REVIEW OF THE INTEGRATED TRANSPORT PLANS OF THE WEST COAST DISTRICT MUNICIPALITY

District Integrated Transport Plan
2015 - 2020

Draft Report
October 2015

PREPARED FOR:
Department of Transport & Public Works
Western Cape Government

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### TITLE:
INTEGRATED TRANSPORT PLAN REVIEW OF WEST COAST DISTRICT MUNICIPALITY: DISTRICT INTEGRATED TRANSPORT PLAN (DITP)

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### SYNOPSIS:
This report contains the transport plan for the West Coast District Municipality, including the five Local Municipalities in the area, for the period 2015 to 2020. The plan integrates all transport planning with other sectors of municipal planning, as well as the operational and infrastructure requirements for all modes of transport.
EXECUTIVE SUMMARY

INTRODUCTION
Ace Consulting was appointed by the Western Cape Government (WCG) to review the District Integrated Transport Plan (DITP) for the West Coast Municipality. The West Coast District Municipality (WCDM) comprises of five local municipalities, i.e. Swartland, Saldanha Bay, Bergrivier, Cederberg and Matzikama municipalities.

The transportation system consists of:

- A demand side – the people and goods that need to be transported; and
- A supply side – the transportation system that allows the movements to occur.

The demand side consists of the need for people and goods to be transported from a point of origin to a destination, mainly to achieve economic, institutional and social goals. The supply side consists of the infrastructure, operational elements as well as management and operational systems of the transportation system.

The legislated requirement in terms of the National Land Transport Act (NLTA), (Act 5 of 2009) requires all district municipalities to compile an Integrated Transport Plan (ITP). The ITP is a specific sector plan that feeds into the Integrated Development Plan (IDP) of the relevant authority. The ITP also supports and forms part of the development of the Provincial Land Transport Framework (PLTF).

The ITP gives a summary of the current transport situation, identifies specific needs, and assesses these in terms of the strategic informants with a view to identifying those amongst the many potential projects that best address the overall needs of the District. The result is an enabling plan and framework for the development and implementation of all transport related projects and strategies, at both the overarching and at the modal or sector level.

The Municipal Systems Act (Act 32 of 2000) requires that every municipality prepare an Integrated Development Plan (IDP) and that the plan be reviewed annually in accordance with an assessment of its performance measured in terms of Section 41 of the act. 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).

This review of the transport plan will serve for the period 2015 to 2020, and should be updated annually to reflect changing circumstances.

This 5-year review of the DITP aims to:

- Revisit the vision and objectives for transport planning in the area, as informed by changes in national and provincial legislation, policies and strategies;
- Determine the status of the transport system in terms of operations, infrastructure and systems;
- Solicit public input through a comprehensive stakeholder consultation process;
- Set the direction for the implementation of transport and related other plans for the following five years.

VISION AND OBJECTIVES
The Transport vision and objectives of the West Coast District Municipality (WCDM) and the constituent Local Municipalities are based on the principles outlined by the National and Western Cape Government. 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. These documents contain a number of objectives and principles that are relevant to the District and Local Integrated Transport Plans.

The Integrated Development Plan for the West Coast District Municipality (IDP 2012-2016) adopted the following Vision and Mission statement:

**Vision**

*“Creating a quality destination of choice through an open opportunity society”*

**Mission**

*“To ensure outstanding service delivery on the West Coast by pursuing the following objectives:”*

A number of Strategic Objectives were also outlined which translated into direction for transport planning by reducing the need for fossil fuels, improving access to jobs by extending the catchment area of potential candidates, improving community wellbeing through integrated communities, and providing bulk public transport and NMT infrastructure to facilitate mobility and accessibility.

All sectors of the municipal planning function should support and enable the realisation of the Vision for the District. The directives from the informant documents, including the WCDM IDP are therefore formulated as objectives for the Transport System.

**Objective 1**  Promote denser settlement patterns to support the transition to public transport

**Objective 2:**  Provide Integrated Public Transport Networks (IPTN) in rural regions

**Objective 3:**  Provide public transport and non-motorised transport (NMT) infrastructure, particularly in larger urban centres

**Objective 4:**  Ensure a safe public transport services

**Objective 5:**  Ensure a well maintained road network

**Objective 6:**  Shift freight from road to rail and prioritise general freight over bulk freight

**Objective 7:**  Facilitate the establishment of international standard ports and logistics

**Objective 8:**  Promote and support the efficient movement of freight

**Objective 9:**  Develop the institutional capacity and administrative environment to perform the functions required of the municipality by the NLTA

**TRANSPORT REGISTER**

The Transport Register provides a “snapshot” view of the current transport network and operations within the WCDM. It describes the existing state and quality of transport provision in the WCDM.

The Western Cape Provincial Spatial Development Framework (PSDF) highlights the fact that the West Coast is amongst the lowest populated districts in the province. Its economy is varied and heavily dependent on Cape Town as the province’s “Global City”. The key sectors within the district are the agriculture, manufacturing and finances.
The SDF and IDP place great emphasis on the southern part of the district (the Swartland and Saldanha Bay Municipalities) with the planned expansion of Saldanha port set to play a significant part in driving the economy and elevating Saldanha as a “Regional” motor within the province. Saldanha Bay and Swartland are the fastest growing local municipalities in the district. It identifies a higher order network of towns which are able to accommodate growth as being Saldanha, Vredenburg and Malmesbury.

Transport can be considered as being the most significant indicator that determines the existing and future development in the West Coast district. The district and towns are well connected to each other and to nearby districts by means of an extensive road network. However, road maintenance and upgrades are continuously required to ensure that the road network is in good condition, safe and accessible.

Efficient public transport (reliable, safe and available at regular time intervals) is important to the low-middle income groups who commute between work and home on a daily basis. A good public transport system is required to address the travelling requirements of an increasing population in the West Coast district.

Virtually all towns in the West Coast are physically growing with the continual provision of new residential units at very low density on the periphery of towns. The existing minibus and bus services need to be supported, maintained and upgraded to ensure that public transport provides the key linkages between towns and communities in the West Coast district. However, the current trend to plan and develop low density housing, severely undermines the efficiency of public transport operators. This leads to the low levels of service typically found in rural areas, and result in the desperate need for subsidies. Subsidising a structurally inefficient transport system is not sustainable. This can only be addressed in the long term through integrated, higher density settlement planning with mixed land uses that reduces travel distances and increases passenger numbers per vehicle.

Walking plays a significant role in travelling to work in the WCDM. Interventions should aim to facilitate the ease of walking, introducing and enabling the much greater use of bicycles for commute trips. It is possible that many of the car trips are made over short distances that would be more sustainably made by walking or cycling, at very little increase in travel time, and to a great saving in cost and environmental damage.

The development of the IDZ will have a direct and continuous impact on the transport in the region. It will have an impact on the road network and the capacity thereof. Freight transport via road and rail will also play a major role in supporting the development of the IDZ.

The N7 as well as the R27 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 provinces as well as cross borders (N7 is the only Cape to Namibia route). The key transport corridors between significant urban nodes identified include:

- Vredendal to Strandfontein
- Vredenburg to Velddrift / St Helena Bay / Laaiplek
- Malmesbury to Saldanha / Vredenburg

All public transport services from towns in the West Coast to Cape Town make use of either the N7 or the R27. Nearly all trips along the R27 start at the Vredenburg rank, which serve as a transfer interchange from towns around Vredenburg.

Public transport services consist primarily of buses, minibus taxis and commuter trains. 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.
The main travel modes used by workers obtained from the National Household Travel Survey (NHTS) for the West Coast, which was undertaken in 2013 shows public transport is used significantly (30.8%), although private transport is still the majority (42.7%). NMT accounts for approximately 26.5% of the total transport demand in the West Coast DM.

Minibus taxis account for approximately 71% of the total public transport trips in the West Coast. This is primarily because population densities and passenger volumes along most routes do not warrant bus services. As a result, minibus taxis provide public transport services based on passenger demand.

Public transport in the West Coast District Municipal area is predominantly road based. Commuter services are provided by minibus taxis. There is a limited scheduled public transport bus service from towns of Malmesbury and Saldanha to Cape Town on a daily basis. Buses are contracted to transport some workers and scholars in the area. Major towns within Swartland Local Municipality are the only areas in the West Coast serviced effectively by rail.

The route and permit data for minibus taxis were extracted from the Directorate: Transport Licensing and Permits of the Provincial Regulatory Entity (PRE). The minibus taxi services operate predominantly out of the larger towns, where formal ranks and services have been established.

The MBT industry operations are rank-based, so that vehicle trips are licensed to begin or end in ranks. However, it has become apparent that many operations occur outside the ranks, especially by illegal operators who do not have permits, or operating licenses to enter ranks. The illegal operators are often acknowledged to play an important role in peak demand periods when the number of legal operators cannot cope with demand. However, the market is too quiet in the off peak to sustain the illegal operators within the industry.

It was determined that there are 473 public transport vehicles and 435 operating licences that are registered with the Provincial Regulatory Entity (PRE) within the WCDM and legally liable to provide public transport services within the District. A total of 181 routes were observed operating out of the ranks on the survey days.

The highest demand for taxis were recorded on a Saturday mid-morning, while the Friday afternoon peak is second largest, especially at the end of the month. Operations during the week are significantly less. Long distance taxi services are provided on an ad hoc, on demand basis.

The following key issues were identified regarding municipal-based MBT operations and need to be addressed.

- Assess the demand for a minibus facility in Langebaan in order to inform the location and capacity if it is deemed a viable project.
- Detailed assessment of the minibus taxi operations in Clanwilliam to determine the need for a new facility for passengers.
- Assess the viability of scheduled services between Saldanha and Vredenburg ranks to reduce off-peak waiting times for passengers.

Other transport services include bus, rail and learner services. The only formal long distance commercial bus service that operates through the entire West Coast is run by Intercape. The Metrorail passenger rail service for the Western Cape Region operates as far as Malmesbury.

Western Cape Department of Education reports a total of 130 learner transport routes are operational within the WCDM.

The following key issues regarding other transport services were identified and need to be addressed.
• The data collection methodology only allows for revealed demand to be assessed. It is recommended that a household travel survey be conducted as part of a future update of the WC ITP.

• Municipal traffic officials do not have a record of the Operating Licences issued in their areas of jurisdiction. This makes law enforcement and commenting on new applications very difficult.

• An assessment of the demand along the N7 should be done to determine whether a higher frequency scheduled service should be supported by the municipality. Such a scheduled service, as described in the WC Mobility Study, would then enable local taxi operators to provide feeder type services to these long distance services. An assessment should be done to determine whether the potential benefits could be achieved in a viable manner.

Public transport is characterised by rank-based minibus taxi services. While historically the acceptable way of developing the industry, increasing ranks with growing demand is becoming problematic in larger towns, where rank space now compete with more productive land uses. However, this is still more efficient that the space taken by parking or around buildings. It is recommended though, that public transport become route based with convenient pick-up and drop-off facilities in business areas, while vehicles hold at less valuable land.

Several road authorities operate within the district and the road network is categorised in terms of the relevant authorities responsible for their upgrade and maintenance. The road authorities are: the South African National Roads Agency Limited (SANRAL), the Road Infrastructure Branch of the Western Cape Government, and the relevant Local Municipalities (LM). The District Municipality is not a roads authority, despite having input into various road schemes. The road network is divided primarily between rural and urban roads consisting of N7, various major provincial roads as well as district roads linking various towns with each other.

Walking is the main mode of travel in West Coast district (54%) as reported by the National Household Travel Survey (NHTS). Walking is a major form of transport for rural communities as a primary mode of transport to schools, to and from taxi ranks, and within towns. Much like infrastructure required for vehicles, the infrastructure required for NMT consists of a network of routes or “ways” (roads, streets, or any structure which permits movement or flow of non-motorised transport), safe crossings and amenities for the applicable mode.

Freight transport is of importance due to the strategic location of the district in relation to the Saldanha Port and the associated industrial activity as well as the Saldanha IDZ. The transport corridor between Cape Town and Windhoek is also a key freight route through the district. 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. There are currently no commercial airports within the West Coast district. The only airfields are municipal, private and military related.

The public transport system is not friendly to infrequent users, especially tourists, at present. A subsidised transport scheme should be introduced in order to cater for those people needing to visit a district hospital, especially for those that live in other towns other than Malmesbury. Provisions for special categories for passengers should be included in transport planning.
OPERATING LICENSING STRATEGY

This Operating Licensing Strategy (OLS) describes how applications for new licences should be dealt with, while also regulating the renewal of existing licenses. The OLS, as described in the National Land Transport Act, 5 of 2009, is to ensure that the WCDM recommendations to the Western Cape Operating Licences Board will enable the board, in disposing of applications regarding operating licences, to achieve a balance between public transport supply and utilisation that is effective and efficient.

There are 6 taxi associations operating in the WCDM. Following from the interviews conducted with the taxi associations and the available information obtained from the Provincial Regulatory Entity (PRE); it was determined that 484 public transport vehicles within the WCDM are registered with the PRE and legally liable to provide public transport services within the DM.

The minibus taxi services operate predominantly from the major towns where formal taxi ranks and services have been established. The registered vehicles range from a 5 seater sedan to the 15 seater minibus taxi type capacities. Most of the registered public transport vehicles have more than one operating licences authority which allows them to provide public transport services on a number of alternative routes within their LM area of jurisdiction.

Data was collected as part of the 2015 CPTR for the West Coast DM to determine both formal and informal taxi rank locations and also the utilisation of minibus taxi routes. The majority of the ranks across the WCDM are showing a high percentage utilisation with an average of over 73% on a Friday and 87% on a Saturday across the WCDM. The highest demand across the WCDM occurs on a Saturday with over 15 500 passengers departing from the various ranks during the whole day (06:00 – 19:00).

The way surveys are designed does not allow a finer analysis of the data to determine the level of surplus or shortfall more accurately. It was further not possible to determine how many of the total operating licences are actively used, and how many have become dormant over time. The prevalence of illegal operators would suggest that the number of active licences is lower than shown by the records of the PRE. From this assessment therefore it is not possible to make recommendations of additional or removal of licences. It is recommended that the inactive licences be removed from the PRE database and this be communicated to all officials responsible for law enforcement and planning in each LM. This would allow municipalities to manage existing and applications for new operating licences more effectively.

Based on all the findings, it should be noted that the existing routes currently operate mainly on Fridays and Saturdays, and that the routes are generally over-supplied or passenger demand is low. There is no indication that a need for more licences exists, and it is recommended that the awarding of additional licences should not be contemplated by the WCDM in the near future.

Some of the prioritised proposals that the WCDM and municipalities intend to follow:

1. Update mobility strategy and develop it into an IPTN for the West Coast. This will focus on integration of the Cape Town IPTN with Malmesbury and Vredenburg, as well as the operational and infrastructure requirements of the N7 corridor trunk route.

2. A project to assess status of existing OL’s and PRE data for public transport operations in the West Coast, and incorporating this into the municipal planning and law enforcement processes.

3. Investigate the creation of a specialised public transport law enforcement unit within the District, whether this is made up of new or existing officers.

4. Identify, confirm and the cancel all dormant operating licences.
5. Investigate holding areas in main towns, in-lieu of larger ranks in commercial centres. This should ideally be done as part of the IPTN project, but should be completed in the short to medium term even if the IPTN project is delayed.

6. Explore a model to disburse partial operating licences for peak only operations for areas where additional permanent licences are not warranted by the average weekly or monthly demand.

SUMMARY OF MOBILITY CONCEPTS/STRATEGIES

Two very important strategic planning processes that have a significant bearing on transport planning in the West Coast were produced by the Western Cape Government. The Growth Potential of Towns in the Western Cape, first published in 2004, was updated in 2013. This document gives an indication of the potential growth in demand for towns in the West Coast. The Mobility Strategy that was completed in 2011 looks at unlocking the transport system in support of social and economic development. Both documents are important strategic informants to this transport plan.

Growth Potential of West Coast

The aims of the study included, amongst others:

- Measure and quantify the growth performance of all rural towns in the Western Cape Province;
- Index, rank and categorise the towns according to their development potential and human needs;
- Suggest recommendations for the optimal investment type for each town;

The structuring framework includes framework consists of five main themes, namely human capital, economic, physical-environmental, infrastructural, and governance/institutional.

The ‘very high’ growth potential of both Malmesbury and Vredenburg is likely to result in even greater demand for transport within each town, between these towns and smaller towns in their vicinity, as well as with Cape Town and possibly each other. The priority would be to expand Cape Town’s IPTN to both these towns in the near future.

West Coast Mobility Concepts

The 2011 West Coast Mobility Study recommends the planning and implementation of an Integrated Public Transport Network (IPTN) for the West Coast. The core elements of the proposed IPTN are at the local settlement level, inter-city level, inter-town level, non-motorised transport, community level, learner transport and special needs passengers.

Provincial Public Transport Institutional Framework (PPTIF)

The primary aim with the development of a Provincial Public Transport Institutional Framework (PPTIF) is to address the key constraints to improving both public and non-motorised transport in the non-Metro areas of the Western Cape, through the development of a refined strategic approach for achieving progress. The document, which was in final draft form at the completion of this ITP, recommends that an incremental approach be applied to prioritising public transport and NMT improvements in non-metropolitan area.
TRANSPORT NEEDS ASSESSMENT

The transport needs for the West Coast stems from an assessment of where the status quo deviates from the objectives for the transport system. Issues include transport operations (safety, learner transport, levels of service, etc.), infrastructure, non-motorised transport and institutional matters.

The framework for evaluation of the need for transport in the West Coast is the nine objectives, which are; denser settlement patterns, Integrated Public Transport Networks (IPTN), public transport and NMT infrastructure, safe public transport services, well maintained road network, shift from road to rail, establish international standard port and logistics, efficient movement of freight and sound institutional and administrative environment.

SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

This section provides a summary of the project proposals that address the specific needs identified in each of the five local municipalities that comprise the West Coast District.

Swartland LM

The proposed projects for the Swartland municipality are:

- Make a formal submission to the drafting of the Municipal Spatial Development Framework to limit the sprawling of the town, especially to the west of Malmesbury.

- Engage the City of Cape Town and Metrorail, through the Intermodal Planning Committee (IPC), to agree on and plan the expansion of the City’s IPTN to Malmesbury.

- A park and ride facility should be considered near the Malmesbury train station.

- Conduct a traffic study to analyse the growing traffic problems in Malmesbury. The brief of the study should be to find sustainable alternatives for economic development and growth that is not reliant on private car use and hence, abundant additional parking spaces.

- Investigate the creation of a central public transport plaza where passengers can alight and board vehicles to all different destinations, but where only vehicles waiting to depart will wait. The plaza must be within walking distance to all major destinations in the town, and must include sheltered seating and well lit pathways to ensure safe and comfortable passage to and from final destinations.

- A formal public transport hub should be considered for the passengers/residents of Ilingelethu / Wesbank.

- Develop an NMT Strategy and prioritised implementation plan, either in conjunction with the District Municipality, or on its own. This plan is urgent to improve walking and cycling conditions, especially from Wesbank and Ilingelethu into the town centre.

- Support initiatives to encourage the greater use of rail for the movement of contestable goods to reduce heavy vehicle volumes from provincial and local roads in the municipal area.

- Raise the importance of traffic and transport planning capacity within the municipality. Acquire the necessary skills in-house, or consider making use of...
intergovernmental structures to share such skills with adjacent municipalities, especially Saldanha Bay who faces similar developmental pressures.

- The municipality should participate in the creation of a specialised public transport law enforcement unit within the District, by contributing officers to be trained, should this be the route taken by the District Municipality.

Saldanha Bay LM

The proposed projects for the Saldanha Bay Municipality are:

- Make a formal submission to the drafting of the Municipal Spatial Development Framework to limit the sprawling of the town, especially to the south of Vredenburg.
- Engage the City of Cape Town and Metrorail, through the Intermodal Planning Committee (IPC), to agree on and plan the expansion of the City’s IPTN to Vredenburg.
- Conduct a traffic study to analyse the growing traffic problems in Vredenburg. The brief of the study should be to find sustainable alternatives for economic development and growth that is not reliant on private car use and hence, abundant additional parking spaces.
- Investigate the creation of a central public transport plaza where passengers can alight and board vehicles to all different destinations, but where only vehicles waiting to depart will wait. The plaza must be within walking distance to all major destinations in the town, and must include sheltered seating and well lit pathways to ensure safe and comfortable passage to and from final destinations.
- A formal taxi ranking facility is required in Langebaan.
- An upgrade of the Saldanha taxi rank is required to provide sheltered seating for passengers waiting to board a vehicle.
- Develop an NMT Strategy and prioritised implementation plan, either in conjunction with the District Municipality, or on its own.
- Support initiatives to encourage the greater use of rail for the movement of contestable goods to reduce heavy vehicle volumes from provincial and local roads in the municipal area. This must be done in conjunction with the Provincial Department of Transport, Transnet and the Saldanha EDZ.
- A formalised truck stop is required in Vredenburg for the road freight sector.
- Raise the importance of traffic and transport planning capacity within the municipality. Acquire the necessary skills in-house, or consider making use of intergovernmental structures to share such skills with adjacent municipalities, especially with Swartland who faces similar developmental pressures.
- The municipality should participate in the creation of a specialised public transport law enforcement unit within the District, by contributing officers to be trained, should this be the route taken by the District Municipality.

Bergrivier LM

The proposed projects for the Bergrivier Municipality are:

- A few transport users at the Piketberg rank mentioned that the roof shelters needed upgrading due to the fact that the roof is designed too high and does not protect against rainy conditions. The roof shelter needs to be lowered as well as angled towards the taxi bay area.
Porterville and smaller towns in the Bergrivier area require shelters at the waiting areas and boarding points.

Cederberg LM

Only one project is proposed for the Cederberg Municipality.

- Conduct a study into introducing a one-way system in Clanwilliam to resolve traffic, goods delivery and public transport operations.

Matzikama LM

Only one project is proposed for the Matzikama Municipality.

- The main new project proposal for the Matzikama Local Municipality is for shelters and embayments in the areas of Lutzville and Vanrhynsdorp and an upgrade to the shelter in Klawer in front of the Supermarket.

FUNDING STRATEGY AND SUMMARY OF PROPOSALS / PROGRAMMES

The District Municipality acts as an agent of the Western Cape Government to maintain its road network. Apart from this it has a limited, if not uncertain, mandate for transport planning. Revenue related to transport does not extend beyond the roads maintenance function. It is proposed that the West Coast District Municipality embark on the projects list over the five-year period of this plan.

The projects proposed for the West Coast District Municipality were chosen to minimise capital and operational costs. The projects should enjoy equal priority in the short term, with subsequent priority increasing with the ability to move forward on particular projects.

PUBLIC STAKEHOLDER CONSULTATION

The process of public participation, stakeholder consultation and engagement is a precondition for the final adoption and approval of the West Coast Integrated Transport Plan (ITP) by the various approval authorities. Over and above this statutory requirement, the process forms a key part of drafting the ITP to both obtain broad stakeholder buy-in and understanding of the principles of addressing transport planning in this area.

The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings with representatives of DM and LMs and WCG officials, interviews with key stakeholders and taxi drivers and associations.

One round of public meetings in each of the five local municipalities to inform the public of the ITP process, obtain information on existing conditions and to present the proposed projects. It must be noted that the participation of the public in the West Coast was very sparse and generally unsatisfactory.
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<th>Description</th>
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<td>CPTR</td>
<td>Current Public Transport Record</td>
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<tr>
<td>DM</td>
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<td>DoT</td>
<td>Department of Transport</td>
</tr>
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<td>DSDF</td>
<td>District Spatial Development Framework</td>
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<td>Gross Regional Domestic Product</td>
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<td>Heavy Goods Vehicle</td>
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<td>IDP</td>
<td>Integrated Development Plan</td>
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<td>IIP</td>
<td>Integrated Infrastructure Plan</td>
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<tr>
<td>ITP</td>
<td>Integrated Transport Plan</td>
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<tr>
<td>LDV</td>
<td>Light delivery vehicle (bakkies)</td>
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<td>LITP</td>
<td>Local Integrated Transport Plan</td>
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<tr>
<td>LM</td>
<td>Local Municipality</td>
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<td>LOS</td>
<td>Level of Service</td>
</tr>
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<td>NHTS</td>
<td>National Household Travel Survey</td>
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<td>NLTIS</td>
<td>National Land Transport Information System</td>
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<td>NLTA</td>
<td>National Land Transport Act (Act No 5 of 2009)</td>
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<td>NMT</td>
<td>Non-motorised transport</td>
</tr>
<tr>
<td>OLS</td>
<td>Operating Licence Strategy</td>
</tr>
<tr>
<td>PLTF</td>
<td>Provincial Land Transport Framework</td>
</tr>
<tr>
<td>PRASA</td>
<td>Passenger Rail Agency of South Africa</td>
</tr>
<tr>
<td>PRE</td>
<td>Provincial Regulatory Entity</td>
</tr>
<tr>
<td>PSP</td>
<td>Provincial Strategic Plan</td>
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<tr>
<td>PTP</td>
<td>Public Transport Plan</td>
</tr>
<tr>
<td>RMS</td>
<td>Road Management System</td>
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<td>SDF</td>
<td>Spatial Development Framework</td>
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<td>TFR</td>
<td>Transnet Freight Rail</td>
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<td>WCDM</td>
<td>West Coast District Municipality</td>
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<td>WCG</td>
<td>Western Cape Government</td>
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</tbody>
</table>
1 INTRODUCTION

1.1 Background

Ace Consulting was appointed by the Western Cape Government (WC) to review the District Integrated Transport Plan (DITP) for the West Coast Municipality. Figure 1 shows the extent of the West Coast within the Western Cape. The district covers an area of approximately 31 100km².

Transportation demand is derived from the need to travel in order to reach economic and social opportunities. It is therefore a support function within the development planning process and not a goal in itself. Transportation planning does, however, have a crucial impact on the effectiveness of reaching various economic development goals. In order to plan for a transportation system that will support the other development goals effectively, it is necessary to first understand what the various components of these, and how these interact.

The transportation system consists of:

- A demand side – the people and goods that need to be transported; and
- A supply side – the transportation system that allows the movements to occur.

The demand side consists of the need for people and goods to be transported from a point of origin to a destination, mainly to achieve economic, institutional and social goals. The supply side consists of the infrastructure, operational elements as well as management and operational systems of the transportation system. Integrated planning happen in various dimensions; institutional integration, land use, economic development and transport integration, multi-modal transport services, finance and funding, environmentally sustainable transport and finally coordinated data of high quality.

1.2 Study Area

The West Coast municipal area is shown in Figure 1, and consists of the following five local municipalities:

- Saldanha Bay Local Municipality
- Swartland Local Municipality
- Bergrivier Local Municipality
- Cederberg Local Municipality
- Matzikama Local Municipality

The study area is bounded by the Namakwa District Municipality of the Northern Cape in the northeast and by the Cape Winelands District Municipality and City of Cape Town in the southeast and south, respectively. The western boundary is the coastline interface of approximately 350 km along the Atlantic Ocean.

The distance along the N7 road from the northern boundary of the study area just north of Bitterfontein to the southern boundary just south of Malmesbury is approximately 375 kilometres. The north-south distance across the district is approximately 350 km while and the east-west distance ranges from 80 – 110 km.
Figure 1: West Coast District and its Local Municipalities
The N7 national road and R27 are important north-south links between the municipalities and with the District Municipality and Cape Town.

The West Coast District municipality is responsible for the preparation of the DITP and LITP’s for the area. The district and local municipalities are obligated to ensure that all communities have equitable access to resources and services.

The planning cost for the preparation of the DITP is covered by the PGWC. 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.

ITP Steering Committees have been established in each district. These committees consist of representatives from the PGWC, the District Municipality and relevant Local Municipality within each area. The West Coast District Municipality (WCDM) is undertaking the preparation of the Local ITPs (LITPs) on behalf of the Local Municipalities in its area. Liaison and communication were done during the preparation of each LITP with stakeholders, operators, commuters and the general public, to solicit the public’s view on integrated transport throughout the West Coast district.

1.3 Purpose of the ITP

The legislated requirement in terms of the National Land Transport Act (NLTA), (Act 5 of 2009) requires all district municipalities to compile an Integrated Transport Plan (ITP). The ITP is a specific sector plan that feeds into the Integrated Development Plan (IDP) of the relevant authority. The ITP also supports and forms part of the development of the Provincial Land Transport Framework (PLTF).

Transport infrastructure often takes many years to plan and implement, and once in place, becomes a permanent feature in the geographic, social and economic landscape. Given this permanence, the impacts of transport must be addressed prior to implementation in order to optimise the positive impacts and limiting negative impacts. Transportation is a key factor in serving economic development and population growth, and can act either as a link between or divider of communities. As such, the transport needs of communities must be considered in terms of land use and economic development, necessitating coordination between the different transport modes so that land use and development opportunities are exploited to the maximum.

The ITP is therefore a tool for the identification and prioritisation of transport projects that will promote the vision and goals of the District. The ITP gives a summary of the current transport situation, identifies specific needs, and assesses these in terms of the strategic informants with a view to identifying those amongst the many potential projects that best address the overall needs of the District. The result is an enabling plan and framework for the development and implementation of all transport related projects and strategies, at both the overarching and at the modal or sector level.

The Municipal Systems Act (Act 32 of 2000) requires that every municipality prepare an Integrated Development Plan (IDP) and that the plan be reviewed annually in accordance with an assessment of its performance measured in terms of Section 41 of the act. All projects within a District must be listed in the IDP. The IDP is supported by, and simultaneously gives direction to, the Spatial Development Framework (SDF) and Integrated Transport Plan (ITP) of the region. This means that the ITP proposals that require financial assistance must fall within the ambit of the IDP. The planning framework within which the DITP for the West Coast area is to work is shown in.
Figure 2: Role of ITP in Local Development Planning

1.3.1 ITP Principles

The following principles guide the development of an Integrated Transport Plan.

- Enhance the effective functioning of cities, towns and rural areas through integrated planning of transport infrastructure and facilities, transport operations, bulk services and public transport services.
- Direct employment opportunities and activities to increase the efficiency of the transport system.
- Mixed land use and high-density residential development into high utilisation public transport corridors interconnected through development corridors.
- Plan for the role of appropriate non-motorised forms of transport such as walking and cycling.
- Give higher priority to public transport than private transport by ensuring the provision of adequate public transport services and applying travel demand management measures to discourage private transport.
- Enhance accessibility to public transport services and facilities and transport functionality in the case of persons with disabilities.
- Minimise adverse impacts on the environment.
- Plans must pay due attention to the development of rural areas, and transport for special categories of passengers must receive specific attention.
- Transport plans and programmes must be synchronised with other planning initiatives and must indicate how they are integrated into municipal integrated development plans (IDPs).
- Preparation of transport plan and programmes must include the consultation and participation of interested and affected parties.
1.4 Review and updates of Integrated Transport Plans

It is a requirement of NLTA that the Integrated Transport Plan is updated on an annual basis and substantially reviewed every five years. The previous ITP for the West Coast District Municipality was prepared in July 2010. This review of the transport plan will serve for the period 2015 to 2020, and should be updated annually to reflect changing circumstances.

This 5-year review of the DITP aims to:

- Revisit the vision and objectives for transport planning in the area, as informed by changes in national and provincial legislation, policies and strategies;
- Determine the status of the transport system in terms of operations, infrastructure and systems;
- Solicit public input through a comprehensive stakeholder consultation process;
- Set the direction for the implementation of transport and related other plans for the following five years.

Annual updates of the ITP seek to ensure that:

- Transport project budgets are updated and aligned with the Districts overall budget;
- Goals, objectives and Key Performance Indicators (KPIs) are assessed and if necessary updated;
- The ITP is aligned with the Integrated Development Plan (IDP);
- Sector plans are coordinated and in line with the overall policies and strategies of the area.

1.5 Report Layout

This ITP document seeks to fulfil the requirements for the DITP, as set out by National Department of Transport, and to provide a tool that is available for politicians, officials and the general public to assist in going forward towards a more prosperous future. This District Integrated Transport Plan review document comprises of the following sections:

Chapter 1: An introduction to the ITP – its purpose, objectives and structure

Chapter 2: Transport Visions and Objectives of the Nation, Province and District Municipality

Chapter 3: Transport Register, a “snapshot” of the transportation system in the region

Chapter 4: Operating License Strategy for the region, making use of the Current Public Transport Record, provided as a separate document, to identify and establish guidelines for the future issue of operating licenses for bus and minibus taxi services in the region.

Chapter 5: Summary of Mobility Concepts/Strategies

Chapter 6: Transport Needs Assessment, derived from an evaluation of the Transport Register, the vision of the Municipality, and the inputs received from the public participation process. This chapter seeks to parallel the Transport Register in summarising the identified needs.
Chapter 7: Summary of Local Integrated Transport Plans – emphasis on projects, financial and budgetary issues.

Chapter 8: Funding Strategy and Summary of Proposals/Programme – comprehensive list of projects with cost estimates, project prioritisation, sources of funding.

Chapter 9: Summary of the Public Stakeholder Consultation process
2 VISION AND OBJECTIVES

The Transport vision and objectives of the West Coast District Municipality (WCDM) and the constituent Local Municipalities are based on the principles outlined by the National and Western Cape Government. This chapter also contains the WCDM’s objectives and strategies that support the implementation of the vision.

The transport system should be managed in a sustainable way to remain affordable to its users and to act as an effective support to broader economic development in the region and country. The transport system should be responsive to customer needs and be operated reliably, efficiently and safely in order for users to have confidence in the system as a whole and promote its usage.

2.1 Review of Policies and Documents

An Integrated Transport Plan is the instrument to implement the transport policies of the national and provincial government. 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. The Western Cape emphasis is defined in the Provincial Land Transport Framework (PLTF).

The various policies and strategic documents which were obtained and reviewed for this update are listed in Table 1. These documents, together with the review of the existing conditions in the West Coast District Municipality, have informed the transport vision and objectives for the region.

Table 1: Existing Policies and Documentation Relevant to the WCDM ITP

<table>
<thead>
<tr>
<th>Report/ Document</th>
<th>Date</th>
<th>WCDM</th>
<th>LM</th>
<th>Province</th>
<th>National</th>
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<tr>
<td>Technical Transport Planning Guidelines for DITPs</td>
<td>2009</td>
<td></td>
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<tr>
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<td>West Coast DM CPTR</td>
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<td>Operating License Strategy (OLS)</td>
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<td>Public Transport</td>
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<td>Integrated Development Plan</td>
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<td>West Coast IDP Review 2 2012-2016</td>
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<td>Swartland IDP Review 2012-2017</td>
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<td>Western Cape PLTF (2011/12-2015/16)</td>
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<td>Provincial Spatial Development Framework</td>
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These documents contain a number of objectives and principles that are relevant to the District and Local Integrated Transport Plans. The key statements are extracted and discussed for each document.

2.1.1 Provincial Strategic Plan (PSP)

The Provincial Strategic Plan (PSP) 2014 – 2019 constitutes the policy agenda and roadmap to execution of the Western Cape Government. The PSP substitutes the eleven “Provincial Strategic Objectives” (PSO) in the previous plan with five overarching Provincial Strategic Goals (PSGs).

