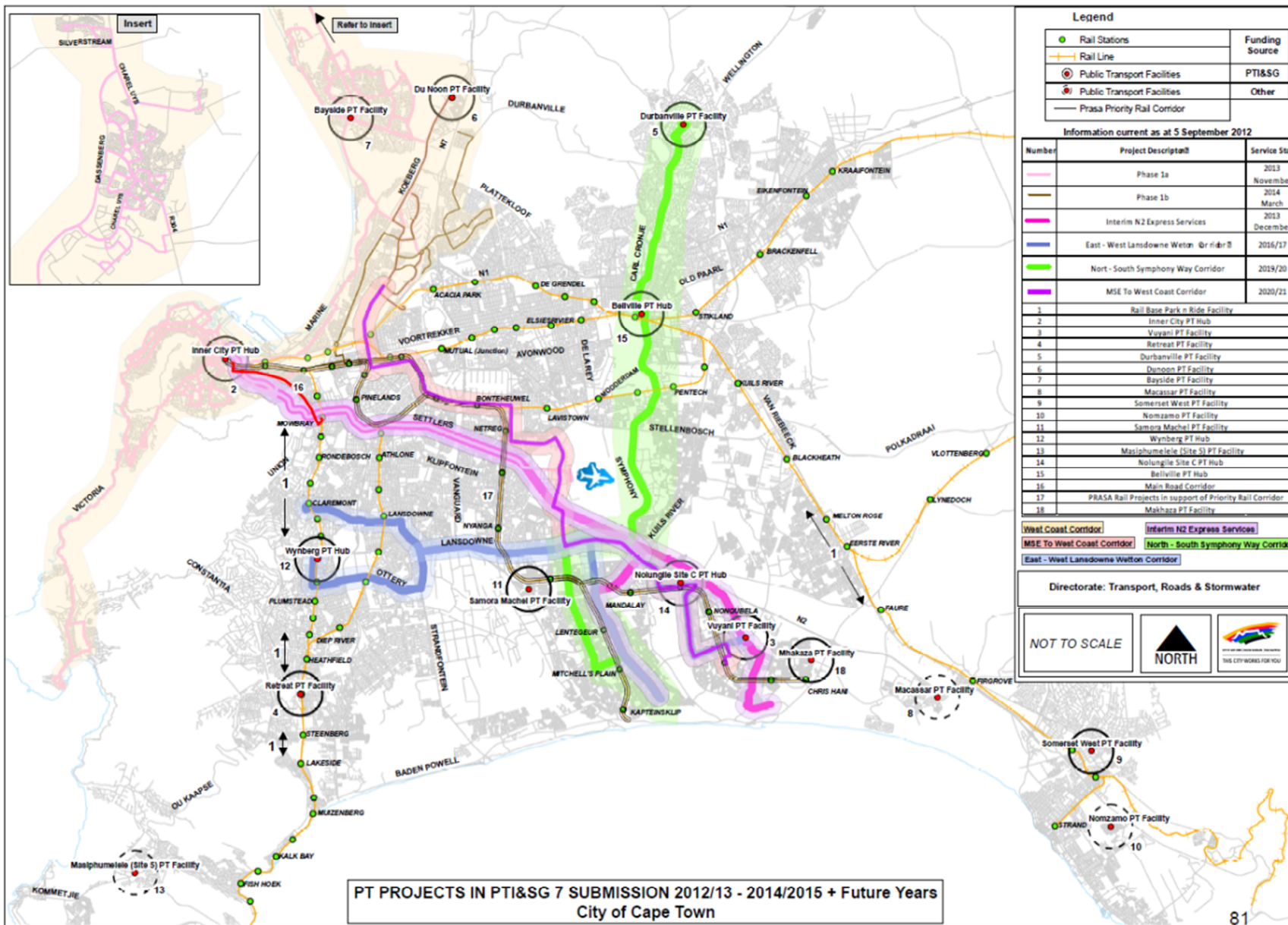


Figure 3-7: Schematic Representation of all Phases of the Proposed BRT

A summary of the IRT operations is provided in Table 3-10.

Item	Quantity
Fleet size	81
Peak (buses)	60
Departures per day	1 015
Departures per week	6 805
Passengers carried per day	10 754
Passengers carried per year	3 144 361 ⁽¹⁾
Kilometres travelled per year	595 408
Number of routes operated	7
Average trip length (km) – trunk route only	16.7
Staff employed	250 drivers
	500 total

NOTE:

(1) This figure includes events, free trips and what is considered “passenger journeys”. A “passenger journey” is a journey a passenger makes travelling on one or more MyCiti services from their origin to their destination, irrespective of how many times they transfer. For example, a passenger who travels on a feeder bus in Table Bay, then transfers to a trunk bus to the Civic Centre, and then to a feeder bus to the Waterfront is counted as only one passenger journey.

Table 3-10: MyCiti Operations (CoCT: IRT Operations, April 2013)

3.4 Modal Split to Cape Town CBD

Historic cordon counts for the CBD reflecting the total daily inbound passenger trips, is shown in Table 3-11.

Year	Source	Car	Bus	Taxi		Rail	Other ¹		TOTAL
				Metered	Minibus		NMT	Heavies	
2001	CoCT	257 370	14 716	1 048	39 972	71 256	-	-	384 362
2003		268 288	15 382	2 033	45 537	68 783	190	-	400 213
2007		244 560	21 004	1 943	54 238	62 884	-	-	384 629
2011	TRS	210 827	24 003	2 732	34 757	64 983	8 381	9 368	355 051

NOTE: 2011’s Transportation Reporting System (TRS) counts were captured in more detail than those previously, and included additional groupings for NMT and general heavy vehicles.

Table 3-11: Historic Daily Passenger Trips per Mode Entering the CBD - Source: Transportation Reporting System, City of Cape Town, 2011

From the above table it is evident that the total daily person trips to the Cape Town CBD in 2011 was slightly lower than that of the preceding years.

The daily inbound modal split, based on this information, is summarised in Table 3-12. The figures from the “Other” column have been excluded.

Year	Private	:	Public
2001	67%	:	33%
2003	67%	:	33%
2007	64%	:	36%
2011	63%	:	37%

Table 3-12: Daily Modal Split for Passenger Trips (excluding "Other") Entering the CBD of Cape Town

In the ten years between 2001 and 2011, the modal split of persons entering the CBD of Cape Town has improved by 4% in favour of public transport. In order to have comparative data, it is important that the classification and recording method be standardised.

3.5 Transport Nodes of Provincial Significance

Figure 3-8 and Table 3-13 illustrate the major towns in the Western Cape Province and the transport nodes of provincial significance. The nodes consist of three major harbours (Cape Town, Saldanha and Mossel Bay), the Cape Town International Airport and George Airport, bus stops across the province, selected train stations in the major towns and cities in the province.

Cape Town	Cape Winelands District Municipality	West Coast District Municipality	Eden District Municipality	Central Karoo District Municipality	Overberg District Municipality
Bellville	Ceres	Malmesburg	George	Albertinia	Bredasdorp
Cape Town	Franschhoek	Moorreesburg	Mossel Bay	Beaufort West	Caledon
Khayelitsha	Gouda	Piketberg	Oudtshoorn	Leeu-Gamka	Riversdal
Koeberg	Paarl	Saldanha	Knysna		Strand
Kraaifontein	Robertson	Klawer			Swellendam
Langa	Stellenbosch				Somerset-West
Mitchell's Plain	Wellington				Touwsrivier
Wynberg	Worcester				

Table 3-13: Transport Nodes of Provincial Significance

3.6 Freight Transport, including Routes for Transporting Dangerous Goods

3.6.1 Freight Transport Routes

The National Land Transport Act, 2009 requires all planning authorities to prepare a freight transport strategy that covers the transporting of goods to, from and through an area by road, taking into account movement by rail and those to and from ports or airports. It also requires the strategy to identify routes for moving goods so as to promote their seamless movement and to avoid conflict with other road traffic.

When road freight was deregulated, it was stipulated that a Road Transport Quality System (RTQS) would be implemented, with the goal of controlling driver training programmes, vehicle roadworthiness, the overloading and the transportation of hazardous goods. However, the RTQS was never implemented.

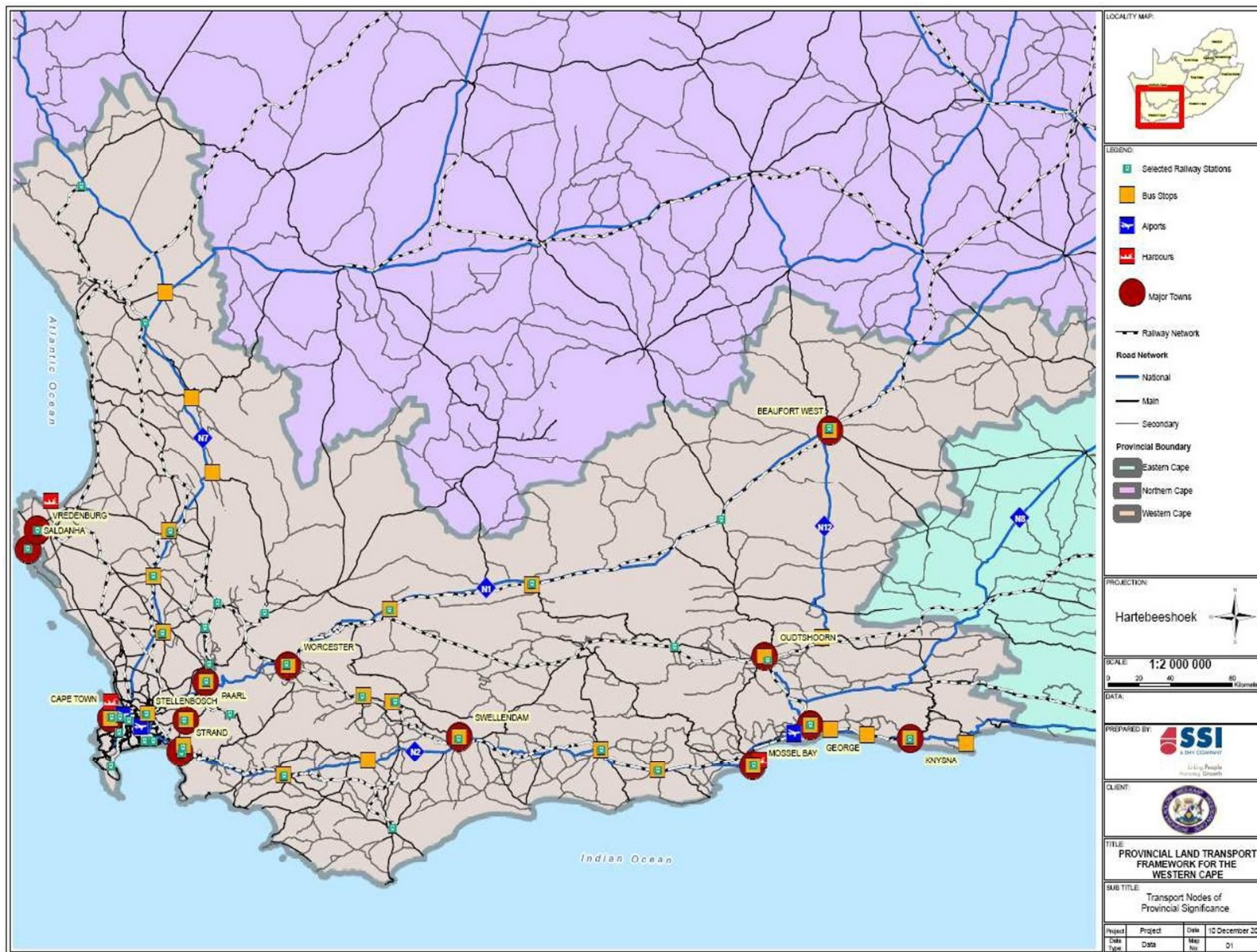


Figure 3-8: Illustration of the Transport Nodes of Provincial Significance in the Western Cape

Overloading is considered one of the biggest challenges faced by the road authorities. This could be due to the gap in the controlling measures in the province i.e. lack of well trained personnel and funding to operate and maintain the existing measures, lack of adequate facilities i.e. weighbridges and inadequate legal support for enforcement.

Currently there are nine weighbridges in the province which operates 16 hours per day for five days per week, which includes two weekends per month, with the exception of the Beaufort West weighbridge which operates 24 hours per day, 7 days a week. For the 2011/12 financial year, the weighbridges were on average in operation for 74% of the hours in the year, which is a slight reduction when compared with the previous year (Annual Report DTPW, 2011/12).

The number of vehicles weighed in 2011/12 were 631 830 (an increase of about 50 000 over the previous year). Of the vehicles weighed 15 094, or about 2%, were overloaded. This represents a 0.3% reduction in the percentage overloaded vehicles (calculated on vehicles weighed).

3.6.2 Rail Freight

There are three regional main lines in the Western Cape and several branch lines. The main line from Cape Town to Gauteng carries about 3.5 million tonnes per annum, while the dedicated heavy haul iron ore line from Sishen to Saldanha carried 55.9 million tonnes of iron ore in the year ending March 2013 (Transnet 2013 Annual Report), which represents a 6.9% increase over the previous year.

The secondary main line from Worcester via George to Port Elizabeth is not optimally utilised, but carries approximately 750 000 tonnes of freight per annum. A total of 2.8 million tonnes were transported on all branch lines in 2005. The most utilised branch lines in the Western Cape are the line from Bitterfontein to Cape Town and the line from Bellville to Caledon.

3.6.3 Port Freight

There are three ports in the Western Cape, namely Saldanha which handles predominately iron ore and crude oil, Cape Town port which handles a mixture of cargo (including agricultural products) and Mossel Bay which handles predominately petroleum products.

Table 3-14 illustrates the total cargo handled at ports in the Western Cape Province - Source: Transnet Port Authority.

Type	Port of Cape Town (2011/12)	Port of Saldanha (2011/12)	Port of Mossel Bay (2008/09)
Total bulk (metric tonnes)	3 525 805	57 669 845	1 940 310
Total break-bulk (metric tonnes)	327 128	593 185	73 875
Total cargo (metric tonnes)	3 852 933	58 263 030	2 014 185

Table 3-14: Total Cargo Handled at Ports in the Western Cape Province

3.6.4 Air Freight

Cape Town international airport handles the majority of air cargo in the Western Cape - most is carried in the hold of passenger aircraft, so George airport will also handle a small portion. At least 35 000 tonnes are airlifted per annum either directly to international destinations or for transshipment to OR Tambo International Airport.

3.6.5 Pipeline Freight

The pipeline from Saldanha to Cape Town is transporting an estimated 3.3 million tonnes of crude oil per annum. The pipeline from Cape Town port to the refinery transported approximately 1.2 million tonnes in total in both directions, while an estimated 2 million tonnes are transported between the Port of Mossel Bay and the storage tanks. (NDoT, 2010).

3.6.6 Routes for Transporting Hazardous/Dangerous Goods

The transportation of dangerous goods is regulated by the National Road Traffic Regulation of 2000, issued in terms of the National Road Traffic Act (NRTA), 93 of 1996, while the South African National Standards prescribe aspects such as the designing of tankers and the identification, classification and packaging of dangerous goods. The National Land Transport Act gives all the provinces a mandate to identify routes for the transportation of dangerous goods throughout their province.

A municipal transport permit or Dangerous Goods Certificate, commonly known as the "Fire Permit", is required in terms of the Municipal By-Laws for the transportation of hazardous goods. A vehicle transporting hazardous goods will be prohibited to continue its journey without this permit, which has to be renewed annually and which is only valid for one vehicle.

To improve the quality control of road freight transport operations, it is therefore essential to create a register of competence of licensed road freight operators, with details of their facilities, vehicles and drivers. The RTQS must be reviewed and implemented as defined in the National Road Traffic Act. The RTQS will take care of the vehicle quality control system through a system of testing station accreditation and road side inspection, driver's quality control via professional driver permit, overloading control via weighbridge network as well

as regulations regarding the transportation of dangerous goods and abnormal loads and other road traffic operations.

Table 3-15 shows the statements included in the ITPs of the respective district municipalities and the core city in the Western Cape, regarding routes for the transportation of hazardous substances.

Municipality	Statements in the ITPs regarding the transportation of hazardous substances
Central Karoo	Generally very little notification regarding the transportation of hazardous goods transported through the areas is received or reported. In most case hazardous goods or substances are hidden under other goods and therefore not reported on cargo manifests.
Eden	At least one weighbridge needs to be constructed at a suitable location next to the N2. A register of hazardous chemical operators must be initiated in the Eden District Municipal area. Certain routes need to be designated for the transportation of hazardous materials.
Overberg	The N2 has been identified as the most strategic route for the transportation of hazardous goods in the area. To deviate to areas not serviced by the N2, a number of alternative routes has been identified and planning is underway between the relevant authorities and department. The district municipality has a detailed plan, legislation, policies and standards to manage the transportation of hazardous goods moving through the area.
West Coast	There is a lack of resources in the Cederberg Local Municipality to deal with disaster management and the transportation of hazardous goods in the area. No alternative routes have been identified for abnormal loads.
Cape Winelands	A freight management strategy is in place and could be implemented. The highest freight volumes, total weight and average vehicle weight are experienced on the N1 route. Over the past ten years, the deterioration and withdrawal of rail services have contributed to the reduction in the use of rail transport.
City of Cape Town	There is no formal defined hazardous goods network established within the City. Certain routes could be considered as hazardous goods routes by default, given the volumes of fuels or other potential hazardous chemicals being regularly transported along them, e.g. the N7 and Platteklouf Road.

Table 3-15: Statements Included in the ITPs of the Respective District Municipalities and the Core City in the Western Cape

3.7 Spatial Development, Economic Development and Housing

This is discussed in detail in Chapter 5 of this document.

3.8 Public Transport Operations

This section provides an overview of the current public transport services in the Western Cape, including rail, bus, minibus taxis, metered taxis, and non-motorised transport.

3.8.1 The City of Cape Town

The public transport services within the City of Cape Town are fairly comprehensive and the type of operation is summarised in Table 3-16.

Mode of Transport	Ownership	Services
Trains	Parastatal – PRASA	Scheduled, subsidised (annual operating subsidy approximately R1300 million)*
Buses	Private	Scheduled, subsidised and private hire (annual operating subsidy approximately R700 million)
BRT	Municipal	Scheduled, municipal contracted services (annual operating subsidy approximately R260 million)
Minibus taxis	Private	Unscheduled, not subsidised and private hire
Metered taxis	Private	Unscheduled, not subsidised and private hire

* Based on 2012 country wide budgeted subsidy of R3.3 billion (PRASA 2010/11 Annual Report)

Table 3-16: Mode of Transport in the City of Cape Town

3.8.1.1 Rail Transport

Commuter rail is the core provider of public transport services in the City of Cape Town – often referred to as the backbone of the public transport system in the City. The daily number of passengers has reduced by 8% since 2000, and was surveyed in 2012 to be just over **620 000 passengers** – see Table 3-17.

Year	All day passengers boarding	Train sets		
		Running	Spare	Total
2000	675 607	90	4	94
2004	621 285	85	5	90
2007	635 046	81	6	87
2012	621 833	86	5	91

Table 3-17: Comparison between Yearly Rail Census Volumes and Available Train Sets (Arcus GIBB, 2012 and City of Cape Town Rail Framework)

3.8.1.2 Bus

Currently, subsidised commuter bus services are provided largely by Golden Arrow Bus Services, and to a lesser extent by Sibanye. In total GABS and Sibanye transport around **240 000 passengers** on a daily basis. See Section 3.3 above for the operational details.

The City of Cape Town has almost completed Phase 1A of their IRT system (see Section 3.3 above), whilst the planning of further phases is proceeding. The IRT service carries around **11 000 passengers** on a daily basis.

3.8.1.3 Minibus Taxis

Minibus-Taxis operate relatively independently and are only governed by the PRE in respect of the operating licenses.

Based on City records (City of Cape Town ITP, 2010) there are approximately 565 routes in operation on a typical day, with approximately 56 000 trips undertaken and the **passenger volumes** are estimated to be around **332 400 per day**.

More than 10 000 minibus vehicles provide unscheduled public transport services in the Western Cape, of which approximately 7 600 operate within the City of Cape Town. Surveys in Cape Town (Source: 2007 Operating Licence Strategy, City of Cape Town) revealed that around 49% of minibus taxis were unlicensed, and these unlicensed operators loaded up to 35% of the passengers at official facilities. Based on this information, it is **concluded that the licensing of minibus taxis is not managed/regulated successfully**.

3.8.1.4 Metered Taxis

Metered taxi services are provided by independent parties who use private cars to render these services. The metered taxi services operate in terms of a permit (or operating license) granted by the PRE. This specifies the area in which the vehicle can operate; generally a radius from a base rank, area, place of business, or address⁹. The metered taxi services are not regulated in terms of tariffs or service quality standards.⁷ In the previous PLTF (2011) it was reported that approximately 4 000 passenger trips were serviced on a daily basis by metered taxis.

3.8.1.5 Non-Motorised Transport (NMT)

The City of Cape Town has an extensive NMT network, but estimates of the length of the network are not available. Since 2010 the City has awarded a number of projects for the construction of around 400 kilometres of walkways and cycle lanes. New bicycle lanes have been provided as part of the IRT infrastructure of Phase 1A.

According to the NATMAP reports, the vast majority of the South African population has to make use of non-motorised transport (walking, bicycles, donkey-drawn carts) and the majority are learners who walk to schools. The percentages of the population who indicated these modes as their main mode of transport are:

For the country	60%
For the Western Cape	42%
For Cape Town	35%

Public transport operations in the Western Cape, as reported in the transport plans of the different District Municipalities (and summarised in Annexure A), are briefly referred to below.

3.8.2 Cape Winelands District Municipality

3.8.2.1 Rail Transport

Commuter rail services are available within the CWDM in four (4) local municipalities i.e. Drakenstein, Witzenberg, Breede Valley and Stellenbosch, serving 24 stations within the district.

3.8.2.2 Bus

There are no records of local bus services in the CWDM, with the exception of long distance bus services traversing through the CWDM along the N1.

3.8.2.3 Minibus Taxis

The mini-bus taxi is the dominating mode of public transport service provider for both commuter and long distance services within the district. These services are predominately provided in the urban areas of the district leaving rural areas out of the equation of quality public transport services.

MBT are responsible for the provision of public transport services during the week, however the vehicles are underutilised during the off peak periods.

3.8.2.4 Metered Taxis

Although there is no reference to metered taxi services in the DITP, it should be noted that various dial-a-ride services are available through the district area

specifically in Stellenbosch. These services provide similar services to that of metered taxi's. However, they operate with a flat fare to and from pick-up points to the various destinations.

3.8.2.5 *NMT*

At least 48% of the persons in the Cape Winelands walk or use other forms of NMT to satisfy their transportation needs due to high public transport costs, 26% make use of private vehicles and only 14% make use of the public transport services, which comprises predominantly of mini-bus taxis (MBT) and limited rail services.

3.8.3 *Eden District Municipality*

Private transport is the dominating mode of transport in this District at (46%), followed by NMT at (34%). Minibus-taxis, being the only visible mode of public transport, make up 17% of the entire market share in the district, with bus services only responsible for 3% of the market share.

3.8.3.1 *Rail Transport*

There are currently no commuter rail services in the district and the entire rail network passing through Eden is under-utilised and in poor condition.

3.8.3.2 *Bus*

There are no commuter bus services in the district with the exception of the scholar bus service operating in the Hessequa Municipality.

3.8.3.3 *Minibus Taxis*

An over-supply of minibus-taxis is reported in the town areas of Bitou, Knysna, Mossel Bay, Hessequa, Kannaland and Oudtshoorn. The available demand is not adequate to support the operators, which is considered the main reason why many vehicles are in questionable state.

3.8.3.4 *Metered Taxis*

Metered taxis services numbers have declined in the district area and only a few are still operating with predetermined flat rates with specific pick-up and destinations such as those operating to and from the George Airport.

3.8.3.5 *NMT*

A NMT Masterplan (2007) was developed for the Eden District Area which proposed certain NMT facilities to be developed, mostly focussed along higher order routes. It was observed that most people located in the smaller towns (such as in Uniondale and Haarlem) are reliant on walking as their way of transport.

3.8.4 Central Karoo District Municipality

The low population density, high poverty and very low economic opportunities in this district make public transport barely economically viable. Beaufort West, being the main economic hub for the district, is the only area with regular public transport services.

3.8.4.1 Rail Transport

There are no commuter rail services in the Central Karoo. Long distance passenger services pass through the district rendering services between Cape Town and Gauteng and between Cape Town and Durban. The long distance trains stop at the following stations within the Central Karoo: Matjiesfontein, Laingsburg, Prince Albert Road, Leeu-Gamka, Beaufort West and Nelspoort.

3.8.4.2 Bus

There is one bus operator in Beaufort West who provides regular services for passengers travelling from the surrounding areas into town. This bus service is not subsidised.

3.8.4.3 Minibus Taxis

Minibus-taxis services mainly consist of five-seater sedans which provide public transport services between the town and the surrounding residential areas.

3.8.4.4 Metered Taxis

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services in Beaufort West where people are charged a flat rate to and from specific locations.

3.8.4.5 NMT

Even though the value of NMT is acknowledge throughout the district area and walking is one of the most common modes of transport, very limited focus and planning is made towards NMT facilities and infrastructure. One of the transport goals is to provide safe walkways and bicycle paths, in an integrated cohesive manner in the towns of the district.

Objectives towards the promotion of non-motorised transport in the district are:

- to provide sidewalks and footpaths on highly utilised pedestrian routes in a phased and integrated manner;
- 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 in a phased manner;
- to encourage non-motorised transport projects such as the Bicycle Empowerment Network, and

- to support safety measures for animal drawn vehicles and provide safe and humane stopping facilities for draught animals.

3.8.5 Overberg District Municipality

The Overberg district municipality has a very limited public transport system, with the main features being inter-town minibus-taxi routes and contracted scholar transport services.

NMT is the main mode of transport within the district at 57% of trips, private transport accounts for (26%) of the transport market, with public transport having only 15% of the market share.

3.8.5.1 Rail Transport

There are no commuter rail services in the district and the rail network serving the district is exclusively used for freight with very limited chartered passenger services.

3.8.5.2 Bus

Currently, there are no commuter bus services in the district. The bus services within the district are mainly for scholar transport or hire services.

3.8.5.3 Minibus Taxis

Minibus-taxis provide public transport services on an ad hoc basis along the R43 and R44 routes. The only towns with prominent public transport facilities are Bredasdorp and Napier and services in these areas operate on a fairly regular basis.

A high proportion of the identified minibus-taxi routes are reported to be not economically viable.

3.8.5.4 Metered Taxis

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services in Hermanus where people are charged a flat rate to and from specific locations.

3.8.5.5 NMT

NMT is the main mode of transport within the district at 57% of trips.

3.8.6 West Coast District Municipality

Minibus taxis are the dominating mode of public transport with rail and bus coming up in the second place. However, a significant portion (55%) of the population has to walk or cycle (NMT).

3.8.6.1 Rail Transport

The commuter rail services are provided between Cape Town and Malmesbury, with a single train in the morning and in the afternoon. A total of 193 commuters per day were recorded boarding in Malmesbury and 197 were recorded alighting.

3.8.6.2 Bus

The current commuter bus service in the district is privately owned and is used by workers to and from their work place. Numerous school bus routes are operated.

3.8.6.3 Minibus Taxis

Minibus taxi services are the dominating mode of public transport in the district due to their ability to render door-to-door services. The passenger volumes vary from one local municipality to another and the time of the day.

3.8.6.4 Metered Taxis

There is no reference to metered taxi services in the district as such services do not exist. There is however dial-a-ride services where people are charged a flat rate to and from specific locations.

3.8.6.5 NMT

A significant number (55%) of the population has to walk or cycle (NMT).

3.9 Intra- and Interprovincial Long Distance Services and Interprovincial Commuting Services

Long distance transport is a critical component of transport in the Western Cape. Migrant workers come to the bigger cities or towns within the province to work and explore economic opportunities.

Currently long distance public transport services are provided by rail, privately owned long distances coaches, the long-distance minibus-taxis and the long distance services of Autopax (PRASA). These services are offered throughout the year, with varying frequencies according to demand.

Currently the quality and level of service on these long distances services in the province are not being monitored, and there is little co-ordination across the different modes of transport. The long distance mini-bus operators provide a door to door service and bookings in certain districts are made telephonically.

Long distance rail services are rendered by Shosholoz Meyl which is owned by PRASA. They render long distance services on weekly basis from the Cape Town Station to different parts of South Africa. Routes serviced frequently include:

- Cape Town/Johannesburg - Sitter & Sleeper Class Sunday, Wednesday and Friday;
- Cape Town/Durban - Sleeper Class Wednesdays, AND
- Cape Town/Johannesburg - Premier Class Tuesday and Saturday.

Available records indicate that the average weekly number of seats available and the capacity utilisation for various services, vary according to the different classes. The economy services are well utilised, followed by the tourist services, while premier services are generally under-utilised.

The Cape Town-Johannesburg service is one of the best utilised of the inter-city rail services in the country. The average economy passenger volumes per month vary between 30 000 and 40 000 for non-peak months and between 45 000 and 50 000 for the April and December peak.

The long distance minibus-taxi services offered in the Western Cape is highly seasonal in nature, resulting in an oversupply during the off-season. This has resulted in the City of Cape Town choosing not to support the issuing of further operating licences to the dedicated long-distance mini-bus taxi operators (Source: 2007 Operating Licence Strategy, City of Cape Town). However, the City opted to the issuing of long distance operating licences to existing local route operators, allowing for more flexibility in dealing with the supply-demand fluctuation that comes with seasonal fluctuation.

Amongst the long-distance bus services, there are those operated by Autopax which is the subsidiary of PRASA. Autopax operates two services i.e Translux and the City-to-City, of which both link with the major towns across the country.

Other private "luxury" long distance bus services are Intercape, Greyhound, Roadlink, etc. which provide scheduled weekly services between the different towns across the country and to Namibia.

All modes of long distance services traverse through the different district municipalities on a weekly basis to their various destinations.

3.10 Key Land Transport Problems and Issues

The following has been concluded before (not necessarily based on the provided data) with respect to the status quo of the transport system in the Western Cape. It has been reviewed slightly.

- (1) Non-Motorised Transport is by far the most utilised mode in rural areas – it is considered neglected by the planning fraternity. It is therefore critical that this mode is adequately catered for in the roll out of transport infrastructure. In the City of Cape Town, private transport and public transport (rail, bus and minibus taxi) are heavily utilised, and focus and investment is required to achieve a change towards public transport.
- (2) Passenger Rail services:
 - There is only one inter-regional service in the province.

- Old rolling stock and signalling equipment are becoming a safety problem and are severely limiting the scope for growth of the rail sector. This is now receiving attention.
 - Lack of suitable facilities and infrastructure impacting on efficient transfer at stations external to Cape Town.
 - Rail Infrastructure is being over-utilised in some corridors and under – utilised in other.
 - The commuter sector offering a relatively low quality service.
 - The rail-subsidy is fairly high and rising.
 - Security at stations and on trains is an on-going concern.
 - There is significant scope for growth in the commuter rail sector.
- (3) Minibus-taxi services:
- Dispersed settlements served by gravel roads are difficult and costly to access.
 - Lack of suitable facilities and infrastructure impact negatively on the efficient transfer at long distance public transport facilities.
 - There is general over-utilisation of taxis during peak hours.
 - Mini-bus taxis modes are generally of a low quality and focussed on lower income markets.
 - There is a lack of uniform standards in terms of safety or operations compliances.
 - Many operators still do not have valid operating licences and these illegal operators are using the official public transport facilities.
 - Traffic safety is considered a major problem. This results from poor driving habits, un-road worthy vehicles, long driving hours and lack of effective law enforcement.
- (4) Bus services:
- There a duplication and competing with taxi service on certain routes.
 - There is a general fragmentation of governance and operational structures.
 - There is a lack of uniform standards in terms of safety or operational compliances.
 - High and rising operational subsidies, especially with introduction of IRT.
 - Low profitability for many private operators, resulting in failure to adequately maintain and recapitalise fleets.

- Poor integration between taxis and buses results in several inefficiencies, unhealthy competition and sub-optimal operations.
- (5) Congestion is considered an economic issue within the province.
 - (6) The road maintenance road backlog is a significant challenge. The province suffers from an aging road network, and a significant maintenance backlog that need to be addressed as part of the asset management plan for the provincial road network.
 - (7) Rail freight is under-utilised with road freight still dominating market share of contestable freight. Incentives for higher utilisation of rail freight need to be developed.
 - (8) Rural transport is still poorly serviced, mostly due to the fairly low densities and demand for more frequent, regular and economically-viable public transport services.
 - (9) Special needs transport - the lack of universal access and design for current public transport includes both the vehicles and infrastructure.
 - (10) Safety and security is perceived as being poor and it discourages potential users from using the available services.
 - (11) High transportation cost –particularly to the poor, marginalised communities, decreases the disposable income of these communities and hence limit the economic activities in the region.

4. Integrated Transport Plan

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that this chapter must contain at least the following:

- (a) a list of planning authorities in the Province, with their classification and the types of plans to be prepared by them;*
- (b) a programme for the preparation of the integrated transport plans and their co-ordination with the Provincial Land Transport Framework, and*
- (c) a reference to the summary of all available integrated transport plans in the province required by section 35(7) of the Act, which must be contained in an annexure. The summary should be brief and focus on aspects and projects of regional or provincial significance.*

4.1 Planning Authorities

There are only three Type 1 Planning Authorities within the Western Cape, namely the City of Cape Town, George Municipality and Stellenbosch Municipality. These Planning Authorities may prepare a CITP detailing complex traffic and transport issues affecting its area. All the Province's District Municipalities are classified as Type 2 authorities that prepare DITPs which is a compilation and assessment of all LITPs within the District Municipality. All Local Municipalities, except George and Stellenbosch, are categorised as Type 3. Table 4-1 indicates a list of the Planning Authorities as well as their classification and types of plans they are responsible for.

4.2 Programming / Integration of Integrated Transport Plans

According to the Minimum Requirements for the Preparation of the Integrated Transport Plans, the MEC must document the final agreement on the categorisation of planning authorities in the Province and any arrangement for assistance to carry out the preparation of the ITPs. These other arrangements may include assistance from the Province to carry out the development of the ITPs.

The Minimum Requirements further state that it needs to be reflected in the PLTF. These agreements or arrangements with the Planning Authorities need to be gazetted before 31 March of each year. In terms of the categorisation of the planning authorities, it is envisaged that agreements will be gazetted by mid-February of each year.

Planning Authority		Classification	Types of Plans responsible for and input to
Metropolitan Municipality	Cape Town	Type 1	CITP-IDP-PLTF
District Municipality	Cape Winelands	Type 2	DITP-IDP-PLTF
Local Municipality	Breede River Winelands	Type 3	LITP-IDP-DITP
	Breede Valley	Type 3	LITP-IDP-DITP
	Drakenstein	Type 3	LITP-IDP-DITP
	Stellenbosch	Type 1	CITP-IDP-PLTF
	Witzenberg	Type 3	LITP-IDP-DITP
District Municipality	Central Karoo	Type 2	DITP-IDP-PLTF
Local Municipality	Beaufort West	Type 3	LITP-IDP-DITP
	Laingsburg	Type 3	LITP-IDP-DITP
	Prince Albert	Type 3	LITP-IDP-DITP
District Municipality	Eden	Type 2	DITP-IDP-PLTF
Local Municipality	Bitou	Type 3	LITP-IDP-DITP
	George	Type 1	CITP-IDP-PLTF
	Kannaland	Type 3	LITP-IDP-DITP
	Knysna	Type 3	LITP-IDP-DITP
	Hessequa	Type 3	LITP-IDP-DITP
	Mossel Bay	Type 3	LITP-IDP-DITP
	Oudtshoorn	Type 3	LITP-IDP-DITP
	Overberg	Type 2	DITP-IDP-PLTF
Local Municipality	Cape Agulhas	Type 3	LITP-IDP-DITP
	Overstrand	Type 3	LITP-IDP-DITP
	Swellendam	Type 3	LITP-IDP-DITP
	Theewaterskloof	Type 3	LITP-IDP-DITP
District Municipality	West Coast	Type 2	DITP-IDP-PLTF
Local Municipality	Berg River	Type 3	LITP-IDP-DITP
	Cederberg	Type 3	LITP-IDP-DITP
	Matzikama	Type 3	LITP-IDP-DITP
	Saldanha Bay	Type 3	LITP-IDP-DITP
	Swartland	Type 3	LITP-IDP-DITP

Table 4-1: Planning Authorities, Classification and Types of Plans

The Province categorises planning authorities according to several weighted criteria (see Table 4-1). The classification of all municipalities in the Western Cape is according to various criteria which consider the following for each municipality and score it accordingly:

- staff capacity;
- previous experience;
- extent of public transport services;
- extent of road network;
- extent of subsidised services, and
- available budget.

Figure 4-1 indicates the proposed programme for the preparation of Integrated Transport Plans and their co-ordination with the Provincial Land Transport Framework.

4.3 Summary of Integrated Transport Plans

A summary of the available Integrated Transport Plans of the various municipalities in the Western Cape Province is attached as Annexure A.

Summaries of the transport projects referred to in the ITPs are provided in Annexure F.

The following paragraphs provide a broad overview of challenges and key focus areas as reported in the various ITPs of the Province.

4.3.1 Public Transport Movement

- There is a strong movement throughout the Province towards Non-Motorised Transport and thus several projects are focused on the roll out of transport

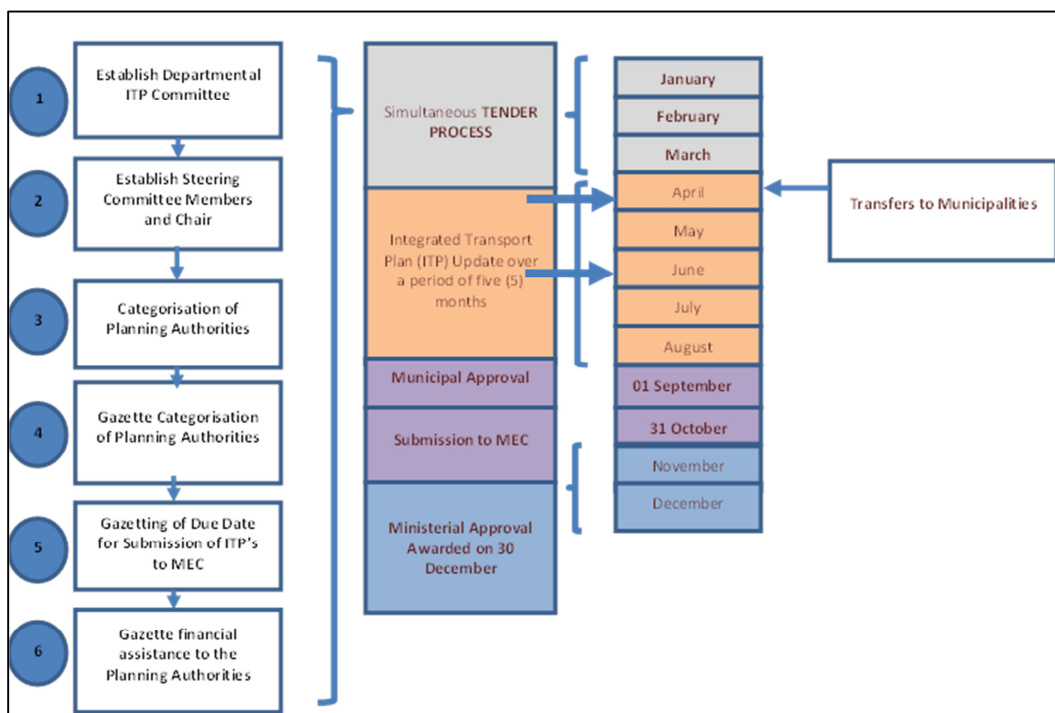


Figure 4-1: Proposed Programme for the Preparation of Integrated Transport Plans and their Co-ordination with the Provincial Land Transport Framework

- infrastructure for NMT.
- The provision of well-planned public transport is necessary to alleviate the pressures of major traffic congestion experienced in the economic hubs of the Province. The provision of focused, well planned Public Transport Infrastructure to alleviate the congestion is seen as a high priority project throughout the various districts of the Province.
- There is quite a large volume of cross municipal boundary movement from the City of Cape Town and its adjacent municipalities. The movements differ in scale due to different reasons for commuting, such as place of work and leisure (holiday homes in other municipalities and farming).

4.3.2 Road Infrastructure Provision

- A huge number of projects listed in the ITPs are specifically related to infrastructure maintenance and thus, the bulk of projects and budgets focus on addressing this need.
- Several projects are listed which are related to provision of infrastructure for pedestrian (including disability) movement in the various towns and the City.
- These projects should be addressed as part of the asset management plan of the Provincial Road Network.

4.3.3 Provision of Public Transport

- The demographics of the Western Cape Province indicate high population densities around cities and a very low concentration of population in the rural areas. Public transport thus, differs substantially from area to area.
- The provision of public transport, i.e. minibus taxi and bus in the rural areas of the province, is very poor. This is a result of the low population densities in these areas and the consequential low demand for regular well planned public transport. Moreover, these services are seen to be in-efficient operations.
- The City of Cape Town has implemented the 1st Phase of the Integrated Public Transport System known as MyCiTi and is currently planning the implementation of the next phase.
- There is a fairly extensive commuter rail network in the City of Cape Town, but it is underfunded in terms of operations and maintenance. Commuter rail makes up over 50% of the public transport needs within the City, however matters related to safety, maintenance and upgrading of stations seem to be dealt with unsatisfactorily. The integration of the various public transport modes should also be further planned for.

4.3.4 Other

- Rail freight in the Province is seen as being under-utilised as road freight is still dominating the market. It is emphasized that an incentive programme should be developed to encourage the use of rail for freight purposes in the Province.
- There is a need for freight by-pass infrastructure projects as listed in the various ITPs.
- Road (traffic) safety is considered an issue in the Province, especially with regards to pedestrians. Several of the projects listed in the ITPs are related to construction of pedestrian walkways and sidewalks in strategic areas within the towns.
- There is a need for provision of special needs transport through-out the Province. Detailed planning for the provision of universal access for both vehicles and transport facilities need to take place.
- The transport sector, by way of trucks and high private vehicle ownership, contributes to poor air quality within the cities and towns. Proper planning and provision of, for example, by-passes for freight vehicles and the use of

rail for freight movement can assist with lowering the contribution of emissions in this sector within the Western Cape Province.

The provision of a safe, secure, reliable and affordable public transport is high on the priority list for the provision of public transport in the Province.

4.4 Conclusion & Recommendations

The following recommendations are made:

- The CITP, DITP and LITP project tables should be standardised (in terms of format and content) with the necessary information that is required for the completion of the PLTF.
- Municipalities should include in their ITPs a table providing progress on projects identified in previous ITPs (for example, indicate % complete, reasons for delays, etc.). In this way users of the documents would know whether a project identified in previous ITPs has been implemented or not. A standardised format/template should be given to all municipalities in this regard.

5. Integrated Development Framework

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that this chapter must include at least the following, unless already provided under Chapter 3:

- (a) The approved spatial development strategy or plan for the province including -
 - (i) an integrated map illustrating the frameworks for future development, with a short description of -
 - (aa) spatial development;*
 - (bb) economic development;*
 - (cc) housing development, and*
 - (dd) other development initiatives.**
 - (ii) the map referred to in (i) also indicating where the growth areas of the province are and where specific development initiatives are taking place that require improved transportation;*
 - (iii) information on each spatial development initiative in the province, with its status and urban renewal and rural development nodes, where applicable, and*
 - (iv) a full description of relevant social, demographic and environmental issues that affect transport.**
- (b) a statement of how the transport strategy will facilitate the achievement of the approved spatial development plan and economic development in the province, the integration of social, economic and human settlement development strategies as well as other relevant development initiatives or strategies;*
- (c) an indication of the strategic transport network of roads and railways and provincial public transport networks in relation to land use development and the built environment, and*
- (d) a summary of strategies promoting land use and transport integration, in keeping with national policies.*

5.1 Introduction

It is imperative that the PLTF is aligned to the spatial policies and frameworks of the province as well as current and proposed economic trends and public and private development patterns. This Chapter provides an overview and strategic synthesis of existing and future spatial, transport, economic, housing and other development initiatives. The aim of this chapter is to interpret spatial and development patterns in terms of how these may guide, impact on and integrate with provincial land transport.

This chapter deals with, the approved spatial strategy of the province, and outlines how the transport strategy will facilitate the achievement of the approved spatial development plan for the province. This chapter further speaks to the integration of key transport plans, programmes and projects with social, economic and human settlement development strategies, and illustrates how the strategic transport network of roads, railways and other public transport networks relate to land use development and the built environment. This chapter provides an overview of how land –use and transport integration is being pursued in keeping with national and provincial policies.

At the time of preparing this update two important legislative developments at the national and provincial levels, in respect of spatial planning and land use management, were in progress, namely the promulgation of the National Spatial Planning and Land-use Management Bill¹⁰, and the preparation of the Draft Western Cape Land Use Planning Bill¹¹ of 2013.

At the time of this update the review of the Provincial Spatial Development Framework (PSDF), was in progress, thus enabling the PLTF update to participate in and draw on “real time” inputs into the “next generation” spatial development plan for the province.

Although it is anticipated that the impact of both the National and Draft Provincial legislation on Spatial Planning and Land-use Management will only be felt in the ensuing planning and implementation cycle, it is worthwhile to note that the Draft Western Cape Land- use Planning Bill of 2013, in addition to the requirements pertaining to the PSDF, introduces requirements relating to Regional SDFs, and Municipal SDFs. The Bill also introduces an obligation on municipalities to establish Inter-Governmental Steering Committees, in respect of spatial planning and land –use matters, and seeks to establish consistency between municipal SDFs. The Bill further outlines a set of development principles and objectives that could serve an important role in providing a common approach between the spatial, economic, social, human settlement and transport sectors.

At the onset of this chapter it is recorded that the demographic data for the Western Cape Province provided in Chapter 3 forms the basis of this chapter, but that this data is not repeated here.

5.2 Relationship between Transport and Economic Development

Studies have shown that there is a positive relationship between transport investment and economic development.

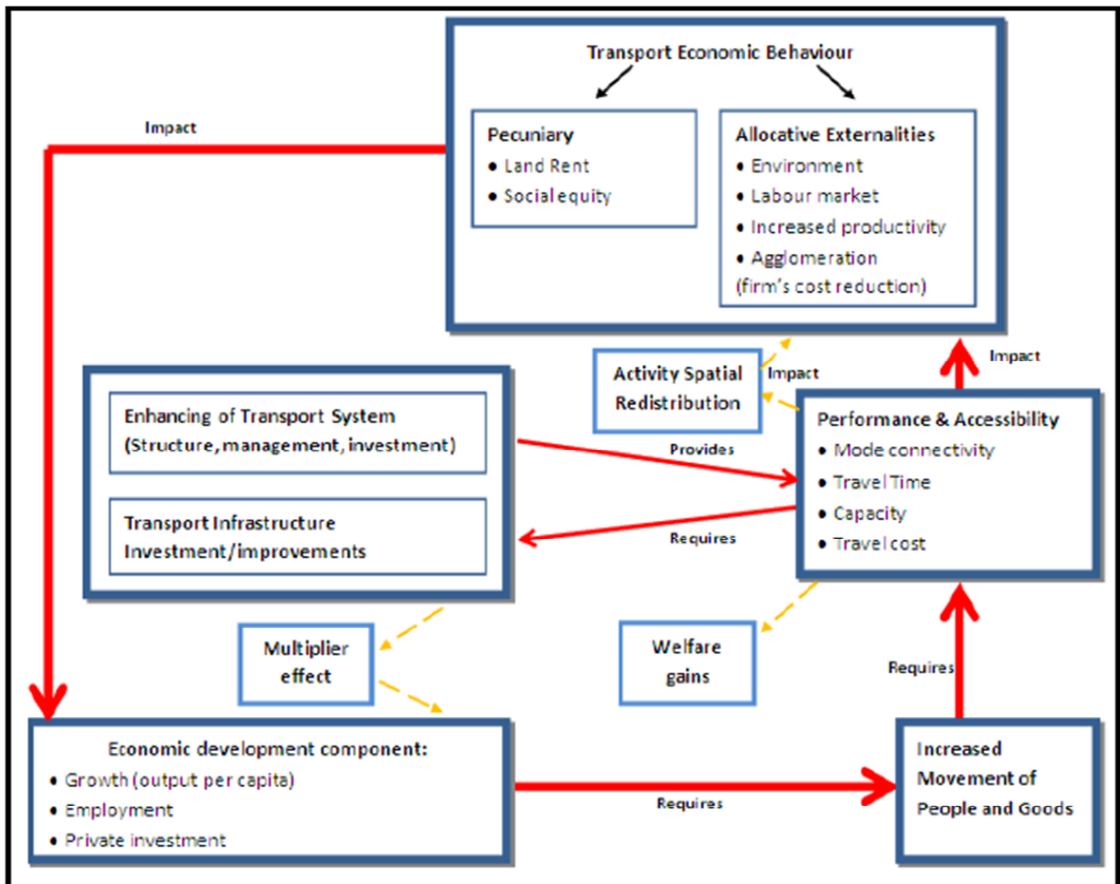


Figure 5-1: Relationship between Transport and Economic Development

The direction of this causal relationship is not always clear and this circular effect between transport and the economic development in a region is illustrated in Figure 5-1. The figure shows that the improvement of transport systems or the investment in transport infrastructure provides better accessibility due to the reduction in travel time, capacity flow, and better mode connectivity and also a reduction in travel cost. The network effectiveness is described by the overall network performance and travel operations.

Improvement in accessibility can have an impact on activity locations. Spatial redistribution can either have a positive or negative result on the economic efficiency of a region. The positive effects result from improved transport which stimulates the efficient spatial patterns of households and businesses (Banister and Berechman, 2000¹²). However, the decentralisation of households and business can result in dispersed spatial patterns and lead to inefficiency.

The impact of public transport spending on the economy is illustrated in Figure 5-2.

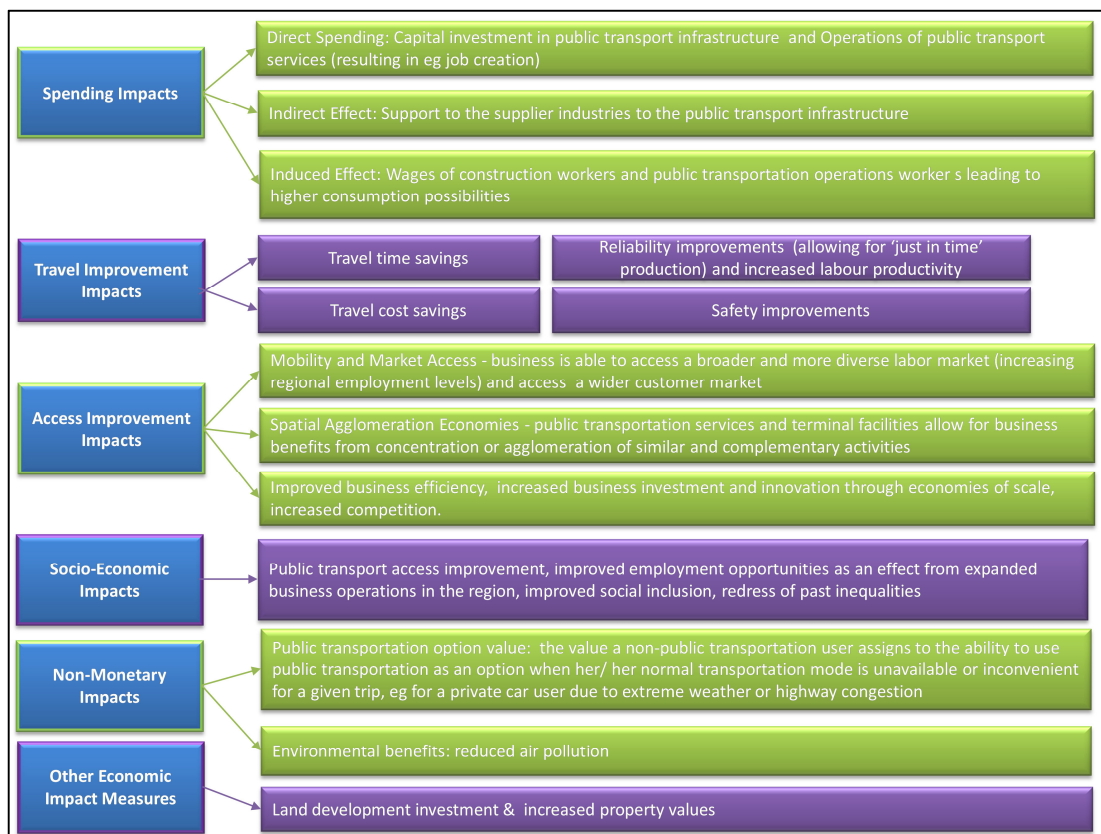


Figure 5-2: Impact of Public Transport Spending on the Economy

This illustrates the importance of holistic planning: provincial transport strategies, plans, programmes and projects need to be fully integrated with other socio-economic development strategies and objectives.

5.3 Spatial Development Initiatives

5.3.1 National Policy Direction

This section provides an overview of national policy direction regarding spatial development and economic development initiatives that impact on the Western Cape.

5.3.1.1 The National Development Plan¹³

The National Development Plan emphasises the following transport related issues that are of relevance to this Framework:

- The need for the prioritisation of transport projects that have the greatest developmental impact.
- The need to focus on transport as a system and the entire transport network rather than focusing on a particular mode of transport to improve efficiency, sustainability and accessibility, reducing environmental impact and addressing socio-economic inequalities.

- The need to consider transport within its spatial context and the need for a closer link between transport and spatial planning to address their circular and interdependent relationship.
- The need to effect behavioural change towards the use of public transport.

As a result of the strategic thrusts above, the following key policies and planning priorities have been identified:

- 1. Create workable urban transit solutions:**
 - a. Increase investment in public transport and resolve existing public-transport policy issues.
 - b. Devolve transport management to local government.
 - c. Provide incentives for public-transport use
 - d. Improve road infrastructure.
 - e. Renew the commuter train fleet.
- 2. Strengthen and optimise freight corridors**
 - a. Durban-Gauteng corridor.
 - b. Coal-transport corridors.
 - c. North-south corridor,
- 3. Provide long-distance passenger transport options**
- 4. Rural access and mobility**
- 5. 2010–2015: Consolidation and selective expansion**
 - a. Improving streamlining of assets and institutional arrangements for public transport (including the powers and functions of role players).
 - b. Renewing the commuter rail fleet,
 - c. Expand capacity for mineral exports
 - d. Optimal utilisation of assets
 - e. Transport planning,
- 6. 2016–2020: In step with evolving land-use changes:** Guided by plans for the urban form, the focus will be on achieving the mutually reinforcing effect of transit-led growth.
- 7. 2021–2025: Energy efficiency:** Emphasis will be on increasing energy efficiency and the resilience of transport networks
- 8. 2026–2030: Mid-life upgrades**

The key policies underpinning the NDP are clearly geared towards the increased integration of the space-economy in transport planning. In line with the above, the NDP identified several spatial principles that are of importance for this Chapter:

- **Spatial justice:** redressing past injustices and ensuring the fair allocation of public resources, with emphasis on the poor;
- **Spatial sustainability:** supporting sustainable ways of consumption and production, minimizing damage to the natural environment;
- **Spatial resilience:** Increase resilience to environmental degradation, resource scarcity and climatic shocks;
- **Spatial quality:** Improve the aesthetics and functionality of housing and the built environment, and

- **Spatial efficiency:** Support productive activity and jobs, minimizing burdens on business. This includes the creation of transport networks allowing for efficient mobility for commuters, goods and services.

One of the special intervention areas identified in the NDP is the Growth Management Zone (GMZ) around Saldanha. A GMZ is identified as an area “of rapid anticipated growth that may require special planning and management”. Saldanha is identified as one of these due to industrial and resource related development taking place in the region.

National Spatial Development Perspective¹⁴

Despite the changes to the global and local economic landscape over the past 6 years and the fact that new policies and plans have been developed, the National Spatial Development Perspective (NSDP) continues to hold validity. The principles underlying the NSDP are as follows:

Principle 1: Rapid economic growth that is sustained and inclusive is a prerequisite for the achievement of other policy objectives, among which poverty alleviation is key.

Principle 2: Government has a constitutional obligation to **provide basic services** to all citizens (e.g. water, energy, health and educational facilities) wherever they reside.

Principle 3: Beyond the constitutional obligation identified in Principle 2 above, **government spending** on fixed investment should be **focused on localities of economic growth and/or economic potential** in order to gear up private-sector investment, to stimulate sustainable economic activities and to create long-term employment opportunities.

Principle 4: Efforts to address past and current social inequalities should focus on people, not places. In localities where there are both high levels of poverty and demonstrated economic potential, this could include fixed capital investment beyond basic services to exploit the potential of those localities. In localities with low demonstrated economic potential, government should, beyond the provision of basic services, concentrate primarily on human capital development by providing education and training, social transfers such as grants and poverty-relief program.

Principle 5: In order to overcome the spatial distortions of apartheid, future settlement and economic development opportunities should be channeled into **activity corridors and nodes** that are adjacent to or that link the **main growth centres**. Infrastructure investment should primarily support localities that will become major growth nodes in South Africa and the SADC region to create regional gateways to the global economy.”

For transport this implies that while adequate transport provision needs to be made for people wherever they reside, the major focus is on concentrating investment on areas of economic growth, activity corridors and growth nodes, linking these two major growth centres.

5.3.1.2 *Infrastructure Plan: Strategic Integrated Projects*

The New Growth Path launched in 2010 spells out the framework to drive job-creation in the wake of the global recession. One of the employment drivers is Infrastructure Development, which gave rise to the development of the Presidential Infrastructure Coordinating Commission (PICC) whose mandate is to develop a twenty-year infrastructure pipeline. As a result the Commission developed an Infrastructure Plan that identifies 17 Strategic Integrated Projects (SIPs), covering over 150 infrastructure interventions.¹⁵

The fifth SIP affects the PLTF in that it is focussed on the Saldanha-Northern Cape Development corridor as a catalytic infrastructure project. The emphasis is on the expansion of the iron ore rail line from Sishen (Northern Cape) to Saldanha to a capacity of 100 million tons a year, the development of port and back of port industrial facilities, municipal bulk infrastructure to support industrial expansion, mining developments and raising the Clanwilliam Dam.¹⁶ The aim of the project is to promote the Corridor emerging from a transit corridor into a value-adding centre. As a result, the anticipated spin-off effects on mining, job creation and economic development and the link to the Special Economic Zone at Saldanha, it is anticipated that the region will experience an economic and industrial boost in terms of gas, oil and port industrial development.^{17 and 18}

5.3.1.3 *Outcome's Based Approach*¹⁹

The Outcomes Based Approach, embraced in 2010, provides national government's performance and monitoring and evaluation system and speaks to 12 outcomes that address the strategic priorities of government. The outcome relating to transport, Outcome 6, "An Efficient, Competitive and Responsive Economic Infrastructure Network", speaks to ensuring the maintenance and strategic expansion of South Africa's road and rail network and the operational efficiency, capacity and competitiveness of its sea ports.

5.3.1.4 *The National Urban Development Framework*²⁰

The aim of the National Urban Development Framework is to "provide a common nation-wide view on how to strengthen the capacity of South Africa's towns, cities and city-regions to realise their potential to support national shared growth, social equity and environmental sustainability."

The NUDF endorses the following strategic outcomes

Outcome 1 - Improved urban form and sustainability:

- Greater urban integration and densification, particularly along the major transport corridors;
- Greater access and mobility, largely through improved public transportation and new mobility technologies, and
- Greater resource efficiency and sustainability through measures including energy efficiency regulations and incentives for green buildings and

infrastructure, the promotion of renewable energy and expanding public transport.

Outcome 2- Improved management of urbanisation and urban growth:

- Improving forward planning linked to spatial development at all levels of government;
- Enhancing land release mechanisms to minimise unplanned informal settlement growth;
- Better implementation of the integrated human settlement approach, and
- More effective and efficient processes to ensure consistent land use management practice.

Outcome 3 - Improved urban infrastructure and service delivery systems:

- Refining the basic services agenda to enhance equity and to ensure that it reinforces other indicated outcomes;
- Improving urban social services, especially health, safety and education particularly for the poor;
- Improved systems of infrastructure maintenance, and
- Improved mechanisms for providing higher order services for key economic areas as has been pioneered through the various business improvement district initiatives in many cities.

Outcome 4 - Improved urban social outcomes:

- Improving job creation and second economy support;
- Reducing urban crime and related social problems such as drug and alcohol abuse;
- Improving the quality of education and skills development outcomes particularly for poor communities;
- More effective incorporation of immigrant communities within society;
- Improving the effectiveness of health initiatives particularly with regard to HIV/AIDS and TB, and
- Facilitating the provision of basic services, sustainable livelihoods and human development in rural and other low opportunity areas.

Outcome 5 - Improved competitiveness and resilience of urban and regional economies:

- Strengthening regional economic clusters through public-private strategic partnerships;
- Improving the national innovation and R&D system through enhanced collaboration between research agencies, industry and government;
- Strengthening regional and rural-urban economic linkages;
- Improving efficiencies in the movement of freight and services between local, regional, national and global markets;
- Improving South Africa's linkages with global markets through customising trade and investment promotion to address city-regional needs, and
- Promoting inter-city and inter-regional co-ordination to strengthen competitive positioning in global markets.

Outcome 6 - Improved urban governance:

- Ensuring that the necessary powers, functions and fiscal capacity is devolved to metropolitan and other well capacitated municipalities to enable them to manage the challenges of complex urban development;
- Improving the local responsiveness of the large urban municipalities;
- Improving inter-governmental co-ordination regarding urban challenges, and
- Developing more effective strategic partnerships with private and community sectors at town/city and regional level.

5.3.2 Provincial Policy Direction

5.3.2.1 Provincial Spatial Development Framework²¹

The PSDF pursues a provincial urbanisation strategy of aligning the provincial settlement pattern with regard to economic potential, the availability of resources (especially water and land), the location of environmental resources and the potential for future economic growth.

As a result the PSDF identifies the following **urban centres**:

1. **Metropolitan Area:** City of Cape Town
2. **Regional “Motors”:**
 - a. Saldanha Vredenburg
 - b. Southern Cape
3. **Regional Development Corridors**
 - a. Breede River Valley
 - b. Olifants River Valley
 - c. Cape Town to Saldanha-Vredenburg
 - d. Lower Olifants River
 - e. Cape Town to Gauteng road and rail
 - f. Overberg – Coast and Agulhas Plain

In addition, the following **towns with strong functional linkages** have been earmarked for corridor development. The development of “BRT”-type services is endorsed along these routes.

- City of Cape Town;
- George;
- Mossel Bay;
- Knysna;
- Mossel Bay – George – Knysna (also potential commuter rail shuttle service);
- Worcester;
- Vredendal;
- Hermanus – Onrus – Hawston – Fisherhaven;
- Saldanha – Vredenburg;
- Oudtshoorn – Dysselsdorp;
- Paarl – Wellington (also potential commuter rail shuttle service), and
- Stellenbosch (also potential commuter rail shuttle service).

The PSDF emphasises maintaining **strict urban edges**, prohibiting outward expansion that may result in the entrenching of the current spatial apartheid pattern. As a result **densification** through infill is supported. **Clustering of civic, business and community facilities** is also encouraged to maximize socio-economic benefits and resources and the proximate location of public transport is supported.

The Framework supports the **strategic investment of scarce public sector resources where they will incur the highest socio-economic returns**. Settlements that show potential of high economic growth will receive prioritization for fixed infrastructure development.

Regarding transport, the emphasis is on the development of combined road and rail transport corridors as per Figure 5-3. The rationale is to upgrade the existing rail infrastructure to offer higher levels of service and thus provide a real alternative to road transport for passengers and freight. **The development of settlements along identified corridors is encouraged.**

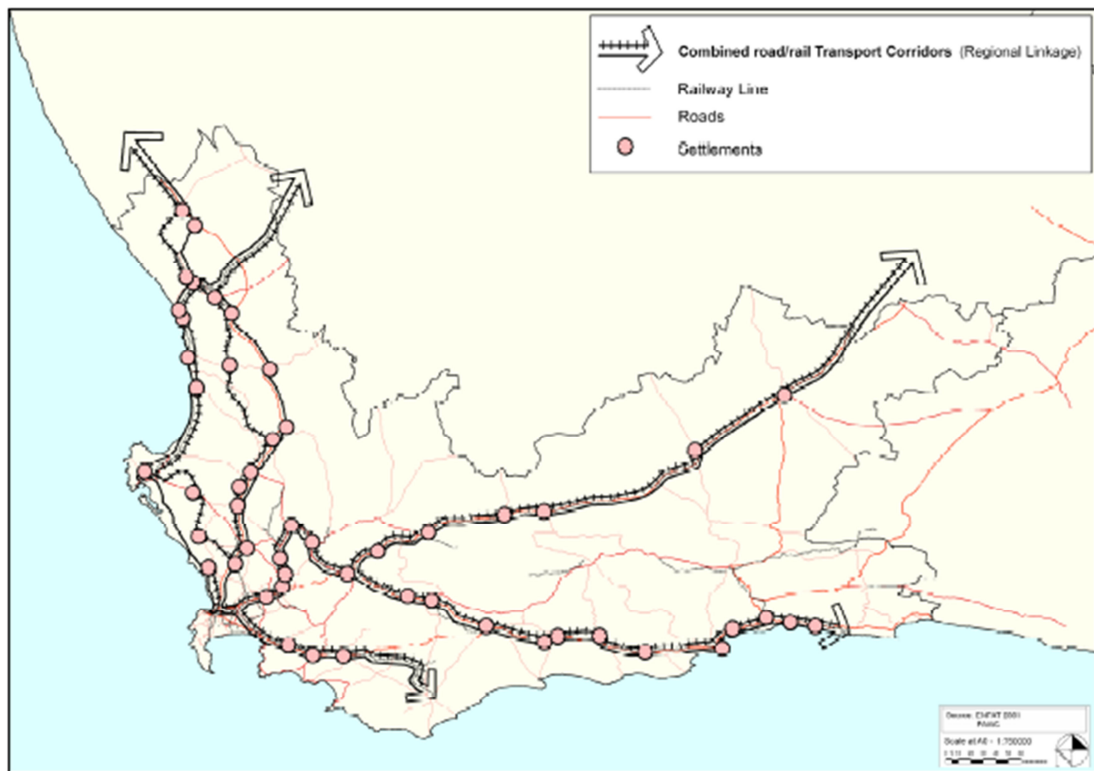


Figure 5-3: Combined Road and Freight Transport Corridors - Source: Provincial Spatial Development Framework, 2009

The PSDF supports the integration of public transport facilities with the surrounding built environment to enhance social and economic integration. It identifies the following strategies:

- Integration of urban activities:
 - Use walking distance as the primary measure of accessibility by ensuring that 50% of the five major urban activities (public transport access points, residence, recreation, shopping and employment) should be accessible within walking distance (1000m) of residential dwellings.
 - Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise their convenience, safety and social and economic potential.
 - Densify urban settlements, especially along main transport routes, at modal interchanges and at other foci of opportunity.
 - Identify areas of highest accessibility that can be designed to maximise safe social and economic activity, especially for participants in the 2nd economy.
 - Restructure road networks to promote economic activity in appropriate locations.
- Promotion of public and non-motorised transport:
 - Delegation of management of all modes of transport (mini-bus taxis, buses, rail) to a single management institution/agency in each urban settlement or system of urban settlements requiring an integrated public transport service.
 - Achieve a goal of 80% of all passenger trips on public and/or non-motorised transport.
 - Support Mini-bus taxi services and supply- (as opposed to demand-) driven bus services in rural and low density urban areas.
 - Make provision for non-motorised transport, cycles and pedestrians along major routes in Municipal urban plans.
 - Larger towns to make provision for Bus Rapid Transit routes in their transportation and land use planning proposals.
 - Render public transport an attractive alternative through improved safety, convenience and reliability.
 - Integrate transport interchanges into mixed-use nodal points strategically located on corridors of highest intensity in the larger towns (to be identified).
 - Develop gateway intersections to encourage traffic to pass through towns rather than around them.

At the time of reviewing the PLTF, the PSDF was under review²². Two key elements relating to transport will emerge from the revised PSDF:

1. **An increased focus on rural planning and the safeguarding of agricultural assets through rural development as one of the key priorities in the revision process.** Based on the functional area logic that emerged from the

Growth Potential of Towns in the Western Cape Study, the revised PSDF will strengthen small towns as a basis for rural development, which will require reinforcing rural public transport networks and looking at commuter and shopping flows within functional regions. This will require cooperation across municipal boundaries. While it is acknowledged that although the focus on rural areas does not result in significant economic development, they do have a regional stabilization effect.

2. The second key aspect is that **public transport in cities and larger towns** (e.g. George and other large towns) **require ranking and prioritisation**. Many developments are taking place on the model where human settlements are taking place on cheap land at the urban fringes. The emphasis will be on opening opportunities for the poor along public transport routes and corridors and providing accessibility in peripheral developments through transport.

5.3.2.2 *"Delivering The Open- Opportunity Society for All": The Western Cape's Draft Strategic Plan*

The Western Cape's Draft Strategic Plan identifies eleven strategic priorities. For the purpose of this chapter, the economic development component of the draft provincial strategic plan is summarised below.

5.3.2.3 *ONECAPE 2040*²³

The ONECAPE2040 strategy is a deliberate attempt to move towards "a more inclusive and resilient economic future for the Western Cape region" by providing a visioning process to develop a compelling vision for the Western Cape by 2040. The challenge is "creating a resilient, inclusive and competitive Western Cape with higher rates of employment, producing growing incomes, greater equality and an improved quality of life" resulting in the vision of creating a "highly-skilled, innovation-driven, resource- efficient, connected, high opportunity and collaborative society".

While still in its early stages, it is important to consider the emerging external and internal strategic thrusts of the Vision:

External:

1. **Adapting to global environmental challenges and trends:** The aim is to address the increasing challenge of combining economic and environmental performance and adapting to the changing economy by deliberately restructuring the regional economy.
2. Adapting and **repositioning to global economic shifts** by moving away from struggling traditional markets of Europe and the US and focus attention on emerging economies in Asia, Latin America and Africa.
3. Developing **responsive and resilient institutions** and workforce in order to adapt to the above-mentioned changing environment.

Internal:

Address factors limiting the economic potential of people to participate effectively in economy and society.

As a result of the factors listed above, the following goals have been identified - see Table 5-1.

Transition	From
Knowledge transition (Educated Cape)	Every person will have access to a good education that will ensure he or she is appropriately skilled for opportunity.
	The Western Cape will enjoy a global reputation as a location of ecological, creative, scientific and social innovation excellence.
Economic access transition (Enterprising Cape)	Any person who wants to be economically active is able to secure work.
	The Western Cape is recognized internationally as an entrepreneurial destination of choice.
Cultural transition (Connecting Cape)	The communities that make up the Western Cape are confident, welcoming, inclusive and integrated.
	The Western Cape is regarded as a global meeting point between East and West and an important connector with the new markets of Africa, Asia and Latin America.
Settlement transition (Living Cape)	The neighbourhoods and town of the region provide good quality of life to all and are accessible, have good public services and are rich in opportunity.
	The Western Cape is ranked as one of the greatest places to live in the world.
Ecological transition (Green Cape)	All people have access to water, energy and waste services that are delivered on a sustainable resource-efficient manner.
	The Western Cape is a recognized leader and innovator in the green economy.
Institutional transition (Leading Change)	Ambitious socially responsible leadership exists at all levels of our society.
	The Western Cape is home to many world-class institutions in both the public and private spheres.

Table 5-1: Identified Goals

5.4 Framework Map

5.4.1 Spatial Development

This section provides an outline of the spatial development characteristics of the Metropolitan Municipality and the five District Municipalities based on their individual Spatial Development Plans.

5.4.1.1 City of Cape Town

Cape Town's functional economic area operates across an area that extends well beyond the municipal boundary. The Growth Potential of Towns in the Western Cape Study charts this area stretching from Pringle Bay over Franschhoek, Paarl, Malmesbury and Wellington, which is in line with the Cape Town SDF²⁴ endorsement of an area within a 50km radius of Cape Town.

The 2008 OECD review takes the concept further by defining the area to stretch as far as Saldanha and Hermanus²⁵.

Irrespective of the formal delineation of the functional region, it is defined by the regional socio-economic interdependencies between the City and the hinterland. These, according to the Draft Analysis of the Cape Town Spatial Economy, include "a commuting labour force, shared consumer catchment area, transport infrastructure and a second port located at Saldanha as well as the agricultural and tourism areas surrounding the City and the four universities located within this area."

The SDF supports the following key strategies:

1. Plan for employment, and improve access to economic opportunities
2. Manage urban growth, and create a balance between urban development and environmental protection
3. Build an inclusive, integrated, vibrant city

In order to achieve Strategy 1, the City has adopted an integrated approach towards economic incentives promoting development, land use policies and transport planning through prioritizing investment in improving its public transport system and linkages.²⁶ The sub-strategies relating to transport are the following:

- Promoting inclusive, shared economic growth and development through regional economic planning by supporting engagements with other governmental and non-governmental structures to ensure cross-boundary co-ordination of major regional transport and economic infrastructure.
- Addressing spatial economic imbalances by unlocking opportunities and supporting private-sector development initiatives in the Metro Southeast and Atlantis (see Atlantis Green Hub below); and improving public transport links between the Metro Southeast and the main economic nodes of the City through passenger rail and Integrated Rapid Transit.
- Establishing an integrated, city-wide public transport system that supports the accessibility grid. The argument underpinning the development of an accessibility grid is to provide residents with a public transport oriented movement system that provides "convenient and affordable access to the City's employment opportunities, resources and amenities". The development of an accessibility grid aims at facilitating multi-directional movement within the City in order to overcome historical development patterns and the geographic constraints (maritime and geological) that place constraints on movement within the City.

- Activity routes and development routes are identified as the primary route types to support the development of a functional accessibility grid. Whereas activity routes are characterized by strip and/ or nodal development alongside a route, development routes provide greater mobility and may be characterized by short stretches of activity routes.

In order to create an integrated city-wide transport system, the following policies are embraced in the SDF:

- Creating a hierarchy of integrated public transport services related to the accessibility grid;
- Ensuring that new urban development is supported by appropriate public transport infrastructure and services;
- Lobbying for the introduction and/or expansion of passenger rail services;
- Including walking and cycling as essential components of land use planning;
- Introducing parking policies to encourage use of the most context-specific and appropriate modal travel choice, and
- Integrating land use, economic and transport planning by reinforcing and enhancing metropolitan development corridors and encouraging medium to higher-density forms of urban development to locate on or adjacent to activity routes, development routes and activity streets.

The second main strategy underpinning the SDF (managing urban growth, and create a balance between urban development and environmental protection) emphasises the principles of urban densification and protecting the urban edge in order to utilise existing resources, amenities, infrastructure and public transport systems more efficiently. In addition, the role of the City in the functional region is recognised and is underpinned by the need to manage metropolitan growth to prevent developing into a seamless conurbation. Future growth directions are identified in the north-eastern and north-western part of the City to protect the urban and coastal edge and manage medium to long term growth.

Finally, the third main strategy of building an inclusive, integrated and vibrant city, aims at (amongst others) transforming the apartheid spatial pattern through approaches of in-fill, densification, prevention of urban sprawl to protect natural, heritage and cultural assets and the provision of improved mobility between former 'township' areas and formal suburbs.

Provincial development initiatives taking place in the City (that would impact on transport) include:

- The East City Design Precinct that aims to create a design, innovation, creative and entrepreneurial precinct to the East of the CBD.
- The Port of Cape Town Precinct development that is currently underway.
- Health Technology Hub / Park in the Pinelands /Oude Molen area that will aim at clustering bio-tech and health technology-centered companies.
- Expansion of the Cape Town International Convention Centre resulting in increased business tourism.²⁷

For transport this means improving accessibility in existing areas rather than having to develop new structures.

Figure 5-4 and Figure 5-5 indicate the City of Cape Town overall spatial development approach and the transport and roads priority action areas.

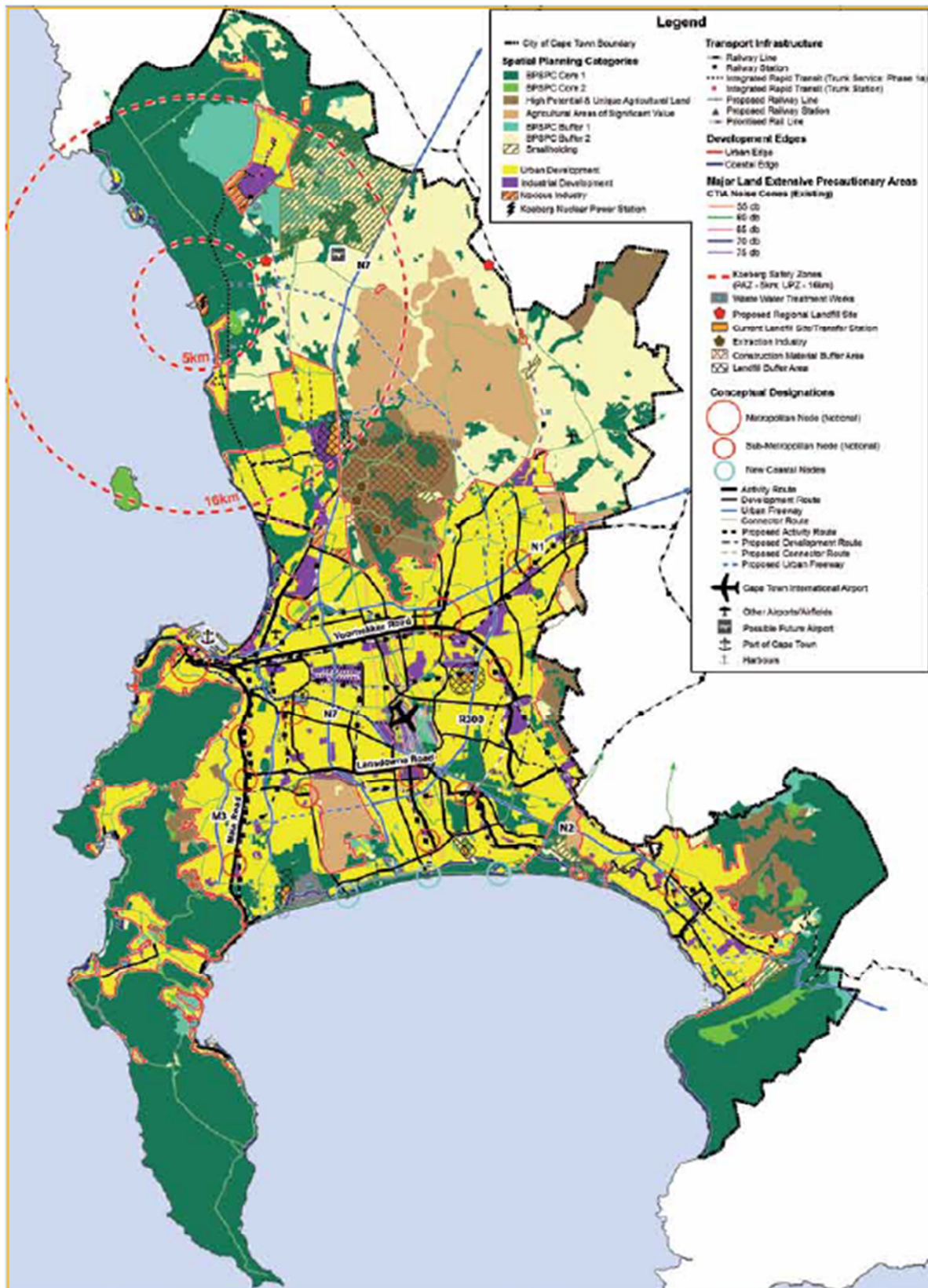


Figure 5-4: Cape Town Spatial Development Framework

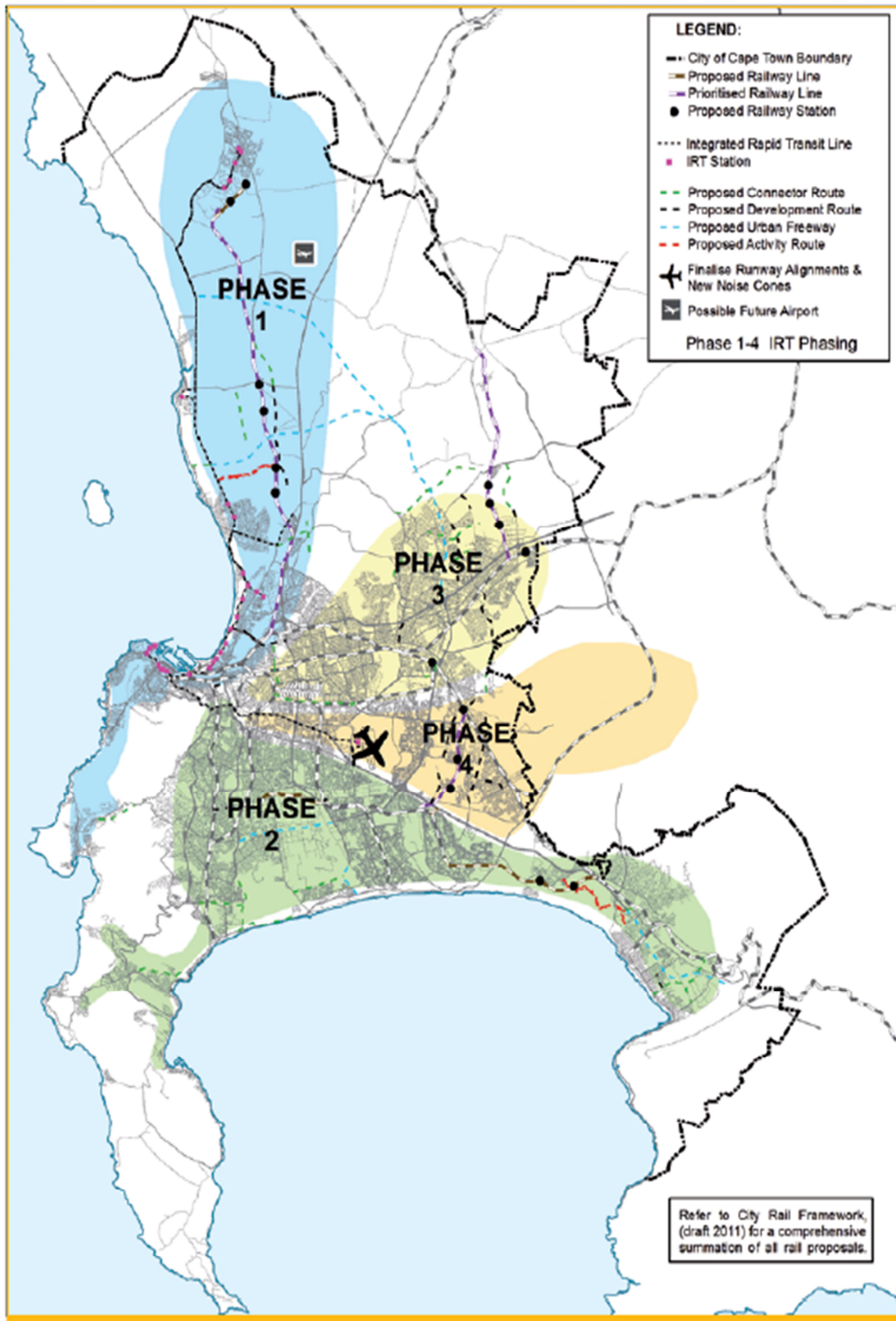


Figure 5-5: Transport and Road Priority Action Areas: City of Cape Town

5.4.1.2 West Coast District

The strategic themes underpinning the West Coast District Spatial Development Framework²⁸ are:

1. Ensure Appropriate Economic Growth;
2. Promote Sound Urban (Re)-structuring;
3. Ensure environmental sustainability and integrity; and
4. Enhance Effective Local Government.

In particular, Strategy 1 has an important impact on transport and is elaborated on below.

The aim of the strategy is to align future settlements and investment with areas of economic potential and resource potential. The focus is on future development on corridors and nodes around main growth areas and the role that the District plays in relation to Cape Town and the larger functional region. The following corridors are identified:

- Two main corridors of Saldanha to Cape Town and Malmesbury to Cape Town are identified for future growth.
- An activity corridor along the west coast linking Cape Town and Saldanha is anticipated with the focus on existing nodes rather than encouraging strip-development which would endanger biodiversity and agricultural assets. It is proposed that a more functional and operationally efficient rail link become part of the supporting infrastructure of this corridor.
- The transport corridor between Malmesbury and Saldanha, via Hopefield is anticipated for development.
- The transport corridor between Vredenburg and St Helena Bay/ Velddrif/ Laaipek is expected to develop as a coastal destination.
- An agricultural corridor is identified along the N7/ Olifants River.
- The SDF recommends an investigation into alternative sites for the positioning of the planned second national airport in conjunction with the Langebaanweg military base.

The second strategy, “promoting sound urban (re)-structuring”, focuses on redressing negative development legacies of the past. The focus is on maintaining a strict urban edge, utilisation of strategically located land to promote in-fill, concentration of development around nodes and corridors to prevent urban sprawl and improved transport accessibility by promoting public and non-motorised transport.

Figure 5-6 and Figure 5-7 indicates the development corridors and nodes and illustrates the composite Spatial Plan for the West Coast DM.

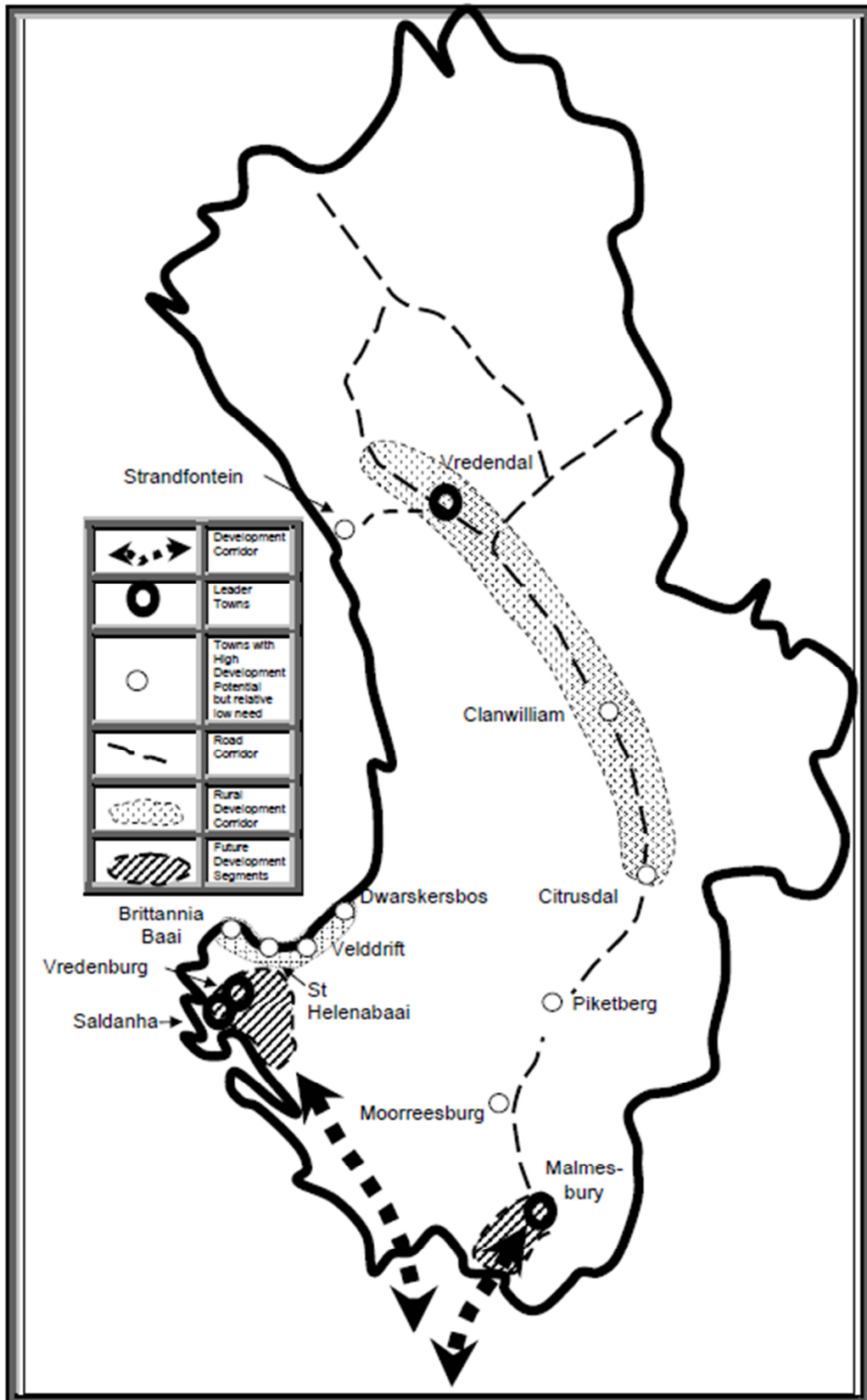


Figure 5-6: Development Nodes and Corridors, West Coast District Municipality SDF

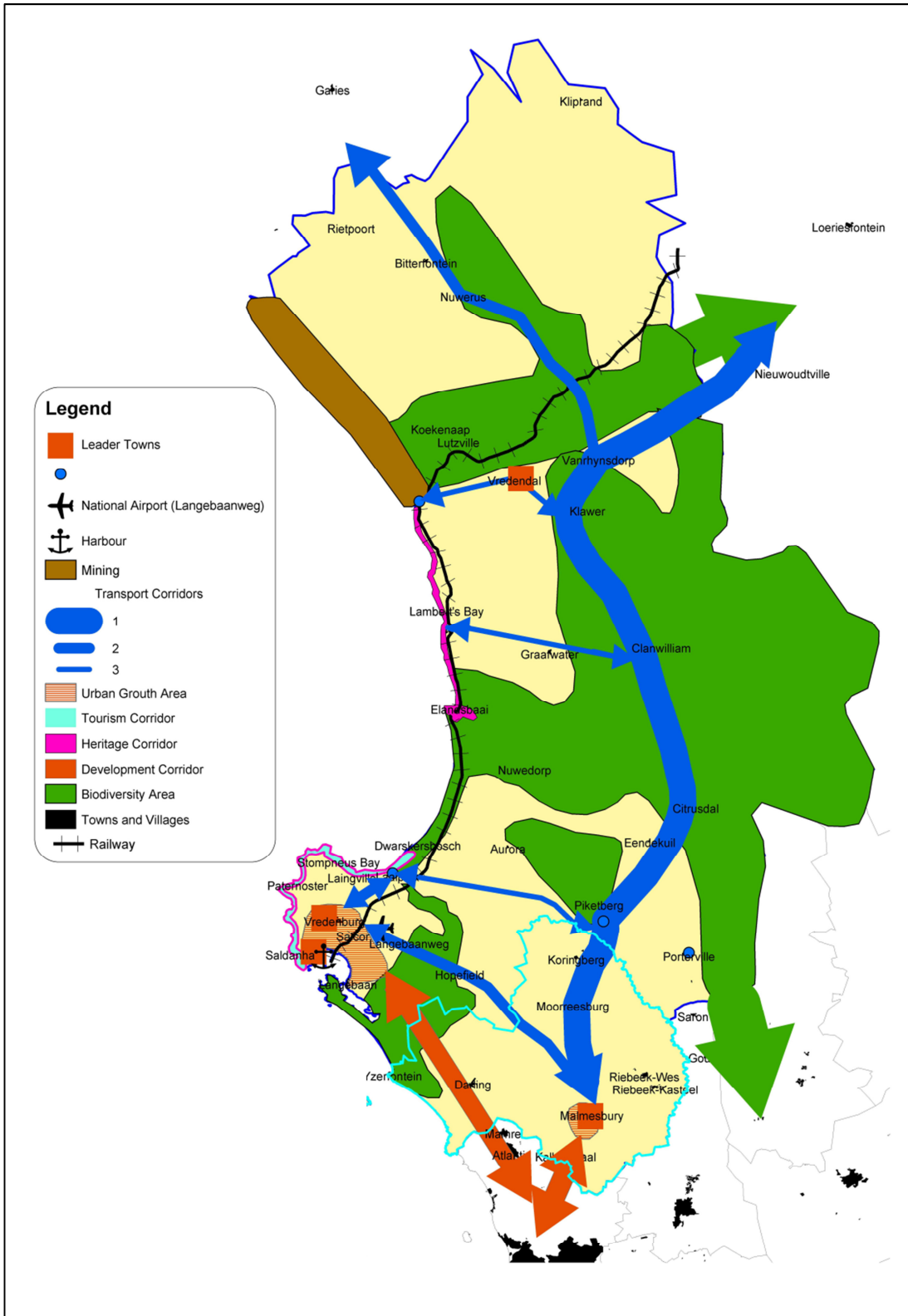


Figure 5-7: Composite SDF

Large-scale economic development efforts around the Oil and Minerals complex and the Industrial Development Zone in Saldanha are gaining momentum. Endorsed by national government as a growth node as well as provincial and local efforts towards the establishment of a service port and an IDZ, have placed Saldanha on the forefront as one of the potentially most important economic development areas in the province. While many of the initiatives are still very much in their beginning stages improved accessibility has already been endorsed. The recent (May 2012) opening of MR 559 between Langebaan and Saldanha supports the development of the Cape Town Saldanha route²⁹.

In addition, the raising of the Clanwilliam dam wall will allow for increased agricultural activity along the Lower Olifants River, supporting the concept of the agricultural corridor.

5.4.1.3 Cape Winelands District

The Cape Winelands District SDF³⁰ departs from endorsing strict urban edges and increased urban densities as urban management tools by stating:

1. In order to prevent growth in smaller towns, strict urban edges should only be delineated in higher, first and second order towns. This is particularly important in areas around Paarl and Stellenbosch where low density estates outside of urban settlements are threatening agriculture; and
2. In order to move away from a one-size-fits-all approach to urban densities, smaller towns should develop their own density targets based on growth estimates.

The Cape Winelands District SDF recognises three of the four leader towns (Stellenbosch, Paarl and Wellington), as being virtually within the functional metro-economy of Cape Town and accounting for a strong commuter base, functioning more as an extension of the metropolitan area rather than being significant centres of services and goods to the surrounding countryside. It suggests that the town of Worcester is the only "major" service centre of the district due to easy accessibility and partial seclusion from the overpowering effect of the functional metro-economy of Cape Town.

Three development corridors are prioritised in the SDF:

- the N1 corridor between Paarl and Cape Town;
- the R301 between Paarl and Wellington, and
- the N1 traversing the Worcester urban area.

The SDF supports the following strategies relating to transport infrastructure:

- Transport corridors containing both road and rail routes should be developed as primary freight and passenger routes and inter-modalism between rail and road transport should be promoted;
- Strengthen the transport and other communication networks that link the better located areas with those with less potential;
- Increase the ability to commute between higher order and lower order towns by managing the operating environment, transport system and

- decision making mechanisms relevant to transport planning; improve rural transport opportunities;
- Ensure mobility through affordable, reliable and time-starved transport opportunities – even if it means providing subsidized public transport where marginalized communities require government intervention (mainly rural areas);
 - Enhance mobility by locating residential areas close(r) to trip destinations;
 - Apply the principles of densification and diversification along (selected) transport routes;
 - Consider rail network proposals in terms of the possibility to improve the existing rail network and public transport network efficiency; reconsider the categories in the Regional Rail Plan of the two functional rail corridors in the Cape Winelands district namely, Worcester to Wellington to Cape Town and Muldersvlei to Eersterivier corridor (via Stellenbosch);
 - Assess the need for tourism-orientated transport networks;
 - Public transport services for special needs passengers; provide and ensure universal access to public transport facilities for persons with physical disabilities;
 - Transport for learners: facilitate provision of improved public transport services for learners in rural areas;
 - Non-motorized transport and road safety: improve the level of provision for pedestrians and cyclists;
 - Institutional structures: establish institutional structures for the management of public transport at municipal level; increase capacity and resources for public transport planning and management; set up co-coordinating structures between municipalities;
 - Larger towns and groups of towns that are functionally linked should make provision for future Bus Rapid Transit (BRT) routes in their transportation and land use planning proposals, and
 - To manage the investment programmes and location of transport infrastructure.

Figure 5-8 illustrates the Cape Winelands Spatial Development Framework.

5.4.1.4 Overberg District

The Overberg region is characterised by strong agricultural production, tourism and areas of sensitive biospheres. The N2 is the main transport corridor and concerns around toll proposals include the increased travel and freight transport costs, especially for agricultural produce.

The most intense conurbation is a corridor type development for a 20km stretch between Fisherhaven and Hermanus. Existing road infrastructure does not allow for increased private traffic use and results in morning and afternoon traffic congestion.

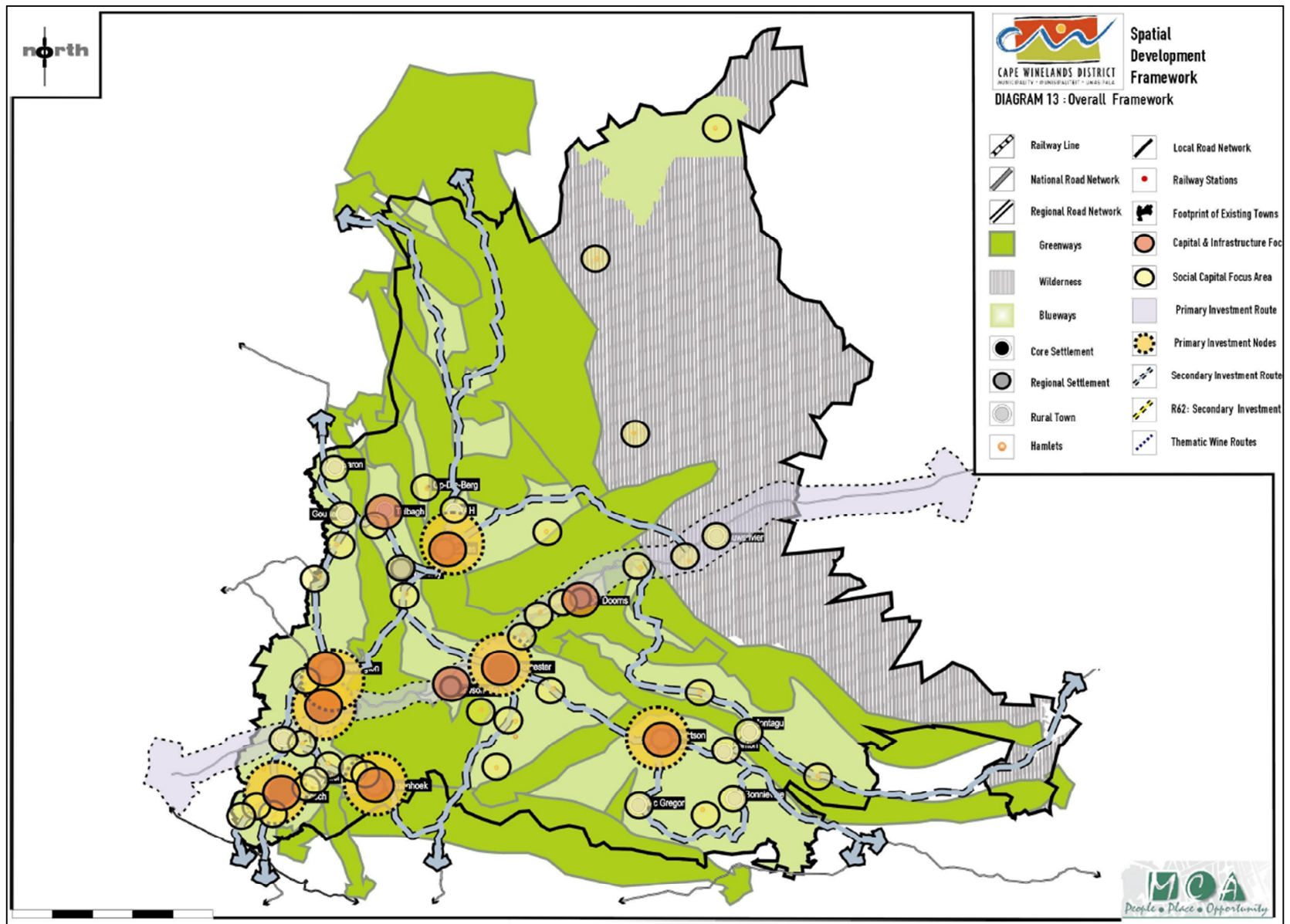


Figure 5-8: Spatial Development Framework: Cape Winelands District Municipality

The area around Grabouw- Elgin and Vyeboom is characterised by high rural population densities serving the intense agricultural areas and fruit processing industries. Grabouw is also increasingly evolving into a dormitory town to the Cape Metro region.

The policy principles underlying the Overberg Spatial Development Plan³¹ (set out in Figure 5-9) focus on:

1. Conservation of existing bio-spheres;
2. Protection of valuable agricultural assets through prevention of residential encroachment;
3. Expansion of tourism opportunities; and
4. Management of growth in the urban areas allowing for improved socio-economic integration.

Tourism development and agri-tourism is one of the main strategic thrusts in the SDF and is reflected in the transport related initiatives of the District:

1. Upgrading and surfacing the following scenic roads that will contribute to creating circular tourism routes:
 - o Caledon to Hermanus through the Hemel en Aarde Valley
 - o Elim to Gansbaai; and
 - o Bredasdorp and Malgas to promote tourism opportunities
2. The proposal to upgrade the Grabouw and Botriver railway stations and their precincts for tourism purposes and using these as a “vintage railway tourism route” to link Caledon, Napier and Bredasdorp. This could also serve as a mixed passenger rail / tourism service between Bredasdorp and Grabouw.
3. Promote the old road from Villiersdorp via Brandvlei prison, Genadendal and Greyton to Riviersonderend as a rural tourism route.
4. The establishment of the L’Agulhas Wilderness Route

Subsidised transport services are called for to connect the urban coastal corridor from Fisherhaven to Hermanus and between Agulhas, Struisbaai and Arniston. For the former, a formal corridor type development is proposed with supporting public and non-motorised transport infrastructure to allow for easier accessibility between the towns and reducing private vehicle use.

5.4.1.5 Eden District

Eden District Municipality’s spatial vision includes maintaining its position as a regional driver by developing the comparative advantage of each settlement rather than settlements competing with one another. It also aims at promoting economic growth and creating viable spatially integrated settlements.

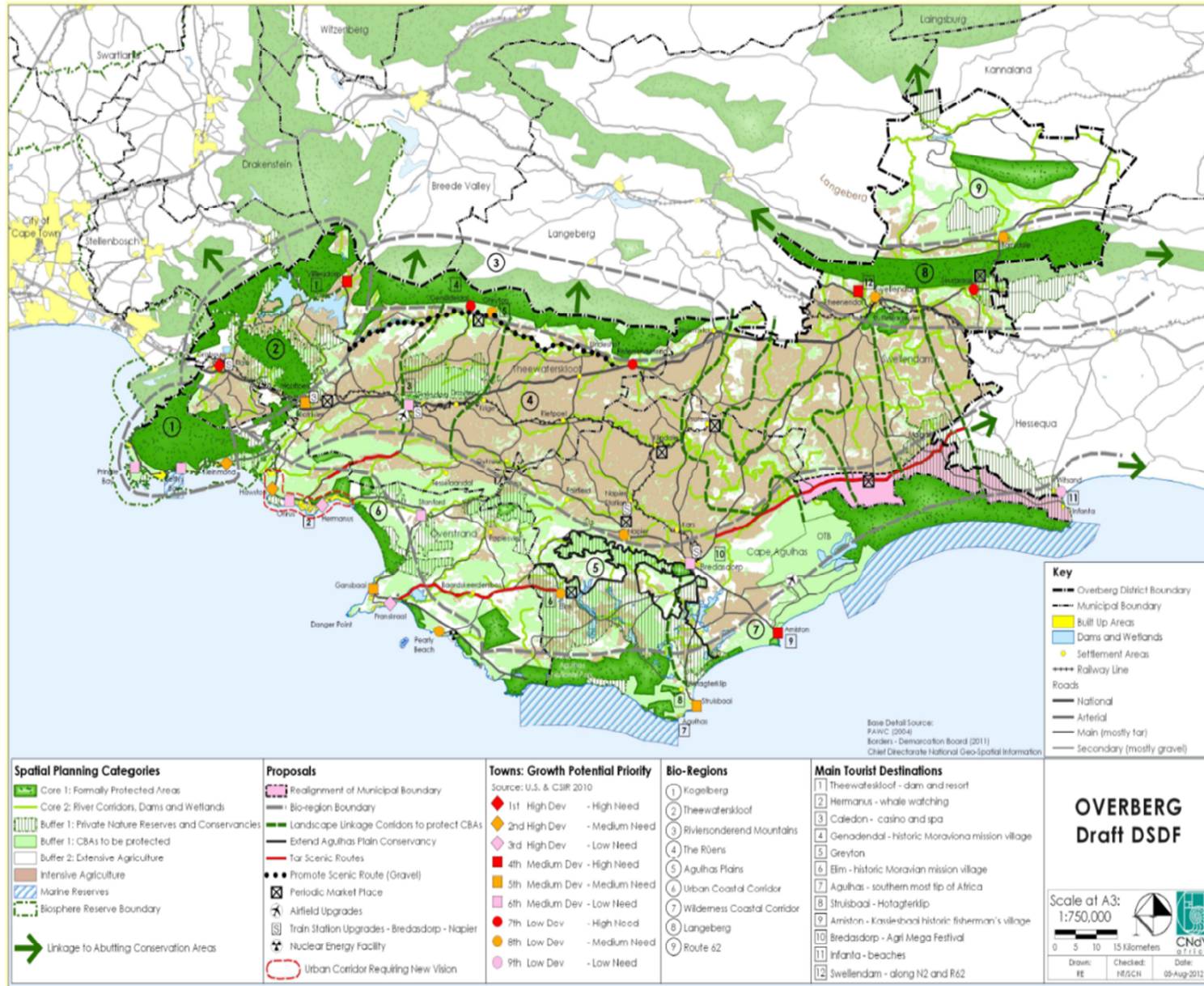


Figure 5-9: Overberg Spatial Development Plan

The Spatial Development Framework (see Figure 5-10)²¹ provides the following objectives and goals related to transport³²:

- A networked district where there is ease of access to markets, services and facilities through a wide range of transport modes;
- A reduction in congestion through creating more efficient transport infrastructure and providing alternatives to the single-occupant vehicle;
- Increase mobility by increasing the modes of transport available;
- Investment in transport infrastructure to be linked to land use and economic development policies to create a holistic built environment, and
- Increase accessibility and affordability in particular in relation to the urban and rural poor. (EDEN IDP).