It also confirms the Provincial Vision of “An Open, Opportunity Society for All”. This is a society in which everyone has the chance and the means to use their opportunities in life, and where everyone takes responsibility for using those opportunities. The goals are:

- Strategic Goal 1: Create opportunities for growth and jobs
- Strategic Goal 2: Improve education outcomes and opportunities for youth development
- Strategic Goal 3: Increase wellness, safety and tackle social ills
Strategic Goal 4: Enable a resilient, sustainable, quality and inclusive living environment

Strategic Goal 5: Embed good governance and integrated service delivery through partnerships and spatial alignment

The Outcome Indicators of these Strategic Goals that are deemed specifically relevant to transport planning are listed below.

- Growth in GVA and jobs in Tourism, Agri-processing, Oil and Gas
- Retention of learners in schools and other education institutions
- Healthy Communities and workforce
- Improved sustainability, resilience and quality of settlements
- Spatial governance development model

Because of the inextricable link between spatial, land use and transport planning, an efficient transport system depends on effective land use and spatial plans. For example, efficient transport widens the catchment area of skills that are available for jobs. Similarly, education outcomes depend on ease of access for learners to education facilities, and reducing the time spent unproductively by travelling long distances.

Higher density and mixed use settlement development reduce the travel distances, which supports both examples listed here.

2.1.2 National Development Plan

The nine main challenges and approaches to address them, are identified in the National Development Plan (NDP), and shown in Table 2. The key objectives from the NDP, and which should be achieved by 2030, are the elimination of income poverty and reduction of inequality.

<table>
<thead>
<tr>
<th>National Development Challenges</th>
<th>Response</th>
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<tbody>
<tr>
<td>Unemployment</td>
<td>Create jobs and livelihoods</td>
</tr>
<tr>
<td>Infrastructure poorly located and inadequate</td>
<td>Expand infrastructure</td>
</tr>
<tr>
<td>Exclusive spatial patterns</td>
<td>Transform urban and rural spaces</td>
</tr>
<tr>
<td>Resource consumptive economy</td>
<td>Transition to a low carbon economy</td>
</tr>
<tr>
<td>Poor quality education</td>
<td>Improve education and training</td>
</tr>
<tr>
<td>Widespread disease burden and poor services</td>
<td>Provide quality health care</td>
</tr>
<tr>
<td>Poor quality public service</td>
<td>Build capable state</td>
</tr>
<tr>
<td>Corruption</td>
<td>Fight corruption and increase accountability</td>
</tr>
<tr>
<td>Divided society</td>
<td>Nation building</td>
</tr>
</tbody>
</table>

The core challenges relevant to transport are that South Africa’s infrastructure is often poorly located, and that we have a very high resources consumption economy. The required response lies in expanding strategic infrastructure, while transitioning to a low-carbon economy.
One of the more efficient ways to achieve this is to reduce the dependence on fossil fuels in the transport system. This is best achieved through more compact settlements and greater mix of land uses to enable public transport, walking and cycling as attractive alternatives to the car.

2.1.3 OneCape 2040
The OneCape2040 report prioritises six transition areas for the Western Cape. The Ecological Transition (Green Cape) talks directly to transport, as it requires a transition from “Unsustainable, carbon-intensive resource use” to Sustainable, low-carbon resource use. The document further highlights the following role of different agencies:

Local government:
- Create integrated neighbourhoods and upgrade the built environment
- Integrate service planning and provision

Private sector:
- Design and produce settlement solutions that address resource scarcity
- Social value capture

It also promotes the following key transitions:
- Ecological transit in support of sustainable low carbon resource use
- Settlement transition in support of accessible, liveable environments that offer multiple opportunities

The transport system will not only benefit directly when these roles are fulfilled, it will arguably fail if they are not. The current state of the built environment excludes many residents from basic opportunities due to the difficulty of accessing these – either as motorised modes are not affordable to many, or distances are too great for “free” modes like walking and cycling.

2.1.4 Provincial Land Transport Framework (PLTF)
The 2013 Provincial Land Transport Framework (PLTF) contains the following relevant requirements:
- Integrated Public Transport Networks (IPTN) in rural regions
- Safe public transport
- A well maintained road network
- International standard ports and logistics
- Resilience to peak oil

In terms of the hierarchy of policies and plans, the requirements of the PLTF must be implemented through the DITP and LITPs.

2.1.5 Western Cape Green Economy Strategic Framework
This Framework was produced in 2013, and highlights six strategic objectives. The two directly relevant, and one indirectly relevant to transport planning is:
- Become the lowest carbon Province
- Increase usage of low-carbon mobility
- Emerging market leader in resilient, liveable and smart built environment
2.1.6 Provincial Spatial Development Framework (PSDF)

The Western Cape’s Provincial Spatial Development Framework (PSDF) was adopted in March 2014. The key transition pertaining to transport planning from the Provincial spatial framework is to move from car dependent neighbourhoods and private mobility to public transport orientation and walkable neighbourhoods. As with other strategies, the move to more sustainable transport is inextricably linked with the move away from low density sprawling settlement that is characterised by carbon-intensive resource use.

The PSDF unambiguously states that the spatial implication of patterns of human settlement developments results in poor accessibility of especially the poor. It is therefore unsustainable and exacerbates inequality, which is what the vision for the Western Cape Province aims to remove.

The PSDF makes the case that it can no longer be business as usual, and accordingly introduces strategies and programmes for systematically changing where and how human settlements are configured and built.

Settlement patterns and the provision of transport infrastructure need to assist in “closing down space” across the Province and within municipalities to improve the affordability and viability of access to services and opportunities. The networks and systems of access (roads, paths and transport services) must always be designed to break down the spatial barriers created by apartheid and make settlements more convenient and pleasant to live in while creating economic opportunities close to where people live.

A priority is the establishment of an access system within and between functional regions. The strengthening of functional linkages and transport connections between rural settlements and regional service centres is also critical to ensure for spatial integration and associated economic resilience at all scales.

The PSDF specifically calls for the following interventions:

- Invest in public transport and non-motorised transport (NMT) infrastructure
- Shift freight from road to rail
- Expand port and industrial infrastructural requirements at Saldanha Bay
- Promote denser settlement patterns to support the transition to public transport, and mixed land use patterns to reduce the need for travel and create walkable neighbourhoods.

2.1.7 Western Cape Infrastructure Framework

This framework calls for a coordinated approach on the following aspects:

- Shift transport to reduce reliance on fossil fuels
- Invest in public transport and non-motorised transport (NMT) infrastructure, particularly in larger urban centres.
- Prioritise general freight rail over bulk freight.
- Shift freight traffic from road to rail along major routes.
2.1.8 West Coast Mobility Study

The West Coast Mobility Study was concluded in 2011 and, as it includes a comprehensive strategic review of transport in the District, it serves as a key informant to this ITP. The main recommendations from the study is summarised as:

- The primary need is for establishing services that are able to address mobility needs where public transport services are not financially viable.
- Where infrastructure is required, in many cases this relates to the needs of public transport passengers, pedestrians and cyclists.
- The province and WCDM should consider the implementation of an integrated public transport service, based on a negotiated subsidised contract, making use of existing operators in the WCDM, for a 12 year period, enabling them to formalise, commercialise and prepare for open tendering after the 12 year period.
- IPTN elements include:
  - Creating an integration framework
  - Inter-city interventions
  - Inter-town interventions
  - Non-motorised transport:
    - Community and land use changes
    - Learner transport
    - Special needs passengers
    - Identifying routes
    - Identifying commuter service requirements
    - Providing infrastructure per town

This ITP will borrow freely from the analysis, conclusions and recommendations for the Mobility Study, and aims to consolidate recommendations into a plan for the area over the planning period.

2.2 West Coast Vision and Mission

The Integrated Development Plan for the West Coast District Municipality (IDP 2012-2016) adopted the following Vision and Mission statement, as well as Strategic Objectives:

**Vision**

*Creating a quality destination of choice through an open opportunity society*

**Mission**

*To ensure outstanding service delivery on the West Coast by pursuing the following objectives:*
Strategic Objectives

- Ensuring environmental integrity for the West Coast
- Pursuing economic growth and facilitation of job opportunities
- Promoting social wellbeing of the community
- Providing essential bulk services in the region
- Ensuring good governance and financial viability

These objectives can be translated into direction for transport planning by reducing the need for fossil fuels, improving access to jobs by extending the catchment area of potential candidates, improving community wellbeing through integrated communities, and providing bulk public transport and NMT infrastructure to facilitate mobility and accessibility.

2.3 Transport Objectives

The National, Provincial and District level higher order policies, frameworks, strategies and plans reinforce a few strong themes that serve as a directive for this Integrated Transport Plan for the West Coast District. The strongest of these calls for a reduction in the dependence on fossil fuels in the transport system, and move towards a sustainable low carbon resource use system.

All sectors of the municipal planning function should support and enable the realisation of the Vision for the District. The directives from the informant documents, including the WCDM IDP are therefore formulated as objectives for the Transport System.

**Objective 1**  Promote denser settlement patterns to support the transition to public transport

**Objective 2:**  Provide Integrated Public Transport Networks (IPTN) in rural regions

**Objective 3:**  Provide public transport and non-motorised transport (NMT) infrastructure, particularly in larger urban centres

**Objective 4:**  Ensure a safe public transport services

**Objective 5:**  Ensure a well maintained road network

**Objective 6:**  Shift freight from road to rail and prioritise general freight over bulk freight

**Objective 7:**  Facilitate the establishment of international standard ports and logistics

**Objective 8:**  Promote and support the efficient movement of freight

**Objective 9:**  Develop the institutional capacity and administrative environment to perform the functions required of the municipality by the NLTA
3 TRANSPORT REGISTER

This chapter provides a “snapshot” view of the current transport network and operations within the West Coast District Municipality. It describes the existing state and quality of transport provision in the WCDM.

3.1 Spatial Development Framework

The West Coast Spatial Development Framework (SDF) is a long term plan to manage growth and change, the latest available version is the one compiled by Urban Dynamics dated August 2014.

The following key and strategic spatial objectives and principles will be incorporated as key informants within the West Coast SDF:

- Create opportunities for growth and jobs;
- Increase access to safe and efficient transport and improve public transport systems;
- Increase wellness and safety – reduce poverty;
- Focus on spatial transformation by promoting integrated and sustainable human settlements;
- Promote and enhance resource-use efficiency;
- Invest in renewable ‘green’ energy projects;
- Increase spatial integration and social cohesion;
- Provide basic services to all;
- Improve and expand infrastructure – Saldanha IDZ and iron ore railway line; and
- Create opportunities for growth and development in rural areas.

The Western Cape Provincial Spatial Development Framework (PSDF) highlights the fact that the West Coast is amongst the lowest populated districts in the province. Its economy is varied and heavily dependent on Cape Town as the province’s “Global City”. The key sectors within the district are the agriculture, manufacturing and finances.

The PSDF envisages two converging combined rail and road transport corridors which structure the West Coast. The first runs along the eastern side of the district along the N7 from Cape Town/ Atlantis to Vredendal and beyond and the other on the western coastal edge from Saldanha to Strandfontein, Bitterfontein and beyond.

The PSDF goes on to identify the Lower Olifants River Development Corridor along the N7 between Citrusdal and Vredendal as a potential growth corridor, however this is not supported by the West Coast district plan which considers this corridor as an agriculture corridor with limited growth potential and development.

The WCDM consists of possibilities, opportunities, potential growth and development in the fields of coastal zone, mining, agriculture, heritage, biodiversity, tourism and fishing industry. All these industries require good access to transport in terms of transportation of goods and services as well as employment, to ensure the growth in the economy of the WCDM.

The SDF and IDP place great emphasis on the southern part of the district (the Swartland and Saldanha Bay Municipalities) with the planned expansion of Saldanha port set to play...
a significant part in driving the economy and elevating Saldanha as a “Regional” motor within the province. Saldanha Bay and Swartland are the fastest growing local municipalities in the district. It identifies a higher order network of towns which are able to accommodate growth as being Saldanha, Vredenburg and Malmesbury.

Development pressure is expected to remain in the south of the district, with Saldanha/Vredenburg becoming a secondary metropolis.

The IDP notes the need to maintain urban edges, which could help with improving the transport system by maintaining a concentration of development (individual towns present opportunities to guide growth in ways that support public transport or minimise the need for motorised transport).

The WCSDF reported an annual Real Growth in the GDP of 3.1% compared to 4.1% for the Western Cape and 5.1% for the Eden district (MERO, 2012). This is attributed to the mild contraction in agriculture and fishing and weak growth and heavy recession impact in manufacturing.

Central places/nodes were identified in each local municipality, namely, Piketberg (Bergrivier), Clanwilliam (Cederberg), Vredendal (Matzikama), Vredenburg (Saldanha Bay) and Malmesbury (Swartland). The Growth Potential Study (2010) classified these towns into five functional categories:

- Regional centres;
- Agricultural service centres
- Fishing/industrial;
- Residential; and
- Tourism.

Table 3 summarises the different roles and functioning of towns within the district. The agriculture sector is considered a key spatial indicator in the West Coast.

Transport can be considered as being the most significant indicator that determines the existing and future development in the West Coast district. There are generally 2 generators of movement, namely people and goods. Both of these are present in the district, and thus collectively form the basis of demand for movement.

The district and towns are well connected to each other and to nearby districts by means of an extensive road network. However, road maintenance and upgrades are continuously required to ensure that the road network is in good condition, safe and accessible.

The WCSDF identified medium potential settlements which primarily are located in the southern half of the district: Darling, Dwarskersbos, Eendekuil, Elandsbaai, Hopefield, Koringberg, Paternoster, Piketberg, Saldanha/Jacobsbaai, St Helena Bay, Velddrif and Yzerfontein.
Table 3: Functional Role of Towns in WCDM (Source: WCSDF, 2014)

<table>
<thead>
<tr>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>SETTLEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Centre</td>
<td>Malmesbury, Vredenburg</td>
</tr>
<tr>
<td>Agricultural service centre</td>
<td>Aurora, Bitterfontein, Citrusdal, Clanwilliam, Darling, Eendekuil, Graafwater, Hopefield, Klawer, Lutzville, Moorreesburg, Nuwerus, Piketberg, Porterville, Redelinghuys, Vanrhynsdorp, Vredendal</td>
</tr>
<tr>
<td>Agricultural service centre / Tourism</td>
<td>Riebeek-Wes</td>
</tr>
<tr>
<td>Fishing / Industrial</td>
<td>Saldanha</td>
</tr>
<tr>
<td>Fishing / Residential</td>
<td>St Helena Bay</td>
</tr>
<tr>
<td>Fishing / Tourism</td>
<td>Elandsbaai, Lamberts Bay, Veldrif</td>
</tr>
<tr>
<td>Residential</td>
<td>Ebenhaesar, Kliprand, Koekenaap, Koringberg, Rietpoort</td>
</tr>
<tr>
<td>Residential / Tourism</td>
<td>Doringbaai, Riebeek-Kasteel</td>
</tr>
<tr>
<td>Tourism</td>
<td>Dwarskersbos, Jacobsbaai, Langebaan, Paternoster, Strandfontein, Yzerfontein</td>
</tr>
</tbody>
</table>

The WCSDF suggest certain key transport routes to be promoted in the district:

**N7:** The primary transport spine through the district, for the purpose of freight transport, tourism and day to day trips

**R27:** A key activity route between Saldanha Bay and Cape Town, also being a key tourism route

**R311:** Tourism route through Riebeek Valley

**R363:** Tourism and activity route along Olifants River from Klawer to Vredendal and Lutzville

Efficient public transport (reliable, safe and available at regular time intervals) is important to the low-middle income groups who commute between work and home on a daily basis. A good public transport system is required to address the travelling requirements of an increasing population in the West Coast district.

When planning for transportation, the desired distances for walking and cycling is about 1km and about 4 km respectively, depending on the grade of inclines. This means that the majority of West Coast towns are still small enough for most people to walk and cycle for most of their daily trips. However, with the addition of new residential neighbourhoods on the periphery of towns, increasingly more people will be living outside of the 4km radius, which will discourage walking and cycling.

These residents will become dependent on cars and taxis, which not only place a significant burden on poorer households, but it also prevents moving to a low-carbon economy. The very real problem with a car dependent town is the need for parking space, which is already beginning to threaten the larger towns in the District.
Virtually all towns in the West Coast are physically growing with the continual provision of new residential units at very low density on the periphery of towns. Table 4 gives an indication of the distance from the centre of towns to the furthest houses at the moment. Only Vredendal exceeds the comfortable cycling distance of around 5km at the moment. However, towns like Malmesbury, Saldanha and Vanrhynsdorp are likely to exceed this distance in the short to medium term if current trends continue. An analysis of the distances to various directions from the town centres of main towns is expanded in the Local Integrated Transport Plan (LITP) of each Local Municipal area.

Table 4: Distances from Edge of Centre of Main Towns

<table>
<thead>
<tr>
<th>Town</th>
<th>Distance “as crow flies” (km)</th>
<th>Distance by road (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malmesbury</td>
<td>3.4</td>
<td>4.2</td>
</tr>
<tr>
<td>Moorreesburg</td>
<td>2.7</td>
<td>3.4</td>
</tr>
<tr>
<td>Vredenburg (Ongeland)</td>
<td>3.4</td>
<td>3.8</td>
</tr>
<tr>
<td>Saldanha (Northeast)</td>
<td>3.2</td>
<td>3.7</td>
</tr>
<tr>
<td>Langebaan</td>
<td>4.9</td>
<td>6.2</td>
</tr>
<tr>
<td>Piketberg (north)</td>
<td>1.8</td>
<td>2.5</td>
</tr>
<tr>
<td>Porterville (southwest)</td>
<td>1.9</td>
<td>2.3</td>
</tr>
<tr>
<td>Velddrift (east)</td>
<td>2.0</td>
<td>3.0</td>
</tr>
<tr>
<td>Citrusdal (north)</td>
<td>1.9</td>
<td>2.1</td>
</tr>
<tr>
<td>Clanwilliam (south)</td>
<td>1.9</td>
<td>2.4</td>
</tr>
<tr>
<td>Lamberts Bay</td>
<td>1.8</td>
<td>2.0</td>
</tr>
<tr>
<td>Vredendal (north)</td>
<td>4.6</td>
<td>6.2</td>
</tr>
<tr>
<td>Vanrhynsdorp</td>
<td>2.2</td>
<td>2.8</td>
</tr>
<tr>
<td>Lutzville</td>
<td>1.4</td>
<td>2.0</td>
</tr>
</tbody>
</table>

The existing minibus and bus services need to be supported, maintained and upgraded to ensure that public transport provides the key linkages between towns and communities in the West Coast district. However, the current trend to plan and develop low density housing, severely undermines the efficiency of public transport operators. This leads to the low levels of service typically found in rural areas, and result in the desperate need for subsidies. However, subsidising a structurally inefficient transport system is not sustainable. This can only be addressed in the long term through integrated, higher density settlement planning with mixed land uses that reduces travel distances and increases passenger numbers per vehicle.
3.2 Demographic Overview and Economic Activity

3.2.1 Demographic Overview

The population statistics of the local municipalities in the WCDM are shown in Table 5. The information was obtained from Statistics South Africa for the Census undertaken in 2011.

**Table 5: District Population by Local Municipality**

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>2011 Population</th>
<th>%</th>
<th>Economic Development - Thrust</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>113 762</td>
<td>29.0</td>
<td>Manufacturing, finance &amp; business, agriculture, fishing &amp; forestry</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>99 193</td>
<td>25.3</td>
<td>Harbour, tourism &amp; fishing, manufacturing, construction, transport &amp; communication</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>61 897</td>
<td>15.8</td>
<td>Wholesale &amp; retail, catering &amp; accommodation, transport &amp; communication</td>
</tr>
<tr>
<td>Cederberg</td>
<td>49 768</td>
<td>12.7</td>
<td>Agriculture, forestry &amp; fishing, wholesale &amp; retail, catering &amp; accommodation, manufacturing</td>
</tr>
<tr>
<td>Matzikama</td>
<td>67 147</td>
<td>17.1</td>
<td>Agriculture, forestry &amp; fishing, wholesale &amp; retail, catering &amp; accommodation</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>391 767</strong></td>
<td><strong>100.0</strong></td>
<td></td>
</tr>
</tbody>
</table>

Statistics South Africa (Census 2011)

Figure 3 provides the annual population growth per local municipality. The total population of the WCDM has grown by 3.8% and 3.3% between 1996 and 2001 and between 2001 and 2011 respectively. The WCDM population has grown by more than 150 000 people between 1996 and 2011 which is a ±67% increase in 15 years or 3.5% per annum. This high growth rate places huge pressure on the local municipalities with regards to service delivery and especially transport infrastructure.

According to the 2011 Census data the total population of the West Coast district was 391 766 in comparison to 282 672 in 2001.

The West Coast district grew at an average annual growth rate of 3.3% between 2001 and 2011. This high growth rate places huge pressure on the local municipalities with regards to service delivery and especially transport infrastructure.

The total population and population growth rate of all five local municipalities in the West Coast are indicated in Table 6. The table shows that Saldanha Bay and Swartland have the highest population growth rates over the ten year period from 2001 to 2011. The growth rate in the Swartland of 4.7% is substantially higher than the other municipalities.
The majority of the population is concentrated in the southern part of the district (Swartland and Saldanha Bay) with these two areas adding to more than half of the total population of the district. If the prevailing settlement patterns continue as these towns grow, it will place pressure on town infrastructure and the need for socio-economic facilities.

![Population Growth Chart](image)

**Figure 3: WCDM Population Growth Analysis**

**Table 6: Population Growth Rate of Local Municipalities in WCDM**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>72 115</td>
<td>113 762</td>
<td>4.7%</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>70 261</td>
<td>99 193</td>
<td>3.5%</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>46 538</td>
<td>61 897</td>
<td>2.9%</td>
</tr>
<tr>
<td>Cederberg</td>
<td>39 559</td>
<td>49 768</td>
<td>2.3%</td>
</tr>
<tr>
<td>Matzikama</td>
<td>54 199</td>
<td>67 147</td>
<td>2.2%</td>
</tr>
<tr>
<td>West Coast DM</td>
<td>282 672</td>
<td>391 766</td>
<td>3.3%</td>
</tr>
</tbody>
</table>

*Statistics South Africa (Census, 2011)*
The population breakdown by race, gender and age within the WCDM is shown in Table 7.

Table 7: Population Breakdown by Race, Gender & Age in WCDM

<table>
<thead>
<tr>
<th>Race (Proportions)</th>
<th>Gender (proportions)</th>
<th>Age Group (Proportions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>African</td>
<td>Coloured</td>
<td>Indian</td>
</tr>
<tr>
<td>16.4%</td>
<td>66.6%</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Statistics South Africa (Census 2011)

The age composition of the districts population one can see that the West Coast district has a fairly youthful population composition, with 67.7% of the district population below the age of 40. The youthful population of the district has long term development implications for the district in that the population growth, transport facilities will place increased pressure on facilities such as schools, health facilities, housing and sustainable job opportunities. There will be an increased need for youth and skills development programmes for the youthful population.

The working age population (15-64) accounted for 68.5% of the district’s population. The high percentage of working age population indicates the need for sustainable job opportunities.

Table 8 shows the percentage trips by workers to travel to place of work through different modes of transport and it shows that walking plays a significant role in travelling to work in the WCDM.

Table 8: Main Mode of Travel to Work in WCDM

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Percentage of trips</th>
<th>Approx. Number of Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Train</td>
<td>Bus</td>
</tr>
<tr>
<td>Swartland</td>
<td>*</td>
<td>10.2</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>*</td>
<td>10.5</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Cederberg</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Matzikama</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>West Coast</td>
<td>0.4</td>
<td>6.4</td>
</tr>
</tbody>
</table>

*Numbers too small to provide reliable estimates

The proportion of people walking to work is significant. While the average walking distance is not known, the size of most towns lends themselves to walking. Promoting the use of more public transport vehicles for many of these trips may therefore not be
desirable. Rather, interventions should aim to facilitate the ease of walking, introducing and enabling the much greater use of bicycles for commute trips. It is also likely that many of the car trips are made over short distances that would be more sustainably made by walking or cycling, at very little increase in travel time, and to a great saving in cost and environmental damage.

3.2.2 Saldanha Bay Industrial Development Zone (IDZ)

The Saldanha Bay Feasibility Study published in October 2011, found that there was sufficient non-environmentally sensitive land upon which an IDZ development could take place.

The development proposals for the IDZ include:

- The development of an Offshore Supply Base and Marine Repair.
- The development of a Renewable Energy industry. This industry is initially based upon the development of a Solar Water Heater manufacturing facility which has a production output of 2000 units per month, manufacturing only the flat plate collectors and geyser tanks required in the Solar Water Heater.
- The establishment of a Blade manufacturing facility for Wind Turbines.
- The establishment of a Titanium and Zircon Complex for mineral beneficiation and the establishment of a Hot Briquetting Iron (HBI) Plant.
- The establishment of an IDZ Customs Controlled Area/s (CCAs) to anticipate the importation and exportation of goods to and from the IDZ.
- The establishment and growth of an IDZ Light Industrial Area/s, whose purpose will be to house complementary downstream business enterprises, as per the Industries and Services Areas definition.

The development of the IDZ will have a direct and continuous impact on the transport in the region. It will have an impact on the road network and the capacity thereof. Freight transport via road and rail will also play a major role in supporting the development of the IDZ.

3.3 Strategic Transport Corridors

The N7 as well as the R27 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 provinces as well as cross borders (N7 is the only Cape to Namibia route). Other minor roads support these key corridors to distribute goods and services to the communities within the district. These major corridors are discussed below.

Transport corridors are defined as road connections between significant urban nodes. The intention is to support these corridors with improved public transport services. The key transport corridors identified include:

- Vredendal to Strandfontein
- Vredenburg to Velddrift / St Helena Bay / Laaiplek
- Malmesbury to Saldanha / Vredenburg
3.3.1 Public Transport Corridors

Higher order roads connect all major towns in the West Coast with each other and with Cape Town, and the road-based public transport system should capitalise on this. All public transport services from towns in the West Coast to Cape Town make use of either the N7 or the R27. Nearly all trips along the R27 start at the Vredenburg rank, which serve as a transfer interchange from towns around Vredenburg.

From the rest of the West Coast, vehicles depart from virtually all other towns to Cape Town as soon as the demand exists to justify the trip. All these trips make use of the N7 for at least part of their journeys. In addition to these, several long distance services exist between the Northern Cape and Cape Town, all of which make use of the N7. Therefore, as one moves closer to Cape Town along the N7, the concentration of public transport vehicles and passengers increases.

3.3.2 Regional Development Corridors

In addition to the two main north-south routes, the SDF also identified the following as potentially important routes for tourism:

R311: Tourism route through Riebeek Valley

R363: Tourism and activity route along Olifants River from Klawer to Vredendal and Lutzville

3.4 Public Transport Services

3.4.1 Introduction

Public transport is critical to the quality of life in the West Coast as it provides a significant proportion of this community with access to employment, education, shops, government services and recreational opportunities. Public transport services consist primarily of buses, minibus taxis and commuter trains. 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.

Public transport services must be affordable to the public and responsive to customer needs. They must be designed to:

- Achieve service quality
- Use the most cost-effective mode
- Be safe
- Be environmentally friendly

The Current Public Transport Record (CPTR) for the West Coast provides an insight into the personal travel needs of a large portion of the community. The CPTR provides information on routes, facilities, vehicles and passenger flows, as well as operational characteristics of the public transport system at present. The analysis of the information of the CPTR forms the basis for the Operating Licensing Strategy (OLS), which must be implemented to ensure that the public transport system develops in the desired manner. Both the CPTR and OLS documents must be read in conjunction with this DITP for the West Coast.

Generally speaking, most of the larger towns and settlements in the WCDM are self-sufficient, providing all of the necessary services and activities mentioned above. This in
turn promotes the use of non-motorised transport (NMT) modes. As a result, daily movement between these destinations and the residential areas in or adjacent to the town occurs. The same cannot be said for the smaller settlements or outlying areas, as these destinations are not all located in the local settlement, but rather in larger settlements in the same local municipality.

**Figure 4** summarises the main travel modes used by workers obtained from the National Household Travel Survey (NHTS) for the West Coast, which was undertaken in 2013. Even though public transport is used significantly (30.8%), private transport is still the majority (42.7%). NMT accounts for approximately 26.5% of the total transport demand in the West Coast DM. This data is similar to the 2011 PLTF data that showed public transport and NMT combined to constitute 55% of trips. While the apparent rise in private transport could be statistically insignificant, it should be monitored closely.

![West Coast DM Modal Split](image)

**Figure 4: Public Transport Modal Split for WCDM**

Minibus taxis account for approximately 71% of the total public transport trips in the West Coast. This is primarily because population densities and passenger volumes along most routes do not warrant bus services. As a result, minibus taxis provide public transport services based on passenger demand.

Public transport in the West Coast District Municipal area is predominantly road based. Commuter services are provided by minibus taxis. There is a limited scheduled public transport bus service from towns of Malmesbury and Saldanha to Cape Town on a daily basis. Buses are contracted to transport some workers and scholars in the area. Major towns within Swartland Local Municipality are the only areas in the West Coast serviced effectively by rail.

**Table 9** shows the public transport services for each Local Municipality. Malmesbury is the only exception in that it has both commuter rail and bus services, while minibus taxis dominate public transport elsewhere.
Table 9: Public Transport Services per local Municipality

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>Major Towns</th>
<th>Commuter Rail</th>
<th>Minibus Taxi</th>
<th>Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>Malmesbury, Moorreesburg</td>
<td>Yes, No</td>
<td>Yes, Yes</td>
<td>Yes, Private</td>
</tr>
<tr>
<td></td>
<td>Saldanha, Vredenburg</td>
<td>No, No</td>
<td>Yes, Yes</td>
<td>Private, Private</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bergrivier</td>
<td>Piketberg, Porterville</td>
<td>No, No</td>
<td>Yes, Yes</td>
<td>Private, Private</td>
</tr>
<tr>
<td>Cederberg</td>
<td>Clanwilliam, Citrusdal</td>
<td>No, No</td>
<td>Yes, Yes</td>
<td>Private, Private</td>
</tr>
<tr>
<td>Matzikama</td>
<td>Vredendal, Lutzville</td>
<td>No, No</td>
<td>Yes, Yes</td>
<td>Private, Private</td>
</tr>
</tbody>
</table>

3.4.2 Minibus Taxi Services

3.4.2.1 Minibus Taxi Industry

The route and permit data for minibus taxis were extracted from the Directorate: Transport Licensing and Permits of the Provincial Regulatory Entity (PRE). This can be seen as the current fleet size operating in the West Coast district. Maps of all the known Minibus taxi routes are shown in the CPTR document and Local Area Transport Plans (LITPs). Table 10 shows a summary of the taxi industry and the extent of operations in the West Coast.

Table 10: Number of Routes and Permits in Municipal Area

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Taxi Association</th>
<th>No. of Members</th>
<th>No. of Operating Licences</th>
<th>No. of Vehicles</th>
<th>No. of Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>Malmesbury</td>
<td>51</td>
<td>99</td>
<td>109</td>
<td>35</td>
</tr>
<tr>
<td></td>
<td>Moorreesburg &amp; District</td>
<td>16</td>
<td>48</td>
<td>42</td>
<td>29</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>St Vredsal</td>
<td>96</td>
<td>156</td>
<td>158</td>
<td>61</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>Piketberg</td>
<td>11</td>
<td>19</td>
<td>19</td>
<td>29</td>
</tr>
<tr>
<td>Cederberg</td>
<td>Clanwilliam</td>
<td>32</td>
<td>41</td>
<td>47</td>
<td>22</td>
</tr>
<tr>
<td>Matzikama</td>
<td>Olifantsrivier</td>
<td>71</td>
<td>72</td>
<td>98</td>
<td>37</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>277</strong></td>
<td><strong>435</strong></td>
<td><strong>473</strong></td>
<td><strong>213</strong></td>
</tr>
</tbody>
</table>

This predominance of the minibus taxi industry is primarily due to the flexibility of the taxi industry to adapt to the various passenger demands in each local municipality. In addition, the short distances and low volume of demand have always made formal
scheduled services unaffordable. The minibus taxi services operate predominantly out of the larger towns, where formal ranks and services have been established.

It became apparent that the municipal law enforcement departments do not have access to information about operating licenses in their areas. This makes both planning, but also effective enforcement of public transport very difficult.

### 3.4.2.2 Ranks Operations

The MBT industry operations are rank-based, so that vehicle trips are licensed to begin or end in ranks. However, it has become apparent that many operations occur outside the ranks, especially by illegal operators who do not have permits, or operating licenses to enter ranks. A complex relationship exists between legal and illegal operators, as the illegal operators are often acknowledged to play an important role in peak demand periods when the number of legal operators cannot cope with demand. However, the market is too quiet in the off peak to sustain the illegal operators within the industry. This, however, does not mean that legal and illegal operators live in constant harmony.

Manual surveys were undertaken in major towns at formal ranks in the district. Survey locations were selected based on the previous ITP and discussions with the local municipalities, taxi associations and the provincial traffic department. Telephonic discussions with the various taxi associations were held to inform them of the survey procedure and to obtain their support of the project. Arrangements were made to endure that all owners and drivers were aware of the intended surveys and that would assist in the exercise.

The highest demand for minibus taxi (MBT) services happen on Friday afternoons and Saturdays, especially the last weekend of the month that coincides with people receiving monthly salary payments. Until recently the “All pay day” for pensioners attracted a significant demand for MBT services. However, with the payment of these funds through retail outlets, funds can be withdrawn at any time, so that the “All pay day” is no longer a major trip generator. Most MBTs are not utilised productively during normal weekdays. Long distance taxi services are provided on an ad hoc basis only.

It was determined that there are 473 public transport vehicles and 435 operating licences that are registered with the Provincial Regulatory Entity (PRE) within the WCDM and legally liable to provide public transport services within the District. While a minibus taxi typically refers to a vehicle with 15 seat capacity, there are also sedan cars registered to operate public transport services in some West Coast towns.

Data collection of operational information of minibus taxis for each destination/ route from each rank included the following:

- **Rank surveys**
  - Arrival and departure times of vehicles
  - Number plates of vehicles
  - Number of passengers in vehicle when leaving rank
  - Number of passengers alighting on arrival at rank
  - Number of passengers left in queue when vehicle leaves rank
  - Number of vehicles left in queue when vehicle leaves rank
  - Waiting times (only for larger and busier ranks)
In addition to the rank surveys, the following surveys were also carried out.

- Cordon surveys
- On-board surveys with GPS technology

A total of 181 routes were observed operating out of the ranks on the survey days.

The data received from the surveys was captured and analysed and used to produce the operational characteristics at the ranks as shown in **Table 11**.