The SDF identifies the following transport related issues:

The region's main arterial road, the N2, acts as a physical barrier running through and splitting Knysna, Plettenberg Bay, George, Wilderness and Sedgefield. As a result corridor development along the coastal strip between Mossel Bay and Plettenberg Bay is at the forefront of urban management concerns. The SDF thus supports land use controls (including densification and maintaining a strict urban edge), land preservation (agricultural and conservation areas), making use of existing infrastructure assets as well transport provisions and infrastructure investment to prevent sprawl.

Following the principles underlying the NSDP, the SDF promotes public (housing) and private development (residential, commercial and industrial) taking place in the Regional/District and Major Urban Centres³³.

With regard to transport the SDF puts forward the following secondary road network developments:

Development of Secondary Routes to allow for access to the District when the N2 is closed due to severe storms:

- Upgrade George – Knysna link;
- Upgrade R339 Knysna/ Plettenberg Bay – Uniondale;
- Upgrade of Langkloof, and
- Upgrade and develop east-west route parallel to the N2.

Promoting non-motorised transport through:

1. Developing cycle route on R407 between Oudtshoorn and the Congo Caves as tourism route
2. Undertaking pavement plan for Uniondale and Haarlem
3. Repairing the railway line between Knysna and Mossel Bay
4. Developing cycle routes e.g between George and Wilderness, and Plettenberg Bay and Knysna to improve non-motorised access in between towns for residents and tourists.

The redevelopment of Oudtshoorn Airport as a cargo focused airport is envisaged to allow for an emergency or alternative airport to George. In addition, the redevelopment of the Plettenberg Bay Airport is planned to provide for holiday makers and elite clients.

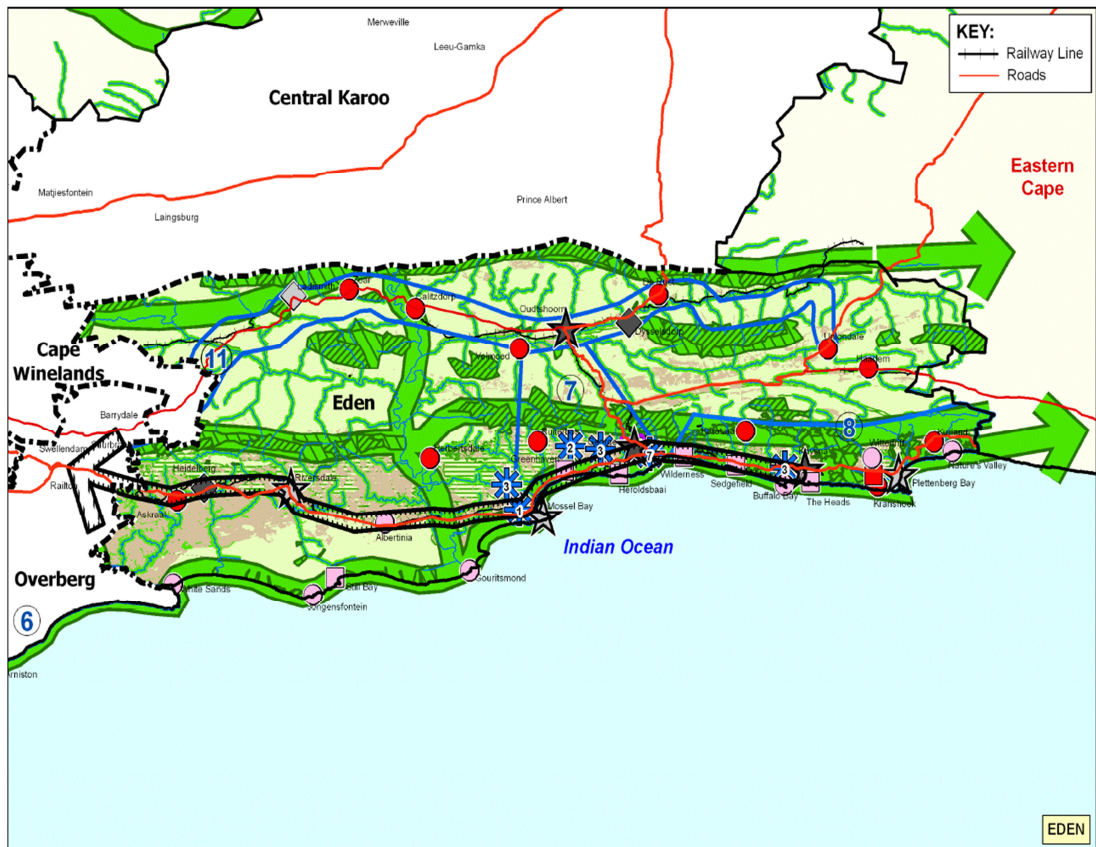


Figure 5-10: Eden Spatial Development Framework

5.4.1.6 Central Karoo

As a result of the population density, the distance from large markets and the arid climate, economic development in the Central Karoo is significantly challenged compared to the other district municipalities in the Western Cape. While the district is the largest region in the Western Cape, it contributes less than 1% of the provincial economic output.

The district depends on Agriculture, Mining and Quarrying, Tourism, Transport and Trade; the latter three economic sectors being the direct result of the N1 as the main transport corridor traversing the Central Karoo. Highly dependent on the north-south movement of freight and holiday-makers, Beaufort West benefits from being the gateway to the Western Cape.

As a result the town benefits from transport and tourism related multiplier effects; the latter of which are linked to the Karoo National Park.³⁴ As a result the transportation sector in the Central Karoo is the second largest economic contributor to the region (after agriculture). However, only Beaufort West mainly benefits from this.³⁵

Due to the arid nature of the region, rural areas are characterised by high levels of poverty and unemployment and the region struggles to retain skilled labour due to out-migration.

The PSDF (refer to Figure 5-11) proposes building on the multiplier effects of the N1 by expanding the development potential and urban efficiencies of towns located along the route such as Prince Albert, Laingsburg and Beaufort West. The development of several tourism routes is proposed by the Central Karoo SDF. It needs to be noted that the SDF quoted dates from 2004. The District is currently (2012) developing a new Spatial Development Framework.

5.4.2 Economic Development

5.4.2.1 Growth potential of Western Cape Towns

In 2010, the 2004 Growth Potential of Towns in the Western Cape Study³⁶, that formed the basis for the Provincial Spatial Development Framework, was reviewed, identifying the growth and development nodes in the Western Cape – see Table 5-2.

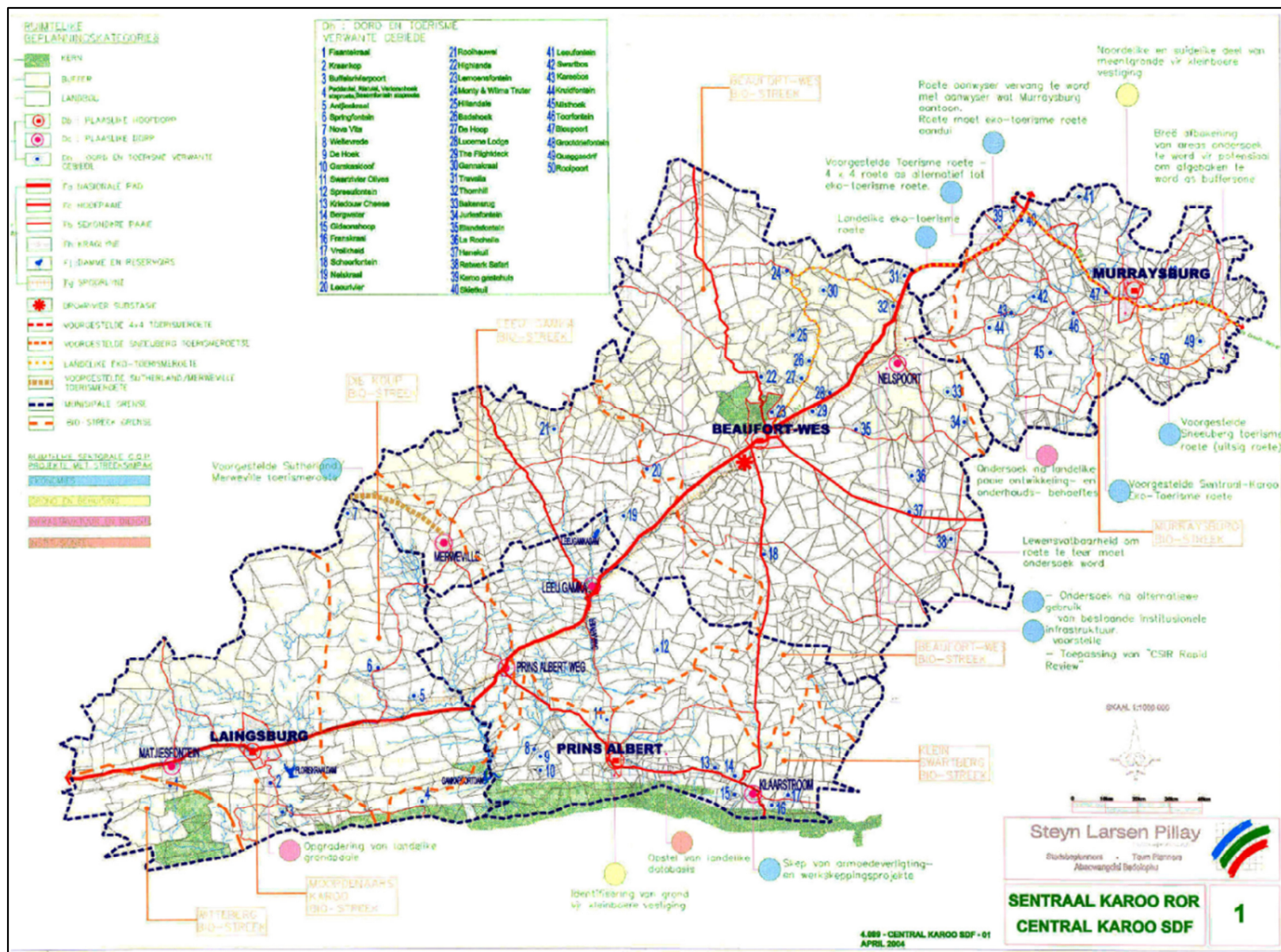


Figure 5-11: Spatial Development Framework: Central Karoo

	Very high development potential Leader settlements	High development potential Aspirant leader settlements	Medium development potential Stable settlements	Low development potential Coping settlements	Very low development potential Struggling settlements
Very high social needs		Grabouw	Franschhoek	De Rust, Doringbaai Dysselsdorp, Elandsbaai, Kurland Leeu Gamka, Merweville, Suurbraak Touwsrivier, Volmoed Zoar	De Doorns, Kliprand Koekenaap, Murraysburg, Nuwerus, Rietpoort, Slangrivier
High social needs			Arniston, Ashton Beaufort West, Franschhoek, Gouda Klapmuts, Rheenendal, Robertson, Tulbagh Villiersdorp, Wolseley	Calitzdorp, Ebenhaesar Genadendal, Heidelberg, Kalbaskraal, Koringberg, Laingsburg McGregor, Prince Albert, Riversdale, Riviersonderend, Saron, Uniondale	Bitterfontein, Matjiesfontein
Medium social needs	George, Oudtshoorn, Paarl Vredenburg, Worcester	Hawston, Hopefield Kleinmond, Knysna Mosselbay, Plettenbergbay, Saldanha, Wellington	Albertinia, Aurora Bonnievale, Botrivier Ceres, Darling Gansbaai, Herolds Bay Rawsonville, Struisbaai, Vanrhynsdorp, Wittedrift	Barrydale, Citrusdal Clanwilliam, Elim Friemersheim, Goedverwacht, Graafwater, Greyton Herbertsdale, Klawer Ladismith, Lamberts Bay Montagu, Napier, Pearly Beach, Porterville, Prince Alfred Hamlet, Redelinghuys, Riebeek-Wes, Swellendam	Eendekuil, Lutzville
Low social needs	Stellenbosch	Franskraalstrand, Hermanus, Jamestown, Kylemore, Paternoster, Pniel, St Helena Bay, Velddrift	Betty's Bay, Bredasdorp, Buffelsbaai, Caledon, Dwarskersbos, Gouritsmond, Groot Brakrivier, Malmesbury, Moorreesburg, Nature's Valley, Piketberg, Sedgefield Stanford, Stilbaai Vredendal, Wilderness	Haarlem, Riebeek- Kasteel, Witsand	Op-die-Berg

	Very high development potential Leader settlements	High development potential Aspirant leader settlements	Medium development potential Stable settlements	Low development potential Coping settlements	Very low development potential Struggling settlements
Very low social needs		Brenton-on-Sea, Keurboomsvier, Langebaan	Jongensfontein, Jacobsbaai, Onrus, Pringle Bay, Yzerfontein	Strandfontein	

Table 5-2: Growth Potential of Western Cape Towns

Table 5-2 shows that the towns of Stellenbosch, George, Outshoorn, Paarl, Vredenburg and Worcester have the highest development potential, while also demonstrating the lowest social need.

Supporting the above, the report provides two maps that indicate the growth areas in the province and the areas of the highest social need. Figure 5-12 shows several growth clusters that show medium to high development potential: the Saldanha region, the Stellenbosch-Paarl-Franschhoek cluster, the Pringle Bay- Hermanus strip, developments along the South Coast between Mossel bay and Nature’s Valley and Outdshoorn.

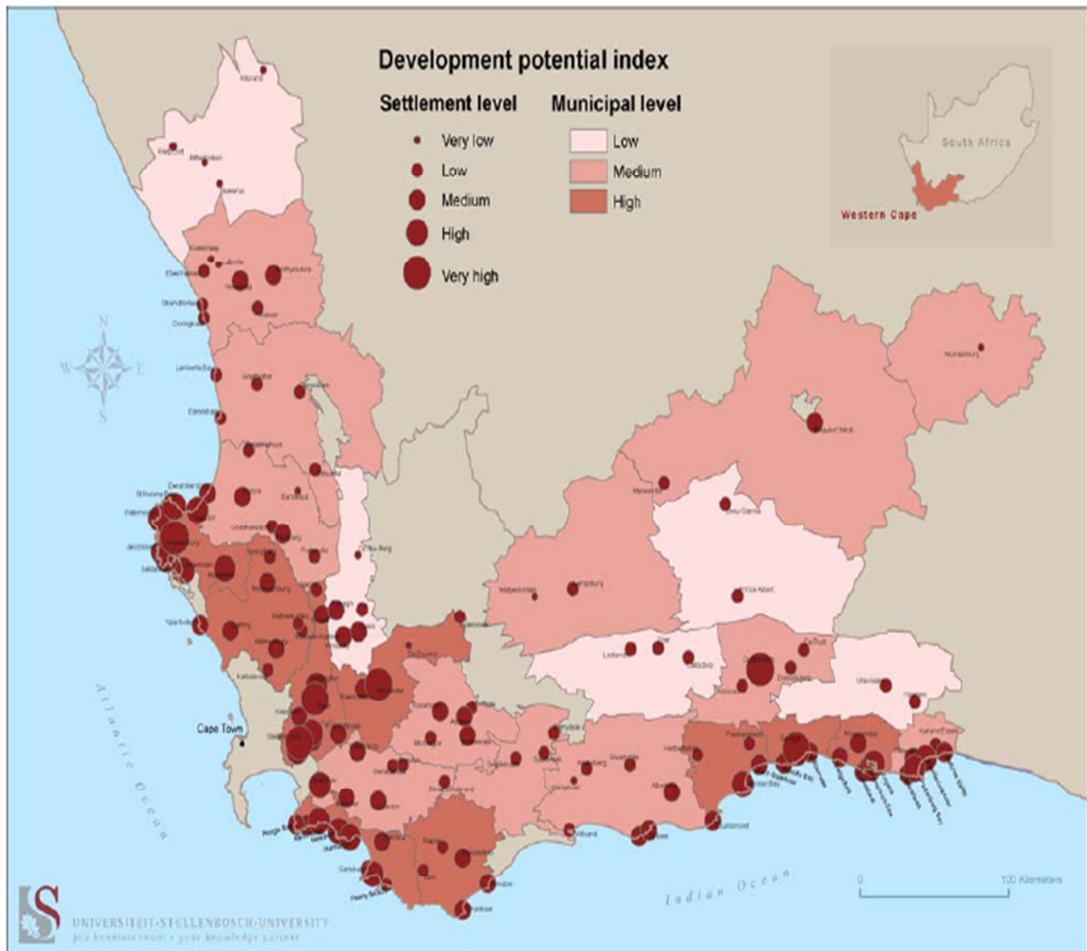


Figure 5-12: Development Potential Index

Figure 5-13 shows the social needs in the province. Clusters of high need are concentrated along the north coast and inland, mainly into the more arid Karoo regions.

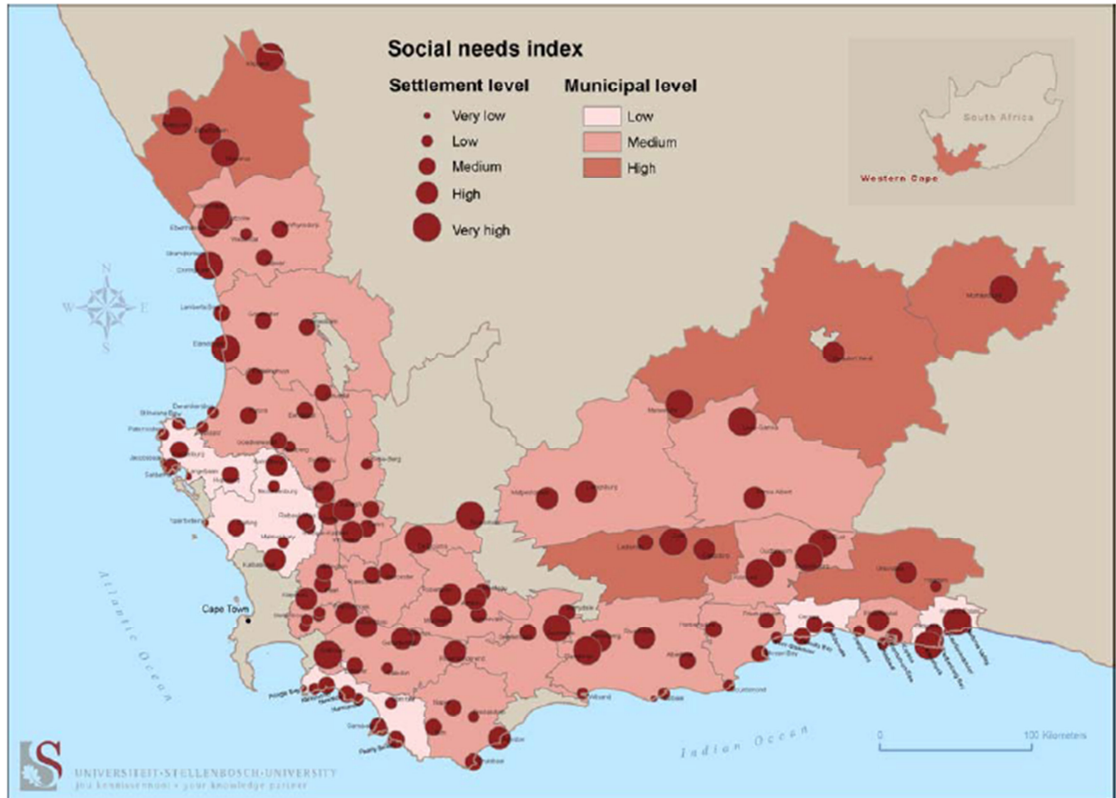


Figure 5-13: Social Needs Index

In addition to the above, the Study also identifies important non-metro regional service centres. Beaufort West, Bredasdorp, George, Hermanus, Malmesbury, Mossel Bay, Oudtshoorn, Paarl, Stellenbosch, Vredenburg and Worcester play an important role in servicing their hinterlands and thus form important socio-economic nodes.

Linking to the above, the Study also separated the province into nine functional regions that transgress across district boundaries (see Figure 5-14):

- Functional Regions 1, 2 and 3 along the west coast: North West Coast, Central West Coast: Koue Bokkeveld and Southern West Coast;
- Functional Region 4: Cape Town Hinterland;
- Functional Region 5: Breede River;
- Functional Region 6: Overberg and Whale Coast;
- Functional Region 7: Garden Route;

Definition:
A functional region is organised around a node or focal point with the surrounding areas linked to that node by transportation systems, communication systems, or other economic association involving activities like manufacturing and retail trading.

WCG (2012) Department of Economic Development and tourism Annual Performance Plan 2012/13

- Functional Region 8: Klein Karoo, and
- Functional Region 9: Central Karoo.

The logic of supporting economic functional regions, is supported by the WCG, however, acknowledging that a differentiated approach needs to be applied to urban and rural areas and also that area-specific characteristics have to be taken into account due to different regional dynamics that often transgress municipal boundaries.²⁷

The logic underpinning the functional regions will find resonance in the revised PSDF and should be considered in the development of transport linkages as the towns within the regions demonstrate proven interaction informed by socio-economic, functional and geographic factors.

5.4.3 Housing Development

The Housing Backlog Study, completed in 2011, indicates that there is a current housing backlog of approximately 430 000 units in the province. Figure 5-15 indicates the backlog figures for the Province²⁷.

As a result of land scarcity and the danger of urban sprawl, the Department of Human Settlements has taken the following strategic directions³⁷:

- Accelerate the provision of housing opportunities through prioritising the provision of the development and up-scaling of serviced sites.
- Encouraging other government sectors to make available their land for human settlement development and acquiring private owned land.
- Providing support to municipalities to develop credible Human Settlement Plans that are located close to amenities, notably transport.
- Densification and in-fill around transport corridors and economic hubs.
- Linking housing development to integrated development planning.

The Western Cape's Strategic Plan² supports this through its strategic objective of developing integrated and sustainable human settlements and supporting locating new human settlement developments closer to major transport nodes and corridors, economic opportunities and social amenities as well as increasing the densities of new human settlement developments in land-scarce municipalities.

The Department of Human Settlements specifically targets the two regions in the Province that promise particular economic growth potential: the City of Cape Town region (including Overberg, Cape Winelands and West Coast district municipalities) and the region surrounding George, Mossel Bay and Knysna.



Figure 5-14: Nine functional regions in Western Cape – Growth Potential of Towns

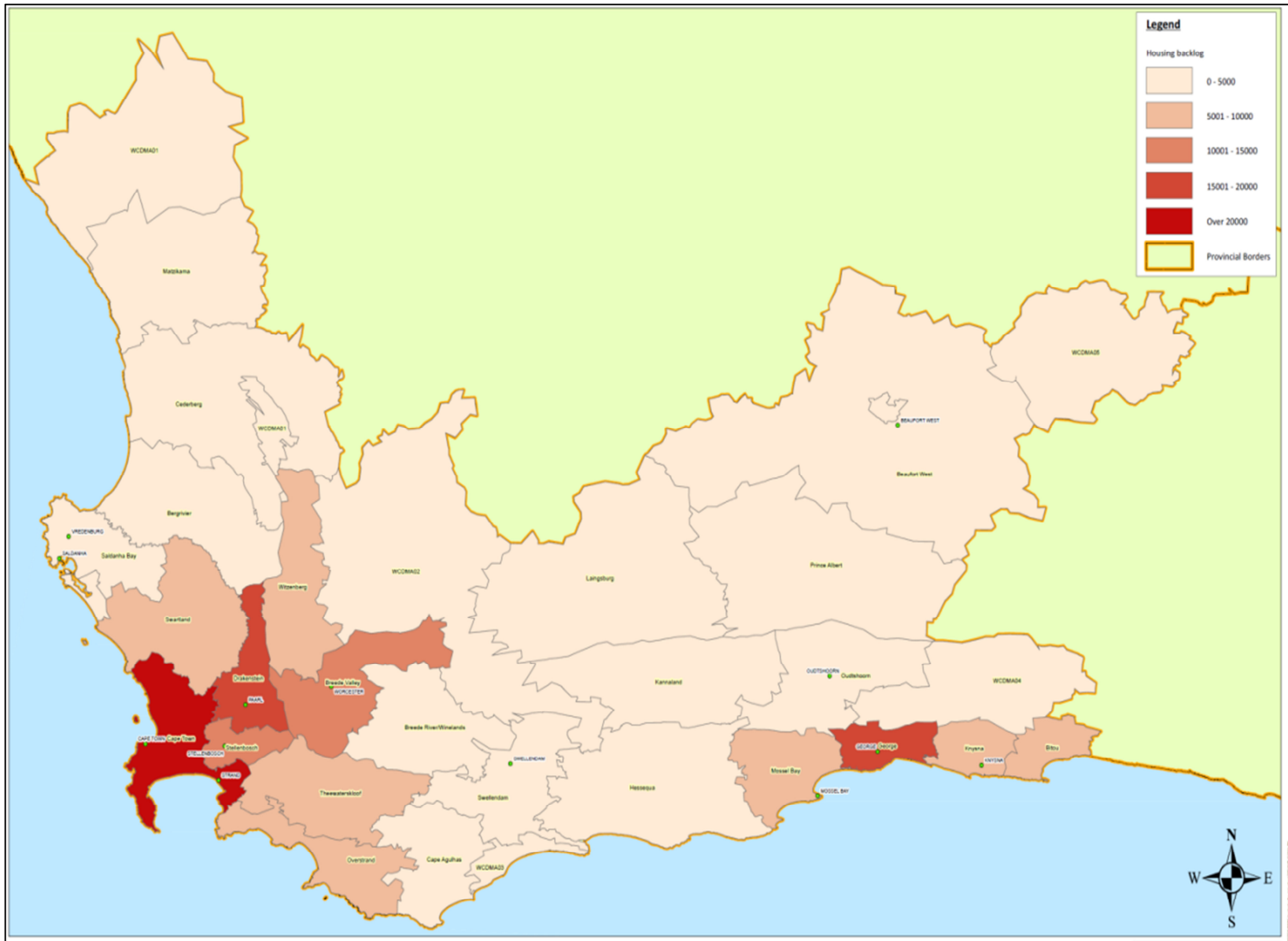


Figure 5-15: Housing Backlog Figures for the Province – Housing Backlog Study

The Cape Town region comprises 66% of the provincial housing backlog and the second largest housing backlog is in George municipality. As a result, the department embraces the following approaches for these regions that are underpinned by the development of Sustainable Human Settlements:

- Land identification for developments;
- Supporting mixed use and densification in and around the urban core;
- Development of diverse settlements through mixed housing types, design and credit access, and
- Upgrade of Informal Settlement Programme (UISP).³⁸

Currently an average of 19 000 - 20 000 housing units per year are being provided in the province. Figure 5-16 indicates the spatial distribution of recent housing projects in the Western Cape.³⁷

5.4.3.1 Future Housing Development

Figure 5-17 provides an overview of the medium term estimates (averages for 2012 to 2015) for the Human Settlements Development Grant (funded from Conditional Grants) and the Provincial Contribution towards the Acceleration of Housing Delivery (funded from Provincial Financing)³⁹. In addition, the City of Cape Town will attain R971,98 million for 2012/13; R1 193,5 million (2013/2014) and R1 386,6 million (2014/2015) in Urban Settlement Development Grants⁴⁰.

5.4.3.2 Private Residential and Commercial Developments

Since the collapse of the property boom, large-scale private residential and commercial developments are no longer on the forefront of driving development. Developers are struggling to fill existing housing supply and many planned developments have been put on hold indefinitely. Thus the impact of private developments is too small to justify a deduction for transport.

5.4.4 Other Development Initiatives

The PSDF identifies **three main tourist routes** that have been approved for upgrading:

- Elandsbaai to Lamberts Bay;
- Gansbaai to Bredasdorp;
- Hermanus to Caledon through the Hemel en Aarde Valley, and
- Any other tourist routes identified as part of the local SDFs.

In addition, the Western Cape Rural Tourism Strategy⁴¹ supports the development of a West Coast Node that focuses on destination enhancement from various perspectives.

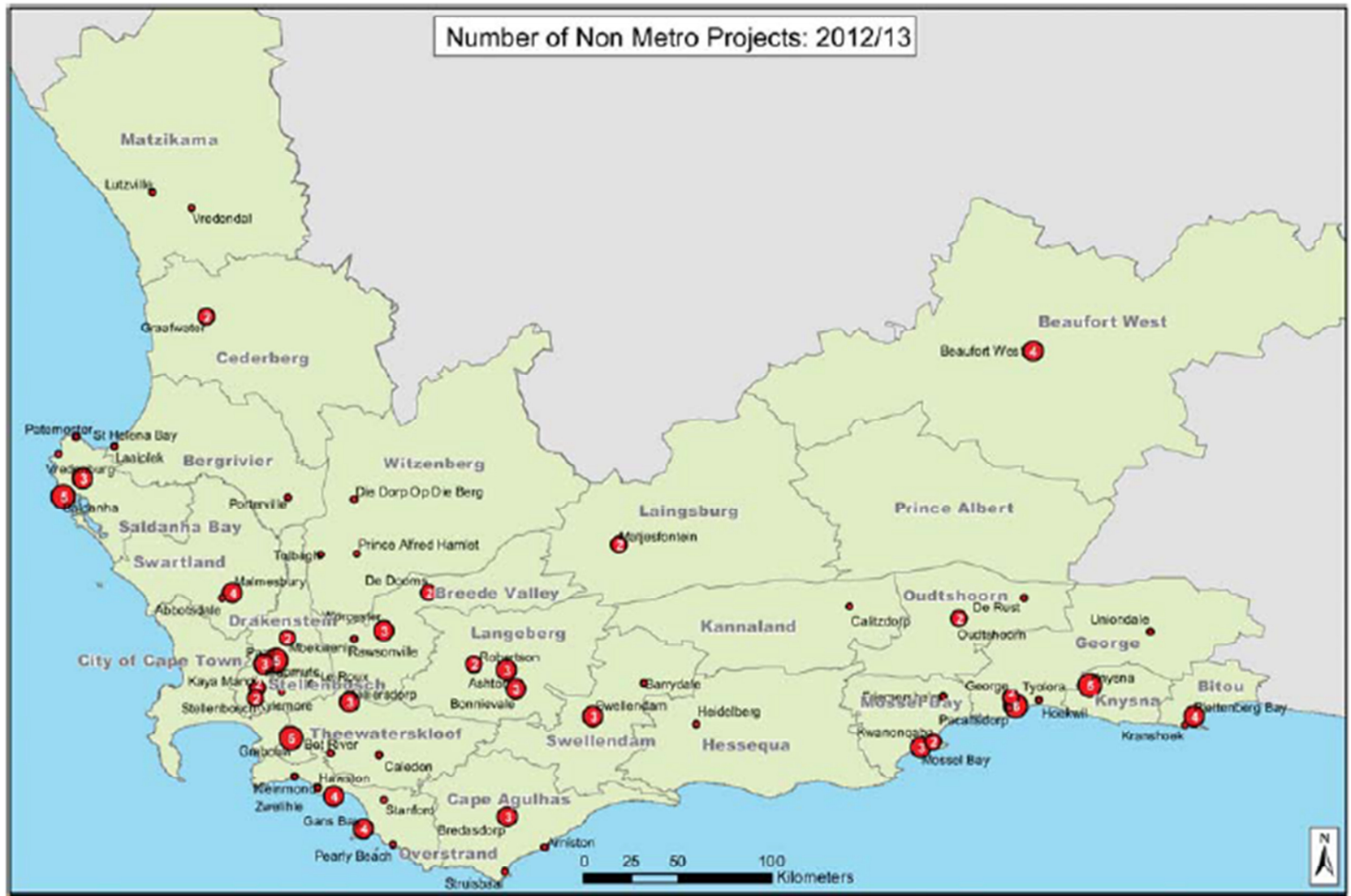


Figure 5-16: Spatial Distribution of Recent Housing Projects in the Western Cape

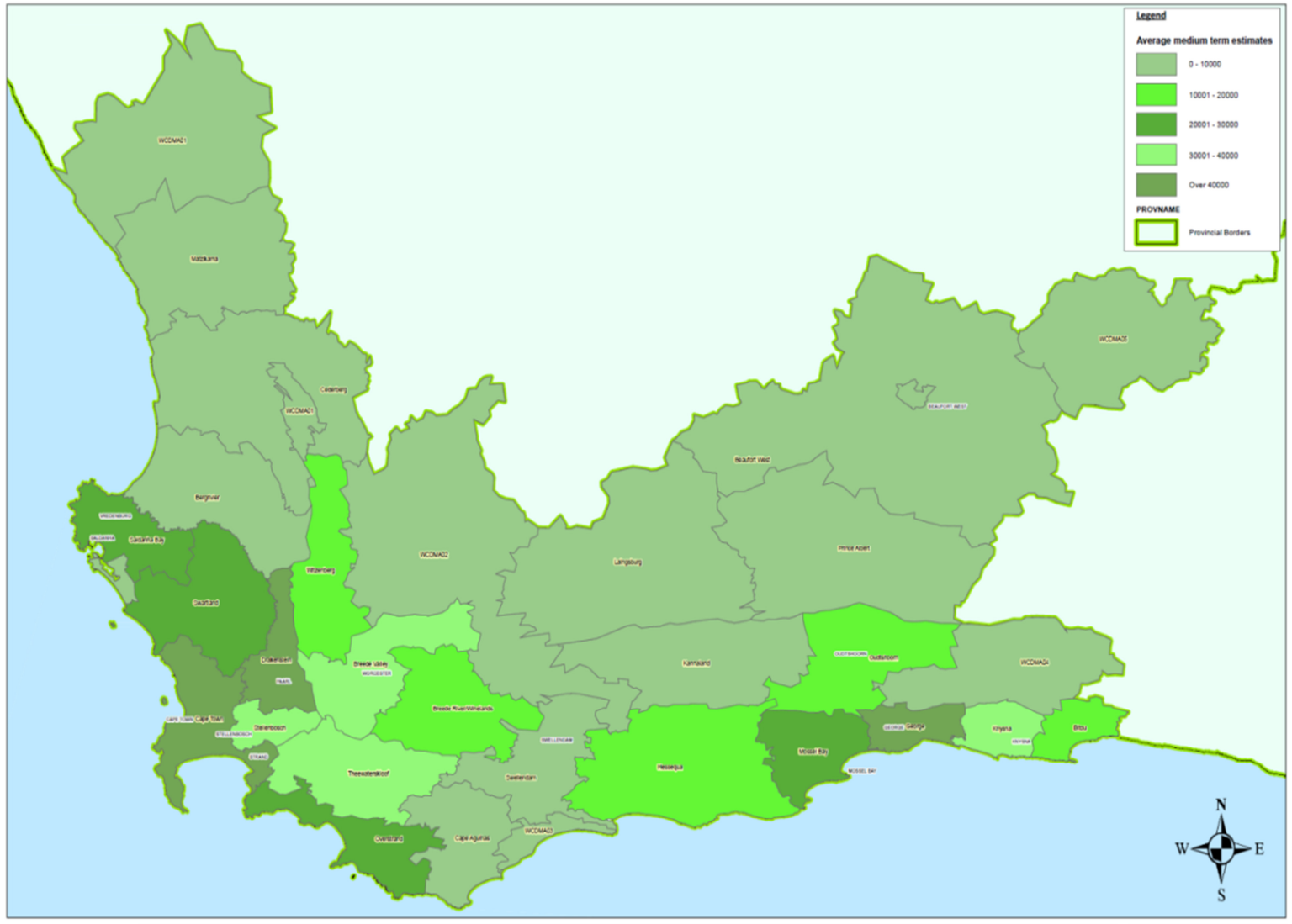


Figure 5-17: An Overview of the Medium Term Estimates for the Human Settlements Development Grant and the Provincial Contribution Towards the Acceleration of Housing Delivery

The following **further Tourism routes** have been identified aimed at taking advantage from tourism to Cape Town and dispersing visitor flow to surrounding regions²⁷:

- Route 1: City to West Coast;
- Route 2: City to Central Karoo via the Cape Winelands, and
- Route 3: City to the Garden Route through the Overberg.

As per the Western Cape Tourism Development Plan, the following tourism developments are identified and reflected in the map below⁴²:

Twelve Tourism Development Areas:

- Cape Town Foreshore (V&A Waterfront, CTICC, etc.);
- Cape Flats;
- Eastern Gateway (Storms River Bridge to Wilderness 120 km, including Plettenberg Bay and Knysna);
- Western Gateway (Vanrhynsdorp, Citrusdal, Clanwilliam, Lamberts Bay and Cederberg Wilderness Area);
- Northern Gateway (Beaufort West and Karoo National Park);
- Langebaan – Velddrif (including West Coast Park);
- Winelands Triangle (Stellenbosch-Paarl-Franschhoek);
- Overstrand (Rooi Els to Pearly Beach);
- L'Agulhas (including Struisbaai, Arniston and De Hoop);
- Mossel Bay – George – Oudtshoorn;
- Route 62 (Tulbagh to Uniondale) and on to the Eastern Cape, and
- False Bay coastline (communities of Macassar, Lwandle, Khayelitsha, Mitchell's Plain, Steenberg, Retreat, Vrygrond, Kalk Bay, Fish Hoek, Ocean View, Masiphumelele, Simons Town, Strand and Gordons Bay).

Tourism Gateways (derived from the TDAs) and illustrated in map below as icons:

- V&A Waterfront;
- Cape Town International Airport;
- Eastern Gateway (Storms River Bridge to Wilderness 120 km, including Plettenberg Bay and Knysna);
- Western Gateway (Vanrhynsdorp, Citrusdal, Clanwilliam, Lamberts Bay and Cederberg Wilderness Area), and
- Northern Gateway (Beaufort West and Karoo National Park).

Supporting the Tourism Development Areas, the following routes have been identified:

- The Cape West Coast Route (R27) stretching for around 600 kilometres between Cape Town and Vanrhynsdorp, highlighting the attractions of the Cape West Coast region.
- The Cape Namibia Route (N7) stretching for around 600 kilometres between Cape Town and Bitterfontein, highlighting the attractions of the Cape West Coast region en route to Namibia.

- The Cape Karoo Route (N1) stretching for around 600 kilometres between Cape Town and Murraysburg, highlighting the attractions of the Cape Winelands and Cape Karoo regions.
- The Cape Route 62 stretching for around 700 kilometres between Tulbagh and Uniondale and Haarlem, highlighting the attractions of the Cape Winelands and Eden regions.
- The Cape Whale Coast Route stretching for around 400 kilometres between Cape Town and Cape Agulhas, highlighting the attractions of the Cape Winelands and Cape Overberg regions.
- The Cape Garden Route stretching between Mossel Bay and Plettenberg Bay, highlighting the attractions of the Eden region.
- The Greater Cape Town Routes including a Cape Town City Centre Route, a Cape Town Southbound Route (Cape Point Route), a Cape Town Eastbound Route (to Gordon's Bay), a Cape Town North eastbound Route (to the northern suburbs) and a Cape Town Northbound Route (to Melkbosstrand).

More is provided on the tourism related transport initiatives in Chapter 10 of this report.

5.5 Growth Areas

As a result of the spatial analysis above, one can deduct that the following are areas of current and future high economic corridor development:

- Lower Olifants River along N7 (agricultural corridor);
- Cape Town to Paarl along N1;
- Cape Town to Saldanha;
- Cape Town to Malmesbury;
- N1 traversing the Worcester urban area;
- Fisherhaven to Hermanus;
- Mosselbay to Plettenberg Bay, and
- Breede River Valley.

The following **urban development nodes** are identified:

- Metropolitan area: Cape Town;
- Paarl/ Stellenbosch/ Franschhoek cluster;
- Industrial Development Zone and port development in Saldanha;
- Southern Cape (Mossel Bay to Nature's Valley);
- Southern Overberg (Pringle Bay to Hermanus);
- Beaufort West, and
- Oudtshoorn.

In addition to the above, the following growth areas are supported through various initiatives in the province:

5.5.1 *The Oil and Gas and Marine Complex and the IDZ*

The West Coast is the fourth fastest growing region in the Western Cape, after Cape Town, the Cape Winelands and Eden.

Linked to the development of the Saldanha Port as a national priority, the Department of Economic Development and Tourism embraces the Oil and Gas and Marine Complex (OGM). The vision supports the Saldanha becoming the oil and gas service centre for Africa and envisages the creation of over 35 000 employment opportunities by 2025 through ship and rig repair.²⁷ This development of a regional service hub may be supported by the development potential of the offshore area between Saldanha and the Orange River in oil and gas exploration.

Identified as one of the Cape Catalyst projects, the Saldanha Industrial Development Zone (IDZ) aims to provide a designated industrial area aimed at attracting Foreign Direct Investment, mega-infrastructure projects and crowding in manufacturing based investments. A feasibility study completed in 2011, found that within 25 years an IDZ could generate up to R 11.2 billion and create 12 000 sustainable jobs. Sufficient non-environmentally sensitive land is available for the development to taken place. At the time of writing, the application process for the designation of the IDZ from the Department of Trade and Industry was underway.

5.5.2 *Atlantis Green Hub*

In response to the loss of 600 jobs through the closing down of manufacturing plants in Atlantis, the City of Cape Town endorsed the Atlantis Green Hub is part of the Atlantis Revitalisation Framework that aims to encourage social and economic development through manufacturing in the area. Identified as a focus area in the Cape Town SDF, the project is a joint initiative between the City, Provincial and National Government.

Land in the hub will be released to companies qualifying in green technology at competitive prices.

5.5.3 *Rural Development Co-ordination*

The Western Cape Department of Agriculture manages the Rural Development Co-ordination programme, which coordinates the implementation of 15 rural development nodes in the Province. The programme is linked to the national Department of Rural Development and Land Reform's Comprehensive Rural Development Programme which was piloted in Dytsseldorp (situated in the Oudtshoorn Municipality).⁴³ The programme's selection criteria for the nodes are:

- Restitution cases;
- Levels of poverty;
- Size of community;
- Economic growth potential;
- Minimum of two nodes per district, and
- Consultation with the District Municipality⁴⁴.

It thus focuses (amongst others) on the establishment of economic, social development and infrastructure projects to facilitate economic growth in the

selected rural nodes. Figure 5-18 provides an overview of the nodes in the Province:

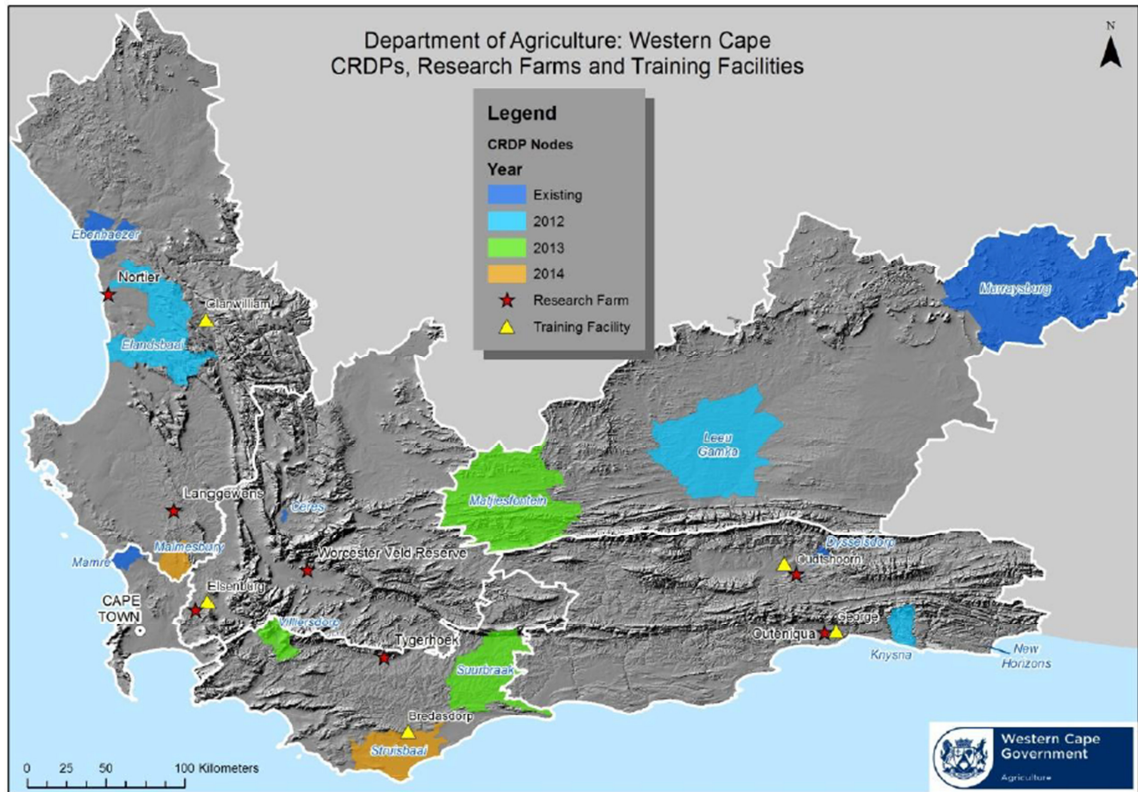


Figure 5-18: Rural Nodes: Comprehensive Rural Development Programme

Figure 5-19 provides a synthesis overview of the Development nodes (urban and rural) and corridors as described above.

5.6 Facilitation of Spatial and Economic Development Plans

The question that needs to be answered is what role will the transport strategy play in facilitating the achievement of the spatial development, economic development, and human settlement plans of the province?

The question of alignment, integration and co-ordination is often unintentionally approached from a “hierarchy of plans” point of view, (i.e. some plans lead and others follow), therefore, by implication, imposing an alignment and integration “obligation” on the plans that “follow”. In the context of this chapter of the PLTF it could be concluded that the transport strategy at this stage of its life cycle is predominantly an informant rather than a determinant of other provincial plans, and that the transport strategy is largely required to “respond” to the key elements of other provincial plans.

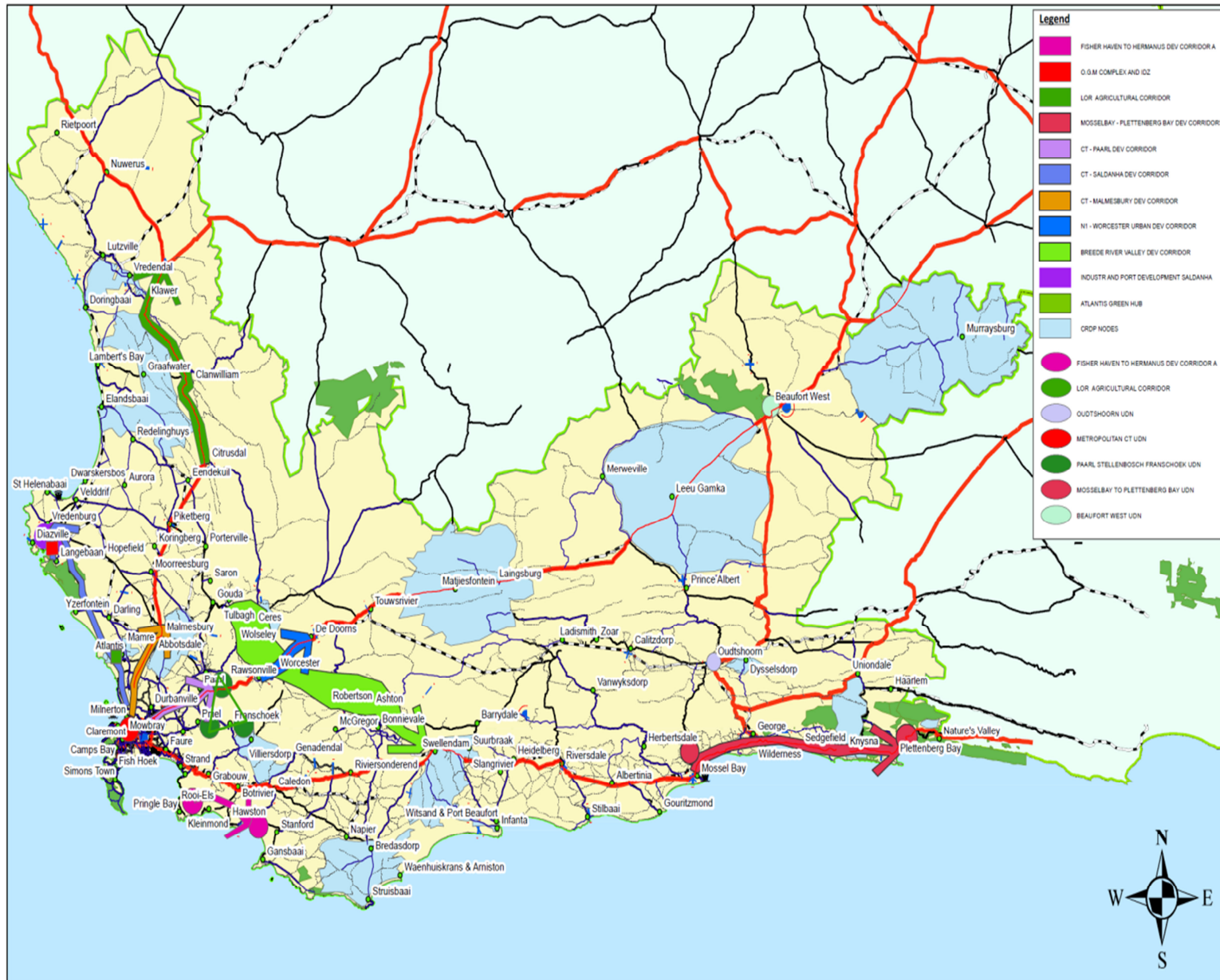


Figure 5-19: Development Nodes and Corridors

Conversely it could be concluded that the transport strategy for the province is beginning to increasingly step into the role to co-determinant of other plans, such as the spatial development framework and the economic development strategy for the province.

As a first (conceptual level) response to the opening question it is suggested that the transport strategy has to do more than play a role in facilitating the achievement of the objectives of the spatial planning, economic development and human settlement plans of the province and that it has to become an important informant and co-determinant of these plans. If this can be achieved the focus of alignment and integration will shift from post planning alignment and integration to pre-planning alignment and integration.

At a more practical level this chapter outlines in some detail the steps taken in the development of the PLFT to ensure alignment with the key spatial, economic development and human settlement plans and programs of both the national and provincial government.

By means of illustration both the PSDF, the PLTF and the draft Economic Development Strategy follow the same logic of focusing on Urban Centres, Regional Motors, Regional Development Corridors, Towns with strong functional linkages, Tourism corridors and Tourism development areas.

Furthermore the development principles encapsulated in the PSDF, namely;

Strict urban edges, densification, clustering of civic and business activities, development along identified corridors and the promotion of public and non-motorised transport have become “transversal principles” informing not only spatial planning, but economic planning, human settlement planning and transport planning in the province.

The evidence provided in this chapter suggests that the transport strategy is highly informed by and well aligned with the main thrusts of the spatial, economic development and human settlement plans of the province. The extent to which this alignment will be demonstrated in practice should be the main focus of monitoring and review processes going forward. In addition it is suggested that the role of transport as a determinant / co-determinant of spatial and economic development plans be brought to the fore in the ensuing planning and implementation cycle.

5.7 Strategic Transport Network and Land Use Development

Figure 5-20 provides a synthesis overview of the economic, urban, rural and spatial development initiatives (explored above) in the province, including:

- Combined road and rail transport corridors;
- Housing projects;
- Tourism development areas and routes, and
- Urban and rural development nodes and corridors.

The purpose is to provide an overview of the land use development and built environment initiatives in relation to the road and rail transport network and corridors.

As outlined in the preceding section of this chapter, the spatial transport trends can be summarised as follows:

- Urban policy of maintaining urban edges, countering entrenching of the current spatial apartheid pattern, densification through infill, clustering and integration of civic, business and community facilities in proximate location of public transport interchanges.
- Using transport (accessibility routes and public transport facilities) as a way to opening opportunities for the poor along public transport routes and corridors and providing accessibility in peripheral developments through transport.
- Applying the principles of densification and diversification along (selected) transport routes in order to promote corridor development (rather than strip development).
- Combined road and rail transport corridors throughout the province to provide a real alternative to road transport for passengers and freight by upgrading existing rail infrastructure to offer higher levels of service. These routes should be developed as primary freight and passenger routes and inter-modalism between rail and road transport should be promoted.
- Promotion of public and non-motorised transport where viable.
- Increased focus on rural planning and public transport provision that spans across municipal boundaries by recognising the functional regions of the province that are linked by social and economic (commuting, retail) logics.



Figure 5-20: Synthesis Map

5.8 Facilitation of Spatial and Economic Development Plans

The question that needs to be answered is what role will the transport strategy play in facilitating the achievement of the spatial development, economic development and human settlement plans of the province?

The question of alignment, integration and co-ordination is often unintentionally approached from a "hierarchy of plans" point of view, (i.e. some plans lead and others follow), therefore, by implication, imposing an alignment and integration "obligation" on the plans that "follow". In the context of this chapter of the PLTF it could be concluded that the transport strategy at this stage of its life cycle is predominantly an informant rather than a determinant of other provincial plans and that the transport strategy is largely required to "respond" to the key elements of other provincial plans.

Conversely it could be concluded that the transport strategy for the province is beginning to increasingly step into the role of co-determinant of other plans, such as the spatial development framework and the economic development strategy for the province.

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At a more practical level this chapter outlines in some detail the steps taken in the development of the PLTF to ensure alignment with the key spatial, economic development and human settlement plans and programs of both the national and provincial government.

By means of illustration both the PSDF, the PLTF and the draft Economic Development Strategy follow the same logic of focusing on Urban Centers, Regional Motors, Regional Development Corridors, Towns with strong functional linkages, Tourism corridors and Tourism development areas.

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The evidence provided in this chapter suggests that the transport strategy is highly informed by and well aligned with the main thrusts of the spatial, economic development and human settlement plans of the province. The extent to which this alignment will be demonstrated in practice should be the main focus of monitoring and review processes going forward. In addition it is

suggested that the role of transport as a determinant / co-determinant of spatial and economic development plans be brought to the fore in the ensuing planning and implementation cycle.

6. Public Transport Strategy

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks list the following topics to be addressed in the Public Transport Strategy of a PLTF:

- (a) an identification of deficiencies in the public transport system and proposed or current provincial measures to address them;*
- (b) a description of strategic and high priority focus areas for public transport of provincial significance;*
- (c) a summary of initiatives planned or taken by the province to promote public transport over private transport;*
- (d) a list of planned initiatives or initiatives undertaken by the province to improve the transportation of persons with disabilities and of other special categories of passengers;*
- (e) a list of planned provincial initiatives or initiatives undertaken with regard to-*
 - (i) modal integration strategies;*
 - (ii) the rationalisation of subsidised public transport;*
 - (iii) plans/initiatives to address the progress of the regulatory entities within the province;*
 - (iv) the establishment of integrated public transport networks;*
 - (v) engagement with municipalities, where appropriate, regarding the assignment of the operating licencing function to them;*
 - (vi) the status of dispensing and dealing with operating licences in the province;*
 - (vii) passenger rail services in the province;*
 - (viii) public transport security;*
 - (ix) corridor development strategies;*
 - (x) the status of financial and economic support to public transport where the management of contracts concluded under the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) has not yet been assigned to municipalities;*
 - (xi) the use of adapted light delivery vehicles in public transport in the province, and*
 - (xii) a rural transport strategy;*
- (f) details of agreements with other provinces regarding interprovincial transport, if any, and*
- (g) a summary of public transport strategies of provincial significance taken from the municipal integrated transport plans, focusing mainly on strategies, actions and projects.*

The format and contents of this update of the PLTF largely follows the above outline although the sequence in which the topics are dealt with have been changed in a few cases into a more logical order.

6.1 Measures to Address Deficiencies

6.1.1 Introduction and Background

The need for transportation is a derived demand from economic activity and land use. For the further growth and development of the Province, it is important that access to safe and efficient transport is maintained and increased. Transport has a critical role to play in ensuring that the Western Cape Province achieves the vision of creating an equal opportunity society for all.

The following sets out the key transport issues and trends:

6.1.1.1 Transport Issues in General

- Public transport is over-utilised during peak times;
- Congestion on the roads, particularly due to increasing private car usage in Cape Town, causes a loss of millions of Rands to the provincial economy;
- Inadequate and ageing public transport infrastructure, such as the rail signalling system;
- The transport sector makes a contribution of over 50% of the atmospheric emissions in cities - the highest source of pollution;
- The province experiences high accident rates with significant pedestrian involvement, thereby increasing the burden on hospitals, medical and social services and loss of productivity to the economy;
- Transport is costly, particularly for poor, marginalised communities (both urban and rural) due to apartheid spatial design resulting in long travelling distances and the lack of an adequate and integrated transport system;
- Safety and compliance problems within the transport system networks - in both public and private transport;
- Limited access for persons with special needs to transport and the associated infrastructure, further isolating already vulnerable individuals in communities;
- Increasing backlogs in maintenance of transport infrastructure, and
- Institutional arrangements not formalised to assist in co-ordination and delivery on an integrated transport mandate, including the fragmentation of functions relating to transport strategy.

6.1.1.2 Public Transport Deficiencies

Specific deficiencies relating to public transport include the following:

- Public transport system not integrated;
- Lack of land use / transport integration;
- Rail system in need for modernisation, recapitalisation and the upgrading of infrastructure;

- Inadequate subsidised bus system in terms of accessibility and not equipped for use by passengers with special needs;
- Poor state of some road public transport infrastructure and facilities;
- Poor safety at public transport facilities;
- Travel by minibus-taxis unsafe due to speeding and unsafe vehicles, and
- Very little reliable public transport services available in rural areas.

6.1.1.3 *Public Transport Specific Trends*

The following trends in public transport were reported at a Cabinet Bosberaad held on 6 and 7 February 2013 (note that these numbers differ slightly from the latest information received from the City of Cape Town during 2013):

- The current (February 2013) modal split is 64:36 compared to the base of 69:31,
- The rail system had 86 running train sets in 2012 and 5 spare sets compared to 81 running and 6 spare sets in 2007 (PRASA calculates the required number of rolling stock for the Western Cape in the short to medium term at 141 coaches in its Stage 2 Report of the PRASA Strategic Plan, September 2012);
- The following increases in passenger trips per day have been experienced for the period 2006 to 2012:
 - Rail: From 601 940 to 682 433 (13.3% increase), and
 - Bus: From 197 444 to 222767 (12.8% increase).
- 271 769 passengers used the MyCiTi in December 2012, and
- Minibus-taxi numbers in the City of Cape Town remained stable at about 7 000 vehicles.

6.1.2 **Provincial Policy on Public Transport**

The province⁴⁵, as one of its primary strategic objectives, will facilitate the development and implementation of an integrated transport solution in the province by:

- ensuring that integrated public transport services in the province are designed to integrate metropolitan, urban and rural public transport networks;
- ensuring that the integrated rapid public transport network in the Cape Town functional area is centred around the existing railway network;
- ensuring the provision of rapid trunk routes for existing public transport services;
- ensuring that rail and bus networks are supported by a system of feeder public transport services;
- ensuring that the rail network is complemented by an appropriate road-based public transport network which must include the integrated rapid bus network;
- ensuring that existing bus and minibus-taxi are transformed into contracted services that operate in areas not served by the rail and the IRT system or to provide alternative services to main public transport modes;

- (vii) assisting planning authorities to create public transport connections between rural settlements and towns, and
- (viii) prioritisation and integration of road safety from conceptual and preliminary design to detail design phases, and the incorporation of road safety elements in the Spatial Development Framework and the Human Settlement Plan.

6.1.3 Provincial Strategic Focus Areas

The building of an integrated public transport system underpinned by a “safe systems” approach, would need intervention of all spheres of Government. It requires the political will to turn around the decline in rail service, the successful implementation of the Cape Metropolitan IRT System and the integration of rail and IRT system with existing bus and minibus taxi operations. It would also require the provision of public transport service in rural towns and corridors as well as connecting rural settlements to the public transport system.

Key elements of the public transport strategy for the province are set out below:

- Public transport services must be improved in both the urban and rural areas of the Western Cape, with a particular focus being on the captive commuter.
- A viable, competitive, safe and affordable multimodal public transport system must be achieved and managed by equipped municipal authorities.
- A passenger modal shift incoming into the Cape Town CBD of 13% from private to public transport must be achieved by 2014, resulting in a modal split of 60:40 for private:public transport.
- Rail must be better equipped to fulfill its role as the backbone of the Integrated Rapid Public Transport Network in the Cape Town functional region. The rail network will be complemented by an appropriate road-based public transport network which includes - but is not limited to - the integrated rapid bus network. The rail and bus network will be supported by a system of feeder services. Existing bus services and minibus taxi services need to be transformed into contracted services that operate in areas not served by the rail and the IRT system, or provide alternative services to main public transport nodes providing passengers with a modal choice to suit their particular travel requirements.
- The metropolitan public transport services will extend into the functional area of Cape Town, including Stellenbosch, Paarl and Wellington. Appropriate institutional arrangements need to be put into place to coordinate the provision of public transport in this region.
- The Province will also focus on the provision of public transport in rural towns and corridors, with a focus on connecting rural settlements to “leader” towns in these corridors (i.e. linking areas of high need with places of high growth potential). Mobility studies have been undertaken in the District Municipalities to determine public transport demand and supply of services, which will enable the rural population access opportunities to schools, health facilities and social grant pay-out points.

- Under the banner of Universal Access and Design, gender and life cycle considerations must be given adequate, meaningful and progressive attention in the design, operations and revision of the public transport system, including in the roll out of NMT and related facilities. This must include, but is not limited to, giving attention to the central guiding principles of the needs of women in terms of access through appropriateness, availability, frequency, affordability, safety and dignity. All surveys done must be gender sensitive and adequate mechanisms of consultation, implementation and evaluation must be employed.

The strategic focus areas are summarised below:

- Providing safe, affordable and efficient public transport, initially focusing on the Cape Town functional region;
- A system of which the backbone is provided by rail in the Cape Town functional region;
- A system that is supported by a rural rail system for passenger and freight where this is feasible;
- Integration of metropolitan, urban and rural public transport networks, and
- Reducing the carbon footprint of the province and promoting the use of sustainable energy sources and movement typologies.

Also refer to Annexure B which contains a detailed description of the four focus areas for the improvement of the public transport system in the Western Cape as defined in the Provincial Public Transport Improvement Programme (PTIP). These are:

- Focus area 1: improving the modes (rail and road), the operations and the infrastructure;
- Focus area 2: Improving land use and sustainability;
- Focus area 3: Improving the institutional structure, funding and policy, and
- Focus area 4: Improving user perception, through awareness and marketing.

6.1.4 Provincial Strategies and Initiatives on Public Transport

In order to achieve a balanced intermodal public transport network in the cities and towns in the Western Cape, several actions are required. Achieving this is complex, but a number of actions can be identified that can help to achieve the IRPTN in the City of Cape Town as well as the IPTNs in the district municipalities.

6.1.4.1 Role of Provincial Government and Municipalities

The NLTA makes provision for a select number of municipalities to extend their role as planning authority to be expanded to cover Licensing, Regulatory, Contracting and Subsidy Allocation functions for all modes of public transport including bus, minibus taxi and, where applicable, BRT and commuter rail. This will end the current state of fragmentation of responsibilities.

The WCG will function as an overseer who must ensure that an adequate public transport system is brought into being, inter alia by the approval of integrated transport plans for the relevant authorities. The WCG also has to agree on timeframes.

6.1.4.2 Implement Travel Demand Management

Travel Demand Management seeks to influence and modify the choice made by commuters in order to reduce number of trips, reduce travel time and reduce travel costs. Approaches include the introduction of non-motorised transport, vehicle restricted areas, congestion pricing and parking charges. A prerequisite to the introduction of such aggressive measures is an efficient public transport system. The Department will embark – with stakeholders - on implementing a number of Travel Demand Management Measures by 2014 with the directed goal of decreasing private vehicle use and promoting public transport use.

6.1.4.3 Improved Safety and Security

There should be enhanced safety and security measures on public transport as experienced during the 2010 World Cup. Visible policing, adequate lighting and CCTV cameras need to be deployed at Public Transport nodes of provincial significance, Public Transport facilities and on Public Transport itself.

6.1.4.4 Integrated Economic Development, Land Use and Transport Planning

There should be an integrated approach between these disciplines to ensure that inter-urban and intra-urban public transport corridors and public transport nodes of provincial significance services the surrounding catchments areas. Appropriate zoning would result in greater densities in nodes on public transport corridors by increasing potential customers and attenuating peaks. This, in turn, will result in better patronised and more viable public transport. The Department will therefore embark on identifying strategic corridors which need to be densified, in conjunction with all affected municipalities, and lobby for measures to be put in place to densify them.

6.1.4.5 Measures to Ensure an Efficient Public Transport System in the Cape Town Functional Region

The following needs to be achieved in order to ensure that efficient public transport networks are in place in the Cape Town functional region:

- Metrorail must be recapitalised and placed on a sound financial footing so that it remains the back-bone of public transport in Cape Town.
- The road-based public transport limited right of way BRT system should be rolled out in such a manner that it is complementary to rail, as part of an integrated public transport network.
- Bus and minibus taxi operators should be incorporated into the vehicle operating companies of BRT to form the operating companies of the system.

- Bus and minibus taxis have a role to play in servicing those areas not covered by Metrorail or BRT and providing local feeder services in certain areas to Metrorail and BRT.
- Integration between public transport modes needs to be improved by increased provision of Park and Ride facilities at Metrorail and BRT stations.
- Increased provision of drop and go facilities at Metrorail and BRT stations.
- A network of pedestrian and cycling routes need to be developed to feed Metrorail and BRT stations.
- Key BRT stations should be integrated with Metrorail stations and other transport interchanges.
- An integrated ticketing system needs to be installed in the long term (the Smart card already introduced can currently only be loaded at certain MyCiTi stations which limits its application).
- An integrated information system is required.
- An integrated control system is required.
- Special transport services such as the dial a ride service for the disabled needs to be carefully reviewed to see how a greater number of disabled people can be more efficiently served within the context of a universally accessible public transport.
- Public transport resources must be optimally utilised during off-peak periods e.g. by using the optimum size vehicle where passenger demand is low.

These strategic directions will drastically change the public transport sector in Cape Town functional region and contribute to a more safe and efficient system as a whole.

The following objectives have been identified to achieve 'An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities' – see Chapter 2, Section 2.5. For each objective, short-term action, projects and medium term planning directions have been formulated. The objectives and directions are based on the long-term vision and the status quo, the strategies and focus areas defined in this chapter. In the programme of implementation, this will be split in short term and medium term actions of the provincial government.

Objective 1: A 13% modal shift from private to public transport into Cape Town's CBD by 2014

- Improve modal integration, service quality and public transport nodes. The integration of modes of transport is crucial to increase the viability of public transport. Public transport modes should be complementary.
- Improve 15 park & ride facilities at strategic public transport nodes. Vehicle users should get the option to transfer from private to public at strategic locations to avoid congestion. These facilities should look appealing and should be aligned with public transport that is functioning properly.
- Improve law enforcement to ensure that illegal parking by private and delivery vehicles at IRT stops and stations is minimised.

- Extend dedicated lanes of road based public transport by at least 30 km by 2014.
- Investigate some degree of public transport lanes on key corridors.
- Improve Metrorail offering. Increase the frequency of services on the 'A' corridors and ensure that trains are cleaned of graffiti and well protected from vandalism. Metrorail services should improve its offering particularly after 17h00.
- A plan must be developed to illustrate the development of the Cape Town functional regions public transport system over the medium to long term, illustrating how integration will be achieved.
- Improve information of public transport operations with better signage and maps.
- Sign MoU's with PRASA, City of Cape Town and the National Department of Transport and Public Works in order to agree on the roll and function of each authority in the management and operation of the rail system in the Western Cape. The MOU should provide detail on how to increase and improve the levels of service offered, indicate rolling stock / fleet requirements (including expected rolling stock renewal programme timeframes) and the upgrade programme of the signalling system.
- Investigate the introduction of short, medium and long term user charge for private car usage in congested areas and during peak periods.
- A Public Transport Integration Plan for the Cape Town functional Region (illustrating integration, routes, costs, operating models and the way BRT, GABS, minibus taxi, metered-taxi and rail will be accommodated and, if appropriate, integrated) is to be established. This will include the following actions:
 - Develop an MOU between all modalities on what the broad shape and form of the Public Transport System will look like, service quality and how it will be rolled out;
 - Produce a plan indicating integration between all public transport modes and the roll of each mode;
 - Plan to be guided by Universal Access and Design principles in its roll out, and
 - Bring minibus taxi recapitalization rate on national level by 2014.

Objective 2: Increase the number of commuter rail train sets in operation to 117 by 2016

- Rolling stock renewal programme by PRASA to ensure that commuter rail in the Western Cape is up to standard.
- Have 10 trains transferred from other Metrorail regions. Western Cape is the busiest commuter rail network in the

country and has several A/B corridors that are running more cost-efficiently. More train sets are needed from less utilised corridors to cope with key demand in Western Cape area.

- PRASA should consider the leasing of additional train sets until new trains become available.
- Develop a rail master plan and business plan to investigate and define agreed-on services levels, required number of train set and funding options.

Objective 3 Develop and implement a framework for the development of safe and universally accessible IPTNs in district municipalities by 2014

- Prepare implementable mobility strategies in all district municipalities that provide multi modal solutions for multi-purpose trips (including scholar transport). Implement systems that combine transport of work related travel, social travel purpose, learner transport and the transportation of small goods.
- Continue with the George Mobility Strategy as pilot project for public transport improvement. Speed up implementation progress and formulate targets.

Objective 4: Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes (i.e interchanges) of provincial significance by 2016

- Implement 10 Transport Oriented Development (TOD) projects and measures at 10 strategic stations on A and B corridors.
- Lobby for overarching incentives such as a reduction of application processing time and relaxing of zoning standards. Select 10 pilot projects to provide positive examples for developers and users that public transport and station areas could be an attractive, vibrant part of our towns and cities.

Objective 5: Fully implement a universally accessible and multimodal IRT Phase 1 by 2014

- Oversee development of IRT and manage process by collaboration and the ITP approval process. ITP budgets and planning are submitted to the MEC for approval.
- Lobby for incentives around IRT stations. Zoning schemes and bulk infrastructure investment should be aligned with the IRT to encourage development around the public transport system. This will enhance the ridership and thus diminishes the subsidy requirement.

Objective 6: Increase user satisfaction of public transport facilities by 25% by 2016

- Implement CCTV systems / guard / station manager at all formal public transport transfer points (commuter rail stations, bus termini and taxi ranks).
- Continue joint initiative with the Passenger Rail Agency of South Africa (PRASA) to progressively retrofit existing key commuter rail stations in order to make them more universally accessible.

- Improve facilities and appearance of commuter rail stations.

Objective 7: Organise courses and seminars dealing with infrastructure management, operating license strategy, transport planning and land-use planning for district municipalities by 2016

- Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised Transport, transport economics and SNP friendly design.
- Champion pilot projects in each District Municipality in the province to demonstrate the implementation of NMT measures in strategically identified leader towns in the province.

Objective 8: Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016

- Prepare a rail master plan and business plan to investigate finance options and establish a vehicle to lobby for increased maintenance funding.

Objective 9 Bring minibus taxi recapitalisation rate on national level by 2016

- Develop an action plan to accelerate the recapitalisation of minibus-taxis with the emphasis on vehicles that constitutes the largest safety hazard. Special attention is needed for line-haul routes, where vehicles operate at high speeds, and routes with an undersupply, where minibus taxi drivers drive more recklessly to achieve a better turn around.

More detail about the province's detailed actions, strategies and focus areas that have been adopted in the previous PLTF, to promote public transport and to develop the system further, is contained in Annexure B.

6.1.5 Conclusions

The deficiencies of the public transport system are dealt with in Section 6.1.1.2. The public transport strategy as discussed above endeavours to address the identified deficiencies in a comprehensive manner. The public transport strategy is aligned with the Western Cape's Draft Strategic Plan² which aims to achieve a significant modal shift from private transport to public transport, by increasing access to safe and efficient transport in the Western Cape. The primary focus is to promote and improve the rail system, to support the development of integrated public transport networks including the provision of trunk routes for existing public transport services, and the formalisation of the minibus-taxi industry (**IPTNs are to support the rail as the backbone**).

6.2 Initiatives to Promote Public Transport over Private Transport

6.2.1 Introduction and Background

A significant shift from private travel to public transport will only be achieved if public transport is safe, affordable, convenient and fast. The main

strategies to improve public transport can however be summarised as follows:

- Improvement of the quality of transport;
- Improvement of the accessibility of public transport;
- Improvement of the safety of public transport, and
- Providing priority to public transport over private transport and thereby improving operating speeds.

The improvement of public transport as listed under the first three bullets above are substantially dealt with in the various public transport projects being implemented by the province and the various municipalities in the province.

Giving priority to public transport on the road system is also given attention through freeway improvements and the implementation of Cape Town’s IRT. This is however an on-going process which requires continuous attention as the demand for public transport increases and as traffic conditions on roads change over time.

6.2.2 Provincial Policy on the Promotion of Public Transport

It is a primary strategic objective⁴⁵ of the province to achieve an increase in the public transport market share by facilitating a modal shift from private to public transport through the promotion of:

- improved rail transport;
- the formalisation of the minibus-taxi industry;
- increased access to safe and efficient transport, and
- improved transport user perception through awareness and marketing.

6.2.3 Provincial Strategy on the Promotion of Public Transport

The province is using a multi-faceted approach to promote public transport (see chapter 13 for specific KPIs, as well as the separate Programme Definition document focussing on action plans). Measures to make public transport more attractive might be detrimental to private transport travel but this will only be done after careful consideration of the implications to all the travelling public.

6.2.4 Initiatives of Provincial Significance (National, Provincial and Local)

Various initiatives are being taken by the province and municipalities to promote public transport and thereby making it more attractive than private transport. Table 6-1 shows the desired characteristics of public transport in cities and towns:

The way it should be:		
In our cities	In our towns	In our rural areas
Easy to get to, easy to use, accessible to all		
<ul style="list-style-type: none"> • 15 minutes travel to nearest public transport point: 1 km walking or 3 km cycling or other non- motorised trip. • Provide walkway or cycle paths so that anyone can get to the system 	<ul style="list-style-type: none"> • 30 minutes travel to nearest public transport point: 2 km walking and 6 km cycling. • Provide walkway or cycle paths so anyone can get to the system. 	<ul style="list-style-type: none"> • 45 minutes travel to nearest public transport point: 3 km walking and 9 km cycling. • Provide non-motorised means where reasonable demand exists and or safety is an issue.
Regular		

<ul style="list-style-type: none"> • +/- 5 min headways – major corridor, peak periods. • 15 min headways – non-corridor, peak periods. • 30 min headways – main corridor, off-peak periods. • 60 min headways – non-corridor, off-peak periods. 	<ul style="list-style-type: none"> • 30 minutes headway service between major destinations where demand supports during peak periods. • 60 minute headways during off-peaks. 	<ul style="list-style-type: none"> • Daily service is desirable but at least twice per week to neighbouring towns.
Readily available		
<ul style="list-style-type: none"> • At least 18 hours daily service. 	<ul style="list-style-type: none"> • At least 18 hours daily service. 	
Easy mobility		
<ul style="list-style-type: none"> • Any destination in the City should be accessible by public transport. • 1 hour travel to major destinations like social services, employment opportunities, commercial and shopping. 	<ul style="list-style-type: none"> • 1 hour travel to major social, shopping and employment opportunities or municipal buildings within town. • Access to other urban centres should be possible (at least twice a week). 	<ul style="list-style-type: none"> • 2 hour travel time to access major social, shopping and employment opportunities of municipal buildings within nearest town. • Access to other centres (at least twice a week) provided within nearest towns.
Services working together		
<ul style="list-style-type: none"> • Integrate all modes: air, long distance travel, water, rail, taxi, bus, and non-motorised and private vehicles. • One ticketing and fare structure for all land transport modes. • Coordinate service schedules. • Use through-routing of services. • Market and brand the services. • Distribute information. • Plan services better. 	<ul style="list-style-type: none"> • Integrate all travel services: people, goods, education, social services, and so on. • Modal integration where applicable, particularly long distance with local distribution services. • One ticketing and fare structure for all. • Coordinate service schedules. • Market and brand the services. • Distribute information. • Plan services better. 	<ul style="list-style-type: none"> • Integrate travel services: people, goods, post, education, social services, and so on. • Integrate planning of travel services with surrounding regions.
Safe		
<ul style="list-style-type: none"> • All public transport vehicles are roadworthy and legally registered. • Drivers are licensed and continually educated. • Non-motorised transport considerations are provided for at stops. 	<ul style="list-style-type: none"> • All public transport vehicles are roadworthy and legally registered. • Drivers are licensed and continually educated. • Non-motorised transport considerations are provided for at stops. 	<ul style="list-style-type: none"> • All public transport vehicles are roadworthy and legally registered. • Drivers are licensed and continually educated. • Non-motorised transport considerations are provided for at stops.
Secure		
<ul style="list-style-type: none"> • Adequate lighting around stops and interchanges. • Coordinate various departments to ensure a fully secure environment. • Make secure park-and-ride options available. • Provide secure bike lock-up facilities at stops. 	<ul style="list-style-type: none"> • Adequate lighting and security around stops and on public transport vehicles. • Coordinate various departments to ensure a fully secure environment 	<ul style="list-style-type: none"> • Adequate lighting and security around stops and on public transport vehicles. • Coordinate various departments to ensure a fully secure environment.
Comfortable, reliable, convenient		
<ul style="list-style-type: none"> • The public transport system is scheduled and these schedules are communicated to the public in various ways. • The scheduled services are nearly always on time. • Vehicles are of a good quality and well maintained to reduce breakdowns. • On long trip distances, standing is minimised (less than 30 minutes). • A customer satisfaction rating of at least 96%. 	<ul style="list-style-type: none"> • The public transport system is scheduled and these schedules are communicated to the public in various ways. • The scheduled services are nearly always on time. • Vehicles are of a good quality and well maintained to reduce breakdowns. • On long trip distances, standing is minimised (less than 30 minutes). • A customer satisfaction rating of at least 96 percent. 	<ul style="list-style-type: none"> • The public transport system is scheduled and these schedules are communicated to the public in various ways. • The scheduled services are nearly always on time. • Vehicles are of a good quality and well maintained to reduce breakdowns. • On long trip distances, standing is minimised (less than 30 minutes). • A customer satisfaction rating of at least 96 percent.

Affordable		
<ul style="list-style-type: none"> 90% of customers should spend less than 10% of income on Public Transport. Must be operated in the most economically efficient manner. Monitor and report on the effectiveness of subsidies. 	<ul style="list-style-type: none"> 90% of customers should spend less than 10% of income on Public Transport. Must be operated in the most economically efficient manner. Monitor and report on the effectiveness of subsidies. 	<ul style="list-style-type: none"> 90% of customers should spend less than 10% of income on Public Transport. Must be operated in the most economically efficient manner.
Adequate Infrastructure		
<ul style="list-style-type: none"> Infrastructure should be modern, well maintained and appropriate. Transport Oriented Design Principles must be adopted in the development of stations / transport precincts. Public Private Partnerships should be pursued in station development, with the intention to densify stations with mixed-use activity (both commercial activity and residential). Infrastructure should be rolled out in the most economically efficient manner to realise the most efficient use of capital expenditure. Limited right of way will form a part of the road-based infrastructural mix required. 	<ul style="list-style-type: none"> Infrastructure should be provided in the most economically efficient manner. Limited right of way may form a part of the solution, and moderate infrastructural investment should be pursued, in addition to modern, functional station / bus stops. Rail links in these towns will form important parts in town-to-town movement. 	<ul style="list-style-type: none"> NMT infrastructure will form a significant component of mobility. The existing road network will suffice to provide road-based mobility solutions for the public transport services. Rail Infrastructure and stations in rural areas must be maintained and dignified.

Table 6-1: The Desired Characteristics of Public Transport Networks in Cities, Towns and Rural Areas

In addition to the above framework for the promotion of public transport in the province, specific and very direct measures to promote public transport to the disadvantage of private transport, have been implemented by the creation of priority lanes on the N2 towards Cape Town during the morning peak.

The implementation of the Cape Town IRT also includes priority lanes for the IRT buses along the trunk routes where public transport is able to travel at much higher speeds compared to private cars on the adjacent road system.

6.2.5 Conclusions

The promotion of public transport over private transport as discussed above is in support of the provincial target of achieving a 13% modal shift from private to public transport (meaning a 60:40 split) into the City of Cape Town CBD by 2014. As indicated in Chapter 3, some success has been achieved with respect to a shift towards public transport. At this stage (2013) it is too early to tell whether the target set for 2014 will be reached.

6.3 Passenger Rail Services

6.3.1 Introduction and Background

With the tendency of urban sprawl and the expansion of the 'zone of influence of cities' all over the world, suburban and regional railways appear as a vital form of public transport provision with increasingly higher speeds and passenger capacity than other public transport modes.

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

The focus of the provincial transport strategy is a modal shift to public transport, of which rail will be the backbone. The short term strategy is to upgrade the existing rail system to satisfactory standards with regard to:

- speed;
- reliability;
- capacity, and
- safety and security.

6.3.2 Provincial Policy on Rail

Passenger rail service is viewed as the “backbone” of the public transport network in the province.

The province’s commitment to the improvement of the passenger rail system is demonstrated by the following quotes from the Western Cape strategic plan²:

- **National and regional rail plan.** The Western Cape Government will support the implementation of the national and regional rail plans in order to raise the profile of rail and improve passenger rail services in the Western Cape.
- **Rural passenger rail.** The Western Cape Government will explore investment in rural rail services in cooperation with the Passenger Rail Agency of South Africa in order to increase communities’ options for access and mobility.

6.3.3 Provincial Strategy on Rail

6.3.3.1 Guiding principles for commuter rail in the Western Cape

Several guiding principles have been defined that provide a framework for the development of the rail network in the Western Cape.

(i) Support of existing rail corridors

How this will be achieved:

- Corridors are to be supported by high density land uses and development typologies, which will be implemented by incentives provided by municipalities.
- An MOU / service level agreement will be drawn up between the Province, municipalities and PRASA which sets out the prioritisation of capital projects and aligns them with the budget cycle and provides the basis for co-motivation to the Department of Public Entities, Treasury and the National Department of Transport.

Future 'corridor' development will be high density, mixed use in nature and will be supported by an efficient movement system - whether rail or other.

- (ii) Existing rail services must be brought up to standard to entrench rail as the backbone

How this will be achieved:

- Additional train sets must be provided by PRASA as an immediate priority (alternative measures must be put in place while rolling stock is being procured which may include renting of rolling stock, or transferring from other regions or refurbishing other coaches such as Shosholoza Coaches).
- The signalling system must be overhauled by PRASA as a matter of priority, with funding proposals being sent to National Treasury.

- (iii) Feeder Services must be brought into place to link to railway stations.

How this will be achieved:

- The existing rail will be supported by feeder services (such as buses / taxi's / IRT bus ways) that must form a part of the IRT / IRPTN roll out for the municipalities.

- (iv) Operational Improvements

Rail needs to be operationally enhanced through the following:

- The signalling system must be overhauled in the medium term.
- Once the system is up to an agreed operational standard, proposed links and loops need to be made on certain routes.

- (v) Timing of New Lines

Investment in new lines is postponed until the current rail network is operationally functional and up to standard.

6.3.4 Initiatives of Provincial Significance (National, Provincial and Local)

It is the province's view that, given current realities, the decline in service levels experienced on the public transport system is likely to continue in the short term, unless drastic corrective action is taken. Any new actions should be geared primarily towards preventing any further decline in infrastructure and service levels and stabilizing that which is working well. Therefore, the focus should be on repositioning the system for future growth and development as well as removing the most critical constraints which are currently hindering the efficient running of public transport.

The Department of Transport and Public Works will engage with all relevant stakeholders to improve the commuter rail system in the Western Cape. A MoU will be put in place which governs the roles and responsibilities, actions and funding required to reverse the situation in the rail system (between the Province, PRASA, all affected municipalities, and National Department of Transport). The MOU is considered critical to create a situation where all relevant authorities co-operate to achieve a common goal.

The core focus will be on:

- Rolling stock renewal (described at the beginning of this chapter);
- Signalling System Overhaul;
- Increasing Security on trains and park and rides, and
- Making stations and facilities attractive, clean and dignified.

Only once the decline in the system has been arrested, should additional capital intensive infrastructure investments be made to further transform and improve the public transport system. It is a priority that PRASA, the City of Cape Town and Province approach National Treasury with a Rail Business Plan to have the funding put in place to realise the above goals. The PRASA Strategic Plan for the Western Cape (2012) unfortunately excluded a business plan (only an "outline guidance for rail investment" was included as an appendix). See also Chapter 8.

6.3.4.1 Current Initiatives

- a. PRASA have completed their Strategic Plan, Stage 2 Report: Western Cape Regional Strategic Plan dated September 2012 - see Annexure D. In this document PRASA elaborates on its planned interventions to deal with the rail issues particular to the Western Cape – the planned upgrading of the full network and operations are outlined. Connectivity to nodes elsewhere in the province (e.g. Mossel Bay and George) and with other provinces, are also dealt with.
- b. The City of Cape Town prepared its Rail Framework⁴⁶ in January 2012. The purpose of the Rail Framework is to define "the City of Cape Town's vision for the role of the rail mode for passenger transport, as well as the provision of rail services within its municipal area. Its purpose is to guide the City's strategic approach towards the provision of the rail component of an integrated transport system in the best interest of its citizens and users".

The framework comprises chapters that principally describe:

- The legal and policy context of the framework as informed by national, provincial and municipal policies and strategies;
- Overall institutional structures and responsibilities including current and future liaisons and co-ordination structures;
- The required suburban and tourist passenger rail network and services and the gaps between this requirement and current operations, and
- The way forward, listing key actions for the City and other critical role players to fulfill the City's vision for rail.

Of interest is the way forward as given in the document on institutional matters. The following specific issues are proposed³:

- Finalisation and signing of a Memorandum of Understanding (MoU) between the DoT, Western Cape Government, PRASA and City;
- City to incorporate the rail mode of transport in its establishment of an Intermodal Planning Committee in terms of the NLTA and draft regulations;
- City to incorporate the rail mode of transport in its establishment of a Land Transport Advisory Board in terms of the NLTA and draft regulations;
- City to participate in the drafting a Service Level Agreement between the DoT and PRASA in terms of the draft NLTA regulations;

- City to ensure that a finalised Service Level Agreement between the City and PRASA enables effective implementation of the City's planned role for rail, and
 - City to take part in the development of the proposed Rail Policy and Rail Act by the DoT.
- c. Other important initiatives are:
- The City, the Province's Department of Transport and Public Works and PRASA have a draft MOU dealing with the co-ordination of planning and co-operation.
 - PRASA has a Key Operational Efficiency Measures initiative that seeks to optimise the operations of Metrorail.

6.3.4.2 *Way forward*

- A MOU between the Province, Municipalities, PRASA and the National Department of Transport will be finalised to provide clarity on the role and function of all relevant parties as far as the planning, management and operation of commuter rail is concerned.
- Service level agreements are to be developed between affected municipalities, PRASA and DTPW, stipulating quality of service to be provided by PRASA. The agreement will stipulate the money that PRASA will commit to upgrade services, and innovative proposals from the City and Province on how the shortfall will be financed.
- Province will formulate a Rail Business Plan in collaboration with PRASA and the City of Cape Town to investigate the future of commuter rail in the Western Cape. This includes the investigation of funding options. This business plan will form part of the PLTF programme of implementation.
- The delegation of the rail subsidy to the municipal sphere of government will result in the establishment of intermodal planning and funding for rail on the same level. This will improve the effectiveness with which commuter rail can be maintained, improved and planned.
- The Province will proactively continue to engage with PRASA, City of Cape Town and the National Department of Transport regarding the provision of rail services and the funding requirement needed.

6.3.5 **Conclusions**

The role of passenger rail in the Western Cape (and in the City of Cape Town in particular, is clearly explained by the following quote from the City of Cape Town's Rail Framework:

"The strategic role of suburban passenger rail is to form the backbone of the City's public transport system through the maximisation of rail trunk services as the preferred mode of transport. Rail is to systematically increase its modal share of public transport, and with public transport also increasing its modal share of all transport, it means that suburban passenger rail services need to improve almost dramatically.

The province endorses this statement.

6.4 Establishment of Integrated Public Transport Networks

6.4.1 Introduction and Background

Since 2007, National government has been pursuing the creation of car competitive Integrated Rapid Public Transport Networks (IRPTNs) in the 12 major urban centres of the country (inclusive of Cape Town).

The IRPTN concept is sympathetic to the notion of corridor and node development which is a strong feature of the planning principles in the NLTA and is incorporated in most metropolitan and urban Spatial Development Frameworks.

The future public transport system in the Western Cape is perceived to be a balanced intermodal public transport system with multiple modes working together smoothly. Each mode has an ideal operating environment where the mode forms the most appropriate fit. How modes work together depends on the specific context.

In higher order urban areas (such as Cape Town), it is envisaged that the Integrated Rapid Public Transport Networks will be made up of commuter rail, which will form the backbone of the system. Road-based public transport will supply both trunk and feeder services – where there is no rail – which complement the backbone, of which limited right of way bus services will form a part.

For the non-metropolitan areas of the province, where Integrated Public Transport Networks (IPTNs) are envisaged to be rolled out, the right of way is less important, and more emphasis is put on availability of scheduled public transport.

6.4.2 Provincial Policy on the Establishment of Integrated Public Transport Networks

The province will facilitate the development and implementation of an integrated transport solution in the province, *inter alia*, by⁴⁵:

- Ensuring that integrated public transport services in the province are designed to integrate metropolitan, urban and rural transport networks;
- Ensuring that the integrated rapid public transport network in the Cape Town functional region is centred around the existing rail network;
- Ensuring the provision of rapid trunk routes for existing public transport services; ensuring that rail and bus networks are supported by a system of feeder public transport services;
- Ensuring that the rail network is complemented by an appropriate road-based public transport network which must include the integrated rapid bus network;
- Ensuring that existing bus and minibus-taxi services are transformed into contracted services that operate in areas not served by the rail and IRT system or provide alternative services to that provided by the main public transport modes, and
- Assisting planning authorities to create public transport connections between rural settlements and towns with a special emphasis on the transport needs of farm workers to access social services in particular.

6.4.3 Provincial Strategy on the Establishment of Integrated Public Transport Networks

The strategy adopted by the province on integrated public transport networks is summarised below²:

- Integrated Rapid Transport (IRT) system. Through supporting the City of Cape Town's IRT rollout, the WCG will phase the current subsidised public transport system into an integrated system where modes complement one another rather than compete with each other.
- Rural transport. The WCG will work with district and local municipalities to implement contracted public transport services which, where appropriate, will link with freight transport in order to increase efficiencies. A model Intelligent Transport System (ITS) for rural areas will be developed to guide the appropriate application of ITS under such conditions.
- Rural passenger rail. The Western Cape Government will explore investment in rural rail services in cooperation with the Passenger Rail Agency of South Africa in order to increase communities' options for and mobility.

6.4.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.4.4.1 Current initiatives

City of Cape Town

The City of Cape Town is currently implementing Phase 1a of the IRPTN system along the R27 corridor and the inner City. The MyCiTi system is designed to be rolled out in four phases, for completion within 15 to 20 years. Phase 1 focuses on the central City and the Blaauwberg corridor towards Table View/Du Noon, as far as Atlantis and Mamre. Phase 2 is currently intended to address the substantial public transport needs of the metro south-east, including Khayelitsha and Mitchells Plain. Phases 3 and 4 include the Durbanville and Delft/Helderberg areas respectively. The sequencing of the roll-out is subject to discussion and will depend to some degree on the need to serve more lucrative routes first in order to establish a financial base for extending to less lucrative or populous routes.¹

The four phases of the MyCiTi system are shown conceptually in Figure 6-1.

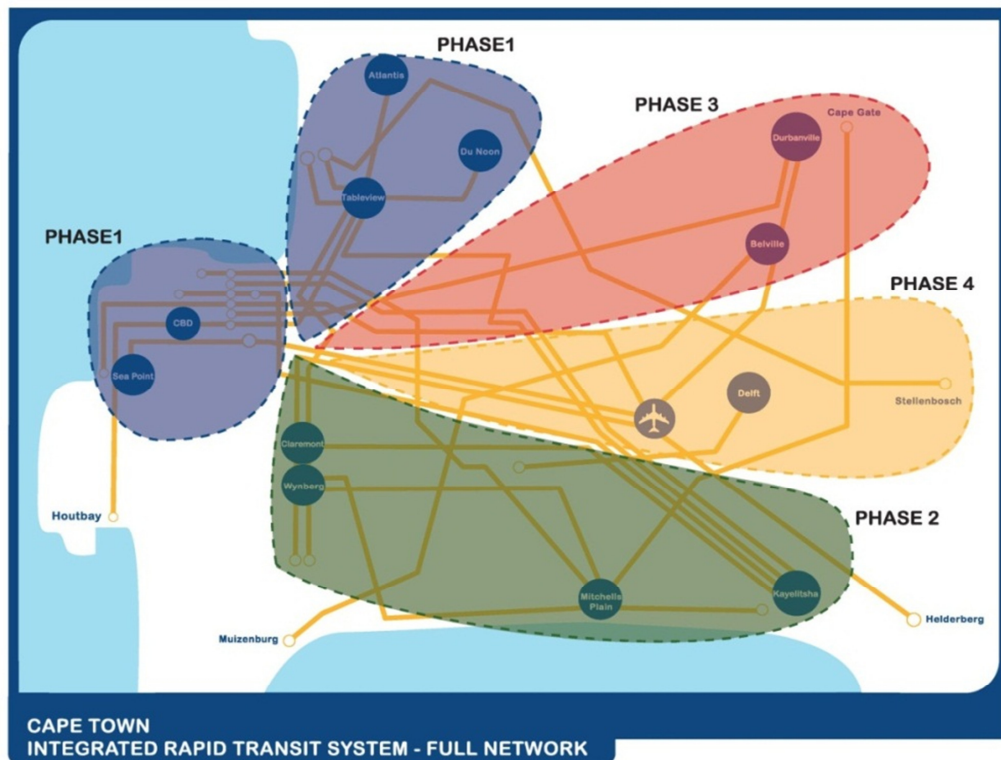


Figure 6-1: Cape Town Integrated Rapid Transit System - Full Network

Phase 1 has been divided into two parts: Phase 1A and the remainder of Phase 1.

The revised Phase 1A includes the Inner City (including extension to Hout Bay), Woodstock rail station, Paarden Eiland, Milnerton, Montague Gardens, Century City, Du Noon, Tableview, Melkbos, Atlantis and Mamre. It includes the rapidly growing residential areas in Blaauwberg north of the Diep River, and the low-income communities of Atlantis, Mamre, Du Noon and Doornbach. This corridor faces some of the worst peak period congestion levels, especially to the south and east of the bridges over the Diep River.¹

The implementation of Phase 1A must be matched to available funding. The cost of items required for Phase 1A to be operational has been estimated and grouped in a number of packages that make up the building blocks for implementing the MyCiTi system. These packages have been combined in a number of different sequences to create operational milestones for Phase 1A. The implications of each sequence for the duration of roll out, implications on existing services and company formation, system legibility and costs, among other matters, have been assessed and discussed in detail. Technically, the system operates optimally as a network of routes, which ideally should be implemented together. Unfortunately, due to funding constraints, this is not possible⁴⁷.

The overriding factor in the proposed roll out sequence was how quickly the main components of the Phase 1A network could be implemented. This sequence permits the greatest coverage in the shortest time, based on a preliminary exercise of matching the costs with the funding timeframes.

The proposed sequence of roll out is as follows:¹

Milestone 0: Starter Service

This is the first stage of MyCiTi 'proper' and will consist of two trunk routes:

- Bayside to CBD (T01)
- Airport to CBD (T02a)

Milestone 1: The addition of Inner City feeder services

Milestone 2: The addition of the Table View, Du Noon, Montague Gardens and Century City feeder services + trunk into Montague Gardens

Milestone 3: The addition of Atlantis and Melkbosstrand trunk and feeder Services

Milestone 4: The extension of the Bayside trunk to Du Noon

The programme delays are at this stage not anticipated to impact on the planned completion date for the implementation of the full Phase 1A service as there is float to accommodate this slippage.

It is still planned to have Milestone 4 completed in November 2013.

6.4.4.2 *Mobility Strategies*

- The province, in conjunction with District municipalities, has developed mobility strategies (of which the IPTN forms a part) for the Eden, Central Karoo, Cape Winelands, West Coast and Overberg District Municipalities. Mobility strategies have also been developed for Cape Town, Stellenbosch and George.
- Until 2014, the full George Mobility Project will be rolled out, providing a fully developed IPTN for the George area.

6.4.4.3 *Way forward*

- The Department of Transport and Public Works will provide guidance for development of the IRTPN and IPTN's in the Western Cape. Mobility strategies have been completed as mentioned above.
- The Department of Transport and Public Works will build capacity at District Municipalities to plan and co-ordinate transport planning and implementation thereof.

6.4.5 **Conclusions**

The Provincial Strategic Objective 3 strategic directive states that one of the focus areas in the province will be to improve public transport services in both the urban and rural areas of the Western Cape between 2010 and 2014. The province is committed to play a leading role in achieving this objective.

6.5 Status of Dispensing and Dealing with Operating Licences

6.5.1 Introduction and Background

Overtrading has been identified as the major reason for the conflict and instability in the minibus-taxi industry. By late 2005, more than 70% of the routes in the City of Cape Town area were overtraded, which led to fierce competition for passengers. The overtrading rendered large parts of the industry economically unsustainable and this has led to a fleet of ageing vehicles. The situation is not vastly different from this in the rest of the Western Cape Province and the poor regulation of public transport market entry has contributed to the poor state of the industry.

6.5.2 Provincial Policy on the Dispensing and Dealing with Operating Licences

It is a strategic objective of the province to formalise the minibus-taxi industry. Only minibus-taxis with valid operating licences will be allowed to provide public transport services in the province.

Operating licences will be dealt with by the Provincial Regulatory Entity (PRE) of the province except where the operating licence function has been assigned to a municipality and such municipality will then consider all operating licence application for services that are wholly in their area of jurisdiction.

6.5.3 Provincial Strategy on the Dispensing and Dealing with Operating Licences

The Department of Transport & Public Works in 2011 prepared the Western Cape Minibus-taxi Operating License Strategy. This policy document is aimed at creating unified norms and standards for public transport regulation. Three parts of the policy are elaborated on in Annexure C. These are:

- (i) Prerequisites for minibus-taxi operating licences on existing minibus-taxi routes;
- (ii) Considerations and recommended procedure for new minibus-taxi routes, and
- (iii) Renewal of definite period minibus-taxi operating licenses prior to the implementation of public transport restructuring projects.

6.5.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.5.4.1 Current Initiatives

The Department of Transport & Public Works has prepared the Western Cape Minibus-taxi Operating License Strategy. The policy has been formulated to create a more consolidated and coherent approach to taxi-related issues. An important note in the policy is that the operating license processes must be used to support projects aimed at the transformation and restructuring of public transport in the Western Cape.

A Provincial Regulatory Entity (PRE) as per Section 23 of the NLTA has been established for the province.

6.5.4.2 *Way Forward*

The Province will ensure that local municipalities have the capacity and the knowledge to perform the function of the Municipal Regulating Entity, where it is envisaged that one will be created.

6.5.5 **Conclusions**

It is a strategic objective of the province to formalise the minibus-taxi industry. Only minibus-taxis with valid operating licences will be allowed to provide public transport services in the province. Applications for Operating Licences will be disposed of strictly in accordance with the Western Cape Operating Licence Strategy.

6.6 **Rural Transport**

6.6.1 **Introduction and Background**

The objective of the Rural Transport Strategy is to provide mobility to the rural population so that they can access economic opportunities, education and health institutions and other services and amenities. The key theme in the rural transport strategy will be to link areas of high growth potential with areas of high need – in line with the direction set by the Growth Potential of Towns study that has been recently reviewed by the Province.

Transport in rural areas differs greatly from Metropolitan transport. In the urban environment, motorised travel (both private and public) are the main modes, although a large percentage walks. In the rural areas over 50% of the trips are made by walking. One of contributing factors to this large percentage is rural poverty. The subsequent low demand for transport results in the low supply of public transport vehicles and the poor condition of the existing vehicles.

6.6.2 **Provincial Policy on Rural Transport**

It is a strategic objective of the province to facilitate the development and implementation of an integrated transport solution in the province, inter alia, by:

- ensuring that integrated public transport services in the province are designed to integrate metropolitan, urban and rural public transport networks, and
- assisting planning authorities to create public transport connections between rural settlements and towns.

6.6.3 **Provincial Strategy on Rural Transport**

In rural towns and corridors, the public transport strategy will address the following issues:

- Provision of Non-Motorised Transport;
- Integration of modes;
- Bus and minibus-taxi services;

- Connectivity between towns and within corridors;
- Scheduled services, and
- Universal Access and Design.

The IPTN's in the non-metropolitan regions of the province must result in feasible and affordable systems, and illustrate how they contribute to overcoming the specific problems of the rural context, namely dispersed settlements, low densities, a high proportion of poor people, unemployment, the need for scholar transport, access to health services, access to social grants and access to economic opportunities.

6.6.4 Initiatives of Provincial Significance (National, Provincial and Local)

The Department of Transport and Public Works, in conjunction with the municipalities of the Western Cape, has developed mobility strategies and is currently implementing them (including both IPTN and NMT Plan components).

6.6.5 Conclusions

The sustainable Integrated Public Transport Network (IPTN) in the rural areas will assist to fulfil all provincial strategic objectives in the following manner:

- (1) Increase Opportunities for Growth and Jobs
The IPTN will allow people in rural areas to access opportunities in towns and the cities through regular transport services.
- (2) Improve Education Outcomes, Increasing Wellness
The IPTN will enable learners to access education facilities and participate in extra-mural activities while patients will be able to access health facilities.
- (3) Increase Safety
The IPTN will provide a transformed public transport operator that operates safe vehicles, with trained drivers.
- (4) Promote the Development of Integrated and Sustainable Human Settlements and Increase Social Cohesion.
The IPTN will allow people to move freely within the Western Cape and within the town or city, thereby supporting integration of communities. The IPTN will provide access to sporting and cultural events and locations.
- (5) Mainstream Sustainability and Optimise Resource Efficiency
The IPTN will promote the use of public transport over private transport – hence resulting in decreased vehicle emissions.
- (6) Reduce Poverty
The IPTN will allow Individuals who require government grants can access them at a reasonable cost.

- (7) **Integrated Service Delivery for Maximum Impact**
The IPTN will provide people will access to service centres in the province, and support initiatives by other Departments to improve the quality of life and conditions of all people in the province.
- (8) **Create Opportunities for Growth and Development in Rural Areas**
The IPTN will serve as a 'stimulus package' for the rural areas, allowing people to spend their money on other essentials rather than on expensive transport.

6.7 Modal Integration Strategies

6.7.1 Introduction and Background

The most appropriate mode for any specific travel distance and/or travel environment will be promoted. Different modes should be incorporated into one system that provides a transfer and optimal cover for the cities, towns and rural areas.

6.7.2 Provincial Policy on Modal Integration

It is a strategic objective of the province to facilitate the development and implementation of an integrated transport solution in the province by:

- Ensuring that integrated public transport services in the province are designed to integrate metropolitan, urban and rural public transport networks, and
- Ensuring that the integrated rapid public transport network (IRT) in the Cape Town functional region is centred around the existing rail network.

Section 40 of the NLTA provides that Provinces and planning authorities must take steps as soon as possible after the date of commencement of the Act to integrate services subject to contracts in their areas, as well as appropriate un-contracted services, into larger public transport system in terms of relevant integrated transport plans. In addition, section 15 provides that every municipality that is establishing an IPTN or has significant passenger rail services in its areas must establish an Intermodal Planning Committee (IPC). The function of this committee is to co-ordinate the interaction of the various modes within the public transport system.

6.7.3 Provincial Strategy on Modal Integration

The following sets out the strategies which promote modal integration:

Integration of modes will be supported by:

- The provision of well-located transport interchanges;
- Providing non-motorised transport facilities and pedestrian and bicycle paths to rail and IRT stations as well as to public transport interchanges and the provision of safe bicycle storage facilities;
- The provision of safe park and ride facilities at railway stations;
- Providing feeder services to rail and IRT stations;
- Integrated ticketing / fare system, and
- Seamless transfers between modes.

6.7.3.1 *Vertical and horizontal integration of policy*

The co-ordination of transport policies and the co-ordination of associated policies will help to establish an integrated approach which will influence the economic, social and environmental values for citizens and businesses. The two co-ordination strategies, put forward by the International Association of Public Transport, are discussed below.

- a. Co-ordination of transport policies (vertical integration)
There should be good co-ordination between different transport modes and companies where all stakeholders work in the same functional direction. Attention should be given to the local conditions of each area and action should be taken at a level which will be the most effective and will adapt to different region's policy background. Appropriate regulatory and institutional frameworks should be designed to promote co-ordination, but at the same time leave room for business orientation activities of operators.
- b. Co-ordination of associated policies (horizontal integration)
The co-ordination and integration with other urban policies (e.g. land use, police, parking, fiscal etc.) should be considered and not operate in isolation. This will be beneficial for both the public transport sector and other urban policy areas. National and provincial governments play a major role in this, by providing a coherent and integrated legal administrative framework and strong support for local government. It is essential, in this case, that provincial and local authorities are given the relevant powers to ensure that the policy goals set at the national level can be achieved.

6.7.4 *Initiatives of Provincial Significance (National, Provincial and Local)*

6.7.4.1 *Current actions:*

- The IRT phase 1 development in the City of Cape Town provides for the integration of existing services into the public transport network.
- Mobility Strategies for District Municipalities have been completed and is in the process of being implemented. This includes the integration of modes.

6.7.4.2 *Way forward*

- An Intermodal Planning Committee is still to be established in the Cape Town functional region in accordance with the NLTA. IPC's should be set up in all other regions in the province, where it is required in accordance with the Act.
- The Department of Transport and Public Works will monitor progress made towards the integration of modes in the different planning authorities in the province. ITPs that are submitted for approval to the MEC must include measures to address modal integration over the short, medium and long term.

- A Public Transport Integration Plan for the Cape Town functional Region (illustrating integration, routes, costs, operating models and the way BRT, GABS, minibus taxi, metered-taxi and rail will be accommodated and, if appropriate, integrated) is to be established. This will include the following actions:
 - Develop an MOU between all modalities on what the broad shape and form of the Public Transport System will look like, service quality and how it will be rolled out;
 - Produce a plan indicating integration between all public transport modes and the roll of each mode;
 - Plan to be guided by Universal Access and Design principles in its roll out, and
 - Bring minibus taxi recapitalization rate on national level by 2014.

6.7.5 Conclusions

Modal integration is key to the success of the province's public transport system and the WCG will ensure that this matter continues to receive adequate attention by planning authorities in the preparation of integrated transport plans, mobility strategies and the detail design of public transport infrastructure and services.

The establishment of an Intermodal Planning Committee as contemplated in Section 15 of the NLTA as well as the already established Integrated Transport Steering Group are considered of great importance to ensuring that integrated public transport services in the province are designed to integrate metropolitan, urban and rural public transport networks.

6.8 Corridor Development Strategies

6.8.1 Introduction and Background

In order to implement the PSO 3 (*Increasing Access to Safe and Efficient Transport*), an Integrated Transport Steering Group (ITSG) was formed. Working groups have been established along three spatially defined transport and economic corridors of the Western Cape, namely the N1, N2 and N7 corridors.

Corridor development implies that land-use will be intensified and densified along strategically identified transport corridors, resulting in the channelling of development into public transport corridors and nodes or interchanges. Around public transport nodes, urban design should be supportive of pedestrian and public transport usage, make provision for non-motorised transport and support mixed-use development.

Figure 6-2 provides a conceptual overview of corridor development with nodal densification.

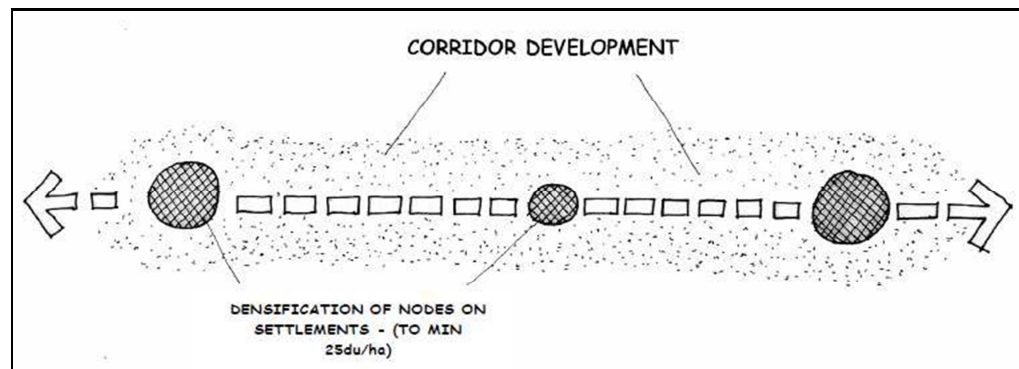


Figure 6-2: Corridor Development - Source: PSDF, 2009

6.8.2 Provincial Corridor Development Policy

The land-use package should fit the transport package of a corridor and locations within. This means that there must be a balance between the intensity of land-use and the provision of transport. This is not a static process, while land-use and transport are continuously influencing each other. New transport creates favourable conditions for new land-use and a higher intensity of land-use will offer an increased market for public transport services. Public transport and land use cannot be treated in isolation and both need to be addressed for the successful implementation of corridor development.

6.8.3 Provincial Corridor Development Strategy

Provincial corridor development is covered in detail in the Provincial Strategic Development Framework (PSDF) of 2009²¹. See Chapter 5.

6.8.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.8.4.1 Current Initiatives

- The City of Cape Town is working on a station typology for all IRPTN stations in the City, and a densification policy for a select number of station areas.
- PRASA is drafting guidelines for TOD around commuter rail stations. This initiative is supported by province, and further engagement will be driven by province to ensure the implementation thereof.
- The Department of Transport and Public Works has developed a Transport Precinct Development Framework.

6.8.4.2 Way Forward

- In the district municipalities, Mobility Strategies identified corridors for the intensification and diversification of land-use and the development of public transport network. Land use guidelines and public transport principles were taken into account.

- Intensification of land use around existing public transport nodes of provincial significance needs to be stimulated through incentive mechanisms by municipalities. The Department will engage with local municipalities to encourage densification and select pilot projects where land use incentives needs to be established.
- The ITPs should make provision for inter urban and intra urban corridor development.
- The identification of development corridors need to be undertaken in conjunction with the review of the Road Access Guidelines for the Province, and result in a set of recommendations to the municipalities for their relevant zoning schemes.

The 2009 PSDF is currently being reviewed and may result in a revised direction and approach. It is however expected that the primary corridors in the current PSDF will remain unchanged. Preliminary indications are that the direction in which the revised PSDF will be moving is the following:

- One of the key elements coming out of the revised PSDF is an increased focus on rural planning and the safeguarding of agricultural assets. Rural development is one of the key priorities in the revision process and impact and role of small towns and rural transport is of importance.

The revised PSDF will strengthen small towns as a basis for rural development, which will require reinforcing rural public transport networks and looking at commuter and shopping flows (e.g. people living in Price Albert will rather go to Oudtshoorn to do their shopping than Beaufort West, which is a larger regional centre- this is based on the functional region logic as elaborated on below). It is acknowledged that although the focus on rural areas does not result in significant economic development, they do have a regional stabilization effect. (The Growth Potential of Western Cape is important in that it addresses the concept of functional regions around smaller settlements and not just City of Cape Town).

- The second key aspect is that public transport in cities and larger towns (e.g. George and other large towns) require ranking and prioritisation. Many developments are taking place on the "old location" model where human settlements are taking place on cheap land at the urban fringes. The link between land value-added and investment in public transport infrastructure has to be explored. The emphasis is on opening opportunities for the poor along public transport routes and corridors and peripheral developments must receive access through transport.

6.8.5 Conclusions

The province has identified strategic primary provincial corridors which serve as the longer-haul mobility network, both in terms of road and rail (for the most part). Similarly, there are various secondary corridors which promote a more regional network of accessibility.

The appropriate densification of nodes on corridors will promote the use of public transport, reduces the need to travel long distances and provides justification for the high capital and operational investment in public transport.

6.9 Use of Adapted Light Delivery Vehicles in Public Transport

6.9.1 Introduction and Background

There are many areas in the rural Western Cape where roads are not passable by the normal vehicles that are typically used for passenger transport. The only vehicles that can and are being used as public transport are light delivery vehicles (bakkies).

The NLTA in Section 71 allows for the use of adapted light delivery vehicles “for public transport services in a particular area in prescribed circumstances where there are no other appropriate or acceptable public transport, and subject to prescribed conditions”.

Regulations are in the process of being drafted by the national DoT but they are still under discussion.

6.9.2 Provincial Policy

The province acknowledges the need for basic public transport in remote areas of the province with poor road infrastructure. The safety of passengers is however paramount and as soon as the national regulations on the use of light delivery vehicles for passenger transport have been approved, only vehicles that have been modified in the prescribed and legal manner will be issued with an Operating Licence for the transport of passengers.

6.9.3 Provincial Strategy

The national requirements for the use of adapted light delivery vehicles will be applied during the process of the disposal of applications for Operating Licences as well as for law enforcement.

6.9.4 Initiatives of Provincial Significance (National, Provincial and Local)

No specific initiatives at the provincial level at this stage in anticipation of the national regulations.

6.9.5 Conclusions

While it is a strategic objective of the province to ensure access to public transport, it is also of great importance that such public transport is safe and reliable to be used.

6.10 Public Transport Security

6.10.1 Introduction and Background

Both operational safety and safety against crime are two focus areas which the Province, in conjunction with all transport and safety stakeholders, must seek to address in public transport in order for the desired modal split to be achieved in the province, in the favour of public transport.

6.10.2 Provincial Policy on Public Transport Safety

It is a strategic objective of the province to achieve an increase in the public transport market share by facilitating a modal shift from private to public transport through, *inter alia*, the promotion of :

- Increased access to safe and efficient transport, and
- Improved transport user perception through awareness and marketing.

6.10.3 Provincial Strategy on Public Transport Safety

The Department of Transport and Public Works: Directorate of Safety and Compliance developed a Public Transport Safety and Compliance Strategy (which is currently being reviewed) dealing with the following matters:

- Current situation with regard to road safety in the Western Cape context (provincial and national legislation, policies and strategies);
- Researching and analysing international best practices;
- Research and analyse appropriate technological advances in the road safety environment;
- Development of a high-level Road Safety Model for the Western Cape based on the systems approach / methodology;
- Developing an ideal model for undertaking road safety research;
- Development of an ideal funding model for road safety in the Western Cape;
- Development of an institutional and organisational model for road safety in the Western Cape based on the systems approach / methodology, and
- Development of a detailed road safety strategy.

The strategy is based on the Safe System approach (see Section 10.1 for an explanation of the Safe System Approach) to improve road safety. Safe System principles require a holistic view of the road transport system and interaction among road and roadsides, travel speeds, vehicle and road users. This is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers pedestrians, bicyclist, and commercial and heavy vehicle drivers.

The Province adopted the "Vision Zero" approach which means no person should be killed or seriously injured on Western Cape roads. The Road Safety Strategy embodies the following principles:-

1. Road Safety should be the first priority in all aspects of road based transport;
2. An evidence-based approach to road safety interventions; and
3. A focus on four critical pillars (safe road, safe people, safe vehicle and safe speed)

6.10.4 Initiatives of Provincial Significance (National, Provincial and Local)

All efforts to improve security in public transport will focus on the following elements:

- Preventative Control (improved ticketing and fare collection to prevent fare evasion culture, increased off-peak safety and security measures, information sharing between organisations, environmental design);
- Detective Control (visible policing, installation of CCTV's, incident information analysis to inform future focus), and
- Corrective Control (stricter law enforcement and penalties).

6.10.4.1 Current Initiatives

- Several Park & Ride facilities have been targeted for improved security along the Southern Suburbs line, in support of the Simons Town Commuter Rail Pilot Project. Despite this, far more can be done along the entire commuter rail network of the City of Cape Town (i.e. more security guards, more secure park and rides).

6.10.4.2 Way Forward

- The Province will put measures in place to ensure the public transport nodes of provincial significance are safe and secure by partnering with PRASA and City in station and train security improvement programmes.
- The Department will, in parallel, continue to refine the Road Safety Strategy along the principles of the Safety Management System in order to seriously promote public transport safety.

6.10.5 Conclusions

The Province developed a Public Transport Safety and Compliance Strategy dealing with measures to improve public transport vehicle safety. It is also taking various actions to improve security at public transport facilities.

Although some success has been achieved there is still much room for improvement and further actions in this regard will be initiated in conjunction with PRASA and the City.

6.11 Transportation of Persons with Disabilities and of Other Special Categories

6.11.1 Introduction and Background

Special Needs Passengers (SNP's) are defined as being one of the following three types of passengers:

- Life Cycle Passengers: These are customers who have special transport needs by virtue of the fact that they happen to be in the normal stages of the human life cycle. Examples include children between 5 -14 years old, women during pregnancy that may need special assistance, or the aged who, as a result of age-related impairments, require special assistance, security and access.
- Impairment Passengers: These are customers with intellectual or physical disabilities, or with cognitive impairments and disabilities or

with neurological impairments and disabilities, for whom special assistance, adapted technologies and special safety requirements are necessary.

- Signage Passengers: These are customers who for reasons of illiteracy, age or lack of familiarity with the language of signage are unable to access enough information to use the transport system effectively.

Surveys undertaken in both the urban and rural context found that transport is generally not accessible to SNP's. As a result, the Dial-a-Ride fully accessible demand responsive service was made available to registered users in Cape Town but this is not a mainstream public transport service. The Department of Transport and Public Works has also developed the Public Transport Policy statement for Special Needs Passengers in the Western Cape. It should be noted that the principles of universal access and design must become central project-level considerations in transport.

6.11.2 Provincial Policy on the Transport of People with Special Needs

The DTPW of the Western Cape acknowledges the public transport requirements of passengers with special needs. It undertakes to promote universal access and design requirements into the planning, provision and management of a public transport system in the Western Cape so that the system, over time, becomes universally accessible to all its passengers. Where mainstream public transport does not provide reasonable accessibility the Department will promote the provision of an alternative demand responsive service that can be used by passengers with special needs, if not already provided as part of the available range of transport services / "family" of services.

Independent travel within the public transport component of the travel chain will be promoted with the use of universal design principles, which promotes the design of a product or an environment that is widely usable and without bias, through access to appropriate and relevant passenger information, access to public transport facilities and vehicles that are universally accessible to all passengers.

6.11.3 Provincial Strategy on the Transport of People with Special Needs

In order to implement the policy statement for the provision of public transport for SNP's the WCG propose to implement the following actions to promote the provision of public transport for SNP's in the Western Cape in an incremental manner.

6.11.3.1 Commuter Rail

- Continue its joint initiative with PRASA to progressively retrofit existing key commuter rail stations in order to make them more accessible to SNP's.
- Ensure that PRASA plan and build all new commuter rail stations to be accessible to SNP's.
- Ensure that PRASA improve the accessibility of its rail carriages to SNP's.

6.11.3.2 Passenger Information Services

- Support the continuation of Cape Town's public transport information service.

6.11.3.3 Public Transport Vehicles

- Prepare and publish, in association with the Department of Transport, guideline requirements for accessible public transport vehicles. These requirements will include the provision of reasonable accommodation of SNP's who use wheelchairs, the use of audio and visual address systems and other appropriate features. Guidelines will be produced for buses, midi-buses, minibuses and metered taxis.

6.11.3.4 Public Transport Facilities

- Ensure that all new public transport facilities are planned to be accessible to SNP's.
- Prepare a programme to make key existing facilities in the public transport network accessible.
- Ensure that all other public transport facilities and stops allow for the deployment of ramps and lifts away from the main travel way.
- Encourage that all major public transport facilities where passengers experience long waiting periods are provided with at least one accessible ablution facility, specifically in urban areas.
- Encourage that major public transport facilities are provided with audio and visual announcement systems indicating the arrival / departure of vehicles.
- Encourage that all stops are provided with kerb stopping areas and shelters.

6.11.3.5 Public Transport Operations

- Ensure that all future contracted public transport services within the Province include the operation of accessible services.
- Require that an appropriate number of accessible vehicles operate on non-contracted service routes and/or an alternative demand responsive service is available.
- Investigate the implementation of concessionary fares, for carers, companions and assistive animals (guide/hearing dogs), that accompany SNP's who are registered as requiring their presence so they are able to accompany the SNP at a reduced / no fare.
- Investigate, in association with the respective local authorities and operators, the provision, training and payment for operating demand responsive services that acknowledge the different characteristics of urban, peri-urban and rural areas, e.g Dial-and-Ride, brokerage or volunteer services.

6.11.3.6 Training of public transport service personnel

- Encourage all operators and their staff (including ancillary personnel involved in the day-to-day operations) to undertake sensitivity training

with respect to SNP's in order to learn how to properly assist and treat passengers with appropriate attention to the differences among individuals with disabilities.

- Encourage all drivers and other operational staff providing public transport services to receive training in the proper use of ramps, lifts and wheelchair and passenger restraint systems, if fitted to the vehicles they operate.

6.11.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.11.4.1 Current actions:

- Mobility Strategies have been developed for all relevant municipalities in the Western Cape and are currently being implemented.
- Joint initiatives with PRASA to progressively retrofit existing key commuter rail stations in order to make them more accessible to SNP's.
- The Department of Transport and Public Works, in partnership with the City of Cape Town, provides the Dial-a- Ride service for persons with disabilities, through a tendered contract. This service provides a specialised fleet of vehicles to provide public transport for passengers for whom the existing services are not suitable.

6.11.4.2 Comprehensive approach:

The Department of Transport and Public Works will ensure that its strategy for the transport of people with special needs as outlined above is given adequate attention in the planning, implementation and operation of all public transport services in the province.

6.11.5 Conclusions

The special needs passenger policy and strategy outlined above, which is in accordance with the principles of universal access and design, will guide the planning and development of all transport facilities, infrastructure and services to be constructed in the province. Special need users have been provided for in the mobility strategies of the district municipalities.

Collective efforts within the WCG, together with other stakeholders such as the PRASA, municipalities, and operators must strive to make other component parts of the special needs passenger's journey universally accessible over the longer term.

6.12 The Establishment of Regulatory Entities and Engagement with Municipalities Regarding the Assignment of the Operating Licence Function

6.12.1 Introduction and Background

The NLTA makes provision for the establishment of three regulating entities:

- A National Public Transport Regulator (NPTR) (established in terms of section 20 of the NLTA);
- A Provincial Regulating Entity (PRE) (established in terms of section 23 of the NLTA), and

- A Municipal Regulating Entity (MRE) (established in terms of section 17 of the NLTA).

A Provincial Regulatory Entity has been established for the Western Cape and it is currently performing the function of the NPTR, PRE and the MRE in accordance with section 93 of the NLTA. This situation will prevail until a MRE and NPTR are established. An MRE can only be established where both the National and Provincial Ministers have assigned the function to the municipality.

6.12.1.1 Assignment of Functions

The Constitution and the National Land Transport Act 5 of 2009 (NLTA) provide that certain functions that reside with the national government may be assigned to provinces or municipalities in certain circumstances, and that functions that reside with provinces may be assigned to municipalities in certain circumstances.

In terms of the Constitution the functional areas of competence of the national government are set out in Schedule 4, and those of provinces in Schedules 4 and 5. Responsibilities of municipalities are set out in Parts B of Schedules 4 and 5. The national government and provinces are jointly responsible for public transport, road traffic regulation, environment and national ports, among others. The national government is also responsible for the rail function and national roads, although these are not listed in the Schedules. Provinces are responsible for provincial roads and traffic and provincial planning, among others. Municipalities are responsible *inter alia* for municipal public transport, municipal roads, traffic and parking, pontoons, ferries and harbours other than national ones.

Section 11 of the NLTA allocates functions relating to land transport to the three spheres of government more specifically.

6.12.1.2 The Assignment Process

Where a function is to be assigned from national government to a municipality, the assignment must be done by the Minister of Transport, in the case of transport-related functions. The assignment is effected by means of an agreement between the Minister and municipality. The province should also be involved, especially where it is currently undertaking the function. Briefly the process involves, among others, the drafting of an explanatory memorandum that must be submitted to the Minister for comment and approval. It must also be submitted to the National Treasury and the Financial and Fiscal Commission. Once the necessary approvals have been obtained, the agreement must be signed and the assignment promulgated by notice in the Government Gazette.

6.12.1.3 The Operating Licensing Function

In terms of section 11(1)(a) of the NLTA the national government is responsible for the operating licensing (OL) function. This can be assigned to municipalities. The function is currently being undertaken by the Provincial Regulatory Entity (PRE) of the Province, and the Province must continue to do so until an assignment takes place. If the OL function is assigned to the

City, it will become responsible for issuing operating licences for all public transport services taking place within its municipal area, and related functions.

During 2010-2011 the City of Cape Town undertook a feasibility study as to whether it should take over the OL function. The study examined all relevant aspects (legal, financial, personnel etc.) and outlined the possible risks and advantages of an assignment.

As far as is known, the City has requested the assignment from the Minister as part of its drive to establish a dedicated transport authority for the City and to be able to exercise the full range of transport functions as part of its drive towards integration. It is possible that the establishment of the Cape Town MRE will occur within the current financial year – before the end of the 2013/14 financial year. As soon as the function has been assigned, the MRE will receive and decide on applications for operating licences wholly within the boundaries of the municipality. The municipality will also be allowed to place a moratorium on new applications on overtraded routes.

6.12.2 Provincial Policy

Operating licences will be dealt with by the Provincial Regulatory Entity (PRE) of the province except where the operating licence function has been assigned to a municipality and such municipality will then consider all operating licence application for services that are wholly in their area of jurisdiction.

The PRE will coordinate its actions with both the NPTR and any MRE when established.

6.12.3 Provincial Strategy

In 2011, the Department of Transport & Public Works prepared the Western Cape Minibus-taxi Operating License Strategy. This policy document is aimed at creating unified norms and standards for public transport regulation. The detail of the provincial Operating Licence Strategy is discussed in Section 6.8 of this report.

6.12.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.12.4.1 Current Initiatives

The City of Cape Town undertook a feasibility study as to whether it should take over the OL function.

6.12.4.2 Way forward

The Province will render support and will ensure that local municipalities have the capacity and the knowledge to perform the function of the MRE, where it is envisaged that one will be created.

6.12.5 Conclusions

A Provincial Regulatory Entity has been established for the Western Cape and it is currently performing the function of the NPTR, PRE and the MRE in accordance with section 93 of the NLTA.

6.13 Agreements Regarding Interprovincial Transport

The Province has not entered into any inter-provincial agreements as yet. The current process is for other Provincial Regulatory Entities to refer all applications (for routes terminating in our area of jurisdiction) for operating licences to the Western Cape PRE in terms of regulation 2 of the NLTA. The Western Cape PRE will then liaise with the affected municipality to consider the provisions of the ITP and provide a response in writing.

The Province will also establish if there is an agreement with the local taxi associations operating in the area. Lastly, the Western Cape PRE will also give an indication of the conditions that should be imposed on the licence.

6.14 The Rationalisation of Subsidised Public Transport (Including Financial and Economic Support to Public Transport)

6.14.1 Introduction and Background

The responsibilities of the Provincial Department of Transport and Public Works include the management of the public transport operator contracts for subsidised services and the co-ordination and management of the subsidies from central government. Currently all subsidised road-based public transport services (excluding scholar transport) are being managed by the province. It can be expected that operating authorities will be established in the different districts when the mobility strategies are being implemented. These operating authorities will obviously take over the contracting function from the province at that stage.

In section 36 of the NLTA it is required that all planning authorities prepare Integrated Transport Plans (ITPs) which has to include a Rationalisation Plan where subsidised road-based public transport services are being rendered. These plans serve as the basis for the rationalization of subsidised public transport in that particular area.

The NLTA in section 40 prescribes that Provinces and planning authorities must take steps as soon as possible after the date of commencement of the Act to integrate services subject to contracts in their areas, as well as appropriate un-contracted services, into the larger public transport system in terms of relevant integrated transport plans. This will improve the public transport services, but will also make them more efficient.

6.14.2 Provincial Policy on the Rationalisation of Subsidised Public Transport

One of the strategic objectives of the province is to ensure that existing bus and minibus taxi services are transformed into contracted services that operate in areas not served by the rail and IRT system.

6.14.3 Provincial Strategy on the Rationalisation of Subsidised Public Transport

The province will liaise with the municipal planning authorities on the best manner to manage the contracting function in the different planning areas. This may mean that either a municipality or the province could be the contracting authority in the implementation of any Integrated Public Transport Network (Mobility Strategy).

6.14.4 Initiatives of Provincial Significance (National, Provincial and Local)

6.14.4.1 Current Initiatives

As regards contracting for public transport services, municipalities have original powers to do so¹. The contracting function for “old order contracts” concluded under the previous Transition Act (NLTA) are the responsibility of national government, but provinces must continue to administer them until the contracting function for those contracts has been assigned to a particular municipality¹.

In July 2012 the City of Cape Town completed a due diligence study as to whether it should take over the contracting function in relation to the existing interim contract between the Province and Golden Arrow Bus Services (GABS).

Other initiatives that address rationalisation of (subsidised) public transport in the province are:

- Mobility strategies that are aimed at improving public transport in District Municipalities;
- In the Cape Town area, existing public transport services (subsidised and non-subsidised) must be realigned with the implementation of the IRT trunk and feeder services, and
- Integrated Fare Management systems are being developed and implemented for the monitoring of GABS and future contracted public transport services.

6.14.5 Conclusions

Various developments are currently taking place which may impact on the planning and management of subsidised public transport services in the province. The most important are the initiatives of the City of Cape Town to apply for the assignment of the contracting function to it, and the roll-out of the mobility strategies in the different districts. These developments will have a significant impact on the duties of the province regarding the management and rationalisation of subsidised public transport.

6.15 Public Transport Strategies Taken from the Municipal Integrated Transport Plans

A summary of the transport strategies of Provincial significance, as taken from the District and Municipal Integrated Transport Plans, with corresponding projects, is provided as Annexure E.

The purpose of the summary is to inform the National Department of Transport what type of projects are being carried out by the municipal authorities, and also as a reference for the Province to co-ordinate municipal planning and implementation projects.

7. Non-Motorised Transport, Scholar Transport and Environmentally Sustainable Transport

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that this chapter must include at least the following:

- (a) *An indication of how non-motorised transport is provided for in the general road plan of the province, by pointing out the-*
 - (i) *integration of non-motorised transport planning with land transport and land use planning;*
 - (ii) *improvement and expansion of pedestrian sidewalks and dedicated public space to interlink public transport stations, ranks and other facilities in city areas along provincial roads;*
 - (iii) *provision of dedicated non-motorised transport facilities and infrastructure along provincial roads (e.g. infrastructure for wheelchairs, pedestrian walkways, foot bridges, overhead bridges and interchanges); and*
 - (iv) *promotion of the Shova Kalula bicycle programme, walking and animal-drawn transportation strategies;*
- (b) *a detailed strategy to promote and encourage the use of non-motorised transport in rural or in urban areas if so requested by the relevant planning authority, which strategy must include-*
 - (i) *a non-motorised transport policy;*
 - (ii) *a scholar transport policy;*
 - (iii) *a cycling master plan;*
 - (iv) *a walking master plan, and*
 - (v) *an animal-drawn transportation plan if such transportation has significance in the province, and*
- (c) *an indication of measures to minimise the negative impact of transport on the environment, including, but not limited to, measures to limit fuel usage and decrease carbon footprints in line with national and international commitments to decreasing greenhouse gas emissions.*

Also refer to Chapter 6, Section 6.11 dealing with the Province's policy and strategies on the transportation of and facilities for people with disabilities and other categories of special needs users.

7.1 Strategy to Promote / Encourage Non-Motorised Transport

This section was extracted largely from the previous PLTF, as well as the provincial NMT Strategy document. It was updated slightly, but it is considered that the existing strategies are generally still applicable.

7.1.1 Introduction and Background

Non-Motorised Transport (NMT) is defined as all forms of movement that are not propelled by battery and/or fuel combustion driven mechanisms. Examples in the Western Cape context include walking, cycling as well as

those pushing and pulling carts, prams, wheelbarrows, trolleys, animal drawn carts and wheelchairs.

Historically, NMT has not received the attention it deserves in the Province. This focus is however changing, given the Province's emphasis on the implementation of mobility strategies by the local authorities.

In the Western Cape, the main NMT modes are walking, cycling and donkey-carts. Donkey-carts are generally found in the rural areas and poorer parts of urban areas.

The defined goal for the NMT and sustainable strategy is to establish 'NMT as pivotal part of all forms of transport planning in urban and rural areas'. The programme of implementation will address the actions that must be executed in order to achieve these objectives.

The transport problem facing urban areas centres around issues relating to increasing traffic congestion levels and its negative environmental, economic and social consequences. Therefore, promoting and encouraging NMT usage in preference to private vehicle usage is a priority in urban areas. The promotion of NMT in urban areas will contribute to an improved quality of life and includes the following benefits:

- Reduced congestion and greater access to inner city areas. Congestion has a significant effect in limiting economic growth in urban areas;
- An improved use of space as a result of lower motorisation;
- More attractive urban areas when planned holistically with improved public transport services. NMT further promotes mixed-use development;
- Public savings in road infrastructure as a result of lower congestion and lower levels of motorisation;
- Decreased environmental pollution;
- General health improvement as a result of increased cycling and walking;
- Increased labour share of infrastructure investment because NMT infrastructure presents more opportunities for labour-based construction;
- Increased opportunity for social interaction, and
- Enhances a tourist's experience, as a large proportion of exploring is done on foot.

In contrast, the rural transport problem is linked to poverty and isolation from economic and social opportunities. In general, rural communities are not only isolated, but also stranded due to a lack of viable and affordable transport. A lack of supportive physical infrastructure is also more common in the rural areas.

Many of the benefits listed above – which will ultimately lead to an improved quality of life, through the promotion and increased usage of NMT in the urban areas – are also applicable in rural areas. However, rural areas have, in general, lower levels of motorisation and hence almost no congestion. Operating speeds in rural areas are higher, requiring greater segregation from NMT users, particularly on the primary and secondary road network.

A word of caution relating to the planning and design of NMT facilities is that cognisance should be taken of trip origins and destinations and desire lines –

there are many examples of NMT facilities not being used due to it being built in the wrong location.

Further, NMT facilities also require regular maintenance and needs to be regulated and policed to encourage its use.

In this document only two bicycle programmes are mentioned namely “Shova Kalula” and the “Bicycle Empowerment Network” (BEN) mainly due to the Province’s regular involvement in these programmes in the promotion of NMT. Many other bicycle NGO’s are also active in the province and, although not mentioned in this framework, their work are mostly supported by the Province provided it fits in with the Province’s NMT strategy.

Note that the transportation of Special Needs Passengers is covered in Chapter 6, Section 6.11.

7.1.2 Provincial Policy on NMT

7.1.2.1 Provincial Vision and Objectives⁴⁸

The Western Cape Department of Transport has adopted the following vision for the transport system:

“To create an open opportunity society for all in the Western Cape so that people can live lives they value”.

Objectives

The overall objective of NMT is to increase mobility and access to opportunities, and in so doing, to improve the quality of life in a sustainable manner throughout the province.

Short-Term Objectives

- Household travel survey shows existing demand that needs to be met. Response should address not only documented demand, but also latent demand that could be unlocked through improved facilities and service support.
- Need quick wins, and Shova Kalula is the Province’s anchor project: a key mechanism for delivering enhanced mobility in the short term, but it must include follow-through from province in terms of funding and guidance for empowering communities to use bicycles.
- Each municipality and surrounding areas have its unique needs, opportunities and constraints that should guide the decision-making process for NMT projects.

Long-Term Objectives

- Transform delivery mechanisms through empowerment of government agencies.
- Redress past inequities not only through NMT infrastructure and services, but also by transforming the context and the objectives of planning (e.g restructuring urban areas to make NMT travel feasible for a larger proportion of trips, and addressing the relationship between urban and rural areas).

The following sets out the policy environment for NMT in the Province:

7.1.2.2 *Rural Transport Strategy for South Africa*

The national Rural Transport Strategy⁴⁹ is seen as a stimulant to social development and economic growth within rural areas, which would in turn grow the economic resource-base of municipalities.

The strategy calls for the implementation of a Rural Transport Service, which includes:

- Services provided by users themselves (e.g. head loading, private vehicular transport);
- Operators of all modes of motorised and non-motorised transport, and
- The promotion of non-motorised transport.

7.1.2.3 *The Western Cape's Non-Motorised Transport Strategy*

The primary objectives of the province's NMT Strategy⁵¹ are, among others, to increase the role of NMT as one of the key transport modes, integrate NMT as an essential element of public transport, and provide a safe NMT infrastructure and allocate adequate and sustainable funding for the development and promotion of NMT.

This policy articulates various responsibilities of all stakeholders involved in the provision of NMT as a mode of transport in order to ensure that NMT provision is rendered in an appropriate manner. The policy articulates and recognises the main facets of NMT as animal-drawn transport, cycling, walking and other innovative solutions. The policy is structured in accordance to these four main categories, with the key policy drivers for each category articulated.

A key element of the NMT Strategy for the Province is that it must ensure that Local Government develops detailed NMT plans for their respective areas, in line with the NMT Strategy for the Province. Where capacity is lacking, the Department must assist with the development of detailed plans in the short-term, but make efforts to develop the capacity of Local Government in the long-term.

7.1.2.4 *South African National Roads Agency Limited (SANRAL)*

By reason of the high fatality rate amongst the users of NMT, SANRAL has embarked on road safety courses in various provinces. The aim is to reach teachers and learners throughout the country with road safety campaigns and presentations. SANRAL states in its strategic plan that it is imperative that teachers be trained to teach their learners about road safety to ensure proper use of the road by pedestrians and those who use non-motorised modes of transport.

7.1.3 **Provincial Strategy on NMT**

7.1.3.1 *Comprehensive Strategy*

NMT Plans/Frameworks must be developed for each District Municipality in the province, which:

1. Support a more systemic approach to mobility planning
 - (a) Capacitate officials in District and Local Municipalities to work in an integrated manner across departments in all sectors.
 - (b) Initiate discussions with bodies and agencies responsible for different modes of transport such as Metrorail and bus operators to discuss how modes can support NMT in particular.
For example:
 - o How bicycles can be accommodated on buses and rail carriages; and
 - o How to provide safe parking and storage at the main stations and interchanges for bicycles.
 - (c) Ensure closer co-ordination between health, education and social development authorities, and the district authorities on behalf of farmers in rural areas. This will facilitate where possible to locate facilities strategically and secondly to provide PT services or improved cycle infrastructure.
2. Support for the idea of NMT interventions as catalysts for change
 - (a) Capacitate individuals in municipal and district planning offices to use NMT infrastructure projects proactively in a manner that allows broader issues to be addressed simultaneously with those focussed on the physical needs of NMT. Opportunities for training using National level funding from the DoT and Non-Government Organisations (NGOs) such as The Netherlands based Interface for Cycling Expertise could be explored.
3. Manage conflict between modes through integrated design solutions
 - (a) The provincial Road Access Design Guidelines do not make provision for integrated design solutions, and need to be reviewed as a matter of priority.
 - (b) Seek approval for the design solutions/standards proposed in the guidelines section, which address the challenges set by the present legal framework, through the ITPs.
 - (c) Engage in on-going research and development of NMT related patterns and appropriate model solutions.
4. To protect rights of NMT users through proactive engagement of key law enforcement agencies
 - (a) Initiate an investigation to identify traffic safety problem areas and ensure law enforcement through monitoring and enforcement in such areas.
 - (b) Initiate an investigation to identify crime 'hot-spots'. Where crime cannot be addressed through spatial design interventions, land use changes or the provision of lighting, then the appropriate law enforcement agency should be approached.
 - (c) Initiate road safety programmes to target the most vulnerable farm worker communities. This programme should consider the distribution of reflector bands similar to the programme under the Safer Journey to Schools' programme. Co-ordination or co-option of one programme into another would be essential.
 - (d) Campaign for inclusion of road traffic rules that focus on rights of NMT in local driver's manuals and driver training courses.

- (e) Investigate means to alert all road users to vulnerable groups such as the visually and hearing impaired but also to NMT users in general through signage. This may require application to the DoT to add additional signs, alerting road users to the presence of the hearing impaired for example, as these do not exist. This will in turn require revision to the Roads Traffic Signs Manual.
- 5. To address safety and security issues through spatial design interventions
 - (a) Prepare design guidelines to inform infrastructure delivery agencies on how to use hard and soft landscaping design (including planting, paving, lighting, signage, seating etc.) to create a sense of 'place' at important points along the road network.
- 6. To promote the use of Non-Motorised Vehicles (NMV) as a means to accessing economic points of opportunity
 - (a) Initiate an investigation into the skills available locally to support the creation of manufacturing plants to produce NMV's or bicycle trailers. This should be pursued in consultation with Bicycling Empowerment Network (BEN) who has at various times been interested in the potential of manufacturing bicycles and / or NMVs in the Province.
 - (b) Consider a NMV provision scheme whereby employers will enter into a loan repayment scheme with their employees to pay-off the costs of NMVs.
 - (c) Seek funding to subsidise the production of NMVs to ensure vehicles are affordable to the target market.
 - (d) Initiate engagement with the Provincial Roads and Transport Authorities as well as DoT with respect to the need to develop criteria for licensing, registration and 'road worthiness' of NMVs.
- 7. To promote NMT Strategies to promote NMT should focus on the following groups:
 - Rural Learners;
 - Farm Dwellers;
 - Tourists;
 - Urban Learners;
 - Urban Students;
 - Urban Commuters, and
 - Service Providers.

Rural Learners

- It should be noted that bicycle supply programmes funded by the DoT (Shova Kalula Programme), through the Western Cape Department of Education and managed by BEN, already do extensive work with rural scholars (between the age of 12 and 16). The District Municipalities should endeavour to help with the selection process to ensure co-ordination with other spatial initiatives, infrastructure roll out programmes and other funding streams. Reviews of demand (optimally on an annual basis co-

ordinated with the new intake at schools) should guide the DMs in terms of where it would be more appropriate to provide additional bus services and where it would be more appropriate to provide bicycles with the necessary infrastructure and training. These proposals would contribute to decreased travel times for school children. Where scholar communities are located within a 2km distance of the school, pedestrian infrastructure should be considered.

- The Safer Journey to Schools Programme which is due to be expanded into a broader rural strategy must contribute to increased awareness of safety issues.

Farm Dwellers

- Promote BEN's bicycle subsidisation programmes to farm communities. The DMs could help to identify farming communities who could benefit from the supply of bicycles. There may be a need to potentially work through farm owner associations and co-ops.
- Initiate a programme under the Safer Journey's Strategy for the rural areas (see above) to educate both vehicle owners and NMT groups on safety rules of the road.
- Encourage businesses / co-ops / factories / farmers etc. to provide bicycle parking and storage.

Tourists

- Initiate formation of NMT forums/interest groups in local areas to put together local NMT friendly tourism routes.
- Encourage guest houses, through local tourism forums/interest groups, to supply free bikes for the duration of the stay to encourage cycling around local areas.
- Liaise with BEN and other agencies/ business to discuss the opportunity to install bike supply/rental systems in certain urban centres such as Stellenbosch, Worcester and Tulbagh, and in particular and at strategic rail stations.
- Establish a programme to train local guides that can run bicycle tours.

Urban Learners

- Promote cycling to school and initiate safety awareness training modules at schools.
- Support local municipality officials to respond to the need to provide appropriate infrastructure where required (a range of paths making up a continuous network linking schools and sports fields and rail stations where applicable, priority signalling systems, road crossing facilities and safe parking).

Urban Students

- Support local municipality officials to respond to the need to provide appropriate infrastructure where required (including pedestrianised zones, NMT links from rail stations, road crossing facilities, priority signalling, parking, storage and showers).

- Discourage University and College planners from providing vehicle parking and rather encourage planners to create pedestrianized campuses. This will require promotion of the use of a more appropriate parking ratio by the relevant Local Authority land use departments who generally encourage the use of vehicles by using outdated zoning scheme parking standards.
- Ensure future student accommodation is located within easy access of PT and NMT facilities.

Urban Commuters

- Promote cycle subsidisation programmes with large employers - businesses / co-ops / factories, etc.
- Encourage businesses / co-ops / factories, etc. to provide showers, bicycle parking and storage facilities.
- Discourage planners from providing excessive vehicle parking and rather encourage the creation of NMT friendly environments in the city centres in particular. This will require promotion of the use of a more appropriate parking ratio by the relevant Local Authority land use departments who generally encourage the use of vehicles by using out-dated zoning scheme parking standards.
- Ensure future residential, employment and service nodes are located within easy access of PT and NMT facilities.
- Promote Transit Oriented Development (TOD) around station areas in order to create pedestrian friendly environments. Local authorities should drive the process of adopting and promoting TOD. The Station Precinct Development Framework that has been developed by the Department of Transport and Public Works must guide these interventions.

Service Providers

- Promote the use of bicycles by employees of the public service providers such as the Departments of Health and Social Development and the South African Police Service who would benefit from being able to access a wider catchment area through the use of bicycles or NMVs. This will require engagement with management of these departments to discuss not only means to provide appropriate vehicles but ways to ensure that these can be maintained.

Market NMT to the Public

- Develop a marketing strategy that promotes NMT as a healthy, cost effective, environmentally responsible and economically and socially empowering form of movement. The campaign should focus not only on the general public but politicians, government officials, the business sector, farming associations, tourism sector and bicycle retail and service sector. It is important that such an initiative should be undertaken in areas after adequate NMT infrastructure / right of way is provided.

8. The reclamation of space within public 'right of way' reserves for NMT
 - Facilitate integrated planning sessions between town, transport and roads planners when the future of strategic sites is in question.

- Areas such as schools, public transport stops, commercial and employment nodes should acquire specific status as 'go slow' people zones. This should also apply to environments where urban development is located adjacent to higher order roads. Certain go-slow zones may require NMT and / or public transport to take priority over general vehicular movement. These zones should be highlighted within Local SDFs.
9. The alignment/co-ordination of budgeting and planning processes between district, local municipalities and other relevant departments and bodies:
 - (a) Develop a system of on-going consultation between the Province, District and Local Municipalities to ensure that the principles and recommendations coming out of the NMT Planning initiatives are co-ordinated and supportive of each other.
 - (b) The transportation of scholars to school programmes should be integrated into a broader mobility plan and the ITPs to ensure that the appropriate infrastructure is budgeted for and services are rationalised where possible.
 - (c) Liaison with bus operators, minibus taxi operators and Metrorail should be initiated to explore the potential of budget rationalisation for infrastructure spending at modal interchange points.
 - (d) Municipal SDFs must take account of NMT needs and ensure that these are reflected in the IDP's as a component of the transport plans. This will ensure that there is on-going capital and operating budget assigned to NMT related projects.

7.1.3.2 Non-Motorised Transport Strategy Implementation

The following objectives have been identified to achieve 'NMT as pivotal part of all forms of transport planning in urban and rural areas'. In the programme of implementation, actions will be stated that need to be executed.

1. Organise courses and seminars dealing with NMT infrastructure planning and management (inclusive of transport planning and land-use planning relationships) for district municipalities by 2014.
 - Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised transport, transport economics and universal access and design.
2. Dedicated NMT Expanded Public Works program projects by 2014.
 - The Department will, in conjunction with the municipalities, develop and implement NMT plans and projects in an incremental manner, drawing on the Expanded Public Works Programme Phase 2, and funding it using both Departmental, municipal and National funding streams (such as the Municipal Infrastructure Grant).
3. Every provincial road project in province must include a NMT component.
 - Provide positive examples of NMT as part of transport planning.

- Province sets the standard for municipal NMT projects.
4. A systematic approach to NMT planning should be pursued.
 - Monitor NMT approach to implementation at municipal level. The ITPs that are submitted to the MEC must have an NMT component.
 - NMT Master Plans should be developed for each Municipality of the Western Cape.
 5. Dedicated cycle lanes in the Western Cape must be doubled by 2014.
 - Promote cycle friendly environment in areas with high cycling potential. A key example in the Western Cape is the Stellenbosch Local Municipality with a high number of cyclists, including students travelling between campuses and home. Other areas in the Western Cape will be identified.
 - Distribute information about successful NMT projects.
 - Marketing of NMT as a cheap way of travel.
 - Include safety education for cyclist and motorised in school education and driver training schools.

7.1.3.3 Non-Motorised Transport Master Planning

The draft strategy on NMT prepared by the WCG¹ is intended to provide the following:

- Outline the role of various government agencies in the development of the NMT system;
- Indicate the commitment of the WCG to improving mobility through NMT and supporting local and district municipalities;
- Provide a short-term strategy for rolling out NMT projects, guiding the planning, design and implementation processes, and
- Identify long-term objectives for NMT planning.

This strategy demonstrates how municipalities can give NMT full consideration in the planning, design, construction and maintenance of transportation facilities. It also shows the importance of supporting programmes and services for getting maximum benefit from investment in infrastructure.

Various NMT master plans have been prepared by the Western Cape Municipalities as discussed below. These master plans cover the full range of NMT modes including cycling, pedestrian facilities, (walking) and animal drawn transportation.

7.1.3.4 The Integration of NMT with Land Transport

The importance of the integration of NMT with all the other modes of transport cannot be highlighted enough with emphasis on the priority treatment of NMT. NMT is the most flexible mode of transport and can therefore easily be integrated with other modes especially if these modes allow for this to happen.

The integration between NMT and public transport is seen as vitally important. The ease and convenience with which NMT users can access

and use the public transport system will promote and enhance the usage of both modes at the same time. NMT should act as the feeder system to public transport. With high traffic congestion levels in the main cities and towns it is unavoidable that an effective and efficient public transport system will have to be implemented in a structured way sooner rather than later. The NMT network must take cognisance of existing and future public transport systems. NMT routes need to support and integrate with the existing commuter rail system, although limited commuter rail operations exist in some areas.

These NMT routes also need to follow existing and future predicted public transport routes which would minimise walking and cycling distances to associated facilities. Incorporated into all of this is universal access and design to ensure ease of access for Special Needs People.

NMT needs special attention around public transport stops. This would include the NMT links between stops, the area around stops and the area inside stops. The NMT network therefore need to take cognisance of the NMT desire lines, activities along the routes, origin and destinations, public transport movement patterns as well as land use. Public transport nodes require aesthetically pleasing environment and a design that provides functional platforms, forecourts and shelters with easy NMT access.

NMT infrastructure must consider the following elements to embrace integration:

- Class of NMT facility;
- Width of facilities;
- Signage and road markings;
- Universal access design;
- Street lighting;
- Traffic calming;
- Traffic signals;
- Landscaping;
- Street furniture, and
- Information.

NMT support services are also required to enhance the NMT environment and to promote the use of NMT. Parking for cyclists is a neglected area which needs to be implemented as part of the development of a NMT network upfront. The location, functionality, extent, and security of these parking areas need to be addressed before implementation. Other NMT support services can include Pedi-cabs, bicycle rental as well as repair and maintenance facilities.

The integration of NMT into the system as a whole requires a strategic approach towards NMT. Items that would assist in this are:

- Legibility of NMT within the transport and land use environment;
- Cross subsidisation of NMT (e.g. NMT part of the construction cost of a road or public transport facility);
- Indirect payment for NMT facilities via levies, etc.;
- Bicycle access onto public transport;
- Share road space where appropriate – pedestrianisation;

- Integrate NMT facility management, maintenance, safety and security with other facilities, and
- Future business models to include NMT as a vital component.

7.1.3.5 *The Promotion of the Shova Kalula Bicycle Programme*

The Western Cape NMT Strategy considers the Shova Kalula as the Province's anchor project: a key mechanism for delivering enhanced mobility in the short term.

The current status of the programme is described in the provincial NMT strategy as follows:

"Shova Kalula was launched as a National DoT project in 2001. The objectives of this partnership programme as mentioned previously are to:

- Improve accessibility and mobility for trips that are too far for walking;
- Ensure that transport is affordable;
- Promote safe, secure, reliable and sustainable transport, and
- Provide pedestrian and bicycle facilities.

The core focus of Phase 2 is to promote bicycle transport use in areas where people are disadvantaged in terms of mobility. The focus is on bicycle transport operations as opposed to infrastructure and therefore Shova Kalula sites have to be chosen carefully in terms of the safety threat posed by high volumes of motorised traffic. In the Western Cape, the provision of bicycles to rural schools should improve learners' mobility and potential to benefit from school education by reducing the travel time between school and home. In the case of urban schools, the bicycles will be used as an alternative mode of transport that will relieve congestion on public roads and contribute towards reduced energy consumption and emissions. Shova Kalula is aimed at improving access and mobility of farm workers and women in rural, urban and peri-urban areas.

In the short term, obstacles to bicycle use are mainly a lack of backup services such as financing mechanisms and training for bicycle care and maintenance, financial planning for maintenance and replacement of bicycles, road safety, and lack of secure bicycle storage facilities at destinations.

The NDoT and NRA recognise that safe infrastructure design and provision for cyclists is crucial for achieving widespread and sustainable bicycle transport use. In this regard, the NDoT and NRA are committed to explore measures to promote safer and more appropriate infrastructure over the medium term. This will occur in parallel with the Shova Kalula programme, which is focused on bicycle distribution.

Distribution of bicycles cannot happen successfully without supporting services, and the Western Cape Government is committed to developing a stronger role for NGOs in providing these services (refer to discussion below on the role of NGOs and other agencies). The WCG will also ensure that various provincial government departments support NMT promotion through policies and funding to provide, for example:

- Health care worker programmes;
- School-based training programmes;

- Employee bicycle purchase programmes;
- Monitoring of programmes to assess user base and outcomes, and
- Support of initiatives to promote NMT in the private sector (e.g. New Mobility Initiative, Cycling Academic Network (UCT)).

Some of these programmes can be provided by NGOs or other stakeholders, but the appropriate provincial bodies need to be committed to such initiatives.”

7.1.3.6 The Provision of Dedicated NMT Facilities along Provincial Roads

The transportation related responsibilities of the Provincial Department of Transport and Public Works is, inter alia, to plan, design, implement and maintain the provincial road network, with the necessary co-ordination and integration with other road planning authorities.

It is standard practice of the Department to include provision for NMT in road designs including the improvement of pedestrian sidewalks and dedicated public space to interlink public transport stations, ranks and other facilities in city and rural areas along provincial roads. Where warranted by pedestrian demand and/or pedestrian safety considerations, provision is made for the safe crossing of provincial roads by means of pedestrian bridges or at interchanges.

An example of NMT facilities that have recently been provided along a provincial road is:

- Upgrading of pedestrian walkways along Main Road 172 (R310) between Stellenbosch and Franschhoek.

7.1.4 Initiatives of Provincial Significance (National, Provincial and Local)

7.1.4.1 Current Initiatives

- A NMT section has been included as part of the Central Karoo Mobility Strategy. Proposals for Beaufort West, Laingsburg, Prince Albert and Merweville have been included. Incremental implementation of this plan must be pursued by both the Department and municipalities.
- A Non-Motorised Transport (NMT) Master plan was prepared in 2007 for the Eden District Municipality. Incremental implementation of this plan must be pursued by both the Department and municipalities.
- A Non-Motorised Transport (NMT) Master Plan Framework was prepared in January 2009 for the Cape Winelands District Municipality. Incremental implementation of this plan must be pursued by both the Department and municipalities.
- A NMT Network Plan was prepared for Stellenbosch Local Municipality in January 2010 for the Stellenbosch Local Municipality. Incremental implementation of this plan must be pursued by both the Department and the municipality.
- The Expanded Public Works Programme must be used as a tool for the rolling out of the NMT plans in all Municipalities.
- The City of Cape Town has an extensive NMT network. This is indicated in the final draft of the City’s Bicycle Master Plan (Cape Town, 2011). Figure 7-1 (Messrs Pendulum) illustrates Cape Town’s NMT infrastructure. The figure is included merely to indicate the extent of NMT facilities and

planning in the City of Cape Town. Since 2010 the City has allocated a number of projects for the construction of roughly 400 km of walk-ways and cycle lanes. These include the Klipfontein Corridor NMT project, as well as the cycle lane along the R27 IRT route.

There is some frustration from cyclists who complain that it is Metrorail policy not to allow bicycles on trains, a policy that is in opposition to already acceptable international practice. Metrorail’s argument is that the passenger demand exceeds train capacity during commuter peak periods and space for bicycles is problematic.

7.1.5 Conclusions

With respect to NMT, the mission of the Provincial Department of Transport and Public Works is to promote the use of NMT throughout the province to enable access to social, economic and recreational resources at affordable levels, especially among the poor. Apart from the obvious safety benefits of providing proper NMT facilities in both the urban and rural environments, the improvement of NMT facilities at Cape Town’s IRT and the future IPTNs in the district municipal areas will also contribute to the province’s target for achieving a significant shift in the modal split from private travel to public transport.

7.2 Learner Transport

7.2.1 Introduction and Background

The South African Schools Act, No 84 of 1996, states that it is the responsibility of the education Members of the Executive Council (MEC's) to ensure availability and accessibility of schools.

According to the National Household Travel Survey (NHTS), the modal split for learners travelling to school for the whole of the Province is as shown in Table 7-1.

Mode	Percentage
Car	22%
Walk	55%
Bus	5%
Taxi	9%
Train	3%
Other	6%

Table 7-1: Modal Split Learners Travelling to School - Source: NHTS, 2003



Figure 7-1: Cape Town's NMT Infrastructure (Pendulum)

Providing transport, however, should always be considered an interim measure until sufficient schools can be constructed (if warranted by number of learners) and only considered a final solution if student numbers do not merit a dedicated school and / or hostel. Economic theory dictates that efficiency should be promoted in resource allocation and that all factors on production should be considered in public policy. The most economically efficient strategy must be decided upon, with respect to the provision of access to education for learners, namely:

- providing transport;
- providing schools, or
- providing hostels.
- The transport of learners can be categorised in terms of the following three types of services and operations:
- transportation of scholars on the normal subsidised commuter services (i.e. bus or rail);
- transportation of scholars by means of dedicated subsidised services (mainly bus), and
- transportation of scholars by means of non-subsidised services (buses, mini-buses and light delivery vehicles (LDVs)).

7.2.1.1 Current Arrangements

The Western Cape Education Department, Directorate: Infrastructure Planning and Management (DIP) manage the planning of the Learner Transport Schemes in the Western Cape Province. For 2012/13, the department budgeted R203 million for learner transport during the financial year. This amount included a large portion for a number of bus companies to provide transport for learners and a smaller portion directly to schools to arrange their own transport.

Table 7-2 shows the distribution of the learner transport contracts over the regions of the Western Cape in 2007. The Cape Town metropolitan contracts account for less than 8% of all the contracts and 22% of learners transported.

Education Management and Development Region	Contracts	Percent (%)	Number of Learners Transported
Breerivier/Overberg	161	34.9	14193
South Cape/Karoo	106	23.0	7497
Cape Town Metropolitan East	16	3.5	5386
Cape Town Metropolitan Central	3	0.7	650
Cape Town Metropolitan South	4	0.9	1122
West Coast / Winelands	156	33.8	13900
Total	459	100.0	45506

Table 7-2: Contract for Learner's Transport 2007. Source: Western Cape Education Department

7.2.2 Provincial Policy on Learner Transport

The Western Cape Education Department sets out guidelines with regard to learner transport provision. The areas /conditions in which learner transport will be provided are set out in Table 7-3.

Qualifying areas	
Rural Districts	Outlying areas, which are 5km or further from the nearest appropriate school and where no public transport is available.
Metropolitan area	Outlying areas immediately adjacent to the Cape Town Metropolitan area, or to a town, which are 5km or further from the nearest appropriate school and where no public transport is available.

Table 7-3: Qualifying Areas for Learner Transport - Source: Western Cape Education Department, 2011

Non-Qualifying areas	
Rural Districts	All towns where public transport is readily available. All towns where sufficient classroom space or an appropriate school is available.
Metropolitan area	The Cape Town Metropolitan area where public transport is available.

Table 7-4: Non-Qualifying Areas for Learner Transport - Source: Western Cape Education Department, 2011

In areas without sufficient classroom space or an appropriate school (refer to Table 7-4), transportation or subsidising of learners to attend school shall be provided. Every effort should be made to provide additional classrooms in areas from where learners are transported and the learners being transported must receive preference when applying for admission to schools that have received additional classrooms.

Exceptions are made to pupils with disabilities, pupils with exceptional circumstances and who are exposed to dangerous conditions when travelling to school.

7.2.3 Provincial Strategy on Learner Transport

The Western Cape Government has not developed a learner transport strategy as yet in anticipation of the finalisation of the national Learner Transport Policy as discussed below.

7.2.4 Initiatives of Provincial Significance (National, Provincial and Local)

7.2.4.1 Current Initiatives

The Department of Transport is drafting a national learner transport policy to increase uniformity in the industry⁵⁰. The policy, inter alia, aims to address the fragmented division of learner transport provided by the Provincial Departments of Transport and Education. The rationale of the policy is “to improve access to quality education by providing safe, decent, effective, and integrated sustainable learner transport”.

The draft national policy considers that learner transport and public transport services are inter-related and inter-dependent for the implementation of a sustainable learner transport system, and cannot be managed separately.

Regarding the roles and responsibilities of the relevant national and provincial departments regarding the provision of learner transport services, the draft national policy states the following:

- The Departments of Basic Education and Transport are responsible for development, review of policy and monitoring the overall achievement of accessibility to schools and transport objectives.
- The Departments of Basic Education and Transport are responsible for the national guidelines on learner transport.
- The Provincial Education Departments (PEDs) and Provincial Transport Departments (PDOTs) are responsible for implementation and provision of learner transport, monitoring the achievement of accessibility to schools and the achievement of transport objectives respectively.
- The Provincial Department of Transport is responsible for the registration and licensing of operators, route design as well as contracting and monitoring of the learner transport services.
- The PEDs is responsible for identifying beneficiaries, inputs to the service design, contracting and the monitoring of the service in conjunction with the PDOT.

7.2.4.2 More Specifically

Responsibilities for the Provincial Department of Transport and Public Works:

- Responsible for the registration and licensing of operators;
- Responsible for enforcing road safety regulations and compliance by learner transport operators;
- Implement the policy and guidelines;
- Align route allocation with the Integrated Transport Plans;
- Monitor and evaluate the learner transport operations, and

- Report progress to the Department of Transport on monthly basis.
- Responsibilities for the Provincial Department of Education:
 - To identify beneficiaries and develop preliminary routes;
 - To develop learner transport plans;
 - Monitor transportation of learners on daily basis, and
 - Report progress to the Department of Basic Education on quarterly basis.

7.2.5 Conclusions

A revised dispensation is foreseen whereby the Provincial Departments of Transport will in future play a prominent role in the planning for and implementation of learner transport. The implications of the proposed policy will require further research and negotiation before the transfer of any learner transport functions should occur.

7.3 Mitigation of Transport Impact on Environment

This section was extracted largely from the previous PLTF.

7.3.1 Introduction and Background

7.3.1.1 Carbon credits and the transport sector in South Africa

The following section sets out how the WCG and the transport sector more broadly could utilise Carbon Credits in funding NMT and public transport interventions in the province.

7.3.1.2 Clean Development Mechanism

The Clean Development Mechanism (CDM) is related to projects realised in developing countries, such as South Africa, with GHG reductions sold to countries with reduction commitments. The resulting emission reductions are called Certified Emission Reductions (CERs). The CDM also aims to help developing countries achieve sustainable development.

CDMs can be implemented both by public or private entities from Annex 1 (industrialised economies - Kyoto Protocol) member states, and unilaterally by public or private entities from within a developing country. The public or private entity can receive carbon credits for emission reductions that take place in another country. These credits are either 'banked' or traded on various markets.

7.3.1.3 The South African CER Regime

The focal point for climate change in South Africa is the Department of Environmental Affairs and Tourism (DEAT). Within the department, a directorate has been established to deal with climate change, the Directorate of Global Climate Change and Ozone Layer Protection. The CDM office (or "Designated National Authority" (DNA) for CDM) is located in the Department of Trade and Industry (DTI).

Regulations were published in December 2004 in South Africa, in terms of the National Environmental Management Act, to give effect to the Kyoto Protocol. The DNA was established to consider and approve applications for CDM projects.

7.3.1.4 *The CDM Project Cycle*

An industrialised country that wishes to get credits from a CDM project must obtain the consent of the developing country hosting the project that the project will contribute to sustainable development. Then, using methodologies approved by the CDM Executive Board (EB), the applicant (the industrialised country) must establish additionally, and must establish a baseline estimating the future emissions in absence of the registered project.

7.3.1.5 *Key Issues and Basic Requirements for CDM Projects*

In order to ensure that the CDM is a credible instrument that reduces global emissions of greenhouse gases, only those emission reductions can be credited to the project owner that would not have occurred in the absence of the registered CDM project activity. This is the concept of additionally which states that the emissions resulting from the project are lower than the baseline. As proof, the existence of barriers (such as financial barriers, risks, technological barriers, etc.) that hinder the implementation of the project activities can be used. If these barriers can be overcome through the CDM and the funds generated from the CDM, then the project activities may be regarded as additional.

In South Africa, Sustainable Development is defined in the National Environmental Management Act 108 of 1998 as "integration of social, economic and environmental factors into planning, implementation and decision making so as to ensure that development serves present and future generations". In accordance with NEMA definition of sustainable development, three core criteria will be used to assess the contribution of the proposed project to sustainable development in South Africa. These are supported by additional indicators to allow the DNA to effectively regulate clean development projects in South Africa. It is recommended that all appropriate projects should be obliged to register for the benefits of CDM as a rule.

7.3.1.6 *Methodologies*

Any proposed CDM project has to use an approved baseline and monitoring methodology to be validated, approved and registered. If a project developer cannot find an approved methodology that fits in his/her particular case, the project developer may submit a new methodology to the Methodology Panel, and if approved the new methodology will be converted to an Approved Methodology.

Transportation projects with approved methodologies:

- Bus Rapid Transit;
- Modal shift of cargo from road to rail, and
- Small projects:
 - Engine retrofit of existing / used vehicles for commercial passenger transport resulting in increased fuel efficiency of the vehicle with consequent reduction in GHG emissions;
 - Cultivation of oilseeds and sourcing of waste oil / fat to be used in production of biodiesel for use in transportation applications;

- Demand side activities associated with the installation of post fit type Idling Stop devices in passenger vehicles used for public transport (e.g. buses), in order to reduce fossil fuel consumption and GHG emissions;
- Activities for production of Biogenic Compressed Natural Gas (Bio-CNG) from renewable biomass including waste organic matters to be used in transportation applications;
- Emission reduction by electric and hybrid vehicles;
- Introduction of low emission technologies to commercial vehicle fleets;
- Plant oil production and use for transport, and
- Cable cars for mass rapid transit.

7.3.1.7 Sustainable Energy and Public Transport

The Western Cape Province faces many challenges in instituting a practical transportation framework in an environment of increasing energy demand, sustained high oil prices, regular disruptions in the energy value chain, increasing requirements for diminished greenhouse gas emissions and other environmental and social considerations.

Transportation also has to access energy sources as available and as dictated by the market. It is therefore imperative that synergies be established between transportation planning and energy planning on both national and provincial levels.

As the predicted decline in the availability of oil places a limit on the supply of fuel, the answer to bridging the gap between demand and supply lies in reducing the demand. The demand can be reduced in one of three ways:

- Implement fuel efficiency measures where less fuel derived from oil is used to transport the same number of passengers;
- Reduce the quantity of the number of motorised vehicles, and/or
- Change the mode in which passengers are transported (modal shift from low capacity motor vehicles to vehicles with higher capacities).

7.3.2 Provincial Policy on Sustainable Transport

Climate change mitigation: About 95% of the energy use in the province is generated by the burning of fossil fuels (coal and oil). This situation is totally unsustainable in the medium to long term due to the fact that fossil fuels are non-renewable resources.

Greenhouse gas emissions from this sector could be reduced by the promotion of energy-efficient public transport systems through increasing the use of all types of public transport as well as a shift of freight haulage from road to rail. Similarly, an assessment of options to reduce greenhouse gas emissions from the Western Cape Government vehicle fleet will be undertaken.

7.3.3 Provincial Strategy on Sustainable Transport

In order to improve the sustainability of the province's transport system the Province's is to achieve a 13% modal shift (based on the modal split inbound to the City of Cape Town CBD) from private to public transport by 2014.

With regard to public transport, the province will⁴⁵:

- Promote a strategic and integrated approach to the provision of public transport, and
- Promote the efficient use of energy resources, and limit adverse environmental impacts in relation to land transport.

7.3.4 Initiatives of Provincial Significance (National, Provincial and Local)

Actions related to carbon credits and transportation in general:

- Identify projects that could qualify for Carbon Credits;
- Approach relevant authorities to apply for carbon credits and funding;
- Use funding to implement sustainable transport projects, and
- Promote the reduction of emission of GHG.

Actions related to public transport in particular:

- Provincial government will promote a broad package solution consisting of densification, travel demand management (user charges, public transport), which are also included in the corridor development strategy and modal integration strategy.
- Incentives for cleaner and more efficient fuel technology will be explored as a part of public transport contracts.
- Electrical modes of public transport such as rail, tram and electrified trolley bus should be explored and promoted in high-use public transport corridors, where applicable.
- The provincial government should lobby for an open fuel standard in South Africa. All new cars not made in South Africa must be flex-fuel compatible.
- The provincial government should explore a competitive market for transport fuels. Consider deregulation of the industry so fuels can be sold at market prices.

7.3.5 Conclusions

The harmful effect that transport has on the environment is a great concern to the province and its public transport policy and the targets set for a shift in the modal split in favour of public transport, is seen as a key mechanism to create a more sustainable transport system.

8. Transport Infrastructure Strategy

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks state that this chapter must at least contain the following:

- (a) a list of major planned provincial infrastructure and facility development initiatives, as well as transport priorities and projects regarding infrastructure, including roads, railway lines and major intermodal facilities, and*
- (b) a summary of strategies of planning authorities and major initiatives of provincial significance regarding infrastructure, highlighting those taken from integrated transport plans, where applicable.*

8.1 Provincial Infrastructure and Facility Development Initiatives

8.1.1 Introduction and Background

Transportation infrastructure remains the largest single investment in the Western Cape. The alignment of resource allocation towards transportation is critical to optimise the scarce resources that exist within the Province and also the country as a whole.

The previously defined goal for transport infrastructure strategy is to establish “A well maintained and preserved transport system”. The programme of implementation will address the actions that need to be executed in order to achieve this goal.

8.1.2 Provincial Policies/Objectives

The following key policy shifts and trends were identified in terms of the provision of transport infrastructure in the Western Cape:

- Promoting the use of public transport and NMT;
- The provision of infrastructure must encourage the employment of local labourers;
- The move towards performing appraisals by using cost/benefit analysis together with social accounting matrix models to determine the overall economic impact on the community/province, and
- A preferential procurement implementation plan has been adopted to identify the inequalities and to ensure that meaningful and effective empowerment is achieved.

The Department of Transport and Public Works has the following objectives regarding the provision of transport infrastructure in the Western Cape Province:

- To reduce the road maintenance backlog by 16% by 2014;
- To provide an effective infrastructure network for accessible, safe and affordable transport;
- Adequate human resource capacity to manage and maintain provincial road infrastructure network, and
- Economic growth and empowerment through infrastructure investment.

Transport Infrastructure comprises of many aspects and facilities such as roads, airports, harbours, railway lines, rail stations, NMT infrastructure, minibus-taxi facilities and bus stops. The objectives in the design, monitoring, implementation and upgrading strategy for transportation infrastructure are the following:

- To improve safety on the road system through adequate maintenance, design and geometrics;
- To reduce congestion within and between nodes and activities and to optimise traffic flow on arterial and freeway networks through the promotion of Travel Demand Management and to increase the capacity of public transport;
- To manage incidents through accurate and timely information, and reduce delays and the adverse effects of incidents, weather, work zones, special events, emergencies and disaster situations through the application of ITS solutions;
- To manage maintenance and construction work in such a way as to minimise the impact on safety and congestion;
- To eliminate bottlenecks due to inadequate geometrics through design solutions in upgrading or retrofitting the transport system, and
- To provide reliable and convenient infrastructure for public transport services through a focused public transport improvement programme with budget commitments from all role-players involved.

8.1.3 Status Quo

8.1.3.1 Roads

The responsibilities, co-ordination, planning and delivery of the primary road infrastructure in the province are spread across the three spheres of government, which requires close cooperation between the three spheres on all levels. The responsibility and duties are set out in Table 8-1.

Roads	Responsibility	Duties
National roads	National Department of Transport (DoT) Operational support provided by SANRAL	DoT - planning, design, construction, operations, management, control, maintenance and rehabilitation SANRAL - maintenance and development of network
Provincial roads	Department of Transport and Public Works	Policy formulation, integrated planning, performance management, procurement prioritisation, asset management, contract management and service delivery. Consulting and construction mostly done by private sector. Chapman's Peak toll road falls under provincial jurisdiction
Municipal roads	Local Municipalities	Largely contracting out to private sector for maintenance and upgrades
Toll roads	SANRAL	Management of all national roads, including N1, N2 and N7. Management of the Huguenot tunnel and the Tzitzikamma toll road

Table 8-1: Responsibilities and Duties of the Three Spheres of Government

Approximately 70% of the surfaced road network in the Province is older than the typical design life of 25 years.

In 2012, 12.6% of the surfaced roads and 65% of the gravel roads have been reported to be in poor to very poor condition. As indicated in Chapter 3, this implies a deterioration since 2003 (an increasing road maintenance backlog). The current level of the Medium Term Expenditure Framework (MTEF – see below) is not adequate for the Infrastructure Branch to maintain the road network at the desired standard and additional finances are required to reduce backlogs.

8.1.3.2 Railways

Freight

The utilisation of rail freight capacity is improving, albeit at a low rate. The rail industry is carrying a low percentage of freight by weight - 2012 State of Logistics Survey indicates only 11% (4.4% general freight and 6.6% mining related). When distance is included, 29.9% of the ton-km was carried by rail in 2012.

Transnet's 2013 Annual Report indicates that rail volumes increased by 3.3% (to 207.7 million tons) in their financial year ending in March 2013 (which is very close to the economic growth rate in SA in this period). Their Market Demand Strategy 2014 – 2020 is aiming to achieve a move from road freight to rail and to be carrying 360.3 million tons by 2020 (i.e. just over a 70% increase). Transnet is planning to invest R307.5 billion over the seven year period until 2020 to achieve this. Upgrading the Sishen-Saldanha iron ore line's capacity to 82.5 million tons per year (from current 60 million tons, at a cost of R19.3 billion), is one of their priority projects for the next seven years.

Passengers

PRASA plays an important role in the transport of commuters in the Cape Town Metropolitan area and the rail service is considered the backbone of the public transport service of the City. More than 600 000 passenger trips are made on the metropolitan rail service on a weekday. PRASA has experienced numerous operational problems in the recent past, including an old rolling stock fleet, shortage of rolling stock, cable theft and an out-dated signalling system.

A Regional Strategic Plan for the Western Cape has been completed for PRASA in September 2012. This Plan sets out short to medium term interventions, as well as a long term vision of the role PRASA's rail and long distance coach services might play by 2050. The Plan builds on the 2006 National Rail Plan, but the scope has been widened to include Autopax and MLPS. In the interests of completeness, the **recommended priorities by corridor**, as contained in this plan, are included in Annexure D. The interventions were grouped by timescale and priority. Timescales range as follows:

Quick win – 0 to 5 years

Short term – 5 to 10 years

Medium term – 10 to 20 years

Long term – 20+ years

Priorities are grouped into those interventions that are low, medium or high.

The main recommendations are summarised as follows in the Plan:

- The requirement for replacement rolling stock is a **high priority** to be delivered in the **short to medium term**.
- The revised ticketing strategy represents a **high priority** to be delivered in the **short to medium term**.
- The infrastructure enhancements represent a **high priority**; delivery will range from a **quick win** for the asset resiliency to the **short to medium term** for other upgrades.
- The development of principal nodes is a **high priority** supporting wider development timescales, with a **phased implementation**, starting as a **quick win**.
- The priority and implementation timescales of the proposed railway stations will vary depending on their strategic purpose, ranging from **high-priority, short-term** schemes to **lower-priorities** schemes planned for the **longer term**, if consistent with the strategic case for a new route.
- The prioritisation and timescales of the proposed network extensions will vary depending on strategic purpose; this will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.
- The prioritisation and timescales of the proposed regional network will vary depending on strategic purpose; this will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.
- The proposal for improving connectivity between the Western Cape and KZN involves a frequency improvement to the existing long-distance

coach service frequencies in advance of the higher-speed rail network described above, phased to provide an early demonstration of the strategic nature of the corridor and the role PRASA could potentially fulfill in the future. The prioritisation and timescales of the proposed improvements to external connectivity will vary depending on strategic purpose; these will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.

- The overall goal of an increased fleet represents a **long-term** requirement. In practice, peak-hour service build up will be prioritised by demand growth and will take place over time in line with the availability of new sets.

In addition, it is known that PRASA embarked in 2012 on a program of elimination of at grade rail crossings through the construction of bridges (Cape Town and Stellenbosch areas).

8.1.3.3 Ports

The layout of the Cape Town port is considered sub-optimal in terms of berths and facilities, but it is still the second busiest container port in South Africa. The container berths have a total length of 1500 metres. Transnet has indicated the current planning for the upgrading and extension of the Cape Town, Saldanha and Mossel Bay ports in their 2010 National Infrastructure Plan.

Road congestion is a problem in and around Cape Town port and the poor accessibility to and from the port causes disruptions in the import and export of goods. This can possibly be mitigated by the fact that the rail infrastructure linked to the port is generally under-utilised and could be better utilised for port-related business.

8.1.3.4 Airports

In accordance with envisaged positioning of OR Tambo International Airport as an international mega hub on the African Continent, Cape Town International Airport (CTIA) needs to proceed with the appropriate infrastructure to retain its position as the major secondary airport of South Africa. The EIA process for the runway realignment has started and the planning for an additional runway and apron upgrades is proceeding. Plans for upgrading the facilities to accommodate Airbus A380 aircraft are in process.

CTIA has recently completed airport upgrades across airfield, terminals, parking and the road network. The terminal facility has been designed for a demand of 15 million passengers per annum. The 2012 passenger usage of the airport was 8.6 million total passengers (growth of 4.6% from 2011), indicating that adequate terminal capacity exists. The focus in the short term is to address the growing needs on the airfield in terms of runways and aprons.

The MyCiTi bus service between the airport and the CBD is in full operation since 2010. Ridership has not been particularly high (approximately 350 passenger trips/day, beginning 2013), but is expected to grow as the distribution service in the CBD is improved. A first investigation into the

feasibility of a rail link between the CBD and the airport has been completed by PRASA. The further integration of inter-modal transport to/from the airport should be co-ordinated with CTIA expansion and the involvement of a range of public authorities, including Department of Transport and Public Works, City of Cape Town, Transnet, PRASA, and other role players. Interaction in this regard has commenced.

8.1.4 Provincial Medium Term Expenditure Framework (MTEF)

The current MTEF for road infrastructure (capital and maintenance) expenditure is shown in Table 8-2 and Table 8-3 (Source: DTPW WC Annual Performance Plan 2013/2014, February 2013).

	Name of Project	No of Projects	Total Budget for Projects	Planned Expenditure over MTEF (R'000)		
				2013/14	2014/15	2015/16
Surfaced roads Projects < R10m Projects > R10m	Total					
	Sub-total	11	26 898	26 442	456	
	C498.2 Stellenbosch Arterial phase 2		114 114	40 000	74 000	114
	C527.4 Mount Pleasant - Hermanus		12 114	12 000	114	
	N1 through Durban Road		115 000		15 000	100 000
	C733 Somerset West - Sir Lowry's Pass		50 000			50 000
	C749.2 Paarl - Franschhoek		40 000			40 000
	C751.2 Gouda - Porterville		70 000			70 000
	C747.2 Worcester - Bainskloof		160 114	114 000	46 000	114
	C818 Ashton - Montagu		178 000	18 000	83 000	77 000
	C820 Robertson - Bonnievale		62 210		6 210	56 000
	C824 Winery Road		20 114	20 000	114	
	C817.1 Malmesbury - Darling		30 114	30 000	114	
	C817 Mamre - Darling		30 000			30 000
	C819 Windmeul		52 114	8 000	44 000	114
	C821 Porterville - Piketberg		60 000			60 000
	C815 Worcester (Nekkies)		105 000		21 000	84 000
	C822 Hartenbos - Grootbrak		12 000			12 000
	C822.2 Glentana		75 114	30 000	45 000	114
	C823 TR1/1 - Blanco - TR2/9		86 114	16 000	70 000	114
	C823.1 Hoekwil/Saasveld		10 000			10 000
	C914.1 Spier Road		145 114	40 000	105 000	114
	C921 Annandale Road		50 000			50 000
	C915 Stormsvlei - Bonnievale		70 114	30 000	40 000	114
	C802.4 St Helena - Stompneusbaai		10 000			10 000
	C919 Blackheath - Stellenbosch		74 114	30 000	44 000	114
	C917 Piketberg - Velddrift		155 000	10 000	76 000	69 000
	C916 Hopefield - Velddrift		74 000	38 000	36 000	
	C918 Oudtshoorn - De Rust		50 000			50 000
	C820 Moorreesburg		50 000			50 000
	C999 Suid Agter Paarl Road		10 000			10 000
	C1000 Hermanus - Gansbaai		50 000			50 000
	C1001 N2 - Swartvlei		10 000			10 000
C1002 Saldanha		19 000	6 000	13 000		
C1003 Kraaifontein - MR 174		10 000			10 000	
C1009 Kalbaskraal Road		20 000			20 000	
Gravel roads Projects < R10m Projects > R10m	Total					
	Sub-Total	6	27 358	27 358		
	C838.4 Caledon - Hemel-en-Aarde		90 114	62 000	28 000	114
	C838.1 Franskraal		18 114	1 000	17 000	114
	C847.1 Calitzdorp		20 000			20 000
	C846 Plettenberg Bay		50 000			50 000
	C840 Sandringham road		30 000			30 000
	C834.3 Luzville		15 280	8 166	7 000	114
	C835.1 Redelinghuys - Elandsbaai		63 000	20 000	43 000	
	C852 Boontjieskraal		30 000			30 000
	C1004 Goedehoop - Riebeeck Kasteel		10 000			10 000
	C1005 Silent Road		30 000			30 000
	C1007 Dysselsdorp		17 114	5 000	12 000	114
	Merweville DM		12 239	12 239		
	Paleisheuvel DM		10 059	10 059		
Other Projects <R10m Projects>R10m	Total					
	Sub-Total	3	3 814	3 814		
	FMS on N-routes		25 800	23 800	1 000	1 000
	C574 Weighbridge at Gouda		75 000		20 000	55 000
	Safety projects inter alia ASOD Laingsburg to tunnel and N2 Heidelberg to Plettenberg Bay		34 000	24 000	5 000	5 000
Transfer Payments		114 583	57 056	40 527	17 000	
Overall Totals			2 782 837	722 934	892 535	1 167 368

Table 8-2: Planned Capital Expenditure on Roads Infrastructure

	Name of Project	No of Projects	Total Budget for Projects	Planned Expenditure over MTEF (R'000)		
				2013/14	2014/15	2015/16
Surfaced roads Projects < R10m Projects > R10m	Total					
	Sub-total	9	5 870	5 870		
	C751.5 Reseal Gouda – Porterville		52 000	49 000	3 000	
	C807 Reseal Klaarstroom – Beaufort West 55 – 110km		103 000		40 000	63 000
	C809 Reseal Klaarstroom – Beaufort West 0 – 55 km		35 000			35 000
	C981 Reseal De Hoek/Aurora/Versveldpad		30 000			30 000
	C982 Reseal Holgaten - Uniondale		35 000			35 000
	C982.1 Reseal Murraysburg		50 000		30 000	20 000
	C983 Reseal Calitzdorp - Oudtshoorn		28 114	21 000	7 000	114
	C984 Reseal Grabouw – Villiersdorp – Franshoek Pass		40 000			40 000
	C985 Reseal Langebaan - Veldrift		65 000	55 000	10 000	
	C986 Reseal TR 27/1 from TR 28 – Rooi Els		39 000		27 000	12 000
	C987 Reseal Ashton – Swellendam		31 000	16 000	15 000	
	C988 Reseal Hopefield – Vredenburg		40 000			40 000
	C989 Reseal N2 – Stilbaai		27 401			27 401
	C990 Reseal N2 – Vanguard Drive		45 114	40 000	5 000	114
	C992 Reseal Milnerton – Melkbosstrand		94 000		50 000	44 000
	C993 Reseal Outeniqua Pass Holgaten – Oudtshoorn		45 000		30 000	15 000
	C994 Reseal Agter Paarl – Malmesbury		48 688	38 000	10 574	114
	C995 Reseal Stormvlei – Bredasdorp		30 000			30 000
	C966 Reseal Riversdale - Ladismith		15 000			15 000
	C997 Reseal Wolseley area		30 000			30 000
	C988 Reseal Oudtshoorn – Congo Caves		30 000			30 000
	Reseal Caledon - Bredasdorp		31 000			31 000
	Reseal DM		100 000	35 000	32 000	33 000
	Reseal Municipalities transfers		37 196	10 196	13 000	14 000
	Gravel roads Projects < R10m Projects > R10m	Total				
Sub-Total		2	7 114	114	7 000	
C841.2 Regravel Overberg			45 114	45 000	114	
C845 Regravel Ceres			34 000		15 000	19 000
C832 Regravel Van Rhynsdorp			46 000		16 000	30 000
C843 Regravel Graafwater			38 000	30 000	8 000	
C835 Regravel Redelinghuys Aurora			31 000		21 000	10 000
C830 Regravel Bitterfontein			21 000			21 000
Regravel DM		215 456	55 499	77 633	82 324	
Bridges > 2m Projects < R10m Projects > R10m	Total					
	Sub-total	8	45 970	17 514	28 000	456
	C958.1 Riversdale – Heidelberg – Albertinia		14 114	6 000	8 000	114
	C958.2 George - Knysna		12 000	4 000	8 000	
	C960.1 Van Wyksdorp		26 000	15 000	11 000	
	C960.2 Ladismith		12 000	6 000	6 000	
	C961.2 Hartenbos		13 114	13 000	114	
	C961.3 Herberstdale		16 000	7 000	9 000	
Replace bridge expansion joints		20 000			20 000	
Other Projects < R10m Projects > R10m	Total					
	Sub-Total		1 685 081	550 910	558 164	576 007
Overall Totals			3 369 346	1 020 103	1 038 599	1 310 644

Table 8-3: Planned Maintenance Expenditure on Road Infrastructure

8.2 Strategies and Initiatives of Provincial Significance

8.2.1 Road Infrastructure

The five main objectives that are linked with the Road Maintenance Grants received from National Government are:

- i) the establishment of a contractor development program;
- ii) the development of rural corridors, and thereby linking of functional towns;
- iii) skills development, especially capacity in technical (engineering) fields;
- iv) improvement of access to social amenities, and
- v) development of an asset management plan.

For road infrastructure, the following matters of concern have been identified as needing to be addressed in future planning by the Provincial Roads and Transport Management Branch:

- An implementation-oriented plan is required on how other services will be accommodated in the Road Reserve. A framework for this has been developed.
- A plan is required on how to mitigate the freight-movers impact on the Road Reserve, looking at developing a Total Transport Costing Analysis. Truck congestion in leading towns need to be addressed.
- The Provincial Road Access Guidelines will be revised. This is currently underway.
- A provincial position will be developed with respect to the Management of Roads of National Significance.
- A Provincial Preventative Maintenance Strategy will be developed, dealing with programs, resources, materials, machines and construction methods.
- Develop a position paper on quantifying the need and options for a Road Infrastructure Fund - towards a Money Bill. A position paper on a distance weight charge for road freight vehicles has been prepared.
- A project to re-assign roads in the Cape Metro and the rest of province in terms of RIFSA. In addition, the re-classification of the provincial road network, in terms of RCAM.
- Identify and eliminate blockages to ensure that integrated planning initiatives can be undertaken - where appropriate - adjacent to roads and other transport infrastructure.
- Position infrastructure development to facilitate increased job creation.
- Develop a mitigation plan to deal with scarce materials, disaster management and environmental impact. In this respect, strategic partnerships with the Department of Environmental Affairs and Development Planning, as well as with the Department of Minerals and Energy should be pursued.
- The concept of sustainability needs to be pursued. It is considered that there should be movement from a consumption ethic to a conservation ethic – practical measures should be defined.
- Road and traffic safety needs to be addressed in a holistic way – development of programs including education, engineering and enforcement.

8.2.2 Rail Network

The rail interventions as proposed in the recent PRASA Strategic Plan for the Western Cape are given in Annexure D. They are divided into stakeholder involvement, rolling stock, ticketing strategy, specific rail corridor interventions, station proposals, expansion of Western Cape suburban network, regional Western Cape network and external connectivity from Western Cape to other provinces.

The Plan does not refer to the financial implications of its execution, which places a question mark on the envisaged deliverables. In Appendix D of the Plan, an "Outline Guidance for Rail Investment" has been provided. According to the compilers of the document (Messrs Arup), the purpose of the "Outline Guidance" is to provide a framework to enable PRASA to develop business cases for each intervention for future implementation. In this way the upfront cost associated with each intervention can be determined and a decision can be made whether to proceed or not. The focus is on appraising the affordability, value for money and deliverability of interventions so as to determine whether they have a sufficient business case to be taken forward for implementation.

8.2.3 Implementation Plan

The following three objectives have previously been identified to achieve "A well maintained and preserved transport system". For each objective, short-term action, projects and medium term planning directions have been formulated. In the programme of implementation, actions will be stated that need to be executed.

1. **Reduce the road transport infrastructure backlog by 16% by 2014 –** progress between 2011 and 2012 has not been positive in this respect. It is estimated that if current funding levels are maintained, then the asset value will be eroded by R200 -300 million per year. The following is proposed to address this objective:
 - Lobby for investment by national government. The recent dTIMS (decision support tool) analysis shows that additional funding of R486 million is required per year to maintain the provincial road network in a "reasonable condition". The dTIMS investigation has produced a prioritised list of candidate projects.
 - Roads infrastructure Maintenance Backlog business plan needs to be developed. Besides funding from national government, alternative funding sources need to be investigated to achieve a situation that is sustainable in the long-term. This should also include the reclassification of the road network according to RIFSA.
 - More direct user charging (weight-distance, congestion, emissions, value capture) should be considered and investigated. Ideally, this should be linked with an increase in the offering of the rail freight and public transport sectors.

- Road planning, construction and maintenance should be co-ordinated between the three levels of government in the province. The Integrated Transport Steering Group (ITSG) was established in 2010 with (inter alia) this goal. Working Groups have been established for the N1, N2 and N7 corridors and they do function at present. In practice, even more focus on co-ordination has to be aimed for in order to achieve the correct priorities for the application of resources.
 - To accelerate the existing project pipeline, there is a need to mitigate against delays caused by EIA processes, and funding available for multi-year project cash flow requirements and constraints.
 - The recent promulgation of the Western Cape Transport Infrastructure Act, implies that municipalities can proclaim their own roads and become road authorities, thus enabling them control over usage, closure and advertising. They can also proclaim public transport infrastructure, thereby unlocking smarter and sustainable usage. In view of manpower constraints, it is foreseen that the province will have to assist them with this, at least in the short term.
2. **Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016** – the PRASA strategic plan for the commuter rail network is included as Annexure D.
 3. **Introduce economic decision support tools to facilitate decision making with regard to road investment by 2014** - these could include regional factors, riding distances, poverty levels and visual conditions.

9. Transport Management Strategy Including Freight Transport and Intelligent Transport Systems

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks list the following topics to be addressed in the PLTF chapter dealing with a transport management Strategy including the transport of dangerous goods:

- (a) a freight transport strategy;*
- (b) routes for the movement of dangerous goods and safety measures relating to such goods;*
- (c) intelligent transport system measures as applied on roads of provincial significance;*
- (d) measures for dealing with accidents and emergencies (incident management), and*
- (e) a travel demand management strategy relevant to the provincial transport system.*

Note that road traffic safety as well as incident management are dealt with separately in Chapter 10.

9.1 Freight Transport

9.1.1 Overloading Control

9.1.1.1 Introduction and Background

Overloading is not adequately controlled due to a lack of personnel and funding for 24-hour operations, not enough weighbridges and inadequate legal support for enforcement.

When road freight was deregulated, it was stipulated that a Road Transport Quality System (RTQS) would be implemented, which would control driver training, vehicle roadworthiness and overloading, amongst others. The RTQS was, however, not implemented. Overloading causes premature road deterioration and, together with inadequate vehicle maintenance, driver fatigue and poor driver health, contributes significantly to South Africa's poor road safety record. In the National Overload Control Strategy (2004), both self-regulation and performance-based standards (PBS) in the heavy vehicle transport sector were identified as areas to be investigated in order to address the problem of widespread heavy vehicle overloading.

The Road Transport Management System (RTMS) "is an industry-led, voluntary self-regulation scheme that encourages consignees, consignors and transport operators engaged in the road logistics value chain to implement a vehicle management system that promotes the preservation of the road infrastructure, the improvement of road safety and an increase in the productivity of the logistics value chain". It is based on the Australian National Heavy Vehicle Accreditation Scheme (NHVAS). In South Africa the forestry industry has taken the lead in terms of the development and implementation of the RTMS self-regulation accreditation scheme. The main focus is the management of vehicle loading, load securement, vehicle

maintenance and driver wellness and training, in an effort to increase transport efficiency, reduce road infrastructure damage, improve road safety and reduce the cost of law enforcement.

There are currently 9 weighbridges in the Province, namely on the N1 at Joostenbergvlakte, Rawsonville and Beaufort West, on the N2 at Somerset West and Swellendam and on the N7 at Vissershok, Moorreesburg, Vredenburg and Klawer. The metropolitan weighbridges at Joostenbergvlakte, Vissershok and Somerset West as well as the weighbridge at Beaufort West operates 24 hours per day, seven days a week. The rest of the weighbridges operate in two eight-hour shifts per day for five days of the week.

According to the 9th Annual State of Logistics Survey for SA (2012), the following (see Table 9-1) statistics on current freight movement by road and rail countrywide respectively are applicable:

Mode	Total Tonnage (Mt)		Note
	2011	2012	
Road	1 532 (88.7%)	1 555 (88.5%)	Road total tonnage increased by 1.5% and rail total tonnage increased by 4.5% from 2011 to 2012. Little indication of modal shift.
Rail	195 (11.3%)	203 (11.5%)	
TOTAL	1 727	1 758	Rail remains 11% of the total overall freight hauled.

Table 9-1: Freight Movement by Rail and Road for 2011 and 2012 Respectively

The market share performance for rail on all the major freight corridors over the past nine years is shown in Figure 9-1. The figure shows some upswing in the rail market share since 2010.

The 9th Annual State of Logistics Survey comes to the following conclusion: The recent upswing in the rail share has occurred more rapidly than anticipated. The modal shift objectives of increasing bulk exports of coal and iron ore; recapturing both export and domestic bulk markets for other ores; and making first attempts to increase the high-value and corridor market shares, are beginning to bear fruit. The modal shift strategy of increased rail investment and improved service levels should receive further support.

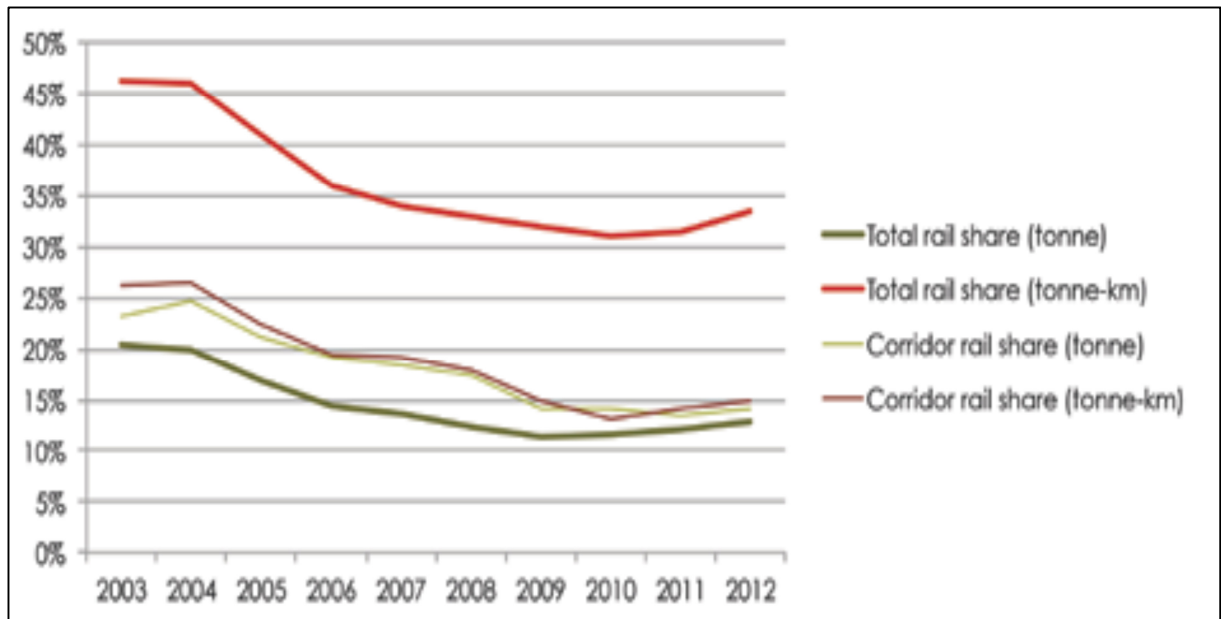


Figure 9-1: Rail Market Share Since 2003

9.1.1.2 Provincial Policy on Road Freight Transport

The following policy statement on freight transport is included in the Western Cape's Draft Strategic Plan⁵¹:

Shift in freight from road to rail. In order to safeguard the province's road network, the Western Cape Government will advocate interventions which promote a shift in freight haulage from road to rail modes. This will be explored in partnership with Transnet, with a focus on linkages to Saldanha Bay, as well as Belcon in Bellville.

The target set in the Strategic Plan is to shift contestable freight haulage from road to rail by 10% by 2014.

9.1.1.3 Provincial Strategy on Road Freight Transport

The shift in contestable haulage from road to rail freight will be achieved by⁵¹:

- Establishing multimodal transfer facilities at strategic locations of freight haulage;
- Ensuring the creation of additional weigh bridges at strategic transport locations on the provincial road network to ensure that the number of vehicles that are weighed are maximized, and
- Continuous engagement between the Province and Transnet about possible freight rail network capacity issues of the network serving the Saldanha port.

9.1.1.4 Initiatives of Provincial Significance (National, Provincial and Local)

Current Initiatives

The current focus of the Department is on overloading control and the related traffic law enforcement.

Way Forward

The authorities have proposed that the Road Traffic Act should be amended such that the consignor, consignees, haulier and drivers can be held liable for overloading. Although there is concern that such legislation could introduce some very contentious legal concepts it is being enforced successfully in the UK and Australia. More weighbridges that are manned for longer hours should be installed. Weigh-in-motion equipment and mobile weighbridges together with satellite tracking could be used to apprehend trucks that avoid the static weighbridges. In addition to this, a national operator registration system would enable the authorities to identify the main offenders.

It is essential to improve quality control of road freight transport operations. This can be achieved by creating a register of competent, licensed road freight operators, with details of their facilities, vehicles and drivers. In addition, the RTQS must be implemented, as defined in the National Road Traffic Act. The RTQS includes vehicle quality control through a system of testing station accreditation and road side inspections, driver quality control via a professional driver permit, overloading control via a weighbridge network as well as regulations regarding the transport of dangerous goods and abnormal loads and other road traffic operations.

Accreditation should present tangible benefits to operators through incentives and concessions. The first incentive granted to the forestry industry is the principle of "weigh-less", that is, limiting the weighing of accredited operators' vehicles to spot checks. The regulative authorities also benefit by being able to focus their efforts on non-compliant operators. The second incentive is to qualify to participate in the Smart Trucks (PBS) research programme, an innovative approach to the design of heavy vehicles that is performance based. These so-called performance-based standards or "PBS" vehicles may have an increased payload (mass or volume) without compromising vehicle safety and infrastructure protection. Other possible incentives are being investigated and include discounts on vehicle insurance premiums and toll fees. This initiative has led to the development of a RTMS Strategy by the NDoT.

9.1.1.5 Conclusions

The shift in freight transport from road to rail is important to prevent the rapid deterioration of the province's primary road network. Very specific targets have to be achieved through the implementation of the province's freight transport strategies.

9.2 Freight Routes Including Routes for the Movement of Dangerous Goods

9.2.1 Introduction and Background

At a National level the transport of dangerous goods is regulated by the National Road Traffic Regulations of 2000, issued in terms of the National Road Traffic Act (NRTA), 93 of 1996, while the South African National Standards prescribe aspects such as the design of tankers, and the identification, classification and packaging of dangerous goods. There is,

however, very little effective control over the transport of dangerous goods by road in spite of existing legislation. This is probably due to the complexity of the legislation and discrepancies between the various laws and bylaws, which make it very difficult to comply with, with the result that it is ignored.

The requirement for Municipal Transport Permits or Dangerous Goods Certificates, commonly known as "Fire Permits" by most major Metropolises require that, in terms of Municipal By-laws, transport of dangerous goods will be prohibited without a permit being issued by the Chief Fire Officer. These permits have to be renewed annually and are only valid for the vehicle for which it was issued and for the quantities stated on the permit. The current situation is that the transport of dangerous goods through different municipalities involves regulation by both emergency services and traffic authorities. Many Metropolitan Fire Departments do not currently accept each other's "Fire Permits" – therefore a vehicle could have to undergo multiple inspections and have multiple permits, if it is working in or between a number of municipal areas (Durrant, 2011).

The identification and formalisation of a freight route network is also legally required by the National Land Transport Act.

In Section 35(5) it is required that: All Provincial Land Transport Frameworks must include routes for the transporting of dangerous goods through the province, as reflected in the integrated transport plans within its jurisdiction.

In Section 37, it is required from municipal planning authorities that:

- (1) Subject to requirements prescribed by the Minister under section 36(2), planning authorities must develop a freight transport strategy, with due regard to national and provincial policy, covering the transporting of goods to, from and through the area by road, taking into account—(a) the movement of goods to, from, and through the area by rail or pipeline; and (b) the movement of goods to and from ports or airports.
- (2) The strategy contemplated in subsection (1) must identify routes for moving goods so as to promote their seamless movement and to avoid conflict with road traffic.

9.2.2 Provincial Policy and Initiatives

Generally, having dedicated routes for dangerous goods is not very practical, for example: the delivery of fuels, gases and chemicals to filling stations, supermarkets, business premises and factories are often done on a multi-drop basis and routes and volumes can change daily. Instead, the relevant emergency services of the areas through which the vehicle will pass should be informed of the product to be transported and the intended route, as per SANS 10231 Clause 4.2.3 in compliance with the NRTA.

A freight strategy was, however, carried out recently by the Cape Winelands District Municipality⁵².

Through discussions with both government officials and the haulage industry, the study found that formal abnormal load and dangerous goods networks do not yet exist although preferred routes are known to both parties.

The outcome of the freight strategy is a documentation of existing policy and legislation that controls the movement of freight within the Cape Winelands District Municipality and a description of the land use and existing freight movements. Based upon this information, the strategy proposes a general freight network for the District together with routes that are suitable for use by abnormal loads. It also “guesstimated” the pavement works that will be required to maintain the identified freight roads.

Further, the Department has initiated a study for the development of a Western Cape Road Freight Route Framework with a specific emphasis on the primary routes serving the Saldanha area⁵³. The framework will focus on dealing with practical and implementable measures that will assist the Department (as well as municipalities) to improve their planning and the upgrading of roads identified as freight routes.

The framework will also identify the roles and responsibilities of the different road authorities and the industry to properly manage the identified freight routes and will aim to enhance the safety and the efficiency of freight vehicles using such roads.

The City of Cape Town has a detailed incident management plan for incidents involving hazardous goods, but it has no formal hazardous route network. It could consider declaring routes such as the N7 and Platteklouf Road which carry large volumes of hazardous goods, as hazardous routes in order to manage these routes such that incidents could be prevented. As there are few incidents involving hazardous goods, the rest of the Western Cape Province generally relies on the City of Cape Town Hazmat unit to manage such incidents.

9.2.3 Conclusions

The importance of the identification of the primary freight network in the Western Cape is realised in order to properly plan and maintain such routes given the different traffic, geometric and pavement requirements of such roads compared to roads mostly being used by light vehicles.

9.3 Intelligent Transport System Measures as Applied on Roads of Provincial Significance

9.3.1 Introduction and Background

Intelligent Transport Systems (ITS) can be described as systems that apply information, communication and control technologies to improve the operation of transport infrastructure. ITS tools are based upon three core features – information, communication and integration. ITS applies innovative techniques and advanced technologies to make transport systems safer, more efficient and more customer service orientated.

Intelligent Transport Systems (ITS) have a demonstrated ability to improve the efficiency of mobility and quality of life. ITS contributes significantly to solving today’s transport challenges such as congestion, crashes and incidents and the lack of funding for maintaining our roads in a cost effective manner.

The options to extend infrastructure networks are often limited, due to insufficient funding, physical barriers (topography), lack of support from the general public or more complex issues around balancing multiple objectives such as the need to have liveable communities and safety. New approaches and concepts for the optimisation of the transport system and for dealing with traffic demand will have to be found.

Over the last three decades a whole suite of technological solutions, together with the enabling legislative and institutional frameworks, have been developed to address the challenge of maintaining and improving mobility. ITS already has a **demonstrated ability to improve mobility and quality of life** by cost-effectively:

- Making traffic flow better and improving travel times;
- Making the use of transport networks more people-friendly;
- Making those networks safer; and, at the same time, and
- Significantly reducing their environmental impacts.

According to the United Nations, the current world population of just over 7 billion people is projected to reach 9.3 billion by 2050 and over 10 billion by 2100. Most of this increase will occur in 39 developing countries in Asia, **Africa** and Latin America. Urbanisation prospects, also from the United Nations, suggest that the number of people living in cities and large agglomerations will increase to almost **6 out of 10 in 2030**, concerning close to **five billion people** by that time.

Rapid urbanisation puts strains on urban infrastructure networks and the environment. A huge rise in the numbers of people living in cities (and mega-cities) and urban areas will lead to growing social problems – worsening traffic congestion, increasing air pollution and a growth in the numbers of road incidents.

These changes pose huge challenges – but also offer great opportunities in terms of social, economic and environmental sustainability.

The shifts in transport will need new mobility concepts. Travellers will change their preferred methods of getting around, technological changes will make travel more user-friendly while at the same time making networks more resilient, and there may even be new modes of transport.

ITS will be the integration tool. It will enable local, regional and national governments in developed countries to improve already established infrastructures. It will also allow those in developing nations to leap-frog over the previous-generation networks already in place elsewhere by providing solutions which are smarter and more eco-friendly than building new road infrastructure. For densely populated urban areas it provides a tool to enhance multiple objectives, such as quality of life, public health and urban environment, preservation of historic centres next to management of road traffic and public transport.

Much work has been done lately on Freeway Management. The Freeway Management System (FMS) essentially comprises of a network of CCTV cameras along the freeways that are being monitored by operators for incidents. Once an incident is detected, the information is relayed to the necessary responding agencies and if relevant, to the travelling public by

means of Variable Message Signs (VMS) located at strategic locations on the network.

The FMS Operations in the Western Cape are centred at the Cape Town Traffic Management Centre in Goodwood. FMS operators at the TMC work shifts to monitor the freeways 24/7. Incidents can also be called/radioed to the TMC by the emergency and traffic services.

9.3.2 National/Provincial Policy on ITS

There is no official National or Provincial ITS Policy document but many National Strategic Objectives includes the role out and implementation of various ITS applications. The National Transport Strategies for the urban and rural areas includes the following objectives:

1. Improving the quality, accessibility, affordability and Safety of Public Transport promoting the switching to Public Transport and Non-Motorised Transport (NMT);
2. Develop regulated, dedicated and integrated Public Transport Networks to ensure seamless integration;
3. Maintain, protect, improve existing and develop new Transport infrastructure cost effectively forming building blocks of integrated systems;
4. Develop efficient and co-ordinated traffic management systems to reduce congestion, enhance mobility and manage incidents efficiently;
5. Promoting the reduction of vehicle emissions, and
6. Promote, expand and improve Non-Motorised Transport Systems and use.

9.3.3 Provincial Strategy on ITS

The Western Cape Government has identified increasing access to safe and efficient integrated transport as a strategic priority in order to achieve the goal of creating an opportunity society for all. Infrastructure for transportation remains the largest single investment in the Western Cape. The alignment of resource allocation, in its broadest sense, is critical to optimise the scarce resources that exist within not only the Province, but the country as a whole.