### Table 11: 2015 Rank Departure Summary – Whole Day Period (06:00 – 19:00)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unique Vehicles</th>
<th>Vehicle Trips</th>
<th>Service Capacity</th>
<th>Passenger Trips</th>
<th>% Utilisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vredendal Fri</td>
<td>37</td>
<td>87</td>
<td>1 122</td>
<td>1 124</td>
<td>100.18</td>
</tr>
<tr>
<td>Vredendal Sat</td>
<td>38</td>
<td>129</td>
<td>1 641</td>
<td>1 641</td>
<td>100.00</td>
</tr>
<tr>
<td>Saldanha Fri</td>
<td>56</td>
<td>75</td>
<td>1 127</td>
<td>1 127</td>
<td>100.00</td>
</tr>
<tr>
<td>Saldanha Sat</td>
<td>97</td>
<td>200</td>
<td>3 000</td>
<td>3 000</td>
<td>100.00</td>
</tr>
<tr>
<td>Moorreesburg Sat</td>
<td>9</td>
<td>37</td>
<td>529</td>
<td>525</td>
<td>99.24</td>
</tr>
<tr>
<td>Citrusdal Sat</td>
<td>17</td>
<td>19</td>
<td>290</td>
<td>281</td>
<td>96.90</td>
</tr>
<tr>
<td>Malmesbury Fri</td>
<td>88</td>
<td>165</td>
<td>2 152</td>
<td>2 046</td>
<td>95.07</td>
</tr>
<tr>
<td>Porterville Sat</td>
<td>6</td>
<td>9</td>
<td>140</td>
<td>132</td>
<td>94.29</td>
</tr>
<tr>
<td>Vredenburg Fri</td>
<td>81</td>
<td>94</td>
<td>1 348</td>
<td>1 267</td>
<td>93.99</td>
</tr>
<tr>
<td>Vredenburg Sat</td>
<td>280</td>
<td>396</td>
<td>6 211</td>
<td>5 714</td>
<td>92.13</td>
</tr>
<tr>
<td>Moorreesburg Fri</td>
<td>8</td>
<td>19</td>
<td>271</td>
<td>245</td>
<td>90.41</td>
</tr>
<tr>
<td>Clanwilliam Sat</td>
<td>5</td>
<td>6</td>
<td>90</td>
<td>80</td>
<td>88.89</td>
</tr>
<tr>
<td>Malmesbury Sat</td>
<td>90</td>
<td>267</td>
<td>3 854</td>
<td>3 422</td>
<td>88.79</td>
</tr>
<tr>
<td>Piketberg Fri</td>
<td>21</td>
<td>30</td>
<td>468</td>
<td>389</td>
<td>83.12</td>
</tr>
<tr>
<td>Piketberg Sat</td>
<td>36</td>
<td>64</td>
<td>1 051</td>
<td>864</td>
<td>82.21</td>
</tr>
<tr>
<td>Porterville Fri</td>
<td>2</td>
<td>2</td>
<td>29</td>
<td>21</td>
<td>72.41</td>
</tr>
<tr>
<td>Klawer Fri</td>
<td>3</td>
<td>4</td>
<td>60</td>
<td>33</td>
<td>55.00</td>
</tr>
<tr>
<td>Citrusdal Fri</td>
<td>16</td>
<td>17</td>
<td>217</td>
<td>86</td>
<td>39.63</td>
</tr>
<tr>
<td>Klawer Sat</td>
<td>2</td>
<td>2</td>
<td>30</td>
<td>9</td>
<td>30.00</td>
</tr>
<tr>
<td>Clanwilliam Fri</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Totals Fri</td>
<td>312</td>
<td>493</td>
<td>6 794</td>
<td>6 338</td>
<td>72.98</td>
</tr>
<tr>
<td>Totals Sat</td>
<td>580</td>
<td>1 129</td>
<td>16 836</td>
<td>15 668</td>
<td>87.23</td>
</tr>
</tbody>
</table>
3.4.2.3 Municipal-based MBT operations

**Saldanha Bay LM** has the highest number of public transport vehicles within the WCDM, sitting at one hundred and fifty five (155).

**Swartland LM** has one hundred and forty three (143) public transport vehicles, Malmesbury being the biggest town from within the Swartland LM, sitting with ninety eight public transport vehicles in Malmesbury and Moorreesburg has forty five (45) public transport vehicles.

**Matzikama LM** has eighty (80) public transport vehicles. The Matzikama LM has the highest number of public transport vehicles with the 5-seater capacity operating on the identified public transport route.

**Bergrivier and Cederberg LM** are more rural and have the lowest number of public transport vehicles. Bergrivier has fifty one (51) vehicles and Cederberg has forty three (43) vehicles.

The highest demand for taxis were recorded on a Saturday mid-morning, while the Friday afternoon peak is second largest, especially at the end of the month. Operations during the week are significantly less. Long distance taxi services are provided on an *ad hoc*, on demand basis.

The CPTR and Local Municipal Integrated Transport Plans contain details of the MBT operations in the West Coast, while a summary is provided here.

**Swartland Local Municipality**

There are two formally developed off-street minibus taxi ranks in the Swartland municipal area. One is located within the CBD of Malmesbury on Bokomo Street and Tuin Street and the other is in Moorreesburg off Central Street. The Malmesbury rank, located on the corner of Bokomo and Tuin Streets, is divided into three areas. Two ranks are situated north and south of Bokomo Street with demarcated bays and undercover loading points. The rank to the south is for routes to Kalbaskraal, Chatsworth, Abbotsdale, Riverlands and Dassenberg. The rank to the north is for Malmesbury.

A rank in Tuin Street is for Riebeek West and Riebeek Kasteel. The Moorreesburg formal rank is located on Central Street with demarcated bays and an undercover loading area. Informal facilities are located in Abbotsdale, Kalbaskraal, Riverlands, Riebeek Kasteel and Illingelethu/Wesbank. A formal structure is located in Koringberg however, it doesn’t appear that this is utilised on a frequent basis. The Illingelethu facility is mainly used for long distance services which depart on a Sunday.

The overall peak hour passenger demand for the Malmesbury rank as per the data collected is 16:45 to 17:45 on a Friday with a total of 597 passengers and the peak hour on a Saturday for the rank is 11:30 to 12:30 with a total number of 768 passengers. Wesbank accommodates the largest passenger volume, transporting over 80% of the total number of passengers moving through the rank on a Saturday.

Rosenhof is the most regular route operating from the Moorreesburg rank. In general, passenger volumes are low. Passenger demand peaks at around 16:45 on a Friday and around 12:15 on a Saturday. During the survey period, the total passenger demand was approximately 245 on a Friday and 525 on a Saturday.

**Saldanha Bay Local Municipality**

The two main formal ranks are located in Vredenburg and Saldanha where rank surveys were undertaken. The Vredenburg rank was surveyed during the morning peak period as
well as the Friday afternoon and Saturday. It is a destination for taxis from the surrounding smaller towns like Hopefield, Paternoster and St Helena Bay. Less formal ranking facilities/major boarding points are located in Hopefield, Middelpos, Diazville, Laingville, Paternoster and Langebaan.

A taxi rank, still under construction at the time of survey, is situated in Diazville on the corner of Murray Street and Vraagom Street. A non-operational rank in Middelpos situated on Murray Street (south of Zola Street) is no longer in use. An informal pick-up/drop-off point in Sea Harvest is also used mainly for workers. Paternoster also has a rank situated on the corner of St Augustine Road and Madeliefie Street outside the Community Hall as does Laingville on Main Road (west of Protea Street). Observations of staff drop-offs at the Mykonos Casino in Langebaan as well as at the Antonio Sieni Street shopping centre occurred. The local community identified the need for a formal rank in Langebaan, but no data was collected to assess the extent of the demand.

50 public transport routes were identified to be operating regularly on Friday afternoon and Saturday in the Saldanha Bay Municipality with passenger demand peaking before and after lunch on Saturday. All major routes within the municipal area provide regular contracted services to various institutions i.e. Saldanha Steel, Sea Harvest etc. They provide day-to-day services for workers.

Passenger demand at the Vredenburg rank peaks on Fridays between 15:15 – 16:15 (645 passengers), while demand peaks at around 14:15 on Saturdays (1343 passengers). The total number of passengers through the rank during the peak hour on a Friday is 645 and on a Saturday, 1343 passengers. Louwville has the highest passenger demand on a Friday afternoon, 517 (over 80% of total rank demand). Saldanha accommodates the largest passenger volume on a Saturday, 431 (approximately 32% of total peak hour rank demand) and the Laingville route has the second highest demand, 240 passengers (approximately 20%) during the peak hour on a Saturday.

In the Saldanha rank, passenger demand peaks between 16:00 and 17:00 on Fridays (420 passengers), while Saturdays, passenger demand peaks at around 12:30 (645 passengers). Diazville accommodates the largest passenger volume, transporting nearly 60% of total passengers moving through the rank on both a Friday and Saturday. The Vredenburg route on a Saturday accommodates nearly 45% of the total passenger demand through the rank.

Bergrivier Local Municipality

The two formal ranks in the Bergrivier Municipality are located in Piketberg and Porterville and serve most of the routes on a regular basis over weekends. The major local routes reported are to and from the farms located within the jurisdiction of the Bergrivier Municipality.

26 public transport routes have been identified in the Bergrivier municipal area. Most of the identified routes do provide public transport needs mainly for farm workers from the town centre to the farms within the municipal area.

Both Piketberg and Porterville taxi ranks were surveyed, with the majority of the routes operating on Friday afternoons and Saturdays. Sunday services tend to be long distance trips, where weekly commuters travel to Cape Town or the larger towns within the WCDM. On demand services are apparently available for long distance trips.

Both local and long distance trips are provided by minibus taxis, from the major towns within the municipality. Passenger transport services are also provided by local farmers to transport farm workers. A privately owned bus service is also provided to the residents of Goedverwacht.
An overview shows that the Piketberg rank peaks between 17:00 – 18:00 on a Friday with a total passenger demand of 198 passengers, and between 12:45 – 13:45 on a Saturday with total passenger demand of 270 passengers. Broodkraal accommodates the largest passenger volume, amounting to nearly 60% of total passengers moving through the rank on a Friday and 50% on a Saturday.

From the Porterville rank, Saron accommodates the largest passenger volume, transporting approximately 75% of total passengers moving through the rank on a Saturday. The rank peaks between 16:00 – 17:00 on a Friday afternoon and between 13:00 – 14:00 on a Saturday.

**Cederberg Local Municipality**

The main ranks identified in the Cederberg Municipality are located in Citrusdal and Clanwilliam. Both ranks are formal; the Citrusdal rank is situated off Voortrekker Street and the rank in Clanwilliam is on the corner of Mark Street and Visser Street. However it appears the Clanwilliam rank was no longer utilised by minibus taxis as operations have shifted to the front of the Spar in Hoof Street. The major routes are operated on Friday afternoon and Saturdays. The Citrusdal rank was surveyed and since the formal rank in Clanwilliam was reported to be not utilised during the peak times, taxis were surveyed at the Spar and therefore no trips were undertaken from the formal rank.

Both local and long distance trips are provided by minibus taxis, from the major towns within the municipality. There are 18 public transport routes identified in the Cederberg Municipality. The majority of the routes identified provide public transport needs mainly to the farm workers from the town centre to the farms within the Cederberg municipal area. Cederberg’s poor road condition was highlighted as the main reason why minibus taxi operators do not provide public transport services to most of the rural farm areas resulting in farm workers seeking alternative means of travelling to meet their travel needs. This has resulted in a high number of illegal operators in the area who bridge the gap to improve access to these rural farms.

From the Citrusdal rank, Keerom accommodates the largest passenger volume, transporting approximately 132 passengers per hour moving through the rank on a Saturday morning between 12:00 and 13:00. The demand on Friday afternoons is a lot less, 43 passengers per hour and peaks between 17:00 – 18:00. The inter peak period during a Saturday accommodates the highest demand from the Citrusdal rank, 281 passenger trips with a service capacity of 290 (97% utilisation).

In general passenger volumes along the taxi routes in Clanwilliam are low, with passenger demand peaking on Saturday early afternoon between 14:45 – 15:45 (45 passengers). Over the entire survey period on the Saturday (09:00 – 16:00) a total of 80 passengers were recorded departing from the Spar in Clanwilliam. Only routes to Graafwater and Vredendal were departing from here. No routes were observed to be departing on a Friday.

**Matzikama Local Municipality**

The busiest ranks that have been identified in the Matzikama Municipality are located in Vredendal and Klawer and both these ranks were surveyed on Friday afternoon (15:00 to 19:00) and Saturday (09:00 to 16:00). Both these ranks are formal and are operating several routes regularly. Sunday services tend to be long distance trips, where economic migrants commute weekly to Cape Town or to some of the larger towns in the WCDM. Both local and long distance movements are provided by minibus taxis, from the major towns within the municipality.
There are 37 public transport routes identified operating regularly on Friday afternoon and Saturdays throughout the Matzikama Municipality. Vredendal-North has the largest passenger volumes.

Passenger demand in Vredendal peaks on Fridays to Vredendal North between 17:00 – 18:00, while demand on a Saturday peaks between 13:00 – 14:00 with a total passenger demand through the rank of 546 passengers. Vredendal-North has the largest passenger demand on both a Friday and a Saturday, accounting for approximately 85% of total passengers moving through the rank during the whole day on a Saturday.

The inter peak period (09:00 – 16:00) on a Saturday sees the highest passenger demand departing from the Vredendal rank, 1641 passenger trips and has a service capacity of 1641 which means this rank is 100% utilised during the Saturday inter peak period. The PM peak period (16:00 – 19:00) on a Friday observed the highest passenger demand departing from the rank, 943 passenger trips which is over 100% utilised.

In general passenger volumes through the Klawer rank are low, with passenger demand peaking between 14:00 – 15:00 on a Friday and before lunch (11:45 – 12:45) on Saturdays.

### 3.4.2.4 Summary of key issues

The following key issues were identified and need to be addressed.

- Assess the demand for a minibus facility in Langebaan in order to inform the location and capacity if it is deemed a viable project.
- Detailed assessment of the minibus taxi operations in Clanwilliam to determine the need for a new facility for passengers.
- Assess the viability of scheduled services between Saldanha and Vredenburg ranks to reduce off-peak waiting times for passengers.

### 3.4.3 Other Transport Services

Due to the low intensity of non-minibus taxi operations, these are discussed jointly per municipal area. Services include bus, rail and learner services. The only formal long distance commercial bus service that operates through the entire West Coast is run by Intercape. This service operates between Cape Town and Upington via Springbok and has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp. Smaller minibus taxi-based services operate between the Northern Cape and Cape Town on a daily basis. Other bus operators run services in portions of the district area.

**Swartland Local Municipality**

Golden Arrow Bus Service operates daily services to and from Malmesbury. There are a number of private contract services operating.

Western Cape Department of Education reports a total of 43 learner transport routes are operational in the Swartland Municipality.

The Metrorail passenger rail service for the Western Cape Region operates as far as Malmesbury. The Malmesbury line is serviced by a single train departing from Malmesbury in the morning peak and returning in evening peak period. The train departs at 05:25 and arrives at the central Cape Town station at 07:35. It departs from Cape Town again at 17:33 to arrive in Malmesbury at 19:40. Commuters are therefore away from
home for more than 14 hours to complete an 8-hour workday. The Saturday service departs around the same time, but arrives back in Malmesbury at 15:55. There is no Sunday service.

The average journey time for this line is 127min over a distance of 78km at an average speed of 37km/h. This speed is not competitive with much faster road based services serving the same destinations. The latest rail census shows that the service’s utilisation was below 50%.

There are three long distance commercial bus services that operate through the Swartland municipal area, namely City to City, Intercape and Elwierda. The City to City operates a bus service from Vredenburg stopping at Malmesbury Station on its way to the Athlone Stadium in Cape Town. Elwierda provides a daily return service between Cape Town and Saldanha and it runs via Malmesbury, Hopefield and Vredenburg.

**Saldanha Bay Local Municipality**

There are no bus services for local commuters in the towns within the Saldanha Bay Municipality. However, some of the industries provide chartered services to their employees, but data on the extent of these operations are not available. The Transnet rail line connecting Saldanha to Cape Town via Kalbaskraal provides the option of passenger rail services.

Information from the Western Cape Department of Education reports a total of 10 learner transport routes are operational in the Saldanha Bay Municipality.

Elwierda provides a daily bus service between Cape Town and Saldanaha. This route runs via Malmesbury, Hopefield and Vredenburg.

**Bergrivier Local Municipality**

There are no bus services for local commuters in the towns of Bergrivier Municipality. Passenger rail services are possible on the Bitterfontein line, but none has operated in recent times.

Information from the Western Cape Department of Education reports a total of 29 learner transport routes are operational in the Bergrivier Municipality.

The only long distance bus service that operates through the Bergrivier Municipality is the Intercape. This service operates between Cape Town and Upington via Springbok and has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp.

**Cederberg Local Municipality**

There are no bus services for local commuters in the towns of Cederberg Municipality and no passenger rail services operate on the Bitterfontein rail line.

Information from the Western Cape Department of Education reports a total of 29 learner transport routes are operational in the Cederberg Municipality.

The only long distance commercial bus service that operates through the Cederberg Municipality is Intercape. This service operates between Cape Town and Upington via Springbok and has stops in Malmesbury, Moorreesburg, Piketberg, Citrusdal, Clanwilliam, Klawer and Vanrhynsdorp.
**Matzikama Local Municipality**

There are no bus services for local commuters in the towns of Matzikama Municipality, and no passenger rail services operate on the Bitterfontein rail line.

Information from the Western Cape Department of Education reports a total of 19 learner transport routes are operational in the Matzikama Municipality.

**Summary of key issues**

The following key issues were identified and need to be addressed.