For the purposes of the strategic objective of increasing access to safe and efficient transport, all modes are considered i.e road, rail, aviation and maritime in respect of the movement of goods and people, as well as non-motorised transport.

The focus in the period 2010 to 2014 will be on improving public transport services in both the urban and rural areas of the Western Cape, promoting the use of appropriate modes for the movement of freight, increasing investment in transport infrastructure and reducing maintenance backlogs; improving transport safety; and developing the required institutional capacity at the necessary sphere of government to deliver on the various transport mandates, while creating and strengthening partnerships with all crucial stakeholders and role players.

9.3.4 Initiatives of Provincial Significance (National, Provincial and Local)

Current Initiatives:

- Freeway Management System (FMS) – National Routes N1, N2, and R300 between the Huguenot Tunnel, Helderberg and the City CBD;
- Integrated Rapid Transit (IRT) System – Phase 1A;
- Automated Fare Collection (AFC) System – part of IRT System;
- Area Traffic Control (ATC) System – 370 Traffic Signals in CMA (including Stellenbosch);
- Integrated Transport Management Centre (TMC) – Goodwood;
- Managed Parking Management System - City CBD, Sea Point, Claremont and Helderberg;
- CCTV Surveillance System on National, Provincial and Local Roads;
- Traffic and Environment detection sensors;
- Overload Control Systems – Weigh Bridges and Weigh-in-motion Systems;
- Automatic Parking Guidance Systems - CTICC and Airport;
- The reporting functionality for the Division of Revenue Act (DORA) electronic monitoring of Golden Arrow Bus Services project is still to be completed. The route data are currently being loaded and the reporting capability is still to be developed, and
- Future plans include negotiations that are currently in the process to utilise the IFM system for the George Mobility Strategy project. The system needs to integrate with the banking system and be enhanced to EMV compliance for it to be fully operational.

The Way Forward

The Province will develop both a policy and strategies on ITS measures and their applicability throughout the Western Cape. Local authorities are required to include ITS measures in the development of their Integrated Transport Plans, and the Province should be guiding the processes within the local government sphere.

9.3.5 Conclusions

The CoCT and Western Cape Government have long been aware of the fact that the transportation network is the economic heartbeat of any developing country. With this fact in mind they have undertaken the task of developing an Intelligent Transport System in the region. This system will merge the existing road network with technology like CCTV surveillance cameras, ramp metering, variable message signs and sensors to optimise the road network. The purpose of this system is to maximise the capacity of the road network, create a safe, reliable and fully functional transport system, for both the motoring and commercial vehicle users as well as for the public transportation services.

9.4 Travel Demand Strategy

9.4.1 Introduction and Background

A TDM Strategy accompanied by business plans was compiled for the City of Cape Town in 2006. According to this strategy, the primary goal of most TDM programs is to reduce commuter trips in a particular area

and/or at a particular time of day. The Province supports the TDM for the City of Cape Town, which seeks to:

"promote a diversity of sustainable travel modes and practices that will influence the choices made by commuters in order to reduce the overall number of trips, minimise travel time and optimise travel cost - especially during peak times".

This should indeed be the objective for most of the transportation planning and operational actions within the province and should guide all the elements of the system that are described in the various ITPs.

The essence of the TDM objective is essentially to:

- Reduce the number of single occupancy vehicles. Create an awareness of alternatives to private car use and change the perceptions in the minds of the travelling public and that of business that car travel is not the only feasible alternative and at the same time communicating the true cost of travel and the long-term sustainability of the system. This can only be achieved if the offering of public transport is simultaneously improved in the Western Cape.
- Develop land use activities that will support the use of alternative modes as well as a supporting legal and policy environment.

No TDM measure will be successful without efforts in pursuing all three of the above objectives. In pursuit of the objective for TDM, key policy statements and strategies were identified to guide the development and implementation of TDM for the City of Cape Town.

9.4.2 Provincial Policy on Travel Demand Management

The Province will develop its own, and supports all travel demand strategies as developed by the municipal authorities, in order to reduce the overall number of trips, minimise travel time and optimise travel cost - especially during peak times.

9.4.3 Provincial Strategy on Travel Demand Management

The strategies for the implementation of TDM have been classified into the four focus areas of Mode and Infrastructure, the User, Policies and Land Use (as taken from the City of Cape Town's TDM Strategy). The sectors that will be responsible for implementing the strategy were identified and are included together with a proposed priority for each of these strategies in Table 9-2.

Strategic focus area TDM strategies		Responsible Sector	Priorities		
			H	M	L
1a	Mode: Incentives to use alternative modes <ul style="list-style-type: none"> Develop a suitable parking management strategy Promote higher vehicle occupancies (car-pooling, car sharing and HOV priority) Promote alternative travel patterns and trip demand (Work Schedules, Telecommute and guaranteed-ride-home) Develop and promote Park-and-Ride Facilities 	Municipality (where applicable), Department of Transport and Public Works	√	√	
1b	Mode: Disincentives to use single occupancy vehicles (SOVs) <ul style="list-style-type: none"> Pricing (Congestion Pricing, Vehicle Registration, Emission Pricing, Insurance, ITS Roll-out) Taxes (Fuel Levy, etc.) 	Municipalities, PGWC		√	
2	User: Education and Awareness <ul style="list-style-type: none"> Marketing of alternative modes (PT, NMT and HOV) Awareness of environmental and economic impacts of SOV's Awareness of official planning and the implementation of transport and land use projects Private sector awareness of alternative employee travel options 	PGWC, Municipalities	√√		
3	Land Use No specific Strategies identified				
4	Strategies and Policy Management <ul style="list-style-type: none"> Integration and coordination within departments and agencies Enforcement and management of TDM strategies Identify and implement TDM policy incentives, taxation and subsidies Develop Parking Strategies Update Building Codes (Bicycle parking, shower facilities in offices, side-walks, etc.) Programmes to encourage employers to reduce employee trips (ETRP – Employee Trip Reduction Programme) 	Transport, Housing, Education, Health, LED, etc.	√	√	

Table 9-2: TDM Strategies by Strategic Focus Area

9.4.4 Initiatives of Provincial Significance (National, Provincial and Local)

The transport infrastructure in the City of Cape Town and in many other municipalities of the province are increasingly unable to effectively meet the commuting and business needs of its citizens, specifically in the transportation of services to and from the CBD (in the case of Cape Town). To address this, one element that the City of Cape Town is focussing on is the optimum use of its current facilities and to influence travel behaviour accordingly.

The following sets out the Province's key projects, following on from the lead set by the City of Cape Town:

- Promote Higher Vehicle Occupancies. This will be done through education, the development of a car-pooling information desk, a car-pooling website and the establishment of supporting HOV infrastructure.

- Implement Park-and-Ride facilities. Several stations along the Southern and Monte Vista rail line were identified at which safe and secure park-and-ride facilities will be established in conjunction with a marketing campaign. (The stations identified for upgrade in the park-and-ride project prior to the World Cup have all been constructed, with Eerste River Station still to be completed during the current upgrade phase.)
- Roll out programmes for large employers to encourage alternative transport options. As part of a pilot project, at least three large employers will be identified who will be prepared to take part in a programme to encourage employees to use more efficient modes of transport. (To be implemented in 2011.)
- Develop supporting policies and tax incentives. City Management will be encouraged to actively pursue changes in legislation that inhibit car-pooling and ride sharing. Several tax incentives should be investigated to entice large employers to encourage their employees to travel less and if they do, in modes other than single occupant vehicles. The City should also investigate legislation to force employers in the City to annually report on the trip making characteristics of their employees.
- Market TDM and Public Transport. The TDM programme must be accompanied by an aggressive marketing strategy that will not only focus on TDM but also on public transport.
- Develop a Congestion Pricing Strategy and focus on ITS applications to inform drivers. The City and province will develop a congestion pricing strategy, but should initially focus on applying ITS strategies to maximise the capacity of the current road network.

9.4.5 Conclusions

Much more emphasis needs to be put by the province and by planning authorities on the development of TDM strategies in order to reduce the overall number of trips, minimise travel time and optimise travel cost - especially during peak times.

10. Road Traffic Safety and Incident Management

The National Minimum Requirements for the Preparation of Provincial Land Transport Frameworks require that measures for dealing with accidents and emergencies (incident management) be addressed in Chapter 9. Because of the importance of this topic, as well as traffic safety, these two topics have been separated from other road management matters and are being dealt with in this chapter.

10.1 Road Traffic Safety

10.1.1 Introduction and Background

The section below explains the Province's strategy towards the development and implementation of a Road Safety System for the Western Cape.

The Western Cape Government has launched Provincial Strategic Objectives (PSOs) to ensure that the vision of the Western Cape Government is achieved. These PSOs are delegated to the various departments, with Strategic Objective 3: Increasing Access to Safe and Efficient Transport, being the direct responsibility of the Department of Transport and Public Works (already being implemented through the Safely Home programme). Objective 5: Increasing Safety, despite falling under the Department of Community Safety, serves as a transversal responsibility with the Department of Transport and Public Works.

PSO 3: Increasing Access to Safe and Efficient Transport has the road safety objective of attaining a 50% reduction in road fatalities by 2014.

For the period from 2010 to 2015, the Safely Home Strategy is being used as the basis for addressing road safety in the Western Cape. This is to be incorporated into the Safe Systems Road Safety Strategy – post-2015, as described below.

10.1.1.1 Safely Home Strategy

The Safely Home Strategy is based on "The 4 'E's Strategy" which is regarded as international best practice (see Figure 10-1). It comprises high levels of **enforcement**; targeted **education** and public relations activities aimed at the most vulnerable road user groups; low cost **engineering** solutions and continuous **evaluation** to ensure an intelligence-based strategy, accompanied by regular assessments in order to ensure resource optimisation.

The integration of the areas of functional responsibility of each of these disciplines is essential in order to successfully address issues relating to traffic safety.

An integrated traffic safety management process can be defined as a re-iterative process, informed by an information system that captures the identity and performance of officials and equipment, as well as the outcomes of detailed action plans aimed at the optimal resource utilisation towards a pre-defined outcome.

The Integrated Traffic Management System is based upon, amongst other things, an information data warehouse which stores current available



Figure 10-1: The 4 “E” Strategy

information. From this data warehouse, it must be possible to draw the reports needed to support the system. In terms of the NLTA and NRTA, the Province is obliged to develop a Land Transport Information System. An Integrated Traffic Management Information System is a logical follow-up to the information that is already available but unco-ordinated. The Traffic Management Information System provides a platform for this.

10.1.1.2 Safe Systems Approach

The **Safe Systems Approach** is deemed to be the world’s best practice in road safety management. This approach builds on existing road safety interventions, but reframes the way in which road safety is viewed and managed in the community. It addresses all elements of the road transport system in an integrated way with the aim of ensuring crash energy levels are below that which would have caused fatal or serious injury. It requires acceptance of shared overall responsibilities and accountability between system designers and road users. It stimulates the development of the innovative interventions and new partnerships necessary to achieve ambitious long term targets.

The promotion of traffic safety is the joint responsibility of four main disciplines, namely:

- Traffic law enforcement;
- Traffic safety education;
- Roads and traffic engineering, and
- Logistics.

The integration of the areas of functional responsibility of each of these disciplines is essential in order to successfully address issues relating to traffic safety.

An Integrated Traffic Safety Management process can be defined as a re-iterative process, informed by an information system that captures the identity and performance of officials and equipment, as well as the outcomes of detailed action plans aimed at the optimal resource utilisation towards a pre-defined outcome.

An Integrated Traffic Management system is based upon, amongst other things, an information data warehouse which stores current available information. From this data warehouse, it must be possible to draw the reports needed to support the system. In terms of the NLTA and NRTA, the Province is obliged to develop a Land Transport Information System.

An Integrated Traffic Management information system is a logical follow-up to the information that is already available but unco-ordinated. The Integrated Traffic Management information system provides a platform against the backdrop of the strategic focus for:

- The establishment of **jurisdictional goals**:

For example, the reduction of crashes by minibus taxis involving brake failure in the Cape Town Metropolitan jurisdictional area, or the increase in the execution of warrants of arrest for the George jurisdictional area;

- The determination of **emphasis areas**:

The Rolling Enforcement Plan of the Road Traffic Management Corporation (RTMC) calls these "focal areas".

Preliminary strategy identification e.g. drunken driving through regular road blocks for the purpose of breath alcohol testing; the SHADOW project or the correct completion of summonses through the training of officers);

10.1.1.3 Strategy Identification and Optimisation

This will be done through comparative subset analysis of crash and prosecution data, as well as sensitivity analysis of the outcome of a strategy in accordance with the amount of funding made available for the implementation of the strategy.

Political and practical circumstances should be taken into account, as well as available budgets and marginal returns on the investment of funding in the specific strategy. In other words, will the outcome substantially differ if R800 000 is spent on breath alcohol apparatus instead of R1million?

The next step in the process will be the **initiation of prosecution and adjudication**. This step is further clarified in the rest of this chapter.

The final step of the Integrated Traffic Management system is the **implementation and evaluation of the detailed law enforcement action plans** and the adjudication of prosecuted offences.

The Provincial Department of Transport and Public Works (DTPW) accept the Safe Systems Approach to road safety and the development of a road safety system based on this approach.

10.1.1.4 Key Trends

The DTPW Annual Performance Plan 2013/2014 reports that through the Safely Home programme, as at the 31st January 2013 there was a 30.2% reduction in fatal crashes since January 2009, measured over a rolling 12 month period. The downward trend is illustrated in Figure 10-2.

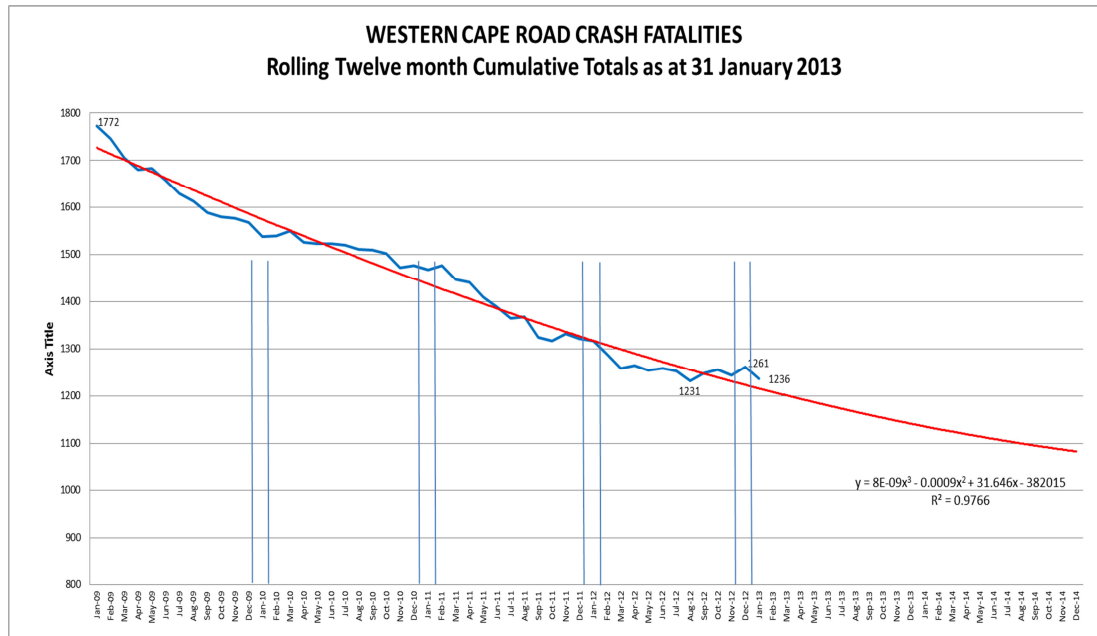


Figure 10-2: Road Crash Fatalities in the Western Cape over a Rolling 12 Month Period

Figure 10-3 illustrates the trend in the number of fatal crashes by road user category. Note the significant reduction in pedestrian fatalities. In contrast, motor cycle (inclusive of motorcycle pillion) fatalities have increased by 33% since 2008.

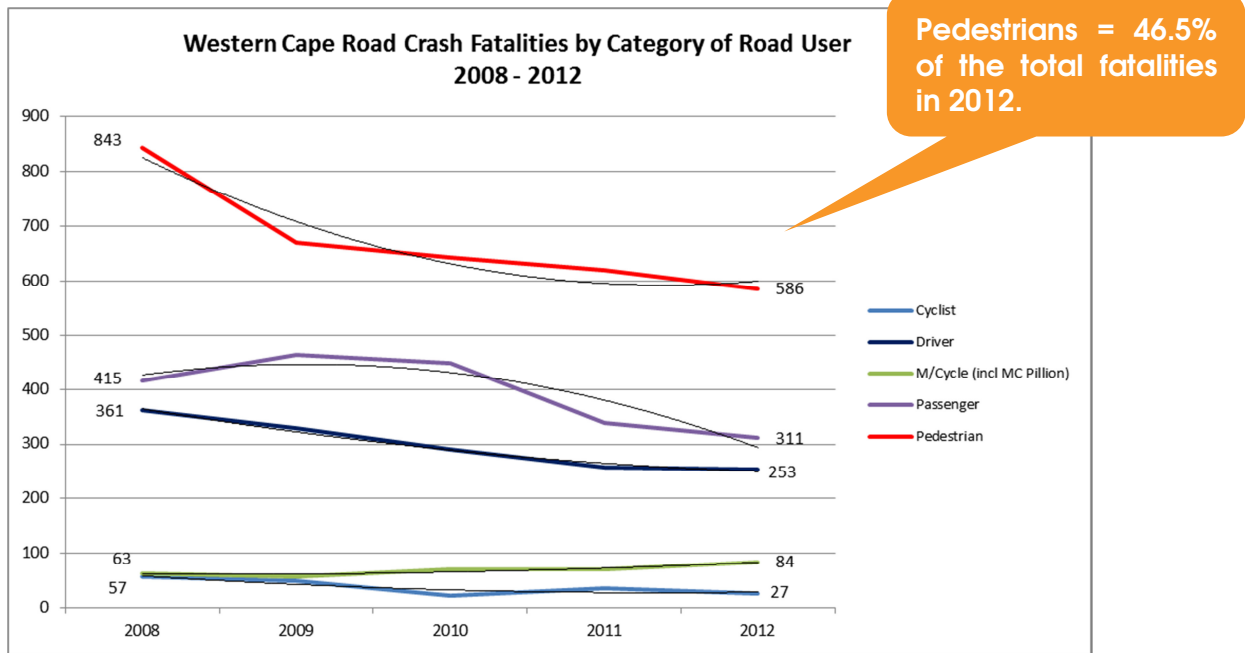


Figure 10-3: Road Crash Fatalities in the Western Cape by Category of Road User

10.1.2 Provincial Policy on Road Traffic Safety

The Western Cape Government aims¹ to reduce road crash fatalities through, among other things, the **Safely Home Strategy** for the period 2010 to 2015; to be incorporated with the **Safe Systems Road Safety Strategy**, which is currently under development. The Western Cape Government will continue to introduce new law enforcement technology on key stretches of the Provincial road network to reduce the speed of motor vehicles. Continuous enforcement programmes will be implemented with all traffic law enforcement authorities whilst improved and co-ordinated law enforcement programmes will be developed.

10.1.3 Provincial Strategy on Road Traffic Safety

The main strategy of the Western Cape Government for improved road safety in the Province will be outlined in an **Integrated Provincial Land Transport Safety Management System** to be approved by the Minister².

The development and implementation of a Road Safety Management System is envisaged to be concluded within the next two (2) years. It must include all matters relating to policy, processes, procedures, people, systems, funding and institutionalisation. This will constitute the following, but is not limited to:-

1. Compilation of a status quo report
 - (a) Analyse and review the current situation with regard to road safety in the Western Cape context (provincial and national legislation, policies and strategies)
 - (b) Research and analyse international best practices
 - (c) Research and analyse appropriate technological advances in the road safety environment

The documents that will inform the status quo report include, but are not limited to the following:-

- Road Traffic Safety Management Strategy for the Western Cape Province (March 2005: CR-2005/20);
 - Safely Home Strategy: 2010 – 2015 (December 2009);
 - Institutionalisation of the Safely Home Programme into Provincial Strategic Objective 3 (PSO 3): Increasing Access to Safe and Efficient Transport;
 - Decade of Action and Arrive Alive : National Road Safety Strategy : 2011-2020 (Draft);
 - Public Transport Safety and Compliance Strategy: May 2008;
 - National Land Transport Act, 2009 (Act No.5 of 2009);
 - Draft Western Cape Public Transport Framework Bill, 2012;
 - National Road Traffic Act, 1996 (Act No. 93 of 1996) (Additional amendments included in Notice R53 of Government Gazette No. 33980, dated 1 February 2011);
 - Western Cape Road Traffic Act, 1998 (Act No. 12 of 1998)
 - Proposed Western Cape Provincial Road Traffic Administration Act, 2012;
 - Administrative Adjudication of Road Traffic Offences (AARTO), 1998 (Act No. 46 of 1998);
 - Road Accident Fund Act, 1996 (Act No. 56 of 1996);
 - Road Traffic Management Corporation Act, 1999 (Act No. 20 of 1999);
 - SANS standards (regarding vehicle fitness, speed and geometric road infrastructure design);
 - K53 (regarding driver fitness);
 - Road Infrastructure Strategic Framework for South Africa (RISFSA);
 - The guidelines for human settlement planning and design;
 - Freeway Management System (FMS) Policy;
 - National Non-motorised transport (NMT) Strategy (also the City of Cape Town NMT strategy);
 - Western Cape Policy Statement with respect to Transport for Special Needs Passengers;
 - National Freight Logistics Strategy, 2005, and
 - Provincial Land Transport Framework Document (2011/12 - 2015/16), signed 20 July 2011 (PLTF).
2. Development of a high-level Road Safety Model for the Western Cape based on the safe systems approach / methodology, which will include:-
- (a) a comparative analysis on the findings of (a) and (b) of deliverable no.1;
 - (b) guiding principles and elements, from the above, for the development and implementation of an ideal model for road safety in the Western Cape, and

- (c) gap analysis of the current road safety situation in the Western Cape, compared to the ideal model for road safety (in terms of the guiding principles and elements defined in (b) above).
3. Development of an ideal model for undertaking road safety research
 4. Development of an ideal funding model for road safety in the Western Cape

The documents that will inform the funding model include, but are not limited to the following:-

- Review of the Public Finance Management Act, 1999 (Act No.1 of 1999 amended by Act No.29 of 1999);
 - Division of Revenue Acts (DORA);
 - Review of RAF mandate;
 - AARTO framework;
 - Decade of Action for Road Safety 2011-2020 (Road Safety Funding Guide);
 - Private Public Partnership Strategy;
 - Funding Strategy, and
 - Pricing reform.
5. Development of a stakeholder engagement programme, which will include:-
 - (a) Detailed engagement strategy with all internal and external stakeholders, and
 - (b) Co-ordination and facilitation stakeholder engagements in the development phase of the road safety strategy.
 6. Development of an institutional and organisational model for road safety in the Western Cape
 - (a) Develop a detailed stakeholder engagement framework for the management of the entire road safety system, once the strategy has been approved, and
 - (b) Develop required transversal and internal capacity
 - Review current structure, systems and business processes in terms of the required model;
 - Develop functional structure;
 - Develop a detailed organisation and establishment;
 - Design job descriptions;
 - Skills match of existing personnel to the proposed organisational structure, and
 - Develop a recruitment and retention strategy to obtain the required skills match.
 7. Develop a detailed road safety strategy document
 - (a) Incorporate the findings of deliverables 1 - 6;

- (b) Identify and elaborate on strategic interventions:
 - Status quo of each element;
 - Preferred state for each element;
 - Identify gaps, and
 - Identify strategic interventions;
- (c) Develop a detailed programme and project prioritization plan that will inform the implementation plan, with a detailed cost benefit analysis, and
- (d) Identify and elaborate on critical success factors for the implementation of the strategy (e.g. Systemic approach, accountability, capacity, monitoring and evaluation, oversight, etc.).

The above will be informed by detailed qualitative research

8. Develop a detailed implementation plan for the Western Cape Road Safety Strategy

The critical success factors of implementation of the Road Safety System are, inter alia:-

- alignment of provincial road safety objectives;
- a drastic change in the prioritisation of road safety related objectives;
- an increase in the provincial resource allocation towards road safety, and
- co-operation of all road safety stakeholders.

10.1.4 Implementation Action Plan

Short term interventions, in parallel with the Road Safety System implementation, will address matters relating to:-

- Ineffective road safety management;
- Unsafe road user behaviour (pedestrian/driver/passenger);
- Unsafe vehicles;
- Unfit drivers, and
- Ineffective Law Enforcement and Compliance Management.

These interventions are reflected in Table 10-1.

10.1.5 Conclusion

In terms of the objective of attaining a 50% reduction in road crash fatalities by 2014, the Western Cape Government has already made steady progress towards achieving this goal.

CONTRIBUTING FACTORS	ROOT CAUSE (FIVE WHY'S)	INTERVENTION
Ineffective road safety management	Components not executing their respective roles and responsibilities	<ol style="list-style-type: none"> 1. Single political direction / control <ul style="list-style-type: none"> • Joint Road Safety Political Steering Committee • Bring all four elements under one management structure (one Department) • Goal alignment 2. Central data and intelligence system (including research) 3. Lobbying for dedicated traffic courts / education of magistrates 4. Increase in funding from Provincial Treasury <ul style="list-style-type: none"> • Dedicated fund for road safety
	Current organisation structure not functionally aligned	
	Diverging objectives between components	
	MAIN ROOT CAUSE: Elements of road safety (regulation, compliance, operations and infrastructure) not managed in an integrated way	
Unsafe road user behaviour (pedestrians)	Unsafe road environment	<ol style="list-style-type: none"> 1. Implement CSIR recommendations on hazardous pedestrian locations by relevant authorities 2. Education of road users regarding hazardous locations 3. Must reflect resource allocation for road safety as part of ITP and budgets <ul style="list-style-type: none"> • Influence planning at IDP level 4. A Road Safety Education / Marketing campaign to support agreed ethos 5. Prioritise pedestrian safety in road construction projects 6. Incorporate road safety programmes in schools
	Infrastructure not designed / built to cater for safety	
	Limited municipal budgets	
	Prioritisation of road safety with government / communities	
	MAIN ROOT CAUSE: Ethos (underlying beliefs, understanding and values) for road safety not sound	
Unsafe road user behaviour (drivers)	Non adherence to law (speed limits / drinking and driving)	<ol style="list-style-type: none"> 1. Improve technology to assist enforcement officers <ul style="list-style-type: none"> • Roll out of speed-over-distance technology • Legalisation of alcohol-breath-testing methods and technology 2. More visible enforcement 3. Dedicated traffic courts 4. Devise creative ways to monitor and respond to errant driver behaviour 5. Communication / targeted messages / awareness campaigns 6. Political lobbying by MEC for national Minister to approve legislation relating to driving schools (Work with driving schools / influence driving instructors) (Chain of responsibility (owner / employer and driver to be held accountable))
	Limited possibility of being caught	
	Low probability of punitive consequences	
	Traffic offences low priority for courts	
	MAIN ROOT CAUSE: Punishment (fines) do not change behaviour	
Unsafe vehicles	They are allowed to operate on the road	<ol style="list-style-type: none"> 1. Stronger enforcement of compliance <ul style="list-style-type: none"> • properly resource compliance monitoring unit • law enforcement to improve enforcement efforts w r t RTQS vehicles) 2. Lobby national Minister to sign into effect periodic vehicle testing 3. Review legislative framework for impounding and scrapping of unfit vehicles
	Poor compliance management (VTS & enforcement)	
	Enforcement ineffective	
	(a) Gap in regulatory environment	
	(b) Lack of resources and budgets	

	MAIN ROOT CAUSE: Lack of political prioritisation at national level	<ol style="list-style-type: none"> 4. More effective management and oversight of VTS's 5. Review 'admission of guilt' list of unfit vehicles
Unfit drivers	Driver licensing system inadequate	<ol style="list-style-type: none"> 1. Lobby national Minister to sign into effect of legislation relating to the registration of driving schools and driving instructors 2. Review experience-based driving licence system that will work for the Province 3. Revisit school driver programmes 4. Addressing corruption with driving licence testing:- <ul style="list-style-type: none"> • Name and shame false licence holders • Better compliance monitoring
	Licensing system is geared towards passing a knowledge-based test	
	Legal framework is limiting it to a knowledge-based test	
	MAIN ROOT CAUSE: No government commitment to change the system to experience-based driving licence award	
Ineffective Law Enforcement and Compliance Management	Enforcement not driven by intelligence	<ol style="list-style-type: none"> 1. Review enforcement operational plans to be guided by intelligence (data must translate to geographical focus and type of enforcement intervention) 2. Joint Road Safety Political Steering Committee <ul style="list-style-type: none"> • to co-ordinate road safety matters • to address disparity in political priorities • to ensure adherence to agreed priorities • to optimise resource allocation i t o priorities • to ensure optimal co-operation
	Intelligence are not used properly	
	Intelligence do not support operational plans	
	MAIN ROOT CAUSE: Differing objectives	

Table 10-1: Short Term Interventions, in Parallel with the Road Safety System Implementation

10.2 Incident Management

10.2.1 Introduction and Background

Incident management is the pre-planning and co-ordination of a number of different agencies to ensure the effectiveness and efficiency of the services rendered when dealing with a road incident. An incident can either be an unplanned event, such as a road accident, or a planned event, such as a cycle race. The agencies involved, include:

- Fire and rescue services;
- Hazardous materials;
- Traffic law enforcement;
- SA police services
- Medical services, and
- Clean up and maintenance teams.

This pre-planning and co-ordination is essential to ensure that issues such as reaction times and quality of service offered are maintained at a high standard. An effective incident management system contributes to the improvement of road safety by reducing the negative impact of incidents on all road users. Input was received from SANRAL and will be discussed in this section.

10.2.2 Provincial Policy on Incident Management

The main goal of an IMS is to establish a comprehensive and co-ordinated response to and management of any road incident, thereby ensuring safe

and rapid clearance of the scene. The pursuit of the following objectives will lead to the realization of the main goal:

- Agreement among all the organizations/agencies regarding accepted procedures and protocols to be followed in the event of any incident.
- On-scene co-ordination and cooperation among all the organizations/agencies responding to any incident.
- Procedures and protocols incorporated in a Guideline Plan for operational application.

10.2.3 Provincial Strategy on Incident Management

The demand for IMS is increasing rapidly, giving rise to the need to determine a policy to guide the development and maintenance of IMS across the country. The IMS National Technical Committee was formed under the Road Traffic Management Coordinating Committee. One of the key terms of reference was the development of the IMS at a national level. This committee, representing road authorities at all three spheres of government, as well as all emergency services across the country, drew up a policy document.

10.2.3.1 Development and Implementation of Incident Management Systems

It is recommended that an Incident Management System should be developed on all national, Provincial and municipal routes or any other route after they have been prioritized using the applicable criteria.

All Incident Management Systems should be developed and implemented according to both the COLTO policy document and the guideline document.

10.2.3.2 System Maintenance and Monitoring

Once an IMS has been developed, monitoring and maintenance of the system should take place. This should be done through meetings of the established Steering Committee in order to update protocols and ensure appropriate implementation. Debriefing sessions after major incidents and annual training sessions of new personnel should also form a part of on-going system maintenance, and a monitoring software package should be used to assist in the evaluation of the effectiveness of every IMS.

While an Incident Management monitoring software package can help determine the efficiency of an IMS, it should be noted that Incident Management is not scientifically quantifiable. The success, or otherwise, of an IMS should primarily be based on stakeholder feedback, with statistics being used to support this information.

10.2.4 Initiatives of Provincial Significance (National, Provincial and Local)

10.2.4.1 Action Plan for Incident Management in South Africa

COLTO prescribes that each Province should prepare an Action Plan for Incident Management in conjunction with all stakeholders, these being the National and Provincial Roads Departments, Municipalities, and most importantly the emergency services in each area. The Action Plan should include route evaluation, route prioritization and implementation plan and funding plan according to the policy document. Management plans

dictating incident management procedures at a provincial level have been formulated for the N1, N2 and N7 and the R300, M3 and M5 in the metropolitan area.

10.2.4.2 The Way Forward

The existing provincial incident management plans should be expanded to include major provincial roads in the Western Cape and the Cape Town Metro Incident Management Plan should be expanded to include lower order roads. The management of incidents involving hazardous materials should also be included in such plans.

10.2.5 Conclusions

The province should prepare an Action Plan for Incident Management in conjunction with all stakeholders. The existing provincial incident management plans should be expanded to include major provincial roads in the Western Cape.

11. Tourist Transport

The National Land Transport Act, 2009 states that this chapter must contain a comprehensive strategy dealing with the transportation needs of tourists, as well as policies and standards for tourist transport services in the province.

11.1 Background

Tourism makes a significant contribution to the South African economy as a whole and is viewed as an important growth sector. Much focus is currently given to playing an aggressive and proactive role in the development of tourism nice markets, tourist route infrastructure, sites, attractions and facilities, the environment in general as well as the expansion of tourism products.

This was formalised in the Western Cape Tourism Development Plan, which emphasises a wider distribution of visitors throughout the province and the identification of further economic opportunities especially with regards to local tourism. A SWOT analysis study dealing with the Strengths, Weakness, Opportunity and Treats was conducted under the rural tourism strategy to provide an overview of tourism industry key performance indicators and to address these by way of an implementation strategy. The strengths, weakness, opportunities and threats are summarised in Figure 11-1.

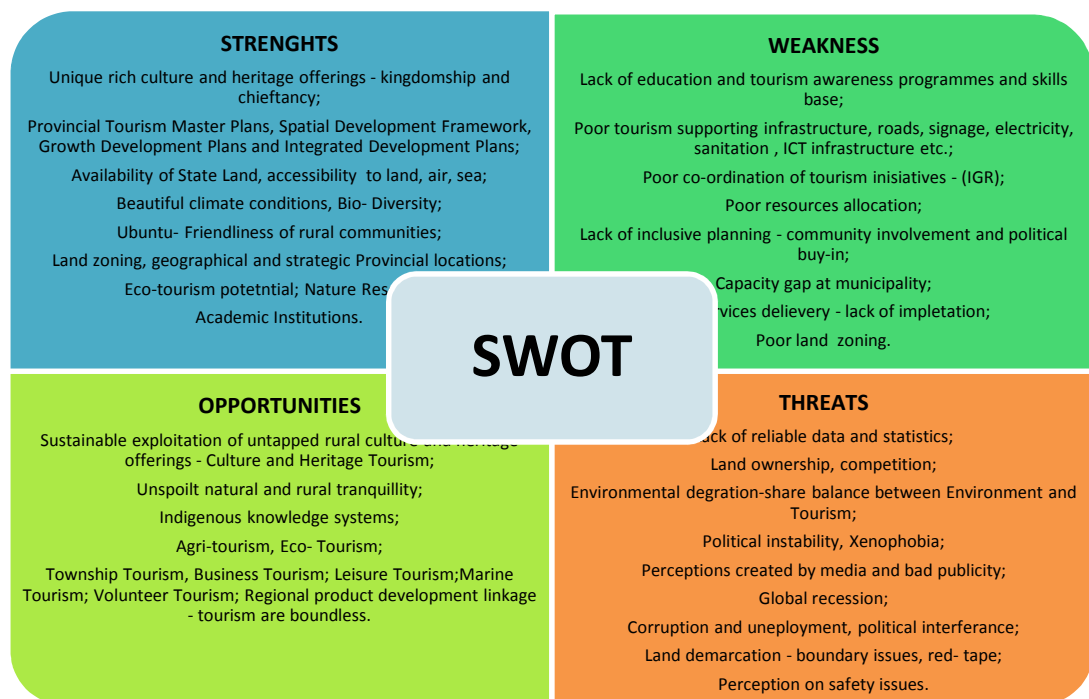


Figure 11-1: SWOT Analysis

It is clear from the SWOT analysis that tourism opportunities and strengths in the Western Cape are numerous and therefore strategies should be developed in terms of transport to and from the tourist areas to support the growth in tourism in the Region.

11.2 The Western Cape Trends

The Western Cape with its beautiful coastlines, majestic mountain ranges, unique indigenous fauna and flora and sunny weather is a preferred holiday destination for many tourists from around the world and provides a myriad of tourism opportunities. Tourist numbers are increasing yearly as more international and domestic visitors frequent the Western Cape Province tourist attractions.

Cape Town International Airport is South Africa's second-largest airport, and a prime tourism gateway serving millions of visitors arriving in the Mother City every year. The total passengers to and from the Cape Town International Airport during 2012/ 2013 year were more than 8 million as shown in Figure 11-2.

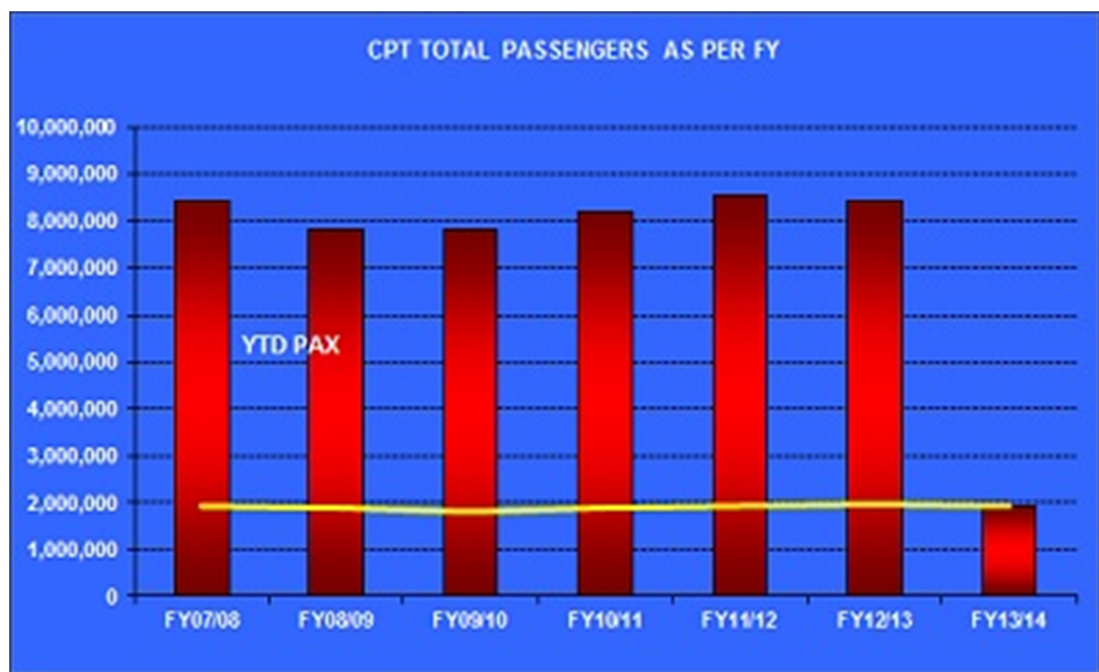


Figure 11-2: ACSA CPT Total Passengers per Financial Year 2007 - to date

The latest updated ACSA records indicate that a total of 1,325 481 international passengers, 144,148 regional passengers and 6,951,577 domestic passengers were accommodated at the Cape International Airport during the 2012/13 period.

11.3 Foot Count of visitors to the Province

The foot count is the number of walk-ins across the Western Cape and was a total of approximately 179,081 in quarter 4 of 2011. This number of walk-ins came through the regional tourism offices to make bookings and to obtain general information about their destination choice and available tourist attractions. The recording indicates that Cape Town received 39% of the walk-ins, Cape Winelands 19%, Overberg 19%, Eden 16%, West Coast 6% and the Central Karoo 1%. Figure 11-3 illustrates regional walk-ins in percentages

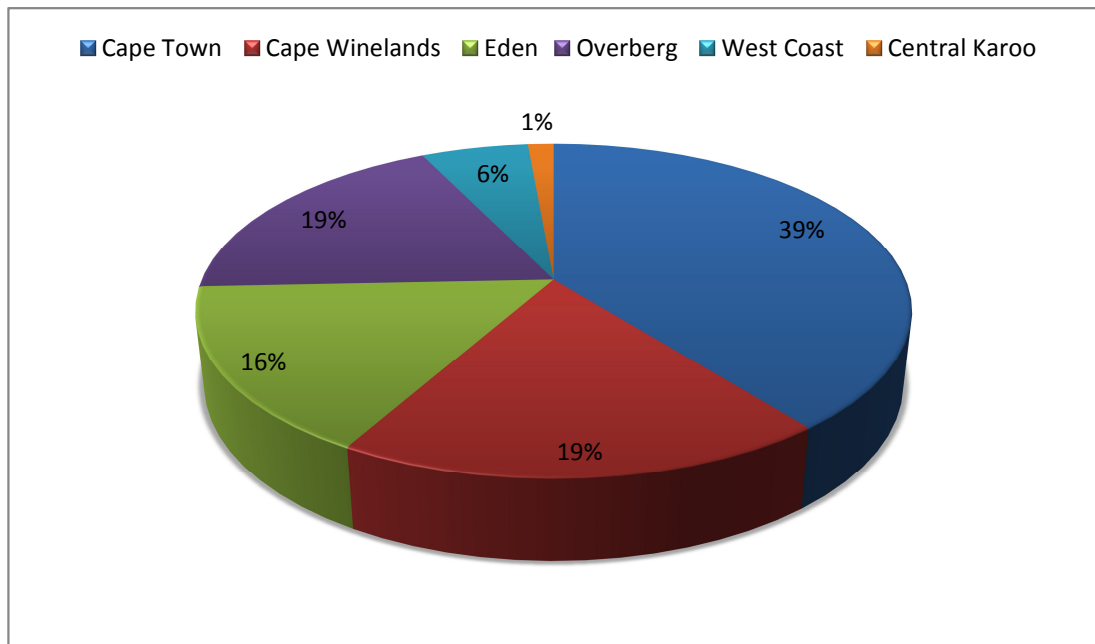


Figure 11-3: 2011 Total Foot Count in the Western Cape

per region.

The overall average travel group size was three and most common being two with the overall length of stays being an average of 3 nights.

11.4 The main purpose for the visit and mode of transport used

The majority, 93% of the visitors to the Western Cape are tourist on holiday, 3,6% came for business, 1,5% visited friends and relatives and a further 1,3% enjoyed the wine tours. This is illustrated in Figure 11-4.

Of all the visitors who arrived, 8,1% used private cars as their preferred mode of transport, 2,2% travelled by bus, whilst 1,9% walked. Of the overseas visitors, 77,3% travelled by car, 3,6% by bus, 1,6% by shuttle services and 1,4% by taxi. A number of 86,4% of the domestic visitors travelled by car and 3,5% walked.

11.5 Policy Mandate

The importance of networks and the links between the various tourism attractions in the Western Cape were emphasised in the Provincial Spatial Development Framework, 2009 (PSDF) as they strengthen the existing and new tourism routes throughout the province. The Provincial White Paper on Tourism provided the initial policy foundation for tourism development and identified the need to focus and prioritise certain areas within the Western Cape Province.

The Western Cape Tourism Development Plan emphasise the widening of the distribution of visitors throughout the province and the identification of future economic opportunities especially with regards to the development of local tourism.

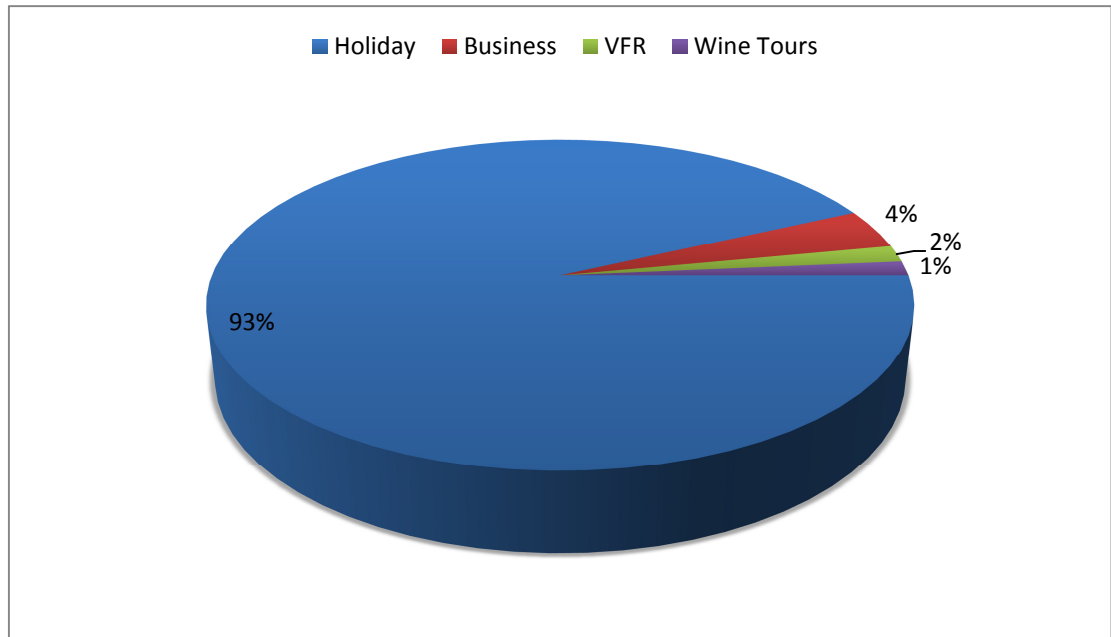


Figure 11-4: Purpose of Visits and Modes of Transport Used

The Integrated Tourism Development Framework (ITDF) was developed to guide the tourism development up to 2012. This approach is seen to be successful as it embraces the other local sector plans and provincial plans such as the Transport Plans, Environmental plans and the Integrated Development Plans and Spatial Development Framework Plans.

The Western Cape Provincial Transport policy is still to be further developed with its main focus not only on the development of tourism routes, but also the improvement of public transport on these routes and the maintenance of infrastructure on these routes which in turn will provide for tourism linkages to cater for the needs of both international and domestic tourists.

11.6 Current Initiatives

The Provincial Spatial Development Framework identifies three main tourism routes that have been approved for upgrading:

- Elands Bay to Lamberts Bay;
- Gansbaai to Bredasdorp, and
- Hermanus to Caledon through the Hemel en Aarde Valley.

The following routes have been identified to disperse tourism from Cape Town to the surrounding regions⁵⁴:

- Route 1: City to West Coast;
- Route 2: City to Central Karoo via the Cape Wineland, and
- Route 3: City to the Garden Route through the Overberg.

The following tourism developments were identified in the Western Cape Tourism Development Plan⁵⁵:

- Cape Town Foreshore - V&A Waterfront, Cape Town International Convention Centre;
- Cape Flats;

- Eastern Gateway - Storms River Bridge to Wilderness 120km, including Plettenberg Bay and Knysna;
- Western Gateway - Vanrhynsdorp, Citrusdal, Clanwilliam, Lamberts Bay and Cederberg Wilderness Area;
- Northern Gateway - Beaufort West and Karoo National Park;
- Langebaan – Velddrif including West Coast Park;
- Winelands Triangle - Stellenbosch-Paarl-Franschhoek;
- Overstrand - Rooi Els to Pearly Beach;
- L'Agulhas - including Struisbaai, Arniston and De Hoop;
- Mossel Bay – George – Oudtshoorn;
- Route 62 - Tulbagh to Uniondale, and
- False Bay coast line - communities of Macassar, Lwandle, Khayalitsha, Mitchell's Plain, Steenberg, Retreat, Vrygrond, Kalk Bay, Fish Hoek, Ocean View, Masiphumelele, Simons Town, Strand and Gordon's Bay.

Figure 11-5 illustrates all the identified tourism transport nodes and routes of provincial significance in the Western Cape.

The rural strategy aims to address the following broader objectives¹:

- Create a platform to share knowledge of best practice, development of opportunities and challenges in rural areas for tourism development;
- Facilitate co-ordination of rural tourism development initiatives amongst relevant stakeholders;
- Create an enabling environment for rural tourism development to stimulate job creation and local economies;
- To identify and recommend strategic areas/nodes for tourism development in rural areas within the sector, and
- To guide strategy development within key documentation generated for tourism development and management in South Africa.

11.7 Niche Market: Township Tourism²

Township tourism is booming in the Cape Town area. The Annual Tourism Report by South Africa reported that about 158 000 overseas tourists visited local townships via a township tour in Cape Town during the period of 2010.

The main goal of these township visits being to share the history, the culture and the living conditions of township residents with tourists. These township tours are run by either tour operators or individuals. Whilst visiting the townships tourists can experience the feeling and choose to walk, drive in a mini-bus or coaches and tour operators are now also offering bicycle tours to move swiftly around the townships. Most of the tours last about 3-4 hours (half-day tour).

11.8 Recommended Strategies

The recommended strategies should focus on planning the alignment and co-ordination of the various Departments visions which should include:

- The alignment of tourism and public transport policies will assist with the development and implementation of transportation strategies which will guide the provision and growth of services of tourism transport in the province;



Figure 11-5: Tourism Map

- Establish an integrated approach which will contribute to the economic, social and environmental values adds on the tourism industry of the area, and
- The co-ordination between the transport and tourism planning authorities should be encouraged, so as to ensure an integrated approach when planning and developing both the transport related and tourism related initiatives. This will ensure horizontal integration and co-ordination between the provincial departments, together with the vertical integration within the local planning authorities and projects contained within the municipal Integrated Development Plans.

Integration of the tourism transport should be supported by:

- The provision of well-located transport interchanges;
- Integrated ticketing/fare systems;
- Seamless transfers between modes;
- Provision of feeder services to rail and IRT facilities;
- Provision of non-motorised transport facilities to rail and IRT stations as well as public transport interchanges – inter alia provision of safe bicycle storage facilities, and
- Clear maps and detailed information such as tourist destinations and direct routes, quality of roads and alternative routes at kiosks at airport arrivals and visitor centres.

The tourism demand in the province is growing substantially and there is no reason why in such circumstances the strategic partners cannot facilitate increased promotion of tourism transport in line with its strategy to ensure sustainability in the tourism industry.

11.9 Conclusion

Tourist transport provision in the Western Cape should be promoted and a strategy should be developed to further integrate the various modes and choices of modes used by tourist visiting the various tourist attractions. These modes could be easily integrated into one system and service that can provide easy transfer for the users of such transport systems.

12. Funding Strategy and Implementation Programme

The Minimum Requirements for the preparation of Provincial Land Transport Frameworks specify the following with respect to the funding strategy and implementation programme of the PLTF:

"All actions identified in the different transport strategies must be subject to a process of prioritisation and allocation of funds. This chapter must include at least-

- (a) a summary of prioritised provincial transport planning and implementation projects and the budget for each;*
- (b) a summary, description and programme of municipal transport projects taken from the integrated transport plans of municipalities in the province, listing only projects that are funded by the province or that are of provincial significance and the budget for each;*
- (c) a summary in tabular form as indicated in Schedule 1 of the projects referred to in paragraphs (a) and (b), indicating target dates, milestones and development periods;*
- (d) a summary of financial programmes in tabular form as indicated in Schedule 2, and*
- (e) a financial programme showing expected sources of revenue and estimates of expenditure arising from the preparation, implementation and operation of the different transport strategies in the five-year period in which the plan is to be implemented. Budgets must be aligned with general government budget cycles such as Medium-Term Expenditure Framework cycles, and include funding sources and expenditure relating to—*
 - (i) the preparation of the Provincial Land Transport Framework and integrated transport plans in the province;*
 - (ii) subsidies for road-based public transport falling within the responsibility of the province, and a summary of subsidies shown in integrated transport plans;*
 - (iii) monitoring of public transport contracts;*
 - (iv) provincial roads and other infrastructure;*
 - (v) assistance to special categories of passengers;*
 - (vi) provision and maintenance of infrastructure and facilities, and*
 - (vii) institutional arrangements."*

This chapter responds to the above requirements and was extracted from the Annual Performance Plan (APP) 2013/2014 of the DTPW of the WCG.

12.1 Summary Provincial Projects and Budgets

12.1.1 Provincial Funding Allocations

From a strategic alignment perspective, provincial allocations were guided by the Provincial Strategic Objectives (PSO 1 to PSO 12 – see Chapter 2).

The APP indicates that for each of the six programmes (shown below), a number of strategic objectives have been selected from the Department's Strategic Plan 2010 - 2014. These strategic objectives are shown to contribute to all eleven of the Provincial Strategic Objectives.

The Western Cape Provincial Department of Transport and Public Works structures its budgets into six programmes as indicated below:

- Programme 1: Administration;
- Programme 2: Public Works Infrastructure;
- Programme 3: Transport Infrastructure;
- Programme 4: Transport Operations;
- Programme 5: Transport Regulation, and
- Programme 6: Community Based Programmes.

Programmes 1, 3, 4 and 5 have a direct bearing on the PLTF and have been included in the estimates provided in the rest of this chapter.

Table 20 in the 2013/14 APP provides a summary of the historic and medium term estimates for the spending for **Programme 1**. The total spending in the current (2013/14) financial year on administration is budgeted at **R147.1 million**.

Table 26 in the 2013/14 APP provides a summary of the historic and medium term estimates for the spending for **Programme 3**. The total spending in the current (2013/14) financial year on infrastructure is budgeted at **R1 995.8 million**. The tables in Chapter 8 contain the specific road construction and maintenance projects, for which the budget amounts to R1 743 million or 87% of the total budget for Programme 3.

Table 31 in the 2013/14 APP provides a summary of the historic and medium term estimates for the spending for **Programme 4**. The total spending in the current (2013/14) financial year on transport operations is budgeted at **R862.9 million**. The majority of these funds (R734.2 million or 85%) are earmarked for the subsidised bus system in the City of Cape Town.

Table 34 in the 2013/14 APP provides a summary of the historic and medium term estimates for the spending for **Programme 5**. The total spending in the current (2013/14) financial year on transport regulation is budgeted at **R299.6 million**.

In the interests of completeness, a summary of the estimated budgets of the DTPW for the medium term, as provided in the Annual Performance Plan 2013/14, is provided in Table 12-1.

Programme R'000	Outcome			Main appro- piation 2012/13	Adjusted appro- piation 2012/13	Revised estimate 2012/13	Medium-term estimate			
	Audited 2009/10	Audited 2010/11	Audited 2011/12				% Change from Revised estimate			
							2013/14	2012/13	2014/15	2015/16
1. Administration ^a	175 937	152 290	133 842	144 075	134 183	134 183	147 114	9.64	165 914	213 821
2. Public Works Infrastructure ^{b,e}	750 990	884 096	1 058 213	1 423 682	1 268 317	1 268 317	1 282 193	1.09	1 402 820	1 688 484
3. Transport Infrastructure ^c	2 014 172	1 791 296	1 934 446	1 917 144	1 954 363	1 954 363	1 995 792	2.12	2 213 910	2 774 558
4. Transport Operations ^d	647 904	686 252	763 263	793 921	801 202	801 202	862 864	7.70	892 097	926 481
5. Transport Regulation	252 142	252 310	261 594	279 270	290 605	290 605	299 591	3.09	307 337	314 079
6. Community Based Programmes	31 046	41 642	47 217	50 805	49 943	49 943	51 672	3.46	55 951	58 341
Total payments and estimates	3 872 191	3 807 886	4 198 575	4 608 897	4 498 613	4 498 613	4 639 226	3.13	5 038 029	5 975 764

^a MEC total remuneration package: R1 652 224 with effect from 1 April 2013.

^b National conditional grant: Provincial Roads Maintenance: R573 237 000 (2013/14), R598 781 000 (2014/15), R760 859 000 (2015/16).

^c National conditional grant: Public Transport Operations: R734 180 000 (2013/14), R771 320 000 (2014/15), R806 801 000 (2015/16).

^d National conditional grant: Expanded Public Works Programme Integrated Grant for Provinces: R14 971 000 (2013/14).

Table 12-1: Department of Transport and Public Works: Estimated Expenditure for MTEF

The budgeted spending on Programmes 1, 3, 4 and 5 constitutes **71%** (or R3 305.4 million out of R4 639.2 million) of the total estimated expenditure of the DTPW. Judgement on the correctness of the split of funds between the different programmes, as well as between the strategic objectives of the APP, and the four key outcomes of PSO 3, is not simple. The majority of funds are spent on provincial road infrastructure, which is an enormous asset - estimated at R40.06 billion as indicated in Chapter 8. The value of the road network in the City of Cape Town has recently been estimated at R78 billion (Aecom 2013). Clearly, these assets are of enormous value for the economy of the province and should be protected (hence the key outcome of reducing the road maintenance backlog).

The spending on public transport also constitutes a reasonable portion of the budget, but it has to be acknowledged that no guideline exists against which it can be evaluated. It is considered that much more can be spent on public transport to satisfy the identified needs and to properly comply with all the objectives and outcomes set for public transport. Based on the estimates provided, it can be concluded that the provincial spending on Outcome 2 (10% shift of contestable freight from road to rail), could be lacking.

12.1.2 Expenditure vs Strategic Goals 2013/14

The following briefly summarises adjustments made to the Budget when compared to the estimate done in the previous year (2012) – extracted from the APP 2013/14.

12.1.2.1 Administration

- Budget in total was increased to strengthen government support and sustain the Masakh'iSizwe bursary programme.

- Critical posts were identified on the Programme for filling, based on the proposed new establishment of the Department.
- Allocations for the proposed new establishment of the Department as a whole for 2014/15 and beyond have been provided for.

12.1.2.2 Transport Infrastructure

- Additional allocations were made from the Provincial Roads Maintenance Grant and the Provincial Equitable Share, to preserve the road asset base and enable work opportunities.
- The decrease in funding for 2013/14 is due to funds being kept in reserve by the Provincial Treasury for later allocation, depending on the implementation readiness of projects for road infrastructure.

12.1.2.3 Transport Operations

- The budget as a whole increased to strengthen the sustainability of the Programme and to provide funding for the George Mobility project.

12.1.2.4 Transport Regulation

- The budget increased to provide for the administration of increased motor vehicle license fees.

12.2 Summary of Municipal Transport Projects

A summary of all municipal transport projects in the Western Cape has been compiled, with their budgets and estimated programmes for execution, based on the information in the latest available CITP from the City of Cape Town, the DITPs from the five district municipalities and the CITPs of George and Stellenbosch. The tables are provided in Annexure F (from page F-7 onwards).

An evaluation of the projects which are of provincial significance has been made and these projects are marked in yellow in the summary tables. The financial implications of these projects have then been added up and are summarised in **Schedule 1** (pages F-1 to F-6 of Annexure F). An additional column has been added to Schedule 1, to indicate an estimate of the budgeted amounts for the current and future financial years.

Due to the recent updates of the CITP, DITPs and LITPs not all being available, the financial data of projects refers to past years and future years. It is not known whether past projects have all been executed, and whether these budgets have been spent. What can be concluded, is as follows:

- i) The budgeted projects of the major local authorities in the Western Cape that are considered of provincial significance, amount to substantial amounts. Based on this evaluation, the future budgets (from 2013/14 onwards) amount to R3.73 billion. It is not possible to indicate to what extent these projects are already included in the provincial budget as shown in Section 12.1 above.

- ii) In some instances, e.g. the Eden DITP, projects have just been indicated to be the responsibility of the WCG, and no budget has been provided.
- iii) The proposed future projects of the City of Cape Town (especially with respect to the implementation of their IRT service) have huge financial implications. The City has been receiving provincial grants, but has also received funding directly from central government through inter alia the Public Transport Infrastructure and Systems Grant (PTISG). The historical expenditure of the City of Cape Town with funding received through the PTISG is shown in Table 12-2⁵⁶. The first funding in terms of the Division of Revenue Act, was approved for the 2005/06 financial year and amounted to R8 million for the year. For the 2011/12 financial year, an allocation of R1.6 billion was approved. A cumulative R3.7 billion has been received and R 2.7 billion was spent by June 2012.

The current PTISG request for the 2012/13 to 2015/16 period is shown as Table 12-3⁵⁶. Taking into account the indicative funding allocation to 2015/16, the cumulative funding between 2012/13 and 2015/16 will reach R7.8 billion.

- iv) The City of Cape Town (and the other local authorities) clearly is receiving large sums directly from central government. Grants are also given to them by the Province. There is a lack of co-ordination between the different sources of revenue for the Province and the local authorities.
- v) Standardisation (in terms of format and content) of the project tables in the CITP, DITP and LITP documentation should be considered. An indication of the progress with the completion of projects will also assist in understanding the actual status of projects.

12.3 Revenue Sources

The provincial expenditure is funded through three main sources:

- i) **Equitable share** – This is the provincial equitable share of revenue collected nationally.
- ii) **Conditional grants** – The objective of conditional grants is to, inter alia, promote national priorities. Three conditional grants are currently received, namely:
 - The Provincial Roads Maintenance Grant;
 - The Expanded Public Works Programme Integrated Grant, and
 - The Public Transport Operations Grant.

Historical PTISG Expenditure

Project: **IRT Phase 1a, 1b, N2 Express + 2A (WLC)**

Expenditure items		2006-2011	2011/12	2006-2012
Planning	Project Management	35 670 079	7 333 138	43 003 217
	Operations Plan	7 525 949	12 231 583	19 757 532
	Business Plan	48 611 514	21 173 151	69 784 665
	Marketing & Communications Plan	2 722 064	4 804 543	7 526 607
	Prelim and Detailed Infrastructure	4 159 467	639 069	4 798 536
	Design	176 887 981	1 200 757	178 088 738
	Planning Cost	9 256 231	308 676	9 564 907
	Other		739 860	739 860
	Other: Design & Construction Supervision (TR&S)	25 458 973	3 475 835	28 934 808
Operating Costs	Vehicle Operations	35 581 181	17 028 360	52 609 541
	Station Services	2 769 700	6 363 403	9 133 103
	Fare System Management			0
	ITS Management			0
	Oversight entity			0
	System marketing		8 653 998	8 653 998
	Safety & Security		4 232 333	4 232 333
	Cleaning			0
	Other: Fleet Management			0
	Insurance			0
	Roads & Stormwater			0
	Utilities			0
	Facilities Management			0
	Landscaping			0
	Infrastructure Maintenance			0
	Control Centre Man/ment			0
	Operator Entity	69 796 945		69 796 945
	System Marketing			0
	Property Leases	8 678 049	365 106	9 043 155
	Other: Fleet Management		31 863	31 863
Equipment	Trunk vehicles	91 901 155	18 220 335	110 121 490
	Complementary vehicles	0	0	0
	Feeder vehicles	0	70 368 564	70 368 564
	Fare system equipment	27 107 020	50 884 409	77 991 429
	ITS Equipment	1 228 709	134 227 175	135 455 884
	Transport Man Centre	0	0	0
Infrastructure	Busway/roadway	903 006 768	292 503 148	1 195 509 916
	Civil works	56 034 365	0	56 034 365
	Station top structures	42 034 777	112 770 498	154 805 275
	Depot top structures	6 403 724	84 544 075	90 947 799
	Control Centre	0	0	0
	Land and property acquisition	112 143 996		112 143 996
	Signals			0
	Landscaping			0
	NMT		14 998 329	14 998 329
	Maintenance		425 151	425 151
	Other Construction Items: (TR&S)	101 835 893	13 903 340	115 739 233
Transport WC2010 Projects		7 613 284	7 613 284	
Transitional Cost	Industry compensation		41 000 000	41 000 000
	Legal			0
Total		1 768 814 540	930 039 983	2 698 854 523

Table 12-2: City of Cape Town Historical PTISG Expenditure

ANNEXURE 1A
Summary (Rev. 1)
City of Cape Town PTI&SG Funding Request 2012/13 to 2015/16
(31 August 2012)



Anticipated Capital Expenditure	2012/13	2013/14	2014/15	2015/16	Total
IRT Phase 1A	1 794 067 583	411 684 302	201 557 274	0	2 407 309 159
IRT Phase 1B	129 569 957	264 024 702	269 164 674	0	662 759 333
N2 Express	42 313 491	311 458 935	100 601 769	0	454 374 195
IRT Phase 2A (WLC)	124 951 946	79 990 670	1 354 359 593	2 161 215 218	3 720 517 426
Supporting Infrastructure	62 000 000	95 600 000	102 515 000	146 000 000	406 115 000
#Project Office IRT Implementation	42 385 000	47 516 000	50 605 000	53 894 000	194 400 000
NMT's	67 000 000	40 000 000	67 000 000	50 000 000	224 000 000
Sub-Total	2 262 287 977	1 250 274 609	2 145 803 309	2 411 109 218	8 069 475 113

Operating Expenditure	2012/13	2013/14	2014/15	2015/16	Total
#IRT Phase 1A	366 296 000				366 296 000
#IRT Phase 1A and N2 Express		628 321 000			628 321 000
#IRT Phase 1A, 1B, N2 Express, 2A (WLC)			811 431 000	865 731 000	1 677 162 000
#Supporting Infrastructure	5 815 000				5 815 000
Sub-Total	372 111 000	628 321 000	811 431 000	865 731 000	2 677 594 000

Operating Revenue	2012/13	2013/14	2014/15	2015/16	Total
IRT Phase 1A	112 998 000				112 998 000
IRT Phase 1A and N2 Express		314 444 000			314 444 000
IRT Phase 1A, 1B, N2 Express, 2A (WLC)			405 331 000	429 651 000	834 982 000
Sub-Total	112 998 000	314 444 000	405 331 000	429 651 000	1 262 424 000

Operating Subsidy Requirement	2012/13	2013/14	2014/15	2015/16	Total
IRT Phase 1A	259 113 000				259 113 000
IRT Phase 1A and N2 Express		313 877 000			313 877 000
IRT Phase 1A, 1B, N2 Express, 2A (WLC)			406 100 000	436 080 000	842 180 000
Sub-Total	259 113 000	313 877 000	406 100 000	436 080 000	1 415 170 000

Funding Available	2012/13	2013/14	2014/15	2015/16	Total
DORA PTI&SG Allocation	1 348 702 000	1 298 762 000	1 295 571 000	0	3 943 035 000
DORA PTI&SG Roll Over as at 30 June 12	1 043 142 477	0		0	1 043 142 477
City Funding for Operating Costs	129 556 500	156 938 500	178 652 400	189 371 544	654 518 944
Sub-Total	2 521 400 977	1 455 700 500	1 474 223 400	189 371 544	5 640 696 421

Total Expenditure less Revenue	2012/13	2013/14	2014/15	2015/16	Total
	2 521 400 977	1 564 151 609	2 551 903 309	2 847 189 218	9 484 645 113

Surplus Funding / Additional Funding Request	2012/13	2013/14	2014/15	2015/16	Total
	-0	-108 451 109	-1 077 679 909	-2 657 817 674	-3 843 948 692

TOTAL PTI&SG REQUIRED	2012/13	2013/14	2014/15	2015/16	Total
	1 348 702 000	1 407 213 109	2 373 250 909	2 657 817 674	7 786 983 692

Table 12-3: City of Cape Town PTI&SG Funding Request 2012/13 to 2015/16

- iii) **Department's own receipts** – This consists of tax revenue and non-tax revenue. Motor vehicle licence fees (tax revenue) constitute 93.3% of total receipts and as such are the largest own resource for the Department and the Province. Non-tax revenue consists of rent received for office buildings, other licences and permits, as well as sale of capital assets.

Table 12-4 and Table 12-5 (from the Annual Performance Plan 2013/2014) show the summary of all expected revenue for the DTPW, Western Cape up to 2015/16, as well as the expected departmental revenue collection to the same year.

Receipts	2010/11 Actual R'000	2011/12 Actual R'000	2012/13 Voted R'000	Adjusted appropriation 2012/13 R'000	2013/14 MTEF R'000	2014/15 MTEF R'000	2015/16 MTEF R'000
Equitable share	1 087 276	1 553 839	1 812 418	1 565 777	2 226 648	2 557 230	3 257 407
Conditional grants	1 412 764	1 429 961	1 381 264	1 467 621	1 322 388	1 370 101	1 567 660
Departmental receipts	1 103 716	1 043 618	1 011 421	1 011 421	1 077 264	1 110 698	1 150 697
Financing	204 130	171 157	403 794	453 794	12 926		
Total receipts	3 807 886	4 198 575	4 608 897	4 498 613	4 639 226	5 038 029	5 975 764

Table 12-4: Department of Transport and Public Works: Summary of Revenue for MTEF

Departmental receipts	2010/11 Actual R'000	2011/12 Actual R'000	2012/13 Voted R'000	Adjusted appropriation 2012/13 R'000	2013/14 MTEF R'000	2014/15 MTEF R'000	2015/16 MTEF R'000
Tax receipts Motor vehicle licences	901 651	955 777	943 400	943 400	1 004 664	1 033 320	1 063 530
Non-tax receipts Sale of goods and services other than capital assets	96 746	85 186	68 021	68 021	72 600	77 378	87 167
Transfers received							
Fines, penalties and forfeits							
Interest, dividends and rent on land	6 464	158					
Sales of capital assets	94 979	1 484					
Financial transactions in assets and liabilities	3 876	1 013					
Total departmental receipts	1 103 716	1 043 618	1 011 421	1 011 421	1 077 264	1 110 698	1 150 697

Table 12-5: Department of Transport and Public Works: Departmental Revenue Collection for MTEF

13. Monitoring

The National Land Transport Act, 2009 states that the MEC must monitor the implementation of provincial land transport policy. The minimum requirements for the preparation of PLTFs require the following three issues to be addressed as a minimum in the monitoring chapter:

- (a) a list of key performance indicators for in line with national key performance indicators set out in the National Land Transport Strategic Framework;*
- (b) a report on how and to what extent the key performance indicators set for the Province in the National Land Transport Strategic Framework have been met, and*
- (c) a report on how and to what extent the key performance indicators set in the previous year's Provincial Land Transport Frameworks have been met.*

13.1 Compliance of the 2011 PLTF to the Latest NLTA Minimum Requirements (NLTA Regulations R.825, GG Number 34657 dated 3 October 2011)

Although the 2011 PLTF identified Key Performance Indicators (KPIs) for the Province, when compared to the latest minimum requirements, it falls short in terms of the following issues:

- Not all the provincial KPIs identified are in line with the national KPIs, for example, there are no provincial KPIs identified for some of the national KPIs.
- The 2011 PLTF does not report on how and to what extent the national KPIs have been met.
- The 2011 PLTF also does not report on how and to what extent the provincial KPIs have been met.

General shortcomings in the previous PLTF's monitoring chapter include the following:

- There is no cross referencing between KPIs within the monitoring chapter and with other chapters of the PLTF.
- Strategic objectives and indicators are also not aligned with the Provincial Programme Performance Indicators identified in the Western Cape Government's 2011/12 Annual Performance Plan (dated March 2011).

Challenges experienced in reporting on KPI progress include, amongst others, the following:

- The Department of Transport and Public Works, Western Cape Government is dependent on external data sources for the monitoring, evaluation of and reporting on KPIs. These external data sources are not updated regularly which makes it difficult to measure the performance of the identified KPIs. An example in this regard is the fact that only one National Household Travel Survey (NHTS) was done in 2003 with no update since then, yet it is listed as a data source for a number of KPIs.
- It is unclear whether the specific data required from municipalities for measuring provincial KPIs and the format of such data, has been

communicated sufficiently to them, hence data from municipalities' ITPs, for example, are in different formats and might not reflect what the Province is looking for. Assumptions thus have to be made in many instances when extracting data from municipal sources such as the ITP which might influence the accuracy of the data.

Within the framework set out above, this chapter attempts to address the minimum requirements (NLTA Regulations R.825, GG Number 34657 dated 3 October 2011) from available data sources. The chapter concludes with recommendations on how to improve the substance of this chapter in future PLTFs.

13.2 Development of KPIs

13.2.1 National KPIs

The Department of Transport defined KPIs to help monitor progress in the implementation of key policies for land transport in the national, provincial and local spheres and requires provinces to report on these national KPIs. Two types of KPIs were identified in the National Land Transport Strategic Framework (NLTSF)(2006):

- **Customer-based indicators**, which measure the performance of the land transport system from the customer's point of view; and
- **NLTSF-based indicators**, which measure the progress of the National and Provincial Departments of Transport and local authorities in implementing the strategies contained in the NLTSF.

The intention is for future NLTSF's to publish performance results for the preceding years to show how historical trends and recent achievements have been integrated into new strategies. Future NLTSFs may also include targets to be met on specific KPIs. To date, however, this has not been fully achieved yet, which makes reporting on the performance of KPIs on a provincial level a cumbersome process.

The abovementioned NLTSF KPIs are summarised in Table 13-1 and Table 13-2 with a column which reports on how and to what extent the KPI has been met by the WCG. The tables also include a column which cross-references the specific KPI to the relevant provincial KPI, if such a provincial KPI exists. For cross-referencing purposes in this chapter the national KPIs have been tagged with a reference number from NLTSF-1 to NLTSF-15.

KPA REF	Key Policy Area (KPA)	KPI REF	KPI	Cross reference to Provincial KPIs	Data Source (according to NLTFS)	How and to what extent has this KPI been met since the date of the last PLTF?	Comments
1	Promotion of public transport usage	NLTFS-1	Average travel time to work, for all public transport commuters	No related Provincial KPI	NHTS	No comparative data available	
		NLTFS-2	% of motorised transport users using public transport to work	PT-1 and PSO 3 KPI-1	NHTS	Private: Public Transport modal split changed from 69:31 to 64:36	Sourced from 2013-14 Annual Performance Plan of the Western Cape Government
		NLTFS-3	Average age of subsidised bus, minibus-taxi, and commuter rail coach fleet.	No related Provincial KPI	National Land Transport Information System, Department of Transport	Current information reveals that the average age of the subsidised bus fleet in Cape Town is 10 years with 214 of the buses less than 2 years old. The City's IRT buses are all new. No comparative information available for the rest of the province.	
2	Promotion of access to public transport	NLTFS-4	% of rural people living within 2km of access to regular public transport	No related Provincial KPI	NHTS	No comparative data available	
		NLTFS-5	% of households spending more than 10% of disposable income on public transport.	No related Provincial KPI	NHTS	No comparative data available	
3	Traffic Safety	NLTFS-6	Number of road traffic fatalities, per vehicle type.	LTS-1 and PSO 3 KPI-3	NaTIS (National Traffic Information System)	Rolling 12-month cumulative total fatalities in the Western Cape reduced from 1 772 in January 2009 to 1 236 in January 2013. Awaiting information per vehicle type.	Latest information requested from Mr Ashref Ismail from RTMC.
		NLTFS-7	Number of road traffic pedestrian fatalities.	LTS-1 and PSO 3 KPI-3	NaTIS (National Traffic Information System)	Reduced from approximately 610 in 2011 to approximately 586 in 2012 (sourced from 2013-14 APP).	Latest information requested from Mr Ashref Ismail from RTMC.
		NLTFS-8	Number of road traffic fatalities per 100 million vehicle kilometres, per vehicle type.	LTS-1 and PSO 3 KPI-3	NaTIS (National Traffic Information System)	No comparative information available	Latest information requested from Mr Ashref Ismail from RTMC.

Table 13-1: National Customer-Based KPIs

Source: Adapted from Table 4.1 in the NLTFS

KSA REF	Key Strategy Area (KSA)	KPI REF	KPI	Cross reference to Provincial KPIs	Data Source (according to NLTSF)	How and to what extent has this KPI been met since the date of the last PLTF?	Comments
1	Public Transport: Taxi recapitalisation	NLTSF-9	% of minibus taxi fleet recapitalised	PT-9	National Land Transport Information System; Scrapping Administration Agency	2006/2007: 22 vehicles 2007/2008: 327 2008/2009: 691 2009/2010: 180 TOTAL: 1 220	Latest information available on the website of the Scrapping Agency (www.scraptaxi.net). Still searching for most recent information.
2	Public Transport: Bus restructuring	NLTSF-10	% of subsidised bus services operating in terms of tendered or negotiated contracts.	No related Provincial KPI	NaTIS (National Traffic Information System)	Western Cape has 1 Interim PTOG Contract (R696 million)	NCOP Presentation dated 19 March 2013, NATIONAL ROAD BASED PUBLIC TRANSPORT TRANSFORMATION PLAN: from bus to public transport subsidisation
3	Land-use restructuring	NLTSF-11	Amount of non-residential floor space and number of housing units developed in corridor and densification/infilling projects in metropolitan municipalities	No related Provincial KPI	Metropolitan Municipalities	Information not available	
4	Freight transport	NLTSF-12	% of land freight tonnage (road & rail) transported by rail	TM-2 and PSO 3 KPI-2	CSIR	Information for the country. Not available for the Western Cape: Year 2010: 11.1% Year 2011: 11.3% Year 2012: 11.5%	9 th Annual State of Logistics Survey for SA (2012)
		NLTSF-13	Average % of overloaded trucks on provincial and national roads	No related Provincial KPI	CSIR	2010/2011: 3% 2011/2012: 3.5%	Sourced from 2013/2014 WCG APP
5	Rural transport	NLTSF-14	Amount of transport expenditure by government in 13 priority rural nodes for infrastructure and for operations.	No related Provincial KPI	Integrated Sustainable Rural Development Programme (ISRDP); Department of Provincial and Local Government	Central Karoo node (Beaufort-West): 16 anchor projects identified in 2002/2003 worth R42 million.	Still searching for updated information on progress.
6	Funding	NLTSF-15	% of funding needs for implementing NLTSF strategies that have been sourced from government budgets (all sources).	No specific Provincial KPI. Relate to PSO 3-KPI-4	Department of Transport; Provincial Departments of Transport; Local Government	Information not available	

Table 13-2: NLTSF-Based KPIs

Source: Adapted from Table 4.2 in the NLTSF

From Table 13-1 and Table 13-2 the following can be concluded:

- All four KPIs of PSO 3 are linked to National KPIs reflected in the NLTsf, and
- Consideration should be given to identify provincial KPIs that can link or speak to the following national priorities:
 - Promotion of public transport usage (Customer-based KPA): Average travel time to work for all public transport commuters (KPI);
 - Promotion of public transport usage (Customer-based KPA): Average age of subsidised bus, minibus-taxi, and commuter rail coach fleet (KPI);
 - Promotion of access to public transport (Customer-based KPA): % of rural people living within 2km of access to regular public transport (KPI);
 - Promotion of access to public transport (Customer-based KPA): % of households spending more than 10% of disposable income on public transport (KPI);
 - Public Transport: Bus restructuring (NLTsf-based KSA): % of subsidised bus services operating in terms of tendered or negotiated contracts (KPI);
 - Land-use restructuring (NLTsf-based KSA): Amount of non-residential floor space and number of housing units developed in corridor and densification/infilling projects in metropolitan municipalities (KPI);
 - Freight transport (NLTsf-based KSA): Average % of overloaded trucks on provincial and national roads (KPI);
 - Rural transport (NLTsf-based KSA): Amount of transport expenditure by government in 13 priority rural nodes for infrastructure and for operations (KPI), and
 - Funding: % of funding needs for implementing NLTsf strategies that have been sourced from government budgets (all sources)(KPI).

13.2.2 Provincial KPIs

The provincial KPIs are developed within the framework set by the National Department of Transport. An imperative exists for the WCG and its Department of Transport and Public Works, to contribute towards the achievement of the Provincial Strategic Objective 3 of the Provincial Strategic Plan, namely: *"Increasing Access to Safe and Efficient Transport"*.

Key performance indicators for measuring progress made in achieving PSO 3, through a matrix delivery structure, were identified as indicated below. For referencing purposes in this chapter each PSO 3 KPI has been allocated a reference number (PSO 3 KPI-1; PSO 3 KPI-2; PSO 3 KPI-3 and PSO 3 KPI-4).

- PSO 3 KPI-1: Influencing parties in order to achieve a 13% modal shift from private to public transport by 2014 (meaning a 60:40 private: public transport split into the City of Cape Town CBD), through the promotion of improved rail transport; support to integrated transport networks

including the provision of rapid trunk routes for existing public transport services; and formalizing the minibus taxi industry;

- PSO 3 KPI-2: Influencing parties in order to achieve a shift in contestable freight haulage from road to rail freight of 10% by 2014.
- PSO 3 KPI-3: Reducing the number of fatalities on the Western Cape Roads by 50% by 2014, and
- PSO 3 KPI-4: Reducing transport infrastructure maintenance backlogs by 16% by 2014.

The abovementioned PSO 3 KPIs were identified in and aligned with the KPIs of the 2011 PLTF (refer to KPI references PT-1, TM-2, LTS-1 and TI-1 in the provincial KPI tables - see Table 13-3, Table 13-4, Table 13-5, Table 13-6, Table 13-7 and Table 13-8). The alignment of the above PSO 3 KPIs with the national KPIs is indicated in the cross-referencing column of the NLTSF KPI in Table 13-1 and Table 13-2.

Using the 2011 PLTF KPI tables as a base, the following columns have been included in this document's tables:

- KPI Reference column: This column is useful when cross-referencing is required, for example, when the same KPI is repeated in different tables;
- A column that indicates how and to what extent the specific KPI has been met since the date of the last PLTF, and
- A comments column highlighting pertinent issues relevant to the specific KPI.

It is furthermore proposed that the KPI identified for Tourism in the 2011 PLTF be replaced with more relevant KPIs. A suggestion has been made in the tourism table (Table 13-8) in this regard. Table 13-3, Table 13-4, Table 13-5, Table 13-6, Table 13-7 and Table 13-8 summarise the Provincial KPIs as amended from the 2011 PLTF.

PREVIOUS DEFINED GOALS AND KEY PERFORMANCE INDICATORS

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities	PT-1	A 13% modal shift from private to public transport into Cape Town’s CBD by 2014.	Number of persons of the total inbound traffic using public transport modes.	Public transport is defined as minibus taxi, scheduled bus service, IRT and commuter rail.	Traffic count / NHTS	Private:Public Transport modal split changed from 69:31 to 64:36	Sourced from 2013-14 Annual Performance Plan of the Western Cape Government
	PT-2	Increase the number of commuter rail train sets in operation to 117 by 2016.	Number of operation train sets in the Western Cape.	Train set is defined as a combination of coaches and motor coaches that can operate as an individual unit.	Metrorail Western Cape / Rail census	Number of train sets reduced to 80	
	PT-3	Develop a framework for the development of safe and accessible IPTNs in district municipalities by 2014.	Number of IPTNs developed for district municipalities.	IPTN is integrated public transport network that provides an implementable framework for public transport restructuring.	Western Cape Government	Changed from 0 to 1	An IPTN framework was developed for Cape Winelands DM.
	PT-4	Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).	Number of incentives implemented or aligned with 10 underdeveloped public transport nodes.	Incentives are measures that address financial, organisational or political barriers and risk that prevent development from happening. Measures are for instance, added property rights, extra parking bays, alignment with Urban Development Zones (only in metros), alignment with bulk service upgrade, increased safety measures, et cetera.	Western Cape Government, Municipalities	Information not available	
	PT-5	Fully implement a SNP accessible and multimodal IRT phase 1a by 2014.	% of completion of the IRT phases 1a.	The IRT phase 1a is defined in the MyCiTi business plan.	City of Cape Town	Target date for completion of Phase 1a is November 2013.	

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
	PT-6	Increase user satisfaction of public transport facilities by 25% by 2014.	% of users that state that they are satisfied with facilities at stops, ranks and stations.	Public transport users are defined as persons using public transport at least once in the last seven days.	NHTS / Surveys	Information not available	
	PT-7	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.	% of district municipalities' transport staff attended courses	Transport staff is defined as transport planners and engineers involved with transport management and infrastructure development.	Municipalities	Information not available	
	PT-8	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	Quality of different sections of the Railway network	Maintenance service levels has been defined by the South African Institute for Civil Engineering	Metrorail Western Cape	Information not available for WC Province. Only national information could be sourced.	
	PT-9	Bring minibus taxi recapitalization rate on national level by 2016.	Number of minibus taxi scrapped in the Western Cape and in other provinces	Scrapping rate is perceived as the total number of taxi scrapped as part of the national goal.	Taxi Scrapping Agency	2006/2007: 22 vehicles 2007/2008: 327 2008/2009: 691 2009/2010: 180 TOTAL: 1 220	Latest information available on the website of the Scrapping Agency (www.scraptaxi.net).

Table 13-3: Public Transport

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
NMT as pivotal part of all forms of transport planning in urban and rural areas	NMT-1*						Same as Ref PT-7 in the previous table. Previous KPI now deleted from this table.
	NMT-2	Dedicated NMT Expanded Public Work program projects by 2014.	Number of dedicated NMT Expanded Public Work Program projects by 2014.	NMT project is related to pedestrian and non-motorised vehicles, such as cyclist. The expanded work program is funded by Municipal Infrastructure Grant, and should cover projects that are labour intensive. The nature of NMT projects makes them ideal projects for Expanded Public Work Programs.	Municipalities	Information not available.	
	NMT-3	Every provincial road project in the Province should include a NMT component.	% of provincial road projects that have a NMT component.	NMT project is related to pedestrian and non-motorised vehicle users, such as cyclist.	Provincial Roads Department	Information not available.	
	NMT-4	NMT systematic approach should be followed in planning.	% of NMT projects that are non-compliance with systematic approach.	NMT project is related to pedestrian and non-motorised vehicle users, such as cyclist. This applies for NMT projects started in 2011.	Municipalities	Information not available	
	NMT-5	Dedicated cycle lanes in the Western Cape must be doubled by 2014.	Kilometres of dedicated cycling lanes in the Western Cape	Dedicated cycling lanes consists of marked or grade separate infrastructure.	Municipalities	Data only available for City of Cape Town's dedicated cycle lanes	City of Cape Town ITP

Table 13-4: Non-Motorised Transport and Sustainable Transport

* Previous KPI was: “% of district municipalities’ transport staff attended courses”

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
A well maintained and preserved transport system	TI-1	Reduce the road transport infrastructure backlog by 16% by 2014	% of additional needed resources of R1.092 million allocated to road maintenance	Additional needed resources are the amount that is needed on top of the regular maintenance budget. This projected backlog in the period 2011-2014 need to be addressed with additional resources.	Western Cape Government	Backlog for gravel roads increased by 17% (from 2009 to 2012). Backlog for surfaced roads decreased by 3% (from 2009-2012)	Sourced from the 2013-14 Annual Performance Plan of the Western Cape Government.
	TI-2	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	Quality of different sections of the Railway network.	Maintenance service levels have been defined by the South African Council Industrial Council for Engineering.	Metrorail Western Cape	Information not available for WC Province. Only national information could be sourced.	Same as PT-8.
	TI-3	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.	Number of infrastructure decision processes that has involved economic decisions support tools.	Economic decisions support tools such as HDM4 should be developed to inform decision making regarding local and provincial roads.	Western Cape Government, Municipalities	DTIMS tool has been utilised. A prioritised list of candidate projects was identified.	

Table 13-5: Transport Infrastructure

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
A sustainable transport system	TM-1						Same as KPI Ref PT-1 in Table 13-3. This KPI now removed from this table.
	TM-2	Shift in contestable freight haulage from road to rail of 10% by 2014.	% of land freight transported by rail.	Freight is perceived as contestable and non-contestable goods that are transported by all modes of transport.	Transnet Freight Rail Surveys	Information for the country. Not available for the Western Cape: Year 2010: 11.1% Year 2011: 11.3% Year 2012: 11.5%	9 th Annual State of Logistics Survey for SA (2012)
	TM-3	Roll out pilot project for large employers to encourage alternative transport options by 2014.	Number of large employers that agreed to join the pilot.	Large employer committed to the targets of the pilot project.	CoCT / Surveys	City of Cape Town launched a pilot TDM project. A number of large employers have participated.	

Table 13-6: Transport Management

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
A safe transport system	LTS-1	Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.	Number of road traffic fatalities	Road users (including drivers and passengers of motorised modes and pedal cycles) dying within six days of being involved in a road accident	Road Traffic Management Corporation	38% reduction projected for 2014; 2010/2011: 1 476 fatalities 2011/2012: 1 259 fatalities	Sourced from the 2013-14 Annual Performance Plan of the Western Cape Government.
	LTS-2	The provincial and the Cape Metro incident management plan should be expanded to include lower order/class roads by 2014.	Number of roads covered by incident management plan	Roads are defined as routes and sections. The total number of roads covered by the incident management plan should increase to cover lower order/class roads.	SANRAL, Western Cape Government	Portions of the N1, N2, N7 and R300 are being covered by the Freeway Management System which is operated by SANRAL, the WCP and the City of Cape Town.	
	LTS-3	Implementation of an integrated transport safety management system by 2014.	Completion percentage of integrated transport safety management system.	The development of integrated transport safety management system takes time. Progress reports provide insight in the completion percentage of this project.	Western Cape Government	Information not available	

Table 13-7: Land Transport Safety

	NEW COLUMN					RECOMMEND INCLUSION OF THESE COLUMNS	
Goal	KPI REF	Objective	KPI	Unit	Data Source	How and to what extent has this KPI been met since the date of the last PLTF?	COMMENTS
A transport system that supports the province as leading tourist destination	TO-1	Promote the use of public transport to tourist destinations	% of tourists using public transport modes	An annual survey of local and international tourists using public transport modes.	Western Cape Government, Municipalities	Information not available	Proposed new KPI
	TO-2	Promote the use of public transport to tourist destinations	Number of tourist facilities promoting the use of public transport	An agreement between the transport authorities and tourism authorities to promote the use of public transport.	Western Cape Government, Municipalities	Information not available	Proposed new KPI
	TO-3	Improve condition of road infrastructure to tourist destinations	Length (km) of roads serving tourist destinations that needs immediate upgrading	Condition of roads serving tourist destinations.	Western Cape Government, Municipalities	Information not available	Proposed new KPI
	TO-4	Develop an integrated policy and standards for tourist transport services in the Province and ensure alignment of this policy with public transport policies in the Province.	An integrated tourist transport policy supported and accepted by all relevant stakeholders	A Tourism transport policy which is integrated and aligned with public transport policies.	Western Cape Government, Municipalities	Information not available	Proposed new KPI. This supports the minimum requirements identified for the tourism chapter.

Table 13-8: Tourism

A comparison of the KPI categories used in the 2011 PLTF with that of the WCGs latest Annual Performance Plan is shown in Table 13-9.

2011 PLTF CATEGORIES	2013-2014 ANNUAL PERFORMANCE PLAN CATEGORIES	PROPOSED PLTF KPI CATEGORIES
Public transport (referenced in this document as PT) Non-motorised transport and sustainable transport (referenced in this document as NMT) Transport infrastructure (referenced in this document as TI) Transport management (referenced in this document as TM) Land transport safety (referenced in this document as LTS) Tourism (referenced in this document as TO)	Transport infrastructure Transport operations Transport regulation	Transport infrastructure Transport operations & management Transport regulation Land transport safety Tourism

Table 13-9: Comparison of KPI categories for 2011 PLTF with Latest Annual Performance Plan

It is proposed that, in future PLTFs, the KPI categories be aligned and standardised across the Province for ease of cross referencing and reporting in future PLTFs and related documentation.

13.3 Factors Enabling the Achievement of the PLTF KPIs

In order to achieve the targets set by KPIs, the following needs to be in place:

- A monitoring and evaluation “agency”. This institution should be responsible, amongst others, to not only measure the performance of identified KPIs, but also to recommend changes to KPIs as well as identify new KPIs where required. This has been established in terms of the Monitoring and Evaluation Directorate discussed below.
- Guidelines and procedures for the updating of databases required for the measurement of KPIs. This has been established in terms of the Results-Based Monitoring and Evaluation Framework discussed below.
- Sufficient capacity (human resources and financial) at all relevant institutions responsible for the updating of relevant databases. At the time of preparation of this PLTF, it is concluded, based on the lack of sufficient data (for example, outdated National Household Travel Survey), that capacity constraints still exist at all levels of government.

13.3.1 Monitoring and Evaluation Directorate

A Monitoring and Evaluation (M&E) Directorate was established in April 2008. One of the key activities of this Directorate in relation to reporting on predetermined objectives is to provide strategic support and assistance to management. Subsequent to the Head of Department approving the

Department's Monitoring and Evaluation Strategic Framework in September 2009, the following was undertaken to improve the effectiveness of performance reporting:

- The Department has and maintains an approved (September 2010) Manual for the Management of Performance Information.
- The Quarterly Performance Reporting process has been fully automated, using a Workflow on the Enterprise Content Management system.
- At the end of each quarter, the M&E Directorate collects, verifies and validates the Portfolios of Evidence for reported Performance Information. A Technical Assessment Report, with findings and recommendations, is presented to the Head of Department and Top Management for actioning.
- Governance structures in the Department have been augmented with the M&E Champions Forum. The Forum comprises M&E Champions from all units within the Department and meets quarterly to engage M&E related issues. M&E Champions have received a variety of M&E related training courses facilitated by service providers.

13.3.2 Results-Based Monitoring and Evaluation Framework (RBME)

The DTPW was identified as the lead department for the Integrated Transport Programme. In May 2010, the Western Cape Provincial Cabinet approved a Strategic Directive for the implementation and management of the Integrated Transport Programme. The Strategic Directive provided for the establishment of the Provincial Steering Group to oversee the management and implementation of the PLTF 2011-2016 across all government departments in the province. In July 2011 the PLTF 2011-2016 was approved, which aims to provide for an accountable, flexible and capacitated institutional and legislative enabling environment to facilitate the implementation of an integrated transport system in the Province of the Western Cape.

A RBME framework was completed towards the end of 2012 for the implementation of PSO 3: "Increasing access to safe and efficient transport" within the framework provided in terms of the PLTF 2011-2016. This RBME framework is to be read in conjunction with the Departmental M&E Strategic Framework. The purpose of this results-based monitoring and evaluation (RBME) framework is:

- To provide an approach to measure the outcomes/results and impacts of the Provincial Land Transport Framework (PLTF 2011-2016) implementation on the micro-economic and macro-economic circumstances of beneficiaries. An impact assessment report would be produced as required by Steering Committee Outcome 4: Monitor and evaluate;
- Assessment of engagements with regards to Provincial Modal Strategies, and
- Identify mechanisms to measure Integrated Transport success, and failure.

The proposed framework challenges all stakeholders involved with the Provincial Land Transport Framework's implementation in the Province to shift away from conventional, output-based thinking and management to a results-

based approach. Whilst a Logical Framework-philosophy of programme design, implementation, monitoring and evaluation is widely used, it is orientated towards work to be done in the future. A Results Framework-philosophy describes results as if the programmes have already been completed, and therefore focuses programme design and implementation from a best practice perspective. The results chain is a key component of the results-based framework.

Whilst elements of this proposed framework have already been implemented, it is essential that all stakeholders are aware of and contribute to the development and implementation of the principles of Results-Based Monitoring and Evaluation to ensure universal acceptance and ownership.

The approval process of the RBME framework is in progress and it has already served before the ISTG in November 2012. Once all the necessary approvals and support have been obtained, progress with and the extent to which policy and KPIs are being achieved, can be monitored and evaluated effectively.

13.4 Conclusion & recommendations

In order to ensure that progress is effectively measured in the monitoring and evaluation of KPIs the following need to be in place:

- Regularly updated data and effective database management are required. There is, for example, only one National Household Travel Survey (NHTS) dated 2003, which makes monitoring of KPIs that are dependent on this data source very difficult. In the absence of regularly updated data, an alternative data source need to be identified or the KPI need to be amended.
- Sufficient capacity (human resources and financial) need to be in place in order to effectively update relevant databases. Clearly identified monitoring and evaluation process flow diagrams/charts can assist with the planning of relevant capacity required.
- Liaison and consultation with municipalities to ensure that these KPIs are reflected in the various Integrated Transport Plans (ITPs) and that relevant data is recorded as required. Unless municipalities know what data to record and how often, it will be difficult for the Province to monitor and evaluate KPIs that are dependent on information from municipalities. For example, data on “% of District Municipalities’ transport staff attended courses” might not be accurately recorded (or not recorded at all) and/or reflected in relevant documentation (for example IDP’s and ITPs) unless Province has communicated that requirement to municipalities. This can be addressed by developing minimum guidelines for KPI data capturing and providing standardised data capturing forms/sheets to all municipalities which can be included in the various ITPs.
- Ensure alignment of the objectives and KPIs identified in this chapter with the Provincial Programme Performance Indicators identified in the Western Cape Government’s Annual Performance Plan (Programme 3: Transport Infrastructure (2 x strategic objectives); Programme 4: Transport Operations

(5 x strategic objectives) and Programme 5: Transport Regulation (3 x strategic objectives)).

- In general, the base values and the years to which they refer, should be stated clearly when defining KPIs, for example: if it is stated that "a 10% shift in contestable freight haulage from road to rail by 2014" should be achieved, then an important question is the base (starting) values and the year to which they refer. If this is not provided, it is difficult to determine whether the KPI is met at the future date or not. In this specific case, the definition of "contestable" is also of importance – no current data on freight haulage refers to "contestable freight".

14. Co-ordination Structures and Measures, Liaison and Conflict Resolution

The purpose of this chapter is to respond to the National Minimum Requirements for the preparation of Provincial Land Transport Frameworks and to outline the co-ordination structures and measures, liaison and conflict resolution measures introduced by the Province with specific reference to:

- (a) measures where appropriate, to ensure proper co-ordination regarding land transport between adjacent municipalities;*
- (b) measures to assist municipalities that lack the capacity to carry out their planning responsibility;*
- (c) measures to ensure implementation of the provincial integrated development strategy;*
- (d) details of existing or contemplated liaison mechanisms and structures between authorities themselves and the private sector to be established by planning authorities of intermodal planning committees as contemplated in section 15, and land transport advisory boards as contemplated in section 16, of the Act;*
- (e) liaison structures between the three spheres of government, including Public Transport Integration Committees, and*
- (f) a summary of regulations made by the MEC in terms of section 10 of the Act.*

This Chapter therefore provides:

- an overview of the legislative imperatives underpinning co-ordination, liaison and conflict resolution requirements;
- outlines of the co-ordinating measures and structures established in the Western Cape;
- insight into the implementation of the Provincial Integrated Development Plan;
- insight into current and planned assistance to municipalities, and
- reflections on provincial legislative and regulatory initiatives in the Western Cape.

14.1 Co-ordination Measures in Transport Planning:

A discussion on the co-ordination of transport planning would not be complete without considering the broader planning environment, which also seeks to promote a single, integrated 'non-silo' approach to planning.

The Integrated Development Plan, as required by the Municipal Systems Act of 2000, integrates planning at the local sphere of government. The Integrated Transport Plan, which is required by the National Land Transport Act 5 of 2009, is a sector plan which forms a part of the Integrated Development Plan. These local plans are intended to inform the other spheres of government of the priorities and projects which their sphere either intend to implement, or require assistance in funding or capacity to implement.

With the review of the municipal Integrated Transport Plans, the following measures are put in place to ensure transport plans are co-ordinated:

- The Department develops a schedule which sets out the intended development of the ITPs for the upcoming financial year.
- The Minister gazettes a date when the municipality must submit their ITPs to the Province for MEC approval.
- The Department undertakes to directly assist in managing the development of the ITPs for those municipalities that may not have the adequate capacity (human or financial) to undertake the process themselves. For those municipalities that may have sufficient human capacity, the Department transfers funds to the municipality to assist in the development of the ITP.
- Integrated Transport Steering Committees are established at District Municipality level to ensure that the municipality, Department, and other role-players are involved in the development of the ITP. Through this measure, the department is able to take a proactive role in both coordinating the transport planning process, and oversee the process in the entire Province.
- Monthly to six-weekly integrated transport planning steering committee meetings are held in each district municipality.

The Integrated Transport Steering Group (ITSG), which is described in greater detail later in this chapter, is earmarked to become the Province's single land transport integrator at the institutional, planning and functional level. The ITSG will ensure that co-ordination and integration is achieved not only in the policy and strategy context, but also at the programmatic and project level.

The Integrated Transport Plan must form the basis of all transport system and related infrastructure planning in the Province, and therefore all branches of the department must become actively involved in both developing and implementing these plans, in conjunction with the municipalities.

Parallel and silo planning processes are both undesirable and duplicate scarce capacity within the department, and must therefore be eliminated. This requires the need for the constant review of all planning processes, with the view to follow a singularly defined planning process that is guided by strategic-level directives.

14.2 Transport Management Structures:

14.2.1 Background

The National Department of Transport has established a number of Transport Coordinating Structures. The two main such structures are:

- Minmec, and
- COTO (Committee of Transport Officials)

The key objectives of the structures are to:

- exercise the political oversight on transport matters;

- co-ordinate the development/preparation of transport policy: National Land Transport Strategic Framework, National Freight Transport Strategy etc, and
- guide the implementation of transport planning products like NLTSF.

A number of technical transport committees or working groups were established under COTO. Transport technical committees deal with sector specific issues and this includes sectors like passenger transport, traffic, freight etc.

In some cases, these structures have been replicated, based on prevailing provincial conditions and governance structures, in provinces and local municipalities.

14.2.2 Legislative Imperatives

The NLTA determines the institutional arrangements at national, provincial and municipal spheres of government. Co-ordination of planning is addressed by Planning Authorities, Inter-modal Planning Committees, and Land Transport Advisory Boards. The NLTA is flexible in relation to the exercise of functions and provides for the transfer of functions and agreements on the exercise of functions by one sphere of government on behalf of the other. Ongoing review of the possible re-allocation of functions between spheres of government may ultimately influence the current transport co-ordination structures and must be managed along with the implementation of the NLTA. The Western Cape Department of Transport and Public Works regards the institutional arrangements described in this chapter as sufficient to achieve proper co-ordination and integration.

Section 11 of the NLTA imposes a duty on the provincial government to plan, co-ordinate and facilitate land transport functions, and section 9 of the NLTA provides the MEC with the function to:

- improve the planning, co-ordination and facilitation of the land transport functions of the Province;
- promote intergovernmental relations within the land transport environment, and
- ensure that there is a link with matters having an impact on transport in the Province, including land use management, environmental issues, population growth, economic development and investment in infrastructure, to facilitate integration and efficient transport.

The types of plans required by the Act to be co-ordinated are:

- A National Land Transport Strategic Framework prepared by the Minister;
- Provincial Land Transport Frameworks prepared by the MECs, and
- Integrated transport plans prepared by planning authorities (municipalities), which in terms of the minimum requirements published in terms of the NLTA (and which remain valid). The provincial government has the duty to co-ordinate the development of the Provincial Land Transport Framework as well to assist municipalities with a lack of

capacity with Integrated Transport Plans which must form part of their Integrated Development Plans. The Western Cape in addition has a duty to coordinate its plans with national government and to remain within the framework of the National Land Transport Strategic Framework.

14.2.3 *The overarching Transport Co-ordinating Model*

Based on the provisions of the NLTA the functional responsibilities in accordance with Schedule 4 and 5 of the Constitution are stipulated, as follows:

- Provinces must ensure the development and annual updates of all transport planning products;
- Provinces must ensure the co-ordination of the development of transport plans and monitor the implementation of such plans;
- Municipalities (in line with the schedule 4B and 5B of the Constitution, NLTA, Local Government Structures Act and municipal System Act), must take responsibility for the development of the ITP for their area of jurisdiction, and
- In the event that a municipality is not in a position to develop such plans, the Province must take responsibility to develop these plans.

Provinces are also required to update the PLTF every two years and ensure that other planning products are updated. In terms of Section 27(3) of the NLTA, the Minister of Transport with the MEC of provincial transport departments, have issued the following minimum requirements (see Table 14-1) that has brought about some changes in the transport planning regime:

Plan	Frequency		Comments
	Preparation	Update	
1. Comprehensive ITP (CITP) and district ITP (DITP)	Total overhaul every 5 th year	Annually, in synchronisation with IDP	Update to focus on action programme and budget prerogative of planning authorities to do more comprehensive
2. Local Integrated Transport	Annually, in synchronisation with IDP		
3. CPTR (forms part of ITP)	Total overhaul every 5 th year	Continuous (if required)	Update to concentrate on gaps and information of poor quality
4. OLS (forms part of ITP)	Total overhaul every 5 th year	Continuous (if required)	This should be a live document reflecting any CPTR update or the issuing of OLS by the OLB
5. Ratplan (where required)	Total overhaul every 5 th year	Continuous (if required)	Update to ensure the objectives of rationalisation are realised

Table 14-1: Minimum Frequency Plan of Plan Preparation and Update

14.3 Co-ordination Measures and Structures established in the Western Cape

In this section the following are outlined:

- specific Inter Municipal Liaison Structures;
- Intermodal Planning (NLTA Section 15), and
- Land Transport Advisory Board (NLTA Section 16).

It is further recorded that the Western Cape Government has established a fully functional Public Transport Integration Committee (PTIC) in terms of the requirements of the Division of Revenue Act.

14.3.1 *The Integrated Transport Steering Group (ITSG)*

With the onset of the term of office of the current WCG in May 2009, a new set of Provincial Strategic Objectives (PSOs) were tabled to guide the Province strategically. In order to give effect to these PSOs, a set of institutional arrangements were put in place at the Strategic, Tactical and Operational levels in order to ensure the implementation of all PSOs. In order to implement the PSO 3 (entitled *Increasing Access to Safe and Efficient Transport*), an Integrated Transport Steering Group (ITSG) was established, reporting to the Economic Sector Committee of the Western Cape Government's transversal management system. The inaugural meeting of the ITSG was held in the latter half of 2010, and the functioning of this ITSG has now been fully institutionalised.

In addition to the institutionalisation of the ITSG, working groups have been established along three spatially defined transport and economic corridors of the Western Cape, namely the N1, N2 and N7 corridors. In addition to these three corridors, a further working group, namely the PRTMCC (**Provincial Road Traffic Management Co-ordinating Committee**) Working Group has been established under the auspices of the ITSG.

The ITSG was formed on the premise that provincial government plays a critical role in bringing all three spheres of government together. The approach is sanctioned by the Provincial Transversal Management System (PTMS), which system functions in the following manner:

At the cabinet level there are two sector committees, which are equal in status to the provincial top management committee:

- The Economic Sector Committee (responsible for Strategic Objectives 1, 3, 6, 7, and 11), and
- The Human Development Sector Committee (responsible for Strategic Objectives 2, 4, 5, 8&9 and 10).

From a functional perspective, all cabinet submissions and national action plans must pass through one of the sector committees.

The two sector committees are the highest decision-making bodies that manages the PSOs, managing the inter-relationships between all the PSOs.

In order to manage each Strategic Objective, an Integrated Steering Group is formed.

Objective 3, the Integrated Transport Steering Group has been formed to manage PSO 3.

Each steering group creates a set of working groups in order to give effect to its mandate. In the case of the ITSG, four working groups have been formed namely (N1, N2 and N7 corridor working groups, as well as the PRTMCC working group).

Figure 14-1, Figure 14-2 and Figure 14-3 illustrates the relationship between the structures described in the section above.

ECONOMIC SECTOR COMMITTEE

PROVINCIAL STRATEGIC OBJECTIVE 1: INCREASING OPPORTUNITIES OF GROWTH AND JOBS	PROVINCIAL STRATEGIC OBJECTIVE 3: INCREASING ACCESS TO SAFETY AND EFFICIENT TRANSPORT Steering Committee Working Group 1 (Provincial Road Traffic Management Committee) Team: 11 Sub Groups Working Group 2 (N1 Corridor) Team: DTPW, Cape Winelands, Stellenbosch, Central Karoo, Breede Valley, Drakenstein, Witzenberg, Langeberg/Breederivier, Beaufort West, Laingsburg, Prince Albert Working Group 3 (N2 Corridor) Team: DTPW, Overberg: Cape Agulhas, Overstrand, Swellendam, Theewaterskloof; Eden: Bitou, George, Kannaland, Knysna, Hessequa, Mossel Bay, Oudtshoorn. Working Group 4 (N7 Corridor) Team: DTPW, West Coast: Berg River, Cederberg, Matzikama, Saldanha, Swartland; City of Cape Town	PROVINCIAL STRATEGIC OBJECTIVE 6: INTEGRATED AND SUSTAINABLE HUMAN SETTLEMENTS
PROVINCIAL STRATEGIC OBJECTIVE 7: RESOURCE-USE EFFICIENCY		PROVINCIAL STRATEGIC OBJECTIVE 11: GROWTH AND DEVELOPMENT IN RURAL AREAS

Figure 14-1: The Economic Sector Committee

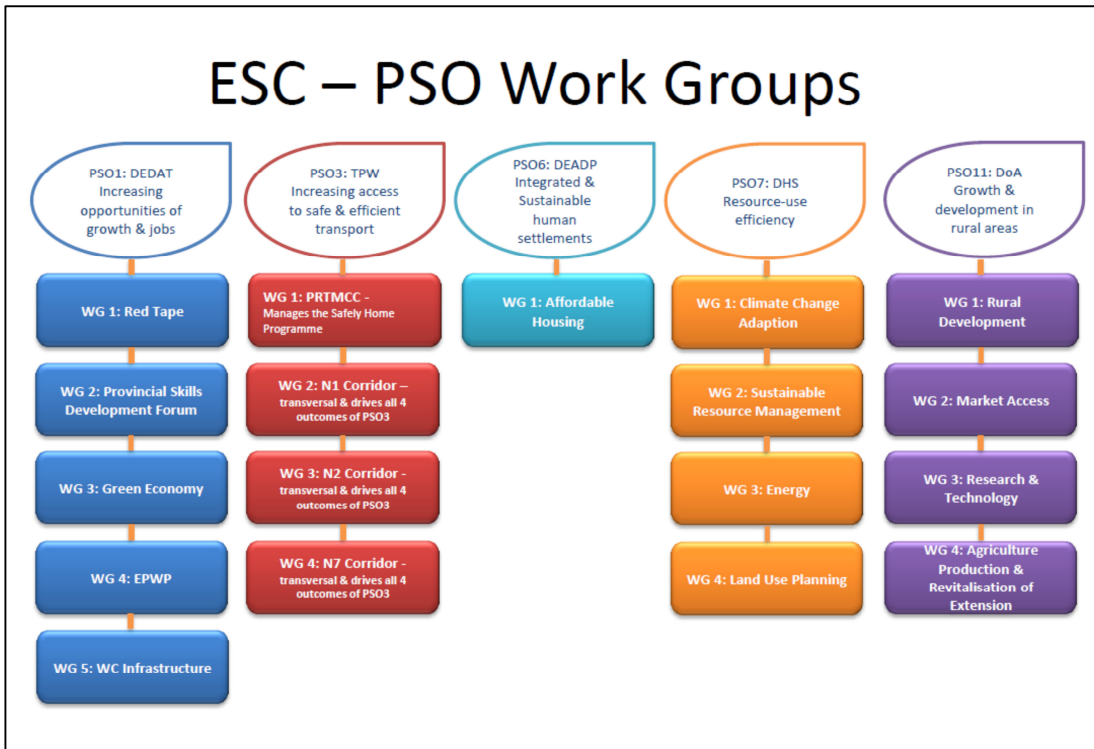


Figure 14-2: The Economic Sector Work Groups

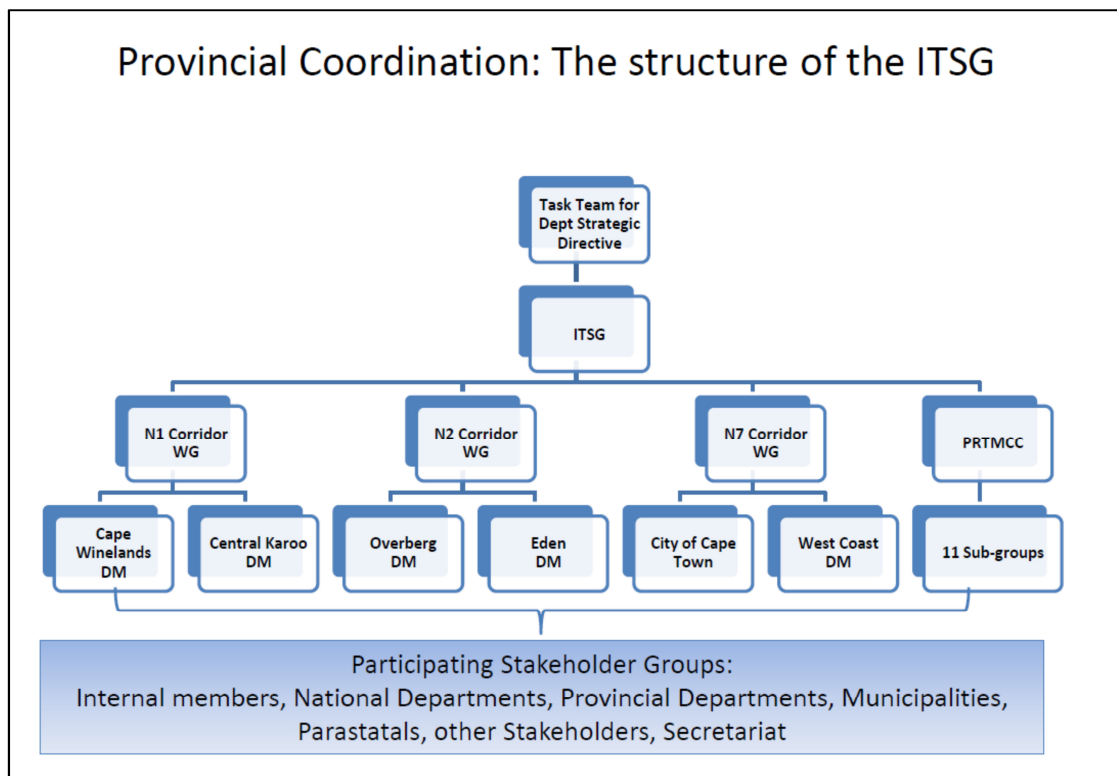


Figure 14-3: The Organisational Make-up of the ITSG

Five objectives were set to achieve PSO 3, namely:

- To maintain and improve frameworks for Integrated Transport co-ordination in the Province;
- To develop, manage, maintain and review an overarching medium term PLTF implementation plan;
- To facilitate and develop Provincial Modal Strategies, to influence the various stakeholders accountable for such modes;
- To monitor, evaluate and review the PLTF, and
- To manage the integrated transport communications plan.

The ITSG is tasked with the duty to strategically steer the department in achieving Strategic Objective 3, with a particular emphasis on the following themes:

- Improving regional competitiveness;
- Economic participation & empowerment;
- Spatial integration & urban restructuring;
- Improved environmental quality;
- Improved quality of life, human well-being & spatial cohesion, and
- Enhanced good governance.

From an overarching point of view these objectives must seek to realise the following main outcome indicators:

- A 13 % modal shift from private to public transport incoming into the Cape Town CBD (60:40, public: private) by 2014;
- Influence the shift in freight haulage from road to rail by 10% by 2014;
- Reduction in the number of fatalities by half by 2014, and
- Reduction in transport infrastructure maintenance backlogs by 16% by 2014.

14.3.2 PROVINCIAL – LOCAL GOVERNMENT LIAISON (PROVTECH and PROVCOM)

In addition to the ITSG, two liaison structures facilitating inter-governmental co-operation, planning and implementation between the provincial and local spheres of government are in operation in the land transport sector. The political structure is called the Provincial Transport Committee (PROVCOM), while the technical structure is called the Provincial Transport Technical Committee (PROVTECH). PROVTECH is in turn supported by six co-ordinating committees. The Draft Western Cape Transport Planning and Administration Bill make provision for the formalisation of these structures to improve co-ordination between the Province, district and local authorities. The composition of these structures is illustrated in Figure 14-4. In view of the progression of the ITSG and its working groups it would make sense for the ITSG to assume the roles and responsibilities of PROVTECH going forward and for the ITSG to become the co-ordinating structure responsible for providing guidance to PROVCOM. The breakdown below (see Table 14-2) outlines the current structure and key functions of the PROVCOM/ PROVTECH institutional arrangement.

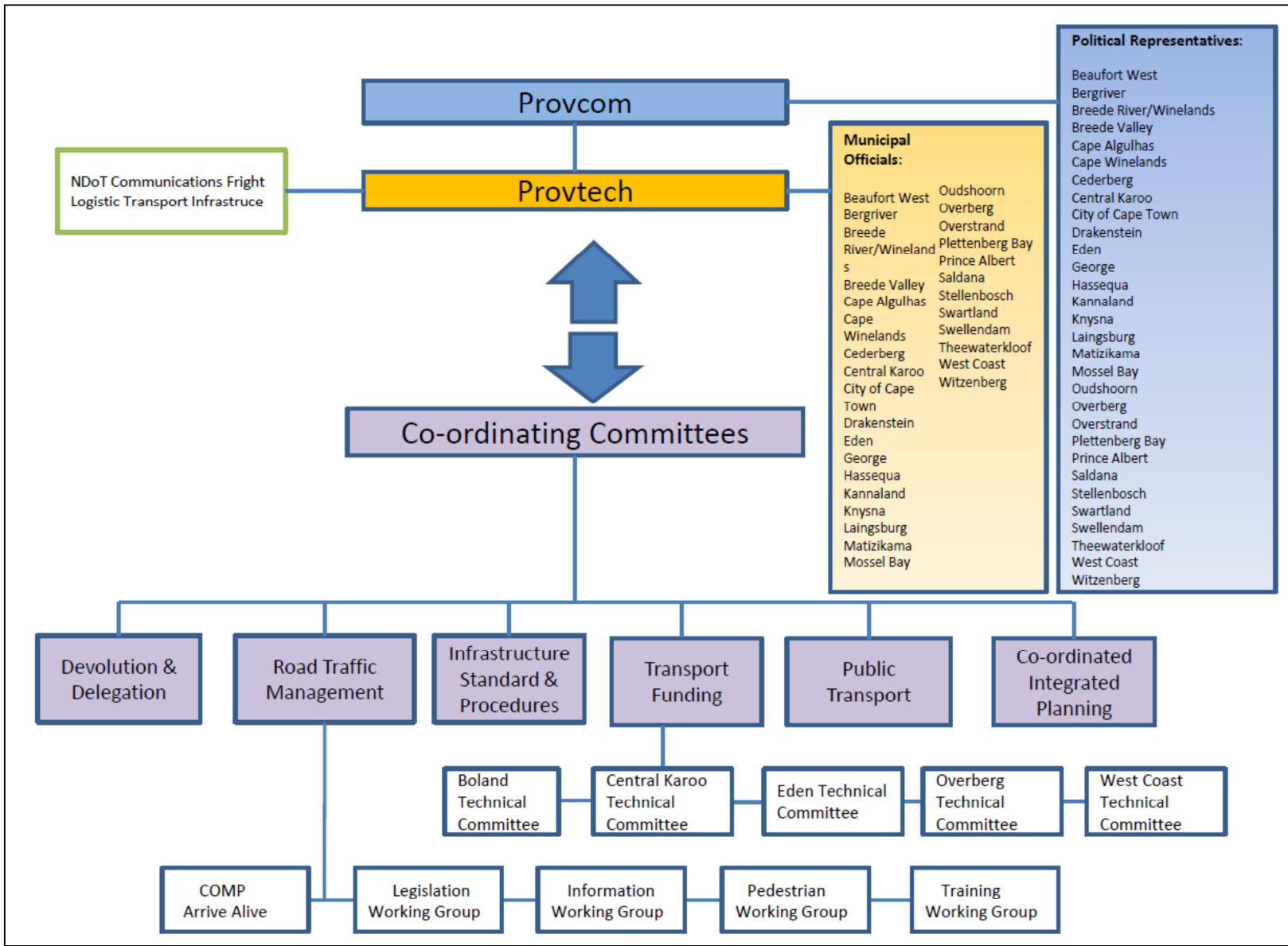


Figure 14-4: The Structure of PROVCOM/PROVTECH, Indicating Membership and Sub-Committees in the Western Cape

Structure name	Chairperson	Membership	Key function
PROVCOM	MEC for Transport & Public Works	All municipal transport councillors All senior provincial and municipal transport officials Rail sector, SANRAL, Community Safety, DLG&H	<ul style="list-style-type: none"> Political guidance and policy formulation Political communication with national structures Ratification of technical recommendations provided by PROVTECH High-order instructions and guidance to PROVTECH and its sub-committees
PROVTECH	Head of Department: Transport & Public Works	All senior provincial and municipal transport officials Rail sector, SANRAL, Community Safety, DLG&H	<ul style="list-style-type: none"> Interpretation of policy Co-ordinating and collating the work of the sub-committees Formulation of technical proposals based on the work of sub-committees Advising the political leadership on technical transport matters Provision of guidance on technical matters to every level of the transport hierarchy
The six co-ordinating committees which support the PROVTECH structure are:			
Integrated Planning Co-ordinating Committee	Selected by the membership, presently the Executive Manager for Strategy, Planning and Co-ordination	<p>Responding representatives with an appropriate skill or interest from PGWC and all the municipalities</p> <p>Interested representatives from the Rail sector, SANRAL, Community Safety, DLG&H</p>	<ul style="list-style-type: none"> Interpretation of legislation and policy relating to planning practice To provide support and comment into ITPs and IDPs To provide guiding influences on all transport planning practices in the Province
Devolution and Delegation Co-ordinating Committee	Selected by the membership, presently a Manager in Road Planning	<p>Responding representatives with an appropriate skill or interest from PGWC and all the municipalities</p> <p>Interested representatives from the Rail sector, SANRAL, Community Safety, DLG&H</p>	<ul style="list-style-type: none"> Facilitating the discussions and comment on all transport legislation in progress particularly the Assignment of Roads as a national intervention

Infrastructure Standards and Procedures Committee	Selected by the membership, presently the Director for Road Design	Responding representatives with an appropriate skill or interest from PGWC and all the municipalities Interested representatives from RAIL sector, SANRAL, Community Safety	<ul style="list-style-type: none"> Developing and reviewing guidelines, norms and standards for the design of infrastructure Collecting and distributing best practice standards and procedures for contracts, construction, design and maintenance of roads and related infrastructure facilities
Transport Funding Committee	Selected by the membership, presently held by District Municipality Official	Responding representatives with an appropriate skill or interest from PGWC and all the municipalities Interested representatives from the Rail sector, SANRAL, Community Safety	Exploration of all sources, limitations and implications of funding for transport
Road Traffic Management Committee	Selected by the membership, presently held by senior officials from the Department of Community Safety	Responding representatives with an appropriate skill or interest from PGWC and all the municipalities interested representatives from the Rail sector, SANRAL, Community Safety, SAPS, EMS	Traffic Safety
Public Transport Co-ordinating Committee	Selected by the membership, presently the Assistant Executive Manager for Public Transport	Responding representatives with an appropriate skill or interest from PGWC and all the municipalities, interested representatives from the Rail sector, SANRAL, Community Safety, DLG&H	All aspects of public transport particularly matters affecting the minibus taxi industry

Table 14-2: Structure of PROVCOM/PROVTECH, Indicating Membership and Sub-Committees in the Western Cape

Figure 14-5 illustrates the relationship between PROVCOM and the Premiers' Co-ordination Forum (PCF).

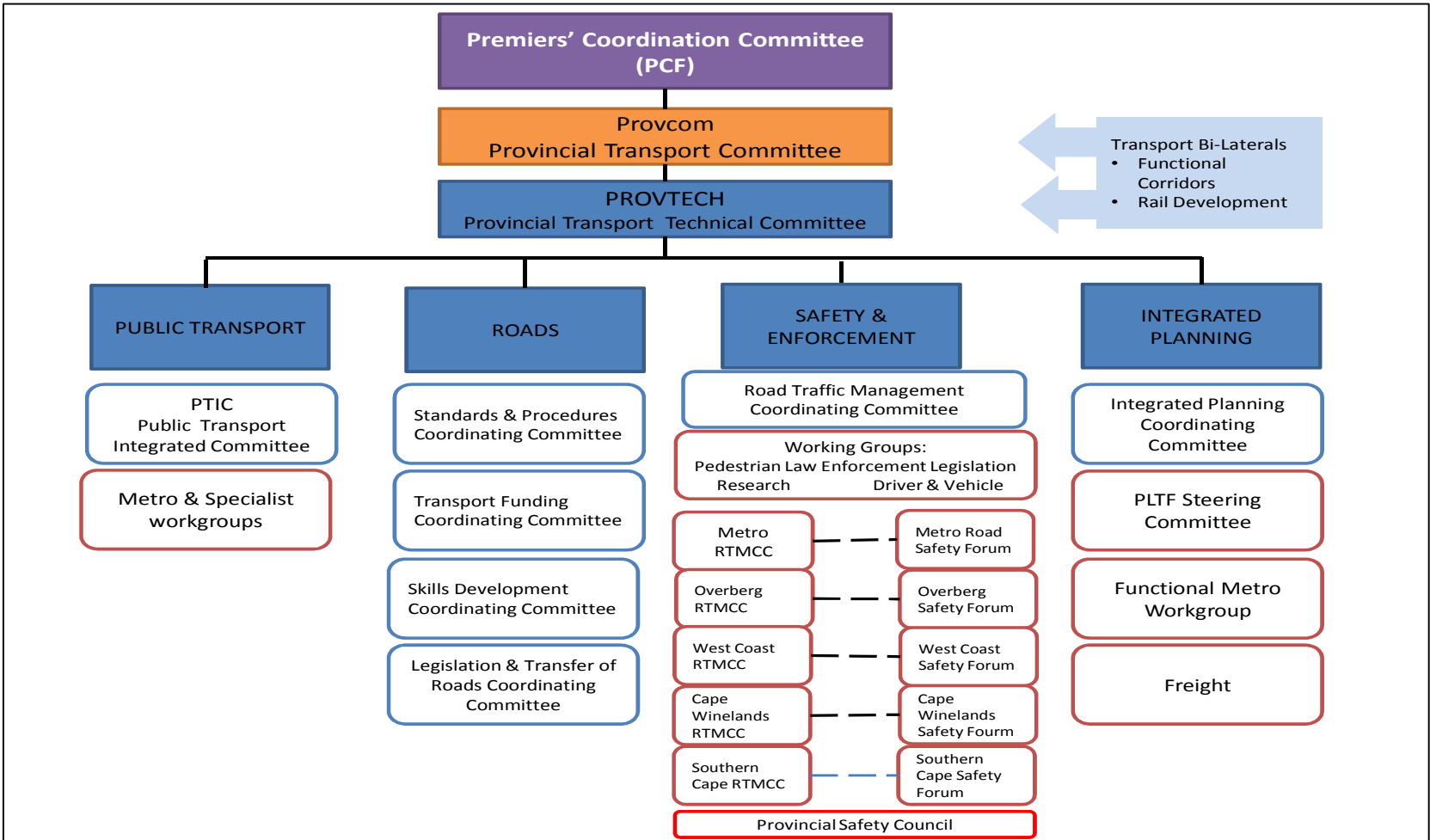


Figure 14-5: The Relationship between the Premiers Co-ordinating Forum and the PROVCOM/PROVTECH Structures

The ongoing review and possible restructuring of the functioning of PROVTECH has to be noted as the department is mindful of the need to rationalise and accommodate other structures and liaison forums that have developed with the introduction of the Provincial Transversal Management System and the various steering groups.

14.3.3 Measures to Resolve Conflict with Land-Use Planning

There is consensus that land-use planning and transport planning need to be closely co-ordinated and integrated to ensure that the land use system is designed in such a way that it is conducive to the development of an efficient and effective transport system. Conversely, an efficient and effective transport system facilitates the effective and efficient development of the land use system. This relationship can therefore be defined as a feedback loop relationship, which is underpinned by the notion that transport is a derived demand. This implies that people do not have a need to use transport alone, but rather that transport is a means to an end – people have a need to travel in order to access an 'opportunity' to fulfil another function (whether it be for social or economic reasons).

It is therefore critical that the land use system of the Province develops in such a way so as to support an effective and efficient transport system. In practical terms, this means that – for example – the land use system is densified along specific public transport corridors (such as major rail, bus and movement corridors) in order to support the efficient operations of the transport system. Densification incentive measures must therefore be developed and implemented in all municipalities of the Western Cape with targeted densification strategies, which seek to promote an urban form and density that is conducive to the promotion of non-motorised and public transport development and usage.

Similarly, disincentives must be established to prevent the outward sprawl of low density settlements which contribute to several negative transport outcomes. These outcomes include an increased need for transport infrastructure to support loosely developed low density (inefficient) urban development, an increase in private car age and congestion, the need for an increased subsidy for public transport that is not economically feasible, an increase in air pollution and energy use. Therefore urban planning instruments such as urban-edges and minimum density strict guidelines must be applied to decrease the negative impact of inappropriate urban development on the transport sector.

It remains imperative to further promote the integration of planning and funding across all government sectors (such as Human Settlements, Transport, Economic Development and Development Planning) and to develop a holistic funding model which considers both immediate and long terms costs of a development action (such as the building of a low density settlement) for all spheres of government.

14.3.4 CO-ORDINATION OF INTER-PROVINCIAL LONG-DISTANCE AND SHORT DISTANCE TRANSPORT SERVICES

The Provincial Regulatory Entity (PRE) is responsible for the issuing of operating licences. When an application is received for an inter-provincial transport service, the PRE must consult with the adjacent province into which the application falls.

The Department strongly supports the principle that operating licences issued on a long distance inter-provincial route should allow the vehicle to carry passengers in both directions to maximise the efficiency with which vehicles operate. Various bus and taxi associations should therefore respect and promote this principle.

Where vehicles are operating 'only one way' and returning empty, the PRE's of both provinces must seek to rationalise the issuing of licences on these routes, and promote the operating of vehicles that are carrying passengers in both directions on a route. This same principle must apply to shorter distance routes within the province.

14.4 Implementation of the Provincial Integrated Development Plan

The Western Cape Province is advanced in its strategic planning and implementation of public transport initiatives in the Province, most notably:

- the implementation of the George Integrated Public Transport Network (GIPTN);
- the Municipal Systems Act (MSA) Section 78 assessments undertaken across the Eden District to establish the capacity of local municipalities to assume key roles and responsibilities in respect of public transport;
- the establishment of the Provincial Regulating Entity (PRE);
- the implementation of Mobility Strategies across the Province, and
- the rendering of support to the Integrated Rapid Transport (IRT) developments in the City of Cape Town.

In this context the Province is planning to roll out a provincial assistance program to municipalities that will entail the key actions outlined below.

14.5 Provincial Assistance to Municipalities

The development of an Institutional Plan for municipal assistance is foreseen – it will entail:

14.5.1 A Status Quo Assessment of the Public Transport Function at the Provincial and Local Government Level across the Province

- Identification of key challenges that must be resolved through the institutional framework;
- Clarification of the public transport roles and responsibilities of the spheres of government, arising from legislation;
- Development of institutional models;
- Consultation on the models at provincial and local government levels; and
- Agreement of the preferred model.

14.5.2 *The Development of an Organisational Plan and the Assessment of the Human Capital Requirements and Development of the Capacity Building Programme.*

14.5.3 *The Development of a Financial Plan including an Assessment of the Financial Implications of the Framework and Analysis of the Financial Implications of the Public Transport Improvement across the Province, as well as an Assessment of Revenue Streams for Public Transport in the Province taking into Account the Funding Shortfall at Provincial and Local Level.*

14.5.4 *The Development of an Implementation Plan, including a Road Map and Implementation Process for the Rollout of the Institutional Models and Public Transport Improvement across the Province.*

14.6 Regulations made by the MEC

The Western Cape is in the process of preparing provincial legislation in the form of the Draft Western Cape Public Transport Framework Bill. The Bill will *inter alia* address:

- the strategic objectives of the Province;
- public transport principles for the integrated rapid public transport network in the cape metropolitan area;
- the functions of the MEC;
- regulations by the MEC;
- delegations by the MEC;
- integrated provincial land transport safety management;
- provincial integration and co-ordination;
- operating licensing;
- provincial transport registrar and panel of assessors;
- registration of minibus taxi associations;
- law enforcement, and
- a number of general provisions.

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**Western Cape
Government**

Transport and Public Works

Update of the Western Cape 2011/12 – 2015/16 Provincial Land Transport Framework

Annexures

Date: 28 September 2013

**ANNEXURE A:
Executive Summary –
Extracted from all
Available Integrated
Transport Plans in the
Western Cape Province**

Executive Summary – Extracted from all Available Integrated Transport Plans in the Western Cape Province

Index

DOCUMENT NAME	LATEST ITP AVAILABLE & USED	PAGE
CITY OF CAPE TOWN: CITP 2006 - 2011	2006 – 2011; UPDATE JAN 2012	A-2
CENTRAL KAROO DISTRICT MUNICIPALITY: DITP	2009-2013	A-3
CAPE WINELANDS DISTRICT MUNICIPALITY: DITP	DRAFT NOVEMBER 2010 (2011-2016)	A-4
SUMMARY OF LITPs: CAPE WINELANDS		A-8
STELLENBOSCH LOCAL MUNICIPALITY: CITP	MARCH 2011	A-11
EDEN DISTRICT MUNICIPALITY: DITP	DRAFT APRIL 2010 (AUGUST 2010)	A-29
SUMMARY OF THE LITPs: EDEN DISTRICT MUNICIPALITY		A-33
GEORGE LOCAL MUNICIPALITY: CITP	JAN 2010	A-34
WEST COAST DISTRICT MUNICIPALITY: DITP	2010-2015	A-49
SUMMARY OF LITPs: WEST COAST DISTRICT MUNICIPALITY		A-54
BERGRIVIER LOCAL MUNICIPALITY: LITP	2011-2015	A-56
MATZIKAMA LOCAL MUNICIPALITY: LITP	2010-2015	A-58
CEDERBERG LOCAL MUNICIPALITY: LITP	JANUARY 2010	A-60
SWARTLAND LOCAL MUNICIPALITY: LITP	2010-2015	A-62
OVERBERG DISTRICT MUNICIPALITY: DITP	DRAFT MARCH 2013	A-64
SWELLENDAM LOCAL MUNICIPALITY: LITP	OCTOBER 2009	A-67
CAPE AGULHAS LOCAL MUNICIPALITY: LITP	OCTOBER 2009	A-68
THEEWATERSKLOOF LOCAL MUNICIPALITY: LITP	OCTOBER 2009	A-69
OVERSTRAND LOCAL MUNICIPALITY: LITP	FEBRUARY 2010	A-70

CITY OF CAPE TOWN: COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2006-2011 (UPDATED JANUARY 2012)

Purpose	<p>Urban transportation is a complex system of network elements, service characteristics and operational control components, to meet diverse demands for movement of people and goods at various times and frequencies. The system is governed and operated by a variety of stakeholders in all three spheres of government, as well as parastatal and private entities.</p> <p>Transport planning has historically been fragmented between different modes and was typically done in isolation from land use planning, and vice versa. This often led to social marginalisation and isolation, negative impacts on the environment and high logistics cost on the economy.</p> <p>The purpose of the Integrated Transport Plan is to identify current and future access needs for people, places, goods and services; and to identify interventions for a five year period. This plan informs decision makers on ways to manage the transport system and land use to best address these needs. This is done in terms of a "triple bottom line" approach to find a sustainable balance between the Social, Environmental and Economic needs of the community.</p>
Overview of Content	<p>The City of Cape Town produced a Comprehensive Integrated Transport Plan (ITP) for the 5-year period 2006 to 2011, in terms of the then National Land Transport Transition Act (NLTA, Act 22 of 2000), and to support the City's 5-year Integrated Development Plan. The original 2006 document was updated during 2009 in the context of the then newly promulgated National Land Transport Act (NLTA, Act 5 of 2009). The updated document was approved by the MEC for Transport on 2 March 2010 and Gazetted on 25 June 2010, subject to conditions and recommendations to address in future updates or reviews.</p> <p>The vision for transport supports the City's overall vision to create an enabling environment to become a prosperous city that achieves effective and equitable service delivery. The transport goals are set in line with National Transport Policy, which focus on achieving a significant modal shift from private to public transport. Areas of strategic intervention include, amongst others:</p> <ul style="list-style-type: none"> • Development of an Integrated Public Transport Network (IPTN); • Revising the City's Rail Framework; • Expanding Travel Demand Management (TDM) measures; • Developing a comprehensive Parking Policy; • Developing a Freight Strategy; and • Expanding the Non-Motorised Transport (NMT) network.
Current Status	<p>The term of the current ITP expired on 30 June 2012, after which a new, revised Comprehensive Integrated Transport Plan (CITP), valid for the 5-year period from July 2012 to June 2017, will take effect. The update 2011 forms that last update of this document.</p> <p>The current update leads the way for the preparation of the CITP 2012 - 2017, and will introduce new policies or projects that would require public participation or full Council approval. Some of the important changes amongst the Strategic Informants that are considered during this review:</p> <ul style="list-style-type: none"> • The City's adoption of the new requirements and development responsibilities of the National Land Transport Act (NLTA, Act 5 of 2009); • The revision, by PGWC, of the Provincial Land Transport Framework (PLTF); • The Cape Town Spatial Development Framework (SDF), which has been adopted by Council, and is currently being considered by PGWC for approval; and • Research evidence of environmental changes that requires a shift in emphasis in transport planning.
Projects of Regional and Provincial Significance	See Annexure F

CENTRAL KAROO DISTRICT MUNICIPALITY: DISTRICT INTEGRATED TRANSPORT PLAN 2009-2013

The Central Karoo Integrated Transport Plan (ITP) was prepared during the period March 2009 to September 2009 by CSIR on behalf of the Central Karoo District Municipality. This was commissioned and funded by the Provincial Government of the Western Cape: Department of Transport and Public Works.

The ITP is based on surveys and data collected for the Current Public Transport Record (CPTR, June & August 2009) and the road status quo (together forming the Transport Register), an assessment of community transport and mobility needs through community focus groups held during May 2009, the Operating Licence Strategy (OLS, September 2009), the Local Integrated Transport Plans of Beaufort West, Laingsburg and Prince Albert local municipalities (2009) and further analysis conducted during the period of these investigations.

The report structure is as set out in the National Department of Transport's Technical Transport Planning Guidelines for District Integrated Transport Plans (DITPs) to be prepared by Type 2 Planning Authorities. The responsible authority for the preparation of the ITP is the Central Karoo District Municipality.

The total area of the Central Karoo District Municipality (CKDM) is 38 853 km². This vast, sparsely populated area covers approximately 30% of the total area of the Western Cape. The report describes the needs and problems of the area with respect to transport and provides lists of key projects required to meet the defined transport goals and objectives. The strategy with respect to public transport operations is described along with the key infrastructure projects. Currently there are insufficient financial and manpower resources to meet the needs of the area with respect to transport operations, maintenance and management.

The key project requirement with respect to roads is to ensure that the maintenance and upgrading of the roads enables the mobility and economic functioning of the area. These include the N1 and N12 which are the key transport corridors across the district. Furthermore the gravel road maintenance programme must not be neglected as this supports much needed rural mobility. Large reductions in freight transport on the N1, and through Beaufort West, especially, are seen as being vitally important in order to preserve and protect the road pavement infrastructure.

From an operational perspective the major project is to secure support and funding for a subsidised rural transport service to achieve rural mobility for those living on the farms and in the smaller villages of the Central Karoo and so assist with poverty alleviation.

Projects of Regional and Provincial Significance
See Annexure F

CAPE WINELANDS DISTRICT MUNICIPALITY: DISTRICT INTEGRATED TRANSPORT PLAN: 2011-2016	
Introduction	<p>The preparation of the District Integrated Transport Plan is the responsibility of the CWDM as outlined in the NLTA and is designed to provide a vision of transport for the district, a register summarising the condition and issues for transport as well as listing priority projects and an implementation plan that duly emphasise the transport urgencies for public sector action in the area.</p> <p>Local Integrated Transport Plan's (LITP) are also being prepared for Breede Valley, Drakenstein, Langeberg and Witzenberg Local Municipalities (LM). A Comprehensive Integrated Transport Plan (CITP) for Stellenbosch LM is also being prepared but this is as an independent process. At the time of final preparation of this DITP, the Stellenbosch CITP had as yet, not been completed, thus has been temporarily excluded from the Cape Winelands district plan. It is expected that the findings of Stellenbosch transport register, issues log and project priorities will be included into the DITP at a later stage.</p> <p>The district and four local ITPs have been prepared in accordance with the Minimum Requirements for the Preparation of Integrated Transport Plans as Gazetted in September 2008. A District ITP Steering Committee, as well as individual working groups for each LM's has formed part of the consultation process and designed to facilitate the preparation of the various ITPs.</p>
Transport Vision and Objectives	<p>Preparing a vision for transport is important to ensure that short term actions or projects are taking the right steps, not only to alleviate the current urgencies, but also towards ultimately realising what has been envisioned for the DM's transport system in the longer-term future. Various relevant policies and strategic documents were obtained and reviewed for this study. These documents, together with the review of the existing conditions in CWDM, have informed the transport vision and objectives for the region. The IDP is an important document which provides guidance to CWDM for developing a vision for transport in their DM. The vision statement that is contained in the CWDM's IDP clearly focuses on growing and developing the DM. The IDP vision is: "Growing, sharing, delivering and innovating together".</p> <p>A vision and mission statements were developed through an internal workshop with the CWDM Transport Planning. The vision for transport for the CWDM is as follows: "Innovative Mobility".</p> <p>The CWDM transport vision is further supported by the mission statement: "A sustainable transport system which provides access for the needs of social and economic opportunity". This mission for transport supports the strategic direction encapsulated in the IDP.</p> <p>In support of the vision and the mission statement, a long term public transport vision for the CWDM was developed and it envisages what the levels and quality of passenger transport could be throughout the district in the future. A conceptual design for the future transport vision was also developed showing long distance movement, local as well as rural services.</p>
Transport Register	<p>The bulk of the population of the CWDM lives in and around the more urban LMs of Drakenstein and Stellenbosch. There are also a large number of people living on farms and in rural hinterlands of the DM. The largest concentration of people is in the main urban hubs of Stellenbosch, Paarl, Worcester, Ceres and Ashton. Most of the CWDM has a very low population density. Distances between towns are also quite far which further increases the reliance on more motorised modes.</p> <p>The CWDM developed a growth and development strategy to stimulate the growth of the CWDM economy in a manner that creates jobs and reduces poverty.</p> <p>The CWDM potential growth and development opportunities have been identified as being in the fields of agriculture, heritage, biodiversity, tourism and fishing industry. These industries require good access to transport goods and to service centres as well as to employment opportunities to ensure successful growth in the economy of the CWDM.</p> <p>The N1 rail and road corridor and the Breede River Valley corridor are two major strategic corridors in the CWDM and they are major distributors of people, goods and services from the CWDM to other LMs within the Western Cape, to other provinces. These major corridors are supported by other major roads (R45, R47, R318, R303, R60, and R62) to distribute goods and services to the people within the DM. The N1 corridor is the primary investment route through the CWDM and is the major connector to investment nodes such as Worcester and Paarl. The Breede River valley corridor on the other hand, is the major connector to economic activities such as agriculture, particularly viticulture, which has seen an increase in employment as farmers vertically integrate their operations to include winemaking, and closely allied to the wine industries and has the advantage of the often spectacular scenery and cultural heritage of the area. Rail forms a significant part of the corridor and is mostly used to promote tourism, as well as potential rail freight routes.</p> <p>The public transport services in the CWDM allows people to access destinations in their local area or other settlements to which they regularly travel, but which cannot be</p>

reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools. Public transport holds approximately 14% of the transport modal share, NMT 48% and 26% of people use private vehicles to reach their destinations in the CWDM.

Currently the MBT is the dominant public transport mode providing both commuter and long distance services. The majority of MBTs do not display their routing, origin or destination, while none advertise their fare structures. Fare collection takes place inside the vehicle and payment is only accepted in cash. The type of vehicle that is used depends on the passenger demand, as well as the operating conditions. MBT services operate predominantly out of the urban centres located within each LM. Generally it is these urban centres which are responsible for the majority of MBT passenger movements throughout the week. The Breede Valley and Drakenstein LMs account for over 75% of total passenger demand in the CWDM.

Rail services within the CWDM are available in 4 LMs namely, Drakenstein, Witzenberg, Breede Valley and Stellenbosch LMs and stops at 24 stations serving the CWDM. Langeberg LM has no passenger rail service and the existing rail infrastructure in the LM is mostly used for tourism and freight purposes. PRASA provides 3 daily return services to commuters in the CWDM; the first being the service between Wellington and Cape Town, the second between Cape Town and Worcester and the third is between Stellenbosch and Cape Town. The Wellington rail line has 22 trains per day. The Worcester rail line has a single train in the morning and afternoon. Long distance rail services operate between Cape Town and cities of Johannesburg, Durban and East London. These services cover the Breede Valley, Drakenstein and the service to East London covers only Langeberg LM.

Commercial long distance bus services that operate through the CWDM are InterCape, Greyhound, SA Road Link, and TransLux. The services operate daily with 4 buses per day between Cape Town and Johannesburg. Services operate on daily basis in Drakenstein, Stellenbosch, Langeberg and Breede Valley LMs and stops in the towns of Paarl, Worcester, Touwsrivier, Stellenbosch, Ashton and Robertson.

Public transport infrastructure in CWDM consists of 42 formal and 21 informal MBT and bus facilities and 3 formal air strips. Roughly half of the formal MBT rank facilities are off-street facilities, designed for MBT operations, with demarcated lanes and bays according to destinations.

There are shelters and mostly some amenity facilities for passengers, but there is a need for both the construction of additional facilities, as well as for the upgrade of inadequate existing facilities in the DM. The road network through the CWDM consists of approximately 1 200 kilometres of national, provincial and local roads. 32% is surfaced roads and 68 % is unsurfaced roads. Furthermore, 25% of the total road network of the CWDM and 3.5% of the total Western Cape Provincial road network run through the DM. The most important road link is the R60 starting at Worcester and running through Robertson to Montagu. The R60 is also the road based transport link between Langeberg and the Overberg region via the N2.

The NMT environment in CWDM is generally fair with poor quality infrastructure in poorer communities. The only existing NMT networks within the CWDM are in Stellenbosch and Paarl. Public spaces, including NMT routes within road environments, are often not sociable, are poorly maintained, seldom used and suffer from the infiltration of crime. This is often due to poor infrastructural planning, lack of an integrated design approach and difficulties experienced in operation and marketing of public spaces.

Records received from the Western Cape Department of Education (WCED) 2009 indicated that there were a total of 370 primary, secondary and combined schools in the CWDM. The final draft of the National Learner Transport policy, released in February 2009, proposes that upon approval, a national framework for the implementation of the learner transport system will be provided. The target group of the policy is learners who attend school between Grade R and Grade 12 and live more than 3km from the nearest school. The WCED confirmed that there are 74 schools in the CWDM served by 171 learner contract routes and each of these schools receives a learner subsidy form the WCED. Therefore 20.0% (74) of schools in the DM are using learner contracts, and 21% of these learner contracts are used by primary schools.

Freight movement information has been sourced from the recently drafted Freight Transport Data Bank compiled for the Western Cape Department of Transport Roads and Public Works. Road freight information is derived from surveys undertaken at a range of points throughout the Province. Of the identified freight, agricultural products, chemicals and perishables were the 3 most common freight types. The highest freight vehicle

	<p>volumes, total weight and average vehicle weight within the CWDM are recorded on the N1, as expected. The second busiest freight route by weight is the R60 between Worcester and Robertson confirming the importance of this recently upgraded road. Whilst the second busiest route by volume is the R301 route between the Paarl and Wellington. On this route, the lowest average weight of freight vehicle was recorded, indicating the more localised nature of the traffic, into and out of the nearby industrial area of Paarl. The local situation with freight is the same as in the past number of years with all growth being in road freight haulage. This is the main contributor to high transportation costs and heavy vehicles are damaging the road infrastructure. Efforts to get the appropriate freight moved by rail were not successful. Over the past ten years, increasing cost and the deterioration and withdrawal of rail services have contributed to the reduction in the use of rail transport and increasing usage of road haulage.</p> <p>The Department of Health provides health services for patients within the CWDM in the form of various hospitals, clinics and mobile clinics. The department has at their disposal a fleet of vehicles which is used to transport staff, medicine as well as to provide mobile clinic services. The fleet is not designed to carry passengers. The Department of Health provides a subsidiary service called Emergency Medical Services. This service is divided into emergency and Health net services. Health net is not an emergency service, but it provides services for patients going for treatments and to collect medication. Health net services are located in each of the LMs within the towns of Worcester, Touwsrivier, Paarl, Robertson and Montagu.</p> <p>Special categories of passengers are defined as persons with disabilities, the aged, pregnant women and those who are limited in their movements by children. Transport planning should also include provisions for special categories of passengers. For example drop kerbs on sidewalks with obstructions placed in the centre (e.g. poles) create a difficulty for the user to access the sidewalk. Planning should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another. Collectively, Drakenstein and Breede Valley LMs are home to more than 50% of people with physical disabilities in the CWDM. Improving access to public transport should consider the principles of universal access in the development of and linkage to public transport and NMT infrastructure in the CWDM.</p> <p>Contributions, received from both Government Grants and the public, are expected to increase by 19 million to R398.75 million as compared to the 2010/ 2011 financial year. The total amount estimated for the Western Cape for 2010/11 is R25.096 million. The estimated expenditure for 2011/12 and 2012/13 are R19.5 and R21.0 million respectively. Should the extent of proclaimed roads remain unchanged, this indicates that less funds will be made available maintain the proclaimed network.</p>
<p>Operating Strategy Licensing</p>	<p>The Operating Licensing Strategy (OLS) for the CWDM has been prepared in accordance with the minimum requirements for an Integrated Transport Plan. The data collected as part of compiling the 2009/10 CPTRs for each LM was used to determine the locations of major MBT ranks in the CWDM and to determine the utilisation on the current MBT routes. Discussions with the CWDM steering committee representative's traffic officials indicated that operations and routes have changed significantly since the last survey which was undertaken in 2004.</p> <p>Through this OLS process it became clear that the data on MBT routes in the CWDM varies depending on the source of that information. In order to develop an OLS and make recommendations regarding the issuing of operating licenses, it was important to analyse each route separately with regard to the demand and supply of public transport services. The data received from the surveys was captured and analysed and used to produce the operational characteristics at the ranks. A total of 103 routes were observed operating out of 50 ranks on the survey days. MBT services were observed to operate regularly throughout the week.</p> <p>Various strategies are recommended for implementation by the CWDM and/ or the various LMs. The regulation of public transport is a provincial responsibility; the CWDM has a limited role in affecting the more strategic focus areas that require restructuring. The approach of this OLS is to recommend strategies that fall within the area of responsibility of the respective LMs. The strategies include: formalisation of the administration process at the OLB, improved assessments of passenger demand, improved enforcement, improved regulation of long distance transport, moratorium on over-traded routes, the development of an Integrated Public Transport Networks (IPTN) and a new approach to developing OLS. The OLS comprises an analysis of the utilisation of MBT services within the CWDM in relation to the capacity available in the system. The basis of the analysis was the route information obtained from the latest CPTRs for each LM summarising the MBT routes that are in use in the CWDM, as well as the utilisation levels obtained from the TAs and verified through the MBT surveys.</p> <p>Generally, it was found that there were significantly more vehicles operating on most</p>

	<p>existing MBT routes than the demand required. This large number of vehicles is mostly attributed to illegal vehicles. Fifty routes were identified that could potentially warrant additional operating licenses.</p> <p>Currently, the passenger demand on these routes is being serviced by illegal operators, some who might include those awaiting documentation from the OLB. Various proposals have been made in the OLS in an attempt to address public transport restructuring within the CWDM, and mainly focused on the sphere of influence of the respective LMs. The financial implications of the implementation plan to restructure the MBT public transport system in the CWDM were established.</p>
Transport Needs Assessment	<p>In order to assess transport needs in the CWDM, it is important to understand the primary reasons for, or generators of, movement. There are generally 2 generators of movement, namely people and goods. People who live in CWDM move around to satisfy their daily needs, while movement is also generated by people who travel into, out of, or through the DM. Goods are also moved into, through and out of the CWDM to and from local, national and international locations. In response to the demand for movement from people and goods, there is a supply of transport institutions, service and infrastructure to facilitate the movement of people and goods.</p> <p>From the overview of data on passenger movement presented previously in the transport register, it emerged that the majority of passenger trips in the CWDM are generated by people who live in the CWDM and travel locally. The information was extracted from the NHTS and shows what percentage of households have access to various modes of public transport. The information shows that more than 50% of people living in the CWDM do not have access to a railway service. Approximately 80% of people have access to a public transport facility, with 73% of households having access to a MBT service, within 1 to 15 minutes of walking. The short walking times to the nearest MBT service indicate how well the CWDM is serviced by MBT routes. The largest number of trips in the CWDM is to access employment and the second highest generator of trips is to educational institutions.</p> <p>In order to identify particular issues with respect to transport in the CWDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. These include: interviews were conducted with CWDM operators, drivers and passengers to gauge issues relating to the public transport industry, telephonic interviews were also conducted with principals at a variety of schools in the CWDM to identify issues relating to learner transport, interviews and discussions were also held with the LM representatives to assess the existing conditions and to develop strategies and solutions to the mobility problems experienced by locals, as well as public meetings which were held in Paarl, Worcester Robertson and Ceres. The findings in addition to the various issues and recommendations from interviews and stakeholder discussions are outlined as a summary of the needs by each transport sector.</p>
Projects of Regional and Provincial Significance	See Annexure F

SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS: CAPE WINELANDS	
BREEDE VALLEY LOCAL MUNICIPALITY	<p>Breede Valley LM is the third largest LM within CWDM. Areas within Breede Valley LM are mostly urban with only 4% of people living in rural areas. The economy of Breede Valley LM is highly dependent on agriculture with other sectors such as tourism, manufacturing and transport also contributing to the economy.</p> <p>MBT and rail commuter services are the dominant public transport modes in the Breede Valley LM, providing both commuter and long-distance services. Public transport facilities are located in Worcester, and approximately 16 771 commuters were recorded on a Saturday. Intra- town movements within Breede Valley LM are dominant and the least trips are to other LMs. The LM have challenges that include: lack of weekday public transport services and facilities, limited rail services between Cape Town and Worcester, the construction of a new toll road on the N1 which will have a significant negative impact on the community of De Doorns, heavy vehicles movement through towns is problematic, pedestrians crossing the N1 is problematic, and abnormally loaded vehicles impacting local roads.</p> <p>In addressing these major issues and concerns, prioritised projects includes the Environmental Impact Assessment study of the eastern bypass to be constructed in Worcester as part of the N1 tolling project to reduce through movement of heavy vehicles, preparation of an NMT plan for the LM and design and construction of public transport facilities in major towns. In addition the LM will address road maintenance issues through the use of its pavement management system.</p>
DRAKENSTEIN LOCAL MUNICIPALITY	<p>Drakenstein LM is the second smallest LM in size with the highest population (32%) within CWDM.</p> <p>The LM has two urban centres, namely Paarl and Wellington, which are located in the south of Drakenstein and accommodates 95% of the population. The rest of the population lives in the northern part of the LM which displays segregation, highlighting the difficulties of travelling and access to services.</p> <p>Public transport plays a significant role in Drakenstein LM especially in urban areas of the LM. Public transport facilities are located in Paarl, and approximately 23260 commuters were recorded on a Saturday. There are regular rail services and no commuter bus services in Drakenstein LM.</p> <p>Public transport, segregation of settlements and illegal public transport operation issues in the LM are standing out as major issues. In addressing these major issues and concerns, prioritised projects include the preparation of an integrated public transport plan that will address public transport routes and subsidised transport; design and construction of public transport facilities in major towns as well as the expanded law enforcement management plan that will address illegal operations in the LM. In addition the LM will address road maintenance issues through the use of its pavement management system.</p>
LANGEBERG LOCAL MUNICIPALITY	<p>Langeberg LM is the second largest LM in size with the second smallest percentage of population within the CWDM. The LM is a mostly rural and agricultural sector which contributes 53% toward the local economy and therefore there is high unemployment during the off-season. The LM has the highest unemployment rate when compared to other LMs within the CWDM.</p> <p>Due to low income levels in Langeberg LM, public transport and NMT play a significant role especially for farm workers and others who live in rural remote areas of the LM. The MBT is the dominant public transport mode in the Langeberg LM, providing both commuter and long-distance services. Currently there are no formal public transport facilities in the LM but major movements were recorded in Robertson; approximately 2942 commuters were recorded on a Saturday. Other towns become significantly active during month end and weekends.</p> <p>Main problems identified by LM representatives and at public meetings in Langeberg LM include employment opportunities concentrated in Robertson and Ashton, lack of public transport services and facilities, lack of safe pedestrian facilities along major roads, distances between towns are too great for cycling to be feasible and poor condition of roads were identified as standing out issues in the LM. In addressing these significant issues and concerns, prioritised projects include the resealing of local roads, construction and upgrading of major roads between towns and design and construction of public transport facilities in major towns of the LM. The Langeberg LM will address road maintenance issues through the use of its pavement management.</p>
WITZENBERG LOCAL MUNICIPALITY Introduction	<p>Witzenberg LM is the largest LM in size with the smallest population in CWDM. The LM is mostly rural and 57% of the population live in rural towns and hinterlands. The agricultural sector contributes 61% to the economy and the LM has the lowest income levels when compared to other LMs in the CWDM.</p> <p>Public transport and NMT plays a significant role in Witzenberg LM. Major public transport</p>

	<p>facilities are located in Ceres, and approximately 5592 commuters were recorded on a Saturday. There is only one rail commuter service to Cape Town daily and no public bus services in Witzenberg LM. General public transport issues include a long waiting period for operating licences issued on routes which need to be extended or amended to meet changing demand patterns; rural towns are only serviced during weekends and during the peak; very high unemployment and low incomes levels make public transport unaffordable on a daily basis as well as in emergency situations; no long distance bus services are available; lack of public transport facilities and inadequate maintenance of facilities in major towns.</p> <p>Issues such as movement of heavy vehicles through towns, lack of maintenance of NMT facilities and lack of consolidation of public transport facilities issues were identified as standing out issues in the LM. In addressing these significant issues and concerns, prioritised projects were identified and include consolidation of public transport facilities in major towns of the LM; upgrading of NMT facilities and preparation of a freight strategy. Witzenberg LM will address road maintenance issues through the use of its road pavement management system.</p>
<p>Funding Strategy And Summary Of Programmes</p>	<p>The aim of this chapter is to summarise the project proposals, to develop a list of prioritised projects through project prioritisation and to arrive at an implementation plan that is affordable, given the available budgets and the different sources of funding available to the planning authority.</p> <p>Project proposals were identified from the following sources: previous ITP projects not implemented or funded, reports and documents that describe needs as identified through previous public participation processes, stakeholder inputs and studies, public participation meetings in each LM, meetings, discussions and working groups with LM representatives and meetings and discussions with various stakeholders in the transport industry. From the comments, suggestions, remarks and complaints gathered during the meeting with all the relevant parties mentioned above, an initial summary of issues/needs was compiled. The issues were then categorised into different transport focus areas.</p> <p>CWDM is not the designated road authority therefore the final prioritisation of the projects as well as budget allocations are based on final prioritisation conducted by the PGWC on the PLTF. The projects developed from the project proposals for the final implementation plan were subject to a prioritisation process. Both the infrastructure and maintenance projects were subjected to prioritisation, albeit through different processes.</p> <p>Various strategies were identified in response to the key issues identified (see Chapter 2) from the review of the transport status. This section outlines the priority projects and how they respond to one or more of the identified strategy. The strategies are as follow: Promote, support and enable job creation through LED and tourism initiatives, Improve public transport operations, Provide public transport infrastructure, Improvement of learner transport operations, Improvement of the road network, Improvement of road safety conditions, Improvement of conditions for non-motorised transport users, Promote and support the movement of freight and the Develop a sound institutional and administrative environment.</p> <p>Project cost estimates for the five highest-ranking priority projects in each category were carried out in an effort to firstly identify and describe the development process needed to achieve project implementation, and secondly to quantify the amount expected to be related to this process. All costs linked to the implementation plan are expressed in current (2010) prices. Furthermore, costs associated with projects scheduled for the first of the five-year implementation period is likely to have a greater degree of accuracy than cost estimated for projects scheduled after 2011/12. It is expected that these projects will remain on each LM implementation plan, but that the budget and cost estimates will be adjusted annually.</p> <p>Project plans were developed for the 5 highest-ranking priority projects in each category. The development of project plans addressed the following issues: Project objectives, occasionally specified in terms of minimum requirements, specifying intensions that could correlate to other projects and project outputs, stating the expected end-product after project implementation. After estimation of the cost of implementation of the priority projects, the next step would be to identify all possible sources of funding available to transport over the five-year implementation period. The available funding then needs to be matched with the costs of implementation to determine the affordability cut-off line.</p> <p>The process to determine the amount available to transport over the implementation period requires the evaluation of each individual LM budget as well as the DM budget. The CWDM Draft MTREF Capital and operational budgets 2009/10 to 2012/13 (published) were available for the assessment. Availability of funding to implement the prioritised projects is limited. While the various modes of transport compete against each other for funding, they also compete with other essential services such as water, housing and health. The main</p>

	<p>existing sources of capital funding are as follows: public contributions and donations, borrowing, internally generated funds, capital transfers recognised and direct or indirect National and Provincial grants.</p>
<p>Public And Stakeholder Consultation</p>	<p>The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings with representatives of DM and LMs and PGWC, interviews with key stakeholder, interviews with public transport passengers, MBT drivers and associations, and interviews with school principals. In addition, the following organisations were also contacted: long distance bus companies, the Department of Education which subsidises learner transport, SARCC /PRASA, Department of Tourism and Economic Development, Department of Health and Emergency Medical Services and SANRAL.</p> <p>Two rounds of public meetings were held in strategic locations in the LMs to inform public of the ITP process, obtain information on existing conditions and to present the proposed projects. Stakeholders of the various LMs raised a number of issues and concerns regarding the ITP for the CWDM. Comments were raised by I &APs mainly during the scheduled meetings but also by means of fax and telephone conversations.</p>

STELLENBOSCH LOCAL MUNICIPALITY COMPREHENSIVE INTEGRATED TRANSPORT PLAN – MARCH 2011

<p>Introduction</p>	<p>The National Land Transport Act (NLTA), Act 5 of 2009, requires that district and local authorities compile a package of plans to give effect to the requirements and provisions of the NLTA. In November 2007 the Minister of Transport published in the Government Gazette No. 30506, the minimum requirements and regulations for the preparations of Integrated Transport Plans (ITP's).</p> <p>Generally an ITP is considered as a mechanism by which planning authorities can plan for, develop, manage, integrate and provide all modes of transport in the area.</p> <p>The specific type of ITP to be prepared by planning authorities is as follows:</p> <ul style="list-style-type: none"> • Type 1 planning authorities are required to prepare a CITP. These authorities are the 12 cities, as well as any other planning authority designated as such by the MEC or Minister (e.g. Stellenbosch) • Type 2 planning authorities, all district municipalities e.g. Winelands District Municipality, are to prepare a DITP. • Type 3 planning authorities, e.g. all other local municipalities, are to prepare a LITP. <p>According to the regulations in terms of section 36 of the NLTA, the following principles apply to the preparation of CITP and, where applicable, to DITP's and ITP's. Transport plans must be developed so as to:</p> <ul style="list-style-type: none"> • enhance the effective functioning of cities, towns and rural areas through integrated planning of transport infrastructure and facilities, transport operations including freight movement, bulk services and public transport services within the context of those integrated development plans and the land development objectives set in terms of section 27 of the Development Facilitation Act, 1995 (Act No. 67 of 1995), or, where applicable, land development objectives of that nature set in terms of replacing legislation or relevant provincial laws; • direct employment opportunities and activities, mixed land uses and high density residential development into high utilisation public transport corridors interconnected through development nodes within the corridors, and discourage urban sprawl where public transport services are inadequate; • give priority to infilling and densification along public transport corridors; • give higher priority to public transport than private transport by ensuring the provision of adequate public transport services and applying travel demand management measures in a manner that provides incentives for sustainable mobility management; • enhance accessibility to public transport services and facilities, and transport functionality in the case of persons with disabilities; • maintain and further develop road infrastructure so as to improve travel by all road-based modes of transport where appropriate; • maintain adverse impacts on the environment; and • support / stimulate economic growth and development. <p>In addition:</p> <ul style="list-style-type: none"> • Plans must pay due attention to the development of rural areas, and transport for special categories of passengers must receive specific attention. • Transport plans should acknowledge and, where necessary, plan for the role of appropriate non-motorised forms of transport such as walking and cycling. • Transport plans and transport programmes must be synchronised with other planning initiatives and must indicate how they are integrated into the municipal integrated development plans, the land development objective processes and the municipal budgeting process. • The preparation of a transport plan or transport programme must include the consultation and participation of interested and affected parties required for the preparation of integrated development plans in terms of Chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) or replacing legislation.
<p>Transport Vision And Objectives</p>	<p>It is an obvious requirement of the Integrated Transport Plan, that it should be the instrument of implementation of the transport policies of the national and provincial government.</p> <p>A number of important national government documents have been developed to provide the broad framework within which provincial and local government can implement these policies with important local emphasis and priorities. The White Paper on National Transport Policy and the Moving South Africa document are all national government policy statements.</p> <p>The Western Cape emphasis is defined in the Provincial Land Transport Framework (PLTF).</p>

National Land Transport Act (No.5 of 2009):

The Act provides the measures necessary to transform and to restructure South Africa's land transport system with the emphasis on public transport.

National Land Transport Strategic Framework: 2006-2011:

The National Land Transport Strategic Framework (NLTSF) embodies the overarching, national five-year (2006-2011) land transport strategy, which gives guidance on transport planning and land transport delivery by national government provinces and municipalities for this five-year period. In the NLTSF, a number of national key performance indicators (KPI), are defined to help monitor progress in the implementation of key policies for land transport in the national, provincial and local spheres. These KPI's are listed in the CITP with comments on its applicability and progress in the Stellenbosch Municipal area.

White paper on National Transport Policy:

The importance of this policy document lies in the fact that it preceded the Land Transport act and it provides an inkling of the thinking that went into the formulation of the sections of the act:

The importance of transport is clearly defined in the white paper. The following will highlight some of the key issues in this regard:

"Transport plays a significant role in the social and economic development of any country and the Government has utilized transport as one of its five main priority areas for socio-economic development. The effectiveness of the role played by transport is to a large extent dictated by the soundness of transport policy and the strategies utilized in implementing the policy."

The following vision, goals and strategic objectives for South African transport are also defined in the white paper:

Vision

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

The Vision, Goals and Objectives are incorporated into the policies and projects of the Stellenbosch CITP.

Moving South Africa: Towards a Transport Strategy for 2020:

The importance of the Moving South Africa report lies in the fact that it is in essence a research document, to determine the status quo of the South African transport industry. As many as 30 separate reports were prepared on the following components of transport in South Africa:

- Freight Transport System
- Urban Passenger Transport System
- Rural and Long Distance Passenger Transport Systems
- Tourism Passenger Transport System
- Special Needs Passenger Transport System
- Cross-cutting Issues affecting the long-term sustainability of the transport system as a whole.

Aspects from all of these, but especially the views long distance passenger transport systems, are of importance for the compilation of the Stellenbosch CITP.

Western Cape Provincial Land Transport Framework:

In terms of the compilation of the Stellenbosch CITP, the Western Cape PLTF is by far the most important policy document providing direction for what is in essence an implementation tool. In almost all of the chapters of the CITP, there will be references to the PLTF. The vision, goals and objectives of the PLTF will be discussed in this section.

VISION:

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

	<p>MISSION:</p> <p>"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."</p> <p>The various objectives and key policy shifts/trends raised in the WC PLTF are mentioned in the CITP document.</p> <p>Key issues and concerns related to transport:</p> <p>In order to define a distinguishing tone for the Stellenbosch CITP, it is necessary to identify the core issues and problems that are currently characteristics of the Stellenbosch land transport fabric.</p> <p>These are:</p> <ul style="list-style-type: none"> • The University of Stellenbosch campus, in terms of its staff, students and operational practices, has an undeniable, immense impact on the municipality's road and transport networks. • In the recent past the university and the town have been subjected to substantial growth in terms of student numbers and developments, which have resulted in the surfacing of structural deficiencies in the capacities of the road and transport networks. • There is hardly any relatively cheap land available in Stellenbosch and its environs for either open parking lots or elaborate new road schemes. • Non-motorised transport projects are of extreme importance for the town of Stellenbosch as the modes of cycling and walking provide basic mobility to the student population. • During normal lecture times, available parking is at a premium throughout the town, with vehicles parked legally and illegally on every available piece of land. • Although some sections of the local population make use of public transport to access job opportunities in Stellenbosch, it is as a percentage still low miniscule compared to private care usage. • There are currently huge numbers of commuters that cross the municipal boundaries of Stellenbosch every day to access their places of work. (There is also a small contra flow out of town.) • The transportation systems and patterns within the Stellenbosch Municipality are undeniably linked to the immediately adjacent Cape Town Metropolitan Area.
Transport Register	<p>In this chapter an overview is given on existing land transport operations and infrastructure in the Stellenbosch Municipal area. The comprehensive "Current Public Transport Record" (CPTR) can be found in Appendix 3A for more detailed information.</p> <p>As no CPTR currently exists for the Stellenbosch Municipality, the majority of the information was sourced from surveys, conducted by the Vela VKE Project Team during September 2010. Additional information was also sourced from the taxi associations, PRASA, local household surveys and various other technical meetings with stakeholders. It is estimated from the SDF that a total number of 200,527 people currently reside in the Municipal area.</p> <p>Railways:</p> <p>PRASA is currently the only passenger rail service operator within the Stellenbosch Municipality. There are currently seven railway stations within the Stellenbosch Municipal area namely Lynedoch, Vlottenburg, Stellenbosch, Du Toit, Koelenhof, Muldersvlei and Klapmuts. The length of the section of line within the Stellenbosch Municipality is approximately 18km long.</p> <p>PRASA currently has three categories of railway lines, categories A, B and C. Category A being the most important railway lines with the majority of passengers. Prioritisation of PRASA projects are sorted according to this categorization. The Stellenbosch line falls into the category C grouping.</p> <p>Road Based Transport there are currently ten mini-bus taxi facilities within the Stellenbosch Municipal area. The taxi ranks include Kayamandi, Kayamandi Bridge, Bergzicht, Stellenbosch Railway Station, Adam Tas, Pniel, Lanquedoc, Franschoek (x2) and Klapmuts. Only two of these ranks are formal taxi ranks (Bergzicht and Lanquedoc).</p> <p>Detailed descriptions of these routes can be found on the various route maps in Appendix 3A.</p> <p>Three taxi associations currently operate within the Stellenbosch Municipal area.</p> <p>These are:</p>

	<ul style="list-style-type: none"> • Stellenbosch Taxi Association • Kayamandi Taxi Association • Franschhoek Taxi Association <p>All of the passengers waiting times are around 1 minute, which shows that the number of vehicles currently being provided is more than adequate (illegal taxis are included in this calculation).</p> <p>Other transport covered in the CITP document: NMT, Stellenbosch local airport and long distance coaches.</p> <p>Only the Provincial Government of the Western Cape and the Stellenbosch Municipality owns the roads as shown in the above map with the Cape Winelands District Municipality not owning any roads within the Stellenbosch Municipality. The Provincial roads running through Stellenbosch town are the R44, R310, R304, Bird Street, Merriman Avenue, Cluver Street, Rustenburg and Jonkershoek.</p> <p>With reference to the Pavement Management System of Stellenbosch which was revised in June 2010 it is important to note that the PMS report shows, a backlog of R93million for the reparation of roads in the Stellenbosch Municipality.</p> <p>Freight:</p> <p>There are currently no routes identified for the transportation of abnormal load or dangerous goods. This is however addresses in chapter 9 of this CITP document. Only one weigh-bridge (situated on the R304 before the N1 turn off) is currently used in the Stellenbosch Municipal area. It is owned by the Provincial Government of the Western Cape and mostly used by the Stellenbosch Traffic Department. No impound facilities currently exists which makes law enforcement very difficult. This is also addressed in chapter 9 of the CITP document.</p>
Spatial Development Framework	<p>Transport policy in South Africa demand that specific and dedicated importance be placed on making the relationship between transport planning and land use planning in an urban context, more rational and efficient. From the most recent policy documents from the Stellenbosch Municipality, it is very clear that a firm position on how and where activities should be spatially located is urgently needed. A fine balance between spatial development and transport systems, serving these developments, is necessary to preserve the fragile environment, the natural and cultural treasures of the region, as well as to ensure sufficient growth and job creation.</p> <p>The questions to be asked in this chapter, is whether or not, the Spatial Development Framework has sufficiently succeeded in connecting spatial developments with urban transport planning in Stellenbosch. It is further clear that the Stellenbosch Municipality is faced with a very important task of preserving what is so special about the area: it is imprinted in the minds of people the world over how pristine and beautiful the area is, how historically rich the area is and that it is a serious place of learning and cultural heritage preservation. The pressures between conservation and demand for urban development are at the point where the next 20 years become very critical for Stellenbosch to take the correct decisions now. Apart from the pristine environment and very rich agricultural land to be preserved, the demand for new housing, the enormous backlogs in low cost housing, the struggle to create sufficient new jobs and the very limited budget and human resources, are placing enormous pressure on the SDF to come up with a workable and implementable strategy.</p> <p>Key to these questions will be the urban form in which the Stellenbosch Municipality will be shaped over the next two decades. One of the identified spatial challenges is the centralisation of activity in only a few places, leading to serious traffic congestion and conflict between vehicular and non-motorised movements. The chosen growth pattern will have a profound impact on the principles on which the SDF is currently structured are not finally approved and there is still the possibility that some changes may occur before final approval.</p> <p>This chapter address the following:</p> <ul style="list-style-type: none"> - Investigate all the legislative and policy frameworks which govern spatial- and transport planning. - Study the principles on which the SDF is structured, as well as the Municipal issues that influence these processes. - Look at profile and sectoral strengths of the area. - Investigates the spatial proposals in the different settlements. <p>All comments will however be from a transportation point of view as the CITP is only concerned with the transport implications of land-use policies and developments. For truly integrated land-use/transportation planning future IDP's and SDF's should take cognisance of the approved CITP.</p>

It is important to look at certain specific principles upon which the Stellenbosch SDF is based in order to understand the logic of the SDF in terms of what it wants to achieve. These principles form the basis of the planning strategy and aims to fulfil the ideals for the region in this specific manner. These principles are to be tested in the following discussion of the interrelationship between the SDF and the Comprehensive Integrated Transport Plan. It is not possible or necessary to discuss all the principles, but only to focus on those that may have an influence on the Integrated Transport Plan for this area.

The following is a wide array of principles and guidelines to address this complex relationship between man, nature and a built up environment on the macro level.

- Alignment with all National, Provincial and District Spatial Development Frameworks and other strategies are the key principle.
- Address certain key challenges such as shared growth, increased access to opportunities and increased sustainability of the region and its towns.
- Find mechanisms to balance current and future growth and development that includes socio-economic challenges on the one hand and environmental challenges on the other hand. The conservation and sustainable use of the biodiversity of the region is a continuous golden thread throughout the Stellenbosch SDF. This makes the planning of new roads very difficult in this area due to the historic and monetary values of land and the environment.
- Leader Towns are to be identified to guide infrastructural investment and social capital-spending.
- Due to the high agricultural potential land, the rich biodiversity and resultant protected areas, urban growth (green and brown field developments) and densification, are to be carefully planned within Urban Edges.
- Cognisance is to be taken of Transport Planning (Transport Master Plan), which serves as a key strategy in addressing transport problems, traffic congestion and environmental degradation. This includes the optimization of the area's good transport potential in terms of rail- and road corridors. There is also a strong call for public transport facilities, as well as non-motorized transport opportunities.

Due to the importance of tourism in the area, the development of holiday resorts, Golf- and Polo Estates and courses, are very much a reality and strict guidelines are laid down to be followed. Despite all the strict guidelines, these developments can in certain circumstances prove to be problematic for the Municipality: the sustainability of these projects in declining economic cycles; the change of rural landscapes into urban landscapes that takes away the unique beauty of the environment; the fact that some of these developments tend to become a destination on its own for tourists and visitors, without benefiting the whole region or the urban nodes.

If the aforementioned principles serve as planning indicators on the regional level as overarching principles, there are nine basic principles on the micro level that must be well understood to be able to align this with transport planning:-

1. Walking distance as the primary measure of access: It is proposed that appropriate walking distance (20 minute walk or 1-2/kilometres) be the norm rather than distances travelled by car in 5 – 10 minutes. This will have a major transformational and restructuring effect on urban settlements and transport planning. The provision of non-motorised transport infrastructure goes hand in hand with the principles and the total concept is aiming at reducing traffic on major routes as many needs can be fulfilled within the neighbourhood.

The Stellenbosch SDF advocates the Municipal Area as a system of interconnected rural settlements. Stellenbosch Town and Franschhoek are the two major urban units (Franschhoek very much of a lower order), whilst all the other settlements are small rural settlements with a potential to grow. The other settlements are: Lynedoch, Spier, Vlothenburg, Raithby, Mooiberge Crossroads, Jamestown/De Zalze, Koelenhof, Klapmuts, Dwars Rivier (Pniel, Kylemore and Johannesdal), Groot Drakenstein, Wemmershoek and La Motte. The urban areas are surrounded by high value and high potential Agricultural land, conservation-and mountainous areas.

2. Socio-economic gradient integration: Within the 1 kilometer radius a complete socio-economic section of people of different income groups can be accommodated and where this principle of Socio-economic gradient recognizes that where there is a relatively small difference in levels of living and property prices, it is generally possible to achieve a high level of integration. (This principle is only suspect on the factor of high land values in the Stellenbosch Municipality, which makes the development of low income- and GAP housing very difficult, but the distinction between races and economic class as the norm for housing provision is supported).

	<p>3. Efficient Urban Structure: Current use patterns and population densities cause too low thresholds to provide sufficient support for public transport services, small businesses, community facilities and an urban 'vibe'. This can be addressed through: Appropriate densification:</p> <ul style="list-style-type: none"> - 25 dwelling units per ha in larger settlements that will require public transport facilities and 15 du/ha in rural settlements. - Enforcing an Urban Edge to encourage inward growth and higher densities and to protect agricultural land and the biodiversity. <p>4. The Social City Concept of Ebenhaezer Howard: Core city with decentralized nodes ideally connected by high speed trains and road arterials, where Stellenbosch can be the core and the other towns the outlying decentralized nodes that are connected through high order road and rail connections.</p> <p>5. The Ecological-Socio-Economic Relationship: As there is only one earth, it operates within a closed ecological cycle where the relationship between economic efficiency, social justice and ecological integrity is not one of equal and overlapping spheres. Much depends on human quality and economic activities. Social development depends on eco-system services – one cannot exceed the capacity of the system. Demographic indicators are important because, if low, human resources will be less productive thus limiting capacity (and vice versa).</p> <p>6. Economic production takes place in the secondary and tertiary sector, which respectively relies on industry (extractive resources) and highly skilled and trained human resources. Lastly four external drivers influence the relationship between the Ecology and Socio-economics:</p> <ul style="list-style-type: none"> - The property market - Governance and legislation - Equity and inequality - Funding and income <p>7. Food miles is a new sustainability concept focusing on how much energy is required to put food on the table:</p> <ul style="list-style-type: none"> - Reducing the distance between production and consumption - Promoting LED: The village economy - Conservation of agri-resources - The dynamics created by the high buying power of major food chains driving prices down for producers, long distribution channels, long storage life – all having an effect on transport. <p>8. Rural-Urban migration: Stellenbosch is facing net-migration into its towns from rural areas and which is fuelled by the expectations of finding of an urban job. There is a further migration of middle class whites from the cities to smaller towns that is offering quality of life, housing and sporting and medical amenities. Daily migration into and out of Stellenbosch Town is another transport related matter that needs to be fully understood in future planning. (The Stellenbosch Emme/2 model does however address this issue)</p> <p>9. Linking the 1st and 2nd Economies: Retail space is found in a hierarchy from regional shopping centres through to neighbourhood centres, high street shops, spaza shops and street traders. Informal traders are mostly excluded from all of this due to high rentals and Municipal By-laws preventing trading in certain retail locations.</p> <p>Each of the aforementioned principles that will be addressed in the outcomes of the SDF - implementation, has a profound effect on transport planning and must be taken into cognisance when new transport infrastructure is planned.</p>
Transport Needs Assessment	<p>The Minimum requirements for CIIP's spell out in clear terms what is the requirement for this chapter, namely:</p> <p>"The transport needs of the community shall be determined and adequately described, based on the following analysis:</p> <ul style="list-style-type: none"> • An interpretation of the Transport Register. • Public participation and stakeholder feedback. • Transport demand estimation determined by modelling, surveys or estimations. <p>All of the above are being addressed in this chapter as the Stellenbosch Municipality are in the fortunate position that numerous planning studies and surveys have been compiled recently that do provide a wealth of transport needs related information.</p> <p>The most important of these being the Stellenbosch Transport Model and the very</p>

	<p>comprehensive Stellenbosch Household Survey. Of equal importance is the very important "mobility needs" survey conducted by the University of Stellenbosch amongst its students and personnel. This survey has been the catalyst for the proposed introduction of pilot public transport services by the University and therefore its impact on transport within the Municipality of Stellenbosch can hardly be underestimated.</p> <p>The influence of development at the University of Stellenbosch on the transport fabric of the town cannot be over emphasised. Coupled to this, the US has recently embarked on its most significant transportation initiatives in its history, which will certainly be almost revolutionary in its impact. This section is essentially a description of the needs assessment process of the US Mobility Study.</p> <p>There is a massive shortfall in the number of parking spaces available for personnel and students that are attending class.</p>
Public Transport	<p>A survey was done to get an idea of how many US staff and students would consider a public transport system once implemented. As high a percentage as 59% of respondents, have indicated that they will consider making use of public transport, which is highly significant and probably an indication of current road congestion conditions.</p> <p>As only 4535 of the registered 28810 students and staff responded, the potential for even greater use of the proposed facilities are possible, as the apathy of the larger group do not rule them out as potential clients. The above needs survey has been the basis of the transportation proposals of the US Mobility Study, the projects of which have also been included in the Stellenbosch Municipal CIP.</p> <p>In September 2008, Jeffers & Green (Pty) Ltd was appointed by the Stellenbosch Municipality for the "Development of a Transport Model and Public Transport Operations Plan for Stellenbosch".</p> <p>As part of the Data Collection phase of the project, household surveys were conducted. The original project brief required 4,000 household surveys to be conducted.</p> <p>The Vela VKE project team also conducted a series of needs assessment meetings with a selected range of specific stakeholders. A series of combined IDP/CIP meetings were conducted on a ward basis by the Stellenbosch Municipality in which the CIP project team also participated.</p> <p>The project team solicited information from the three taxi associations in a formal way. (See appendix 5B).</p> <p>Information has been sourced on the following operator needs:</p> <ul style="list-style-type: none"> • Ranking infrastructure requirements • Operator numbers by route (surplus or shortage) • Communication and institutional requirements <p>Stellenbosch Household surveys:</p> <p>Analysis of Stellenbosch Transport Model On 19 September 2008, Jeffares & Green Consulting Engineers were appointed by the Municipality of Stellenbosch to develop a transport model and a public transport operations plan for Stellenbosch. The appointment also allowed for an extensive data collection exercise, which included a large number of household interviews across the municipal area.</p> <p>In summary the following observations define the needs assessment process of the CTIP:</p> <ul style="list-style-type: none"> • A number of very sophisticated surveys and modelling exercises have been completed, which provide very detailed and important planning information that can be utilised in future transport planning endeavours. • The need for scheduled public transport services has certainly been established by both the Household Survey as well as the University of Stellenbosch's Mobility Survey. • The University of Stellenbosch's Mobility Survey has indicated that there is a need for public transport services for its students and personnel across municipal boundaries from areas within the Cape Town Metropolitan area. • The US survey has also indicated the need for shuttle services throughout the day within Stellenbosch and its immediate surrounds for students and staff. • The US survey has also indicated that there is a huge deficit in available parking on the campus for students and staff. • The Household Survey has indicated that the large middle income group in Stellenbosch will make use of public transport should the services be of a good quality, which obviously lead to the proposals of a municipal bus service in Stellenbosch.
Public Transport	<p>It is obvious from the needs assessment process detailed in the previous chapter that the</p>

Operational Strategy	<p>Municipality of Stellenbosch has reached a critical point in history in terms of transportation systems for its inhabitants. Peak hour traffic congestion and the recent (10 years) growth in student numbers have changed the transportation fabric of Stellenbosch. The transportation interaction between Stellenbosch and the Cape Town Metropolitan area has also effectively changed Stellenbosch from a town to a city in terms of transportation issues.</p> <p>The existing situation is reported on in the CITP for the following:</p> <ul style="list-style-type: none"> • MINIBUS TAXI ROUTES & STOPS • COMMUTER RAIL OPERATIONS <p>Proposed Public Transport, the Stellenbosch Municipality and the University of Stellenbosch commissioned two independent studies simultaneously. The proposals of these studies are very similar.</p> <p>The following public transport routes are proposed in both documents:</p> <p>Stellenbosch Municipality</p> <ul style="list-style-type: none"> • Kayamandi Route • Cloetesville Route • Idas Valley Route • Southern Suburbs Route • Jamestown/Techno park Route • Uniepark / Onderpapegaaiberg Route <p>University of Stellenbosch</p> <ul style="list-style-type: none"> • Uniepark Route • Idas Valley Route • Cloetesville / Brandwacht • Coetzenburg - Nietvoorbij <p>Long distance routes are also proposed by the University:</p> <ul style="list-style-type: none"> • Gordons Bay (33.0km*) • Somerset West (21.0km*) • Wellington (45.0km*) • Tygervalley Centre (34.0km*) • Bellville Station (29.0km*) • Eersterivier (19.0km*) • Kuilsrivier (20.0km*) <p>*Distances are shown in one direction.</p> <p>These US routes are proposed to terminate/pass through the proposed public transport facility situated in Merriman Avenue.</p> <p>It is obvious at a first glance that the Public Transport Operational Plan of the Stellenbosch Municipality and the shuttle route proposals of the University of Stellenbosch, which were developed independently of each other at approximately the same time, will have a huge overlap in proposed services.</p> <p>The proposed US shuttle services are closed (for students and staff only), but still once implemented they will probably impact on the rendering of the proposed Stellenbosch Municipality services that is at present financially unfeasible. Therefore, to address this conundrum, the following action plan is proposed to integrate two sets of proposals:</p> <ul style="list-style-type: none"> • The US Mobility Plan's public transport and shuttle services will in all probability commence as pilot services in 2011. Monitoring results and utilization figures for these pilot services can then be used in a Final Feasibility Study for the proposed Stellenbosch Municipal Public Transport Services. • The Final Feasibility Study will then be geared towards a combined set of services that will replace the US shuttle services after an initial three year period by the beginning of 2015. • To facilitate these envisaged combined public transport networks in Stellenbosch, a combined planning working group is to be established between the US and the municipality on the level of Director Planning & Development (US) and Director Engineering Services. • The proposed Public Transport Services proposed by the US that will transport students and personnel from outside the borders of Stellenbosch to the town will not affect the proposed municipal services and can be implemented as proposed. It is however a
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	<p>possible natural growth as for municipal services as indicated by the Household Survey.</p> <p>In the light of the CITP the following actions have been defined with which to implement the Operating License Strategy (OLS) in the time frame of the Stellenbosch Comprehensive Integrated Transport Plan:</p> <p>Action 1: To prevent rumours and uncertainty amongst the taxi operators, the Stellenbosch Municipality and the University of Stellenbosch are to constitute a working group with the operators, which can discuss and disseminate the Public Transport Operational Plans of both the municipality and the university.</p> <p>Action 2: In order to improve planning endeavours the Stellenbosch Municipality is to establish its own Operating Licences Data bank and keep it up to date in line with the Operating Licences Board.</p> <p>Action 3: The Stellenbosch Municipality is to engage with the Operating Licensing Board (OLB) to speed up the permit conversion process, as it is an untenable position currently.</p> <p>Action 4: The very large percentages of illegal operators on specific routes as detailed in Appendix B, need to be addressed in conjunction with the three taxi associations and the Stellenbosch Municipal traffic department. They must then define a law enforcement plan that will remove all those operators without pending operating licence applications.</p> <p>Action 5: The routes listed in Appendix B as requiring more operating licences are only to be analysed further once the percentage illegal's on each route is to be lowered significantly. (Waiting times are currently very far removed from the 10 min threshold that indicates a need for more operators.)</p> <p>Action 6: Since 6 months have passed since the previous taxi rank surveys, a new set of surveys are to be conducted in order to either confirm or quell the demand for new services as detailed in the OLS on specific routes.</p> <p>Action 7: The Stellenbosch Municipality are to create and fill in the Engineering Services Department the posts of Technologist (Public transport operational issues) and admin clerk (permit applications) in order to deal with all future public transport operational issues in conjunction with the officials of the traffic department. This division will be created in accordance with section 17. 1 (a) of the National Land Transport Act, 2009.</p> <p>Summary</p> <p>The action plan by the Stellenbosch Municipality over the next five years is to implement the existing public transport proposals described in Chapter 6, is to consist of the following:</p> <ul style="list-style-type: none"> • Assist the University of Stellenbosch to implement its public transport and Shuttle services. • Compile a Final Feasibility Study to design public transport services for Stellenbosch, which will be an integration of the US and current public transport proposals of the municipality. • January 2015 should be the target for the implementation of integrated services. • Negotiations with the taxi industry to include current operator's in the future integrated operations need to commence shortly. • The costs of the new division to manage the OLS functions will have to be provided in the operating budget of the municipality.
<p>Transport Infrastructure Strategy</p>	<p>The minimum requirements for Chapter 7 as provided in the Government Gazette are defined as follows:</p> <p>"The transport infrastructure strategy must deal with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities and rail infrastructure. The transport infrastructure strategy must include proposals for new and for the improvement of existing public transport facilities and major roads. Only firm schemes on which work will commence within the planning period must be included in the strategy. The transport infrastructure strategy must include measures aimed at giving priority to public transport where such measures are practical and economically justified."</p> <p>During the compilation of this CITP document it became evident of a dire need for formal public transport infrastructure. Only two of the nine taxi ranks within the Stellenbosch Municipality are currently formalised. Some of the other needs as defined in Chapter 5 are also addressed.</p> <p>The following Public Transport Infrastructure is proposed in the Stellenbosch CITP.</p> <ul style="list-style-type: none"> • Merriman Avenue Terminus (University of Stellenbosch Public Transport)

	<ul style="list-style-type: none"> • Branded US Transport Shelters and Vehicle liveries • Taxi ranks <p>The following Parking projects are proposed in the Stellenbosch CITP.</p> <ul style="list-style-type: none"> • New Parking Area: Engineering Faculty (447 spaces) • Park and Ride facility: Helshoogte Road (1194 spaces) • Parking Garage: South Campus (1228 spaces) • Infill Parking Spaces: Lentelus Sports Grounds (163 spaces) • New Parking Garage: Northern Campus (1888 spaces) • The optimisation and upgrading of existing parking facilities in the CBD • The development of alternative parking to on-street parking in the Historic centre of town • Some of the above projects are however medium to long term due to the costs involved. <p>The following Municipal Road projects are proposed in the Stellenbosch CITP.</p> <ul style="list-style-type: none"> • Intersection upgrade of Van Reede and Strand Streets. • Intersection upgrade of Lang/Helshoogte and Adam Tas Streets. • Intersection upgrade of Merriman Avenue and Adam Tas Street. <p>A scenic tourism route is proposed on the western side of Stellenbosch. This route will double as a tourism development catalyst as well as to reduce the traffic on crucial links within the town of Stellenbosch.</p> <p>A full strategic traffic model was done to calculate the traffic impact that such a project would have on the town of Stellenbosch. The number of vehicles using the new road is calculated to be a total of 868 vehicles. The reductions of vehicles on the existing streets will be most evident on the R44 and the R310.</p> <p>Upgrading of minor roads</p> <p>The Minor Roads Upgrading Program, as detailed in the CITP, does have the potential to have a huge impact in terms of the creation of construction jobs in the local community. In fact, if the process as it is defined in the CITP, can be implemented, the bulk of the costs of the Minor Roads Upgrading Program will accrue to the local community and as a percentage, it will outperform any other EPWP based program. The term "minor roads" refer to all the Class D local access roads, as defined in the road hierarchy, as well as all walking strips and taxi bays.</p> <p>In essence this proposal has the potential to overshadow any other in terms of its impact on service delivery in Stellenbosch Municipality. If implemented, it will not only create a sustainable group of new contracting entrepreneurs, it will also eradicate the most visible of unsurfaced road network problems.</p>
Travel Demand Management	<p>There are a number of reasons why Travel Demand Management (TDM) is not a superfluous concept in the town of Stellenbosch. These are:</p> <ul style="list-style-type: none"> • The locality of Stellenbosch relative to the Cape Town Metropolitan area is the driver of substantial commuter traffic between the town and the metro in both directions. • The explosive growth in student numbers experienced by the University of Stellenbosch in the recent decade lead to the establishment of new travel patterns for some students in and around the town of Stellenbosch. • It is often difficult to provide additional capacity on the roads in the inner town area of Stellenbosch as the result of the historical environment and ancient trees that cannot be removed. • The un-availability of land, especially on the scale as required for additional parking-lots, is also a huge constraint, when designing for continuous growth motor car travel. <p>All of the measures mentioned below are detailed in the CITP and are practically implementable and will strengthen the other modes of commuting, relative to the use of the private motor car.</p> <p>The Establishment of the Woonerf concept on the core campus area of the US and promotion of a NMT friendly environment in the town of Stellenbosch. This area in the heart of Stellenbosch includes most of the faculties and residences of the university. If formally demarcated as a Woonerf it would provide preference to the modes of walking and – cycling over the motor car. The priority measures are to be backed up by a system of signage, speed humps and raised pedestrian crossings so as to force the speed of vehicles to below 30 km/h.</p>

	<p>The CBD/ Kayamandi/ Cloetesville NMT project will provide a safer and more pedestrian friendly link for a large community to the centre of Stellenbosch. The upgrading of the historic core of Church and Andringa streets will enhance the character of the town and provide for a pedestrian friendly business development area in the public centre of Stellenbosch.</p> <p>Introduction of complementary cycling facilities by the municipality to complement the University of Stellenbosch. By introducing the network of cycle routes as defined in its Non-Motorised Plan, the municipality can complement the cycling endeavours of the university. The municipality can also go a few steps further through the introduction of cycle racks at important destinations on municipal land, as well as requiring these facilities at all new commercial developments. This includes the promotion of cycling and walking for school children.</p> <p>Providing support for the introduction of pilot shuttle services by the University of Stellenbosch. The US is to introduce roundtrip shuttle services on four routes during 2011. A total of 12 vehicles will initially be introduced at the Stellenbosch campus, for transporting students and personnel. Supporting the concept of controlled and pay parking areas only on the University of Stellenbosch campus grounds.</p> <p>To encourage the use of its proposed new shuttle services, the US is to introduce controls at all their parking areas. However, in order to punish illegally parked vehicles, the US needs to accredit its campus police as traffic officers through the municipal structures.</p> <p>Introducing appropriate parking charges on both the US campus as well as the downtown area of Stellenbosch.</p> <p>As part of a classic carrot-and-stick situation, once the shuttle services have been introduced, the US will need to increase their parking charges to at least reflect the cost of developing the least expensive new parking spaces on campus. This implies that the annual cost of a parking space on campus will increase from ± R300 to R1500.</p> <p>Introduction of Public Transport Services by the Stellenbosch Municipality in the Town of Stellenbosch.</p> <p>The ultimate TDM measure would be the introduction of its own public transport services as envisaged sometime after 2012. Such scheduled services in conjunction with the US services can have a serious positive impact on the Stellenbosch town's levels of traffic congestion. The traditional TDM measures, such as sophisticated ITS applications, would currently not be appropriate for the essentially still rural traffic environment of the Stellenbosch Municipality. The characteristics of the measures proposed are the following:</p> <ul style="list-style-type: none"> • All the measures are ready to be implemented; • No significant budgets are required other than for the municipality's own envisaged public transport services; • With the introduction of the first scheduled public transport services within the confines of the town of Stellenbosch, a whole new culture of commuting will be established and only there-after can TDM measures really be effective.
Freight Transport Strategy	<p>The freight system in South Africa and its links with the sub-region are a collection of networks that deliver a range of services that are both excellent and poor, depending on the infrastructure and operations, and the specific modal challenges in that area.</p> <p>The growth of freight traffic has surpassed most of the 20-year growth forecasts made by Moving South Africa, at least 14 years before they were expected. This has placed massive pressure on infrastructure and operations to deliver acceptable services while the system is being transformed to respond to the growth and level of demand. The National Freight Logistics strategy is a response to the freight systems inability to fulfil the demand for cargo movement at prices, levels of service, quality of service, and at acceptable levels of reliability in a manner that supports the national developmental strategies.</p> <p>The policies and strategic objectives contained in the CITP are extracts from the various National and Provincial literature: (A detailed description of all of these policies is included in the CITP).</p> <p>National Level</p> <ul style="list-style-type: none"> • White Paper on National Transport Policy • Moving South Africa • White Paper on National Ports Policy • National Freight Logistics Strategy • Accelerated and Shared Growth Initiative • National Land Strategic Framework • National State of Logistic Survey • National Industrial Policy Framework

	<ul style="list-style-type: none"> • Industrial Policy Action Plan • National Transport Master Plan <p>Provincial Level – General</p> <ul style="list-style-type: none"> • White Paper on Western Cape Provincial Transport Policy • Provincial Land Transport Framework • Western Cape Provincial Spatial Development Framework • Western Cape Urban Freight Traffic Study • Western Cape Strategic Infrastructure Plan • Western Cape Provincial Growth and Development Strategy • Cape Winelands ITP <p>Provincial – Mode Specific</p> <ul style="list-style-type: none"> • Western Cape Regional Rail Plan • Cape Town International Airport Master Plan • Cargo Handling Facilities <p>Stellenbosch Local Municipality</p> <p>The N1 is adjacent to the northern border of the Municipality and is characterised as a major freight carrier. Inevitably the majority of freight originating from the Stellenbosch Municipality will access the N1. Freight movement within the Stellenbosch Municipality is currently predominantly road based.</p> <p>Major freight flows within the Stellenbosch Municipal area comprises mainly of viticulture, deciduous fruits and general goods. No information for the Stellenbosch area is given in the Western Cape Provincial Freight Transport and Logistics Plan regarding the major rural freight flows, e.g. annual commodity tonnage transported.</p> <p>Only one weigh-bridge is currently used in the Stellenbosch Municipal area. It is owned by the Provincial Government of the Western Cape and mostly used by the Stellenbosch Traffic Department.</p> <p>Proposals</p> <p>The Western Cape Provincial Freight Transport & Logistics Plan recommends the following: Interact with Transnet about ways and means to induce rail traffic.</p> <p>Investigate the placement of logistics hubs for:</p> <ul style="list-style-type: none"> • Collation and distribution of long-haul freight on other modes • Inter-modal operations between long-haul modes and also the ports • Rural solutions, especially with the higher technical expectations of rural perishable collection centres. <p>Other proposals/recommendations:</p> <ul style="list-style-type: none"> • Establishment of a formal platform for freight industry representatives and the Municipality to engage in. • Investigation of measures to prevent freight vehicles from using the Franschoek pass as an alternative to the proposed N1 tollage. • At least one weighbridge and holding area needs to be constructed in the vicinity of Stellenbosch, where the most activity is currently taking place. • A proper survey of all existing freight operators within the Municipality to be conducted. • A register of hazardous chemical operators must be initiated in the Municipal area; and • Certain routes need to be designated for the transportation of hazardous materials.
Other Transport-Related Strategies	<p>Non-motorised transport (NMT) includes all forms of transport that are either human or animal driven. More specifically this includes walking, cycling, rollerblading, skateboarding, bicycle taxis, horse riding, donkey carts, wheel barrows etc. In the study area the modes of walking and cycling are of sufficient importance to warrant further investigation.</p> <p>The mode of walking is the most common and popular means of transport. The Provincial Strategy on Non-Motorised transport mentions that the World Bank estimates about 70% of trips within large African cities are covered by the walking mode.</p> <p>This mode is almost always the end and start mode of a journey and is usually the “bridge” to connect different modes of transport. Walking is also the most vulnerable mode of transport. The link between Kayamandi/ Cloeteville and the CBD are also used by many pedestrians to reach the centre of Stellenbosch. The route along Bird Street links the communities from Kayamandi and Cloeteville to the Bergzicht Taxi rank and the historic</p>

centre of Stellenbosch.

It needs to be recognised that there is latent demand for NMT mobility. In other words, poor facilities and lack of awareness discourage its use, and improving conditions may increase demand. One of the key strategies to increase NMT activity and to improve the perception of NMT usage is through the creation of a high quality NMT environment. This requires a review of the quality of NMT infrastructure and should include the following components:

- Quality of infrastructure provision (sidewalks, road crossings, cycle rental facilities, cycle parking facilities, landscaping and lighting)
- Development and implementation of NMT Master-plans and local NMT plans.
- (Master-plans should guide the development of local NMT plans should it be absent, but should also take cognisance of and be informed by local NMT Plans where they do exist).
- Surface design appropriate for the intended mix of personal mobility devices, and geometric designs that allows for the operational characteristics of these devices.
- Road signage and surface markings that warn and indicate the presence of NMT users. (Uniformity and legality have to be ensured through the application of the Road Traffic Signs Manual 19).
- Route continuity (Is an important element of NMT planning, because continuous routes between popular destinations and attractions improve the ease and convenience of NMT usage).

One of the stated objectives of the Stellenbosch CIP, specifically dealing with non-motorised transport, is defined as follows: "To implement the defined NMT network by 2015."

Woonerf

One of the most prominent proposals regarding NMT is the "woonerf". The most dangerous places for pedestrians are anywhere where they are vulnerable to any other mode of transport. This is typically at intersections or mid-block crossings. The provision of the pedestrian/cycle priority zone will considerably enhance the safety of pedestrians. The other NMT proposals are summarised below:

1. "Woonerf" area for central campus.
2. Improve Accident data capturing software and mapping (GIS based). Improve reliability and capturing of transport accidents through the use of GPS.
3. De Beer Street "access only".
4. Improve sidewalk on Plein/Van Riebeeck for pedestrians.
5. Construct paved walkway along Eerste River "Wandelpad".
6. Packaged nodal improvements at schools: Bloemhof / Eikestad / Rhenish – raised pedestrian crossings.
7. Widen Jonkershoek Class 2 NMT facility.
8. Complete sidewalk along northern section of Lang Street on both sides.
9. Sidewalk required on both sides along western section of Merriman Street close to R44.
10. Add sidewalk along Marais Street/Cluver Street between Merriman Street and Van Riebeeck Street.
11. Add sidewalk along Piet Retief Street between Noordwal West Street and Vrede Street on the eastern side.
12. Add sidewalk on the southern side of Vrede Street.
13. Add sidewalk along Paradyskloof Road up to Wildebosch Street.
14. Add sidewalk along Blaauwklippen Road up to Wildebosch Street.
15. Upgrade paved shoulder along the northern side of Webbersvallei Road to a proper NMT facility i.e. construct kerbs.
16. Add sidewalk along Fresno Street.
17. Increase width of class 2 NMT facility along R44 from Van Rheede Street to Paradyskloof/Jamestown.
18. Sidewalk/cycle path into Techno Park with Bicycle Storage Facilities.
19. George Blake sidewalk improvement (between Rand and Strand Street).
20. Banghoek Street sidewalk upgrading (between Bosman and Cluver Street).
21. Bosman Street sidewalk upgrading (between Drostdy and Marais Street).
22. Pedestrianisation of Church and Andringa Street.
23. Kayamandi Bird Street link;
24. Safety study for level railway crossings.

Other challenges/opportunities that should be exploited by the Municipality include:

- Signal timings at the pedestrian signal on the R44 between Dorp and Adam Tas Street has a very long green for the vehicles leaving the pedestrians frustrated on the side of the road taking changes in crossing the very busy road on red. Can be addressed under the transport Model and Public Transport Operations project.
- The pedestrian crossing over Adam Tas Street (R310) at the Bird Street intersection is very

	<p>dangerous. An interchange upgrading should be considered – further detail investigations are required.</p> <ul style="list-style-type: none"> • The pedestrian crossing over railway at the Kayamandi Bridge is very dangerous. A pedestrian bridge or underpass should be considered – further detail investigations are required. • The Kayamandi road over rail bridge is not suitable for mixed pedestrian, cycling and vehicle traffic and upgrading/widening should be considered –further detail investigations are required. • The pedestrian crossing over Adam Tas Street (R310) at Stellenbosch Station is very dangerous and not efficiently utilized by pedestrians. A pedestrian bridge or underpass should be considered – further detail investigations required. • NMT in other areas, like Franschhoek, also need to be addressed as part of the greater Stellenbosch area – Municipality to address in a separate appointment. • The integration of the NMT study with the Parking Management Strategy. • Tour busses need a dedicated parking area away from the sensitive NMT environment in the historical core, which would allow tourists to use NMT facilities. • To ensure increased usage of the proposed NMT network and new facilities, the municipality needs to embark on an extensive promotion and marketing exercise with regular updates to ensure the sustainability of the new NMT network now and in the future. • Stellenbosch has a high opposite commuting movement of traffic in peak periods with many people moving into Stellenbosch from places outside and vice versa for people inside Stellenbosch. • The design of intersections with high NMT volumes, especially those where two primary routes cross each other, need special attention to accommodate the NMT users as best as possible. • Urban sprawl increases trip lengths which could be accommodated by public transport i.e. a "shuttle" service of some kind. • NMT bridge over Krommerivier required to link with Ds Botha and Andringa Streets. • The proposed east-west bypass should cater for an NMT route between the R44/Dorp and Piet Retief Streets. The NMT route could be implemented before the construction of road. • Connect Endler and Jonkershoek Streets via Suid-ooster Street for NMT use. • Molteno -Jan Cilliers -Hammanshand Street link between Bird Street and the R310 as an NMT route. • Consider a pedestrian bridge or underpass over/under Adam Tas at the Stellenbosch Station, this could include Bosmans Crossing to link with Distillery Road over/under the railway line. • Consider a pedestrian bridge or underpass over/under the railway line at Du Toit Station combined with some shops. • Introduce traffic calming along Faure and La Colline Streets as to enhance NMT road safety along the route. • Upgrade the existing bridge over Krommerivier east of the Ryneveld Bridge. • Consider a recreational route along the Plankenburg River north of Bird Street (R304). • Discuss potential for a cycle lane through the Welgevalle Experimental Farm between Coetzenburg and Welgelegen with the University of Stellenbosch. • Extend Blaauwklippen Road as an NMT recreational route through the farms.
Road Traffic Safety	<p>Education</p> <p>The education of the general public regarding transport/traffic safety is a very effective means of minimising possible future tragedy. The vast majority of road accidents are the result of human error/behaviour. When this aspect is addressed satisfactory from a young age, the road users will be more cautious, hence creating a safer environment for all.</p> <p>An awareness programme is currently being embarked on by the Stellenbosch Traffic Department, educating primary school learners and farm workers on traffic safety. After discussions with the local stakeholders, it became clear that one of the needs regarding traffic safety is for a similar awareness programme to be embarked on at a high school level. It is therefore proposed that the Stellenbosch Municipality formally engage with the Department of Education on the way forward in this regard.</p> <p>Road Traffic Accidents</p> <p>The accident data, received from the Stellenbosch Traffic Department, indicated the 50 worst locations / routes within the Stellenbosch Municipality.</p> <p>It became evident during the data collection phase that the Stellenbosch accident data capturing process requires an upgrade. The software still runs on a dated "DOS" platform, making it very difficult to provide output other than hard copies. The first recommendation regarding the accident data is to investigate an updated method of capturing, presenting and reporting of the data. A GIS based system is proposed as this will significantly improve the system. It must also be noted that a proper GPS location on a route will significantly</p>

	<p>enhance the possibility of fixing the problem as some of the routes shown above are very long and no exact point can be identified on this route.</p> <p>In order for the Stellenbosch Municipality to implement the policies as given in the CIP the following projects are proposed by the CIP document regarding traffic safety:</p> <ul style="list-style-type: none"> • As the traffic calming projects in Stellenbosch are done on a generally ad hoc basis, it is proposed that a Traffic Calming Master plan be created for each suburb. • Following the identification of the worst 50 accident locations within the Municipality, it is proposed to conduct road safety audits at the locations identified in the accident data as per the South African Road Safety Manuals. • A safety study including proposals should be done on all the level railway crossings within the Stellenbosch Municipal area.
<p>Safety And Security for Public Transport</p>	<p>The most important aspect in terms of a safety and security strategy for public transport for the Stellenbosch Municipality is currently the provision of adequate ranking infrastructure for the minibus-taxi industry. To a lesser extent the Stellenbosch Municipality can lobby PRASA to upgrade security measures on its train services especially for students commuting to-and-from Stellenbosch.</p> <p>In the line of the above, the following strategy is proposed:</p> <ul style="list-style-type: none"> • All the remaining informal ranking facilities in the municipality are to be formalised as a matter of principle. These are Kayamandi, Kayamandi Bridge, Klapmuts, Franschoek, Pniel, Lanquedoc, Jamestown and Kylemore. • Lighting for evening operations is to be provided at all formalised ranks. • Management plans (which include security in the form of guards) are to be instituted at all ranking facilities under the auspices of the municipality. • Where CCTV cameras are available at ranks they should be monitored during operational hours. • Periodic maintenance should be part of the management plans to prevent a run-down-image that can foster a crime prove environment.
<p>Stakeholder Participation</p>	<p>The specifications for this chapter in the "Integrated Transport Plans: Minimum Requirements in terms of the NLTA" is both clear and concise, namely: "The extent of and the results of consultation with all affected parties including operators, commuters and communities must be described."</p> <p>In the sections below the specific consultations that the project team had with various stakeholders grouping are thus listed and described.</p> <p>Project Steering Committee</p> <p>A Stellenbosch CIP Steering Committee managed the project on a monthly basis between June 2010 and January 2011. Ultimately seven meetings were held where all aspects of the project were discussed. The identification of sources of secondary information, the establishment of the specific parameters for the compilation of each chapter of the CIP and the first comments on each draft chapter. The minutes of the Steering Committee meetings are attached in Appendix 11A.</p> <p>The following institutions were represented on the steering committee:</p> <ul style="list-style-type: none"> • Stellenbosch Municipality (infrastructure, town planning, traffic). • Cape Winelands District Municipality • Passenger Rail South Africa • Provincial Government of Western Cape (transport planning, public transport), • Vela VKE project team. <p>Steering Committee Technical Review Meetings</p> <p>The steering committee also initiated a series of formal "technical" meetings between the project team and specific officials of the stakeholder institutions.</p> <p>The following additional meetings were held: (See attached minutes in Appendix 11B).</p> <ul style="list-style-type: none"> • Roads Network Technical Meeting • Public Transport Technical Meeting • Road Safety and other transport initiatives Technical Meeting • Public Participation Technical Meeting • Rail Technical Meeting. • Land-use Technical Meeting • Freight/Hazardous Routes technical Meeting.