- The data collection methodology only allows for revealed demand to be assessed. It is recommended that a household travel survey be conducted as part of a future update of the WC ITP.
- Municipal traffic officials do not have a record of the Operating Licences issued in their areas of jurisdiction. This makes law enforcement and commenting on new applications very difficult.
- An assessment of the demand along the N7 should be done to determine whether a higher frequency scheduled service should be supported by the municipality. Such a scheduled service, as described in the WC Mobility Study, would then enable local taxi operators to provide feeder type services to these long distance services. An assessment should be done to determine whether the potential benefits could be achieved in a viable manner.

3.5 Public Transport Infrastructure

3.5.1 Public Transport Infrastructure

This section provides a summary of the infrastructure available public transport users in the West Coast. Details are available in the CPT and LITP reports.

**Swartland Local Municipality**

Public transport infrastructure is limited to a few rail stations and facilities used for minibus taxi operations. Rail stations in the West Coast that are operational include Malmesbury, Abbotsdale, Kalbaskraal and Wintervogel. These facilities have little to no amenities.

The maintenance and upgrading of minibus taxi facilities are the responsibility of the Swartland Municipality. The challenge facing the LMs is mainly the availability of funds to address the priority needs at the public transport facilities. An assessment of the operational requirements at each facility will provide a basis for the consolidation of various facilities, as well as for funding applications for the construction of required facilities and upgrades. In addition to the formal facilities, each LM has a number of informal facilities and stopping points that require upgrades. It remains a challenge to provide adequate shelter at the informal facilities.

The two formally developed minibus taxi facilities in the Swartland Municipality are in Malmesbury and Moorreesburg. The Malmesbury facility is separated by Bokomo Street. There are ablution facilities, an office and a roof over some of the loading lanes used by the public transport vehicles. The facility is often operating at or above capacity, and is in need of much improved passenger facilities. Moorreesburg facility has ablutions although not in a very good condition, a roof structure over the loading lanes where the vehicles rank. There are no offices.
The scheduled Intercape stop in Malmesbury is at Malmesbury Motors on Voortrekker Road next to the KFC. This stop has parking, toilets and waiting amenities. The stop in Moorreesburg is at Swartland Motors (Caltex garage) on Main Road and has toilets, parking, a shop and waiting facilities on the private premises.

**Saldanha Bay Local Municipality**

The new formal rank in Diazville on the corner of Vraagom Street and Murray Street was under construction and not operational at the time of writing this ITP. The formal rank located in Middelpos on Murray Street (south of Zola Street) is no longer utilised.

The main rank in Vredenburg, situated in Jakob Sadie Street, has demarcated bays and undercover loading areas. There are ablution facilities and offices. The Saldanha rank is located on the corner of Saldanha Road/Burton Port Street/da Gama Street and has demarcated bays but no undercover loading area. Ablution facilities are available at this rank. It was reported that any overflow of taxis rank in the adjacent parking area.

**Bergrivier Local Municipality**

The two main ranks in the Bergrivier Municipality are in Piketberg and Porterville. Piketberg rank is situated on Kerk Street and is off-street with demarcated bays and no undercover loading area. There are ablution facilities, shelter and offices, as well as demarcated bays for buses. The Porterville rank is located on Voortrekker Street outside the Porterville Tourism building and opposite the Palms B&B and has demarcated bays on Voortrekker Street (on-street facility) but no undercover loading area. Ablution facilities are available at this rank. The Piketberg rank does not have a roof structure over the loading lanes where taxis rank to protect the commuters against the elements.

The Intercape bus has its scheduled stop in Piketberg at the Winkelshoek Wine Cellars (Total garage) off the N7. There is parking, a shop, public toilets and public telephone at the garage.

**Cederberg Local Municipality**

The two main ranks in the Cederberg Municipality are situated in Citrusdal and Clanwilliam. The Clanwilliam rank is located on the corner of Mark and Visser Streets and has 8 demarcated bays. While there is no undercover loading area, there is a roof structure for waiting commuters. Ablution facilities, office and public telephone is available at this rank. An informal trading area exists at the rank. An informal trading area exists at the rank. This rank is no longer utilised and it was reported that taxis operate in front of the Spar on Hoof Street.

Citrusdal rank is situated on Voortrekker Street and is off-street with 12 demarcated bays and a roof structure at the loading area. The Citrusdal rank operates near capacity on Saturdays. There are ablution facilities, shelter and offices. In addition to the demarcated taxi bays, there are also 2 bays for buses. An informal trading area exists at the rank.

The Intercape bus has its scheduled stop in Citrusdal at Sonop Motors (Caltex garage) and in Clanwilliam at the Total Cedar Inn (Old Olifantdam Motel). There is parking, a shop, public toilets and public telephone at both these stop locations.

**Matzikama Local Municipality**

The two main ranks surveyed in the Matzikama Municipality are situated in Vredendal and Klawer. The main rank in Vredendal is located in the CBD area on the corner of Waterkant and Tuin Streets. Taxis providing the local service in Vredendal as well as the long distance vehicles use this main rank. This is an off-street rank with 9 demarcated bays and a covered shade cloth loading area. There are ablution facilities, offices and
public telephones. It was observed that informal traders were using the area under the shade cloth structures to sell their wares which was utilising space meant for taxis.

There are two Klawer ranks located in Dorp Street. Both have a covered loading area but there are no other facilities.

The Intercape bus has its scheduled stop in Klawer at the One Stop Engen Garage and in Vanrhynsdorp at Turcks Motors (Shell garage). There is parking, a shop, public toilets and public telephone at both these garages.

### 3.5.2 Summary of key issues

The following key issues were identified and need to be addressed.

- Public transport is characterised by rank-based minibus taxi services. While historically the acceptable way of developing the industry, increasing ranks with growing demand is becoming problematic in larger towns, where rank space now compete with more productive land uses. However, this is still more efficient that the space taken by parking or around buildings. It is recommended though, that public transport become route based with convenient pick-up and drop-off facilities in business areas, while vehicles hold at less valuable land.

### 3.6 Roads and Traffic

The road network plays an integral part of the socio-economic functioning and development of the West Coast as all but a very small number of passengers and goods are transported by rail. The planning for new roads and maintenance of the existing road network is therefore of critical importance to the West Coast District.

#### 3.6.1 Road Classification

Several road authorities operate within the district and the road network is categorised in terms of the relevant authorities responsible for their upgrade and maintenance. The road authorities are: the South African National Roads Agency Limited (SANRAL), the Road Infrastructure Branch of the Western Cape Government, and the relevant Local Municipalities (LM). The District Municipality is not a roads authority, despite having input into various road schemes.

The WCG is the primary custodian of the rural road network in the West Coast, while the LMs are responsible for urban roads. The road network is divided primarily between rural and urban roads. Rural roads are further divided in terms of the following classes:

- National Roads;
- Trunk Roads;
- Main Roads;
- Divisional Roads;
- Municipal Main Roads; and
- Minor Roads.

Urban Streets are classified in terms of the Department of Housing’s “Guidelines for Urban Settlements” as:
- Arterials: Higher or Lower order;
- Distributors: Major or Minor
- Local Residential Street;
- Access Ways.

Roads Coordinating Body (RCB) of the Committee of Transport Officials (COTO) compiled a Draft of the proposed TRH 26, South African Road Classification and Access Management Manual (SARCAMM).

TRH 26 will provide guidance to all road authorities on the following:
- The benefits of functional road classification and access management;
- The functional classification system according to which roads are classified;
- The methodology according to which such classification must be undertaken;
- Management requirements (access management) to ensure that the roads can function as intended;
- The methodology of applying access management; and
- Retrofit measures that can be implemented in situations where roads are not serving their intended function.

The classification system is based on the six functional classes of the Road Infrastructure Strategic Framework for South Africa (RISFSA) (DOT, 2006) as well as the National Guidelines for Road Access Management in South Africa (COTO, 2005). This system acknowledges that individual roads and streets cannot serve all travel functions, but that travelling is characterised by movement through networks with different functions along the route. TRH26 therefore proposes the following 6 classes:

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Principal arterial</td>
</tr>
<tr>
<td>2</td>
<td>Major arterial</td>
</tr>
<tr>
<td>3</td>
<td>Minor arterial</td>
</tr>
<tr>
<td>4</td>
<td>Collector street</td>
</tr>
<tr>
<td>5</td>
<td>Local street</td>
</tr>
<tr>
<td>6</td>
<td>Walkway</td>
</tr>
</tbody>
</table>

### 3.6.2 Road Authorities

Table 12 shows the different authority types that are identified on the Provincial Road Network Information System (RNIS) website, together with the seat(s) from which each authority operates. The significance of each of these authorities will be discussed during the description of the different functions.
### Table 12: Relevant Road Authorities and Location

<table>
<thead>
<tr>
<th>AUTHORITY TYPE</th>
<th>ADMINISTRATIVE HEADQUARTERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANRAL Regional Office: Western Region</td>
<td>Bellville</td>
</tr>
<tr>
<td>WCG Regional Office: District Roads Engineer</td>
<td>Ceres</td>
</tr>
<tr>
<td>West Coast District Municipality (Type 2 Planning Authority, B-Municipality)</td>
<td>Moorreesburg</td>
</tr>
<tr>
<td>Local Municipalities</td>
<td></td>
</tr>
<tr>
<td>Matzikama Municipality (WC011)</td>
<td>Vredendal</td>
</tr>
<tr>
<td>Cederberg Municipality (WC012)</td>
<td>Clanwilliam</td>
</tr>
<tr>
<td>Bergrivier Municipality (WC013)</td>
<td>Piketberg</td>
</tr>
<tr>
<td>Saldanha Bay Municipality (WC014)</td>
<td>Saldanha Bay</td>
</tr>
<tr>
<td>Swartland Municipality (WC015)</td>
<td>Malmesbury</td>
</tr>
<tr>
<td>Road Maintenance Authority: WCDM (Agent to WCG)</td>
<td>Moorreesburg</td>
</tr>
<tr>
<td>Traffic Authorities</td>
<td>Vredenburg</td>
</tr>
<tr>
<td>Magistrate Authorities</td>
<td>Clanwilliam</td>
</tr>
<tr>
<td></td>
<td>Hopefield</td>
</tr>
<tr>
<td></td>
<td>Moorreesburg</td>
</tr>
<tr>
<td></td>
<td>Piketberg</td>
</tr>
<tr>
<td></td>
<td>Vanrhynsdorp</td>
</tr>
<tr>
<td></td>
<td>Vredenburg</td>
</tr>
<tr>
<td></td>
<td>Vredendal</td>
</tr>
</tbody>
</table>

**Figure 5** presents the existing National and Provincial road network in the WCDM by differentiating between national, trunk, main and district roads.

### 3.6.3 Road Network and Condition

The total distance of the roads in the West Coast area is ±10 000 km. The higher order road system within the West Coast District Municipality consists of the National Road N7, various major Provincial roads as well as District roads linking the various towns with each other. The main focus of the district municipality is the maintenance of gravel roads, and the largest portion of the available budget is allocated to this. The major road network in the WCDM is summarised in **Table 13**.
Figure 5: Provincial Road Network in WCDM
### Table 13: Higher Order Road Network within West Coast District Municipality

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Surfaced (km)</th>
<th>Gravel (km)</th>
<th>Total Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Road N7</td>
<td>271.31</td>
<td>-</td>
<td>271.31</td>
</tr>
<tr>
<td>Provincial Trunk Roads</td>
<td>430.72</td>
<td>-</td>
<td>430.72</td>
</tr>
<tr>
<td>Provincial Main Roads</td>
<td>838.65</td>
<td>424.74</td>
<td>1263.39</td>
</tr>
<tr>
<td>Provincial Divisional Roads</td>
<td>279.27</td>
<td>1608.10</td>
<td>1887.37</td>
</tr>
<tr>
<td>Provincial Minor Roads</td>
<td>85.03</td>
<td>5939.26</td>
<td>6024.29</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1904.98</strong></td>
<td><strong>7972.10</strong></td>
<td><strong>9877.08</strong></td>
</tr>
</tbody>
</table>

*RNIS Report: Surfaced & Gravel Distribution by Authority, Nov 2014*

The Provincial Road Network consists of approximately 20% surfaced and 80% gravel roads. Provincial Minor Roads account for approximately 60% of the road network.

The N7 national road is the primary accessibility route through the WCDM, connecting southwards to the Cape Metro and northwards to the Northern Cape and Namibia. A network of lower order roads connect the towns within the district and also connect to adjacent districts.

### 3.7 Non-motorised Transport

#### 3.7.1 Introduction

The *Non-motorised Transport (NMT) in the Western Cape Draft Strategy, March 2009* defines NMT that “includes all forms of transport that are human- or animal-powered. Examples of NMT for personal mobility include walking, cycling, per-ambulating, rollerblading, skateboarding, bicycle taxiing rickshaw riding and horse riding. There are also NMT modes for transport of goods, including wheel barrows and carts drawn by donkeys, horses or humans. Importantly, NMT modes include wheelchairs, and hence must be a consideration when planning and designing transport related facilities for special needs persons.”

#### 3.7.2 Western Cape Pedestrian Hazardous Locations

The Western Cape Department of Transport and Public Works (DTPW) commissioned a road safety research and development study to identify the six worst pedestrian hazardous locations in the Western Cape, to identify appropriate ameliorative measures, to implement and learn from the experience to reduce the number of pedestrian casualties.

Previous pedestrian hazardous location studies conducted in the Western Cape since 2000 identified critical pedestrian casualties. Areas identified in the West Coast District are:

- R363 between Vredendal and Klawer
- Highest pedestrian casualties during July month
- Fridays and Saturdays (18% of pedestrian casualties occur on Fridays and 23% on Saturdays)
- 45% of pedestrian fatalities occur in rural areas
- Pedestrian crash clusters in Vredendal
- N7, Malmesbury

One of the six sites identified was the N7 section south of Bokomo Road Interchange up to Abbotsdale in Malmesbury. On the eastern side of the N7 lies the older residential area, Malmesbury’s small agro-industry, industrial area and the retail business centre along Voortrekker Road. On the western side of the N7 lies the Wesbank residential area (coloured settlement) and the predominantly African settlement called Ilengulethu.

The most hazardous section of the N7 was identified as the stretch between Abbotsdale and Bokomo Road. The major safety hazards at this location were the following:

- People crossing the N7 at-grade to town in order to access job opportunities on the eastern side of the N7.
- People using the N7 as a pick-up point to Cape Town and other destinations.
- Rear-end crashes and side swipe crashes are the most common type of accidents followed by pedestrians accessing transport on the side of the N7 or crossing the road at-grade. This is despite the “No Stopping” and “No Hitch-hiking” signs that are posted along this section of the N7.
- Learners in Abbotsdale walk to school in Wesbank as there is only one primary school and no secondary school in Abbotsdale.

There are various footpaths leading to the N7 on both sides. Desire lines are evident from the residential areas on the western side across the N7 to the industrial area on the eastern side. The strongest desire line across the N7 was towards the industrial area with about 1700 pedestrians crossing per day, followed by 650 pedestrians per day crossing towards the CBD.

The following measures were recommended in the study:

- A grade-separated pedestrian bridge at the Bokomo Road/ Darling Street Interchange.
- Upgrade of the current pedestrian routes along Bokomo Road in the vicinity of the interchange.
- The existing pedestrian gates along the eastern boundary on the N7 road reserve must be closed permanently and fencing should be provided where necessary to ensure that no pedestrians cross the freeway illegally.

The main findings of the statistical analysis of the available pedestrian related accident data is as follows:

- Analysed by road user group, the pedestrian group was the main victim category involved with 198 pedestrian accidents reported.
- Pedestrian casualties were sustained especially during the late afternoon and early evening.
- Male pedestrians were dominant in crashes.
- For all age groups analysed; Fridays, Saturdays or Sundays generally showed the highest incidence of pedestrian accidents.
Proposed Ameliorative Measure

A number of multi-disciplinary measures are proposed for implementation. These include:

i) Engineering Measures

- NMT infrastructure that extends from inside the residential areas and channelled to Darling Road along which the community can cross to the east side of N7 should be provided. Such provision of NMT infrastructure should be well maintained at all times and well lit to encourage its use.

- A study should be conducted to determine the most optimum position of a footbridge across the N7 also serving the industrial areas and CBD (the ITS study was mainly focussed on access to the Swartland Mall).

- Fences along the N7 should be repaired with more suitable material, pedestrian access gates closed and pedestrian crossing behaviour properly monitored.

- Should a footbridge be considered, it should be placed in line with the major desire line to the industrial area. The N7 Interchange (with Darling Road) is “on fill” and can serve as second crossing along the N7.

- The footway system in the area should be designed to focus on these two crossings points.

ii) Public Transport Measures

- A feasibility study needs to be conducted to determine public transport needs in the communities living next to the N7. This should also include an investigation into public transport pick-up and drop-off points within the residential areas of Abbotsdale.

iii) Educational and Law Enforcement Measures

- Establishment of community road safety forums in the communities to understand their needs and educate people not to cross the N7 at-grade.

- After the proposed engineering measures have been implemented, the application of law enforcement measures to prevent at-grade crossing of the N7.

3.7.3 NMT Environment & Infrastructure

Walking is the main mode of travel in West Coast district (54%) as reported by the National Household Travel Survey (NHTS). Walking is a major form of transport for rural communities as a primary mode of transport to schools, to and from taxi ranks, and within towns.

Much like infrastructure required for vehicles, the infrastructure required for NMT consists of a network of routes or “ways” (roads, streets, or any structure which permits movement or flow of non-motorised transport), safe crossings and amenities for the applicable mode.

In order to fully grasp and understand the extent of the NMT Network and Amenities register for key nodes in the West Coast District Municipality the principles, descriptions and unpacking of the meanings of the different elements of the NMT Network and Amenities need to be fully explained.
The five guiding principles of NMT infrastructure planning required for providing effective NMT facilities are:

Safety – Maximise the safety of NMT users in relation to other road users as NMT users have a high degree of vulnerability due to nature of the way they travel.