	<p>During each of these meetings, more in depth discussions were held in each specialist field than was possible during the general steering committee meetings.</p> <p>Ward Meetings</p> <p>A series of combined IDP/CITP meetings were conducted on a ward basis by the Stellenbosch Municipality in which the CITP project team also participated. At these meetings in which the general public participated, a questionnaire on transport issues was distributed and those members of the general public who wished to comment on transport issues made use of the opportunity.</p> <p>A large number of specific issues were raised especially in terms of the open-ended questions as were detailed in Chapter 5.</p> <p>Minibus-Taxi Industry Meetings</p> <p>The Franschhoek Taxi Association readily provided the required needs information (as detailed in Chapter 5), but the Kayamandi- and Stellenbosch Taxi Associations only provided the information in a one-on-one meeting with the project team.</p> <p>A series of meetings were also held with the taxi associations on the findings of the taxi surveys and the subsequent analysis that was included in the Operating Licence Strategy. The inputs from the taxi management on especially the survey data resulted in data capturing mistakes to be rectified.</p> <p>Meetings with other Stakeholders</p> <ul style="list-style-type: none"> • The University of Stellenbosch <p>The project team had a series of meetings with officials from the University of Stellenbosch's Department of Facilities Management at the time that the University of Stellenbosch was compiling its own transportation blueprint, namely its Mobility Plan. It was thus possible to integrate the Mobility Plan's proposals with the Stellenbosch Comprehensive Integrated Transport Plan. By incorporating the proposals of the Mobility Plan into the CITP, makes the latter that much more powerful as an implementation tool. One of the proposals of the US Mobility Plan is the creation of a joint implementation committee for the university's transportation proposals on which both the municipality's and the university's officials will be present.</p> <ul style="list-style-type: none"> • Health officials at the Stellenbosch Hospital <p>The project team discussed specific aspects related to the difficulty of access to Stellenbosch and Paarl Hospitals by patients from outlying areas such as Franschhoek. (See Appendix 11C).</p> <ul style="list-style-type: none"> • Regional Engineer of the Provincial Roads Department <p>The project team had a one-on-one meeting with the regional officials of the PGWC in which specific aspects such as local traffic safety issues, road maintenance aspects, freight routing aspects as well as new proposed projects were discussed.</p> <p>Councillor Workshop</p> <p>The draft CITP was presented to the councillors of the municipality by the project team on its completion. All comments received have been addressed in the final draft.</p> <p>Final Comments from the general public</p> <p>The Draft Stellenbosch Comprehensive Integrated Transport Plan was available in the public library for scrutinizing by any member of the general public for a period of a month. This allowed anybody who wishes to comment on any aspect the opportunity to do so before the document was finalized.</p> <p>In line with all of the above, it can be said that the Stellenbosch Comprehensive Integrated Transport Plan is underpinned by a solid process of public participation.</p>
Funding Strategy and Summary	<p>In the National Land Transport Act 2009, the question of funding is addressed in "Chapter 3: Funding Arrangements for Land Transport." In the following four articles specific aspects are addressed, which are summarised below:</p> <ul style="list-style-type: none"> • 27. Municipal land transport funds <p>It is specified that a municipality is to establish a Municipal Land Transport Fund into which</p>

shall be paid: money appropriated by the Minister, funding appropriated by the MEC, user charges collected, interest collected on invested cash balances, as well as donations and contributions received, including foreign aid agencies.

- 28. Public Transport user charges

User charges may be imposed by a municipality on: motor vehicles entering specific portions of its area, development that generates the movement of passengers, parking and parking places.

- 29. Minister may provide funds for land transport

The national minister of transport can budget through parliament for specific projects in certain municipalities. This conditional funding will be paid into Municipal Land Transport Funds.

- 30. MEC may provide funds for land transport

An MEC may make funding available to municipalities to perform their responsibilities in terms of the Land Transport Act.

It is an obvious fact that the worth of a plan such as the Stellenbosch Comprehensive Integrated Transport Plan is only measured by the implementation of projects and actions detailed in that plan. Funding is the essential ingredient of the implementation plan that will be addressed in this section.

Prioritisation of all the proposals is done according to the sheets in Appendix 12A.

It is necessary that cognisance is taken of the structure of funding at the Municipality. The following are all the possible sources of funding which can be utilised to facilitate the implementation of all the projects identified in this plan: (the CIP document examines these in more detail).

Municipal

Revenue Assignment

Revenue assignment relates to the main sources of own income generated from within local government in the form of taxes, in order to perform their constitutional duties.

These sources of income are unconditional and are mentioned below.

- Property Rates
- User Charges

Intergovernmental Transfers

According to the White Paper on Local Government (1996), Section 227 of the Constitution entitles the local sphere of government to an equitable share of nationally raised revenue in order to provide basic services and perform the functions allocated to it.

- Local Government Equitable Shares (LES)
- Conditional Grants
- Municipal Infrastructure Grant (MIG)
- Neighbourhood Development Partnership Grant
- Public Transport Infrastructure and System Grant
- Extended Public Works Programme Incentive Grant for Municipalities
- Municipal System Improvement Grant (MSIG)

Additional Sources of funding

In the context of the levels of funding requirements to maintain and improve the effectiveness and efficiency of the road transport network and public transport systems, the direct budgetary capital funding allocation for transport infrastructure projects is inadequate, even with the addition of funding from existing indirect sources.

These alternative funding sources to those presently feeding into the general budget, which could be targeted towards transport infrastructure projects, are discussed below:

- Shova Kalula Bicycle Implementation Strategy
- Private Off-street parking
- Municipal Advertising
- Traffic Fines, Electronic Enforcement
- Weighbridge Fines

	<ul style="list-style-type: none">• Contract Bus Advertising <p>The Stellenbosch Municipal Officials should take cognisance of all the possible sources of funding, as detailed in the CIP and should ensure on an annual basis, that all endeavours are initiated to access these for the transportation projects detailed in this plan.</p> <p>Budgets</p> <p>The following budgets are provided in the CIP document for reference:</p> <ul style="list-style-type: none">• Municipal Budget• PGWC Budget <p>The need for the implementation of the following projects has been identified in the other chapters of the CIP.</p>
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EDEN DISTRICT MUNICIPALITY: DISTRICT INTEGRATED TRANSPORT PLAN: AUGUST 2010	
Introduction	<p>Vela VKE was appointed by the Provincial Government of the Western Cape (PGWC) to prepare a District Integrated Transport Plan (DITP) for the Eden District Municipality (EDM).</p> <p>EDM covers the following local municipalities, e.g.:</p> <ul style="list-style-type: none"> • Kannaland (Ladysmith) • Hessequa (Riversdale) • Mossel Bay • George • Oudtshoorn • Bitou (Plettenberg Bay) • Knysna <p>The DITP for EDM has been prepared under the auspices of the Eden Public Transport Technical and Steering Committee who holds meetings on a six-weekly basis with the PGWC and local municipality representatives. Liaison and communication were also done during the preparation of each LITP with stakeholders, operators, commuters and the general public, to ascertain the peoples' view on integrated transport throughout the EDM.</p> <p>The National Land Transport Transition Act (NLTTA), Act 22 of 2000, requires that district and local authorities compile a package of plans to give effect to the requirements and provisions of the NLTTA. In November 2007 the Minister of Transport published in the Government Gazette No. 30506, the minimum requirements and regulations for the preparations of Integrated Transport Plans (ITP's).</p> <p>The DITP for EDM has been prepared under the auspices of the Eden Public Transport Technical and Steering Committee who holds meetings on a six-weekly basis with the PGWC and local municipality representatives. Liaison and communication were also done during the preparation of each LITP with stakeholders, operators, commuters and the general public, to ascertain the peoples' view on integrated transport throughout the EDM. The National Land Transport Transition Act (NLTTA), Act 22 of 2000, requires that district and local authorities compile a package of plans to give effect to the requirements and provisions of the NLTTA. In November 2007 the Minister of Transport published in the Government Gazette No. 30506, the minimum requirements and regulations for the preparations of Integrated Transport Plans (ITP's).</p> <p>The preparation of the DITP for Eden is the responsibility of Eden District Municipality, as agreed upon at the Eden Public Transport Technical and Steering Committee Meeting. The planning cost for the preparation of the DITP is covered by the PGWC - Public Transport Branch.</p> <p>The minimum frequency of plan preparation and updating is every 5 years for a total overhaul (2015), and is updated annually in synchronisation with the IDP (end of 2010). The update will focus on the actions, priorities, programme implementation and budgets available.</p>
Transport Vision	<p>The following transport vision has been defined for the Eden DITP:</p> <p>"The vision for 2015 is a demand-responsive, sustainable, balanced and equitable rural transport system that allows the basic access needs of individuals to be met, is affordable, operates efficiently, offers choice of transportation modes, and supports a vibrant economy."</p> <p>The transport goals for EDM include the following:</p> <p>Goal 1: "Transport infrastructure": "Improve and provide transport infrastructure based on identified needs."</p> <p>Goal 2: "Maintenance": "Upgrade and maintain all existing transport infrastructure."</p> <p>Goal 3: "Transport planning": "Improve and integrate transport planning"</p> <p>Goal 4: "Regulate and control": "Regulate and control public transport"</p> <p>Goal 5: "Non-motorised and public transport": "Promote non-motorised and public transport"</p> <p>The transport objectives for EDM include the following:</p> <ul style="list-style-type: none"> • Objectives towards transport infrastructure • Objectives towards maintaining of all existing transport infrastructure • Objectives towards transport planning • Objectives towards regulation and control • Objectives towards the promotion of more public and non-motorised transport. <p>The following key issues with regards to transport have emerged from previous studies</p>

	<p>conducted for the Eden area:</p> <ul style="list-style-type: none"> - The total population for EDM is estimated in 2006 at 543 130 (Eden Growth and Development Strategy 2007) with an average growth rate of 3,5%. - Approximately 18% of the labour force is unemployed and 24% is employed in the informal business sector. More emphasis needs to be placed on the development of public and non-motorised transport. - The transport sector contributes 8,2% towards the Gross Regional Product of the area (GRP estimate for Eden is R15,5 billion in 2005). - Little provision is made for disabled people residing in EDM. - Non-motorised transport (e.g. walkways and bicycles) is limited and the safe use of these modes must be supported and implemented. - Farm workers are mostly reliant on farmers for transport to and from towns, thus providing limited freedom and choice of transport. - Taxi and bus infrastructure does not operate at an acceptable level of service and the EDM needs upgrading and implementation of proper public transport. - Learner transport in the rural areas is unreliable, irregular and unsafe. This service needs urgent attention and should be transferred from the Department of Education to the Department of Transport.
Transport Register	<p><u>Description of minibus-taxi operations:</u></p> <p>Routes: The minibus-taxi is the only source of public transport in most of the towns within the Eden District.</p> <p>Public transport supply: From the data gathered it can be concluded that there is an oversupply of minibus-taxis in the town areas of the Bitou, Knysna, Mossel Bay, Hessequa, Kannaland and Oudtshoorn Municipal areas. The amount of trips made by the average operator is not enough sustain the vehicle running cost and to make a decent profit. This is also the reason why most vehicles are in a questionable state.</p> <p>Hessequa and Kannaland do not show such gross over supply and a balance is evident. On the other hand the Eden DMA is poorly serviced with more operators needed.</p> <p>Problems identified during the facility surveys of public transport infrastructure:</p> <ul style="list-style-type: none"> - lack of space at the some ranks, - absence of shelter and ablution facilities - lack of land for formal facilities; - lack of embayment's and shelters along routes. <p><u>Long distance taxi service:</u></p> <p>Various long distance taxi services have permits and operate in the Eden District. Their operations differ from the local service in that they offer a door-to-door service. Formal ranks do not exist, with the exception in Mossel Bay. Normally a telephone booking is required to book a seat on the long distance taxi service. Telephonic interviews suggest that the Cape Town to Port Elizabeth destinations are serviced daily, with destinations further north and in the Eastern Cape only serviced on weekends.</p> <p><u>Description of bus service:</u></p> <p>Local commuter buses Local commuter bus services are not present in the Eden District, except in the Hessequa Municipal area. The buses present in the towns are used exclusively for transport of scholars and groups.</p> <p>In the Hessequa municipal area, the commuter buses serve the Riversdale- Stilbaai route. This service is rendered by Suid-Kaap Karweiers and is predominantly used by commuters who are employed in Stilbaai. The departure point in Riversdale is at Havenga Brothers and the destination is the OK Grocer. Stilbaai and Melkhoutfontein are serviced by the same bus that does the Riversdale-Stilbaai route. Single trips operate on Monday, Tuesday and Thursday, with an additional vehicle operating on Wednesday, Friday and Saturday.</p> <p><u>Regional long distance buses:</u></p> <p>A regular long distance bus service is in operation in the region. This connects the municipal towns in the Eden District with destinations on route to Cape Town, Port Elizabeth, Johannesburg and Durban. With the exception of some local operators, the more popular services are Inter Cape, City Liner, Translux and Greyhound.</p> <p><u>Scholar transport:</u></p> <p>A network of subsidised buses and a few minibus-taxis provide a service to transport scholars to and from schools on a daily basis within the Eden District. Short to Medium term</p>

	<p>contracts are put out on tender by the Western Cape Education Department (WCED) on a regular basis.</p> <p><u>Rail:</u></p> <p>The Outeniqua Tjoo-Choe that used to operate as a tourism service between Knysna and George were terminated when floods in September 2007 damaged the track. Since then the service was implemented from George to Mossel Bay and back, focusing on tourism and not being used as a commuter service.</p> <p>A semi-luxury passenger train operate once a week from Cape Town to Port Elizabeth, with the only stop at Hartenbos station in Mossel Bay. It departs from Cape Town on Fridays and leaves Port Elizabeth on Sundays. The fare is ± R1,700-00 in one direction. Due to the limited stopping and high fare, this train does not cater for the commuter market.</p> <p>Two goods trains run from Mossel Bay to Port Elizabeth and back during the week. The load from Mossel Bay is mainly LPG from Petro SA. On the return trip mainly cement and maize are off-loaded in George. The train runs on Tuesday and Thursday. A goods train runs daily between Mossel Bay and Worcester. From Mossel Bay LPG and diesel from Petro SA are the main commodities. Cement and animal feed is mainly received from Cape Town. A local goods train operates between Mossel Bay and George on Mondays, Wednesdays and Fridays. This service complements the two long distance services as explained above.</p> <p>Goods trains pass through Riversdale and Oudtshoorn stations on a regular basis without stopping. These two stations are also in a much neglected state and some form of maintenance is needed. Many of the railway crossings in Riversdale were found to be not properly signed to warn traffic and pedestrian.</p> <p><u>Freight:</u></p> <p>Proposed freight projects according to the Provincial Freight Transport & Logistics Plan:</p> <ul style="list-style-type: none"> • At least one weighbridge needs to be constructed at a suitable position next to the N2 and if possible in the vicinity of George, where the most activity is currently taking place. • A register of hazardous chemical operators must be initiated in the Eden District Municipal area; and • Certain routes need to be designated for the transportation of hazardous materials. <p><u>Roads and Traffic:</u></p> <p>The Provincial road network is in good order within the Eden DM, with maintenance being done timeously. This can however not be said for the municipal road network. Serious maintenance backlogs exist for municipal roads, with poor service being provided to the user.</p> <p>Congestion and operational data on road were not ready available. The Louis Fourie Road corridor in Mossel Bay was however highlighted as in need for urgent upgrading.</p> <p><u>Non-motorised transport:</u></p> <p>No formal management system –similar to the PMS for roads –exists at any of the local municipalities in Eden for non-motorised transport facilities. The recording of these facilities for the whole Eden District was not cover under this appointment.</p> <p>Mossel Bay has got a layout of pedestrian walkway dated 2005 that was done as part of their mobility strategy projects. Oudtshoorn has got an implementation plan for walkway which they use to steer there small contractor programme. These information sets are very helpful, but are often steered by political pressure than scientific or factual information.</p> <p>No other tangible information is available on the status quo of non-motorised for the other local municipalities in Eden. The lack of this information can be listed as a need within the Eden District.</p>
<p>Operating Strategy</p> <p>Licence</p>	<p>The Operating Licence strategy will only be successfully implemented if it is backed by a vigorous and dedicated law enforcement process.</p> <p>Note that in the George area, all operating licences for unscheduled minibus-taxi type services are considered inconsistent with the transportation plans. Therefore, all definite period operating licences must only be renewed for a five-year period or until GMS is implemented, whichever occurs first. The PRE is requested to impose the following condition on the operating licence in terms of section 57(5) of the NLTA:</p> <ul style="list-style-type: none"> • That the operating licence will not be renewed at the end of its validity period given

	<p>that will be inconsistent with the transportation plans for the George area. The service will be replaced by the GMS system and the operator will become a stakeholder in this process or opt out of the system at their choice.</p> <ul style="list-style-type: none"> • The George Municipality and the Provincial Government of the Western Cape is not liable to pay compensation to the holder of the operating licence at the end of its validity period in the event of the holder opting out of the system.
Stakeholder Consultation	<p>Consultation took place with municipal officials, taxi associations, councillors and traffic officials throughout the drafting of the LITP's and the DITP. During the work on the LITP's information sessions and needs assessment session were required to give some background on the process and to gather inputs on the needs respectively. Aurecon handled the stakeholder consultation process for the CITP.</p> <p>A Separate session on the findings and recommendations of the OLS was held with association chairpersons and traffic officials. This was to give them insight on why the current recommendations were formulated and how it would be affecting them in future.</p>
Rationalisation Plan	<p>Level 2 and 3 Planning Authorities are not required to do Rationalisation Plans. Therefore no Rationalisation Plan was done for the Eden District or for the local municipalities.</p>
Transport Needs Assessment	<p>The transport needs assessment is a combination of transport projects/issues identified from the latest Integrated Development Plans (IDP's), the latest Spatial Development Plans (SDP's), the Current Public Transport Record (CPTP), as well as from public participation and need assessment sessions held with the stakeholders.</p> <p>The Minimum Requirements of the ITP recommends that an unbiased system be used for the ranking of the projects. The methodology used to reach this goal can be summarized as:</p> <ul style="list-style-type: none"> • Criteria for priorities to be determined • Weightings to be assigned • Calculations to be done • Priority list compiled • Programme over 5 years <p>The following criteria were chosen for the ranking of the priorities:</p> <ul style="list-style-type: none"> • Number of people affected • Labour intensive construction • Area situated • Public project or maintenance • New project or maintenance • Budget available.
Projects of Regional and Provincial Significance	<p>See Annexure F</p>

SUMMARY OF THE LOCAL INTEGRATED TRANSPORT PLANS IN THE CASE OF THE EDEN DISTRICT MUNICIPALITY	
BITOU LOCAL MUNICIPALITY	The population is more prone to car travel, with ± 18 by minibus-taxi and ± 21 by foot. The Plettenberg Bay rank and the Kwa-Nokuthula rank need more space to accommodate the minibus-taxi fleet. The major minibus-taxi routes are over capacity and not providing proper returns to the owner. The OLS suggest processing existing operations that are in the system, but not accepting any new applications. Long distance buses do provide a service to the east and west. NMT-facilities need to be addressed and a backlog exists on the maintenance of municipal roads.
KNYSNA LOCAL MUNICIPALITY	Travel by car is $\pm 43\%$, with travel by minibus-taxi at $\pm 36\%$. Only one formal rank exists in Knysna within the centre of town, with numerous other informal/semi-formal ranks within the residential areas. The town rank is in urgent need of space, with a holding area at the bottom of town that is still informal. The major minibus-taxi routes are over capacity and not providing proper returns to the owners. The OLS suggests processing existing applications that are in the system, but not accepting any new applications. Various long distance buses do provide a service to the east and west. NMT-facilities need to be addressed and a backlog exists on the maintenance of municipal roads. The tourist rail system to George is no longer in service.
MOSSEL BAY LOCAL MUNICIPALITY	Travel by car is $\pm 71\%$, with travel by minibus-taxi at $\pm 18\%$. A formal rank exists in the CBD. At Langeberg Mall minibus-taxis uses some of the parking space to queue and facilities must still be provided. In the residential areas various semi-formal and informal ranks exist. The major ranks are east and west. NMT-facilities need to be addressed and a backlog exists on the maintenance of municipal roads. The existing Louis Fourie Road that forms a corridor through Mossel Bay is experiencing capacity problems and more lanes must be added. This road is currently under the authority of the PGWC. A tourist rail service is currently running between Mossel Bay and George. The goods train servicing the west and east from the Voorbaai depot, is being operated under its current capacity and could be used to transfer goods currently being transported by road.
HESSEQUA LOCAL MUNICIPALITY	Travel by foot is $\pm 46\%$ in the Hessequa region. This is due to the short distances between the residential areas and the town centres. Formal ranks exist in Riversdale and Heidelberg. A huge number of illegal minibus-taxi's operates in this area. The OLS suggests processing existing applications that are in the system, but not accepting any new applications. Various long distance buses do provide a service to the east and west. A commuter bus service operates between Riversdale, Melkhoutfontein and Stilbaai. Although a parallel service is provided between Melkhoutfontein and Stilbaai, both services should be kept due to a "better service" offered to the commuters. NMT-facilities need to be addressed and a backlog exists on the maintenance of municipal roads. Operational analysis on the major intersection in Riversdale proved that congestion levels were still acceptable. Freight travelling through the town and stopping in front of the business area along the N2, is causing friction with business owners.
OUTSHOORN LOCAL MUNICIPALITY	The bulk of the population (± 44) travel by foot, $\pm 34\%$ by car and $\pm 18\%$ by minibus-taxi. A formal rank is situated in the Oudtshoorn CBD. The rank is experiencing capacity problems and a holding area needs to be investigated. Due to too many minibus taxis on the routes, the service is not feasible for the owners, with vehicles averaging about 2 trips per day. The OLS suggests processing existing applications that are in the system, but not accepting any new applications. Long distance buses provide a service to the coast and northwards. NMT-facilities are progressing well, but more still needs to be done to provide a better service. A backlog exists on the maintenance of the municipal roads.
KANNALAND LOCAL MUNICIPALITY	The bulk of the population ($\pm 81\%$) travel by foot with less than 2% making use of minibus taxis. A formal rank exists in Ladysmith, serving the outlying areas. An informal rank is in operation in the CBD. The OLS suggests processing existing applications that are in the system, but not accepting any new applications. No pavement management system is in place in Kannaland. This is needed as a matter of urgency. Estimates on the local roads suggest that the backlog is sizable, and will not be erased with internal funds. NMT facilities are needed in all centres due to the high percentage of people by foot.

GEORGE LOCAL MUNICIPALITY: COMPREHENSIVE INTEGRATED TRANSPORT PLAN, 2010

<p>Introduction</p>	<p>Public transport plays a vital role within the George Municipality by providing mobility to the many people living on the outskirts of the major centres of economic activity. Public transport further contributes to social integration by providing those at the margins of development mobility to access various facilities, amenities and opportunities. It makes an important contribution to overcoming the marginalisation of the non-car owning population (public transport captive population) and assist with including communities in participating in the economic and social life of the Municipality and the Province.</p> <p>The purpose of the George Municipality CIP is to identify the short, medium and long term transport challenges that face the Municipality and addresses them with the most appropriate sustainable strategies and programmes. The CIP focuses on the projects required to successfully implement the strategies for the next five years.</p> <p>The objective of this CIP is to provide for and manage future transport demands towards a more balanced transport system that promotes and gives priority to public transport and other alternative modes of transport. It must relate to, reinforce and compliment the spatial plan, economic development strategies and long term environmental management strategies of the George Municipality.</p> <p>The output of this ITP is as follows:</p> <ul style="list-style-type: none"> • To provide the George Municipality's official transport vision, policy and objectives which is aligned to the Integrated Development Plan, Provincial and National policies and strategies. • To provide a long-term transport strategy consistent with the George Municipality's vision and spatial development requirements. • To provide a strategic and financial framework for the preparation of an annual five-year implementation programme. • To base the above on information sourced directly from the Municipality's transport system. <p>This CIP for the George Municipality also acknowledges the role that the Eden District and its neighbouring Municipalities play in its economy, and thus the scope includes matters that influence the George Municipality's linkages and role with neighbouring Municipalities within the Eden District.</p>
<p>Transport Vision</p>	<p>The Comprehensive Integrated Transport Plan (CITP) has to be informed by the prevailing national and provincial policies. It also has to be in line with the vision and developmental strategies of the George Municipality as set out in its latest Integrated Development Plan (IDP) (George Municipality: Revised IDP 2009/2010).</p> <p>An evaluation of the various policy documents and legislation focussing on issues and opportunities relevant to the transport system in the George Municipality was made drawing mainly on the following:</p> <ul style="list-style-type: none"> • National Policies: <ul style="list-style-type: none"> ➢ Department of Transport (1996), National White Paper on Transport ➢ Department of Transport (1999), Moving South Africa (MSA) Transport Plan ➢ Department of Transport (2005), National Freight Logistics Strategy ➢ National Government (2005), Breaking New Ground: A Comprehensive Plan for the Development of Sustainable Human Settlements ➢ National Household Travel Survey (NHTS) (2006) ➢ Office Of The Deputy President (November 1997), Integrated National Disability Strategy White Paper • Provincial Policies <ul style="list-style-type: none"> ➢ Provincial Government: Western Cape (1997), White Paper on Transport ➢ Provincial Government: Western Cape (2004), Provincial Land Transport Framework (PLTF) ➢ iKapa Elihlumayo – A Framework for the Development of the Western Cape Province 2004-2007 ➢ Provincial Government: Western Cape, Strategic Infrastructure Plan ➢ Western Cape Provincial Spatial Development Framework July 2005 • District Policies <ul style="list-style-type: none"> ➢ Eden District Municipality Integrated Transport Plan (2006) ➢ Eden District Municipality Integrated Development Plan (2008/2009) • Local Policies <ul style="list-style-type: none"> ➢ George Municipality Integrated Development Plan (2009/2010) ➢ George Municipality Spatial Development Framework (2008)

	<p>The exercise of developing the transport vision and objectives for the George Municipality will be reviewed in-house and will be informed by relevant national and provincial policies, frameworks, legislation and existing documentation. The following mission and vision statements promotes the message of George being the "pace setting destination in the region" (George IDP, 2009/2010) can be used as a starting-block for further discussions in developing a unique Transport Vision Statement for the George Municipality's CITP.</p>
Transport Mission Statement	<p>The enhancement of mobility and accessibility of all people in the George Municipality, within equitable, justified, affordable and sustainable standards, by providing and managing an effective and efficient transport system comprising of transport infrastructure and integrated multi-modal public transport that will enable and serve as a catalyst for economic development and the upliftment of the community in the region.</p>
Transport Vision Statement	<p>To provide an integrated, accessible, safe, affordable and sustainable transport system that is well managed and maintained for all people in George.</p> <p>The transport objectives are based on the preceding sections of this Chapter, specifically the Eden District Municipality's ITP (2006), and can be used as a starting-block for further discussions in developing unique Transport Objectives for the George Municipality's CIP:</p> <ul style="list-style-type: none"> • To co-ordinate and integrate all transport modes and services; • To provide, maintain and operate efficient public transport infrastructure; • To promote and integrate land use and public transport corridors; • To ensure safety for all users of public transport; • To ensure continuous short-term and long-term planning of all public transport aspects; • To ensure the acquisition of funds and its effective expenditure on all transport infrastructure; • To maximize empowerment opportunities for people using public transport; • To improve the general levels of service of public transport. • To minimise adverse impacts on the environment; • To promote and plan for the role of appropriate non-motorised forms of transport such as walking and cycling, especially those users that have special needs (disabilities); • To promote travel demand management measures to encourage less car usage, to improve the environment and to improve road safety; • To promote walking; cycling and other non-motorised transport measures; • To provide non-motorised transport facilities and include their requirements in traffic impact studies; • To incorporate self-enforcing traffic calming measures in the design of new residential areas and to apply the traffic calming policy for existing areas.
Transport Register	<p>The Transport Register chapter of the CIP serves to describe the current status of transport within the George Municipality. The Transport Register covers the full spectrum of data collection required to undertake planning of all types of transport infrastructure and operations. It should be noted that this document is the first CIP transport register to be developed for the George Municipality.</p> <p>The following information sources were available and were consulted for the purposes of developing the transport register for the George Municipality CIP document:</p> <ul style="list-style-type: none"> • Local and District Integrated Development Plans (IDP) • Spatial Development Framework (SDF) • District Integrated Transport Plans (ITP) • George Municipality Budget 2009 - 2010 • STATS SA Census 2001 • National Transport Master Plan 2005 • National Household Travel Survey (NHTS) 2003 • Moving South Africa Action Agenda 1999 • National Land Transport Strategic Framework 2006 - 2011 • Rural Transport and Development Strategy for South Africa 2007 • National Land Transport Transition Act, 2000: Minimum Requirements • Provincial White Paper on Transport Policy 2004 • Provincial Land Transport Framework (PLTF) 2001 • George Mobility Strategy 2005 • George Roads Master Plan, 2006 <p>The following transport systems were analysed:</p> <ul style="list-style-type: none"> • Car ownership • Trip Generation • Trip Purpose • Modal Choice • Dissatisfaction Index <p>The car ownership by household in Eden DM indicates that a majority of households (60%) do not have a personal motorised vehicle. Only twenty nine per cent of households own a</p>

single vehicle and very few (11%) own two or more cars. This shows that the bulk of households rely solely on public transport systems or walking and cycling for transportation and travelling needs. According to the NHTS approximately 70 per cent of the households in George do not have access to a private vehicle.

The number of people travelling within Eden DM and its local municipalities reveals that the majority (83%) of people in the Eden DM travelled from their homes on survey day (National Household Travel Survey, 2003).

The main reasons for undertaking weekday trips include amongst others to visit friends and relatives (26%), to go shopping (20%), to attend educational institutions (19%) or to go to work (19%). Trips to work, often considered the main purpose for weekday trips are only made by 19 per cent of household members in the Eden DM. This is not surprising when considering unemployment. In the Eden DM the unemployment rate for persons over the age of 15 is 52%. 31% of persons over the age of 15 are formally employed and 17 per cent is employed in the informal sector.

The transport modes that are utilized for work related trips within the George Municipality indicated the following facts:

- The predominant transport mode for work related trips are Taxi (33%) and Car (26%) followed by Walking (19%).
- Only two per cent (2%) of trips are made by bus and there are no trips to work made by Rail in George Municipality.

The dominant transport mode for trips to education are walking (67%) followed by private car (13%). The percentage of walk trips to educational facilities is lower than the national average of 76 per cent, but higher than the Western Cape average of 56 per cent.

It was concluded that twenty six per cent of Taxi users in George were dissatisfied with the overall taxi service. Taxi users were in particular dissatisfied with crowding on taxis followed by safety from accidents.

A total of twenty one (21) minibus taxi routes and ten (10) bus routes were surveyed for the George Municipality. No metered taxi surveys were done as part of the George CPTD due to the nature of operations that occur when and if required. The metered taxi industry is institutionally not organised internally. There are no rail commuter services in the George Municipality at the moment.

All conclusions are based on information outputs from the database queries and operational inputs from the Taxi Associations Leaders, Operators, George Local Municipality Officials and the George Mobility Strategy Steering Committee.

The main findings emanating from the CPTD shows that 43% of the routes are approaching capacity meaning that there are more and more passengers utilising these routes compared to the number of seats or vehicles provided on these routes. It is worth noting that 5% of the routes are severely over capacity and require additional Public Transport Services and that 19% of the routes are already operating at capacity.

Most of the residential areas do not have ranking facilities where people can gain access to the taxi system. In the areas of Pacaltsdorp, Conville, Rosemore, Delville Park and Blanco people board taxis on the street, leading to an inefficient system.

Thembaletu Taxi Rank does not provide sufficient loading and off-loading space within its facility. As a result, this facility is only utilised as a holding facility during the holiday season with loading and off-loading occurring along Albert/Sandkraal Road. This is largely contributed due to the poor location of the facility.

Major Taxi and Bus infrastructure is required in the residential areas within the residential areas especially the townships and low income areas.

Cordon surveys were carried out at strategic positions identified by the project team and municipality officials to counteract the non-availability of ranking facilities in the AM Peak Periods.

From the Route Fares surveyed it is generally indicative that Bus services are more economical than Taxi services within the George Local Municipality. Meter Taxis on the other hand are the most expensive at R10 per kilometre.

Major Taxi and Bus infrastructure is required within the residential areas especially the townships and low income areas.

The responsibility for the total road network in the George Municipality is shared among the three spheres of Government, as follows:

	<ul style="list-style-type: none"> • National Roads, managed by SANRAL; (approximately 19km – 5% of roads in George Municipal Area) • Provincial Roads, managed by the Western Cape Department of Roads and Transport through its Roads Infrastructure Directorate; (approximately 45km – 11% of roads in George Municipal Area) • Local Municipal Roads and Streets, managed by the Civil Engineering Department of the George Municipality (Approximately 330km – 85% of roads in George Municipal Area).
Freight	The current road and rail freight routes within the George Municipality are summarised in this section serves an introduction to the freight transport system within the George Municipality which is examined in detail in Chapter 9 of the CIP.
Finance	<p>A summary of the Operational and Capital Expenditures for the George Municipality is presented in this section as an introductory discussion to Chapter 12 which deals in detail with transport finance.</p> <p>Spatial Development Framework:</p> <p>The transport policy framework for South Africa requires that distinguished and dedicated importance be placed on the obligation to improve the relationship between urban transport planning and land use planning more rational and proficient. The necessity of addressing the spatial distortions from the past with current sprawling trends weakens the ability of developing the crucial linkage between transport patterns and land uses. Alignment of these important and influential systems holds the key to the rearrangement of a city/municipal area's scarce resources and also facilitating the effortless movement of goods and people to prominent areas.</p> <p>A key component to facilitate effective planning within the South African planning context is the integration between various planning initiatives where plans and strategies support and strengthen one another, rather than being in contradiction. Similarly, in the integrated transport planning process it is vital to ensure that all transport strategies are supported by, and in turn support, land-use planning strategies, as was identified during the integrated development planning process.</p> <p>Chapter 4 endeavours to establish whether or not the connection between spatial development planning and urban transport planning has been accomplished, focusing on principles, transport related approaches, standards and possibilities. The task will also identify strategic transportation related issues arising from transport policies and frameworks.</p> <p>In order to establish whether or not the connection between spatial development planning and urban transport planning has sufficiently been addressed within the George Municipality (GM) the following basic approach was followed:</p> <ul style="list-style-type: none"> • Firstly this chapter investigates the legislative and policy frameworks which govern spatial planning and sustainable urban areas management within South Africa. • Thereafter, the chapter unpacks and investigates the various spatial realities of George Municipality as set out in the George Spatial Development Framework (GSDF). • Once the land-use and spatial realities are fully understood, this chapter explores the relationship and alignment between land-use structure and the George Public Transport System (GPTS) as outlined in the George Mobility Strategy (GMS). • A Gap Analysis will serve to highlight any disparities between the GSDF and GPTS and propose remedial measures accordingly. <p>Present land use trends in the George Municipal area (as with so many areas in South Africa) are strongly influenced by car ownership. Car dominated settlement pattern societies is and has been the foremost reason for spatial distortions (i.e. urban sprawl), which is simply not sustainable. By compacting urban development and land uses, an arena for sustainable public transport and other modes of transport will be created.</p> <p>The four key land uses distinguished in the broader land-use pattern of the town of George include:</p> <ul style="list-style-type: none"> • Central business district (CBD), • Decentralised commercial nodes, • Industrial areas, and • Residential areas or suburbs <p>When considering the priority areas and areas of concern within the George Municipality the Spatial Development Framework's Strategic Environmental Assessment has summarized the vital concerns needed for this section's assessment.</p> <p>The George Mobility Strategy identifies the needs of the public transport users. And the following issues apply for all public transportation, and that it should be:</p>

- **Easy to get to, easy to use, accessible to all;**
- **Regular and Scheduled** 30 minutes headway service between major destinations where demand supports during peak periods;
- **Readily available** At least 18 hours daily service;
- **Easy mobility** Access to other urban centres should be possible;
- **All services working together;** integrate all travel services: people, goods, post education, social services, and so on. Modal integration where applicable, particularly long distance with local distribution services
- **Safe** All public transport vehicles are roadworthy and legally registered. Drivers are licensed and continually educated. Non-motorised transport considerations are provided for at stops.
- **Secure** Adequate lighting and security around stops and on public transport vehicles
- **Comfortable, reliable, convenient.**

The public transport system is scheduled and these schedules are communicated to the public in various ways.

Vehicles are of a good quality and well maintained to reduce breakdowns.

- **Affordable;** Cost of public transport travel should not exceed 1/3 of minimum wage.
- **Providing for Learner Transport and;** The system is planned to be accessible to learners
- **Providing for Rural / Urban Linkages.** Services to the coastal villages of Wilderness, Herold's Bay, Victoria Bay, Kleinkrans, Wilderness National Park and to rural settlements such as Hoekwil, Wilderness Heights, Geelhoutboom and others.

Through reviewing the GSDF, GPTS, and the GMS the following findings with regards to the misalignment between spatial development planning and urban transport planning is noted (refer also to Chapter 4 for a detailed analysis as well as maps).

The misalignment is evident in some residential areas as no public transport infrastructure (i.e. network roads) has been provided for future residential areas namely:

- Residential areas to the East, North West and South West of Pacaltsdorp
- Residential areas to the North East and South East of Thembalethu
- Residential areas to the North East of the Garden Route Mall
- Residential areas to the South West of the CBD

It is also very important to note that there are some outlying farm areas and settlements that are not covered by the GMS and this is caused by the continued development of areas after the route planning of the GMS was accomplished.

The integration of land-use planning and public transport service provision is vital for the continuous development of George. A densification strategy needs to be ready to configure the movement corridors and public transport routes into more densely packed and vibrant activity spines. In order for the identification of areas that needs densification the following should be considered:

- Identifying areas for Transit-Oriented Development (TOD) potential.
- Highlight areas where low accessibility exists where it would make sense to improve public transport provision and/or land use mix by comparing public transport accessibility with population density.
- Highlight disparities between population densities and levels of accessibility where increasing population densities, through urban infill, may be appropriate by comparing public transport accessibility with population density
- Identify areas of social exclusion and transport disadvantage.
- Focus future urban growth around future major public transport investments.
- Assessing Municipal Growth and Development Strategy assumptions.
- Inform Structure Plans and Master Plans by assessing current proposals and testing alternate development outcomes to deliver more accessible communities.
- Sequence urban growth with provision of major public transport infrastructure and services.
- Visualise and quantify the impact various growth management strategies will have on achieving accessible communities.

In order for the George urban structure to work as efficiently and effectively as possible, the demands of the people who access the different parts of the municipality need to be addressed. The different land uses found within the George Municipality are as diverse as in most of the South African cities and towns. The need to implement a safe, secure, affordable and sustainable public transport system is essential for the continuing growth and development of George Municipality. If the public transportation is aligned with the different land uses (current and future) the vision that so many policies (GSDF, GIDP, GSEA, GMS, etc...) have for George can be realised.

<p>Transport Needs Assessment</p>	<p>In accordance with the National Department of Transport's new Minimum Requirements for the development of Integrated Transport Plans (November 2007 Government Gazette Notice 30506), the preparation of a transport plan must include all-embracing consultation and participation with interested and affected parties. This chapter deals with the engagement of transport stakeholders and the crystallisation of their needs in order to form the basis for the determination of transport related projects to address community needs, problems and concerns.</p> <p>According to the Minimum Requirements of the NLTTA, 2007, there are five main focus areas that Planning Authorities, in consultation with relevant Stakeholders in the transport sector, should be given adequate attention. These focus areas are the basis for Chapter 5 and are summarised as follows:</p> <ul style="list-style-type: none"> • The promotion of public transport infrastructure and operations. • Needs of scholars transport and people with different disabilities. • Needs of non – motorised transport (NMT) users. • Needs of private transport users. • Appropriate communication and institutional structures required for proper transport planning and management. <p>The above mentioned focus areas were discussed and deliberated at length during stakeholder consultation meetings held by the George Municipality. Formal responses were received in the form of completed questionnaires. The Ward Committee Members were engaged separately as representatives of communities.</p> <p>Aurecon in consultation with the George Municipality CIP steering committee made a decision that in order to obtain vital information regarding the needs of relevant stakeholders within the municipality, the project team would focus on the George Mobility Strategy (GMS) consultative structures as the mechanism for collecting this information. The reason for choosing the GMS forum as conduit for community needs data collection was because key transport stakeholders of the Local Municipality, XVI George Local Municipality George Comprehensive Integrated Transport Plan Executive Summary January 2010.</p> <p>Provincial Government, Officials and Local Public Transport Operators in the George Municipality are in attendance.</p> <p>It was agreed that further relevant consultations would be done through one-on-one engagement, should the need arise, with the purpose of gathering project specific information.</p> <p>The following transport needs assessments identified as a result of consultations with relevant stakeholders at the GMS meetings are grouped as follows (details of which can be found in Chapter 5 of the George Municipality's CIP report):</p> <ul style="list-style-type: none"> • Public Transport Needs Assessment • Non-Motorised Transport Needs Assessment • Institutional Needs Assessment • Private Transport Needs Assessment • Community Safety Needs Assessment • Planning Authorities Institutional Needs Assessment • Planning Authorities Safety Needs Assessment • Planning Authorities Private Transport Needs Assessment <p>Infrastructure and Planning Projects crystallised as a result of the community transport needs assessment are listed and discussed in greater detail within Chapter 7 (Infrastructure Strategy) and Chapter 12 (Funding Analysis) of the George Municipality CIP report.</p>
<p>Public Transport Operational Strategy</p>	<p>Provisions of the National Land Transport Transition Act, Act 22 of 2000, mandate all planning authorities to formulate operating license strategies (OLS) and Rationalisation Plans. Requirements of CIP were published in accordance with the NLTTA in 2007 and set out requirements with regards to OLS and RAT Plans. These plans provide amongst others an indication of the public transport supply and demand for an area.</p> <p>Chapter 6 of the George Municipality CIP October 2009 includes the George Mobility Strategy (GMS). The GMS is a public transport strategy that is presently at planning and negotiation stage with implementation to commence in 2010, this is a move towards rationalising public transport within the municipality over the next five years and beyond. This chapter therefore unpacks the GMS and the benefits of implementing the GMS as part of the Operational and Rationalisation Plans of the George Municipality.</p> <p>After numerous concerns were raised regarding the availability, reliability and quality of</p>

	<p>public transport services within George Municipality. The Western Cape Department of Transport and Public Works, as part of the Provincial Public Transport Improvement Programme, appointed consultants to draw up a mobility strategy. However, the situation is not unique to George, and in fact exists to varying degrees throughout South Africa in both rural and metropolitan areas. In many respects it can be argued, and in fact demonstrated, that the public transport system in its present form is failing the George community.</p> <p>The first step to changing this situation is recognising the following:</p> <ul style="list-style-type: none"> • That the cost of existing services is too high, and in many respects, services are inaccessible and unsuitable; • That a move from an operator based informal Minibus Taxi type system with all its inefficiencies and risks, to a customer orientated, regulated, and quality public transport system is essential; • That the system should offer services 18 hours/day, 7-days/week, on fixed routes within a reasonable walkable distance from home and/or destination, and at an affordable cost. <p>The GMS, is a derivative of policy documents and reports regarding the aim to promote the need for quality public transport system development within Metropolitan areas, with prominence given to bus Rapid Transit (BRT) type operations. The GMS further supports the notion of transforming Minibus Taxi and Bus operations and of their becoming shareholders in operating entities formed to deliver services.</p> <p>The GMS outlines four basic strategic options available regarding the way forward (refer to Chapter 6 for details):</p> <ul style="list-style-type: none"> • Continue as at Present • Contract in Bus Operators • The Transformation Route • The Concession Route <p>The process of achieving the objectives of the GMS is multifaceted and of necessity must address spatial planning issues, identification of potential development corridors and the development of public transport related infrastructure.</p> <p>It is very important to note that the implementation benefits of the GMS, many of which may be seen in terms of a "Turn Around Strategy" in which a current undesirable situation, or negative trend, is eliminated or reversed, so as to give rise to a more desirable situation or a positive trend will improve public transport in George.</p> <p>It is accepted that public transport should clearly be operational and rationalised specifically for each and every planning area by the responsible planning authorities. It is therefore clear that the GMS is the perfect strategy that will assist the George Municipality in providing a rationalised and effective public transport system. It is acknowledged that the benefits derived from the implementation of the GMS will no doubt be valuable to all stakeholders within the public transport environment of the George Municipality and the South African community at large, and therefore must play an integral part in the CIP of the George Municipality. The successes of the CIP strategies within the George Municipality are inextricably linked to the successful and rapid implementation of the GMS.</p>
Transport Infrastructure Strategy	<p>The transport infrastructure strategy chapter provides an overview of the existing transport infrastructure, its condition, as well as the status of transport infrastructure planning within the George Municipality. The transport infrastructure strategy must place emphasis on both existing transport facilities and new projects (Capital Expenditure – CapEx) within the planning period of the CIP (5 years). Special measures should be taken to ensure the strategy's effect upon public transport and maintenance (Operational Expenditure – OpEx) along with a CapEx management process, which is proposed in the chapter.</p> <p>The information that assisted in the compilation of this chapter was sourced from different sources that relate to transport infrastructure of the George Municipality including the George Road Master Plan, 2005; TRACKS Traffic Demand Model, 2005; George Mobility Strategy; etc. (refer to Chapter 7 for a detailed list of sources), which was then analysed and summarised to present an overview of the status quo of transport infrastructure in the George Municipal area under the headings: Road Infrastructure, Public Transport Infrastructure and Non-Motorised Transport Infrastructure. The future transport infrastructure requirements were also evaluated and are presented in the report.</p>
Road Infrastructure	<p>According to the George Municipality's latest Pavement Management System (PMS) 2008, the George Municipality has an estimated network of 390km with an approximate replacement value of R491.2 million; a road rehabilitation backlog in the region of R80 million, and that the immediate implementation of resurfacing and structural rehabilitation that are currently required, would cost in the order of R35.4 million and R56.2 million respectively.</p>

The average road condition of the George Municipality Road Network was shown to range from poor to fair with 28% of the road surfacing and 9% of the road structure ranging from a poor to very poor condition. The life expectancy of the road surfacing was estimated to be 5 years while that of the road structure was 10 years.

According to the SADC RTSM Volume 3 all traffic signals must comply with its guidelines by 31 December 2010. It is thus recommended that a systematic audit of all the existing traffic signals in the George Municipality be conducted in order to ensure compliance.

Road signs have had to meet SADC requirements since 31 December 1999. It is recommended that a systematic audit of all road signs in the George Municipality be done in order to confirm compliance with the SADC requirements.

With regards to speed limits, it is recommended that an audit of the main roads leading into George be done and that a study on the appropriate speed limits for the George Municipality be conducted.

The demand model developed by ITS Engineers as part of the 2005 Roads Master Plan was converted to the PTV Visum Software Suite by Aurecon. The initial 2005 base year origin-destination matrix was updated to a 2009 matrix with new land use information (including the Garden Route Mall). The majority of information, including trip generation rates and volume delay functions, used in the initial model was generally retained with some minor modifications included where it was deemed necessary in order to provide an updated demand model. No additional model calibration was done, the Roads Master Plan model was assumed to be correct.

The 2015 matrix for the Roads Master Plan model was also used as future year volumes for the PTV Visum Model. Road infrastructure projects were identified and evaluated on the future year scenario. The five main Roads Master Plan projects were also tested against estimated 2015 traffic volumes.

Demand modelling in general presents shortcomings in terms of the accuracy of their results and the George model is no exception. The most prominent shortcoming and one that will have to be addressed is the fact that the trip matrices used in the model does not include a modal share, of specific significance is the lack of public transport meaning that road infrastructure projects was and will not be tested with the George Mobility Strategy in place. Thus the impact of the GMS services on network capacity beneficial or otherwise cannot be quantified and considered in the identification of projects.

Based on the volume capacity ratios as per the status quo performance analysis, it was concluded that the following areas are operating at capacity during the 2009 AM peak hour and requires upgrading to accommodate the existing traffic demand:

- York Street from the N2 up to PW Botha Avenue (upgrades done in 2009)
- Wiffontein Road from Eike Avenue to the N9/Langenhoven Road
- Courtenay/Knysna link with Garden Route Mall

The demand model analysis show that the most problematic traffic demand flow that needs to be accommodated exists between Pacaltsdorp south of the N2 and the industrial area and the CBD north thereof.

The Road Master Plan projects of most significance for road capacity is firstly the Southern Arterial (with or without the Schaapkop section), particularly the western section linking to Pacaltsdorp, and second the Rand Road link, and it should perhaps be considered to extend the Rand Road link further south into Pacaltsdorp or even link it to the Southern Arterial.

- In terms of the Southern Arterial the Schaapkop section of the network is an expensive section of the alignment and the western section of the Southern Arterial, without the Schaapkop section, will still be sufficient to accommodate the estimated 2015 traffic demand.
- Rand Street extension
- The Servitude Road link, in terms of constrained capacity, shows almost no beneficial change relating to alleviating congestion.
- The Plattner Boulevard extension improves the situation only slightly, in terms of minor congestion on Wiffontein Way.
- The Western Bypass provides insignificant change in terms of the congestion on the road network.

There is a need to update the existing George Roads Masterplan in order to eliminate projects that have already been implemented. It is also necessary to update the existing George Modelling which was last updated in 2008.

Public Transport Infrastructure	<p>As part of the GMS, infrastructure is being provided to facilitate the future operations of the GMS.</p> <p>The projects are aimed at:</p> <ul style="list-style-type: none"> • Upgrading of existing roads where the condition of the road is such that it will not be able to carry the load of the proposed bus services; • Geometric improvements to future bus routes; • Provision of bus stops; • Provision of turning facilities at the route termini. • Provision of traffic calming facilities such as speed bumps. • Provision of pedestrian facilities such as walkway and pedestrian crossings. <p>The public transport infrastructure which will be provided in the next few years includes:</p> <ul style="list-style-type: none"> • 668 bus stops in George (initially only flag and pole –shelters and embayment’s will be provided where demand warrants the provision of such facilities); • ±70 bus stops in the areas surrounding George; • A temporary bus depot has already been constructed in York Street at the old road camp; • A permanent bus depot is being planned in PW Botha Road in George Industria; • The existing horse shoe bus facility in Cradock Street is for the inter-urban bus services; • A long distance bus facility is proposed at the George Railway Station.
NMT Infrastructure	<p>There are four (4) main routes that have been identified as significant for Non-Motorised Transport (NMT) users, the Sandkraal/Albert corridor; the Beach/York corridor and the Knysna/Courtenay corridor from the Garden Route Mall into town; as well as the N9/N12 corridor between town and the Blanco area. Another is the parallel movement along the N2 between Pacaltsdorp, Thembalethu and the Mall.</p> <p>In order to continue the implementation of non-motorised transport infrastructure and simultaneously place the George Municipality at the forefront of national and international standards of NMT infrastructure provision it is recommended that this NMT strategy form the foundation of continued effort and dedication to the promotion of safe and effective NMT.</p> <p>As a first step, an NMT asset management system must be put in place that will allow monitoring of NMT project implementation and the condition of the infrastructure as well as guide future developments on the network. An annual audit of the condition of the network and the context in which it functions is essential and should be sustained.</p> <p>Further to the shortcomings of the NMT network (as is identified in Chapter 10) the following should be addressed as a matter of urgency:</p> <ul style="list-style-type: none"> • The pedestrian crossings within the George Municipality should be audited and upgraded in order to comply with national road traffic regulations. • The establishment of appropriate NMT links between the George CBD and industrial areas with Thembalethu, Pacaltsdorp and Blanco areas. • The establishment of a safe east-west link for pedestrians and cyclists along the N2. In terms of this project SANRAL has indicated that it will contribute 50% of the project cost if the George Municipality officially requests funding assistance. • Accessibility to NMT infrastructure for special needs users should be ensured. <p>Any NMT planning and project implementation must take cognisance of the George Mobility Strategy (GMS) network and services in order to optimally integrate NMT and public transport, to effectively cater for the transport needs of the entire population of the George Municipality.</p>
Travel Demand Management (Transport)	<p>Travel Demand Management (TDM) is defined as any action or set of actions aimed at reducing the demand for private vehicle travel in a specific area during a specific time period, i.e. influencing people’s travel behaviour and encouraging a shift to alternative modes of transport other than the car.</p> <p>These techniques, strategies and programmes lead to a reduction in the need for road-based travel and are generally implemented to counter the following:</p> <ul style="list-style-type: none"> • Congestion of roads (demand for travel exceeding capacity). • Under-utilisation of existing transport infrastructure and services. • Over-use or dependency of one particular mode of road based transport. • Inappropriate expenditure on infrastructure not conducive to meeting the objectives of TDM. • Lack of new and innovative infrastructure and traffic control elements required for a forward compatible and progressive transport solution.

	<ul style="list-style-type: none"> • Vehicles travelling on inappropriate roads to avoid congestion or delays (rat-running). • Environmental quality reduction based on vehicle emissions associated with congestion and longer travel times. <p>The absence of an understanding of what measures will have the most cost effective and efficient impact on the transport network.</p> <p>Road congestion can typically be addressed by two strategies, namely:</p> <ul style="list-style-type: none"> • Infrastructure management (supply side management): <p>Capital expenditure on roads with the aim of increasing capacity through e.g. lane additions, traffic control improvements, the use of Intelligent Transport Systems (ITS), the introduction of an efficient and cost-effective public transport system etc. Infrastructure provision can also be done with the specific aim of providing facilities for specific modes of transport such as High Occupancy Vehicle (HOV) and bus lanes.</p> <ul style="list-style-type: none"> • Demand side management: <p>Travel Demand Management techniques that manage the need for travel and reduce the need for travel using a particular mode of transport during a particular point in time i.e. during peak periods. This could also imply land use management to ensure that the need for travel between different land uses are minimised.</p> <p>TDM measures are often less costly than capital investment initiatives which serve a similar purpose and results in comparable capacity improvement outcomes. Given the dwindling financial resources of road authorities, the increasing cost of construction materials and labour as well as the increasing number of social and community services demanding budget at the cost of infrastructure investment and urban development initiatives, the use of TDM measures is increasingly becoming a priority for many authorities.</p> <p>Therefore, exercising control over the trip generating characteristics of land use, together with road infrastructure expansion can be used to make the resultant demand consistent with the existing transportation infrastructure and the level of service desired.</p> <p>The implementation of TDM strategies is primarily reliant on accurate, robust and current traffic information. The process of determining the need for TDM implementation is highlighted as follows:</p> <ul style="list-style-type: none"> • Understanding the Local Transportation Context • Determine the true nature and severity of your problem • Assess where current transportation plans (i.e. Integrated Transport Plans, Public Transport Plans etc.) are likely to lead to resolving the identified problems and identify shortfalls where TDM strategies could provide a solution. • Using available domestic and international best practice, explore a range of TDM options available and assess the impact these will have on the municipal transportation problems. • Analyse the trade-offs among the different alternative approaches regarding cost, timing, impact and other criteria important to local decision makers and culminate the analysis in a decision or recommendation of which TDM measures would be most effective to implement. • Decide what mechanisms are required to implement the chosen solution. <p>The above implementation strategy requires time for implementation. Ideally, TDM measures will be planned so that it can be implemented at the time when it is required and when it will have the desired impact. In the long run any specific TDM measure is unlikely to result in an indefinite improvement in the performance of the transportation system on its own. The performance of the system will deteriorate with time as the demand for travel increases at which point additional TDM measures need to be implemented to achieve the desired improvement in the network operational performance.</p> <p>Traffic and traffic planning related problems within the George Municipality can be summarised as follows:</p> <ul style="list-style-type: none"> • A large proportion of the economically active population is unemployed and this could have bearing on the transportation system. The population might have difficulty gaining access to work, or the transportation system might offer such severe constraints that it might be stifling economic development. Public transport and access there to is essential for the economic wellbeing of the municipality. • The overwhelming majority of households in George do not have access to private vehicles. This emphasises a strong need for transport development to be allocated within the realm of public transport, non-motorised transport and in general the needs
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	<p>of those who do not have access to the private vehicle road network.</p> <ul style="list-style-type: none"> • The integration of land-use planning and public transport service provision is vital for the continuous development of George. A densification strategy needs to be ready to configure the movement corridors and public transport routes into more densely packed and vibrant activity spines. <p>Main forms of Non-Motorised Transport (NMT) found within the George Municipality (GM) are cycling and walking. It is critical that the necessary infrastructure and facilities for these specified modes are in place to protect these vulnerable road users (especially Scholars) and to promote NMT as a formal transport mode within the GM.</p> <ul style="list-style-type: none"> • A sustainable and accurate Transport register need to be in place in order to provide a comprehensive view of the transport, traffic and road infrastructure situation within George Municipality. It is vital to provide traffic volumes and other traffic related information in order to form situational awareness. This is done in the form of a transport register; this CITP of 2009 is currently completing the first register. • Heavy vehicle control is absent in George Municipality and an overload control point/s and weighbridge/s needs to be constructed in order to prevent unwanted damage to the road surfaces in and around George. Stringent policing and monitoring of alternative routes and selected rural roads should be undertaken to limit the damage to lower order roads due to heavy vehicle traffic. • Road safety hot spots should be identified and addressed, road safety initiatives and road safety assessment or audits is lacking within the municipality. • The priority for the George Municipality with regard to a TDM strategies based on the above identified problems can be summarised as follows: • George Municipality needs to implement the George Mobility Strategy with its commitment of improving the extent and quality of public transportation and ultimately the mobility of disadvantaged users. • Integration of land-use and public transportation services is vital to ensure that the residents/users have easy access to all services and facilities. Land use policies in George needs to focus on densification and mixed uses, in order to support public transport services more sufficiently. • The necessary Non-Motorised Transportation infrastructure and facilities needs to be in place in order to protect vulnerable road users (especially Scholars). • Before TDM strategies for implementation can commence, it is important that the George Mobility Strategy is implemented.
<p>Freight Transport Strategy</p>	<p>Chapter 9 examines the freight transport system of George Municipality within the context of the current and future South African industrial and economic activity. Vision, goals and objectives are provided for the freight component of the George Municipality's economic activity.</p> <p>The status quo of the current freight transport infrastructure and operation are discussed in terms of road freight and rail freight. Furthermore a needs assessment based on the observations and shortcomings in the status quo network and an operational strategy to achieve these requirements is proposed. The issues relating to the liaison structures and in particular those relating to safe operation of freight transport and overloading will be discussed.</p> <p>The industrial areas are located between the centre of the town's shopping area (CBD) and the residential suburbs of Pacaltsdorp and Thembalethu, this has lead to conflicts between heavy vehicle traffic and pedestrians, public transport and other traffic. Generally, except for some minor deficiencies, the southerly access to and from the N2 for 56 ton rigs is reasonable. Access routes to the north, via the Outeniqua Pass, is problematic for 56 rigs, as they have to drive through residential suburbs as well as the centre of town (CBD).</p> <p>The industrial zones of the city largely contain industries in the following categories:-</p> <ul style="list-style-type: none"> • Sawmills. • Chipboard plant. • Furniture makers. • Food processors. • Distribution centres for a range of materials including cement and household gas. • Engineering workshops of various types. • Car and agricultural machinery repairs. • Transport related activities. <p>There is a constant flow of heavy vehicles traversing the N2 on a daily basis which do not enter George. Among those which do enter the city the timber sector and its associated industries account for the majority of the traffic and particularly the unweighed heavy vehicles.</p>

	<p>Volumes vary from day to day and as Origin/Destination pairs change frequently there is no accurate method of assessing volumes on the city's roads. The N2 however is estimated to carry approximately 3 million tons per annum in each direction. This equates to 11.41 vehicles per hour per direction continuously 24 hours a day 365 days a year.</p> <p>Project proposals, prioritisation and implementation as well as issues of funding in general terms are also discussed in this chapter.</p> <p>The following freight goals and objectives are proposed for George Municipality:</p> <ul style="list-style-type: none"> • Upgrade the identified road corridors to permit 56 ton rigs. • Lobby to restore the rail connection of the area to inland markets. • Reduce freight accident statistics by 5% per annum over a 10 year period. • Reduce overloading in the city to the point of elimination. • Weigh all freight vehicles in excess of 21 tons into and out of the George area. • Upgrade or create the Western Bypass from the N12 north of Blanco to the Herolds bay off-ramp of the N2 (Provincial road and project). • Complete N2 link between George to Knysna/Plettenberg. • Install a weighbridge in the area of the N2 Herolds Bay off-ramp and a "heads up" weigh pad in the same area at the intersection of the R102/R402 • Install and operate a truck rest area in the area of the N2 Herolds Bay off-ramp and the intersection of the R102/R402. • Remove 21 to 56 ton freight rigs from the urban city centre area, except under licensed conditions. • Establish and conduct freight forum meetings at regular intervals so as to ensure that road hauliers are conversant with the City's objectives and understand the consequences of deliberately flouting them. <p>Based on the above freight transport goals and objectives as well as the freight needs assessment, a freight operational strategy is proposed for the George Municipality designed to deliver a complete upgrade to the freight network in the city and to protect the regions interest in rail. If implemented, the flow of heavy vehicles will be diverted away from the city centre, whilst at the same time it will be possible to define the in-transit hazardous material (Hazmat) routes.</p>
<p>Non-motorised transport strategy</p>	<p>In the context of South Africa, until recently, Non-Motorised Transport (NMT) and Intermediate Means of Transport have not been given much attention in the transportation system agenda and priorities. However, the growing urbanization that we see all around us, congestion and excessive demand for fossil fuel has dictated a need for the South African transport sector to start looking seriously at developing, implementing and promoting Non-Motorised Transport and Intermediate Means of Transport as viable alternative modes of transport.</p> <p>Non-Motorised Transport plays a key role in improving accessibility and mobility especially in the poorly serviced areas by integrating non-motorized transportation with socio-economic development activities within the country. An effective and well planned NMT system can also be an effective congestion alleviation measure as is evident in many international countries.</p> <p>The key types of NMT found within the George Municipality (GM) are cycling and walking. It is critical that the necessary infrastructure and facilities for these specified modes are in place to protect these vulnerable road users and to promote NMT as a formal transport mode within the George Municipality.</p> <p>Walkways and cycle ways are quite prominent within the George Municipality, however the provision of NMT amenities such as benches, roadside furniture, bicycle lanes and lock up facilities as well as bicycle repair shops are limited. These types of facilities are essential for making NMT an attractive alternative, as well as supporting the integration of the NMT network with public transport systems. The George Mobility Strategy (GMS) will ultimately culminate in the offering of services 18 hours/day, 7-days/week, on fixed routes within a reasonable walkable distance from home and destination alike, and at an affordable cost.</p> <p>There are four (4) main routes that have been identified as significant for NMT users, the Sandkraal/Albert corridor, the Beach/York corridor, the Knysna/Courtenay corridor from the Garden Route Mall into town as well as the N9/N12 corridor between town and the Blanco area. The parallel movements along the N2 between Pacaltsdorp, Thembaletu and the Mall are also important.</p> <p>As a first step, an NMT asset management system must be put in place that will allow monitoring of NMT project implementation and the condition of the network as well as guide future developments on the network. An annual audit of the condition of the network and the context in which it functions is essential and should be sustained. Further the shortcomings of the NMT network as is identified in this report should be</p>

	<p>addressed as a matter of urgency, the most pressing of which include:</p> <ul style="list-style-type: none"> • The pedestrian crossings in George should be audited and upgraded in order to comply with national road traffic regulations. • The establishment of appropriate NMT links between the George CBD and industrial areas with Thembaletu, Pacaltsdorp and Blanco areas. • The establishment of a safe east-west link for pedestrians and cyclists along the N2 as is outlined in the Vela VKE report. In terms of this project SANRAL has indicated that it will contribute 50% of the project cost if the George Municipality officially requests funding assistance. • Accessibility to NMT infrastructure for special needs users should be ensured. • Existing road-based public transport infrastructure and systems are to be made accessible by municipalities in an incremental manner. • Any NMT planning and project implementation must take cognisance of the George Mobility Strategy network and services in order to optimally integrate NMT and public transport, to effectively cater for the transport needs of the entire population of George. • A Cycle and Pedestrian Path Masterplan should be drawn up using the prioritisation methodology described in this document. • NMT initiatives such as Shova Kalula should be actively pursued where applicable to the George context.
<p>Scholar transport strategy</p>	<p>Approximately 30,000 learners attend school at approximately 48 schools throughout the George Municipality daily. This is a significant component of destination specific vulnerable road users who need to travel on the road network every day. Absence of transport should not be the reason why scholars in George have difficulty accessing education.</p> <p>The purpose of the George Municipality Scholar Transport strategy was to conduct a situational analysis and to develop a method of identification and prioritisation of scholar transport provision. Since scholars are a significant component of vulnerable road users, it is the responsibility of George Municipality to include scholar transport in their CIP as part of the overall transport improvement strategy for the municipality.</p> <p>The three phases of the George Municipality Scholar Transport Strategy are summarised below:</p> <p>Phase 1: Scholar Transport Background on National, Provincial and Local level Research was done to determine which legislation, policies and guidelines make specific reference to scholar transport and what the implications of these documents are on the George scholar transport strategy.</p> <p>Phase 2: Determine the Status Quo of Scholar Transport in George A situational analysis of scholar transport in George was conducted by taking into account the locations of the schools and number of learners, detail on existing scholar transport contracts (schemes), subsidies and routes. The 2003 National Household Travel Survey (NHTS) data, which gives an indication of transport modes and travel times, is also included. This data is then combined to conduct a situational analysis of scholar transport in George. Statistics on the school locations and number of learners were obtained from the WCED's database.</p> <p>Phase 3: Develop George Scholar Transport Strategy The scholar transport strategy was developed by plotting the school locations on a map of George, overlaying it with the George Mobility Strategy (GMS) routes and identifying the gaps in the availability of transport. This then forms the foundation of the needs analysis from which projects are identified and prioritised for recommendations.</p> <p>Since scholar transport routes could not be sourced as an interim measure the GMS was overlaid on top of the school locations in order to determine deficiencies in transport service provision to schools. Only those schools to be covered by the GMS will be highlighted and prioritised for scholar transport interventions.</p> <p>From the situational analysis and review of legislation, policies and guidelines on scholar transport it was concluded that the principles on which the George Scholar Transport strategy should be developed are:</p> <ul style="list-style-type: none"> • Government is responsible to provide adequate and reasonable access to schools. • All scholars should have access to public transport as a preferred mode of transport to schools. • Walking and cycling are healthy and sustainable BUT over safe roadways and over reasonable distances. • Transport should be free of charge to eligible learners from poor households and in general affordable to all scholars. • Not only should stakeholders be consulted, but all role players such as the municipalities, road authorities and local education structures to play an active role in improving access to education.

	<ul style="list-style-type: none"> • The private sector in the communities must be targeted and motivated to also get involved in sponsorships by providing NMT facilities and getting incentives back from the municipality. For instance advertisements on litter bins along a sponsored pave walkway. • Education of scholars on road safety must also be a priority and each school should have scholar patrols. • Vertical coordination between the DoE, WCED, Districts, school principals, school governing bodies and transport operators must take place. • The necessary policies must be put in place to address scholar transport formally. • Prioritization should align with national guidance of "If limited funds are available, transport should be phased-in starting with those learners who are youngest and those travelling the longest time."
Funding Strategy	<p>The purpose of this chapter is to provide insight into the operations of the municipal budget, an inventory of the current revenues and expenditures of the district, and the current funding sources available to the George Municipality.</p> <p>The goal is therefore to propose an equitable, affordable and sustainable transportation funding mechanism for the George Municipality that takes into account the provisions of the Constitution of South Africa, as well as the service delivery mandates of the three spheres of government and their respective funding abilities, and private sector capacity to partner with government in funding transportation in South Africa.</p> <p>The importance of having an efficient transport system is increasingly recognised world-wide in terms of the vital role transport plays in economic and social development. The transport network is an essential catalyst for development and must be in a sound condition. An underdeveloped or poorly maintained transport network will act as an inhibiting factor on development. Equally the quality of life for residents and their ability to access social and economic opportunity is largely determined by the transport system serving the community. In this regard public transport is of particular importance.</p> <p>It has long been acknowledged that lack of sufficient funding resources for the transport sector is one of the key obstacles to implementation and delivery. Poorly functioning transport systems directly and indirectly constrain economic growth and accessibility to opportunity for both urban and rural area residents.</p> <p>Negative impacts include inter alia:</p> <ul style="list-style-type: none"> • Poor mobility and unaffordable transport, in particular impacting on the poor; • Freight movements being retarded through poorly maintained infrastructure or use of incorrect freight modes; and • Long journey times for commuters. <p>Emanating from the budgets and funding mechanisms the following concerns are present in the George Municipality:</p> <ul style="list-style-type: none"> • In general the capital budget is low in comparison with the operating budget; local municipalities should be maximizing their incomes in order to fulfil their constitutional mandate by spending more on infrastructure and service delivery. • A high percentage of municipal funding emanates from grants and subsidies, serious attention should be given to attempts in generating own revenue for both operations and capital expenditure. • Local Government Equitable Share (LES) contributions from higher spheres of government does not classify road infrastructure and transport services as a basic need, and thus does not take into account the need for transportation provision when allocating funds. The district should advocate the need for transport as a basic need and propose a change to the LES formula upon its next review. • Conditional grants as well as other own revenue generating methods as mentioned in this chapter should actively be pursued in order to maximize funding available for transport projects and service provision. • Various grants are available for various projects and function, a comprehensive list of these grants along with conditions, criteria and process of procurement for each is not readily available. In actual fact information regarding various grants is hard to obtain. It is recommended that the financial officials of George Municipality meet with grant administrators at provincial and national level in order to thoroughly investigate grant funding potential for the municipality. <p>Some general concerns relating to local government funding according to Savage (2008), which are specifically relevant with regards to the George Municipality, include:</p> <ul style="list-style-type: none"> • There is a lack of public participation in the municipal budgeting process as set out in the Municipal Finance Management Act, 2004 (MFMA). Therefore the possibility of citizen monitoring of municipal financial management is ruled out. Citizen monitoring is typically a much better limiter of maladministration and corruption at higher levels of

	<p>government, and effort should be made to include it.</p> <ul style="list-style-type: none"> • The abolition of the RSC levies removed the link between local business and municipalities, which decreases the levels of accountability that a municipality has towards its citizens. • High levels of grant dependence lessen the autonomy of local governments. This has a significant impact on municipalities' ability to respond to citizens' preferences. • Intergovernmental transfers are mainly in place to enable local government to perform its responsibility in terms of service delivery and integrated development planning, however, it is at best difficult to establish a link between intergovernmental transfers and IDP's and the implementation thereof.
Stakeholder consultation	<p>The Development Facilitation Act (DFA), Act 67 of 1995, gave effect to an integrated planning approach in South Africa. The Act emphasised a shift in focus from planning done for people to planning done with people. This was a fundamental shift in planning philosophy, which placed a greater emphasis on people centeredness, buy-in, consultation, local knowledge and capacity building.</p> <p>Similar to the DFA, the National Land Transport Transition Act (NLTTA), Act 22 of 2000, which governs the preparation and implementation of land transport within the Republic of South Africa, places specific emphasis on participation and liaison with stakeholders and government structures during the preparation of land transport planning documents and strategies.</p> <p>Consultation during the George Municipality Comprehensive Integrated Transport Plan was undertaken at the following distinct levels (refer to Chapter 13 for details), namely:</p> <ul style="list-style-type: none"> • Eden District Level Steering Committees • George Mobility Strategy Steering Committees • George Municipality Level Transport and Traffic Officials Meetings • Ward Committee Members Level and Operator Needs Assessment Workshops • Public transport operators and associations <p>Details of the above Stakeholder Consultations are attached under Appendix C, D, and E. Refer also to Chapter 5 for detailed findings and analysis.</p> <p>The Stakeholder Consultation provided an important and vital input to the CITP, without which the George Municipality CITP would not be a success.</p>
Projects of Regional and Provincial Significance	See Annexure F

WEST COAST DISTRICT MUNICIPALITY: DISTRICT INTEGRATED TRANSPORT PLAN REVIEW 2010-2015

<p>Introduction</p>	<p>The West Coast District Municipality (WCDM) comprises of five local municipalities, i.e. Swartland, Saldanha Bay, Bergrivier, Cederberg and Matzikama municipalities, and three District Management Areas (DMAs). The DMAs include the settlements of Bitterfontein, Rietpoort, Kliprand and Nuwerus. The proposed integration of the West Coast District Management Area (WCDMA01) into the Saldanha Bay (WC014), Cederberg (WC012) and Matzikamma (WC011) Local Municipalities before the 2011 local elections was gazetted in the Provincial gazette extraordinary on 17 January 2008.</p> <p>The preparation of the WCDM Integrated Transport Plan (ITP) is the responsibility of the WCDM as agreed with the Provincial Government of Western Cape (PGWC). The planning cost for the preparation for the District ITP (DITP) is covered by the PGWC. An agreement to this effect has been entered with the Province on the basis that the DITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. In terms of section 21 of the Local Government: Municipal Demarcation Act, 1998 (Act No. 27 of 1998), read with section 6 of the Local Government: Municipal Structures Act, 1998 (Act No.17 of 1998), the Municipal Demarcation Board has withdrawn the declaration of the district management area, and has re-determined the boundaries of the mentioned three Local Municipalities.</p> <p>As part of a legislated development planning process all district municipalities have to compile Integrated Development Plans (IDP). The ITP is a specific sector plan that feeds into the IDP and ultimately the ITP supports and forms part of the development of the Provincial Land Transport Framework (PLTF).</p>
<p>Transport Vision And Objectives</p>	<p>Various relevant policies and strategic documents were obtained and reviewed for this study. These documents, together with the review of the existing conditions in West Coast District Municipality, have informed the transport vision and objectives for the region. The vision statement in the IDP for the West Coast District Municipality clearly outlines the strategic development thrust as follows: <i>"The West Coast District realises that our core responsibility and mandate is to be developmentally orientated, namely to inspire, encourage and ensure a safe, healthy, educational, economically viable and friendly environment that will enhance and harness a culture of self-reliance amongst the citizens of the West Coast Region."</i></p> <p>The role of the ITP in addressing the strategic developmental challenges facing the West Coast district is to direct the contribution of the transport sector in supporting the strategic developmental interventions. It is the responsibility of the transport sector to respond in a manner that supports the IDP vision and to ensure that all initiatives are aligned with the four strategic goals.</p> <p>Accordingly, the vision for transport for the West Coast District Municipality is as follows: "A transport system which responds to strategic local development objectives while addressing the social and economic needs of all the citizens of the West Coast Region."</p> <p>The following objectives have been developed in support of the ITP vision.</p> <ul style="list-style-type: none"> • Objective 1: Promote, support and enable job creation through local economic development and tourism initiatives. • Objective 2: Improve public transport operations. • Objective 3: Provide public transport infrastructure. • Objective 4: Improvement of learner transport operations. • Objective 5: Improvement of the road network. • Objective 6: Improvement of road safety conditions. • Objective 7: Improvement of conditions for non-motorised transport users. • Objective 8: Promote and support the movement of freight. • Objective 9: Develop a sound institutional and administrative environment.
<p>Transport Register</p>	<p>The local public transport services in most areas allow people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other non-motorised means. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools. Public transport accounts for approximately 7% of total transport demand in the West Coast.</p> <p>Passenger interviews conducted at various taxi ranks within the WCDM reveals a lack of long distance taxi services in most areas. Most public transport services are seldom scheduled for long distance trips and movements between nearby local municipalities. There is, however, an on demand service which can be used for long distance travel.</p> <p>The modal split for public transport services in the WCDM indicates that buses play a much smaller role than mini-bus taxis in moving people in the district. Buses have a small share of the overall commuter passenger volumes, approximately 22%, compared to the 71% for mini-bus taxis. The passenger train services of Metrorail operate only as far as Malmesbury in the Swartland Municipality. It has a single train in the morning and afternoon. The train is</p>

	<p>not electrified and only has a single track. A total of 193 passengers are recorded boarding in Malmesbury, similarly 197 is recorded alighting. The towns of Kalbaskraal and Abbotsdale also fall within the Swartland Municipality with a total of 155 passengers boarding at the rail stations in these towns. The only commercial bus service that operates through the West Coast area is InterCape. The service has stops in Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp. In most of the major towns mini-bus taxis also provide long distance services on a daily, monthly or ad hoc basis.</p> <p>The road network can be categorised in terms of the authorities responsible for their upgrade and maintenance. These authorities are currently the South African National Roads Agency Limited (SANRAL), the Road Infrastructure Branch of the Western Cape Provincial Government, and the relevant Municipalities. The road network is divided primarily between rural and urban roads consisting of National Road N7, various major Provincial roads as well as District Roads linking the various towns with each other.</p> <p>Public Transport Infrastructure in the West Coast District consist of 16 formal and 7 informal public transport ranks and more or less 26 formalised boarding points. Roughly half of the formal rank facilities are off-street facilities, designed for minibus taxi (MBT) operations, with demarcated lanes and bays according to destinations. There are shelters and mostly some amenity facilities for passengers, but there is a need for both the construction of additional facilities as well as for the upgrade of inadequate existing facilities in the District.</p> <p>The National Household Travel Survey (NHTS) (NDoT, 2004) showed that over 50% of all work trips are made on foot in the WCDM area. The NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. BEN is currently planning to deliver bicycles to schools in a number of towns including helmets, locks and pumps and receive training in bicycle maintenance.</p> <p>Records received from the Department of Education, dated 2007, indicated that there were a total of 156 primary, secondary and combined schools in the WCDM. The Department of Education records also showed that only 74 of these schools have scholar transport services, but does not indicate if all the services are subsidised. Schools with scholar transport services were located in each of the six local municipalities.</p> <p>The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) highlighted the main road freight corridors in the Western Cape. Of relevance to this report are the N7 and the rail lines in the West Coast. The WCPFTLP also showed that the main freight commodity for the rural Western Cape is break bulk, i.e. freight broken up into smaller units and not in a container.</p> <p>The West Coast District Municipal Area has no commercial airports that cater for domestic and international airlines. There are several airstrips which are municipal, private or military owned. Population distribution and density in the WCDM differs according to the type of development and activities. People mostly travel to and within the municipalities where there is development nodes and activities, and those municipalities are mostly populated. The N7 as well as the R27 (West Coast Road) are two major corridors in the West Coast and they are major distributors of people, goods and services from the WCDM to other municipalities within the Western Cape, to other province as well as internationally. These major corridors are supported by other minor roads (R399, R45, R363 and the R364) within the DM.</p>
<p>Operating Strategy Licensing</p>	<p>The OLS for the WCDM has been prepared in accordance with the requirements of the National Land Transport Transition Act, 2000 (Act No 22, 2000) (NLTA) and the Minimum Requirements for an Integrated Transport Plan: (November 2007) prescribed under that act. The relevant legislation, national and provincial policies guiding the OLS and the disposal of operating licences are presented. Based on this, a policy framework (the OLS) for the WCDM is developed to act as a guide when responding to an OLB request for comment upon applications by operating authorities.</p> <p>The NLTA legislated the conversion of public transport permits to operating licences. The conversion includes the shift from radius to route based permits to ensure that operators confine their operations to specific routes and stop invading routes used by the rival associations. In the WC the conversion of permits to operating licences has begun with the minibus taxis. The conversion for bus services is still to be completed.</p> <p>The latest CPTR for the WCDM (2005) was used to determine the locations of major taxi ranks in the district and to screen the utilisation on the current routes. Discussions with the Local Municipality steering committee representatives and, in certain areas, traffic officials indicated that operations and routes have changed significantly since the last survey which was undertaken in 2004 to update the 2005 CPTR. This led to identifying ranks and routes for further surveys or updating the existing data to verify the recommendations that</p>

	<p>were made on whether operating licences should be withdrawn or whether new licences can be issued.</p> <p>Through this OLS process it became clear that the data on MBT routes in the WCDM varies depending on the source of that information. Since the OLB is the official database for the recording of operating licence information it has been used as the basis of all analyses of taxi operations wherever possible. The route numbering system has also changed over the years with the introduction of the NLTIS system. The CPTR has also adopted a particular route numbering system. The only common element in the varying route numbering system is the route description and the route origins and destinations.</p>
Strategies And Recommendations	<p>The OLS comprise an analysis of the utilisation of taxi services in the WCDM in relation to the capacity available in the system. In order to formulate recommendations with respect to the over or under-supply on each route, the daily capacity had to be calculated on all routes.</p> <p>The recommendations will indicate whether there is an under-supply of services on a particular route and the need for additional operating licences should be investigated, or there if there is sufficient existing capacity in the system and thus new operating licences should not be granted.</p> <p>Currently there is the assumption that the level of service supplied by informal operations provides a good estimate of passenger demand. This assumes that the industry would respond automatically to a sudden increase in demand by increasing the services offered but does not take into account those passengers who are currently hitchhiking or walking. In the CPTR, the number of passengers boarding and alighting is recorded only at ranks and not along routes, which also does not provide a real reflection of origin-destination patterns. In this regard, it is recommend that on-board MBT surveys be included as part of the method of gathering data for the CPTR.</p> <p>The success of the OLS, which tries to balance supply and demand, is based on the assumption that legal operations can be enforced, i.e. current operators possess a valid operating licence, vehicles conform to the prescribed specification in terms of roadworthiness and passenger safety, and illegal operators can be identified and removed from the system Long distance transport is problematic in the district, but these issues are common for long distance transport throughout the country. Currently long distance road-based public transport services are provided by long distance luxury coach buses such as InterCape, etc. and long distance MBTs. These services are generally offered to major city centres on a weekend and during peak holiday seasons.</p> <p>Recommendations to improve the regulation of long distance transport service include, before issuing long distance OLS, future applications should consider existing service in the return direction that already exists with the destination MBT association. Season fluctuation in passenger demand will need issued with seasonal validity. Driver training and increased roadworthy checks must be implemented.</p>
Transport Needs Assessment	<p>In order to assess transport needs in the WCDM, it is important to understand the primary reasons for, or generators of, movement. There are generally 2 generators of movement, namely people and goods. Both of these are present in the WCDM, and thus collectively form the basis of demand for movement. People who live in WCDM move around to satisfy their daily needs, while movement is also generated by people who travel into, out of, or through the municipality. Goods are also moved into, through and out of the WCDM to and from local, national and international locations. In response to the demand for movement from people and goods, there is a supply of transport institutions, service and infrastructure to facilitate the movement of people and goods.</p> <p>It emerged from the data collected that the majority of passenger trips in the WCDM are generated by people who live in the district and travel locally. The 2 most prevalent local trip types are trips to educational institutions and to places of work. The data on trip destinations have an impact on the focus of future strategies and projects that involve the supply of transport services and infrastructure. The largest number of trips in the district is to access employment.</p> <p>Unemployment and poverty in the district are major issue, with an estimated 36% of the population in the West Coast Region not economically active. In order to identify particular issues with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP and the findings of these interviews and analyses are presented below.</p>
Interviews With WCDM Operators, Drivers And Passengers	<p>Interviews were undertaken at 11 taxi ranks in various towns in WCDM during April and May 2009. These towns covered major centres in the local municipalities (Malmesbury, Saldanha, Vredenberg, Vredendal, Piketberg, Moorreesburg and Clanwilliam) as well as smaller rural towns which are local hubs for accessing services in the district (Klawer, Lutzville, Citrusdal and Porterville). Interviews were conducted with operators (associations), drivers and passengers.</p>

	<p>Issues that emerged during the interviews are summarised below in six categories: administration, law enforcement, routes and operations, roads, vehicles and drivers, and ranks.</p> <p><i>Administration</i> Passengers did not comment on administrative issues in the WCDM. Operators and drivers reported a number of issues related to the application, approval and renewal processes for Operating Licences (OLs). The waiting period for approval of OLs was reported to sometimes be a number of months. Drivers and vehicle owners reported that the requirement that vehicles had to be inspected for roadworthiness every year was particularly onerous since there were too few testing centres in the WCDM. Concern was also expressed on the permit conditions involving dedicated routes. It was felt that permit conditions were not conducive to rural situations as they were not allowed some sort of flexibility to access remote settlements or farms.</p> <p><i>Law enforcement</i> A wide-spread problem reported by drivers and operators alike across the district was the presence of illegal (pirate) MBT operators in most towns. Illegal operators cause lower demand routes, there are fewer passengers wanting to be transported by MBT. As a result waiting times often increased, since the MBT usually wait to fill up before departing, thus reducing the passenger demand on these services as passengers do not want to wait.</p> <p><i>Routes and operations</i> Operators and drivers reported a lack of demand for transport in many settlements in WCDM, and these were not necessarily limited to smaller places such as Klawer, Darling and Aurora. High levels of unemployment, widespread poverty and low settlement and population densities would all contribute to reduced expenditure on transport.</p> <p><i>Roads</i> Concerns surrounding roads in the district centred include a lack of sufficient road maintenance and warning signs for potholes on both paved and unpaved roads were reported. A lack of a sufficient number of roadside embayment's and shelters to pick up or drop off passengers on all types of roads and throughout the WCDM was a cause for concern among drivers and passengers alike. High volume of heavy and agricultural vehicles on the road network during the peak periods, which make road conditions unsafe as MBTs try to bypass these vehicles.</p> <p><i>Vehicles and drivers</i> Passengers were concerned by drunk and generally reckless driving on the part of MBT drivers, as well as a tendency by some drivers to play loud music while travelling. Other concerns relating to drivers and vehicles that were reported by passengers included the overloading of vehicles, the frequent lack of luggage space on especially long distance trips leading to significant discomfort for extended periods of time, long waiting times before departures and long travel times in general. Many passengers throughout the district reported that travel comfort in MBT was not of a good standard due to vehicle quality or to driver behaviour.</p> <p><i>Ranks</i> Issues that were reported in relation to ranks tended to relate to the provision and maintenance of amenities and facilities provided at ranks throughout the WCDM, as well as the location of existing and new ranks. Many new ranks were located away from the centres of settlements and thus inconvenient to access on foot, especially when carrying luggage, which led to ranks being underutilised.</p>
Interviews With School Principals	<p>Records received from the Department of Education in 2009 indicated that there were a total of 157 schools in WCDM. The records showed that 134 of 157 schools had scholar transport services. The highest concentrations were primarily located in Swartland LM (39%), Berg River LM (33%), Cederberg LM (26%) and Matzikama LM (24%). In order to gauge the scholar transport situation in the WCDM as a whole, a list of 36 schools, out of the indicated total of 157 schools were identified for further interview.</p> <p>This sample included urban and rural schools with or without subsidised scholar transport services.</p> <ul style="list-style-type: none"> • <i>Rural schools</i> A major issue was the condition of roads surrounding schools frequently inhibiting access to schools by any motorised means, long walking distances and lack of transport alternatives to schools and road safety at schools located near major roads. This affected school staff and scholars in equal measure and reduced the number of effective school days in year • <i>Urban schools</i> In urban schools, scholars often use general public transport services to access schools

	<p>since such services are more readily available in densely populated areas. Parents or schools sometimes also make special arrangements with MBT operators to provide a dedicated service. Walking distance was not seen as a major issue in more densely populated areas. This can be attributed the wider choice and larger number of schools in these areas, as well as the presence of public transport services. Principals' opinions varied on the desirability of an organised, subsidised scholar transport service. Some stated that due to sufficient transport alternatives there was no need, while others indicated that it could lead to travel time and road safety benefits for scholars.</p> <p>The transport register has summarised the existing conditions for each of the transport sectors within the DM. Interviews and discussions were also held with the Local Municipality (LM) representatives to assess the existing conditions and to develop strategies and solutions to the mobility problems experienced by locals. Various issues and recommendations were noted as part of the assessment in public transport, long distance transport, scholar transport, NMT, roads and traffic and freight. In response to the needs assessment of the WCDM, various transport-focused improvement strategies are proposed. Those sectors responsible for implementation include local municipalities, WCDM, PGWC and National Government (NDoT).</p>
<p>Projects of Regional and Provincial Significance</p>	<p>See Annexure F</p>

SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS OF THE WEST COAST DISTRICT MUNICIPALITY	
CEDERBERG LOCAL MUNICIPALITY	<p>Areas within the Cederberg Municipality are mostly rural with only 8.8% of people living in urban areas such as Clanwilliam, Citrusdal, Lambert's Bay, Graafwater, Elands Bay and Wupperthal. The taxi rank located in Citrusdal is the only formal rank in the Cederberg local municipality, with approximately 200 commuters recorded on a Friday and around 380 commuters on Saturdays.</p> <p>There are currently no bus or train services for local commuters in the towns of Cederberg municipality. General public transport issues include the lack of taxi services during the week, the unavailability of public transport services for farm workers or in cases of emergency and lack of organised routes and services to major towns in Cederberg and neighbouring towns in the WCDM. The main problem identified by the LM representative in the Cederberg Municipality is the lack of resources at a municipal level to deal with disaster management and the transportation of hazardous material through the towns of Cederberg. There are also no alternative routes identified for abnormal loads passing through the towns from Gauteng. A general lack of maintenance budget to upgrade poor road conditions is also highlighted for this municipality.</p>
SWARTLAND LOCAL MUNICIPALITY	<p>According to the Socio-economic profile for the WCDM, approximately 71% of households in the Swartland municipality are located in urban areas, with Swartland contributing 29% to the West Coast district's GDP. As indicated above, the towns in the Swartland municipality are much more urban in comparison to other towns in the WCDM. Generally settlements in the Swartland LM are much larger with higher densities in comparison to settlements in neighbouring municipalities. Due to significant population densities bus, rail and mini-bus taxi services are provided in the Swartland municipal area. Swartland is the only municipality in the WCDM that is serviced by passenger rail. The passenger train service of Metrorail operates as far as Malmesbury. It has a single train in the morning and afternoon. The results of the passenger interviews and issues recorded at the public meeting all indicate that the railway stations in Swartland are in a very poor condition, with little or no infrastructure at most stations.</p> <p>There are two formal taxi ranks in the Swartland municipal area, i.e. in Malmesbury and Moorreesburg. Total combined passenger volumes through the ranks came to approximately 1 300 commuters on a Friday and approximately 1 600 commuters on Saturday. This accounts for approximately 27% of total passenger movement in the WCDM. The main problem identified by the LM representative in the Swartland Municipality is the presence of heavy vehicles passing through the local towns which pose a safety hazard to residents and other road users and also damages the street network.</p>
SALDANHA BAY LOCAL MUNICIPALITY	<p>The Saldanha Bay local municipality is predominantly urban with the biggest town being Vredenburg. Contribution to the West Coast district GDP is predominantly from the Transport and Communication sector (54.5%), Manufacturing (47.9%) and the Construction sector (38.4%).</p> <p>Tourism and fishing-sector activities are also strong. In addition, Saldanha Bay has a well-developed iron-ore export facility at the harbour for iron-ore exports from the Northern Cape. The main issues recorded for Saldanha Bay vary from poor road conditions to lack of public transport facilities. The main problems identified by the LM representative is the lack of funding for road maintenance and that the available funds only cover about 10% of what is required to maintain and upgrade local roads. Public transport passengers complained about the lack of services and infrastructure along certain routes in the towns, while the taxi association indicated that there was a large number of pirate taxis operating in the municipal area of Saldanha Bay</p>
BERGRIVIER LOCAL MUNICIPALITY	<p>According to the Bergrivier Municipality IDP review for 2009/2010, Bergrivier has a large rural population with 39.30% of all households in rural areas. This is a higher proportion of rural households than that of the whole district of 30.11%. The largest town is Piketberg, which serves as the administrative centre of the Municipality. Other areas are Velddrif, Porterville, the Moravia Mission stations of Goedverwacht and Wittewater, Eendekuil, Aurora, Redelinghuys and Dwarskersbos.</p> <p>It has been highlighted in discussions with the local municipality, public transport passengers and in public meetings that the main issues regarding transportation in the area is the long distances people have to travel to access places of opportunities and the high costs associated with public transport services. Specific references were made to farm workers and pensioners who spend most of their income on travelling to access government services. It was also noted that there are various challenges related to scholar transport and that learners staying within 5km of schools are not serviced by the subsidised scholar transport bus services. Taxi operators highlighted the poor road conditions in the area that are causing damages to their vehicles which, in most cases, they can't afford to repair.</p>
MATZIKAMA LOCAL MUNICIPALITY	<p>According to the Socio-economic profile for the West Coast DM, Matzikama Municipality has approximately 60% of households in urban areas, with Vredendal being the largest town in the municipality. Economic activity in Matzikama is driven primarily by the</p>

	<p>Agriculture, Forestry & Fishing (27%) and Wholesale & Retail Trade; Catering & Accommodation (26.1%) sectors.</p> <p>The taxi rank situated in the town of Vredendal recorded the highest volume of passengers moving through the rank when compared to other ranks surveyed in the WCDM. The issues recorded during the public participation process include poor road conditions, unsafe intersections, especially for scholars using NMT modes, overloading of farm vehicles when transporting farm workers and underutilisation of the taxi ranks in certain areas. Discussions with the LM representative highlighted the safety risk at schools where school buses and parents drop learners off in the road, as they are not allowed on the school premises. This is a huge safety risk as there are no proper pedestrian crossing facilities and learners walk in front or behind the buses as the vehicles are pulling away.</p>
<p>FUNDING STRATEGY AND SUMMARY OF PROGRAMMES</p>	<p>The available budgets of the West Coast District Municipality per IDP category are presented in the full report. Capital expenditure for 2009/10 amounts to R72.3774 million and for 2010/11 and 2011/12 it amounts to R49.2 million and R53.95 million respectively. The largest part of the investment into infrastructure is allocated to water, which includes pump stations, pipelines and water purification systems. This is in line with the Municipal goals and objectives.</p> <p>Capital expenditure on amenities is in the form of expenditure on sport facilities in the District Management Areas. There is no capital investment in transport infrastructure. Operational expenditure is financed by the Provincial Department of Transport for the upgrading and maintenance of the provincial rural road network. The District Municipality also maintains the local streets in the District Management Areas.</p>
<p>PUBLIC AND STAKEHOLDER CONSULTATION</p>	<p>The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings with representatives of DM and LMs and PGWC, interviews with key stakeholder, interviews with public transport passengers, taxi drivers and associations, and interviews with school principals. In addition, the following organisations were also contacted:</p> <ul style="list-style-type: none"> • Taxi Associations in WCDM • Long Distance Bus Companies • The Department of Education that subsidizes scholar transport. • SARCC / PRASA • Freight companies <p>Two rounds of public meetings in strategic locations in the District and Local Municipalities to inform public of the ITP process, obtain information on existing conditions and to present the proposed projects. Stakeholders of the various municipal areas have raised a number of issues and concerns regarding the Integrated Transport Plan for the West Coast. Comments were raised by I&APs mainly during the scheduled meetings but also by means of fax and telephone conversations.</p>

BERGRIVIER LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- 2011-2015	
Introduction	<p>The preparation of the Bergrivier Local Integrated Transport Plan (LITP) is the responsibility of the District Municipality, as mutually agreed by the Local Municipality. The planning costs for the preparation of the LITP are covered by the Provincial Government. An agreement to this effect has been entered with the Province on the basis that the LITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. The Bergrivier is a local municipality in the West Coast District Municipality, located in the Southern parts of the district. The Bergrivier Local Municipality is a Type 3 planning authority, which falls within the boundaries of the West Coast District. Bergrivier area contributes 11.9 per cent to the West Coast GDP, with the Wholesale & Retail Trade; Catering & Accommodation and Transport & Communication sectors showing the strongest growth. The largest town is Piketberg, which serves at the administrative centre of the Municipality. Other areas are Velddrif, Porterville, the Moravian Mission stations of Goedverwacht and Wittewater, Eendekuil, Aurora, Redelinguys and Dwarskersbos.</p>
Transport Register	<p>Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services consist primarily of buses, mini-bus taxis and commuter trains. The local public transport services in the Bergrivier Local Municipality allows people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools. The Bergrivier Municipality comprises of numerous small towns and low density settlements. Due to low population densities, travel is low making bus services inefficient and not cost effective.</p> <p>Mini-bus taxis have become the dominant mode of public transport in the Bergrivier Municipal area. This is primarily due to the flexibility of the mini-bus taxi industry to adapt to the various passenger demands in each town. The highest demand for taxis happens on Saturday mornings, especially at the end of the month. During the week taxis are not being fully utilized, with significantly less commuter trips made. Long distance taxi services are provided on an adhoc on demand basis only. The busiest taxi ranks that have been identified in the Bergrivier Municipality are located in Piketberg and Porterville. The Piketberg and Porterville taxi ranks are formal in nature operating several routes regularly on weekends. Both the Piketberg and Porterville taxi ranks were surveyed, with the majority of routes are operating on Friday afternoons and Saturdays. Sunday services tend to be long distance trips, where weekly commuters travel to Cape Town or larger towns in the West Coast. Passenger interviews revealed a lack of long distance taxi services in most areas.</p> <p>There are, however, on demand services which can be used for long distance travel. There are currently no bus services for local commuters in the towns of Bergrivier Municipality. The only bus services are subsidised scholar transport services. Rail services are not provided for commuter travel, only for freight transport. Information about existing freight services is not freely available. The only long bus service that operates through the Bergriver Municipal area is InterCape. It operates a service on a Tuesday, Thursday, Friday and Sunday. It departs from Malmesbury at 10:00 and arrives in Windhoek at 06:00 the next morning.</p> <p>The main road system in the Bergrivier Municipality consists of National roads (the N7, running in a north to south direction through the area and carrying around 4 000 vehicles per day), and Provincial roads (TR23/3, TR77/1, TR21/3, MR531, MR529 and MR527) linking the various towns with each other.</p> <p>The number of annual fatalities occurring on the roads of South Africa has risen dramatically in recent years. The vast increase in vehicles and distance travelled has contributed to sharp rise in road traffic accidents.</p> <p>Public transport is limited to minibus-taxi operations and a privately operated bus service providing services between local towns. The maintenance and upgrading of the ranks are the responsibility of the Bergrivier Municipality. Another challenge is the provision of shelters at a number of mini-bus-taxi boarding points within the rural areas.</p> <p>NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. Cycling facilities have also not been provided in these small communities. It was indicate that cycling is practically non-existent in the West Coast. The reasons given is that the culture of cycling has not been established, and that the distances are simply too great between home and places of employment. The Shova Kalula Project is part of the Non-Motorised Transport Strategy and an initiative of the Department of Transport. A bike workshop was initiated in Riebeek Kasteel to maintain and service bikes used by health-care workers in the area and sells second-hand and new</p>

	<p>bikes, pumps, helmets and other important accessories. This initiative is currently planning to deliver bicycles to schools in a number of towns.</p> <p>Records received from the Department of Education 2007 indicated that there were a total of 36 primary, secondary and combined schools in Bergrivier Municipality. The records also showed that only 22 of these schools had scholar transport services, however it does not indicate if these services are subsidised or not. The provision of scholar transport services is one of the core fields of activity of transport Department of Education and Transport. Vehicles used for scholar transport are un-roadworthy and do not have any formal service plans.</p> <p>The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) showed that the N7 is a major freight corridor in the West Coast, with much of the freight is destined for Upington and Namibia. The freight railway lines (Transnet Freight Rail, TRF) run from Bellville via Kalbaskraal to Saldanha and to Bitterfontein. Interviews with municipal officials reveal that rail freight has declined significantly, and that road freight has increased exponentially. There are several stations within the Bergrivier Municipal area that form part of the TFR network i.e. De Hoek, Piketberg, Burgers, Pools, Eendekuil, Droeryskloof and Het Kruis. There are no ports within the Bergrivier Municipal Area.</p>
Transport Needs Assessment	In order to identify particular issues and needs with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. The stakeholders included LM representatives, taxi associations and drivers, MBT passengers and local school principals. A review of the CPTR, as well as an analysis of the NHTS, was also carried out to evaluate the current transportation needs. A list of projects per sector was developed in response to the status quo analysis. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects.
Transport Improvement Proposals	Project prioritisation has become critical to making the best use out of limited funding sources. It is becoming increasingly important to determine which projects are the most feasible. All projects identified in the status quo analysis and the stakeholder participation process was prioritized together with the Local Municipality representatives where each project was evaluated, scored and ranked. Projects were categorised based on project type and focus areas i.e. road infrastructure maintenance and upgrade, public transport infrastructure, NMT facilities, and planning and feasibility projects. In each focus area projects were scored based on criteria such as traffic/passenger volumes, existing conditions, network considerations and the impact on social and development considerations. Projects were then ranked from highest to lowest evaluation score and the 5 highest LM scoring projects per category were included in the implementation and financial plans. The prioritised list of projects for Bergrivier Municipality was developed.
Implementation Budget And Programme	The available budget for transport in the Bergrivier Municipality over the next five years was presented, as well as the five year budget and cash-flow of the selected high priority projects for Bergrivier Municipality.
Public And Stakeholder Consultation	The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings, key stakeholder interviews, interviews with public transport passengers, taxi drivers and associations, interviews with school principals, and two rounds of public meetings in strategic locations in the District and Local Municipalities. The overall aim of the consultation process is to ensure that all relevant stakeholders have adequate opportunity to provide input into the WC ITP. More specifically the objectives of public consultation are to: identify stakeholders and inform them about the review of the Integrated Transport Plan for the West Coast District Municipality, provide stakeholders with the opportunity to identify issues and concerns associated with the integrated transport system in the area, identify possible solutions to key issues relating the integrated transport system, and provide stakeholders an opportunity to respond to the list of projects identified through a participatory process. The summary findings of the interviews with stakeholders in the Bergrivier Municipality can be found in the Transport Needs Assessment chapter of this report.

MATZIKAMA LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- 2010-2015

Introduction	<p>The preparation of the Matzikama Local Integrated Transport Plan (LITP) is the responsibility of the District Municipality, as mutually agreed by the Local Municipality. The planning costs for the preparation of the LITP are covered by the Provincial Government. An agreement to this effect has been entered with the Province on the basis that the LITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. Matzikama is a local municipality in the West Coast District Municipality, located in the northern parts of the district. The Matzikama Local Municipality is a Type 3 planning authority, falling within the boundaries of the West Coast District. Economic activity is driven primarily by the Agriculture, Forestry & Fishing (27%) and Wholesale & Retail Trade; Catering & Accommodation (26.1%) sectors. Economic contribution to the West Coast District's GDP was 14.6 percent in 2004. The population of Matzikama is concentrated along the Olifants River with only the villages of Vanrhynsdorp, Doring Bay and Strandfontein linked to it. Vredendal is the largest town in the area, and serves as the administrative centre.</p>
Transport Register	<p>Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services consist primarily of buses, mini-bus taxis and commuter trains. The local public transport services in the Matzikama Local Municipality allow people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools.</p> <p>Mini-bus taxis have become the dominant mode of public transport in the Matzikama Municipal area. This is primarily due to the flexibility of the mini bus taxi industry to adapt to the various passenger demands in each town. The highest demand for taxis happens on Saturday mornings, especially at the end of the month. During the week taxis are not being fully utilized, with significantly less commuter trips made. Long distance taxi services are provided on demand basis only. The Vredendal, Klawer and Lutzville taxi ranks were surveyed and passenger interviews revealed a lack of long distance taxi services in most areas. There are, however, on demand services which can be used for long distance travel.</p> <p>There are currently no bus services for local commuters in the towns of Matzikama Municipality. The only bus services are subsidised scholar transport and private (staff) contract services. Rail services are not provided for commuter travel, only for freight transport. Information about existing freight services is not freely available. The only bus service that operates through the Matzikama Municipal area is InterCape. It operates a service on a Tuesday, Thursday, Friday and Sunday. It departs from Malmesbury at 10:00 and arrives in Windhoek at 06:00 the next morning. The service has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp.</p> <p>The main road system in the Matzikama Municipality consists most importantly of National Route 7 (known as the N7) running in a north to southerly direction and carrying 2 500 vehicles per day.</p> <p>Main provincial roads are the R27 (TR16/1), the R362 and R363 linking the various larger towns with each other. The number of annual fatalities occurring on the roads of South Africa has risen dramatically in recent years. The vast increase in vehicles and distance travelled has contributed to sharp rise in road traffic accidents. It would be necessary to thoroughly investigate the causes of accidents before proposals can be made to help decrease the number of accidents on our roads.</p> <p>Public transport is limited to mini-bus taxi operations providing services between the local towns. The maintenance and upgrading of taxi ranks are the responsibility of the Matzikama Municipality. Public transport infrastructure challenges in Matzikama Municipality include provision of shelters at a number of informal ranks and within the rural areas.</p> <p>The NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. The Shova Kalula Project is part of the Non-Motorised Transport Strategy and an initiative of the Department of Transport. A bike workshop was initiated in Riebeeck Kasteel to maintain and service bikes used by health-care workers in the area and sells second-hand and new bikes, pumps, helmets and other important accessories. This initiative is currently planning to deliver bicycles to schools in a number of towns in the municipality.</p> <p>Records received from the Department of Education 2007 indicated that there were a total of 32 primary, secondary and combined schools in Matzikama Municipality. The records also showed that only 14 of these schools had scholar transport services, however it</p>

	<p>does not indicate if these services are subsidised or not. The provision of scholar transport services is one of the core fields of activity of transport Department of Education and Transport. Vehicles used for scholar transport are un-roadworthy and do not have any formal service plans.</p> <p>The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) showed that the N7 is a major freight corridor in the West Coast, with much of the freight destined for Upington and Namibia. The freight railway lines on the other hand (Transnet Freight Rail, TFR) run from Bellville via Kalbaskraal to Saldanha and to Bitterfontein. Interviews with municipal officials reveal that rail freight has declined significantly, and that road freight has increased exponentially. There are several stations within the Matzikama Municipal area that form part of the TFR network i.e. Skurfkop, Kleipan, Kuis, Troe-Troe, Vredendal, Lossand, Liebendal, Holrivier, Lutzville, Koekenaap, Kliphoeck, Landplaas, Waterklip and Komkans.</p>
Transport Needs Assessment	<p>In order to identify particular issues and needs with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. The stakeholders included LM representatives, taxi associations and drivers, taxi passengers and local school principals. A review of the CPTR, as well as an analysis of the NHTS, was also carried out to evaluate the current transportation needs. A list of projects per sector was developed in response to the status quo analysis. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects.</p>
Transport Improvement Proposals	<p>Project prioritisation has become critical to making the best use out of limited funding sources. It is becoming increasingly important to determine which projects are the most feasible. All projects identified in the status quo analysis and the stakeholder participation process was prioritized together with the Local Municipality representatives where each project was evaluated, scored and ranked. Projects were categorised based on project type and focus areas i.e. road infrastructure maintenance and upgrade, public transport infrastructure, NMT facilities, and planning and feasibility projects. In each focus area projects were scored based on criteria such as traffic/passenger volumes, existing conditions, network considerations and the impact on social and development considerations. Projects were then ranked from highest to lowest evaluation score and the 5 highest LM scoring projects per category were included in the implementation and financial plans. The prioritised list of projects for Matzikama Municipality was developed.</p>
Implementation Budget And Programme	<p>The available MIG and municipal own funds available over the next five years are presented. The following projects will be included in the five year budget: incomplete and unfunded projects carried over from the 2006 ITP, incomplete projects for which unspent government grants and subsidies exist, also carried over from the 2006 ITP, and regular annual maintenance projects.</p>
Public And Stakeholder Consultation	<p>The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings, key stakeholder interviews, interviews with public transport passengers, taxi drivers and associations, interviews with school principals, and two rounds of public meetings in strategic locations in the District and Local Municipalities. The overall aim of the consultation process is to ensure that all relevant stakeholders have adequate opportunity to provide input into the WC ITP. More specifically the objectives of public consultation are to: identify stakeholders and inform them about the review of the Integrated Transport Plan for the West Coast District Municipality, provide stakeholders with the opportunity to identify issues and concerns associated with the integrated transport system in the area, identify possible solutions to key issues relating the integrated transport system. The summary findings of the interviews with stakeholders in the Matzikama Municipality can be found in the Transport Needs Assessment chapter of this report.</p>

CEDERBERG LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN – JANUARY 2010	
Introduction	<p>The preparation of the Cederberg Local Integrated Transport Plan (LITP) is the responsibility of the District Municipality, as mutually agreed by the Local Municipality. The planning costs for the preparation of the LITP are covered by the Provincial Government. An agreement to this effect has been entered with the Province on the basis that the LITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. Cederberg is a local municipality in the West Coast District Municipality, located in the northern parts of the district. The Cederberg Local Municipality is a Type 3 planning authority, which falls within the boundaries of the West Coast District. The Cederberg region contributed around 10% to the West Coast district's GDP, in 2004. The local economy is mainly driven by Agriculture, Forestry & Fishing, Wholesale & Retail trade, Catering & Accommodation, followed by Manufacturing and the Financial & Business services sectors. The area is mostly rural with only 8.8% of people living in urban areas such as Clanwilliam, Citrusdal, Lamberts Bay, Graafwater, Elands Bay and Wupperthal.</p>
Transport Register	<p>Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services consist primarily of buses, mini-bus taxis and commuter trains. The local public transport services in the Cederberg Local Municipality allow people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools.</p> <p>Mini bus taxis have become the dominant mode of public transport in the Cederberg Municipal area. This is primarily due to the flexibility of the mini-bus taxi industry to adapt to the various passenger demands in each town. The highest demand for taxis happens on Saturday mornings, especially at the end of the month. Major passenger boarding points were found to be in Elands Bay, Graafwater, and the Clanwilliam residential area and there is little to no public infrastructure provided at these locations. The busiest taxi ranks that have been identified are located in Citrusdal and Clanwilliam and both were surveyed. The majority of routes are operated on Friday afternoons, and Saturdays. Sunday services tend to be long distance trips where weekly commuters travel to Cape Town or larger towns in the West Coast to be near to places of employment. Passenger interviews revealed a lack of long distance taxi services in most areas.</p> <p>There are currently no bus services for local commuters in the towns of Cederberg Municipality. The only bus services are subsidised scholar transport services. Rail services are not provided for commuter travel, only for freight transport. Information about existing freight services is not freely available. The only long distance bus service that operates through the West Coast area is InterCape. It operates a service on a Tuesday, Thursday, Friday and Sunday. It departs from Malmesbury at 10:00 and arrives in Windhoek at 06:00 the next morning. The service has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klaver and Vanrhynsdorp.</p> <p>The main road system in the Cederberg Municipality consists of National roads (the N7 running in a north to south direction through the area and carrying 3 000 vehicles per day), and the Provincial roads R27 (MR545), R364 (TR55/1 and MR542), R365 (MR538) and R303 (MR310) which links the larger towns with each other.</p> <p>The number of annual fatalities occurring on the roads of South Africa has risen dramatically in recent years. The vast increase in vehicles and distance travelled has contributed to sharp rise in road traffic accidents. In Cederberg Municipality most accidents took place in Citrusdal, Clanwilliam and in Lamberts Bay for the three-year period from 2006 to 2008. Total accidents measured up against the population in each town, achieves the ratio per 1000 of the population. This ratio indicates that Citrusdal, followed by Clanwilliam and Lamberts Bay Saldanha still had the most accidents.</p> <p>Public Transport Infrastructure exclusively deals with municipal capital infrastructure facilities utilised by minibus taxi vehicles. Public transport infrastructure problems in Cederberg Municipality include provision of shelters at a number of minibus-taxi stops within the townships; stopping points used by MBT's for collecting commuters during the week, and inadequate maintenance due to the lack of funding. This is exacerbated by the current high rainfall in the municipal area leading to the rapid deterioration of road surface and storm water damage.</p> <p>The NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. The Shova Kalula Project is part of the Non-Motorised Transport Strategy and an initiative of the Department of Transport. A bike workshop was initiated in Riebeeck Kasteel to maintain and service bikes used by health-care workers in the area and sells second-hand and new bikes, pumps, helmets and other</p>

	<p>important accessories. This initiative is currently planning to deliver bicycles to schools in a number of towns in the municipality.</p> <p>Records received from the Department of Education for 2007 indicated that there were a total of 28 primary, secondary and combined schools in the Cederberg municipal area. The records also showed that only 9 of these schools had scholar transport services, however it does not indicate if these services are subsidised or not. The provision of scholar transport services is one of the core fields of activity of transport Department of Education and Transport. Vehicles used for scholar transport are un-roadworthy and do not have any formal service plans.</p> <p>The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) showed that the N7 is a major freight corridor in the West Coast, with much of the freight destined for Upington and Namibia. The freight railway lines on the other hand (Transnet Freight Rail, TFR) run from Bellville via Kalbaskraal to Saldanha and to Bitterfontein. Interviews with municipal officials reveal that rail freight has declined significantly, and that road freight has increased exponentially. There are several stations within the Cederberg Municipal area that form part of the TFR network, i.e. Paleisheuvel, Verlorenvlei, Sandberg, Brandenburg, Graafwater and Ratelfontein.</p>
Transport Needs Assessment	<p>In order to identify particular issues and needs with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. The stakeholders included LM representatives, taxi associations and drivers, taxi passengers and local school principals. A review of the CPTR, as well as an analysis of the NHTS, was also carried out to evaluate the current transportation needs. A list of projects per sector was developed in response to the status quo analysis. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects.</p>
Transport Improvement Proposals	<p>Project prioritisation has become critical to making the best use out of limited funding sources. It is becoming increasingly important to determine which projects are the most feasible. All projects identified in the status quo analysis and the stakeholder participation process was prioritized together with the Local Municipality representatives where each project was evaluated, scored and ranked. Projects were categorised based on project type and focus areas i.e. road infrastructure maintenance and upgrade, public transport infrastructure, NMT facilities, and planning and feasibility projects. In each focus area projects were scored based on criteria such as traffic/passenger volumes, existing conditions, network considerations and the impact on social and development considerations. Projects were then ranked from highest to lowest evaluation score and the 5 highest LM scoring projects per category were included in the implementation and financial plans. The prioritised list of projects for Cederberg Municipality was developed.</p>
Implementation Budget And Programme	<p>In order to improve on economic performance Cederberg Local Municipality must invest in infrastructure. Investment in transport, housing, water and electricity-reticulation infrastructure, sanitation and refuse-removal facilities are critical to advancing economic development. The total capital budget for the 2009/10 financial year amounts to R18.68 million. This amount includes R5.34 million for incomplete projects from previous years, that are regarded as priority and needs to be completed. The main focus of capital spending for the 2009/2010 financial year will be on Housing (35%), the provision of water (28.5%) and Roads (14%). The operating budget for the 2009/2010 financial year amounts to R126.8 million, of which R6.7 million will be spent on roads and storm water. The five year budget and cash-flow of the selected high priority projects for Cederberg Local Municipality was developed.</p>
Public And Stakeholder Consultation	<p>The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings, key stakeholder interviews, interviews with public transport passengers, taxi drivers and associations, interviews with school principals, and two rounds of public meetings in strategic locations in the District and Local Municipalities. The overall aim of the consultation process is to ensure that all relevant stakeholders have adequate opportunity to provide input into the WC ITP. More specifically the objectives of public consultation are to: identify stakeholders and inform them about the review of the Integrated Transport Plan for the West Coast District Municipality, provide stakeholders with the opportunity to identify issues and concerns associated with the integrated transport system in the area, identify possible solutions to key issues relating the integrated transport system. The summary findings of the interviews with stakeholders in the Cederberg Municipality can be found in the Transport Needs Assessment chapter of this report.</p>

SWARTLAND LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- 2010-2015

Introduction	<p>The preparation of the Swartland Local Integrated Transport Plan (LITP) is the responsibility of the West Coast District Municipality. The planning costs for the preparation of the LITP are covered by the Provincial Government. An agreement to this effect has been entered with the Province on the basis that the LITP will be prepared in accordance with the Minimum Requirements for the Preparation of an Integrated Transport Plan as Gazetted, and within the agreed programme. The Swartland Local Municipality is a Type 3 planning authority, which falls within the boundaries of the West Coast District. The local economy is driven by manufacturing (20.8%), finance and business services (20.2%) and agriculture, forestry & fishing (19.9%). Swartland contributes 29.1 % to the West Coast district's GDP. The larger towns in the Swartland include Malmesbury, Moorreesburg, Darling, Riebeeck West, Riebeeck Kasteel and Yzerfontein. Agriculture, forestry & fishing are the largest employment sectors in the area.</p>
Transport Register	<p>Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services consist primarily of buses, mini-bus taxis and commuter trains. The local public transport services in the Swartland Local Municipality allow people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools. Mini-bus taxis have become the dominant mode of public transport in the Swartland Municipal area. This is primarily due to the flexibility of the mini-bus taxi industry to adapt to the various passenger demands in each town. The highest demand for taxis happens on Saturday mornings, especially at the end of the month. During the week taxis are not being fully utilized, with significantly less commuter trips made. The busiest taxi ranks that have been identified in the municipality are located in Malmesbury, Moorreesburg, Abbotsdale, Kalbaskraal and Yzerfontein. Malmesbury and Moorreesburg are the only formal ranks in the area. Rank surveys were performed at both Malmesbury and Moorreesburg. Three informal taxi ranks are located in Abbotsdale, Kalbaskraal and Yzerfontein. The majority of routes are operated on Friday Afternoons, and Saturdays. Sunday services tend to be long distance trips where weekly commuters travel to Cape Town or larger towns in the West Coast. Passenger interviews revealed a lack of long distance taxi services in most areas.</p> <p>The passenger train service of Metrorail operates as far as Malmesbury. It has a single train in the morning and afternoon. It is not electrified and only has a single track. From the timetable it is noted that the train leaves Malmesbury at 05:25 am and arrives in Cape Town more than two hours later at 07:32 am. The afternoon service arrives in Malmesbury at 19:40.</p> <p>There are two long distance bus services that operate through the Swartland municipal area, viz InterCape and Elwierda. InterCape operates a service on a Tuesday, Thursday, Friday and Sunday. It departs from Malmesbury at 10:00 and arrives in Windhoek at 06:00 the next morning. The service has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp.</p> <p>The main road system in the Swartland Municipality consists of National roads (the N7 running in a north to south direction through the area and carrying 3 000 vehicles per day), and Provincial roads (TR55/1, MR310, and MR542) linking the various towns with each other. The annual maintenance budget is not adequate for the proper maintenance of the road system and an increase in budget is required to address the backlog and to improve the road surface to an acceptable level of riding quality.</p> <p>Public transport is limited to the rail service operating between Cape Town and Malmesbury, and minibus-taxi operations providing services between Malmesbury and Darling/Atlantis, Moorreesburg, Riebeeck West and Riebeeck Kasteel, Wellington and Cape Town. Public transport infrastructure problems in Swartland Municipality include provision of shelters at a number of minibus-taxi boarding points within the rural areas.</p> <p>There is generally no provision for pedestrian and bicycle travel in the municipal area. Sidewalks are generally in a poor condition and full of potholes. The NMT environment is good in the towns where sidewalks and pedestrian crossing points have been provided, however, cycling facilities are absent. In the smaller settlements, pedestrian and cycling facilities are not catered for at all and it is generally expected that pedestrians have to use the road edges. Cycling facilities have also not been provided in these small communities. It was indicated that cycling is practically non-existent in the West Coast. The reasons given is that the culture of cycling has not been established, and that the distances are simply too great between home and places of employment. The Shova Kalula Project is part of the Non-Motorised Transport Strategy and an initiative of the Department of Transport. A bike workshop was initiated in Riebeeck Kasteel to maintain and service bikes used by health-care workers in the area and sells second-hand and new bikes, pumps, helmets and other important accessories. This initiative is currently planning to deliver bicycles to schools</p>

	<p>in a number of towns in the municipality.</p> <p>Records received from the Department of Education 2007 indicated that there were a total of 39 primary, secondary and combined schools in Swartland Municipality. The records also showed that only 20 of these schools had scholar transport services, however it does not indicate if these services are subsidised or not. The provision of scholar transport services is one of the core fields of activity of transport Department of Education and Transport. Vehicles used for scholar transport are un-roadworthy and do not have any formal service plans.</p> <p>The (draft) Western Cape Provincial Freight Transport and Logistics Plan (WCPFTLP) highlighted the N7 as a main road freight corridor in the Swartland Municipality. The freight railway lines (Transnet Freight Rail) run from Bellville via Kalbaskraal to Saldanha and to Bitterfontein.</p> <p>Interviews with municipal officials reveal that rail freight has declined significantly, and that road freight has increased exponentially. There are Twenty-seven stations within the Swartland Municipal area that form part of the TFR network: Mikpunt, Klipheuwel, Wintervogel, Kalbaskraal, Abbotsdale, Malmesbury, Kanonkop, Rust, Moorreesburg, Koningberg, Groenriver, Dassenberg, Mamreweg, Januarieskraal, Darling, Platteklip, Kiekoesvlei, Uilkraal, Esterhof, Riebeek West, Soutbasvlei, Vlietjies, Leliedam, and Kleindrif.</p>
Transport Needs Assessment	<p>Infrastructure projects identified as priorities in the previous ITP were completed by 2009. In order to identify particular issues and needs with respect to transport in the WCDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. The stakeholders included LM representatives, taxi associations and drivers, taxi passengers and local school principals. A review of the CPTR, as well as an analysis of the NHTS, was also carried out to evaluate the current transportation needs. Based on the interviews and evaluations undertaken the issues were identified and strategies were developed to respond to each issue. A list of projects per sector was developed in response to the status quo analysis. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects.</p>
Transport Improvement Proposals	<p>Project prioritisation has become critical to making the best use out of limited funding sources. It is becoming increasingly important to determine which projects are the most feasible. All projects identified in the status quo analysis and the stakeholder participation process was prioritized together with the Local Municipality representatives where each project was evaluated, scored and ranked. Projects were categorised based on project type and focus areas i.e. road infrastructure maintenance and upgrade, public transport infrastructure, NMT facilities, and planning and feasibility projects. In each focus area projects were scored based on criteria such as traffic/passenger volumes, existing conditions, network considerations and the impact on social and development considerations. Projects were then ranked from highest to lowest evaluation score and the 5 highest LM scoring projects per category were included in the implementation and financial plans. The prioritised list of projects for Swartland Municipality was developed.</p>
Implementation Budget And Programme	<p>Funds made available to the Municipality for the upgrading of existing infrastructure in its area of jurisdiction and/or the new amenities required for service delivery. Funds are allocated to the Municipality to prepare building plots and install services in an area earmarked for the resettlement of squatters. Financial aid is also received from the WCDM for the promotion of tourism in the municipal area. In order to finance the provision of infrastructure and other items of property, plant and equipment from internal sources, amounts are transferred from the accumulated surplus/ (deficit) to the CRR. The CRR is reduced and the accumulated surplus/ (deficit) are credited by a corresponding amount when the amounts in the CRR are utilised. The amount transferred to the CRR is based on the municipality's need to finance future capital projects included in the Integrated Development Plan.</p>
Public And Stakeholder Consultation	<p>The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings, key stakeholder interviews, interviews with public transport passengers, taxi drivers and associations, interviews with school principals, and two rounds of public meetings in strategic locations in the District and Local Municipalities. The overall aim of the consultation process is to ensure that all relevant stakeholders have adequate opportunity to provide input into the WC ITP. More specifically the objectives of public consultation are to: identify stakeholders and inform them about the review of the Integrated Transport Plan for the West Coast District Municipality, provide stakeholders with the opportunity to identify issues and concerns associated with the integrated transport system in the area, identify possible solutions to key issues relating the integrated transport system, and provide stakeholders an opportunity to respond to the list of projects identified through a participatory process. The summary findings of the interviews with stakeholders in the Swartland Municipality can be found in the Transport Needs Assessment chapter of this report.</p>

OVERBERG DISTRICT MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- JUNE 2010

The Overberg District Municipality (ODM) is located in the Western Cape Province at the southern tip of Africa and extends over an area of 12 180 km². The ODM comprises of four Local Municipalities, each representing a Magisterial District. The Overberg borders on the Cape Town Metropolitan Municipality and the Cape Winelands and Eden District Municipalities. To the west the ODM is bordered by the Hottentots Holland Mountains, to the east by the Breede River, and to the north by the Riviersonderend and Langeberg mountains, and in the south by the coastline defined by the emergence of the Atlantic & Indian Oceans.

The economy of the area is based mainly on agricultural and fishing, with tourism also playing a significant role. The District has an estimated population of 250 000 people an estimated 75% of whom live in urban areas and approximately 70% of the population is regarded as poor.
The transport vision for the Overberg District Municipality is:

"To provide an Equitable, Environmentally and Tourist Friendly Transport System for all the Overberg People"

The vision statement promotes the efficient use of resources through the provision of a well-managed and maintained transport system that is socially just for the Overberg people. It further highlights that the provision of an equitable transport system would result in an environmentally and tourist friendly transport system.

The tourism aspect is important in this region due to its relative economic importance to the District. The vision is guided by and is in line with the national and provincial vision.

The preparation of the Overberg District Municipality Integrated Transport Plan is a statutory requirement in terms of both the National Land Transport Transition Act (NLTTA), (Act 22 of 2000), sections 19 and 27, and the replacing Act, the National Land Transport Act (NLTA), (Act 5 of 2009), sections 32 and 36.

The 2001 population of the ODM stood at 203 519, whilst the number of registered vehicles was 77 084. When compared to urban areas, the Overberg District has, with the exception of the coastal area during the tourist season, very few problems as far as traffic congestion is concerned. The Overstrand Local Municipality is starting the development of a relief road system to help address this situation at the coast.

In general, the existing road system has sufficient capacity to carry existing traffic and should be able to do so for the foreseeable future. The promotion of public transport along the R43 coastal route for commuter purposes will help alleviate the congestion along this route. The only problems found in the area that are associated with the road system are due to the seasonal nature of tourism and agricultural transport.

Transport of people in the ODM area is exclusively road based using private vehicles, mini-bus taxis, (taxis) and occasionally buses. It has been noted in the public transport section that many mini-bus taxis routes are not economically viable.

With the subsidisation that has been proposed for public transport by central government the viability of these routes could be enhanced. The use of buses is usually associated with long distance travel or the transporting of scholars. There are no commuter bus services within the area.

There are three significant types of road freight movements within the area; that of the agriculture sector, general freight (that originating from or destined for the Overberg), and the pass-through long distance freight. The volume of heavy agricultural vehicle traffic differs significantly during the year, according to the harvesting season for fruit and grain. These goods are carried to a processing area or to a rail head for further distribution. These vehicles tend to use both major roads and roads that are lightly trafficked.

The second type of road freight can be thought of as domestic in nature. This goods movement is fairly stable throughout the year and provides for the movement of goods into, out of and within the Municipality. These vehicles do not pose significant problems within the area; The N2 is a major national route and carries large quantities of freight between Cape Town and other parts of South Africa. This influences all the towns along the N2.

The main strategic route for the conveyance of abnormal loads and hazardous goods is also the N2. There are two railway lines in the area; a rail line from Cape Town through SomersetWest to Bredasdorp with a branch line to Protém; and a line from Cape Town to Mossel Bay that passes by the town of Swellendam. The rail network is owned and operated by Transnet Freight Rail. The lines are used almost exclusively for freight although there is a service available for chartered passenger trips.

There are no commercial aerodromes or airports in the ODM area but there are three licensed airfields, the largest of which is operated by the South African National Defence Force (SANDF) as a test flying training school (TFTS). The airfield has extensive facilities but poor access. There are numerous private aerodromes in the area, some of which are able to accommodate small jets. There are a large number of helicopter movements in the Hermanus area related to the police and emergency services such as medical emergencies, fire-fighting and sea rescue.

With respect to Public Participation, it was agreed by the Integrated Transport Planning Steering Committee that communication for the project would be directed through the Ward Councillors to the people of their relevant areas.

The primary services of relevance to the Operating Licences Strategy are road-based unscheduled bus and minibus

services, which include some charter services. There are no metered taxi services operating at present.

The ODM is responsible for the preparation of the Operating Licences Strategy for the region and acts on behalf of the local municipalities within its borders. This Operating Licences Strategy, based on the update of the Current Public Transport Record carried out in 2009, is valid from the date of its approval by the Overberg District Municipality Council until replaced or negated by Provincial or National Legislation.

The ODM has a very limited public transport system, with the main features being inter-town minibus taxi routes and contract scholar services. There are ninety five routes, registered with the Provincial Operating Licensing Board, that have either an origin or destination in the Overberg.

The Overberg District, having only limited public transport operations, has no duplication of services on parallel routes. Other than scholar services there are no subsidised services operating in the Overberg District. The low passenger volumes and the nature of the travel needs of the community are such that most transport is adequately provided for by means of minibuses. The operating licences strategy recognises this, but also the need to provide additional transport where limited or special needs demand is not at present accommodated.

There are no specific strategies for public transport law enforcement. The local traffic departments within the area do participate in provincial and national initiatives, such as the "be-legal" campaign. A number of unregistered routes were noted during the 2009 CPTR survey. According to officials, a few minibus-taxis still operate on radius permits, but these permits were not shown on the records obtained from the Western Cape Operating Licence Board in 2009. The unlisted routes are mainly between town centres and farms, or between town centres. It is the opinion of the local authorities that these routes should be legalised, rather than prohibited as operations on these routes are vital to the rural areas.

All new operating licence applications are submitted directly to the provincial Operating Licence Board (OLB). The board refers applications to the relevant Traffic Department, who in turn obtains comment from the Taxi Association.

The local municipalities are aware of some unutilised permits and some permits that are only utilised over weekends and other peak periods such as pension days. Unutilised permits in the area can be ascribed to some routes not being economically viable. Article 25 of the Road Traffic Act stipulates that the licences of persons or entities that have not operated for a period of 180 days or more may be cancelled. A number of operating licences in the area were suspended two to three years ago, but operations are continuing because the local Council refuses to enforce the suspensions.

Local officials are also concerned about the prosecution of offenders. According to the traffic departments they have to comply with a number of legal requirements and failing to comply results in most cases against illegal operators being dismissed by the magistrate's court. This has become such a hopeless situation that officers are reluctant to undertake law enforcement. Co-operation between law enforcement agencies on the one hand and the judicial system on the other hand, needs to receive urgent attention.

There is a major lack of human resources within the Traffic Departments of the constituent local municipalities and so the Provincial Traffic Department assists with law enforcement in outlying areas and smaller centres.

The ITP seeks to address the imperatives set out in the SDF, that is: human wellbeing, environmental integrity and economic efficiency. With these imperatives general issues in mind, and taking into account the status quo and spatial framework of the area, the integrated transport needs of the area can be formulated. The major objective is to improve the public transport services and facilities of the Overberg District Municipality. Over & above moving the populace throughout the District, the ITP also needs to address the transport sectors serving the economy of the District, being mainly freight and tourists.

The rail network serving the ODM is underutilised and so the opportunity exists to improve both freight and passenger rail movement. The promotion of passenger rail for long distance and tourist travel also possesses potential. The District Municipality intends to maintain a positive attitude towards rail and will seek, where possible, to promote opportunities to improve rail utilisation.

The provision of roads and their maintenance is the most important means of providing for travel in the area and consequently various road issues are highlighted, namely:

- the improvement of road maintenance;
- improving the safety and capacity at intersections;
- the alleviation of parking problems that occur in town centres;
- decrease in the number of overloaded agricultural trucks.

Further investigation into public transport within the ODM area is required in order to identify specific needs within the area, specifically, the lack of transport for passengers between some of the towns needs to be addressed. Although there are pedestrian facilities within towns, there are few facilities between towns. The needs for the pedestrians who walk between towns need to be identified and prioritised. There are few facilities for cyclists in the area. Since this is a cheap way of providing transport for the poorer sector of the populace, the provision of additional facilities for these users' needs to be investigated. Due to the rural nature of the area there are a number of animal drawn vehicles on the road network, but limited provision is made towards accommodating these

vehicles on the road network.

The provision of facilities for special needs users is limited to the provision of reserved parking bays. An area in which the District Municipality can play a role is the establishment of subsidised Dial-a-Ride type services in each of the local municipality areas to assist people with special needs.

The four Local Municipalities that constitute the Overberg District Municipality, being Cape Agulhas, Overstrand, Swellendam and Theewaterskloof, have all produced their own Local Integrated Transport Plans. Information from these local plans has been used in the development of this plan. A brief summary of the Local ITP's is given in this document with their project lists as per attached.

None of the needs outlined in this document can be addressed unless there are sufficient economic resources - it is in fact a statutory requirement that a capital budget cannot be approved by Council if sufficient operating funds are not available to maintain the planned new assets as well as that which already exists.

Implementing the Integrated Transport Plan thus requires the marshalling of financial resources to do so.

From a financial perspective there are currently two critical and related challenges on which the Financial Framework should seek to give guidance.

Firstly, an increase in financial resources above current trajectories is required if the envisaged public sector improvements in the transport sector are to be realized

Secondly, the institutional framework and associated revenue generating powers must be enhanced any actions taken over the next few years should be consistent with a long term vision. The current basis for the financing of transport needs is characterised by significant missed opportunities. Taxes and charges are easiest to raise where a clear link can be drawn between revenue and benefits provided. Taxes and charges are easiest to raise funds provided these can be ring-fenced to directly serve the intended benefit to be provided.

These characteristics are potentially available in the transport sector yet generally not capitalized upon because of poor institutional design, relatively poor revenue instrument design, and poor communication around the links between revenue paid and benefits received. Once a reliable stream of revenue can be assured it should be possible to raise capital finance for infrastructure provision. For transport infrastructure the Municipal Services Financial Model (MSFM), developed for DBSA, DPLG (now Department of Cooperative Governance and Traditional Affairs) and National Treasury, is applied.

Although there will be the need to establish a separate Municipal Land Transport Fund for the District Municipality, once the National Land Transport Act takes effect, it will not be possible to look at the capital finance options for the roads and transport sector without understanding the financial position of the District as a whole, which includes all sectors. The main reason for this is that the "roads and transport" sector will always be funded through a mix of grant funding, borrowing, as well as the District's own internal resources. The current operating expenditure for transport as budgeted for in the 2009/2010 IDP amounts to R81 217 210.00

There is considerable uncertainty relating to funding sources for transport but suitable local revenue instruments for the financing of the transport sector are being considered.

SWELLENDAM LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN – OCTOBER 2009

The Swellendam Local Municipality (SLM) is located along the National Route (N2) between Riviersonderend in the west to Bontebokskloof in the east and from Cape Infanta in the south to Brak River in the north. The principal town of Swellendam is a popular tourist destination with beautiful views and historic buildings. The Municipal area also contains the Marloth Nature Reserve and Bontebok National Park both of which are located close to the town of Swellendam. The town Swellendam is the administrative and economic centre of the Municipal area. The rest of the Swellendam Local Municipal area is mostly rural with some fishing and service industries. SLM has four major towns namely Barrydale, Buffelsjagrivier, Suurbraak and Swellendam.

Swellendam is located along the N2 National Road, with Railton Township to the east and the rest of the residential areas and the town centre towards the north and west of the N2. Buffelsjagrivier is situated approximately 9 km to the east of Swellendam and 1 km south of the N2 National Road. The town is still managed by a council appointed by the church. The agricultural sector employs almost all the residents of the town.

Suurbraak is located at the southern foot of the Langeberg Mountains approximately 20 km to the east of Swellendam on the R324 Provincial Road to the north of the N2 National Road. Barrydale is situated on the northern foot of the Langeberg Mountains and approximately 25 km on the R324 Provincial Road via the Trudouws Pass from Suurbraak, where the R324 link up with the R62 on entering Barrydale. Barrydale is situated on the R62 Provincial Road between Montagu and Ladysmith.

The total population of the Local Municipality is 45 000 with an urban population of approximately 43 000. The economy of the region is primarily agricultural but with tourism also being an important factor. Both have seasonal implications from the perspective of transport system utilisation, the result of which is a transport system that has adequate capacity most of the time, but which is placed under stress at a few peak times of the year.

The agricultural nature of the region also means that the transport network, except in the towns, is relatively sparse. The road system in the Swellendam Municipality consists of National road N2 which runs east to west from the town of Bontebokskloof to the town of Riviersonderend for a length of 71.83 km.

SANRAL is responsible for the maintenance and rehabilitation of national roads. The provincial roads in the district comprise 157.8 km surfaced and 816.5 km Gravel. The Municipality is responsible for the local roads whose total length is 120 km. The average road condition is rated as 79% fair.

There are limited public transport services, minibus taxis providing most of what is available although there are contracts for school services. Many trips are made on foot or by bicycle, a large proportion of the community being relatively poor and the towns being physically small. Neither the public transport services nor the non-motorised infrastructure are of the standards desired, but work is on-going in respect of improving non-motorised infrastructure in particular.

The exclusively road based freight transport in the region is almost entirely related to agricultural activity, with considerable seasonality. The impact of this freight movement on the transport system is limited and not a matter of concern at present. Arising from the foregoing, the transport needs for Swellendam Municipality include:

- Coordination of transport facilities for tourists to the area;
- A solution to seasonal problems with agricultural freight;
- A solution to the flooding problems that occur in various towns;
- Provision of regular and safe public transport on all the routes;
- Provision of facilities for non-motorised transport and the disabled;
- Improvement of transport facilities to schools, hospitals and police stations.

The SLM response to these needs is aligned with the strategies as stated in the Overberg District Municipality (ODM) objectives namely Provision of Basic Services, human Resource Development, Financial Development, Economic Development and Institutional Development. Transport and roads project are included under the "Basic Services" strategy. The recruitment and training of staff to enhance the SLM transport department's capacity to effectively execute transport projects is in line with the strategy of human resource development. A well planned and maintained transport system enhances economic development for the area. The SLM use of prioritised lists of transport projects results in better financial management of its resources.

The vision for Swellendam Local Municipality is: "To ensure and provide the heritage and natural resources within the region, create and develop a safe, healthy, crime free, economically sustainable and viable environment for all."

The preparation of the Swellendam Local Integrated Transport Plan is a statutory requirement in terms of both the National Land Transport Transition Act (NLTTA), (Act 22 of 2000), sections 19 and 27, and the replacing Act, the National Land Transport Act (NLTA), (Act 5 of 2009), sections 32 and 36.. As well as fulfilling this requirement the LITP addresses the various transport needs of the SLM taking into consideration the financial, social and environmental impact on the area. This ITP also feed into the Overberg District ITP. A total approximate budget for resealing, rehabilitation of roads and kerbing over the five financial years amounts to R 39.8m.

The prioritised list of rehabilitation and maintenance of roads from the pavement management system is attached. There are other transport projects not included in the budget due to non-availability of funding.

CAPE AGULHAS LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- OCTOBER 2009

The Cape Agulhas Municipality (CAM) is located on the south west coast of the Western Cape Province with the town of L'Agulhas being the southernmost tip of the African continent. The administrative centre is situated in the town of Bredasdorp. There are five towns in the municipality namely Bredasdorp, Napier, L'Agulhas, Arniston, and Elim. According to the 2009 statistics the area has a total population of 24,816 with Bredasdorp having a population of 13,154.

The economy of the region is primarily agricultural but with tourism also being an important factor. Both have seasonal implications from the perspective of transport system utilisation, the result of which is a transport system that has adequate capacity most of the time, but which is placed under stress at a few peak times of the year.

The agricultural nature of the region also means that except in the towns the transport network is relatively sparse. There are no national roads within the municipal area whilst there are 242.15km of surfaced and 950.85km of unsurfaced (gravel) provincial roads. The Municipality is responsible for the 187 km of local roads which lie within the boundaries of the towns. The condition of these roads varies from good to fair for both surfaced and gravel roads.

There are limited public transport services, minibus taxis providing most of what is available although there are contracts for school services. Many trips are made on foot or by bicycle as a large proportion of the community are relatively poor and the towns being physically small. Neither the public transport services nor the non-motorised infrastructure are of the standards desired, but work is on-going in respect of improving non-motorised infrastructure in particular.

The mainly road based freight transport in the region is almost entirely related to agricultural activity, with considerable seasonality. The impact of this freight movement on the transport system is limited and not a matter of concern at present.

The other seasonal transport in the region is that related to tourism, which has an impact on specific areas, especially those in the coastal towns, where whale watching activities can sometimes lead to congestion and parking problems that detract from the tourist experience.

Arising from the foregoing, the transport needs for the Cape Agulhas Municipality include:

- Provision of regular and safe public transport on all the routes.
- Provision of facilities for non-motorised transport and the disabled.
- Improvement of rail facilities to include passenger transport within the local towns and to other cities.
- Improvement of transport facilities to schools, hospitals and police stations
- Coordination of transport facilities for tourists to the area,
- A solution to the seasonal problems of congestion and parking in the coastal national park.

The CAM response to these needs is aligned with the strategies as stated in the Overberg District Municipality (ODM) Integrated Development Plan (IDP) objectives namely Provision of Basic Services, Human Resource Development, Financial Development, Economic Development and Institutional Development. Transport and roads projects are included under the "Basic Services" strategy.

The recruitment and training of staff to enhance the CAM transport department's capacity to effectively execute transport projects is in line with the strategy of human resource development. A well planned and maintained transport system enhances economic development for the area. The CAM use of prioritised lists of transport projects results in better financial management of its resources.

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."

The preparation of the Cape Agulhas Municipality Local Integrated Transport Plan (LITP) is a statutory requirement in terms of both the National Land Transport Transition Act (NLTTA), (Act 22 of 2000), sections 19 and 27, and the replacing Act, the National Land Transport Act (NLTA), (Act 5 of 2009), sections 32 and 36. In fulfilling this requirement, the LITP addresses the various transport needs of the CAM taking into consideration the financial, social and environmental impact on the area. This ITP also feeds into the Overberg District ITP.

The projected budget for the 5 year maintenance and rehabilitation plans for roads and storm water amounts to approximately R 71.7 million. The prioritised list of rehabilitation and maintenance of roads from the pavement management system is attached. There are other transport projects not included in the budget due to non-availability of funding.

THEEWATERSKLOOF LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- OCTOBER 2009

The Theewaterskloof Local Municipality (TWK) is located in the south west of the Western Cape Province. There are seven towns within the municipality namely Botriver, Caledon, Genadendal, Grabouw, Greyton, Riviersonderend and Villiersdorp. Caledon is the administrative centre, but Grabouw has the highest population at an estimated 23,020 people. The total population of the municipality is 103 281 according to 2009 estimates.

The economy of the region is primarily agricultural but with tourism also being a factor. Both have seasonal implications from the perspective of transport system utilisation, the result of which is a transport system that has adequate capacity most of the time, but which is placed under stress at a few peak times of the year. The agricultural nature of the region also means that the transport network is relatively sparse except in the towns.

The municipal area is crossed by the N2 national road. The provincial roads in the district comprise 287.61km surfaced and 800.14km gravel. The Municipality is responsible for the local roads which lie within the boundaries of the towns. The total length of these roads is 259.4km. The condition varies from good to fair for both surfaced and gravel roads.

There are limited public transport services, minibus taxis providing most of what is available, although there are contracts for school services. Many trips are made on foot or by bicycle, a large proportion of the community being relatively poor and the towns being physically small. Neither the public transport services nor the non-motorised infrastructure are of a desirable standard, but work is on-going in respect of improving non-motorised infrastructure. Other than the pass through freight on the N2, the road based freight transport in the region is almost entirely related to agricultural activity, with considerable seasonality. The impact of this freight movement on the transport system is limited and not a matter of concern at present.

The main transport needs for the Theewaterskloof Municipality include:

- Provision of regular and safe public transport
- Improvement of transport facilities to schools, hospitals and police stations
- Provision of facilities for non-motorised transport and the disabled
- Coordination of transport facilities for tourists to the area.

The TM's response to these needs is aligned with the strategies as stated in the Overberg District Municipality (ODM) Integrated Development Plan namely; Provision of Basic Services, Human Resource Development, Financial Development, Economic Development and Institutional Development. Transport and roads projects are included under the "Basic Services" strategy. The response is also aligned with the vision for Theewaterskloof, which is:

"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."

The recruitment and training of staff to enhance the TM transport department's capacity to effectively execute transport projects is in line with the strategy of human resource development. A well planned and maintained transport system will enhance the economic development for the area. The TM use of prioritised lists of transport projects results in better financial management of its resources.

The budget for rehabilitation of roads for the five year financial period is R23.94million. The priority list of rehabilitation and maintenance of roads from the pavement management system is included in this ITP. There are other proposed transport projects, not included in the budget due to lack of funding.

OVERSTRAND LOCAL MUNICIPALITY: LOCAL INTEGRATED TRANSPORT PLAN- FEBRUARY 2010

The Overstrand Local Municipality stretches along the South African coast from near Quinn Point in the east to the Rooi Els in the west and from along the coast to the first mountain range to the north. There are many beach resort towns situated along the coast the major of which include Kleinmond, Hermanus and Gans Bay. Hermanus is the administrative and economic centre of the area. The municipal area has a coastline of approximately 230km, stretching from Rooi Els in the west to Quinn Point in the east. The area has one of the best land-based whale watching facilities in the world.

The Municipality covers a land area of approximately 2 125km², with a population density of 35 people per square kilometre. The 2008 population of the urban areas of the Overstrand Local Municipality is given below.

Town/Areas 2008 Population	
Greater Hermanus	40 980
Greater Gansbaai	14 744
Pearly Beach	831
Kleinmond	9 310
Stanford	5 038
Hangklip Area	2 786
Total	73 689

The economy of the region is primarily agricultural but with tourism also being an important factor. Both have seasonal implications from the perspective of transport system utilisation, the result of which is a transport system that has adequate capacity most of the time, but which is placed under stress at a few peak times of the year.

The agricultural nature of the region also means that the transport network is relatively sparse except in the towns. The main road system in the Overstrand Municipality consists of National Road N2 which runs east to west from Botriver to the Municipal boundary for a length of 7.63 km. SANRAL is responsible for the maintenance and rehabilitation of national roads. The length of the Provincial roads in the area is as follows 230.2km surfaced and 342.6km gravel. The Municipality is responsible for the local roads whose length is 431.4 km surfaced and 178.2km gravel. The average road condition is rated as fair.

The exclusively road based freight transport in the region is almost entirely related to agricultural activity, with considerable seasonality. The impact of this freight movement on the transport system is limited and not a matter of concern at present.

The other seasonal transport in the region is that related to tourism, which has an impact on specific areas, especially those in the coastal towns, where whale watching activities can sometimes lead to congestion and parking problems that detract from the tourist experience.

Arising from the foregoing, the transport needs for the Overstrand Municipality include:

- Coordination of transport facilities for tourists to the area,
- Reducing the maintenance backlog,
- A solution to seasonal problems of congestion and parking in the coastal national park,
- Provision of regular and safe public transport on all the routes,
- Provision of facilities for non-motorised transport and the disabled.
- Improvement of transport facilities to schools, hospitals and police stations

The OLM response to these needs is aligned with the strategies as stated in the Overberg District Municipality (ODM) objectives namely Provision of Basic Services, human Resource Development, Financial Development, Economic Development and Institutional Development. Transport and roads project are included under the "Basic Services" strategy. The recruitment and training of staff to enhance the OLM transport department's capacity to effectively execute transport projects is in line with the strategy of human resource development. A well planned and maintained transport system enhances economic development for the area. The OLM use of prioritised lists of transport projects results in better financial management of its resources.

The vision for Overstrand is:

"To be a centre of excellence for the community".

The preparation of the Overstrand Local Integrated Transport Plan is a statutory requirement in terms of both the National Land Transport Transition Act (NLTTA), (Act 22 of 2000), sections 19 and 27, and the replacing Act, the National Land Transport Act (NLTA), (Act 5 of 2009), sections 32 and 36.. As well as fulfilling this requirement the LITP addresses the various transport needs of the OLM taking into consideration the financial, social and environmental impact on the area. This ITP also feed into the Overberg District ITP.

A total budget for resealing, rehabilitation of roads and kerbing over the next five years amounts to R 161.4 million. The prioritised list of rehabilitation and maintenance of roads from the pavement management system is attached. There are other transport projects not included in the budget due to non-availability of funding.

ANNEXURE B:

**Broad Actions and
Strategies that will be
Adopted to Promote
Public Transport and to
Further Develop the
Public Transport System**

Broad Actions and Strategies that will be Adopted to Promote Public Transport and to Further Develop the Public Transport System

The key-elements of the public transport strategy as dealt with in **Section 6.1** in the main report will support the implementation of the four point Public Transport Strategy – each driven by a Project Manager – which will entail the following:

1. Immediate and Short Term Interventions to Improve Public Transport

PROJECT	TASKS	TIME-FRAME	KEY ROLE-PLAYERS AND FUNDERS
Increase the number of train sets to as close to 110 as possible (in the short term)	- Convert medium distance to Shosholoza Meyl coaches (=+2)	By end of 2011/12	PRASA, DTPW, CoCT
	- Run Maintenance overnight and on weekends	Begin immediately, continual	PRASA, DTPW, CoCT
	- Via Metrorail, have 10 trains transferred from other regions	By end of 2011/12	PRASA, DTPW, CoCT, NDOT
	- Consider leasing of trains until new trains become available	Establish feasibility by the end of 2011/12, implement by mid 2012/13	PRASA, DTPW, CoCT, NDOT, National Treasury
Improve Existing Metrorail Offering	- Increase frequency of trains on A corridors, particularly after 17h00	Immediate	PRASA
	- Extend and Improve Safety at Strategic Park and Ride facilities and on trains	Immediate (2011/12 financial year)	PRASA, DTPW, CoCT
	- Implement and extend an on- going clean up and graffiti removal programme on all coaches	Immediate (2011/12 financial year)	PRASA, DTPW, CoCT
	- Improve facilities and appearance of stations	Immediate (2011/12 financial year)	PRASA, DTPW, CoCT
	- Promote switch to public transport on under-utilised lines (marketing campaign)	Immediate (2011/12 financial year)	PRASA, DTPW, CoCT
Improve Road-based Mobility	- Consider benefit of public transport lanes on R300	2012/13 – 2013/14	CoCT, SANRAL
	- Investigate some degree of laning on key corridors	2011/12 (investigate) 2012/13 – 2013/14 (implement)	CoCT, SANRAL

2. Creating Greater Certainty for the Public Transport Sector on the Way Forward

There is insufficient clarity regarding the future of road-based transport and how it will be integrated with the rail mode in a functional project-level manner. This project will look at costs, routes, operating models and the way IRT, GABS, and the minibus taxi,

metered taxis and small bus operators will be addressed, and if appropriate integrated.

PROJECT	TASKS	TIME-FRAME	KEY ROLE-PLAYERS AND FUNDERS
A Public Transport Integration Plan for the Cape Town functional Region (illustrating integration, routes, costs, operating models and the way BRT, GABS, minibus taxi, metered-taxi and rail will be accommodated and if appropriate, integrated)	The development of a MOU agreement between all major road-based operators on what the broad shape of road-based transport will take, and how this will be rolled out for all road modalities	2011/12 (agreement finalised)	CoCT, GABS, MBT Industry, IRT roll-players, PRASA, metered taxi industry
	- Develop the Public Transport Integration Plan (between road and rail), looking at: a) Routes b) Costs c) Operating Models d) Exactly what the integrated system will look like	2011/12 (inception) 2012/13 (draft plan)	

3. The NLTA Migration to the City of Cape Town

This is a complex migration process, which involves the devolution of the functions from the province to the City of Cape Town (and any other adequately capacitated municipality). The project will plan and coordinate the transfers of powers and functions as required by the NLTA. The project will need to coordinate all elements of the transfer, assess capacities, retain existing skills and keep costs to a minimum. The project should ensure minimum inconvenience, or change for, the client base.

PROJECT	TASKS	TIME-FRAME	KEY ROLE-PLAYERS AND FUNDERS
NLTA Migration to the City	A joint plan must be developed by the City and DTPW that will set out how the various functions will be devolved – as set out in the NLTA. Such a plan must, as a minimum, consider and make proposals for: - Institutional Arrangements moving forward - Operating Licence functions - Land Transport Law Enforcement - Contracting Authority Functions and Form - The Municipal Land Transport Fund The plan will result in an actionable phased-in approach over the period of a pre-determined and agreed period of time – shorter than a three year time-period.	2011/12 –2013/14 (process completed)	CoCT, DTPW

4. Medium to Longer Term Interventions

This project will draw the transport system together, ensuring that it is holistic, flexible and sustainable. It will agree on the management vehicle, propose the funding models, define current contractual obligations and suggest how these can be incrementally transformed to new and inclusive contractual environments. It will ensure that the capacity and expertise exists to implement integrated fare management and comprehensive tracking and monitoring. It prepares the case for National Treasury and NDOT which will show that city is able to manage public transport within a funding envelope that National Treasury will find sustainable, reliable and predictable.

PROJECT	TASKS	TIME-FRAME	KEY ROLEPLAYERS AND FUNDERS
Medium to Long term interventions	Management vehicle for the Integrated Public Transport Plan	Project will be initiated in the 2011/12 financial year and run during the 2012/13 – 2015/16	CoCT, DTPW
	Funding Models for the implementation and operations of the plan		
	Contractual Agreements currently in place and the transformation of the contractual environment		
	Capacity to implement Integrated Fare Management (incl. comprehensive tracking and monitoring)		
	Preparation of Case to National Treasury (Business Plan for Integrated Public Transport Plan)		

The provincial Public Transport Improvement Programme (PTIP) defines four focus areas for the improvement of the public transport in the Western Cape:

- Focus area 1: Improving the modes (rail and road), the operations and the infrastructure.
- Focus area 2: Improving land use and sustainability.
- Focus area 3: Improving the institutional structure, funding and policy.
- Focus area 4: Improving user perception, through awareness and marketing.

FOCUS AREA	PLANNED ACTION AND TASKS	TIME FRAMES	KEY ROLE PLAYERS
Improving the modes, operations and infrastructure	<p>Make the public transport modes work together (e.g. integrated modes and fares):</p> <ul style="list-style-type: none"> - Pursue the integration of road and rail based public transport systems through the development of the Public Transport Integration Plan for the Cape Town Functional Region. - Develop Implementable Mobility Strategies for the District Municipalities. 	<ul style="list-style-type: none"> • 2011/12 financial year (inception) • 2012/13 financial year – finalise plan 	<ul style="list-style-type: none"> • CoCT, DTPW, PRASA
	<p>Improve the quality of passenger services (e.g. longer hours of operation and reduce waiting times):</p> <ul style="list-style-type: none"> - Increase operating hours and train sets 	<ul style="list-style-type: none"> • Immediate (and to be rolled out as and when additional rolling stock becomes available) 	<ul style="list-style-type: none"> • PRASA
	<p>Ensure a secure trip (e.g. law enforcement for public transport):</p> <ul style="list-style-type: none"> - Increase security at park and ride facilities (will require joint funding) - Increase security on all trains (particularly during off-peak) 	<ul style="list-style-type: none"> • Immediate (2011/12 financial year) 	<ul style="list-style-type: none"> • PRASA, DTPW, CoCT

FOCUS AREA	PLANNED ACTION AND TASKS	TIME FRAMES	KEY ROLE PLAYERS
	<p>Ensure a safe ride (e.g. driver training and vehicle roadworthiness)</p> <ul style="list-style-type: none"> - In the IRT/roll out, driver training in industry to be key in implementation training workshops, through associations - Traffic Law Enforcement to increase policing focus on unroadworthy public transport vehicles 	<ul style="list-style-type: none"> • Immediate and ongoing (2011/12) 	<ul style="list-style-type: none"> • CoCT, DTPW, MBT Industry (incl. Association)
	<p>Empower and support the operators (business training, promote private transport companies) Business Development Support to be provided to MBT industry in IRT roll out</p>	<ul style="list-style-type: none"> • Immediate and ongoing (2011/12) 	<ul style="list-style-type: none"> • CoCT, DTPW, MBT Industry
	<p>Support the effective operations and improve the infrastructure (e.g. build secure stops, stations and interchanges, dedicated right-of-way)</p> <ul style="list-style-type: none"> - Broad directive to be included in IRT / 	<ul style="list-style-type: none"> • Immediate and ongoing (2011/12) 	<ul style="list-style-type: none"> • CoCT, DTPW
	<p>Consider methods to disperse peak travel times:</p> <ul style="list-style-type: none"> - Incentivise employers to develop company travel plans which promote public transport and flexi-time 	<ul style="list-style-type: none"> • Immediately engage with 3 large employers to implement a flexi-time public transport initiative 	<ul style="list-style-type: none"> • CoCT, DTPW, PRASA, Big Business, Labour
Improving land use and sustainability	<p>Co-ordinate land use and transport planning – Development and implement provincial framework for the design of interchanges/station precincts (already achieved) and identify champion to drive implementation on strategic station precinct</p> <ul style="list-style-type: none"> - Lobby for municipalities to densify along strategic transport corridors / Densification Strategy to be implemented in each municipality (Cape Town – priority) - Promote Transport Oriented Design at 	<ul style="list-style-type: none"> • Interchange Station Precinct Framework (achieved 2009/10) – needs to be applied to strategic station precinct (Philippi) in the 2012/13 financial year • Lobby for Cape Town Densification Strategy to be approved and implemented through ITSG forum (2011/12) • Work with PRASA to implement TOD at strategic stations in Western Cape (2011/12 – 2014/15) • Review Road 	<ul style="list-style-type: none"> • CoCT, PRASA, DTPW, Local municipalities

FOCUS AREA	PLANNED ACTION AND TASKS	TIME FRAMES	KEY ROLE PLAYERS
	<ul style="list-style-type: none"> Station precincts - Review Road Access Design Guidelines to facilitate improved densification along appropriate corridors 	Access	
	<ul style="list-style-type: none"> Promote sustainable transport to protect the environment – prioritise public transport and NMT in allocated budgets of CoCT, DTPW - Promote Rail Rolling Stock Recap Programme 	<ul style="list-style-type: none"> • As of 2011/12 financial year • Lobby with National Treasury to implement Recap Programme with PRASA as a matter of urgency (2011/12 financial year) 	<ul style="list-style-type: none"> • CoCT, PRASA, DTPW
	<ul style="list-style-type: none"> • Make social upliftment and integration a priority 		
	<ul style="list-style-type: none"> - Station improvement programme to prioritise improvements in low-income areas for the captive commuter (i.e. focus on a rail corridors and stations) 2011/12 & 2012/13 financial year 		
	<ul style="list-style-type: none"> - Support local economic development (e.g. identify opportunities through economic impact assessments) ongoing principle 	CoCT, PRASA, DTPW	
Improving the institutional structure, funding and policy	<ul style="list-style-type: none"> Develop structures that work more efficiently to ensure the delivery of effective and coordinated public transport services – Establish coordinating planning bodies to direct the implementation of the PLTF (ITSG, IPC, PTIC) 	<ul style="list-style-type: none"> • Integrated Transport Steering Group body established, will oversee implementation of the PLTF in an ongoing manner. 	<ul style="list-style-type: none"> • DTPW, all municipalities, PRASA, ACSA, Transnet, SANRAL, Provincial Departments
	<ul style="list-style-type: none"> Make sure enough funding is provided to build and keep a high quality public transport system (e.g. increase annual public transport budgets) - Lobby National Treasury to adequately fund PRASA in Business Plan for Rail 	<ul style="list-style-type: none"> • Develop Rail Business Plan in 2011/12 financial year 	<ul style="list-style-type: none"> • DTPW, CoCT, PRASA
	<ul style="list-style-type: none"> • Develop legislation and policy that enable effective planning and running of public transport increase annual public transport budgets in DTPW, CoCT, PRASA 	<ul style="list-style-type: none"> • 2011/12 and in review of 2012/13 	<ul style="list-style-type: none"> • DTPW, CoCT, PRASA
	<ul style="list-style-type: none"> • Integrate and 	<ul style="list-style-type: none"> • Established, 	<ul style="list-style-type: none"> • DTPW, CoCT,

FOCUS AREA	PLANNED ACTION AND TASKS	TIME FRAMES	KEY ROLE PLAYERS
	coordinate all stakeholders • Establish forums/steering committees for integrated transport)	ongoing	municipalities
Improving user perception, through awareness and marketing	Promote and market public transport- PRASA, CoCT and DTPW to fund marketing campaigns along under-utilised lines	• 2011/12 and 2012/13 financial years	
	Involve communities and passengers in planning-Involve the Commuters Forum, PDC and any interested and affected parties in the planning and implementation of transport systems and infrastructure	• Ongoing	• DPTW, CoCT, PRASA, SANRAL and other interested and affected parties
	Provide user-friendly information, Provide integrated timetables, Develop a public transport website and other communication tools	• 2012/13 financial year	• PRASA, CoCT

ANNEXURE C
Extract from Western
Cape Minibus-taxi
Operating License
Strategy

PREREQUISITES FOR MINIBUS-TAXI OPERATING LICENCES ON EXISTING MINIBUS-TAXI ROUTES

The Western Cape Province has formulated the following pre-requisites for municipalities to support new applications for minibus-taxi operating licences on existing routes

Pre-requisites for municipalities to support new applications for minibus-taxi operating licences on existing routes

- No applications should be supported on overtraded routes. The supply and demand criteria should be rigidly applied.
- Where the operating function has been assigned to a municipality in terms of section 11 of the NLTA, the municipality must immediately impose a moratorium on new applications on overtraded routes. The provisions of section 18 of the NLTA should be used to impose the moratorium.
- Applications should not be supported if the route descriptions contained therein are considered to be vague. Both route descriptions and operating licence conditions should not be subjective. The application should contain road by road route descriptions and explicitly state the names of minibus-taxi facilities where passengers can be loaded and off-loaded together with any restrictions and or limitations.
- Competition with subsidized services should be avoided. Applications should only be supported if there is no spare capacity on parallel subsidised services. The granting of the application should not result in wasteful competition with an existing subsidized mode.
- Only one association should be supported per route bar cases where there are already two or more associations serving the same route. Therefore, applications should not be supported for more than one association on the same route or network of routes. In recent times a number of newly formed associations have impinged on existing routes served by other associations. This has resulted in violence and this practice must be stopped immediately. No operator or association must be allowed to muscle in on existing routes served by another association. Where there are existing entrenched rights on minibus-taxi routes, these rights should be protected. Government has a responsibility to ensure that existing operators are able to exercise their rights in terms of their permits/operating licences without any intimidation.
- Where there is sufficient passenger demand, new applications should only be supported for members of the resident association(s) or subject to membership of that association.
- Employment areas should not be granted as A-points (origin points) for minibus-taxi routes bar cases where a route connects more than one employment area or where there are already existing permits/operating licences with an employment area as an A-point. The A-point for any route should be the residential area where the trip originates. A case in point would be a route from the Mitchells Plain residential area to Cape Town. This is clearly people residing in Mitchells Plain who are employed in Cape Town. The A-point for the route should therefore be Mitchells Plain. Operating licences should therefore be considered for the association providing the service at the origin point and this association should be allowed to provide the return service from Cape Town. It is not desirable for one association to provide the forward service and for another association to provide the return service. This is not economically viable and will result in a considerable amount of dead kilometers.
- The application should not contain more than one A-point. An application may have more than one destination but only one origin point.
- In the case of a feeder or distribution service where there is only one association operating in the area, a collection area may be specified.
- Operators should not be allowed to trade permits that have not been successfully converted to operating licences for new applications. Where an operator has been given the opportunity to convert his permit to an operating licence and the application has been refused by the PRE, the permit must immediately be cancelled in the Land Transport Permit System.
- Operators should not be allowed to trade non-renewed licences for new applications in cases where there has been a break in service of more than a year.

Operators should not be allowed to trade permits/operating licences for other types of services (in particular chartered services) for minibus-taxi operating licences. Many operators apply for

operating licences for charter services given that the criteria are less rigid and then use this authority to operate on minibus-taxi routes.

Applications for new minibus-taxi operating licences should not be granted if the application contains more than one type of service. Only long distance minibus-taxi routes may be combined with local minibus-taxi routes on the same operating licence. Under no circumstances should an operator be allowed to provide charter services and minibus-taxi services with the same operating licence. Long distance taxis should be equipped with a properly maintained trailer for the transport of passenger luggage.

Given the open-ended nature of the charter services authority, it makes enforcement very difficult and operators often use this authority to impinge on other routes.

When deciding to support a new application on a particular route, illegal operators who have formed part of the existing capacity for more than three years should be given preference.

- Any person applying for a minibus-taxi type operating licence must be a member of an association registered with the Office of the Provincial Transport Registrar and subscribe to a Code of Conduct and Standard Constitution. This includes operators providing minibus-taxi type services with sedan vehicles.
- The application must be submitted together with a letter of support from the resident association and a registration certificate from the Office of the Provincial Transport Registrar. New applications must not be supported for members who are no longer in good standing with the association or the Office of the Provincial Transport Registrar. However, where the Registrar finds that an association is withholding a support letter without good reason, he or she may instruct the regulatory entity to dispose of the application without a support letter from the association.
- All new applications granted after the 1st of April 2010 will be for a period of five years bar areas/route directly affected by projects aimed at restructuring and transforming the public transport system in the Western Cape. In such cases the municipality may ask the regulatory entity to shorten the validity period of the operating licence using the provisions of section 52 of the NLTA. The granting of all minibus-taxi operating licences for a period of only two years increases the administrative burden on the regulatory entity and municipalities and has therefore been aborted.

CONSIDERATIONS AND RECOMMENDED PROCEDURE FOR NEW MINIBUS-TAXI ROUTES

Given the intertwined nature of the existing minibus-taxi route network, it is almost impossible to approve a new minibus-taxi route without some impact on one of the existing routes. This is a highly contentious issue. Land intensification is however dependant on effective transport provision to connect people with social and economic opportunities. It is common for a multitude of minibus-taxi routes to traverse segments of the same road and the restrictions imposed by the PRE or relevant regulatory entity is paramount to avoid route-related tension.

Before deciding to support operating licence applications on new minibus-taxi routes, the municipality must carry out a comprehensive risk analysis. This risk analysis should encompass more than just the passenger demand for the service but should also look at the impact of the new service on existing minibus-taxi routes.

The following factors should be considered:

- The impact of the service on existing minibus-taxi routes (will the new route impact on the economic viability of operators on existing routes);
- The potential for conflict with existing associations and members (where this is the case, the route should not be considered)
- Existing travel patterns;
- Existing public transport network coverage;

- Journey times (direct routes versus the aggregation of demand to interchange points);
- Cost to the user (portion of monthly income spent on public transport)
- Dormant routes (routes for which operating licences have been issued but operators are not providing the services)
- Route distance and passenger demand (minibus-taxis is not considered the ideal mode on line-haul route with high passenger demand). What is considered the ideal mode for the service?
- Spare capacity on subsidized modes (the national strategic objective is to avoid wasteful competition with subsidized modes)

The table below provides an overview of the procedure that is recommended when dealing with low-risk new minibus-taxi routes.

Recommended procedure when dealing with low-risk new minibus-taxi routes:

- It remains important to proactively plan for the provision of public transport services to and from new developments. These operating licences should be in place by the time the development opens in order to connect people with opportunities.
- For this purpose, it is recommended that ten permanent operating licenses be issued with a maximum validity period of four months (only where such applications are supported by the municipality). These operating licences should not be renewed at the end of its validity period and this should be imposed as a condition on the operating licences. The applications for these four-month operating licences must be lodged at least 60-days prior to the opening of the development. This process is also applicable to any new minibus-taxi route.
- Prior to the issuance of the four-month operating licences, all route descriptions must be verified by the municipality concerned to minimize the impact of the new service on existing routes. These applications must be placed in the government gazette as prescribed by section 59 of the NLTA, which will afford interested and affected parties the opportunity to provide comment on the service.
- The four-month period will allow the municipality to gauge the effectiveness of the service and its impact on other existing routes. During this period the association must market and advertise the service. This will allow the municipality to do a proper demand analysis to determine the number of vehicles required to meet passenger demand. This must be achieved through constant monitoring and evaluation of the service.
- Once route descriptions have been perfected and the demand for the service has been established, new applications can be lodged for the same operators (with renewals the route descriptions cannot be changed). These applications must be lodged two months before the expiry date of the 4-month operating licences. In terms of the National Land Transport Regulations, the PRE must dispose of operating licences within 60 days of receipt of the application. This means that the new operating licences can be issued by the time the 4-month operating licences expire. Note that the 4-month licences should be handed in before the new licences can be uplifted.
- It is recommended that such operating licences be issued for a period of two years, reviewable at any time and thereafter for a period of five years (with the renewal thereof).
- The number of operating licences may be increased if there is increased passenger demand for the service.
- Where there is a remote chance of violence/conflict with other operators, operating licences should not be issued for new minibus-taxi routes until these issues have been resolved.
- Such operating licences must be issued to members of associations in the area where such trips originate (A-points) or a new association formed in that area. The origin point (A-point) is where patrons of the route reside.
- The prescribed criteria for new applications on existing minibus-taxi routes are also applicable to new minibus-taxi routes (unless clearly inappropriate).

RENEWAL OF DEFINITE PERIOD MINIBUS-TAXI OPERATING LICENSES PRIOR TO THE IMPLEMENTATION OF PUBLIC TRANSPORT RESTRUCTURING PROJECTS

In terms of section 93 of the NLTA The Provincial Regulatory Entity, is directed not to consider any further new applications for minibus-taxi type services in areas affected by IRPTN or related projects (such as the George Integrated Public Transport Network). The same applies for applications for additional authority. The Provincial Regulatory Entity, in disposing of an application, will only act in accordance with the relevant integrated transport plan and directions given by the relevant planning authority.. This position only applies to applications where both the origin and destination of the route(s) are within the boundaries of areas affected by projects to transform and restructure public transport.

Note that in such areas, all operating licences for unscheduled minibus-taxi type services are considered inconsistent with the transportation plans. Therefore, all definite period operating licences must only be renewed for a two-year period or until such projects are implemented, whichever occurs first. The PRE is requested to impose the following condition on the operating licence in terms of section 57(5) of the NLTA:

- That the operating licence will not be renewed at the end of its validity period given that it will be inconsistent with the transportation plans for the affected areas. The service will be replaced by the GMS/IRT system and the operator will become a stakeholder in this process or opt out of the system at their choice.
- The Municipality and the WCG is not liable to pay compensation to the holder of the operating licence at the end of its validity period in the event of the holder opting out of the system.

**ANNEXURE D:
PRASA: Recommended
Priorities by Corridor
(PRASA Strategic Plan,
Stage 2 Report,
September 2012)**

Recommended Priorities by Corridor

Introduction

A prioritised list of options was generated using the results from the option sifting. This includes some generic options that are applicable to the entire network; and corridor-specific options which were developed in order to address the challenges affecting individual corridors. The recommended generic options, plus the proposals for individual corridors are presented within this section.

Generic Interventions for the Rail Network

Overview

Two issues raised during the course of the development of the plan apply to the entire rail network. These interventions relate to rolling stock and the ticketing system.

Stakeholder involvement

There is a very close relationship between PRASA and the provincial stakeholders, because the PRASA Strategic Plan has to recognize and support urban growth proposals, and the development of interchanges; links with other transport systems such as IRT bus and taxi are dependent on stakeholder participation. For this reason the strategies developed in this section have been discussed in detail with all the stakeholders, jointly and separately, and points raised on the objectives and plans set out in their documents, as explained in Appendix B.

This working relationship will continue as the Strategic Plan is developed into a series of implementation packages, which will respond to the expectations provided by stakeholder-demand forecasts and will integrate with stakeholders' own development strategies.

Rolling Stock

The current rolling stock is life expired and therefore urgently needs replacing. New units will also assist the enhancing of service quality, helping to attract wholly new passengers.

The replacement of rolling stock in the province offers a significant opportunity for changing the way that services are provided. The internal layout must take account of journey length and passenger numbers. The new rolling stock must also address passenger comfort, including the installation of a heating system and probably air-conditioning.

Two types of rolling stock will be provided. On the most intensively-used routes high-density longitudinal or longitudinal seating, comparable with current Metro seating, will be provided. On less-intensively used, longer-distance routes rolling stock with transverse seating comparable with the current Metro Plus layout will be provided, offering less standing space.

In both cases both passenger comfort and security will be significantly enhanced, and the aim will be to deliver an overall environment that is attractive to all passengers.

The higher capital costs of replacing rolling stock will necessitate increasing the number of passengers on the network, especially during the off peak, so as to improve the affordability of these changes.

In order to maximize the potential of new rolling stock it is important to introduce complementary measures such as improved security facilities at stations and on trains, plus a regular-interval, standard-hour timetable.

The requirement for replacement rolling stock is a **high priority** to be delivered in the **short to medium term**.

The Ticketing Strategy

The ticketing strategy currently in operation in the Western Cape is outdated: a replacement strategy will address a number of important issues. A more flexible strategy will allow users to buy a ticket for 30/31 consecutive days rather than for the current calendar month. This would also offer increased potential for multimodal travel, providing a more integrated system.

Migration to an electronic ticketing system will offer an opportunity to improve security and reduce fraudulent travel. It will also give better information on journey patterns and train loadings.

Peak-passenger demand will be spread to less busy times by developing a ticketing strategy which offers 'shoulder peak' pricing. This will enable the best use of existing rolling stock.

Measures that reduce ticketless travel will be tackled by using the electronic ticketing system to issue low-income passengers with passes which will allow travel outside the peak period.

The new ticketing strategy will help to 'smooth' the peaks in travel demand and help to ensure that units are deployed more intensively, rather than having multiple units which are only used for a small number of journeys.

The revised ticketing strategy represents a **high priority** to be delivered in the **short to medium term**.

Prioritisation of Rail Corridors

In order to understand the relative importance of the various corridors in the Western Cape Province, each corridor was reviewed in order to understand whether rail was the optimal mode to be used on this corridor. Each corridor was placed into one of four categories, as previously specified in the 2006 Rail Plan:

- **Priority A:** Clear case for rail, and this mode is more appropriate and cost effective compared with alternatives, with passenger numbers ranging between 20,000 and 30,000 per hour;
- **Priority B:** Rail still justified, although the level of service provision required is lower;
- **Priority C:** Case for rail uncertain and requires further review;
- **Priority D:** No case for rail at present.

Table 1: Review of Corridor Prioritisation

Corridor	2006 Results	2012 Update	Supporting Narrative
Existing Corridors			
Khayelitsha / Kapteinsklip to Cape Town	A	A	Busiest route on the network therefore remains as a high priority
Wellington / Kraaifontein / Bellville – Cape Town via Monte Vista or Mutual	A	A	Ineffective Business-Express service needs reviewing & potential replacement; 'inner' and 'outer' services with Bellville as the focus for interchange
Simonstown – Cape Town and Retreat via Southfield	A	A	Busy corridor with high levels of overcrowding and strong growth forecast
Strand – Cape Town via Bellville	B	B	Remains 'B' priority - a busy corridor, high forecasted growth, constrained by single-track section
Muldersvlei – Cape Town via Bellville	C	C	Further review required because of low passenger numbers owing to uncompetitive journey times
Worcester - Wellington	B	C	Downgraded from 2006 plan owing to very low current demand
Malmesbury - Fisantekraal	C	C	Retained as 'C' priority although current demand is very low .
New Corridors			
Atlantis corridor	B	A/B*	Major new development planned along the N7 corridor; remains a 'B' priority corridor to Bellville; becomes A corridor near Cape Town
New link to Fisantekraal	N/A	A	Major land-use proposals will mean demand will outgrow the single train per day in the near future
Blue Downs Link	B	B	A highly-populated area; would benefit from direct network link; remains a 'B' priority corridor
Cape Town International Airport	C	C	Remains a 'C' priority corridor because passenger numbers do not justify a dedicated rail link
Philippi – Southfield	C	C	More detailed demand forecasting needed so as to determine the appropriate technology for this route
Khayelitsha (Chris Hani) – Somerset West	D	C	Higher priority because existing catchment could help to justify light rail

*'B' priority towards Bellville, but becomes 'A' towards Cape Town

Infrastructure Upgrades

Infrastructure upgrades on the existing Metrorail network around Cape Town will provide benefits in terms of improved network resiliency, supporting timetable enhancements and increases in line-speeds between key nodes on the network, so as to accommodate future growth.

Upgrades will include signalling enhancements in various locations including Bellville, Cape Town and Kraaifontein: measures to improve asset resiliency and general infrastructure enhancements such as bay platforms at selected locations including

Claremont, Retreat, Bellville and Philippi; and four tracking where required (for example, Cape Town to Bellville via Mutual).

Signalling renewal is already proposed as part of the corridor modernization project. The technology is yet to be confirmed, but it will deliver improved headways and additional safety equipment such as Automatic Train Protection. The new signalling will be more reliable, will deliver higher levels of operational safety, and will enable the operation of more trains on key route sections.

This is important because the Strategic Plan requires the busiest corridors to run at headways of 3 minutes on key sections.

The infrastructure enhancements represent a **high priority**; delivery will range from a **quick win** for the asset resiliency to the **short to medium term** for other upgrades.

Corridor Specific Interventions

A number of key strategic development themes were identified that would respond to the development objectives for the Cape Town Metro network. These were:

- Creation of an enhanced and customer-friendly Cape Town 'metro' service;
- Strengthened passenger security;
- A revised timetable in terms of frequency and line-speed;
- More flexible ticketing with the retention of a premium offer;
- Business Express replaced by more frequent limited-stop services;
- Better connections between rail corridors and with other transport modes;
- Enhanced station facilities; and
- Infrastructure enhancements that support growth.

Kapteinsklip / Khayelitsha

The corridors are the busiest in the Western Cape serving about 250 000 passengers on a weekday; several peak services are overcrowded. Owing to the current suppressed demand high passenger growth is forecasted requiring an improved, more frequent timetable using high-density rolling stock. Unlocking this capacity will boost patronage and contribute significantly to allowing rail to meet the stakeholders' growth aspirations. The busiest stations are Philippi, Langa and Mutual and these should be the focus for station enhancements and upgraded interchange facilities. Some infrastructure improvements will also be required such as additional platforms at Philippi, Chris Hani and Kapteinsklip.

Table 2: Strategy for Kapteinsklip / Khayelitsha

Description	Priority	Timescale
Revised rail services: Phased timetable enhancements to 12-15 trains per hour (tph) (peak) and 6tph (off-peak) on each line, with a regular-interval timetable. Trains to call at all intermediate stations. High-density seating provided given the passenger numbers.	High	Quick win
Transport connections / station facilities: Focus on Philippi, Langa and Mutual for interchange improvements	High	Quick win
New services: None (unless other line extensions interface)	High	Quick win

New stations: Philippi West	High	Quick win
Network Capacity: Sufficient capacity exists. Additional bay platforms at Philippi, Chris Hani and Kapteinsklip	High	Quick win

Bellville via Mutual and Langa

This line is less busy than the Kapteinsklip / Khayelitsha routes, serving approximately 42 000 passengers on a weekday, but it also has some peak- service overcrowding. It will require a regular-interval timetable enabling rail to compete more effectively with other modes of transport and provide closer integration with the more frequent service from Kapteinsklip / Khayelitsha. The focus for interchange improvements should be Bellville, Mutual, Bontheuwel and Langa.

Table 3: Strategy for Bellville via Mutual and Langa

Description	Priority	Timescale
Revised rail services: Operation of 2tph all day revised to run at standard intervals. Introduction of longitudinal seating that improves service quality. Frequencies may need to be increased depending on growth proposals near Bellville. Some stations will benefit from other frequency improvements	High	Quick win
Transport connections / station facilities: Station interchange improvements to be focussed on Langa, Bontheuwel and Mutual	Medium	Short term
New services: Revised timetable needs to integrate with the more frequent trains from Khayelitsha / Kapteinsklip	High	Quick win
New stations: No additional stations proposed		
Network Capacity: No network capacity enhancements proposed for this corridor		

Simonstown

The corridor carries a high number of about 113 000 passengers on a weekday; several peak services are overcrowded. When combined with the high growth forecast in line with stakeholders' modal share aspirations, a higher-frequency timetable is required in the peak, although it should be introduced on a phased basis in response to rising demand. Services will run an 'inner/outer' timetable pattern with some services stopping at Claremont, some at Retreat and the remainder continuing to Fish Hoek / Simonstown. The Claremont services should stop at all intermediate stations, the Retreat services should run direct from Cape Town to Claremont and then to all stations while the Simonstown / Fish Hoek services should be fast-running from Cape Town to Retreat before becoming all-stations. Transverse seating should be provided given the journey time from Simonstown and Fish Hoek. Any capacity impact could be mitigated by the proposed higher-service frequencies. The focus for improved station facilities should be Fish Hoek, Retreat, Heathfield, Wynberg and Claremont.

Table 4: Strategy for Simonstown

Description	Priority	Timescale
Revised rail services: Increases in timetable frequency in response to forecast demand increases to 12tph, with some trains stopping at Claremont, some at Retreat, with the remainder continuing to Fish Hoek / Simonstown. Longer- distance trains adopt a limited-stop pattern so as to reduce journey times. Regular-interval timetables, with alternative seating will improve service quality	High	Quick win
Transport connections / station facilities: Focus on Fish Hoek, Retreat, Heathfield, Wynberg, Claremont as priorities for station improvement given the current passenger usage	High	Quick win
New services: Higher-quality daytime trains for tourists to Simonstown	Medium	Quick win to medium
New stations: No additional stations proposed		
Network Capacity: Line-speed increases will benefit long-distance trains. Additional bay platform required at Retreat. Platform extensions at the busiest stations that allow some services to be lengthened	Medium	Phased, from 5 yrs

Retreat via Southfield

The existing timetable comprises 4 trains per hour (tph) during the peak and 1tph off-peak supporting relatively low passenger numbers. The corridor is essential to linking the Simonstown line with other corridors via Pinelands and Mutual. Timetable improvements progressing towards 4tph all day should be introduced, subject to rising demand. The current passenger numbers (42 000 passenger per day) could be higher with improved journey times and an intermittent service offering. Transverse seating should be provided for consistency with the Simonstown line. The focus for improved station facilities should be Retreat and Pinelands.

Table 5: Strategy for Retreat via Southfield

Description	Priority	Timescale
Revised rail services: Phased timetable enhancements to 4tph all day, with a regular-interval service. Trains to call at all intermediate stations and to turn back at Retreat, with alternative seating layout that improves service quality	High	Quick win
Transport connections / station facilities: Focus on Retreat and Pinelands stations for interchange improvements	Medium	Short term
New services: None		
New stations: No additional stations proposed		
Network Capacity: Timetable studies will determine whether 3 or 4 tracks are required between Heathfield and Retreat	High	Quick win

Strand

The existing timetable comprises 2tph in the peak and 1tph off-peak. A high number of passengers (approximately 76 500 passengers) are carried on weekdays and several peak services are overcrowded. Strong forecasted passenger growth will require a programme of frequency improvements in both the peak and off-peak, with all services running fast from Bellville to Cape Town. Strong forecasted passenger growth envisaged by the province's PLTF will be enabled by the provision of frequency improvements in the peak and off-peak, with all services running fast

from Bellville to Cape Town. Double-tracking will be required between Strand and Eerste River in order to improve network reliability; the increased frequencies contribute to the need to four-track the Cape Town – Mutual – Bellville corridor. Transverse seating must be introduced so as to improve service quality on this longer-distance service. The focus for improved station facilities should be Strand, Kuilsriver, Blackheath, Melton Rose and Eerste River.

Table 6: Strategy for Strand

Description	Priority	Timescale
Revised rail services: Phased timetable development to 4tph in the peak (replacing business-express services) and 2tph off-peak. Regular timetable introduced, with services running fast from Bellville to Cape Town. Service quality would be improved with alternative seating	High	Quick win
Transport connections / station facilities: Focus on Kuilsriver, Blackheath, Melton Rose and Eerste River stations for interchange improvements	Medium	Short term
New services: None proposed, but interface with trains from Muldersvlei		
New stations: New station proposed near Firgrove	Medium	Medium
Network Capacity: Track doubling between Strand and Eerste River, plus Maitland to Bellville 4 track. Line-speed improvements between Cape Town and Bellville will reduce journey times	Medium	Short term onwards

Muldersvlei via Eerste River

The existing timetable comprises 2tph in the peak and 1tph off-peak. Passenger numbers are low (approximately 37 400 passengers on a weekday) owing to the lowest line-speeds on the network resulting in slow journey times. A restructured timetable with 2tph operating all day at regular intervals would enable rail to compete more effectively with other modes. Resignalling will be required so as to increase capacity on the single-track section between Muldersvlei and Eerste River. Transverse seating should be introduced in order to improve service quality. The focus for improved station and interchange facilities should be Bellville, Mutual and Eerste River.

Table 7: Strategy for Muldersvlei via Eerste River

Description	Priority	Timescale
Revised rail services: Regular-interval timetable with 2tph operating all day. Revised stopping pattern with services running fast from Bellville. Service quality would be enhanced with alternative seating. Timetable proposals need to be incorporated with changes to the Strand corridor	High	Quick win
Transport connections / station facilities: Focus on Bellville, Mutual and Eerste River stations as interchanges	Medium	Short term
New services: None	Low	Long term
New stations: Proposed new station to be constructed close to Eerste River	Medium	Medium
Network Capacity: Single line retained but resignalled with two platforms at passing loops that would improve timetable resilience	Medium	Medium

Wellington via Mutual and Bellville

The existing timetable comprises 2tph during the peak and 1tph during off-peak periods. The corridor serves about 56 000 passengers on a weekday. Overcrowding is not a major issue but there is scope for increasing frequencies in both the peak and the off-peak as demand allows and for operating at regular intervals. All services should run fast from Bellville, following the provision of four tracks between Bellville and Maitland, resulting in faster journey times. All services should run fast from Bellville, following the provision of four tracks between Bellville and Maitland, creating faster journey times which in turn will enhance rail's attractiveness and, with development of strong hub stations, will help rail capture a greater modal share by diverting passengers from private cars. Transverse seating should be introduced so as to enhance service quality. The focus for improved station facilities should be Bellville and Mutual.

Table 8: Strategy for Wellington via Mutual and Bellville

Description	Priority	Timescale
Revised rail services: Increases in timetable frequency in response to forecasted demand increases up to 4tph peak 2tph off-peak at regular intervals replacing Business-Express services. Revised calling pattern which operates fast from Bellville to Cape Town. Service quality will be enhanced with alternative seating in the new rolling stock	High	Quick win
Transport connections / station facilities: Focus on Bellville and Mutual stations as interchanges	Medium	Short term onwards
New services: None proposed		
New stations: New station proposed between Bellville and Kraaifontein	Medium	Medium
Network Capacity: Line-speed increases to 160kph that would help reduce journey times for longer-distance trips. Four tracks required between Maitland and Kraaifontein in order to support growth	Medium	Medium term onwards

Worcester and Malmesbury Lines

The Worcester and Malmesbury lines are both poorly served with just one train per day in each direction owing to the low number of passengers generated.

The daily service to Worcester will be retained as an extended Wellington train in the morning and evening peak but no further timetable enhancement is proposed. This daily service should be supplemented by a new regular-interval coach service between Worcester and Huguenot so as to build on the improved links from Wellington.

The Malmesbury line has an established though limited rail market and the daily peak-hour service will be retained. However, following the works associated with the Fisantekraal development a more frequent diesel shuttle between Malmesbury and Fisantekraal could be introduced in the future. Suitable diesel multiple-unit stock options should be identified that would cater for the low passenger numbers. Fisantekraal should be the focus for interchange enhancements when this is developed. Capacity enhancements will be required between Fisantekraal and the

main line in order to support higher frequencies. There does not appear to be any case for electrification of this line beyond the Fisantekraal development.

Table 9: Strategy for Worcester and Malmesbury

Description - Worcester	Priority	Timescale
Revised rail services: Retention of daily peak-hour rail service to Worcester calling at intermediate stations	High	Quick win
Transport connections / station facilities: Focus on Bellville, Mutual and Huguenot stations as interchanges	Medium	Short term onwards
New services: Existing rail service will be supplemented by a new coach service from Worcester to Huguenot via the N1 to connect with improved Wellington trains. Hourly coach services are proposed initially which could be further increased to 30- or 20-minute frequencies when demand justifies this	Low	Short term onwards
New stations: No new station schemes proposed		
Network Capacity: Possible line-speed improvements for the Worcester rail corridor linked to the wider S-Meyl proposals	High	Short to medium term

Table 9: Strategy for Worcester and Malmesbury (continued)

Description - Malmesbury	Priority	Timescale
Revised rail services: Short-term retention of single daily service to Malmesbury. Following electrification provision of more frequent diesel shuttle service Malmesbury – Fisantekraal. Suitable diesel multiple-unit stock options should be identified that would cater for the low passenger numbers.	Low	Short term onwards
Transport connections / station facilities: Interchange station at Fisantekraal	Low	Short term onwards
New services: As above. Suitable diesel multiple-unit stock options to be identified through the long-distance option development process	Low	Short term onwards
New stations: None though possibility of revising existing station locations		
Network Capacity: None		

Bellville via Monte Vista

The existing timetable comprises 4tph in the peak and 1tph in off-peak periods. At present, the corridor services about 9 000 passengers on a weekday. Overcrowding is not a major issue but there is scope for increasing the number of services in the peak and off-peak with services operating at regular intervals to accommodate future growth and to serve developments such as Century City. These services will need in the future to integrate with the proposed trains towards Atlantis from Bellville and Cape Town. Transverse seating should be introduced. The focus for improved station facilities should be Bellville, Ysterplaat and Esplanade. There is also the requirement of a new station at N1 City.

Table 10: Strategy for Bellville via Monte Vista

Description	Priority	Timescale
Revised rail services: Phased timetable development to 6tph in the peak period with 3tph in the daytime. Revised timetable will operate at regular intervals. Introduction of alternative seating to reflect short journey times	High	Quick win
Transport connections / station facilities: Station interchange improvements to be focussed on Bellville, Ysterplaat and Esplanade	Medium	Short term onwards
New services: Revised timetable capacity needs to integrate with the future services towards Atlantis from Bellville	High	Quick win
New stations: N1 City station located between Monte Vista and De Grendel	Medium	Medium
Network Capacity: Requirement for revised track layout / additional bay platforms at Bellville for terminating trains. Track realignment at Monte Vista that would improve overall journey times	High	Short term onwards

Bellville via Mutual

With the construction of four tracking between Maitland and Bellville or Kraaifontein, services from the Wellington, Strand and Muldersvlei lines would run non-stop between Bellville and Cape Town calling only at Mutual, resulting in improved journey times. There will be a wholly new, high-frequency service from Bellville to Cape Town to serve all of the intermediate stations. High-density rolling stock will be introduced in order to serve demand. The focus for improved station and interchange facilities should be Bellville, and Mutual.

Table 11: Strategy for Bellville via Mutual

Description	Priority	Timescale
Revised rail services: Current services from Wellington, Strand and Muldersvlei no longer call at intermediate stations		
Transport connections / station facilities: Focus on Bellville and Mutual stations as interchanges	Medium	Short term onwards
New services: Introduction of wholly new service from Bellville to Cape Town with a possible extension to Kraaifontein / Fisantekraal to call at all intermediate stations operating at 4tph – 6tph (depending on demand levels). This will increase capacity on this route	Medium	Medium term onwards
New stations: No additional stations proposed		
Network Capacity: Four-track infrastructure required between Maitland and Kraaifontein that would support growth and operate multi-tier timetables	High	Short to medium term

Station Proposals

Development of Principal Nodes

The principal stations on the network in terms of footfall are Cape Town, Salt River, Maitland, Mutual, Langa, Bontheuwel, Bellville, Nyanga, Philippi and Khayelitsha. The timetable revisions will support a package focussed on these stations. Station enhancements will take passenger interchange needs into account and facilitate convenient transfers between platforms. A package of measures in terms of better station facilities, enhanced information within the station, more secure car parking,

better signage, and more convenient facilities that would encourage interchange with other modes is currently being developed, and will be introduced in partnership with stakeholders to maximize the overall benefits of the investment.

The development of principal nodes is a **high priority** supporting wider development timescales, with a **phased implementation**, starting as a **quick win**.

Proposed New Stations

Individual business-case submissions will be prepared for each new station proposal. This will evaluate the impact of each in order to demonstrate a robust business case and to ensure that station catchments do not overlap.

The priority and implementation timescales of the proposed railway stations will vary depending on their strategic purpose, ranging from **high-priority, short-term** schemes to **lower-priorities** schemes planned for the **longer term**, if consistent with the strategic case for a new route.

Proposals for Expanding the Western Cape Suburban Rail Network

The identification of possible extensions to the suburban rail network is focussed on building on the concept of a Cape Town Metro network that better serves the Metropolitan area. The aim is to deliver new network extensions timed to coincide with project start which would serve major housing and employment growth and the introduction of a limited number of new journey opportunities to support orbital journey patterns. A summary of possible extensions to the suburban rail network is provided below:

- **Fisantekraal:** The existing corridor from Fisantekraal to Cape Town via Bellville will be transformed with phased development to 6-10 trains per hour linked to housing growth; with services being 'limited stop' between Bellville and Cape Town. This proposal reinforces the case for four-tracking the Bellville – Mutual – Cape Town corridor.
- **Atlantis:** Major planned development will require either the upgrading of the existing single TFR freight line to passenger standards or the development of a new alignment. The latter solution could strengthen the case for a higher-speed link towards Saldanha in the future.
- **Blue Downs Line:** Blue Downs is a densely-populated area; this scheme incorporates it in the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network;
- **Unibell – Pentech – Philippi:** A potential alternative to the Blue Downs Line is to use existing PRASA alignments to effectively infill a missing link in the network. This is a lower priority compared with the Blue Downs link;
- **Cape Town Airport:** Until the threshold of 6 - 8 million passengers per annum (mppa) for the airport has been exceeded an initial new link would be primarily aimed at employees at the airport and the surrounding area with frequencies increased in response to airport growth. A new interchange would be required at the airport. This initial Metrorail extension could be followed by a higher-speed connection once the passenger threshold has been exceeded;

- **Philippi – Southfield:** The proposal is for a new alignment between the two stations to serve new catchments but the alignment is still being refined. A demand study must be carried out which would examine the viability of the scheme;
- **Mitchells Plain – Muizenberg:** Serving similar catchments to the proposed Philippi to Southfield route, more detailed demand forecasting is required in order to understand whether either or both schemes may be supported by travel demand;
- **Chris Hani – Somerset West and Stellenbosch:** There are existing proposals to extend the current line to Chris Hani but current footfalls appear suitable for LRT if the new journey opportunities boost usage. There is the potential for an extension beyond Chris Hani using alternative technology that would serve existing catchments;
- **Macassar – Somerset West:** Significant predicted future growth means that our proposal is for a new dedicated alignment between these two settlements;
- **Strand – Gustrow Extension:** Gustrow is not served by the rail network and therefore the proposal is for either an IRT or LRT rapid-transit link between the existing station at Strand and a proposed new rapid-transit station in Gustrow;
- **Rapid-Transit Network Serving Durbanville:** The proposal is for a dedicated new alignment between Bellville and Durbanville which will improve access to a major employment area adjacent to Bellville;
- **Light Rail Serving Bellville to Cape Town via the N1 corridor:** The proposal is for a new LRT alignment running roughly parallel to the existing Bellville to Cape Town railway line to complement this alignment;
- **Upgrade of the City Centre IRT to LRT:** Cape Town is in the process of developing a phased IRT network. This proposal is for the upgrade of certain busy sections of this network to LRT; and
- **Hermanus – Fisherhaven – Benguela Cove:** This proposal is for a stand-alone rapid-transit network that links the population catchments in Hermanus, Fisherhaven and Benguela Cove.

The prioritisation and timescales of the proposed network extensions will vary depending on strategic purpose; this will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.

Proposals for Regional Western Cape Network

Our proposals for enhancing the regional network in the Western Cape respond to the objective of connecting secondary towns to Cape Town and the importance attached to the South Cape and Saldanha and Vredenburg as 'regional motors' as shown in the Western Cape Provincial Spatial Development Framework. The proposals are as follows:

- **Cape Town to Mossel Bay and George:** Future growth in demand along this 400km corridor may support and justify the development of a new 200km/h rail alignment to Mossel Bay and George (one of the provinces "regional motors" of economic development) in the longer term and beyond to the Eastern Cape and KZN.
- **Cape Town Airport (Non-stop Service):** An alternative to the Cape Town Airport connection described above would be the construction of a wholly new higher-

speed alignment directly to the airport being the first stage en route to Mossel Bay and George.

- **Saldanha / Vredenburg to Cape Town:** These settlements form the second 'regional motor' of economic development in the Western Cape. The proposal is for a link between them with an onward connection to Cape Town. A new high-quality coach service is recommended, with the potential for heavy rail in the future should demand grow sufficiently.
- **Olifant Valley:** This area is not currently served by rail and in response to its designation and the population catchments served, an enhanced bus or coach service is recommended that would connect this area with Cape Town.
- **Oudtshoorn to Dysveld:** In response to population catchments served, an enhanced bus service is recommended that would connect these two settlements.

The prioritization and timescales of the proposed regional network will vary depending on strategic purpose; this will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.

Improving External Connectivity from the Western Cape to other Provinces

We have identified a number of proposals for improving connections between the Western Cape and other provinces. The proposals are as follows:

- The most important external connection from the Western Cape is to Gauteng, with air, rail and road serving distinct travel markets. Our proposal is to implement a package of measures which would increase the resiliency of the existing Mainline Passenger Services (MLPS) services by introducing higher line speeds of up to 160km/h on the existing alignment. This would be aided by better timetable and service integration between passenger and freight trains. In the longer term TFR have aspirations for a bypass link from De Aar to Noupoot which would allow passenger services between the Western Cape and Gauteng to join the passenger line between Port Elizabeth and Gauteng, routing past Bloemfontein rather than Kimberley. This would remove the conflict with the slower heavy-haul lines, particularly the proposed new 25km/h services between Kimberley and Port Elizabeth.
- Cape Town – Johannesburg is a significant air corridor nationally and globally. An alternative high-speed line operating between 350 and 400 kilometres per hour could generate an end-to-end journey time of around 4.5 hours providing some competition with air. However, this will be a costly project to build and operate over the distance and there are few intermediate traffic markets that would provide additional revenue for supporting the business case. The project merits further investigation but development will be dependent on the resulting business-case results
- Our proposal between the Western Cape and the Northern Cape (Kimberley) / Free State is for higher line speeds on the existing alignment, supplemented by enhanced Autopax services.
- The focus for improving connectivity between the Western Cape and the Eastern Cape involves the construction of a wholly new higher-speed alignment (up to 200km/h) extending to KZN and serving the principal settlements. Implementation would be dependent on demand growth on this corridor

Our proposal for improving connectivity between the Western Cape and KZN involves a frequency improvement to the existing long-distance coach service frequencies in advance of the higher-speed rail network described above, phased to provide an early demonstration of the strategic nature of the corridor and the role PRASA could potentially fulfil in the future. The prioritization and timescales of the proposed improvements to external connectivity will vary depending on strategic purpose; these will range from **high-priority, short-term** schemes to **lower-priority** schemes planned for the **longer term**.

Rolling-Stock Requirements

The service proposals described deliver more frequent and evenly-spaced services on most corridors, so that rail can achieve a greater modal share. This will require an increase in the number of operational multiple-unit sets operating in the Western Cape area. The current fleet is life expired; PRASA has a national strategy for replacing all or part of the fleet. Currently the fleet size is 81 units, growing to 141 (excluding spares) given the proposals described in the previous section.