Coherence – A coherent and continuous NMT network, linking all origin and destination points such as settlements and public transport routes with/or public amenities for the user and not just an ad hoc facility that end abruptly in the middle of nowhere, need to be created.

Directness – Create a direct route from origin to destination without significant detour to cause the user to ignore the facility. A good guide for these routes is what is referred to as ‘desire lines’ in transport terms. A desire line is an informal track/walk or cycleway next to a road or over a vacant piece of land between a specific origin and destination – normally the shortest distance between the two and in most instances diagonal.

Attractiveness – Plan and execute NMT facilities in such a way so as to make NMT travel attractive and safe from criminal elements or other road users during both day and night.

Comfort – Ensure a smooth, quick and comfortable flow of NMT routes and traffic without excessive gradients or uneven surfacing and with adequate and appropriate amenities.

These principles are supported and expanded upon in the Provincial Public Transport Institutional Framework (PPTIF). Once approved, the provisions of the PPTIF will apply and, where applicable, supersede this section of the ITP.

3.7.3.1 Matzikama NMT Facilities

Formalised pedestrian facilities in the form of sidewalks are found along Voortrekker and Kerk Streets in Vredendal. Pedestrian sidewalks consist of a mix of asphalt and paving blocks with no provision for disabled users.

Like in all the other towns of the district there are no formal cycle facilities or cycle road markings and the assumption is made that in the CBD of Vredendal cycling occurs on street as and when required.

3.7.3.2 Cederberg NMT Facilities

Formalised pedestrian facilities in the form sidewalks are only found along Hoof Street and Ou Kaapse Road in Clanwilliam. Pedestrian sidewalks consist of a mix of gravel, cement, paving, asphalt, paving blocks and in most instances grass with no access provision for disabled users.

In Citrusdal there is only asphalt and paving at the R303/Paul de Villiers Street/Voortrekker Street intersections and along some sections of these streets with the remainder of the pedestrian sidewalks consisting of gravel with no access provision for disabled users.

There are no formal cycle facilities or cycle road markings in either Clanwilliam or Citrusdal and the assumption is made that within the CBD of Clanwilliam and Citrusdal, cycling occurs on street as and when required.
3.7.3.3 Bergrivier NMT Facilities

Formalised pedestrian facilities are only found around major intersections in Piketberg with the exception of the N7/R366 circle intersection where adequate pedestrian facilities are found around and for a considerable length beyond the intersection. Considering the speed at which vehicles travel along the N7 guard rails will also be needed to safeguard pedestrians or disabled persons.

Only some streets, like Kerk Street, have a broken asphalt strip leading from the public transport facility to the municipal offices. Lang Street has a very narrow pedestrian walkway with trees planted in the middle thereof and parking bays between the pedestrian way and the street.

There are no formal cycle facilities or cycle road markings and the assumption is made that in the CBD of Piketberg cycling occurs on street as and when required.

3.7.3.4 Swartland NMT Facilities

Formalised pedestrian facilities in the form of sidewalks are found along Voortrekker and Bokomo Streets in Malmesbury. Pedestrian sidewalks consist of a mix of paving, asphalt, paving blocks and in some instances grass with no access provision for disabled users. It was noted that although all provision has been made for pedestrian and disabled access at the Tuin Street taxi facility there are no road markings or signalling to allow a safe passage across the busy Bokomo Street for the pedestrians and disabled.

Formalised pedestrian facilities in Moorreesburg consists of asphalt, broken asphalt and gravel in most instances and are generally in very poor condition. For instance, there are no formal pedestrian facilities leading from the CBD in Hoof Street to the taxi facility in Central Street.

There are no formal cycle facilities or cycle road markings and the assumption is made that in the CBD of Moorreesburg cycling occurs on street as and when required.

3.7.3.5 Saldanha Bay NMT Facilities

Saldanha and Vredenburg have done much to improve the NMT environment in terms of surfaces and kerb ramps for pedestrians in the Central Business Districts (CBDs). Most sidewalks have been resurfaced with aesthetically pleasing brick paving, are of adequate width, have kerb ramps and pedestrian crossings. However, access for disabled users remains a problem in Saldanha.

There are no formal cycle facilities or cycle road markings and the assumption is made that within the CBDs of Saldanha and Vredenburg cycling occurs on street as and when required.

3.8 Freight Transport

Freight movement ranges from the raw material transported in bulk or break bulk to the distribution of final products and services to where they are consumed. The DITP concerns itself with the movement of freight in the early part of the supply chain cycle, while the movement of local goods are dealt with at the LITP level.
Freight transport is of importance due to the strategic location of the district in relation to the Saldanha Port and the associated industrial activity as well as the Saldanha IDZ, discussed more in 3.11 below. In addition, the transport corridor between Cape Town and Windhoek is also a key freight route through the district.

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. This is forecast to grow from its current 5 million-tonne-km to 14 million-tonne-km by 2037. A National Freight Strategy is currently being updated, and should be consulted in conjunction with this section of the ITP, for all projects identified by the Municipality relating to freight transport.

Freight moves from origin to destination or through an area. The West Coast has major generators and attractors of freight, but the N7 that runs through the West Coast means that high volumes of freight also move through this jurisdictional area.

Freight generators in the West Coast are harbours and mining, agriculture and manufacturing. A major harbour is located in Saldanha and a major function of this harbour is the export of iron ore from Sishen. Other harbours located in Lambert’s Bay, Eland’s Bay, Velddrif, St Helena Bay and Doornfontein.

**Transnet Freight Rail**

The Transnet line runs from out of Bellville to Kalbaskraal where it splits into two legs. The first goes west from here towards the Saldanha harbour area. The second leg continues in a northern direction up to Bitterfontein where it terminates in a loop where trains can turn around in the forward direction. **Figure 6** shows the extent of the railway lines running through the West Coast and the stations along it. Not all stations are currently active. Rail freight has declined significantly, and road freight has increased exponentially. The N7 is a major freight route through the West Coast District.

The Sishen–Saldanha railway line, also known as the Ore Export Line, is an 861 kilometres long heavy haul railway line. It connects iron ore mines near Sishen in the Northern Cape with the port at Saldanha Bay in the Western Cape. It is used primarily to transport iron ore and does not carry passenger traffic. Iron ore is carried on this line on a daily basis. Namaqua Sands also make use of this line to transport sands mined at Hondeklipbaai, close to Vredendal, to Saldanha and then to the harbour via road base transport.

The Sishen–Saldanha line was built by Iscor, the then iron and steel parastatal, opening in 1976. In 1977 the line was transferred to Transnet Freight Rail, and then known as South African...
Railways & Harbours, and a decision was made to electrify the line. A voltage of 50 kV AC was chosen instead of the usual 25 kV in order to haul heavier loads and to allow a larger distance between transformers.
Figure 6: Freight Railway Line Network in WCDM
Policy measures are required to balance the “generalised cost” for road transport and lower “generalised cost” for rail transport. The measures could include:

- Incorporate true cost of roads, similar to rail having to factor in true cost of rail tracks and system
- Do not proactively upgrade the road network in anticipation of growth in road freight volumes
- Plan for and provide well-located and operationally efficient (subsidised) facilities for road / rail transfers
- Support the environmentally based “carbon tax” on fuel usage
- Peak period freight ban from freeways

The policy measures lie outside the Transnet mandate, and largely with National and Provincial authorities. The West Coast District Municipality should support these measures for the longer term benefit of the entire community.

### 3.9 Air Transport

There are currently no commercial airports within the West Coast district. The only airfields are municipal, private and military related. Air transport to the West Coast region is via Cape Town International or private planes utilising municipal airfields. The details of the airfields for each municipality in the West Coast are listed in the relevant Local Integrated Transport Plans.

The West Coast SDF proposes that a commercial airport is developed in the WCDM to enhance the accessibility and to contribute towards economic development and growth in the primary growth engine of the district. The possible existing airfields that could be upgraded are Saldanha Bay, LangebaanWeg Military Airfield, Somersveld and Malmesbury airfields. Alternatively, a new airport could be developed at an appropriate location in proximity of existing nodes and transport infrastructure. It is proposed that the existing airfields and a proposed new location in the Kalbaskraal area to be investigated as options to determine the most desirable locality for a commercial airport.

### 3.10 Transportation Planning for Tourism

Tourism in South Africa and the Western Cape is reliant on private cars for domestic, and the car rental industry for foreign self-drive tours. The alternative is package tours where visitors are driven by chartered services to various tourist destinations. The public transport system is not friendly to infrequent users, especially tourists, at present.

An ideal to aspire to and plan for is to create licensed public transport routes that serve tourist attractions at regular intervals. These should be promoted through adequate marketing to raise awareness amongst both domestic and international visitors before planning their trips.

### 3.11 Health

No Regional Hospitals are situated within the Swartland Municipality. There is one Community Day Centre and one District Hospital. There are a vast number of clinics in the rural towns. These may be able to provide basic health care services but when the need arises for more complex procedures to be undertaken a district hospital such as the one
in Malmesbury would need to be visited. A subsidised transport scheme should be introduced in order to cater for those people needing to visit a district hospital, especially for those that live in other towns other than Malmesbury.

Specialised medical treatment can only be obtained in Tertiary facilities such as Groote Schuur and Tygerberg hospitals in Cape Town. The public are responsible for their own travel arrangements for such trips.

3.12 Special Categories of Passengers

Special categories for passengers can be defined as persons with disabilities, the aged, pregnant woman and those who are limited in their movements by children. Provisions for special categories for passengers should be included in transport planning, example: dropped kerbs on sidewalks, orientation blocks for sight impaired pedestrians as well as audible traffic signals. Universal access design principles should be incorporated in the planning that will assist passengers to move from one place to another comfortably. People with physical disabilities are the most affected by access to transportation and are therefore limited in their use of public transport.

The European Conference of Ministers of Transport (ECMT), 2004, set out principles of universal access in the development of and linkage to public transport and NMT infrastructure that should be considered when improving access to public transport. These principles include:

- Design standards for bus stops
- Provide safety lines around the bus stop with colour contrast to assist partially sighted people to keep clear of the bus rear view mirror, which overrides the edge of the platform.
- Provide tactile surface paving where the door of the bus is positioned.
- Provide ramp access for wheelchair users at the centre of the door.
- Align the height of the bus facility to the bus boarding ramp.
- Provide suitable drainage channels to fit the type of public transport vehicle.
- Provide dropped kerbs that align with NMT facilities and do not place impediments.
- Provide tow-away policies to restrict vehicles from parking in public transport zones.

An audit should be undertaken to establish the numbers of people with disabilities and disability types within the District in order to provide the necessary public transport and facilities for them.

3.13 Institutional Capacity for Transport

Neither the West Coast District Municipality, nor the two larger municipalities of Swartland and Saldanha Bay have any transport planning capacity. However, applying the correct transport planning skills can contribute to significant cost savings to the district and local authorities, and make a considerable impact on the lives of many residents. It is recommended that the municipality considers a strategy to acquire at least one skilled
transport planner to perform duties for both the two larger municipalities, as well as to assist with the statutory transport planning for the district.

The problematic situation with capacity was a significant driver behind the preparation of the Provincial Public Transport Institutional Framework, which was in final draft form at the completion of this ITP. Once approved, its provisions should form the basis for institutional reform and capacity building for transport operational planning and implementation in the West Coast.
4 OPERATING LICENSING STRATEGY

4.1 Background

The relatively low barrier to entry into the public transport system for informal passenger transport services resulted in destructive competition between operators, with a history of turning violent at times. This typically occurs due to the contestation of lucrative routes by a variety of operators. The mechanism to address the problems in the informal public transport sector is through the state issuing operating licences, or permits, in an attempt to balance supply and demand, hence establishing viable businesses for prevailing operators, while ensuring the supply provides an adequate level of service to users. This Operating Licensing Strategy (OLS) describes how applications for new licences should be dealt with, while also regulating the renewal of existing licenses.

The primary purpose of the OLS is to set out the Planning Authority’s policies and strategies in relation to:

- The role of each mode for different areas, routes and corridors;
- The circumstances under which the operation of the preferred mode of public transport should be allowed;
- The number of operating licences that should be allowed for each area or route;
- The adequacy of public transport facilities within the area; and
- The conditions which should be imposed in respect of operating licences.

The preparation of the OLS should be done in close consultation with the National Public Transport Regulator and Provincial Regulatory Entity (PRE) through the establishment of a joint working group. Operator associations and non-members should be consulted to confirm route descriptions and registered vehicles on a route-by-route basis.

The OLS, as described in the National Land Transport Act, 5 of 2009, is to ensure that the WCDM recommendations to the Western Cape Operating Licences Board will enable the board, in disposing of applications regarding operating licences, to achieve a balance between public transport supply and utilisation that is effective and efficient.

4.2 Analysis of CPTR

4.2.1 Minibus Taxi Operations

Minibus taxis are the dominant mode of public transport in the WCDM. This is mainly due to the flexibility of the minibus taxi industry to adapt to various passenger demands in each town. There are 6 taxi associations operating in the WCDM. Following from the interviews conducted with the taxi associations and the available information obtained from the Provincial Regulatory Entity (PRE); it was determined that 484 public transport vehicles within the WCDM are registered with the PRE and legally liable to provide public transport services within the DM.

The registered public transport vehicles provide public transport services on various routes within the LM areas jurisdiction and in most cases these routes run-concurrently. The number of public transport vehicles may vary from one LM to another because of the
different socio-economic needs of the population and the size of the different towns. **Table 14** summarises the taxi associations in each local municipality.

**Table 14: Taxi Associations Operating in WCDM**

<table>
<thead>
<tr>
<th>Local Municipality</th>
<th>Taxi Association</th>
<th>Contact</th>
<th>No. of Registered Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>Malmesbury Taxi Association</td>
<td>Mr ZW Kratshana (Chair)</td>
<td>98</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mr T Papier (Secretary)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Moorreesburg Taxi Association</td>
<td>Mrs A Rafferty (Chair)</td>
<td>45</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>St Vredsal Taxi Association</td>
<td>Mr Kaba (Chair)</td>
<td>155</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>Piketberg Taxi Association</td>
<td>Mr L Sonnenberg (Chair)</td>
<td>51</td>
</tr>
<tr>
<td>Cederberg</td>
<td>Clanwilliam Taxi Association</td>
<td>Mr Kammies (Chair)</td>
<td>43</td>
</tr>
<tr>
<td>Matzikama</td>
<td>Olifantsrivier Taxi Association</td>
<td>Mr C Adonis (Chair)</td>
<td>80</td>
</tr>
</tbody>
</table>

The minibus taxi services operate predominantly from the major towns where formal taxi ranks and services have been established. The registered vehicles range from a 5 seater sedan to the 15 seater minibus taxi type capacities. Most of the registered public transport vehicles have more than one operating licences authority which allows them to provide public transport services on a number of alternative routes within their LM area of jurisdiction.

**Saldanha Bay LM** has the highest number of public transport vehicles within the WCDM, sitting at one hundred and fifty five (155).

**Swartland LM** has one hundred and forty three (143) public transport vehicles, Malmesbury being the biggest town from within the Swartland LM, sitting with ninety eight public transport vehicles in Malmesbury and Moorreesburg has forty five (45) public transport vehicles.

**Matzikama LM** has eighty (80) public transport vehicles. The Matzikama LM has the highest number of public transport vehicles with the 5-seater capacity operating on the identified public transport route.

**Bergrivier** and **Cederberg LM** are more rural and have the lowest number of public transport vehicles. Bergrivier has fifty one (51) vehicles and Cederberg has forty three (43) vehicles.

The highest demand for taxis appears to happen on a Friday afternoon and a Saturday mid-morning, especially at the end of the month. Operations during the week are significantly less. Long distance taxi services are provided on an *ad hoc* on demand basis.
The major road-based public transport corridors across the WCDM are shown in Figure 7. The major commuter rail corridor is the Cape Town to Malmesbury.

4.2.2 Minibus Taxi Rank Utilisation

Data was collected as part of the 2015 CPTR for the West Coast DM to determine both formal and informal taxi rank locations and also the utilisation of minibus taxi routes. Information regarding public transport infrastructure, transport routes, services, usage and vehicles was gathered from these surveys.
The majority of the ranks across the WCDM are showing a high percentage utilisation with an average of over 73% on a Friday and 87% on a Saturday across the WCDM. The Klawer and Citrusdal ranks are showing the lowest utilisation. The Clanwilliam rank is not utilised at all on a Friday. The numbers indicated for the Clanwilliam rank on the Saturday are for the location at the Spar on Hoof Street. This rank was in operation during the previous ITP period but is no longer used due to activities shifting towards the Spar location. The highest demand across the WCDM occurs on a Saturday with over 15,500 passengers departing from the various ranks.

4.3 Policy Framework

This section presents a basic policy framework which is intended to guide the disposal of operating licences in the WCDM. The National and Provincial policies guiding the disposal of operating licenses are presented together with an overview of relevant legislation. The policy framework is to act as a guide of operating authorities when responding to an Operating License Board request for comment upon applications.

It is intended that the framework which follows the discretion of the existing documentation is specific and concise and deals with the practical issues relating to the disposal of operating licences in the WCDM.

The policy framework for the OLS considers the following:

- Types of public transport services that require operating licenses.
- Types of vehicles which may be used for public transport services.
- Conversion of permits to operating licenses.
- Operating licenses for contracted services.
- Operating licenses for non-contracted services.
- Validity period for operating licenses.
- Cancellation of operating licenses not brought into use.
- Withdrawal of operating license or permit in rationalisation of public transport services.
- Passengers with Special Requirements.