The overall goal of an increased fleet represents a **long-term** requirement. In practice, peak-hour service build up will be prioritized by demand growth and will take place over time in line with the availability of new sets

ANNEXURE E:
**A Summary of the
Transport Strategies of
Provincial Significance,
as taken from the
District and Municipal
Integrated Transport
Plans, with
Corresponding Projects**

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
ROAD INFRASTRUCTURE													
<i>Breede Valley LM</i>													
Worcester	Construction of Worcester Eastern Bypass (EIA study)	X		X	X	X		X	X	X		X	
Breede Valley	Provisions should be made for shoulders on the R101			X					X	X			
Worcester to Villiersdorp	Certain sections require upgrading – Rooihogte (sections with VCI/RCI -35)			X					X	X			
Rawsonville	Rehabilitation of Van Riebeeck Street, Rawsonville			X					X	X			
De Doorns to N1	MR303 De Doorns to N1: certain sections required resealing/ upgrading (Voortrekker)	X		X					X	X			
ROAD MAINTENANCE													
<i>Breede Valley LM</i>													
R60 and Nekkies	Maintenance of road section between R60 and Nekkies			X					X				

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Slanghoek Valley	Improve access from N1 to tourist attractions and scenic Slanghoek Valley		X	X	X					X			
PLANNING AND FEASIBILITY STUDIES													
<i>Breede Valley LM</i>													
Breede Valley LM	Investigation into an expanded law enforcement management plan			X						X			X
Breede Valley LM	Investigate a subsidised service for taxi and bus operators within rural areas		X	X		X	X	X					
PUBLIC TRANSPORT INFRASTRUCTURE													
<i>Breede Valley LM</i>													
Worcester	Upgrading of facilities and surface of Worcester Airport	X		X	X	X		X	X	X		X	
De Doorns	Upgrading entrance routes to De Doorns to attract passing motorists through appropriate development			X	X		X		X	X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
ROAD INFRASTRUCTURE													
<i>Drakenstein LM</i>													
Paarl	Widening of Oosbosch Street from Bergrivier Boulevard to Jan Van Riebeeck (1200m)	X		X					X	X			
Paarl	Upgrade Jan van Riebeeck- single lane portion to double lane (1300m)	X		X					X	X			
Paarl	Extension of Berg River Boulevard (R45) southwards to the N1	X		X					X	X			
PLANNING AND FEASIBILITY STUDIES													
<i>Drakenstein LM</i>													
Drakenstein LM	Investigation and expanded law enforcement management plan for illegal operators			X		X				X			
Drakenstein Rural Area	Investigate additional subsidised scholar transport services	X	X	X		X	X	X					

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Drakenstein	Drakenstein Mobility Corridor - investigation into a public transport service between Wellington and Saron	X	X	X		X	X	X		X			
Wellington to Hermon (R44)	Rehabilitation / construction of Hermon/ Nuwekloof Pass road	X		X					X	X			
PUBLIC TRANSPORT INFRASTRUCTURE													
<i>Drakenstein LM</i>													
Paarl	Development of a Public Transport Interchange at Hugenot Station	X	X	X		X	X						
ROAD INFRASTRUCTURE													
<i>Langeberg LM</i>													
McGregor	Upgrade of shoulder on MR290 between Robertson and McGregor		X	X					X	X			
McGregor	Provision of additional road safety signage along rural roads		X	X						X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Robertson- Bonnievale	Maintenance of sections of Stormsvlei Road (R317), Robertson to Bonnievale		X	X					X	X			
Ashton- Montagu	Upgrading/reconstruction of TR31/2 (R62) between Ashton and Montagu		X	X	X				X	X			
Robertson- Worcester	Bypass lanes on sections of the R60 between Robertson and Worcester		X	X									
PLANNING AND FEASIBILITY STUDIES													
<i>Langeberg LM</i>													
Langeberg LM	Investigation into an expanded law enforcement management plan			X						X			
Langeberg LM	Investigation of subsidised public transport in rural areas of Langeberg			X		X	X						
Langeberg LM	Investigate maintenance of (lay-byes) tourism rest areas on scenic routes in Langeberg			X	X					X			
Langeberg LM	Investigate safety measures on R317 in Goudmyn,			X					X	X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
	Rooibrug												
Langeberg LM	Rehabilitation /retrofitting of sidewalks or pavements along old buildings in the municipality			X	X					X	X		
Langeberg LM	Investigation into utilisation of passenger rail in Langeberg			X	X	X	X						
Langeberg LM	Revitalization of existing rail stations that has been decommissioned			X	X	X	X						
Langeberg LM	Investigation into provision of school transport for children on farms			X		X		X					
Langeberg LM	Investigation into implementation of subsidised learner transport within the 5km range of schools			X		X		X					
NMT FACILITIES													
<i>Langeberg LM</i>													
Langeberg LM	Scoping study for new pedestrian crossings in the		X	X						X	X		

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
	Langeberg LM												
ROAD INFRASTRUCTURE													
<i>Cape Winelands DM</i>													
Witzenberg	Upgrading DR1440 Wolseley to Kluitjieskraal 1.5km, gravel to tar			X					X	X			
Langeberg	Upgrading/reconstruction of the R62 between Ashton and Montagu			X	X				X	X			
Breede Valley	Improvement of safety at road/rail crossings at Overhex Industrial through booms on DR1394	X		X						X			
Breede Valley	Improve access to Slanghoek Valley via Slanghoek Rd (DR1398) – Tourism	X		X	X					X			
ROAD MAINTENANCE													
<i>Cape Winelands DM</i>													
CWDM	Removal of grass alongside roads in rural areas, e.g.			X	X					X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
	R44												
McGregor	Removal of grass along roads sides in rural areas			X	X					X			
PLANNING AND FEASIBILITY STUDIES													
<i>Cape Winelands DM</i>													
CWDM	Integrated Public Transport Framework for Cape Winelands DM	X		X		X	X	X			X	X	X
Drakenstein LM	Drakenstein Mobility Corridor: Investigate public Transport service: Wellington – Saron	X	X	X		X	X						X
Breede Valley LM	Investigate maintenance of the abnormal vehicle route N1 to R60	X		X					X			X	
CWDM	Training of local operators to inform them of learner contract tender processes	X	X	X									X
CWDM	Provision of additional safety signs on rural roads	X		X						X			
Witzenberg	Review the current Journey to Schools Strategy	X	X	X				X					X

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Breede Valley	Investigate and implement maintenance in Rawsonville town centre (sections with VCI/RCI -35) E.g. MR298	X		X					X				X
PLANNING AND FEASIBILITY STUDIES													
<i>Witzenberg LM</i>													
Ceres	Study impact, feasibility cost and location of a weighbridge at Ceres			X								X	X
Witzenberg	Investigate infrastructure needs of learner transport in Witzenberg	X	X	X			X	X					
Witzenberg	Investigate emergency transport services for farm workers			X						X			
Witzenberg	Project to educate learners in road safety	X	X	X									X
ROAD INFRASTRUCTURE													
<i>George LM</i>													

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
George	Widen Witfontein Way to the N9	X		X					X	X			
George	Sandkraal Phase 2 Upgrade	X		X					X	X			
George	Widen Beach and York/N2 Crossing	X		X					X	X			
George	Truck Stop	X		X								X	
George	Weighbridge	X		X						X		X	
George	Outeniqua Pass	X		X					X	X			
ROAD MAINTENANCE													
<i>George LM</i>													
George	Traffic Signals upgrade for special needs users	X		X						X	X		
George	Installation of kerb ramps within the CBD	X		X						X	X		

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
George	Installation of kerb ramps along Courtenay Street	X		X						X	X		
George	Knysna Road Corridor	X		X					X	X			
George	Widen the R102	X		X						X	X		
PLANNING AND FEASIBILITY STUDIES													
<i>George LM</i>													
George	Traffic Signal audit	X		X					X	X			
George	Roads Signs audit	X		X					X	X			
George	Gather more detailed data on Scholar Transport	X		X		X		X					
George	Speed Limit Audit	X		X						X			
George	Providing additional transport contracts (negotiate with the WCED)	X		X			X						X

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
George	Establish a School Transport Management Forum	X		X				X					X
George	Compile a Traffic Management Plan for each school as well as the construction of facilities	X		X				X		X			
NMT FACILITIES													
<i>George LM</i>													
George	The detailed planning and construction of NMT infrastructure to be provided in the vicinity of schools within a 2km radius from schools.	X		X				X		X			
ROAD INFRASTRUCTURE													
<i>Central Karoo DM</i>													
Beaufort West	Construction of a bridge over the N1 and Gamka River		X	X					X	X			
Beaufort West	Construction of freight bypass		X	X					X	X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Beaufort West	Signals Kwa Mandelenkosi Intersection		X	X					X	X			
PLANNING AND FEASIBILITY STUDIES													
<i>Central Karoo DM</i>													
Laingsburg	Drivers licence and vehicle testing centre		X	X									X
Central Karoo District	Lobby and secure funding for a subsidised community transport service throughout the District Municipality		X	X									X
Central Karoo District	Set up contracts and support operators with respect to business development		X	X									X
Central Karoo District	Implement community bus project		X	X		X	X						
ROAD INFRASTRUCTURE													
<i>West Coast DM</i>													
Algeria	Upgrade of access roads that are not up to standard			X					X	X			

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Algeria	C783: Algeria road upgrade Phase 1 and Algeria Bridge			X					X	X			
Molsvlei	Construction of Low Level Bridge Crossing			X					X	X			
Matzikama	Raise the bridge over the Olifants River near Lutzville by at least 10 meters		X						X	X			
Saldanha Bay	Upgrade of road signage throughout the municipal area		X						X	X			
ROAD MAINTENANCE													
<i>West Coast DM</i>													
Bergrivier LM	Provincial Government Road Maintenance Project			X					X				
Cederberg LM	Provincial Government Road Maintenance Project			X					X				
District Management Area	Provincial Government Road Maintenance Project			X					X				

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Matzikama LM	Provincial Government Road Maintenance Project			X					X				
Saldanha Bay LM	Provincial Government Road Maintenance Project			X					X				
Swartland LM	Provincial Government Road Maintenance Project			X					X				
PLANNING AND FEASIBILITY STUDIES													
<i>West Coast DM</i>													
West Coast District	Preparation of a plan for subsidised public transport services			X				X		X			
West Coast District	Annual update of ITP		X										
West Coast District	Preparation of a plan for subsidised public transport facilities		X			X							
Bergrivier	Investigate ways to obtain additional funds for road maintenance		X										

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
NMT FACILITIES													
<i>West Coast DM</i>													
		X		X				X		X			
ROAD INFRASTRUCTURE													
<i>Overberg DM</i>													
Overberg DM	Long Street reconstruction- Bredasdorp			X					X				
ROAD MAINTENANCE													
<i>Overberg DM</i>													
Bergrivier LM	Provincial Government Road Maintenance Project			X					X				
PLANNING AND FEASIBILITY STUDIES													
<i>Overberg DM</i>													

AREA	PROJECT DESCRIPTION	RESPONSIBILITY/ FUNDING			STRATEGIES								
		LM	DM	Western Cape Government	Promote LED Tourism	Improve PT Operations	Provide PT Infrastructure	Improve Learner Transport	Improve Road Network	Improve Road Safety Conditions	Improvement NMT	Promote Freight Movement	Institutional and Administrative
Overberg DM	Redevelop Taxi Rank in Hermanus CBD			X			X						
NMT FACILITIES													
<i>Overberg DM</i>													
Overberg DM	Expansion of cycle lanes			X							X		
ROAD MAINTENANCE													
<i>Overberg DM</i>													
Overberg DM	Provincial Government Road Maintenance Project			X					X				
Overstrand LM	Provincial Government Road Maintenance Project			X					X				
Swellendam LM	Provincial Government Road Maintenance Project			X					X				
Theewaterskloof LM	Provincial Government Road Maintenance Project			X					X				

**ANNEXURE F:
Detail of Municipal
Projects and
Programmes of
Provincial Significance,
with Budgets**

MINIMUM REQUIREMENTS: SCHEDULE 1 TABLE: MUNICIPAL PROJECTS (FROM ITPs) CONSIDERED OF PROVINCIAL SIGNIFICANCE

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
CENTRAL KAROO DISTRICT MUNICIPALITY							
Resealing and rebuilding of tarred roads	Beaufort West	R 16 200 000	-	2009/10 - 2012/13 financial years			
Tarring and paving of roads (at least 2 km per year, with necessary stormwater)	Beaufort West	R 21 500 000	-	2009/10 - 2012/13 financial years			
Bicycle lanes and pavements in Beaufort West at 5 km per annum	Beaufort West	R 23 000 000	-	2009/10 - 2012/13 financial years			
Construction of bridge over N1 and Gamka River	Beaufort West	R 10 000 000	-	Budgeted in 2010/11 (R4 million) and 2011/12 (R6 million) financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is 2009-2013
Construction of freight bypass	Beaufort West	-	-	No budget or timeframes provided	Not specified in ITP	Not specified in ITP	Latest available ITP is 2009-2013
New bus route, roads and stormwater provision: Matjiesfontein	Laingsburg	R 1 482 000	-	Budgeted for 2009/10 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is 2009-2013
Planning and construction of sidewalk and cycling route surfacing and upgrade	Laingsburg	R 3 300 000	-	2010/11 - 2011/12 financial year			
Rehabilitation of primary access roads	Prince Albert	R 4 380 000	-	Budgeted R1,460,000 per year over three financial years from 2009/10 to 2011/12	Not specified in ITP	Not specified in ITP	Latest available ITP is 2009-2013
Sub-Total for Central Karoo District Municipality		R 79 862 000	-				
OVERBERG DISTRICT MUNICIPALITY							
C0995: Reseal of MR00265 between Stormsvlei and Bredasdorp	Cape Agulhas LM	R 37 194 000	R 37 194 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0996: Reseal of TR08301 (Garcia's Pass) between Riversdale & Muiskraal	Cape Agulhas LM	R 22 414 000	R 22 414 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C1006: Upgrade DR01223 between Bredasdorp and Matlaas	Cape Agulhas LM	R 41 150 000	R 41 150 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0841.02: Regravel roads in the Overberg Area	Overberg DM	R 46 165 000	R 46 165 000	2013/14 - 2014/15 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0527.04: Upgrade TR28/1 between Mount Pleasant and Hermanus	Overstrand LM	R 13 029 000	R 13 029 000	2013/14 - 2014/15 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0776.03: Upgrade DR1205 - Gansbaai/Elim Phase III	Overstrand LM	R 266 534 000	R 266 534 000	2013/14 - 2016/17 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0838.01: Upgrade DR1214 - Franskraal	Overstrand LM	R 18 000 000	R 18 000 000	2013/14 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0838.03: Regravel DR1264 - Kleinmond	Overstrand LM	R 12 100 000	R 12 100 000	2014/15 - 2016/17 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0838.04: Upgrade MR269 - Hemelen-Aarde	Overstrand LM	R 89 498 000	R 89 498 000	2013/14 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0948: Relocation of TR28 to bypass Hermanus	Overstrand LM	R 148 968 000	R 148 968 000	2016/17 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0986: Reseal of TR 02701 between Botriver/Hermanus and Pringle Bay	Overstrand LM	R 38 410 000	R 38 410 000	2014/15 - 2016/17 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C1000: Rehabilitation of TR02802 between Hermanus and Stanford	Overstrand LM	R 165 114 000	R 165 114 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0900: Reseal TR65/1 - N2/Barrisdale	Swellendam LM	R 114 000	R 114 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0987: Reseal TR03201 between Ashton & Swellendam and MR00283 access road to Swellendam	Swellendam LM	R 33 824 000	R 33 824 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0852: Upgrade MR274 - Raantieskraal	Theewaterskloof LM	R 29 514 000	R 29 514 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C0984: Reseal MR00191 near Theewaterskloof Dam & MR00279 between Villiersdorp & Grabouw	Theewaterskloof LM	R 56 764 000	R 56 764 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
C1011: upgrade MR00281 along Theewaterskloof Dam between Rooihoogte & Draaiberg	Theewaterskloof LM	R 33 074 000	R 33 074 000	2015/16 - 2017/18 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
Upgrade of Access to and Pedestrian facilities in the Myddleton area across the N2	Theewaterskloof (Caledon)	R 36 150 000	R 36 150 000	2013/14 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2011-2016 draft
Sub-Total for Overberg District Municipality		R 1 088 016 000	R 1 088 016 000				
WEST COAST DISTRICT MUNICIPALITY							
Upgrade main road to become uni-directional, Clanwilliam	Clanwilliam	R 4 500 000	-	2010/11 - 2011/12 financial years			
Raise the bridge over the Olifants River near Lutzville by at least 10 meters	Matzikama	R 2 200 000	R 500 000	2010/11 - 2013/14 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Provision of a median in main road of Darling (R307)	Swartland	R 700 000	-	2011/12 - 2012/13 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Annual update of ITP	DMA	R 3 750 000	R 750 000	2009/10 - 2013-14 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Preparation of a plan for subsidised public transport services	DMA	R 250 000	-	2010/11 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Sub-Total for West Coast District Municipality		R 11 400 000	R 1 250 000				
EDEN DISTRICT MUNICIPALITY							
Upgrading of gravel roads to surfaced roads	Eden DM	R 30 000 000	R 0				
Poort Road (MR401) is dangerous and in urgent need of repair	Eden DM	-	-	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Upgrading of storm water systems	Eden DM	R 20 000 000	R 10 000 000				
R62 (TR44/1) is badly deteriorated	Eden DM	-	-	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Reinstatement of Apple Express railway line as commuter/ freight route	Eden DM	-	-	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Sub-Total for Eden District Municipality		R 50 000 000	R 10 000 000				

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
GEORGE MUNICIPALITY							
Widen Wilfontein Way. Widening Wilfontein way from Elke Avenue to the N19/ Langenhoven Road to four lanes	George LM	R 6 400 000	R 0	2010 - 2011	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Langenhoven Corridor Upgrade. Upgrading of Langenhoven corridor dual carriageway	George LM	R 30 000 000	R 0	2010 - 2011	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Sandkraal Phase 2 upgrade. Widening of Sandkraal/ N2 Bridge, upgrade of Sandkraal road from N2 to Vuyani Ndamazana Street	George LM	R 60 000 000	R 0	2010 - 2012	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Widen Beach and York/ N2 Crossings	George LM	R 65 000 000	R 0	2010 - 2013	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Krystna Road Corridor	George LM	R 10 000 000	R 0	2010 - 2013	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Widen the R102	George LM	R 48 408 000	R 9 408 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Rand Road Link	George LM	R 107 160 000	R 37 160 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Widen N2 Mall IC Bridge	George LM	R 72 120 000	R 30 120 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Southern Arterial Western Section	George LM	R 174 870 000	R 24 870 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Truck stop	George LM	R 10 000 000	R 0	2010 - 2013	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Weighbridge	George LM	R 20 000 000	R 10 000 000	2013 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Construction of new NMT link between Blanco and the CBD	George LM	R 2 000 000	R 1 000 000	2013 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Construct NMT link along the N2	George LM	R 13 500 000	R 4 000 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Repair and widen walkways. Directly north of the bridge over the N2 along Sandkraal Road	George LM	R 200 000	R 0	2012	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
NMT Asset Management system	George LM	R 2 000 000	R 2 000 000	2013 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
The detail planning and construction of NMT infrastructure to be provided in the vicinity of schools within a 2km radius from schools	George LM	R 480 000	R 0	2012 - 2013	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Providing additional transport contracts (negotiating with the WCED)	George LM	-	R 0	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Compile a traffic management Plan for each school as well as the construction of facilities	George LM	R 5 520 000	R 2 500 000	2011 - 2015	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Road resurfacing and rehabilitation	George LM	R 171 600 000	R 5 000 000	2010 - 2014	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Outeniqua Pass. Upgrade the pass with a warning system compulsory stops and arrestor beds	George LM	R 20 000 000	R 20 000 000	2015	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Promoting bicycle use by the Shova Kalwila program	George LM	R 5 000 000	R 5 000 000	2015	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Sub-Total for George Municipality		R 825 258 000	R 161 058 000				
CAPE WINELANDS DISTRICT MUNICIPALITY							
Breede Valley Local Municipality:							
Construction of Worcester eastern bypass (EIA study)	Worcester	R 500 000	R 0	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of Rehabilitation projects for flexible pavements as per FPMS	Breede Valley LM	R 110 348 700	R 82 116 900	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of Rehabilitation projects for flexible pavements as per FPMS	Breede Valley LM	R 190 300 750	R 114 180 450	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of Diluted Emulsion projects for flexible pavements as per FPMS	Breede Valley LM	R 11 293 000	R 6 775 800	2011/12 - 2015/16 financial years			
Integrated Public Transport Network for Breede Valley LM	Breede Valley LM	R 500 000	R 0	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Prepare a Non-motorised Transport plan for Breede Valley LM	Breede Valley LM	R 500 000	R 0	2012/13 financial year			
Investigate a subsidised service for taxi and bus operators	Breede Valley LM	R 350 000	R 350 000	2014/15 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Develop a management plan for ranks and interchanges in Breede Valley LM	Breede Valley LM	R 250 000	R 250 000	2015/16 financial year			
Design and construction of public transport facility in De Doorns East, South of N1	De Doorns	R 1 600 000	R 0	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Design and construction of a public transport facility Zweletemba	Zweletemba	R 1 300 000	R 0	2012/13 financial year			
Design and construction of a public transport facility in Touwsrivier	Touwsrivier	R 1 200 000	R 1 200 000	2013/14 financial year			
Upgrading of facilities and surface of Worcester airport	Worcester	R 1 500 000	R 1 500 000	2014/15 - 2015/16 financial years			
Re-align pedestrian crossing over railway line in De Doorns	De Doorns	R 9 400 000	R 9 400 000	2013/14 - 2015/16 financial years			
Drakenstein Local Municipality:							
Widening of Oosbosch Street from Bergivier Boulevard to Jan van Riebeeck (1200m)	Paarl	R 30 300 000	R 0	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Extension of Van der Stel Rd northwards to Jan van Riebeeck (695 m)	Paarl	R 6 990 000	R 6 990 000	2013/14 financial year			
Extension of Van der Stel Rd southwards to Klein Drakenstein (R101) (500m)	Paarl	R 6 250 000	R 6 250 000	2014/15 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Widening of Market Street between Berg River Boulevard and Jan van Riebeeck (615 m)	Paarl	R 28 140 000	R 28 140 000	2015/16 financial year			
Implementation of Rehabilitation projects for flexible pavements as per FPMS	Drakenstein LM	R 116 277 100	R 65 979 500	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of Resurfacing projects for flexible pavements as per FPMS	Drakenstein LM	R 417 734 250	R 250 640 550	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of Diluted Emulsion projects for flexible pavements as per FPMS	Drakenstein LM	R 9 739 500	R 5 843 700	2011/12 - 2015/16 financial years			
Integrated Public Transport Network for Drakenstein LM	Drakenstein LM	R 500 000	R 0	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigation into NMT for Drakenstein LM	Drakenstein LM	R 500 000	R 500 000	2013/14 financial year			
Investigation into development of taxi ranks in Paarl	Paarl	R 250 000	R 250 000	2014/15 financial year			
Investigate appropriate heavy vehicle overnight facilities	Paarl	R 200 000	R 0	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Development of a Public Transport interchange at Huguenot Station	Paarl	R 350 000	R 0	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
Provision of a mini-bus taxi with amenities and bus stop at Paarl Station	Paarl	R 650 000	R 650 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Provide shelters and lighting at mini-bus taxi pick-up and drop-off points	Drakenstein LM	R 850 000	R 850 000	2014/15 - 2015/16 financial years			
Design & construction of long distance bus facility in Paarl	Paarl	R 5 850 000	R 5 850 000	2014/15 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Langeberg Local Municipality:							
Upgrade of shoulder on MR290 between Robertson and McGregor	Langeberg	R 200 000	R 0	2012/13 financial year			
Provision of additional road safety signage along rural roads	Langeberg	R 350 000	R 0	2011/12 financial year			
Maintenance on sections of Stormvlei Rd (R317), Robertson to Bonnievale	Langeberg	-	R 0	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Upgrading /reconstruction of TR31/2 (R62) between Ashton and Montagu	Langeberg	-	R 0	Not specified in ITP	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Bypass lanes on sections of the R60 between Robertson and Worcester	Langeberg	R 500 000	R 0	2012/13 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Integrated Public Transport Network for Langeberg LM	Langeberg	R 500 000	R 0	2011/12 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigate provision of overnight facilities and truck stops for heavy vehicles	Langeberg	R 500 000	R 500 000	2014/15 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigate into provision of long distance bus facilities in Langeberg LM	Langeberg	R 250 000	R 0	2012/13 financial year			
Location of bus shelters and embayments	Langeberg	R 750 000	R 0	2011/12 - 2012/13 financial years			
Provision of public transport ranks in Langeberg LM	Langeberg	R 1 750 000	R 1 750 000	2013/14 - 2014/15 financial years			
Provision of public transport facility in Wesley Street	Langeberg	R 3 200 000	R 3 200 000	2015/16 financial year			
Witzenberg Local Municipality:							
Implementation of rehabilitation projects for flexible pavements as per FPMS	Witzenberg LM	R 41 981 800	R 22 155 700	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of resurfacing projects for flexible pavements as per FPMS	Witzenberg LM	R 138 633 750	R 83 180 250	2011/12 - 2015/16 financial years	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Implementation of diluted emulsion projects for flexible pavements as per FPMS	Witzenberg LM	R 3 324 000	R 1 994 400	2011/12 - 2015/16 financial years			
Integrated Public Transport Network for Witzenberg LM	Witzenberg LM	R 500 000	R 0	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigation into NMT for Witzenberg LM	Witzenberg LM	R 400 000	R 0	2012/13 financial year			
Feasibility and location of heavy vehicle overnight facility in Ceres/PAH	Ceres, PAH	R 150 000	R 150 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigate lighting on the Bella Vista - Prince Alfred's Hamlet road (R303)	PAH/ Bella Vista	R 50 000	R 50 000	2014/15 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2010 draft
Investigate location, traffic impact and budget for public transport facility in Wolseley	Wolseley	R 1 600 000	R 0	2011/12 - 2012/13 financial years			
Consolidation of Public Transport facilities in Ceres	Ceres	R 1 250 000	R 1 250 000	2014/15 - 2015/16 financial years			
Sub-Total for Cape Winelands District Municipality		R 1 149 512 850	R 701 947 250				
STELLENBOSCH MUNICIPALITY							
ITP Table 12.1							
Strategic Initiative: Ensuring the effective maintenance and optimum utilisation of existing roads and stormwater:							
Public transport projects	Stellenbosch	R 15 000 000	not included	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate national government as funding source
Upgrade roads: La Motte	Stellenbosch	R 3 000 000	not included	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
Upgrade roads: Wemmershoek	Stellenbosch	R 3 000 000	not included	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
Upgrade Adam Tar / R44 intersection	Stellenbosch	R 79 892	not included	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as funding source
Strategic Initiative: Provision of adequate shelters/embayment and taxi rank facilities:							
Bergzicht development (taxi rank)	Stellenbosch	R 837 878	not included	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as contributing funding source
Franschhoek taxi facilities	Stellenbosch	R 12 500 000	not included	2009/10 - 2011/12 financial years	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
Strategic Initiative: Provision of new roads and stormwater, pedestrian routes and cycle paths:							
Major roads	Stellenbosch	R 4 560 000	not included	2009/10 - 2011/12 financial years	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as contributing funding source

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
ITP Table 12.2							
The building of a second carriage way on MR174 from the N1 to Stellenbosch.	Stellenbosch	R 67 600 000	R 67 600 000	2013/14 - 2014/15 financial years	Indicated in ITP as "Future"	Not specified in ITP	ITP indicate this as WCG budget
The upgrade of the Stellenbosch arterial between Range road and Polkadraai	Stellenbosch	R 66 000 000	R 0	2011/12 financial year	Design	Not specified in ITP	ITP indicate this as WCG budget
Upgrade of the Bredell and Stellenrust intersections on MR27 in Stellenbosch	Stellenbosch	R 14 000 000	R 9 737 000	2012/13 - 2013/14 financial years	Planning	Not specified in ITP	ITP indicate this as WCG budget
Rehabilitation and reconstruction of MR172 between Helshoogte and Boschendal, through the Priel village, including hard & soft landscaping.	Stellenbosch	R 39 132 000	R 0	2010/11 financial year	Construction	Not specified in ITP	ITP indicate this as WCG budget
The upgrade of 10km of MR191 between Paarl and Franschhoek.	Stellenbosch	R 78 160 000	R 24 859 000	2011/12 - 2013/14 financial years	Planning	Not specified in ITP	ITP indicate this as WCG budget
The rehabilitation of MR166, resealing 1km of DR1039 & upgrade of 1.2km of DR1043.	Stellenbosch	R 18 651 000	R 0	2011/12 - 2012/13 financial years	Design	Not specified in ITP	ITP indicate this as WCG budget
Rehabilitation and improvements to MR168 between MR159 and MR177 in the Stellenbosch Area.	Stellenbosch	R 277 001 000	R 47 998 000	2011/12 - 2013/14 financial years	Design	Not specified in ITP	ITP indicate this as WCG budget
Rehabilitation of DR1050, from Annandale Road (km0.00) at MR168 in Lynedoch to Groene Rivier (km7.34) in the Stellenbosch area. The R44(MR27) to Stellenbosch / Somerset West is crossed at km 5.47.	Stellenbosch	R 28 500 000	R 15 263 000	2012/13 - 2013/14 financial years	Planning	Not specified in ITP	ITP indicate this as WCG budget
ITP Table 12.3							
Public Transport Planning Studies: Compile the final feasibility study for additional public transport vehicles/routes for the general public once the US routes are operational.		R 1 000 000	not included				
Public Transport Planning Studies: Develop own Stellenbosch operating Licence Databank		R 200 000	not included				
Public Transport Planning Studies: Compile feasibility study on the development of Stellenbosch aerodrome as a corporate jet hub for the Cape Town Metropole		R 1 000 000	not included				
NMT Planning Studies: Expand pedestrian studies to surrounding towns in the SLM.		R 250 000	not included				
Parking Planning Studies: Investigate the provision of Park-and-Ride facility for the Stellenbosch local airport		R 200 000	not included				
Parking Planning Studies: Investigate the provision of Park-and-Ride facility for the CT International Airport		R 200 000	not included				
Roads Planning Studies: Stellenbosch Western by-pass feasibility study and environmental impact assessment.	Stellenbosch	R 1 000 000	not included	Not specified in ITP	Not specified in ITP	Not specified in ITP	ITP indicate authority as "SLM/PGWC"
Freight Planning Studies: The investigation of measures to prevent freight vehicles from using the Franschhoek pass in order to miss the future N1/N2 toll gates.	Stellenbosch	R 150 000	not included	Not specified in ITP	Not specified in ITP	Not specified in ITP	ITP indicate authority as "SLM/SANRAL"
Freight Planning Studies: The identification of a suitable location for the construction of a weighbridge and holding area.		R 150 000	not included				
Freight Planning Studies: A proper survey to be conducted of all the existing freight operators currently operating in the SLM.		R 150 000	not included				
Freight Planning Studies: The compilation of a databank of hazardous chemical operators must be initiated and designated routes must be identified for the transportation of these materials.		R 100 000	not included				
Road Safety Studies: Conduct road safety audits on the 50 worst accident locations within the municipality		R 1 500 000	not included				
Road Safety Studies: Investigate measures to increase safety at all the level railway crossings in SLM.	Stellenbosch	R 750 000	not included	Not specified in ITP	Not specified in ITP	Not specified in ITP	ITP indicate authority as "PRASA/SLM"
Road Safety Studies: Traffic signal investigations		R 200 000	not included				
Public Transport Operational Proposals: The SLM to engage with the Provincial OLS to speed up the conversion process.	Stellenbosch		not included	Not specified in ITP	Not specified in ITP	Not specified in ITP	ITP indicate authority as "SLM/PGWC"
ITP Table 12.5							
Public Transport Infrastructure Proposals: Bergzicht: An Additional 13 bays to be demarcated at the existing rank.		R 200 000	not included				
Public Transport Infrastructure Proposals: Kayamandi Suburb: The design and implementation of a new 16 bay ranking facility.		R 6 000 000	not included				
Public Transport Infrastructure Proposals: Kayamandi Bridge: The design and implementation of a new 16 bay ranking facility.		R 6 000 000	not included				
Public Transport Infrastructure Proposals: Klappmuts: The design and implementation of a new 16 bay ranking facility.		R 6 000 000	not included				
Public Transport Infrastructure Proposals: Franschhoek: The implementation of the designed ranking facility.		R 13 000 000	not included				
Public Transport Infrastructure Proposals: Priel: Eight shelters to be implemented adjacent to the newly constructed lay-bys		R 400 000	not included				
Public Transport Infrastructure Proposals: Lanquedoch: An ablution block, shelters and improved lighting to be implemented.		R 1 000 000	not included				
ITP Table 12.7							
Proposed Roads Infrastructure Projects: Intersection upgrade of Van Reede and Strand Streets		R 5 000 000	not included				
Proposed Roads Infrastructure Projects: Intersection upgrade of Lang/Helshoogte and Adam Tas Streets		R 5 000 000	not included				
Proposed Roads Infrastructure Projects: Intersection upgrade of Meriman Avenue and Adam Tas Street		R 5 000 000	not included				
Proposed Roads Infrastructure Projects: Traffic Calming Implementation plan.		R 200 000	not included				
Proposed Roads Infrastructure Projects: Traffic improvement signage.		R 200 000	not included				
ITP Table 12.8							
NMT Projects: The widening of Jonkershoek Class 2 NMT facility		R 1 875 000	not included				
NMT Projects: Sidewalk required on both sides along western section of Meriman Street close to R4.		R 990 000	not included				
NMT Projects: Add sidewalk along Marais Street/Cluver Street between Meriman Street and Van riebeeck Street		R 945 000	not included				
NMT Projects: Add sidewalk along Piet Relief Street between Noordwal West Street and Vrede Street on the eastern side.		R 825 000	not included				

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
NMT Projects: Upgrade paved shoulder along the northern side of Webbersvlei Road to a proper NMT facility & construct kerbs.		R 1 950 000	not included				
NMT Projects: Increase width of class 2 NMT facility along R44 from Van Reede Street to Paradyskloof/Jamestown.		R 2 550 000	not included				
NMT Projects: Sidewalk/cycle path into Techno Park with bicycle storage facilities.		R 1 650 000	not included				
NMT Projects: Kayamandi Bird Street link.		R 3 500 000	not included				
Sub-Total for Stellenbosch Local Municipality		R 697 156 770	R 159 457 000				
CITY OF CAPETOWN							
Construct Rds: Bottelary/R300	CoCT	R 1 000 000	R 1 000 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Foreshore Freeway: Bearing Replacement	CoCT	R 3 000 000	-	2011/12 financial year			
Atlantis Dev Corr -M12:	CoCT	R 3 400 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Atlantis Dev Corr	CoCT	R 7 000 000	R 2 000 000	2012/13 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
WC:Klipfontein PT NMT Scheme:PGWC	CoCT	R 5 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Dualling: Broadway Blvd: Beach Rd: MR27	CoCT	R 1 200 000	R 1 000 000	2012/13 - 2013/14 financial year			
Widening: Lourensford Rd: MR9 Parel Vail	CoCT	R 200 000	-	2012/13 financial year			
Widening MR27: Strand: Piet Relief, Newton	CoCT	R 100 000	-	2012/13 financial year			
Constr: Onwenacht Rd: Broadway to Faure	CoCT	R 3 500 000	-	2011/12 financial year			
Pelican Park: Strandfontein Rd Upgr_USDG	CoCT	R 74 000 000	R 30 000 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Khayalitsha Rail Extension T1	CoCT	R 51 300 000	R 23 800 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Khayalitsha Rail Extension T1	CoCT	R 42 000 000	R 32 000 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
WC:Ped Imprments to Somerset Rd:PTIF	CoCT	R 2 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Extension of Broadway Blvd: Broadlands	CoCT	R 300 000	R 300 000	2013/14 financial year			
Crowdon - Roads & Stormwater	CoCT	R 5 200 000	R 1 500 000	2011/12 - 2013/14 financial year			
South fork, Strand - roads & storm water	CoCT	R 300 000	-	2012/13 financial year			
IM: rehabilitation: Metro Roads (CMTF)	CoCT	R 10 000 000	-	2011/12 financial year			
Roads & Stormwater Rehabilitation	CoCT	R 5 000 000	-	2011/12 financial year			
IM: Reconstruct Roads Metro	CoCT	R 58 093 953	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IM:Rehabilitation: Metro Roads (CMTF)	CoCT	R 7 000 000	-	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IM: Reconstruct Roads Metro	CoCT	R 29 243 829	-	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Roads & Stormwater Rehabilitation	CoCT	R 20 000 000	-	2012/13 financial year			
Bicycle & Pedestrian Facilities:NT URP	CoCT	R 1 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Non Motorised Transport: City Wide	CoCT	R 20 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Main Roads: Northern Corridor	CoCT	R 6 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Widening of Stock Road, Phillipi	CoCT	R 1 500 000	-	2011/12 financial year			
Okavango Road: Link: Brackenfell	CoCT	R 2 000 000	R 1 000 000	2012/13 - 2013/14 financial year			
Non Motorised Transport: City Wide	CoCT	R 37 000 000	-	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IM: Reconstruct Roads Metro	CoCT	R 39 843 829	R 39 843 829	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Non-Motorised Transport: City Wide	CoCT	R 20 000 000	R 20 000 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Roads & Stormwater Rehabilitation	CoCT	R 20 000 000	R 20 000 000	2013/14 financial year			
IM: Construct Footway and Verges	CoCT	R 10 000 000	R 10 000 000	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Lentegeur & Mandalay Station PT1:Disg	CoCT	R 48 226 000	R 23 000 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Mitchell's Plain Station T1	CoCT	R 34 000 000	R 6 000 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Mitchell's Plain Station T1	CoCT	R 55 240 000	R 8 000 000	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Traffic signal and system upgrade	CoCT	R 1 000 000	-	2011/12 financial year			
Site C Transport Infrastructure D	CoCT	R 73 300 000	R 35 000 000	2011/12 - 2013/14 financial year			
General PTI Improvements	CoCT	R 9 000 000	-	2011/12 financial year			
Public Transport Facilities: Sign (PTIF)	CoCT	R 4 650 000	-	2011/12 financial year			
Provision of Bus/Taxi shelters	CoCT	R 21 800 000	-	2011/12 financial year			
Provision of Bus/Taxi shelters	CoCT	R 3 000 000	-	2012/13 financial year			
Electronic Access Control	CoCT	R 23 865 000	-	2011/12 financial year			

PROJECT	LOCATION / AREA	TOTAL	BUDGET FUTURE FINANCIAL YEARS*	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
Public Transport Systems management proj	CoCT	R 23 000 000	-	2011/12 financial year			
Public Transport Systems management proj	CoCT	R 5 000 000	-	2012/13 financial year			
Travel time reduction	CoCT	R 10 000 000	-	2011/12 financial year			
Travel time reduction	CoCT	R 16 813 914	-	2012/13 financial year			
Dunoon taxi terminus	CoCT	R 10 500 000	-	2011/12 - 2012/13 financial year			
Retreat PTI	CoCT	R 4 500 000	-	2011/12 financial year			
Samara Machel Taxi Rank Phillipi	CoCT	R 6 500 000	-	2011/12 - 2012/13 financial year			
Masiphumelele (Site 5) Taxi Rank	CoCT	R 5 500 000	-	2012/13 financial year			
Niyanga Main Taxi Rank	CoCT	R 18 000 000	-	2011/12 - 2012/13 financial year			
Wynberg TI Holding Facility	CoCT	R 15 000 000	-	2011/12 - 2012/13 financial year			
Imizamo Yethu Taxi Facilities, Hout Bay	CoCT	R 1 500 000	-	2011/12 - 2012/13 financial year			
Nomsama PTI: Strand	CoCT	R 14 500 000	-	2011/12 - 2012/13 financial year			
Lentegeur & Mandalay Station PTI's:Dsg	CoCT	R 25 000 000	-	2012/13 financial year			
Somerset West PTI	CoCT	R 9 500 000	-	2011/12 financial year			
Khayelitsha CBD PTI	CoCT	R 2 800 000	-	2011/12 financial year			
ATC: System Upgrades (SCOOT)	CoCT	R 1 000 000	-	2011/12 financial year			
Transport Active Network Systems	CoCT	R 1 000 000	-	2012/13 financial year			
Traffic Signal and system upgrade	CoCT	R 2 286 142	-	2012/13 financial year			
Transport Systems management Projects	CoCT	R 2 000 000	-	2012/13 financial year			
Transport Active Network Systems	CoCT	R 1 000 000	R 1 000 000	2013/14 financial year			
Traffic signal and system upgrade	CoCT	R 2 286 142	R 2 286 142	2013/14 financial year			
Transport Systems Management Projects	CoCT	R 2 000 000	R 2 000 000	2013/14 financial year			
IRT: Integr Rapid Transit Syst(Ph1A):PTIF	CoCT	R 138 299 913	R 16 895 130	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: WestCoast Corridor:PTIF	CoCT	R 1 548 210 949	R 576 195 908	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: InnerCity Service:PTIF	CoCT	R 10 100 845	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Feeder Stations: Inner City:PTIF	CoCT	R 120 575 792	-	2011/12 - 2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Trunk Stations:PTIF	CoCT	R 274 278 112	R 111 597 687	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Prop Acquisition: InnerCity Depot:PTIF	CoCT	R 91 656 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Depot Infrastruc:Potsdam Depot:PTIF	CoCT	R 81 689 383	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Depot Infrastruc:Atlantis Depot:PTIF	CoCT	R 119 052 751	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: NIM:PTIF	CoCT	R 70 693 600	R 15 346 800	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Infrastructure Scenario 1:PTIF	CoCT	R 413 992 217	R 413 992 217	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Vehicle Acquisition	CoCT	R 200 000 000	-	2011/12 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Vehicle Acquisition	CoCT	R 211 745 979	R 211 745 979	2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Control Centre	CoCT	R 117 979 727	-	2011/12 - 2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Fare Collection	CoCT	R 224 816 416	R 7 656 753	2011/12 - 2013/14 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
IRT: Vehicle Acquisitions	CoCT	R 40 000 000	-	2012/13 financial year	Not specified in ITP	Not specified in ITP	Latest available ITP is the 2006-2011 ITP (2012 update not available yet)
Sub-Total for City of Cape Town		R 4 612 980 493	R 1 613 160 445				
TOTAL FOR ALL MUNICIPALITIES		R 8 514 186 113	R 3 734 888 695				

* Future Financial Years Include: 2013/14, 2014/15, 2015/16, 2016/17, 2017/18

DITP Projects and Budgets: City of Cape Town

 Considered to be of Provincial Significance

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
TR&MP Office Support	Furniture & Fittings	General	43 121	-	-	43 121
TR&MP Office Support	Furniture & Fittings	General	-	43 121	-	43 121
TR&MP Office Support	Furniture & Fittings	General	-	-	43 121	43 121
Roads and Stormwater	Brackenfell Blvd -De Bron -Lang	Major Rds	4 000 000	4 000 000	3 000 000	11 000 000
Roads and Stormwater	Construct Rds: DE Villiers Rd : EFF	Major Rds	-	100 000	2 000 000	2 100 000
Roads and Stormwater	Construct Rds:Bottelary/R300	Major Rds	-	-	1 000 000	1 000 000
Roads and Stormwater	Construct Rds:Broadway Extension	Major Rds	-	3 000 000	10 000 000	13 000 000
Roads and Stormwater	CSRM: Lotus Canal Widening:Gugulethu	Stormwater	6 000 000	2 000 000	1 000 000	9 000 000
Roads and Stormwater	Morkels Cottage	Housing	2 700 000	-	-	2 700 000
Roads and Stormwater	Morkels Cottage	Housing	1 500 000	1 500 000	-	3 000 000
Roads and Stormwater	CSRM: Somerset West 10HA: SW	Stormwater	2 000 000	-	-	2 000 000
Roads and Stormwater	Flood Alleviation -Lourens River	Stormwater	1 100 000	1 800 000	1 000 000	3 900 000
Roads and Stormwater	Bulk Stormwater Table View North - BICL	Stormwater	1 000 000	-	-	1 000 000
Roads and Stormwater	CSRM: Bulk SW Table View North-EFF	Stormwater	3 500 000	2 000 000	-	5 500 000
Roads and Stormwater	Bardale (erf 451): Bulk Roads (USDG)	Major Rds	-	10 000 000	-	10 000 000
Roads and Stormwater	ICS/Powerstation site	General	59 000	-	-	59 000
Roads and Stormwater	Foreshore Freeway: Bearing Replacement	Structures	3 000 000	-	-	3 000 000
Roads and Stormwater	Sheffield Rd Philippi: Plan and Design	Major Rds	-	-	1 000 000	1 000 000
Roads and Stormwater	Atlantis Dev Corr -M12:	Major Rds	3 400 000	-	-	3 400 000
Roads and Stormwater	Atlantis Dev Corr	Major Rds	-	5 000 000	2 000 000	7 000 000
Roads and Stormwater	Buttskop Rd upgrading	Major Rds	-	-	500 000	500 000
Roads and Stormwater	Land Acq: Broadway Blvd, Strand Erf 33427	Property Acquisition	350 000	-	-	350 000
Roads and Stormwater	WC:Klipfontein PT NMT Scheme:PGWC	WorldCup 2010	5 000 000	-	-	5 000 000
Roads and Stormwater	Vlakteplaas Bulk Roads & S/water	Major Rds	-	500 000	-	500 000
Roads and Stormwater	Vlakteplaas Bulk Roads & S/water	Major Rds	5 500 000	16 000 000	3 000 000	24 500 000
Roads and Stormwater	Onverwacht Rd: Bulk Stormwater	Stormwater	4 500 000	-	-	4 500 000
Roads and Stormwater	Nonqubela Minor Rds Phase 2	Minor Rds	2 100 000	-	-	2 100 000
Roads and Stormwater	Upgr: Gravel St's: Mission Grounds, SLP	Minor Rds	2 000 000	1 000 000	-	3 000 000
Roads and Stormwater	Dualling:Broadway Blvd:Beach Rd:MR27	Major Rds	-	200 000	1 000 000	1 200 000
Roads and Stormwater	Widening: Lourensford Rd: MR9 Parel Vall	Major Rds	-	200 000	-	200 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roads and Stormwater	Widening MR27:Strand:Piet Relief,Newton	Major Rds	-	100 000	-	100 000
Roads and Stormwater	Constr: Onverwacht Rd: Broadway to Faure	Major Rds	3 500 000	-	-	3 500 000
Roads and Stormwater	Pelican Park: Strandfontein Rd Upgr_USDG	Major Rds	24 000 000	20 000 000	30 000 000	74 000 000
Roads and Stormwater	Khayelitsha Rail Extension TI	Public Transport	17 500 000	10 000 000	23 800 000	51 300 000
Roads and Stormwater	Khayelitsha Rail Extension TI	Public Transport	5 000 000	5 000 000	32 000 000	42 000 000
Roads and Stormwater	WC:Ped Imprments to Somerset Rd:PTIF	WorldCup 2010	2 000 000	-	-	2 000 000
Roads and Stormwater	Extension of Broadway Blvd : Broadlands	Major Rds	-	-	300 000	300 000
Roads and Stormwater	WC:Green Point Precinct Ifra Relat Upgra	WorldCup 2010	9 775 905	-	-	9 775 905
Roads and Stormwater	Croydon -Roads & Stormwater	Major Rds	1 700 000	2 000 000	1 500 000	5 200 000
Roads and Stormwater	South Fork, Strand -roads & storm water	Major Rds	-	300 000	-	300 000
Roads and Stormwater	Traffic Calming City Wide	Minor Rds	200 000	-	-	200 000
Roads and Stormwater	IM:Rehabilitation Coastal Structures:EFF	Stormwater	5 500 000	-	-	5 500 000
Roads and Stormwater	CSRM General Stormwater projects	Stormwater	2 000 000	-	-	2 000 000
Roads and Stormwater	IM: Construct Road Structures	Structures	3 000 000	-	-	3 000 000
Roads and Stormwater	IM: Construct Footway and Verges	NMT	9 000 000	-	-	9 000 000
Roads and Stormwater	SW: Coastal Water Quality Control Struct	Stormwater	2 000 000	-	-	2 000 000
Roads and Stormwater	Rehabilitation -Minor Roads	Minor Rds	2 000 000	-	-	2 000 000
Roads and Stormwater	Unmade Roads: Residential	Minor Rds	1 000 000	-	-	1 000 000
Roads and Stormwater	IM:Rehabilitation: Metro Roads (CMTF)	Major Rds	10 000 000	-	-	10 000 000
Roads and Stormwater	Prop. Acquis. -Hardship	Property Acquisition	1 000 000	-	-	1 000 000
Roads and Stormwater	Furniture, Fittings Tools & Equipment	General	500 000	-	-	500 000
Roads and Stormwater	Bulk Roads & Stormwater for Housing Proj	Housing	35 343 244	-	-	35 343 244
Roads and Stormwater	Roads & Stormwater Rehabilitation	Major Rds	5 000 000	-	-	5 000 000
Roads and Stormwater	IM: Reconstruct Roads Metro	Major Rds	58 033 953	-	-	58 033 953
Roads and Stormwater	Acquisition:Computer Hardware & Software	General	500 000	-	-	500 000
Roads and Stormwater	Soetrivier Upgrading	Stormwater	1 350 000	-	-	1 350 000
Roads and Stormwater	Palisade Fence Vanguard Dr	Ward Allocation	270 000	-	-	270 000
Roads and Stormwater	Green Point Promenade Upgrade	NMT	2 000 000	2 000 000	2 000 000	6 000 000
Roads and Stormwater	Conctruct:Roundabout Eisleben & Caravelle	Transport Systems	1 300 000	-	-	1 300 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roads and Stormwater	IM:Rehabilitation: Metro Roads (CMTF)	Major Rds	-	7 000 000	-	7 000 000
Roads and Stormwater	IM: Reconstruct Roads Metro	Major Rds	-	29 243 829	-	29 243 829
Roads and Stormwater	Roads & Stormwater Rehabilitation	Major Rds	-	20 000 000	-	20 000 000
Roads and Stormwater	IM: Construct Footway and Verges	NMT	-	10 000 000	-	10 000 000
Roads and Stormwater	Bulk Roads & Stormwater for Housing Proj	Housing	-	40 293 381	-	40 293 381
Roads and Stormwater	Prop. Acquis. -Hardship	Property Acquisition	-	1 000 000	-	1 000 000
Roads and Stormwater	Rehabilitation -Minor Roads	Minor Rds	-	1 000 000	-	1 000 000
Roads and Stormwater	Furniture, Fittings Tools & Equipment	General	-	1 000 000	-	1 000 000
Roads and Stormwater	Unmade Roads: Residential	Minor Rds	-	1 000 000	-	1 000 000
Roads and Stormwater	OPS Upgrading of depot facilities	General	-	300 000	-	300 000
Roads and Stormwater	Bicycle & Pedestrian Facilities:NT URP	NMT	1 000 000	-	-	1 000 000
Roads and Stormwater	Non Motorised Transport: City Wide	NMT	20 000 000	-	-	20 000 000
Roads and Stormwater	Tarring of sidewalks in v. Riebeeckshof	Ward Allocation	60 000	-	-	60 000
Roads and Stormwater	Construct kerb & channelling Ward 65	Ward Allocation	300 000	-	-	300 000
Roads and Stormwater	Install speed hump Heron Rd Grassy P	Ward Allocation	36 000	-	-	36 000
Roads and Stormwater	Install footway Atkins Rd Grassy Park	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Construct kerb & channelling Ward 66	Ward Allocation	300 000	-	-	300 000
Roads and Stormwater	Kerb & channelling Old Strandfontein Rd	Ward Allocation	200 000	-	-	200 000
Roads and Stormwater	Install one speed hump Grassy Park	Ward Allocation	20 000	-	-	20 000
Roads and Stormwater	Traffic Calming in Ward 48	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Traffic Calming in Ward 49	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Traffic Calming in Ward 60	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Sidewalks at Focal Points Edgemean	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Directional Signs Main Rd Bothasig Emead	Ward Allocation	30 000	-	-	30 000
Roads and Stormwater	Realignment Road kerbs and Footways	Ward Allocation	180 000	-	-	180 000
Roads and Stormwater	Premix sidewalk Meerlust & Cherry Ward 3	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Gravel Ford Street Loumar Ward 3	Ward Allocation	15 000	-	-	15 000
Roads and Stormwater	Upgrading of sidewalks in Greenlands	Ward Allocation	95 000	-	-	95 000
Roads and Stormwater	Traffic Calming Alleyne & Labiance Str	Ward Allocation	120 000	-	-	120 000
Roads and Stormwater	Consinuationof pavement installation	Ward Allocation	140 000	-	-	140 000
Roads and Stormwater	Installation of speedhump Matroosfontein	Ward Allocation	30 000	-	-	30 000
Roads and Stormwater	Traffic calming Ward 3 South	Ward Allocation	30 000	-	-	30 000
Roads and Stormwater	Traffic calming: Ward 2: Olive Schreine	Ward Allocation	140 000	-	-	140 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roads and Stormwater	Traffic Calming measures: Ward 25	Ward Allocation	60 000	-	-	60 000
Roads and Stormwater	Traffic Calming Measure: Elsie's River	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Install Cats Eyes in Kommetjie Road	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Traffic Calming Measures: Ward 68	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Construction of raised intersection	Ward Allocation	65 000	-	-	65 000
Roads and Stormwater	Construction Tarring of parking area	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Walk Way Appledene Road	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Traffic Calming within Ward 43	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Construct sidewalks in Ward 41	Ward Allocation	150 000	-	-	150 000
Roads and Stormwater	Sidewalks in NY69 Guguletu	Ward Allocation	200 000	-	-	200 000
Roads and Stormwater	Sidewalks ward 85	Ward Allocation	150 000	-	-	150 000
Roads and Stormwater	Curb stone pavement Helderberg College rd	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Upgrading of tarmac Strand High	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Paving Strand Beach Front	Ward Allocation	200 000	-	-	200 000
Roads and Stormwater	Tarring sidewalk Hospital to SAPS	Ward Allocation	125 000	-	-	125 000
Roads and Stormwater	Sidewalks Broadlands Park	Ward Allocation	140 000	-	-	140 000
Roads and Stormwater	TRS contingency provision -Insurance	General	200 000	-	-	200 000
Roads and Stormwater	Macassar Housing: Roads & SW	Housing	2 700 000	-	-	2 700 000
Roads and Stormwater	Construct Roads Signs City Wide	Signage	500 000	-	-	500 000
Roads and Stormwater	Main Roads: Northern Corridor	Major Rds	6 000 000	-	-	6 000 000
Roads and Stormwater	Widening of Stock Road Phillipi	Major Rds	1 500 000	-	-	1 500 000
Roads and Stormwater	Raise intersection Ntleni, Tyhali,	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Install speed humps Dyamala Rd	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Install speed humps Ntleni Rd	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Raise intersection Mxixi & Ntleni R	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Plant and Equipment	General	1 200 000	-	-	1 200 000
Roads and Stormwater	Bosmansdam Rd Improvements	Minor Rds	490 000	-	-	490 000
Roads and Stormwater	Construction of the Watergate access rd.	Minor Rds	1 500 000	1 500 000	-	3 000 000
Roads and Stormwater	Bicycle & Peds Facilities:PGWC	WorldCup 2010	3 500 000	-	-	3 500 000
Roads and Stormwater	IM:Project Vukuhmbe Concrete Roads	Minor Rds	2 000 000	-	-	2 000 000
Roads and Stormwater	OPS Upgrading of depot facilities	General	600 000	-	-	600 000
Roads and Stormwater	WC:City-wide NMT Plan:PTIF	WorldCup 2010	10 000 000	-	-	10 000 000
Roads and Stormwater	WC:Grade separated Ped Facilities:PTIF	WorldCup 2010	6 000 000	-	-	6 000 000
Roads and Stormwater	WC:Klipfontein PT NMT Scheme:PTIF	WorldCup 2010	5 000 000	-	-	5 000 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roads and Stormwater	WC:PT and related Infrastr Upgrade:PGWC	WorldCup 2010	4 600 000	-	-	4 600 000
Roads and Stormwater	Construct kerb & channelling in Ward 72	Ward Allocation	150 000	-	-	150 000
Roads and Stormwater	Traffic Calming measures in Ward 72	Ward Allocation	150 000	-	-	150 000
Roads and Stormwater	Install speed humps Chopin St Retreat	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Raised intersection Barry & Colorado	Ward Allocation	60 000	-	-	60 000
Roads and Stormwater	Construction of Side Walks in Ward 91	Ward Allocation	300 000	-	-	300 000
Roads and Stormwater	Construction of Side Walks in Ward 94	Ward Allocation	200 000	-	-	200 000
Roads and Stormwater	Construction of Side Walks in Ward 90	Ward Allocation	300 000	-	-	300 000
Roads and Stormwater	Traffic calming within Ward 76	Ward Allocation	90 000	-	-	90 000
Roads and Stormwater	Traffic calming within Ward 78	Ward Allocation	70 000	-	-	70 000
Roads and Stormwater	Traffic calming within Ward 79	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic calming within Ward 81	Ward Allocation	200 000	-	-	200 000
Roads and Stormwater	Traffic Calming Measures ward 82	Ward Allocation	110 000	-	-	110 000
Roads and Stormwater	Construction of pavements	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Installation of Bollards	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Installation of signage	Ward Allocation	10 000	-	-	10 000
Roads and Stormwater	WC:PT and related Infrastr Upgrade:PTIF	WorldCup 2010	3 050 000	-	-	3 050 000
Roads and Stormwater	Tarring of Sidewalk Hester Street	Ward Allocation	52 000	-	-	52 000
Roads and Stormwater	One Speed Hump Malamba Street	Ward Allocation	30 000	-	-	30 000
Roads and Stormwater	Construct Sidewalk Adelaide Mtiya St	Ward Allocation	105 000	-	-	105 000
Roads and Stormwater	Upgrade of roads in Ward 58	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Riverside Road pathway	Ward Allocation	60 000	-	-	60 000
Roads and Stormwater	Upgrade parking area, Kenilworth Station	Ward Allocation	35 000	-	-	35 000
Roads and Stormwater	Upgrade area around Kenilworth Road	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Traffic Calming Measures: Ward 69	Ward Allocation	100000	-	-	100 000
Roads and Stormwater	Upgrade of footpath, Greenbelt Newlands	Ward Allocation	70 000	-	-	70 000
Roads and Stormwater	Parking upgrade Riverside Road	Ward Allocation	30 000	-	-	30 000
Roads and Stormwater	Upgrade of roads in Ward 73	Ward Allocation	115 000	-	-	115 000
Roads and Stormwater	Sidewalks Rusthof Ward 86	Ward Allocation	120 000	-	-	120 000
Roads and Stormwater	Speed hump Zone 18	Ward Allocation	20 000	-	-	20 000
Roads and Stormwater	Sidewalks in Unathi Village	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Footways Milnerton drive	Ward Allocation	50 000	-	-	50 000
Roads and Stormwater	Traffic calming in Circle road	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic calming in Da Gama street	Ward Allocation	35 000	-	-	35 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roads and Stormwater	Sidewalks in Koeberg road Milnerton	Ward Allocation	170 000	-	-	170 000
Roads and Stormwater	Construction of footways in ward 23	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Speedhumps Curlewis street	Ward Allocation	35 000	-	-	35 000
Roads and Stormwater	Traffic Calming in Alamien Road	Ward Allocation	35 000	-	-	35 000
Roads and Stormwater	sidewalk tarring Reygersdal rd	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic calming -Malgas and Fiskaal	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Footpath Retchia road Hoheizen	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Upgrading Street Names Ward 8	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic Calming Ward 21	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic Calming Ward 103	Ward Allocation	45 000	-	-	45 000
Roads and Stormwater	Sidewalks Sonstraal Heights	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Entrance Wall: Philadelphia	Ward Allocation	20 000	-	-	20 000
Roads and Stormwater	Signage Mikpunt / Klipheuwel	Ward Allocation	10 000	-	-	10 000
Roads and Stormwater	Sidewalks Fisantekraal	Ward Allocation	80 000	-	-	80 000
Roads and Stormwater	Traffic Calming Ward 105	Ward Allocation	100 000	-	-	100 000
Roads and Stormwater	Philadelphia: Van Schoor Rd Upgrade	Ward Allocation	40 000	-	-	40 000
Roads and Stormwater	Tarring of Sidwalks Sub Council 21	Ward Allocation	400 000	-	-	400 000
Roads and Stormwater	CSRM General Stormwater projects	Stormwater	-	2 000 000	-	2 000 000
Roads and Stormwater	IM: Construct Road Structures	Structures	-	4 000 000	-	4 000 000
Roads and Stormwater	Acquisition:Computer Hardware & Software	General	-	500 000	-	500 000
Roads and Stormwater	Traffic Calming City Wide	Ward Allocation	-	200 000	-	200 000
Roads and Stormwater	Okavango Road : Link :Brackenfell	Major Rds	-	1 000 000	1 000 000	2 000 000
Roads and Stormwater	IM:Rehabilitation Coastal Structures:EFF	Structures	-	4 000 000	-	4 000 000
Roads and Stormwater	Construct Roads Signs City Wide	Signage	-	500 000	-	500 000
Roads and Stormwater	Non Motorised Transport: City Wide	NMT	-	37 000 000	-	37 000 000
Roads and Stormwater	IM:Project Vukuhmbe Concrete Roads	Minor Rds	-	2 000 000	-	2 000 000
Roads and Stormwater	SW: Coastal Water Quality Control Struct	Structures	-	2 000 000	-	2 000 000
Roads and Stormwater	WC:City-wide NMT Plan:PTIF	World Cup 2010	-	10 000 000	-	10 000 000
Roads and Stormwater	WC:Klipfontein PT NMT Scheme:PTIF	WorldCup 2010	-	5 000 000	-	5 000 000
Roads and Stormwater	Rehabilitation -Minor Roads	Minor Rds.	-	-	1 000 000	1 000 000
Roads and Stormwater	IM: Reconstruct Roads Metro	Major Rds	-	-	39 843 829	39 843 829
Roads and Stormwater	Furniture, Fittings Tools & Equipment	General	-	-	1 000 000	1 000 000
Roads and Stormwater	Unmade Roads: Residential	Minor Rds	-	-	1 000 000	1 000 000
Roads and Stormwater	OPS Upgrading of depot facilities	General	-	-	300 000	300 000
Roads and Stormwater	CSRM General Stormwater projects	Stormwater	-	-	2 000 000	2 000 000
Roads and Stormwater	IM: Construct Road Structures	Structures	-	-	4 000 000	4 000 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Roadsand Stormwater	Acquisition:Computer Hardware & Software	General	-	-	500 000	500 000
Roads and Stormwater	Construct Roads Signs City Wide	Signage	-	-	500 000	500 000
Roads and Stormwater	IM:Rehabilitation Coastal Structures:EFF	Structures	-	-	4 000 000	4 000 000
Roads and Stormwater	Non-Motorised Transport: City Wide	NMT	-	-	20 000 000	20 000 000
Roads and Stormwater	Prop. Acquis. -Hardship	Property Acquisition	-	-	1 000 000	1 000 000
Roads and Stormwater	Roads & Stormwater Rehabilitation	Major Rds	-	-	20 000 000	20 000 000
Roads and Stormwater	SW: Coastal Water Quality Control Struct	Stormwater	-	-	2 000 000	2 000 000
Roads and Stormwater	WC:City-wide NMT Plan:PTIF	WorldCup 2010	-	-	10 000 000	10 000 000
Roads and Stormwater	WC:Klipfontein PT NMT Scheme:PTIF	WorldCup 2010	-	-	5 000 000	5 000 000
Roads and Stormwater	IM: Construct Footway and Verges	NMT	-	-	10 000 000	10 000 000
Roads and Stormwater	Bulk Roads & Stormwater for Housing Proj	Housing	-	-	43 017 700	43 017 700
Transport	Lentegeur & Mandalay Station PTI's:Dsg	Public Transport	15 000 000	10 226 000	23 000 000	48 226 000
Transport	Mitchell's Plain Station TI	Public Transport	14 000 000	14 000 000	6 000 000	34 000 000
Transport	Mitchell's Plain Station TI	Public Transport	39 020 000	8 220 000	8 000 000	55 240 000
Transport	Traffic Signal and system upgrade	Transport Systems	1 000 000	-	-	1 000 000
Transport	Traffic Signals Dev (Recoverable Works)	General	1 500 000	-	-	1 500 000
Transport	TR&S: Acquisition of computer hardware	General	386 142	-	-	386 142
Transport	Traffic Safety Bureau -Projects	Transport Systems	2 150 000	-	-	2 150 000
Transport	Transport Systems Management Projects	Transport Systems	1 000 000	-	-	1 000 000
Transport	Furn, Fittings, Tools & Equip -Transport	General	700 000	-	-	700 000
Transport	Site C Transport Infrastructure D	Public Transport	21 300 000	17 000 000	35 000 000	73 300 000
Transport	WC:Rail based Park&Ride Facilities:PTIF	WorldCup 2010	42 324 173	-	-	42 324 173
Transport	WC:Long Distance Coach Terminals:PTIF	WorldCup 2010	10 000 000	-	-	10 000 000
Transport	General PTI Improvements	Public Transport	9 000 000	-	-	9 000 000
Transport	Public Transport Facilities: Sign (PTIF)	Public Transport	4 650 000	-	-	4 650 000
Transport	Provision of Bus/Taxi shelters	Public Transport	21 800 000	-	-	21 800 000
Transport	Provision of Bus/Taxi shelters	Public Transport	-	3 000 000	-	3 000 000
Transport	Electronic Access Control	Public Transport	23 865 000	-	-	23 865 000
Transport	Public Transport Systems management proj	Public Transport	23 000 000	-	-	23 000 000
Transport	Public Transport Systems management proj	Public Transport	-	5 000 000	-	5 000 000
Transport	Travel Time Reduction	Public Transport	10 000 000	-	-	10 000 000
Transport	Travel Time Reduction	Public Transport	-	16 813 914	-	16 813 914
Transport	Joe Slovo Park	Parking	4 500 000	-	-	4 500 000

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
Transport	Dunoon Taxi Terminus	Public Transport	4 500 000	6 000 000	-	10 500 000
Transport	Retreat PTI	Public Transport	4 500 000	-	-	4 500 000
Transport	Samora Machel Taxi Rank Philippi	Public Transport	1 000 000	5 500 000	-	6 500 000
Transport	Masiphumelele (Site 5) Taxi Rank	Public Transport	-	5 500 000	-	5 500 000
Transport	Nyanga Main Taxi Rank	Public Transport	9 000 000	9 000 000	-	18 000 000
Transport	Wynberg TI Holding Facility	Public Transport	2 000 000	13 000 000	-	15 000 000
Transport	Imizamo Yethu Taxi Facilities, Hout Bay	Public Transport	200 000	1 300 000	-	1 500 000
Transport	Nomzamo PTI: Strand	Public Transport	4 500 000	10 000 000	-	14 500 000
Transport	Traffic Signals Dev (Recoverable Works)	General	-	1 500 000	-	1 500 000
Transport	Transport Systems Management Projects	Transport Systems	700 000	-	-	700 000
Transport	Lentegeur & Mandalay StationPTI's:Dsg	Public Transport	-	25 000 000	-	25 000 000
Transport	Somerset West PTI	Public Transport	9 500 000	-	-	9 500 000
Transport	Khayelitsha CBD PTI	Public Transport	2 800 000	-	-	2 800 000
Transport	New Taxi Lay Bays in Van Riebeeckhof Rd	Ward Allocation	50 000	-	-	50 000
Transport	WC:Rail Based Park& Ride Facilities:PTIF	WorldCup 2010	-	27 000 000	-	27 000 000
Transport	Depot: Upgrade	General	150 000	150 000	-	300 000
Transport	Provision of embayments in DuNoon	Ward Allocation	20 000	-	-	20 000
Transport	Electr Demand SideMngmnt:Traffic Signal	Transport Systems	7 543 860	-	-	7 543 860
Transport	ATC:System Upgrades(SCOOT)	Transport Systems	1 000 000	-	-	1 000 000
Transport	Traffic Calming: Ferndale and Helling	Ward Allocation	100 000	-	-	100 000
Transport	Traffic Calming: Galtonia, Potgieter	Ward Allocation	40 000	-	-	40 000
Transport	Transport Active Network Systems	Transport Systems	-	1 000 000	-	1 000 000
Transport	Traffic Signal and system upgrade	Transport Systems	-	2 286 142	-	2 286 142
Transport	TR&S: Acquisition of computer hardware	General	-	600 000	-	600 000
Transport	Transport Systems Management Projects	Transport Systems	-	2 000 000	-	2 000 000
Transport	Furn, Fittings, Tools & Equip -Transport	General	-	150 000	-	150 000
Transport	Transport Active Network Systems	Transport Systems	-	-	1 000 000	1 000 000
Transport	Traffic Signal and system upgrade	Transport Systems	-	-	2 286 142	2 286 142
Transport	TR&S:Acquisition of computer hardware	General	-	-	600 000	600 000
Transport	Transport Systems Management Projects	Transport Systems	-	-	2 000 000	2 000 000
Transport	Support Services: Photocopiers	General	-	-	150 000	150 000
Transport	Furn, Fittings, Tools & Equip -Transport	General	-	-	150 000	150 000
TR&MP Strategic Support	Furniture & Fittings	General	81 534	-	-	81 534
TR&MP Strategic Support	Furniture & Fittings	General	-	81 534	-	81 534
TR&MP Strategic Support	Furniture & Fittings	General	-	-	81 534	81 534

Department	WBS Element Description	Category	Proposed Provision 2011/12	Proposed Provision 2012/13	Proposed Provision 2013/14	TOTAL
2010 World Cup Operational	Labyrinth in Urban Park -Green Point	Ward Allocation	40 000	-	-	40 000
2010 World Cup Technical	2010 Reconfiguration of Common	WorldCup 2010	52 038 545	-	-	52 038 545
IRT Implementation	IRT:Integr Rapid Transit Syst(Ph1A):PTIF	BRT/IRT	65 965 854	55 438 929	16 895 130	138 299 913
IRT Implementation	IRT:WestCoastCorridor:PTIF	BRT/IRT	156 586 723	815 428 318	576 195 908	1 548 210 949
IRT Implementation	IRT:InnerCityService:PTIF	BRT/IRT	10 100 845	-	-	10 100 845
IRT Implementation	IRT:Feeder Stations:Inner City:PTIF	BRT/IRT	93 059 102	27 516 690	-	120 575 792
IRT Implementation	IRT: Trunk Stations:PTIF	BRT/IRT	113 389 620	49 290 805	111 597 687	274 278 112
IRT Implementation	IRT:Prop Acquisition:InnerCityDepot:PTIF	BRT/IRT	91 656 000	-	-	91 656 000
IRT Implementation	IRT:Depot Infrastruc:Potsdam Depot:PTIF	BRT/IRT	81 689 383	-	-	81 689 383
IRT Implementation	IRT:Depot Infrastruc:Atlantis Depot:PTIF	BRT/IRT	119 052 751	-	-	119 052 751
IRT Implementation	IRT: NMT:PTIF	BRT/IRT	40 000 000	15 346 800	15 346 800	70 693 600
IRT Implementation	IRT: Infrastructure Scenario 1:PTIF	BRT/IRT	-	-	413 992 217	413 992 217
IRT Operations	IRT: Vehicle Acquisition	BRT/IRT	200 000 000	-	-	200 000 000
IRT Operations	IRT: Vehicle Acquisition	BRT/IRT	-	-	211 745 979	211 745 979
IRT Operations	IRT: Control Centre	BRT/IRT	44 148 261	73 831 466	-	117 979 727
IRT Operations	IRT: Fare Collection	BRT/IRT	186 360 403	40 799 260	7 656 753	234 816 416
IRT Operations	IRT: Vehicle Acquisitions	BRT/IRT	-	40 000 000	-	40 000 000
			1 876 606 419	1 569 260 189	1 713 002 800	5 158 869 408

DITP Projects and Budgets: Cape Winelands District Municipality (Draft 2010)

Considered to be of Provincial Significance

LOCAL MUNICIPALITY	AREA	PROJECT REFERENCE	PROJECT DESCRIPTION	ESTIMATED BUDGET PER YEAR (2010 ZAR VALUE)						TOTAL VALUE (2010 ZAR Value)
				2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
ROAD INFRASTRUCTURE										
Breede Valley LM	Worcester	BVMRU001	Construction of Worcester eastern bypass (EIA study)	-	500 000	-	-	-	-	500 000
	Worcester	BVMRU003	Develop N-S corridor across High Street by promo of mixed land uses at LeSeur/Fisher Street	-	-	250 000	-	-	-	250 000
	De Doorns	BVMRU004	Rehabilitation of Malherbe Street	-	2 700 000	-	-	-	-	2 700 000
	Touwsrivier	BVMRU007	Upgrade access between residential areas to the east and west railway line	-	-	1 995 000	-	-	-	1 995 000
	Worcester	BVMRU008	Upgrading of gravel roads to surfaced roads at Hex Park Industria	-	-	-	2 000 000	2 000 000	2 000 000	6 000 000
Sub- Total: Road Infrastructure				0	3 200 000	2 245 000	2 000 000	2 000 000	2 000 000	11 445 000
ROAD MAINTENANCE										
Breede Valley LM	Breede Valley LM	BVMRM001	Implementation of Rehabilitation projects for flexible pavements as per FPMS	-	14 601 600	13 630 200	37 891 700	20 780 600	23 444 600	110 348 700
	Breede Valley LM	BVMRM002	Implementation of Rehabilitation projects for flexible pavements as per FPMS	-	70 689 800	5 430 500	38 060 150	38 060 150	38 060 150	190 300 750
	Breede Valley LM	BVMRM003	Implementation of Diluted Emulsion projects for flexible pavements as per FPMS	-	2 258 600	2 258 600	2 258 600	2 258 600	2 258 600	11 293 000
	Breede Valley LM	BVMRM004	Upgrade of gravel roads as per GRMS	-	72 000	-	-	-	-	72 000
	Breede Valley LM	BVMRM005	Maintenance of Gravel Roads as per GRMS	-	247 720	-	-	83 440	-	331 160
Sub- Total: Road Maintenance				0	87 869 720	21 319 300	78 210 450	61 182 790	63 763 350	312 345 610
PLANNING AND FEASIBILITY STUDIES										
Breede Valley LM	Breede Valley LM	BVMFP001	Integrated Public Transport Network for Breede Valley LM	-	500 000	-	-	-	-	500 000
	Breede Valley LM	BVMFP002	Prepare a Non-motorised Transport plan for Breede Valley LM	-	-	500 000	-	-	-	500 000
	Breede Valley LM	BVMFP003	Investigation into an expanded law enforcement management plan	-	-	-	300 000	-	-	300 000
	Breede Valley LM	BVMFP004	Investigate a subsidised service for taxi and bus operators	-	-	-	-	350 000	-	350 000
	Breede Valley LM	BVMFP005	Develop a management plan for ranks and interchanges in Breede Valley LM	-	-	-	-	-	250 000	250 000
Sub- Total: Planning and Feasibility studies				0	500 000	500 000	300 000	350 000	250 000	1 900 000
PUBLIC TRANSPORT INFRASTRUCTURE										
Breede Valley LM	De Doorns	BVMPT001	Design and construction of public transport facility in De Doorns East, South of N1	-	1 600 000	-	-	-	-	1 600 000
	Zweletemba	BVMPT002	Design and construction of a public transport facility Zweletemba	-	-	1 300 000	-	-	-	1 300 000
	Touwsrivier	BVMPT003	Design and construction of a public transport facility in Touwsrivier	-	-	-	1 200 000	-	-	1 200 000
	Worcester	BVMPT004	Scoping study to consolidate public transport facilities in Worcester	-	-	-	-	250 000	-	250 000
	Worcester	BVMPT005	Upgrading of facilities and surface of Worcester airport	-	-	-	-	1 000 000	500 000	1 500 000
Sub- Total: Public Transport Infrastructure				0	1 600 000	1 300 000	1 200 000	1 250 000	500 000	5 850 000

NMT FACILITIES										
Breede Valley LM	Worcester	BVMP001	Providing pedestrian and cycle path shelters in Worcester	-	750 000	750 000	-	-	-	1 500 000
	De Doorns	BVMP002	Re-align pedestrian crossing over railway line in De Doorns	-	-	-	4 700 000	4 700 000	-	9 400 000
	De Doorns	BVMP003	Implement pedestrian sidewalk in De Doorns	-	-	-	-	150 000	1 800 000	1 950 000
	Worcester	BVMP004	Provision of pedestrian walkway between Le Seur and Ranier Streets	-	165 000	-	-	-	-	165 000
	Breede Valley LM	BVMP005	Campaign to introduce bicycling to rural communities and commuters in all towns	-	50 000	30 000	30 000	-	-	110 000
Sub- Total: NMT Facilities				0	965 000	780 000	4 730 000	4 850 000	1 800 000	13 125 000
Breede Valley LM				0	94 134 720	26 144 300	86 440 450	69 632 790	68 313 350	344 665 610

LOCAL MUNICIPALITY	AREA	PROJECT REFERENCE	PROJECT DESCRIPTION	ESTIMATED BUDGET PER YEAR (2010 ZAR VALUE)						TOTAL VALUE (2010 ZAR Value)
				2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
ROAD INFRASTRUCTURE										
Drakenstein LM	Paarl	DMRU001	Widening of Oosbosch Street from Bergrivier Boulevard to Jan van Riebeeck (1200m)	-	-	30 300 000	-	-	-	30 300 000
	Paarl	DMRU003	Upgrade Jan van Riebeeck-single lane to double lane (1300m)	-	5 050 000	-	-	-	-	5 050 000
	Paarl	DMRU004	Extension of Van der Stel Rd northwards to Jan van Riebeeck (695m)	-	-	-	6 990 000	-	-	6 990 000
	Paarl	DMRU005	Extension of Van der Stel Rd southwards to Klein Drakenstein (R101) (500m)	-	-	-	-	6 250 000	-	6 250 000
	Paarl	DMRU006	Widening Market Street between Berg River Boulevard and Jan Van Riebeeck (615m)	-	-	-	-	-	28 140 000	28 140 000
Sub- Total: Road Infrastructure				0	5 050 000	30 300 000	6 990 000	6 250 000	28 140 000	76 730 000
ROAD MAINTENANCE										
Drakenstein LM	Drakenstein LM	DMRM001	Implementation of Rehabilitation projects for flexible pavements as per FPMS	-	28 778 500	21 519 100	23 336 500	25 136 400	17 506 600	116 277 100
	Drakenstein LM	DMRM002	Implementation of Resurfacing projects for flexible pavements as per FPMS	-	52 261 700	114 832 000	83 546 850	83 546 850	83 546 850	417 734 250
	Drakenstein LM	DMRM003	Implementation of Diluted Emulsion projects for flexible pavements as per FPMS	-	1 947 900	1 947 900	1 947 900	1 947 900	1 947 900	9 739 500
	Drakenstein LM	DMRM004	Upgrade of gravel roads as per GRMS	-	818 000	2 530 000	1 470 000	2 580 000	7 686 000	15 084 000
	Drakenstein LM	DMRM005	Maintenance of Gravel Roads as per GRMS	-	22 800	22 800	22 800	22 800	22 800	114 000
	Drakenstein LM	DMRM006	Upgrade of gravel roads as per GRMS	-	66 620	66 620	66 620	-	-	199 860
	Drakenstein LM	DMRM007	Maintenance of jointed concrete roads as per JCMS	-	149 400	-	-	-	-	149 400
Sub- Total: Road Maintenance				0	84 044 920	140 918 420	110 390 670	113 233 950	110 710 150	559 298 110
PLANNING AND FEASIBILITY STUDIES										
Drakenstein LM	Drakenstein LM	DMPP001	Integrated Public Transport Network for Drakenstein LM	-	500 000	-	-	-	-	500 000
	Drakenstein LM	DMPP002	Investigation into NMT for Drakenstein LM	-	-	-	500 000	-	-	500 000
	Paarl	DMPP003	Investigation into development of taxi ranks in Paarl	-	-	-	-	250 000	-	250 000
	Drakenstein LM	DMPP004	Investigate an expanded enforcement management plan for illegal operators	-	-	-	-	-	300 000	300 000
	Paarl	DMPP005	Investigate appropriate heavy vehicle overnight facilities	-	-	200 000	-	-	-	200 000
Sub- Total: Planning and Feasibility studies				0	500 000	200 000	500 000	250 000	300 000	1 750 000

PUBLIC TRANSPORT INFRASTRUCTURE										
Drakenstein LM	Paarl	DMPT001	Development of a Public Transport interchange at Hugenot Station	-	-	350 000	-	-	-	350 000
	Paarl	DMPT002	Provision of a mini-bus taxi with amenities and bus stop at Paarl Station	-	-	-	650 000	-	-	650 000
	Drakenstein LM	DMPT003	Provide shelters and lighting at mini-bus taxi pick-up and drop-off points	-	-	-	-	500 000	350 000	850 000
	Paarl	DMPT004	Design & construction of long distance bus facility in Paarl	-	-	-	-	3 150 000	2 700 000	5 850 000
Sub- Total: Public Transport Infrastructure				0	0	350 000	650 000	3 650 000	3 050 000	7 700 000
NMT FACILITIES										
Drakenstein LM	Paarl/Wellington	DMP001	Improve NMT link at Jan Van Riebeeck Rd (As along Market/ Langenhoven) & Champagne Street, Wellington	-	-	500 000	-	-	-	500 000
	Gouda/Saron	DMP002	Pedestrian and cycle paths: Main Road, Gouda (Malva & Hoof St) & Saron (between R44 & Kanaal St)	-	-	-	400 000	375 000	-	775 000
	Paarl	DMP003	Repair pavement & upgrade cycle path: Klein Drakenstein & Jan van Riebeeck Road	-	650 000	-	-	-	-	650 000
	Paarl	DMP004	Signalised pedestrian crossing at Food world, Klein Drakenstein Avenue	-	300 000	-	-	-	-	300 000
	Paarl	DMP005	Cycle paths in Paarl: Langenhoven, Gravel shoulder (Drommedaris)	-	-	-	-	-	250 000	250 000
Sub- Total: NMT Facilities				0	950 000	500 000	400 000	375 000	250 000	2 475 000
Drakenstein LM				0	90 544 920	172 268 420	118 930 670	123 758 950	142 450 150	647 953 110

LOCAL MUNICIPALITY	AREA	PROJECT REFERENCE	PROJECT DESCRIPTION	ESTIMATED BUDGET PER YEAR (2010 ZAR VALUE)						TOTAL VALUE (2010 ZAR Value)
				2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
ROAD INFRASTRUCTURE										
Langeberg LM	Langeberg	LMRU001	Upgrade of shoulder on MR290 between Robertson and McGregor	-	-	200 000	-	-	-	200 000
	Langeberg	LMRU002	Provision of additional road safety signage along rural roads	-	350 000	-	-	-	-	350 000
	Langeberg	LMRU003	Maintenance on sections of Stormvlei Rd (R317), Robertson to Bonnievale	-	-	-	-	-	-	0
	Langeberg	LMRU004	Upgrading /reconstruction of TR31/2 (R62) between Ashton and Montagu	-	-	-	-	-	-	0
	Langeberg	LMRU005	Bypass lanes on sections of the R60 between Robertson and Worcester	-	-	500 000	-	-	-	500 000
Sub- Total: Road Infrastructure				0	350 000	700 000	0	0	0	1 050 000
ROAD MAINTENANCE										
Will be done through the maintenance budget as identified by municipality and budgeted for in operational budget										

PLANNING AND FEASIBILITY STUDIES										
Langeberg LM	Langeberg	LMPF001	Integrated Public Transport Network for Langeberg LM	-	500 000	-	-	-	-	500 000
	Langeberg	LMPF002	Investigation into NMT for Langeberg LM	-	-	-	500 000	-	-	500 000
	Langeberg	LMPF003	Investigate provision of overnight facilities and truck stops for heavy vehicles	-	-	-	-	500 000	-	500 000
	Langeberg	LMPF004	Investigation into an expanded law enforcement management plan	-	-	150 000	-	-	250 000	400 000
	Langeberg	LMPF005	Investigate into provision of long distance bus facilities in Langeberg LM	-	-	250 000	-	-	-	250 000
Sub- Total: Planning and Feasibility studies				0	500 000	400 000	500 000	500 000	250 000	2 150 000
PUBLIC TRANSPORT INFRASTRUCTURE										
Langeberg LM	Langeberg	LMPT001	Location of bus shelters and embayments	-	200 000	550 000	-	-	-	750 000
	Langeberg	LMPT002	Provision of public transport ranks in Langeberg LM	-	-	-	250 000	1 500 000	-	1 750 000
	Langeberg	LMPT003	Provision of public transport facility in Wesley Street	-	-	-	-	-	3 200 000	3 200 000
Sub- Total: Public Transport Infrastructure				0	200 000	550 000	250 000	1 500 000	3 200 000	5 700 000
NMT FACILITIES										
Langeberg LM	Langeberg	LMP001	Upgrade of traffic signals to accommodate pedestrians	-	-	300 000	300 000	300 000	-	900 000
	Langeberg	LMP002	Scoping study for new pedestrian crossings in the Langeberg LM	-	250 000	-	-	-	-	250 000
	Langeberg	LMP003	Provision of street lighting in Ashton	-	-	-	-	-	250 000	250 000
Sub- Total: NMT Facilities				0	250 000	300 000	300 000	300 000	250 000	1 400 000
Langeberg LM				0	1 300 000	1 950 000	1 050 000	2 300 000	3 700 000	10 300 000

LOCAL MUNICIPALITY	AREA	PROJECT REFERENCE	PROJECT DESCRIPTION	ESTIMATED BUDGET PER YEAR (2010 ZAR VALUE)						TOTAL VALUE (2010 ZAR Value)
				2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
ROAD MAINTENANCE										
Witzenberg LM	Witzenberg LM	WMRM001	Implementation of rehabilitation projects for flexible pavements as per FPMS	-	9 446 500	10 379 600	4 479 300	5 806 100	11 870 300	41 981 800
	Witzenberg LM	WMRM002	Implementation of resurfacing projects for flexible pavements as per FPMS	-	15 731 500	39 722 000	27 726 750	27 726 750	27 726 750	138 633 750
	Witzenberg LM	WMRM003	Implementation of diluted emulsion projects for flexible pavements as per FPMS	-	664 800	664 800	664 800	664 800	664 800	3 324 000
	Witzenberg LM	WMRM004	Upgrade of gravel roads as per GRMS	-	108 000	-	1 063 000	1 058 000	2 364 000	4 593 000
	Witzenberg LM	WMRM005	Maintenance of gravel roads as per GRMS	-	134 400	8 800	-	-	-	143 200
	Witzenberg LM	WMRM006	Upgrade of dirt roads to gravel as per GRMS	-	2 700	-	-	-	-	2 700
Sub- Total: Road Maintenance				0	26 087 900	50 775 200	33 933 850	35 255 650	42 625 850	188 678 450
PLANNING AND FEASIBILITY STUDIES										
Witzenberg LM	Witzenberg LM	WMPP001	Integrated Public Transport Network for Witzenberg LM	-	500 000	-	-	-	-	500 000
	Witzenberg LM	WMPP002	Investigation into NMT for Witzenberg LM	-	-	400 000	-	-	-	400 000
	Ceres, PAH	WMPP004	Feasibility and location of heavy vehicle overnight facility in Ceres/PAH	-	-	-	150 000	-	-	150 000
	PAH/ Bella Vista	WMPP005	Investigate lighting on the Bella Vista – Prince Alfred's Hamlet road (R303)	-	-	-	-	50 000	-	50 000
	Tulbagh	WMPP006	Investigate turning Church Street into a 1- way, Tulbagh	-	-	-	-	-	100 000	100 000
	Sub- Total: Planning and Feasibility studies				0	500 000	400 000	150 000	50 000	100 000
PUBLIC TRANSPORT INFRASTRUCTURE										

Witzenberg LM	Wolseley	WMPT001	Investigate location, traffic impact and budget for public transport facility in Wolseley	-	600 000	1 000 000	-	-	-	1 600 000
	Ceres	WMPT002	Consolidation of Public Transport facilities in Ceres	-	-	-	-	150 000	1 100 000	1 250 000
	Tulbagh	WMPT003	Acquire budget for paved public area on Erf no 43 in Van der Stel Street	-	-	-	45 000	-	-	45 000
	Bella Vista	WMPT004	Investigation of locations and new shelter as pick up points in Bella Vista	-	-	-	-	520 000	-	520 000
Sub- Total: Public Transport Infrastructure				0	600 000	1 000 000	45 000	670 000	1 100 000	3 415 000
NMT FACILITIES										
Witzenberg LM	Tulbagh	WMP001	Upgrade walkways in Tulbagh	-	200 000	-	-	-	-	200 000
	Ceres	WPM002	Upgrade walkways in Ceres	-	-	230 000	-	-	-	230 000
	Wolseley	WPM003	Upgrade walkways in Wolseley	-	-	-	200 000	-	-	200 000
	Prince Alfred's Hamlet	WPM004	Upgrade walkways in Prince Alfred's Hamlet	-	-	-	-	-	-	0
	Op- die- Berg	WPM005	Upgrade walkways in Op- die- Berg	-	-	-	-	120 000	100 000	220 000
Sub- Total: NMT Facilities				0	200 000	230 000	200 000	120 000	100 000	850 000
Witzenberg LM				0	27 387 900	52 405 200	34 328 850	36 095 650	43 925 850	194 143 450

DITP Projects and Budgets: Central Karoo District Municipality (2009 - 2013)

Considered to be of Provincial Significance

Local Municipality	Project no.	Project	Available budget				TOTAL
			2009/10	2010/11	2011/12	2012/13	
Beaufort West	1	Structures for traffic calming and street crossings	100 000	120 000	150 000	190 000	560 000
	2	Resealing and rebuilding of tarred roads	1 200 000	3 000 000	5 000 000	7 000 000	16 200 000
	3	Upgrading (re- alignment , stormwater and kerbs) of gravel roads at 4km a year	200 000	5 500 000	6 000 000	6 500 000	18 200 000
	4	Tarring and paving of roads (at least 2km per year, with necessary stormwater)	500 000	6 000 000	7 000 000	8 000 000	21 500 000
	5	Construction of taxi shelters at schools	250 000	350 000	450 000	550 000	1 600 000
	6	Bicycle lanes and pavements in Beaufort West at 5km per annum	5 000 000	5 500 000	6 000 000	6 500 000	23 000 000
	7	Construction of bridge over N1 and Gamka River		4 000 000	6 000 000	-	10 000 000
	8	Improved lighting on bridges, including the pedestrians railway bridge		1 500 000	2 000 000	-	3 500 000
	9	Construction of 2,5km pedestrian pathways in Nelspoort	No budget				0
	10	Construction of freight bypass	No budget				0
	11	Path way over Railway line	No budget				0
	12	Signals Kwa Mandlenkosi intersection	No budget				0
	TOTAL	7 250 000	25 970 000	32 600 000	28 740 000	94 560 000	
Laingsburg	1	Construction of public transport infrastructure and parking areas	450 000	500 000	-	-	950 000
	2	Drivers licence and vehicle testing centre	380 000	-	-	-	380 000
	3	Construction of traffic office	500 000	-	-	-	500 000
	4	New bus route, roads and stormwater provision: Matjiesfontein	1 482 000	-	-	-	1 482 000
	5	Upgrade of road and stormwater provision: Bergsig	1 377 000	-	-	-	1 377 000
	6	New community lighting	-	400 000	-	-	400 000
	7	New high- mast lighting (phase 2)	-	-	-	-	0
	8	Planning and construction of sidewalk and cycling route surfacing and upgrade	-	1 650 000	1 650 000	-	3 300 000
	9	Paving of access road in Matjiesfontein community	-	350 000	-	-	350 000
	TOTAL	4 189 000	2 900 000	1 650 000	0	8 739 000	
Prince Albert	1	Paved roads and sidewalks for Prince Albert, Leeu – Gamka and Klaarstroom	200 000	500 000	200 000	-	900 000
	2	Construction of road in Prince Albert	20 000	50 000	50 000	-	120 000
	3	Rehabilitation of primary access roads	1 460 000	1 460 000	1 460 000	-	4 380 000
	4	Rehabilitation of stormwater crossing	300 000	300 000	300 000	-	900 000
	TOTAL	1 980 000	2 310 000	2 010 000	0	6 300 000	

DITP Projects and Budgets: Eden District Municipality (Draft 2010)

Considered to be of Provincial Significance

Project	2010/11	2011/12	2012/13	2013/14	2014/15	TOTAL
Walkways along Long Street in Uniondale	800 000	-	-	-	-	800 000
Embayment near school at Ongelegen	350 000	-	-	-	-	350 000
Walkways along Voortrekker Street Uniondale	350 000	-	-	-	-	350 000
Walkways along Queen Street in Uniondale	250 000	-	-	-	-	250 000
Walkways along Berg Street in Haarlem	600 000	600 000	-	-	-	1 200 000
Walkways along Berg Street to TR44/1 junction	400 000	400 000	-	-	-	800 000
Shelters along Long Street in Uniondale	170 000	-	-	-	-	170 000
Shelters for scholars at farm junctions	400 000	400 000	-	-	-	800 000
Upgrading of gravel roads to surfaced roads	10 000 000	10 000 000	10 000 000	-	-	30 000 000
Pedestrian crossing in Berg Street in Harlem	-	20 000	-	-	-	20 000
Low water bridge at Rooi and Snyberg	-	400 000	-	-	-	400 000
Street lighting in along Bergsig	-	300 000	300 000	-	-	600 000
Street lights in Uniondale	-	400 000	-	-	-	400 000
Minibus- taxi stop at vicinity of Indraf kafee, community hall and surgery	-	70 000	-	-	-	70 000
Street lights along Parlement Street	-	12 000	-	-	-	12 000
Poor Road (MR401) is dangerous and in urgent need of repair	PGWC TO PROVIDE FUNDING					
Parking in Berg Street at businesses	-	-	50 000	-	-	50 000
Pedestrians crossings in Voortrekker Street in Uniondale	-	-	20 000	-	-	20 000
Upgrading of storm water systems	-	-	10 000 000	10 000 000	-	20 000 000
Designated public transport stop needed in central	-	-	5 000	-	-	5 000
R62 (TR44/1) is badly deteriorated	PGWC TO PROVIDE FUNDING					
Scholar patrol manning pedestrians crossings as required	-	-	-	2 000	-	2 000
Special needs passengers (Report)	-	-	-	200 000	-	200 000
Stopping facilities needed for long distance scheduled bus service	-	-	-	300 000	-	300 000
Road signs in Avontuur	-	-	-	30 000	-	30 000
Subsidised public transport	-	-	-	400 000	-	400 000
Law enforcement to be more visible	-	-	-	-	250 000	250 000
Reinstatement of Apple Express railway line as commuter/ freight route	TRANSNET TO IMPLEMENT					
Stopping facilities needed for long distance scheduled bus service	-	-	-	-	20 000	20 000
TOTAL	13 320 000	12 602 000	20 375 000	10 932 000	250 000	57 479 000

DITP Projects and Budgets: George Local Municipality (Draft January 2010)

Considered to be of Provincial Significance

PROJECT	DESCRIPTION	TOTAL	SHORT TERM		MEDIUM TERM			LONG TERM
			2010	2011	2012	2013	2014	2015 and beyond
Widen Witfontein Way	Widening Witfontein way from Elke Avenue to the N5/ Langenhoven Road to four lanes	6 400 000	2 000 000	4 400 000	-	-	-	-
Traffic signal audit	Systematically audit all traffic signals in George to determine which signals need to be upgraded to adhere to SADC RTSM regulations	300 000	300 000	-	-	-	-	-
Road Sign audit	Systematically audit all road signs in George to determine which signs need to be replaced to adhere to SADC RTSM regulations	400 000	400 000	-	-	-	-	-
Purchase of PTV Visum Modelling Software	Purchase a licence of the PTV Visum Software in order for the municipality to make use of the demand model of planning	250 000	250 000	-	-	-	-	-
Freight Transport	Set up a freight transport forum	OPEX COST	-	-	-	-	-	-
Re- mark pedestrian crossing	The majority of existing pedestrian crossing in the George Municipality do not adhere to national regulations in terms of road markings.	200 000	200 000	-	-	-	-	-
Upgrade of Pedestrian crossings	The pedestrian crossing at the Intersection of Davidson and Caledon and in front of Paolatsdorp High School are unsafe and not pedestrian friendly.	200 000	50 000	150 000	-	-	-	-
Traffic Signals upgrade for special needs users	Traffic signal in high activity areas must be upgraded to include audibility and vibrating pedestrian signalling.	1 000 000	500 000	500 000	-	-	-	-
Installation of kerb ramps within the Industrial area	The curbs at pedestrian crossings and Intersections within the Industrial area specifically along Sandkraal Street and Albert Road must be upgraded to include ramps for special need users to gain access to facilities.	500 000	200 000	300 000	-	-	-	-
Installation of kerb ramps within the CBD	The curbs at pedestrian crossings and Intersections in the CBD specifically along York Street/ Beach Road	400 000	200 000	200 000	-	-	-	-
Installation of kerb ramps along Courtenay Street	Curbs at pedestrian crossings and Intersections along Courtenay Street	300 000	300 000	-	-	-	-	-
Gather more detailed data on scholar transport	include information such as existing government transport contracts, accident statistics and detailed transport modes used by each school's learners, reasons for choice of mode and safety and security and rules of road.	100 000	100 000	-	-	-	-	-
Courtenay Street Medians	Installation of raised medians along islands	500 000	500 000	-	-	-	-	-
Langenhoven Corridor Upgrade	Upgrading of Langenhoven corridor dual carriageway	30 000 000	15 000 000	15 000 000	-	-	-	-
Sandkraal Phase 2 upgrade	Widening of Sandkraal/ N2 Bridge, upgrade of Sandkraal road from N2 to Vuyani Ndamazana Street	60 000 000	10 000 000	20 000 000	30 000 000	-	-	-
Widen Beach and York/ N2 Crossings		65 000 000	5 000 000	15 000 000	20 000 000	25 000 000	-	-
Knysna Road Corridor		10 000 000	2 000 000	2 000 000	3 000 000	3 000 000	-	-
Widen the R102		48 408 000	2 000 000	2 000 000	15 000 000	20 000 000	9 408 000	-
Rand Road Link		107 160 000	5 000 000	5 000 000	30 000 000	30 000 000	37 160 000	-
Widen N2 Mail IC Bridge		72 120 000	2 000 000	5 000 000	15 000 000	20 000 000	30 120 000	-
Southern Arterial Western Section		174 870 000	20 000 000	20 000 000	60 000 000	40 000 000	34 870 000	-
Speed limit audit		250 000	-	150 000	100 000	-	-	-
Update the demand model to include the GMS		800 000	-	-	800 000	-	-	-
Truck stop		10 000 000	1 000 000	3 000 000	3 000 000	3 000 000	-	-
Weighbridge		20 000 000	-	-	-	10 000 000	10 000 000	-
Sharp corners		500 000	-	-	500 000	-	-	-
Blinne Road		1 000 000	-	-	-	500 000	500 000	-
Sandkraal		1 000 000	-	500 000	500 000	-	-	-
Construction of new NMT link between Blanco and the CBD		2 000 000	-	-	-	1 000 000	1 000 000	-
Construct NMT link along the N2		13 500 000	500 000	3 000 000	3 000 000	3 000 000	4 000 000	-
Repair and widen walkways	Directly north of the bridge over the N2 along Sandkraal Road	200 000	-	-	200 000	-	-	-
NMT Asset Management system		3 000 000	-	-	-	1 000 000	2 000 000	-
The detail planning and construction of NMT infrastructure to be provided in the vicinity of schools within a 2km radius from schools		480 000	-	-	200 000	280 000	-	-
Providing additional transport contracts (negotiating with the WCED)								
Establish a school transport management system								
Compile a traffic management Plan for each school as well as the construction of facilities		5 520 000	-	520 000	500 000	2 000 000	2 000 000	500 000
Scholar road safety campaigns (including scholar patrols)		480 000	-	-	-	-	200 000	280 000
Road resurfacing and rehabilitation		171 600 000	80 000 000	76 600 000	5 000 000	5 000 000	5 000 000	-
Outeniqua Pass	Upgrade the pass with a warning system compulsory stops and arrestor beds	20 000 000	-	-	-	-	-	20 000 000
City Centre	Install no entry signage for trucks, install hazmat routing system and commence with city centre permit entry system for heavy and hazardous vehicles	1 000 000	-	-	-	-	-	1 000 000
Promoting bicycle use by the Shova Kalula program	Consult program for funds and requirements.	5 000 000	-	-	-	-	-	5 000 000
Expansion of the GMS routes to include schools from the south - western areas such as Geelhoutboom etc.								
TOTAL			147 500 000	173 320 000	186 850 000	163 780 000	136 258 000	26 780 000

DITP Projects and Budgets: Overberg District Municipality (2011 - 2016)

Overberg DM (PGWC Funded) Budget for Current and Envisaged transport related projects.									
Sector	Project Description	Area (Local Municipality)	Funding Agency	Estimated Budget per Financial Year					TOTAL
				2013/14	2014/15	2015/16	2016/17	2017/18	
	Considered to be of Provincial Significance								
Roads	C0995: Reseal of MR00265 between Stormsvlei and Bredasdorp	Cape Agulhas LM	PGWC	-	-	19 974 000	17 106 000	114 000	37 194 000
	C0996: Reseal of TR08301 (Garcia's Pass) between Riversdale & Muiskraal	Cape Agulhas LM	PGWC	-	-	20 160 000	2 140 000	114 000	22 414 000
	C1006: Upgrade DR01223 between Bredasdorp and Malgas	Cape Agulhas LM	PGWC	-	-	14 171 000	25 429 000	1 550 000	41 150 000
	C0841.02: Regravel roads in the Overberg Area	Overberg DM	PGWC	45 070 000	1 095 000	-	-	-	46 165 000
	C0527.04: Upgrade TR28/1 between Mount Pleasant and Hermanus	Overstrand LM	PGWC	12 915 000	114 000	-	-	-	13 029 000
	C0776.03: Upgrade DR1205 - Gansbaai/Elim Phase III	Overstrand LM	PGWC	98 502 000	98 104 000	63 543 000	6 385 000	-	266 534 000
	C0838.01: Upgrade DR1214 - Franskraal	Overstrand LM	PGWC	988 000	16 612 000	400 000	-	-	18 000 000
	C0838.03: Regravel DR1264 - Kleinmond	Overstrand LM	PGWC	-	8 329 000	3 506 000	265 000	-	12 100 000
	C0838.04: Upgrade MR269 - Hemel-en-Aarde	Overstrand LM	PGWC	55 644 000	33 710 000	144 000	-	-	89 498 000
	C0968: Relocation of TR28 to by-pass Hermanus	Overstrand LM	PGWC	-	-	-	57 715 000	91 253 000	148 968 000
	C0986: Reseal of TR 02701 between Botriver/Hermanus and Pringle Bay	Overstrand LM	PGWC	-	19 991 000	17 494 000	925 000	-	38 410 000
	C1000: Rehabilitation of TR02802 between Hermanus and Stanford	Overstrand LM	PGWC	-	-	106 533 000	58 467 000	114 000	165 114 000
	C0900: Reseal TR65/1 - N2/Barrydale	Swellendam LM	PGWC	114 000	-	-	-	-	114 000
	C0987: Reseal TR03201 between Ashton & Swellendam and MR00283 access road to Swellendam	Swellendam LM	PGWC	-	-	18 159 000	15 551 000	114 000	33 824 000
	C0852: Upgrade MR276 - Boontjieskraal	Theewaterskloof LM	PGWC	-	-	8 567 000	20 833 000	114 000	29 514 000
	C0984: Reseal MR00191 near Theewaterskloof Dam & MR00279 between Villiersdorp & Grabouw	Theewaterskloof LM	PGWC	-	-	30 516 000	26 134 000	114 000	56 764 000
C1011: upgrade MR00281 along Theewaterskloof Dam between Rooihogte & Draaiberg	Theewaterskloof LM	PGWC	-	-	11 795 000	21 165 000	114 000	33 074 000	
TOTAL				213 233 000	177 955 000	314 962 000	252 115 000	93 601 000	1 051 866 000

SANRAL - Budget for Current and Envisaged transport related projects.

Sector	Project Description	Area (Local Municipality)	Funding Agency	Estimated Budget per Financial Year					TOTAL
				2013/14	2014/15	2015/16	2016/17	2017/18	
National Roads	Upgrade of Access to and Pedestrian facilities in the Myddleton area across the N2	Theewaterskloof (Caledon)	SANRAL	-	-	36 150 000	-	-	36 150 000
	Other intended projects related to the upgrading the N2	Swellendam, Theewaterskloof	SANRAL	No estimates or timeframes available					
	Normal Routine Maintenance	Swellendam, Theewaterskloof	SANRAL	No estimates or timeframes available					
TOTAL				0	0	36 150 000	0	0	36 150 000

DITP Projects and Budgets: Stellenbosch Local Municipality

 Considered to be of Provincial Significance

Table 12.2 PGWC BUDGET

PROJECT	LOCATION / AREA	TOTAL	TARGET DATE	MAIN MILESTONES	DEVELOPMENT PERIODS	COMMENTS
<i>Strategic initiative: Ensuring the effective maintenance and optimum utilisation of existing roads and stormwater:</i>						
Public transport projects	Stellenbosch	R 15 000 000	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate national government as funding source
Upgrade roads: La Motte	Stellenbosch	R 3 000 000	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
Upgrade roads: Wemmershoek	Stellenbosch	R 3 000 000	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
Upgrade Adam Tas / R44 intersection	Stellenbosch	R 79 892	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as funding source
<i>Strategic initiative: Provision of adequate shelters/embayment and taxi rank facilities:</i>						
Bertgzicht development (taxi rank)	Stellenbosch	R 837 878	2009/10 financial year	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as contributing funding source
Franschhoek taxi facilities	Stellenbosch	R 12 500 000	2009/10 - 2011/12 financial years	Not specified in ITP	Not specified in ITP	ITP indicate MIG as funding sources
<i>Strategic initiative: Provision of new roads and stormwater, pedestrian routes and cycle paths:</i>						
Major roads	Stellenbosch	R 4 560 000	2009/10 - 2011/12 financial years	Not specified in ITP	Not specified in ITP	ITP indicate provincial government as contributing funding source

Table 12.2 PGWC BUDGET

PROPOSED BUDGET	STAGE	2010/11	2011/12	2012/13	2013/14	2014/15	TOTAL
The building of a second carriage way on MR174 from the N1 to Stellenbosch	Future	-	-	-	24 532 000	43 068 000	67 600 000
The upgrade of the Stellenbosch arterial between Range Road and Polkadraai	Design	-	66 000 000	-	-	-	66 000 000
Upgrade of the Bredell and Stellenrust intersections on MR27 in Stellenbosch	Planning	-	-	10 263 000	3 737 000	-	14 000 000
Rehabilitation and reconstruction of MR172 between Helshoogte and Boschendal, through the Priel village, including hard and soft	Construction	39 132 000	-	-	-	-	39 132 000
The upgrade of 10km of MR 191 between Paarl and Franschoek	Planning	-	3 050 000	50 251 000	24 859 000	-	78 160 000
The rehabilitation of MR166, resealing 1km of DR 1039 and upgrade of 1.2km of DR 1043.	Design	-	15 020 000	3 631 000	-	-	18 651 000
Rehabilitation and improvements to MR 168 between MR159 and MR177 in Stellenbosch area.	Design	-	13 094 000	215 909 000	47 998 000	-	277 001 000
Rehabilitation of DR1050, from Annandale Road at MR168 in Lynedoch to Groene Rivier (7.34km) in the Stellenbosch area. The R44 (MR27) to Stellenbosch/ Somerset West is crossed at 5.47km	Planning	-	-	13 237 000	15 263 000	-	28 500 000

Table 12.3 Proposed Transport Studies

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
PUBLIC TRANSPORT PLANNING STUDIES		
Investigate the feasibility of relocating Du Toit railway station with a possible park and ride facility	200 000	PRASA/SLM
Compile the final feasibility study for additional public transport vehicles/routes for the general public once the US routes are operational	1 000 000	SLM
The establishment of planning working group between the US and the SLM regarding future public transport operations.	n/a	US/SLM
Develop own Stellenbosch Operating Licence Databank	200 000	SLM
Compile a feasibility study on the development of Stellenbosch aerodrome as a corporate jet hub for the Cape Town Metropole	1 000 000	SLM
NMT PLANNING STUDIES		
Initiate a detailed cycle plan for the SLM. (Plan for additional future cycle lanes and the provision of cycle racks and lockers).	400 000	SLM/US
Expand pedestrians studies to surrounding towns in the SLM	250 000	SLM
Investigate dedicated parking space for tour buses not to interfere with NMT.		SLM

PARKING PLANNING STUDIES		
Investigate the provision of Park – and- Ride facility for the Stellenbosch local airport	200 000	SLM
Investigate the provision of Park- and Ride facility for the CT international airport	200 000	SLM
ROADS PLANNING STUDIES		
Stellenbosch western by-pass feasibility study and environmental impact assessment	1 000 000	SLM/PGWC
Require all prospective developers to undertake a Traffic Impact Assessment	Cost to developer	SLM
The generation of a traffic calming master plan for all the built-up areas in the municipality	250 000	SLM
Develop Stellenbosch town arterial and CBD micro- simulation study	1 000 000	SLM
FREIGHT PLANNING STUDIES		
Establishment of a formal platform between freight industry delegates and SLM.	n/a	SLM
The investigation of measures to prevent freight vehicles from using the Franschoek pass in order to miss the future N1/N2 toll gates	1 50 000	SLM/SANRAL
The identification of a suitable location for the construction of a weighbridge and holding area.	1 50 000	SLM
A proper survey to be conducted of all the existing freight operators currently operating in the SLM.	1 50 000	SLM
The compilation of a databank of hazardous chemical operators must be initiated and designated routes must be identified for the transportation of these materials	100 000	SLM
ROAD SAFETY STUDIES		
Conduct road safety audits on the 50 worst accident locations within the municipality	1 500 000	SLM
Investigate measures to increase safety at all the level railway crossings in SLM	750 000	PRASA/SLM
Improve accident data capturing software and mapping	200 000	SLM
Traffic signal investigations	200 000	SLM

Table 12.4 Public Transport Operational Proposals

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
Implement of US public transport routes (for staff and students).	2 971 000 per annum	US
Implementation of US shuttle routes (for staff and students).		US
Implementation of disabled transport for US campus.	460 000	US
Identification of suitable are for a future bus depot	200 000	SLM
Establishment if a forum between the minibus- taxis and the SLM. (Move towards more structured and scheduled services).	n/a	SLM
Identify law enforcement strategies to enforce the soaring number of illegal minibus-taxi operators.	n/a	SLM
The SLM to engage with the Provincial OLB to speed up the conversion process.	n/a	SLM/PGWC

Table 12.5 Public Transport infrastructure proposals

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
BERGZICHT: An additional 13 bays to be demarcated at the existing rank.	200 000	SLM
KAYAMANDI SUBURB: The design and implementation of a new 16 bay ranking facility.	6 000 000	SLM
KAYAMANDI BRIDGE: The design and implementation of a new 16 bay ranking facility.	6 000 000	SLM
KLAPMUTS: The design and implementation of a new 16 bay ranking facility.	6 000 000	SLM
FRANSCHHOEK: The implementation of the designed ranking facility.	13 000 000	SLM
PNIEL: Eight shelters to be implemented adjacent to the newly constructed lay-bys.	400 000	SLM
RAILWAY STATION: 1 shelter to be implemented	50 000	SLM
LANQUEDOCH: An ablution block, shelters and improved lighting to be implemented.	1 000 000	SLM
Merriman Avenue US Terminus	8 000 000	US
IMPLEMENTATION OF US shelters, route flags and improved lighting at stops.	1 800 000	US

Table 12.6 Parking proposals

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
Engineering Faculty parking.	12 000 000	US
Park – and Rode (Helshoogte Road)	15 000 000	US
Coetzenburg parking garage	125 000 000	US
Lentelus sports grounds parking	3 500 000	US
Northern campus parking garage	171 000 000	US

Table 12.7 Proposed roads infrastructure projects

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
Intersection upgrade of Van Reede and Strand Streets	5 000 000	SLM
Intersection upgrade of Lang/Helshoogte and Adam Tas Streets.	5 000 000	SLM
Intersection upgrade of Merriman Avenue and Adam Tas Street	5 000 000	SLM
Upgrading of existing gravel roads by means of small contractors.	50 000 000	SLM
Traffic Calming implementation plan.	200 000	SLM
Traffic improvement signage	200 000	SLM

Table 12.8 Project NMT projects

PROPOSED PROJECT	ANTICIPATED COST (R)	AUTHORITY
The implementation of the 'Woonerf' on the US campus, including pedestrianisation of De Beer Street (access only for vehicles).	2 000 000	US/SLM
Improve walkway on Plein/Van Riebeeck for pedestrians	1 350 000	SLM
The implementation of raised pedestrian crossing on the intersection of De Beer and Banghoek.	350 000	US/SLM
The implementation of a signalised pedestrian crossing on Van Riebeeck Street.	350 000	US/SLM
Provision of cycle racks and lockers at strategic locations.	500 000	US/SLM
Construct a paved walkway along Eersterivier "Wandelpad".	7 650 000	SLM
The widening of Jonkershoek Class 2 NMT facility	1 875 000	SLM
Complete sidewalk along northern section of Land Street on both sides.	300 000	SLM
Sidewalk required on both sides along western section of Merriman Street close to R44.	990 000	SLM
Add sidewalk along Marais Street/Cluver Street between Merriman Street and Van Riebeeck Street	945 000	SLM
Add sidewalk along Piet Retief Street between Noordwal West Street and Vrede Street on the eastern side.	825 000	SLM
Add sidewalk on the southern side of Vrede Street.	285 000	SLM
Add sidewalk along Paradyskloof Road up to Wildebosch Street	1 215 000	SLM
Add sidewalk along Blaauwklippen Road up to Wildebosch Street.	1 012 000	SLM
Upgrade paved shoulder along the northern side of Webbersvallei Road to a proper NMT facility i.e. construct kerbs.	1 950 000	SLM
Add sidewalk along Fresno Street.	270 000	SLM
Increase width of class 2 NMT facility along R44 from Van Reede Street to Paradyskloof/ Jamestown	2 550 000	SLM
Sidewalk/cycle path into Techno Park with Bicycle Storage Facilities.	1 650 000	SLM
George Blake sidewalk improvement (between Rand and Strand Street).	685 000	SLM
Banhoek Street sidewalk upgrading (between Bosman and Cluver Street).	1 345 800	SLM
Bosman Street sidewalk upgrading (between Drostdy and Marais Street).	592 500	SLM
Pedestrian of Church and Andringa Street.	600 000	SLM
Kayamandi Bird Street link.	3 500 000	SLM
Investigate signal timings on the R44 between Dorp and Adam Tas Street	50 000	SLM

DITP Projects and Budgets: West Coast District Municipality (Draft 2010)

Considered to be of Provincial Significance

PROJECT CODE	MUNICIPALITIES	PROJECT TITLE/DESCRIPTION	ESTIMATED COST (September 2009 Rand Value)					
			TOTAL	2009/10	2010/11	2011/12	2012/13	2013/14
IMPLEMENTATION PROJECTS								
CMU023	Cederberg	Upgrade main road to become uni-directional, Clanwilliam	4 500 000	-	1 000 000	3 500 000	-	-
MMU004	Matzikama	Raise the bridge over the Olifants River near Lutzville by at least 10 meters	2 200 000	-	150 000	50 000	1 500 000	500 000
SMU012	Swartland	Provision of a median in main road of Darling (R307)	700 000	-	-	500 000	200 000	-
SBMU021	Saldanha Bay	Upgrade of all road signage throughout the municipal area	350 000	70 000	70 000	70 000	70 000	70 000
BMU037	Bergrivier	Construction of new traffic circle in Voortrekker Street	3 040 000	-	300 000	2 700 000	20 000	20 000
WCDMU001	DMA	Upgrade of access roads that are not up to standard	4 000 000	-	1 000 000	1 000 000	1 000 000	1 000 000
Sub-Total			14 790 000	70 000	2 520 000	7 820 000	2 790 000	1 590 000
PLANNING PROJECTS								
WC01-PL1	DMA	Annual update of ITP	3 750 000	750 000	750 000	750 000	750 000	750 000
WCDMPF001	DMA	Preparation of a plan for subsidised public transport services	250 000	-	250 000	-	-	-
MMPF008	Matzikama	Projects and implementation plan for scholar safety education	400 000	-	-	100 000	300 000	-
BMPF001	Bergrivier	Investigate ways to obtain additional funds for road maintenance	450 000	50 000	250 000	50 000	50 000	50 000
SBMPF004	Saldanha Bay	Study of the location and status of the ring road	75 000	75 000	-	-	-	-
SMPF001	Swartland	Requirement of technical staff to deal with sewerage, water and roads infrastructure	500 000	-	-	250 000	250 000	-
Sub-total			5 425 000	875 000	1 250 000	1 150 000	1 350 000	800 000
TOTAL ESTIMATED BUDGET			20 215 000	945 000	3 770 000	8 970 000	4 140 000	2 390 000