The provision of public transport in South Africa is governed by the NLTA (National Land Transport Act, Act 5 of 2009). The Act provides the measures necessary to transform and restructure the country’s land transport system.

4.4 Restructuring of Public Transport System

The public transport sector must support and enable the realisation of the Vision for the District. The objectives from the Districts Integrated Transport Plan therefore govern the direction in which the transport system must transform, as and where required. The responses required from the public transport system to meet the relevant objectives are discussed.

Objective 1 Promote denser settlement patterns to support the transition to public transport

Future subsidisation of public transport services would be more viable when it serves denser areas with a greater mix in land uses. SDF’s must therefore indicate how and when this can be achieved in order for the transport sector to respond in a manner that would make more viable to operators, and where subsidies could be employed to raise service levels even more.
Objective 2: Provide Integrated Public Transport Networks (IPTN) in rural regions

An IPTN for the West Coast should initially focus on core, or trunk, routes that serve longer distance trips between larger towns and Cape Town. The level of service provided by these must become competitive with the private car in order to attract choice users. This will contribute to a reduction in the growth of private vehicle travel in the West Coast. The municipality should support the conversion of current Operating Licences to commercial contracts that operate according to a fixed schedule and predetermined fare.

Other OLs will be adequate to play the role of feeder services to these trunks, in addition to continue local distribution services. As above, commercial contracts can be extended to higher demand routes, and be considered for subsidies, to improve the level of service on these routes.

The historic development of deep rural villages presents a unique challenge that cannot be addressed by promoting high density development. These settlements typically offer only the most basic retail and education services, and typically not on a daily basis. It is recommended that these areas be supported with subsidised transport on a monthly or two-monthly basis. The purpose of this is to ensure that residents can access some non-basic services like more specialised healthcare than can be provided by roaming clinics, library services, or more specialised retail.

Objective 3: Provide public transport and non-motorised transport (NMT) infrastructure, particularly in larger urban centres

In addition to high quality public transport services in higher density urban areas as discussed above, a greater mix in land use will result in creating many shorter trips, which lends itself to walking and cycling. Care must be taken not to support OL applications for short trips where NMT would be the preferred mode.

Objective 4: Ensure a safe public transport service

It is critical that law enforcement is aware of the extent of public transport operations in order to support lawful operators, and to curb the conflict arising from illegal operations. Data on registered operators and the extent of their licences should therefore be made available by the POLB in a proactive manner.

Objective 5: Ensure a well maintained road network

As with other road users, the quality of the road network plays a very important role in the safe and efficient operation of public transport. Routes frequently used by the industry should receive a higher priority in the road maintenance regime. Higher density urban areas result in fewer roads per person, and hence a greater ability to maintain the quality.

Objective 9: Develop a sound institutional and administrative environment

The municipality should build the capacity to interact in a regular and meaningful way with the POLB and the Provincial Public Transport Branch.

4.5 Summary of Route Assessments and Interventions

Table 15 summarises the number of vehicles required to meet the demand and the resulting additional capacity required or whether or not there may be an oversupply of vehicles on a particular route. Only the Saturday data is summarised below since there seem to be more routes operating during the Saturday than on a Friday afternoon.
Table 15: Fleet Requirements to Service Demand

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Vehicles Required to meet Demand</th>
<th>Total Operating Licences</th>
<th>Surplus / Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swartland</td>
<td>57</td>
<td>155</td>
<td>98</td>
</tr>
<tr>
<td>Saldanha Bay</td>
<td>192</td>
<td>155</td>
<td>-37</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>38</td>
<td>51</td>
<td>13</td>
</tr>
<tr>
<td>Cederberg</td>
<td>18</td>
<td>43</td>
<td>38</td>
</tr>
<tr>
<td>Matzikama</td>
<td>56</td>
<td>80</td>
<td>24</td>
</tr>
</tbody>
</table>

The number of vehicles required to meet the measured demand assumes that all demand happens simultaneously. In reality, however, many operators are able to, and indeed need to, serve multiple routes to increase their viability. Interpreting Table 15 in this manner shows that there is probably not a shortfall in Saldanha Bay, and that the surplus in other areas could be even larger. The way surveys are designed does not allow a finer analysis of the data to determine the level of surplus or shortfall more accurately.

It was further not possible to determine how many of the total operating licences are actively used, and how many have become dormant over time. The prevalence of illegal operators would suggest that the number of active licences is lower than shown by the records of the PRE.

From this assessment therefore it is not possible to make recommendations of additional or removal of licences. It is recommended that the inactive licences be removed from the PRE database and this be communicated to all officials responsible for law enforcement and planning in each LM. This would allow municipalities to manage existing and applications for new operating licences more effectively.

Based on all the findings, it should be noted that the existing routes currently operate mainly on Fridays and Saturdays, and that the routes are generally over-supplied or passenger demand is low. There is no indication that a need for more licences exists, and it is recommended that the awarding of additional licences should not be contemplated by the WCDM in the near future. However, when presented with clear evidence that the operating circumstances of a particular route have changed significantly, the local municipality should apply the procedure attached as Annexure A to dispose of operating licence applications.

There is a case to be made to consider the partial licensing of some illegal operators to perform “top-up” services on weekends. These services would supplement the core fleet of the industry that can be supported with the much lower weekday demand for public transport service. It is recommended that the municipality, in conjunction with the PRE and Provincial Public Transport Branch, further develop this strategy prior to the next update of this OLS. While currently controversial, the “e-hail” model used by “Uber” can play a significant role in increasing the effective utilisation public transport vehicles.
4.6 Implementation

This section sets out the prioritised proposals that the WCDM and municipalities intend to follow in order to restructure the public transport services across the district where this restructuring affects the LMs recommendations and representations on applications submitted to a regulating entity for the disposal of OL’s.

7. Update mobility strategy and develop it into an IPTN for the West Coast. This will focus on integration of the Cape Town IPTN with Malmesbury and Vredenburg, as well as the operational and infrastructure requirements of the N7 corridor trunk route.

8. A project to assess status of existing OL’s and PRE data for public transport operations in the West Coast, and incorporating this into the municipal planning and law enforcement processes.

9. Investigate the creation of a specialised public transport law enforcement unit within the District, whether this is made up of new or existing officers.

10. Identify, confirm and the cancel all dormant operating licences.

11. Investigate holding areas in main towns, in-lieu of larger ranks in commercial centres. This should ideally be done as part of the IPTN project, but should be completed in the short to medium term even if the IPTN project is delayed.

12. Explore a model to disburse partial operating licences for peak only operations for areas where additional permanent licences are not warranted by the average weekly or monthly demand.

4.7 Financial Implications

The estimated cost of the projects proposed in the Implementation Programme is provided in Table 16. While the costs related to items 2 and 3 related to capacity within the District Municipality, the Province and the POLB, the funds for other projects would include the assistance of professional service providers.

Table 16: Financial Estimate for Key Interventions

<table>
<thead>
<tr>
<th>No</th>
<th>Project description</th>
<th>Financial estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobility strategy and IPTN</td>
<td>R2mil in 2016 / 17 financial year</td>
</tr>
<tr>
<td>2</td>
<td>Municipal planning capacity</td>
<td>R600 000 pa</td>
</tr>
<tr>
<td>3</td>
<td>Law enforcement capacity</td>
<td>R0.2 – 1.0 mil pa</td>
</tr>
<tr>
<td>4</td>
<td>Cancel dormant operating licences</td>
<td>R300 000 in 2016/17 financial year</td>
</tr>
<tr>
<td>5</td>
<td>Investigate Holding vs Rank based operations</td>
<td>R300 000 in 2015/16 financial year</td>
</tr>
<tr>
<td>6</td>
<td>Partial operating licence model</td>
<td>R300 000 in 2016/17 financial year</td>
</tr>
</tbody>
</table>
5  RATIONALISATION PLAN (RAT PLAN)

5.1  Introduction

Two very important strategic planning processes that have a significant bearing on transport planning in the West Coast were produced by the Western Cape Government in recent years, with a third nearing completion at present. The Growth Potential of Towns in the Western Cape, first published in 2004, was updated in 2013. This document gives an indication of the potential growth in demand for towns in the West Coast. The Mobility Strategy that was completed in 2011 looks at unlocking the transport system in support of social and economic development. Both documents are important strategic informants to this transport plan.

The third strategy, the Provincial Public Transport Institutional Framework (PPTIF), is being developed with the primary aim of addressing the key constraints to improving both public and non-motorised transport in the non-Metro areas of the Western Cape.

5.2  Growth Potential of West Coast

The Growth Potential of Towns in the Western Cape study confirms that urban centres make a special contribution towards meeting the general needs of town and farm populations, as well as in structuring the spatial economy and sustainable regional development in a region. The aims of the study included, amongst others:

- Measure and quantify the growth performance of all rural towns in the Western Cape Province;
- Index, rank and categorise the towns according to their development potential and human needs;
- Suggest recommendations for the optimal investment type for each town;

The structuring framework includes framework consists of five main themes, namely human capital, economic, physical-environmental, infrastructural, and governance/institutional. The main themes investigated in each of the framework elements are shown in Table 17.
Table 17: Structuring Framework Elements for Growth Index

<table>
<thead>
<tr>
<th>No</th>
<th>Index</th>
<th>Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Human Capital</td>
<td>Poverty and inequality, Human resource quality, Population structure and growth</td>
</tr>
<tr>
<td>2</td>
<td>Economic</td>
<td>Extent and diversity of retail and services sector, Tourism potential, Economic size and growth, Economic diversity, Market potential, Change in labour force, Property market</td>
</tr>
<tr>
<td>3</td>
<td>Physical environment</td>
<td>Availability and quality of water, Natural potential</td>
</tr>
<tr>
<td>4</td>
<td>Infrastructure</td>
<td>Land availability and use, Transport and communication, Availability of municipal infrastructure</td>
</tr>
<tr>
<td>5</td>
<td>Institutional</td>
<td>Quality of governance, Safety and security, Administrative and institutional function, Availability of community and public institutions</td>
</tr>
</tbody>
</table>

5.2.1 Municipal Level

The growth potential results for West Coast municipalities are shown in Table 18. Both municipalities that interact with Cape Town as part of its Functional Region have high growth potential. It is notable that the development potential appears to decline with increasing distance from Cape Town.

Table 18: Growth Potential of West Coast Municipalities

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Score</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saldanha Bay</td>
<td>75</td>
<td>High</td>
</tr>
<tr>
<td>Swartland</td>
<td>63</td>
<td>High</td>
</tr>
<tr>
<td>Bergrivier</td>
<td>46</td>
<td>Medium</td>
</tr>
<tr>
<td>Matzikama</td>
<td>25</td>
<td>Low</td>
</tr>
<tr>
<td>Cederberg</td>
<td>17</td>
<td>Low</td>
</tr>
</tbody>
</table>

5.2.2 Settlement level

The 2004 report highlights that towns that register ‘High’ and ‘Very High’ growth potential index values are significant for future development strategies. Table 19 shows the high and very high index values for towns for the West Coast area. These centres have a proven development record and are of paramount importance as potential growth engine nodes for their respective regions. They should be priority targets for fixed infrastructural investment by government in order to enhance sustainable and balanced economic development throughout the province.
The ‘very high’ growth potential of both Malmesbury and Vredenburg is likely to result in even greater demand for transport within each town, between these towns and smaller towns in their vicinity, as well as with Cape Town and possibly each other. It is imperative to the objectives of a sustainable transport system that public transport services be formalised on priority routes. The supply of services must be implemented ahead of the growing demand, or car-based travel will be entrenched for decades to come.

The priority would be to expand Cape Town’s IPTN to both these town in the near future. The initial service offering should focus on high reliability at times that meet demand for key trips, and could be incrementally upgraded as demand grows with economic and social development.

Table 20 shows the growth potential index values for all towns that were evaluated in the study.

<table>
<thead>
<tr>
<th>Town</th>
<th>Score</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saldanha / Jacobsbaai</td>
<td>59</td>
<td>Medium</td>
</tr>
<tr>
<td>Velddrift</td>
<td>56</td>
<td>Medium</td>
</tr>
<tr>
<td>Darling</td>
<td>55</td>
<td>Medium</td>
</tr>
<tr>
<td>Piketberg</td>
<td>52</td>
<td>Medium</td>
</tr>
<tr>
<td>Hopefield</td>
<td>50</td>
<td>Medium</td>
</tr>
<tr>
<td>Elandsbaai</td>
<td>46</td>
<td>Medium</td>
</tr>
<tr>
<td>Citrusdal</td>
<td>44</td>
<td>Low</td>
</tr>
<tr>
<td>Lambert Bay</td>
<td>43</td>
<td>Low</td>
</tr>
<tr>
<td>Clanwilliam</td>
<td>41</td>
<td>Low</td>
</tr>
<tr>
<td>Vredendal</td>
<td>40</td>
<td>Low</td>
</tr>
<tr>
<td>Vanrhynsdorp</td>
<td>39</td>
<td>Low</td>
</tr>
<tr>
<td>Lutzville</td>
<td>35</td>
<td>Low</td>
</tr>
<tr>
<td>Klawer</td>
<td>33</td>
<td>Low</td>
</tr>
<tr>
<td>Bitterfontein</td>
<td>18</td>
<td>Very Low</td>
</tr>
<tr>
<td>Rietpoort</td>
<td>15</td>
<td>Very Low</td>
</tr>
<tr>
<td>Kliprand</td>
<td>0</td>
<td>Very Low</td>
</tr>
</tbody>
</table>
There is no indication of how the index value should be applied in planning. However, it is presumed that the lower the value, the more conservative the interventions should be. This implies that very little investment would be made in Bitterfontein, Rietpoort and Kliprand, as well as smaller settlements not even listed in the study.

5.3 West Coast Mobility Concepts

In essence, the 2011 West Coast Mobility Study recommends the planning and implementation of an Integrated Public Transport Network (IPTN) for the West Coast. The core elements of the proposed IPTN are:

At the local settlement level:

- Where travel distances are less than 2 km, plan for NMT as a primary mode rather than public transport (without precluding the possibility of public transport where needed).
- Where public transport does exist or is needed, treat NMT as an integral component as a feeder mode.
- Treat transport nodes / precincts as the focus of integration: where transfers take place, either between routes or between modes.
- Use urban design to improve the integration of transport precincts with their surrounding areas and capitalise on the opportunities created by improved levels of access.
- Encourage visibility and activity around transport precincts in order to support transport services and improve personal safety.
- Where growth / development is envisaged, ensure that adequate connections are put in place to allow for an efficient public transport service to be provided in the long term (in addition, there can be opportunities to locate growth areas to optimise transport efficiencies).
- Where there is no growth, determine the need for alternatives to public transport or more flexible uses for the public transport fleet.
- Plan for variations related to day/night and seasonal weather changes.
- Revise methods of payment for transport services.
- Operator contracts that allow for flexibility to optimise fleet management.

Inter-city level:

- Establish high-order, first tier hubs in main regional towns where feeder services can serve longer distance services, especially to Cape Town.

Inter-town level:

- Establish second tier hubs that serve feeder services from and to smaller settlements to main towns.
Non-motorised transport:
- As the primary mode of transport for most residents in the West Coast, it requires substantial investment in the provision and maintenance of infrastructure and facilities.

Community level:
- Requires land use changes to optimise synergies.

Learner transport:
- Improve NMT conditions for short distance trips.
- Align public transport routes with routes taken by learners.

Special needs passengers:
- Adopt services for different types of mobility impairments.

5.4 Provincial Public Transport Institutional Framework (PPTIF)

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

This refined approach aims to incorporate lessons learnt through the implementation of public transport improvement initiatives in South Africa, particularly in George and Cape Town. The PPTIF sought to answer the core questions listed in Table 21.

Table 21: PPTIF Core Questions

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

5.4.1 Constraints to progress

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

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

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

- **The lack of well-defined or developed approaches to public and non-motorised transport in non-metropolitan contexts:** National legislation and policy has focussed on the development and implementation of urban Integrated (Rapid) Public Transport Networks in 13 cities. The model which has emerged incorporates high-specification technology, large-scale infrastructure development and full-scale formalisation of the minibus taxi (MBT) industry. An appropriate public transport response for non-metropolitan areas, such as emerging cities, towns, villages and rural areas, has not reached a similar stage of development, with limited clarity on the appropriate way forward in these contexts. The George Integrated Public Transport Network (GIPTN) has been promoted as an example of public transport improvement outside the major urban centres in South Africa. However, the costs of the GIPTN and the implementation and transformation challenges the project has faced suggest that, while this is a useful model in certain locations, it is not viable to roll-out similar initiatives across the country.

- **The complexity of industry transition:** The implementation of IPTNs in South Africa has involved a significant transformation of the taxi industry business model. Under the IPTN model, new services are operated by Vehicle Operating Companies (VOCs) made up of former bus and taxi operators. These companies are contracted to Government to provide new services to a higher standard. The legislation limits the duration of these operating contracts to a maximum of twelve years. This transition process is fraught with risk for existing operators and significant resistance has been experienced from the industry. The current taxi industry business model is a reliable way of earning an income for operators, albeit fraught with sustainability challenges for the operators. As a result, it takes a lot of time to get the existing operators to become comfortable with the risks of the new system. It also requires the introduction of significant financial incentives through high compensation packages.

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

### 5.4.2 Legislative mandate

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

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

5.4.3 PPTIF Categorisation

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

- **Urban Growth Areas**: These are the economic centres of the Province, with very high growth potential, dynamic economies, relatively high population density and the greatest volume of local public transport movement in the Province. This includes the Cape Metro Functional Region and the George-Mossel Bay region.

- **Industrial Development Area**: Including parts of the Saldanha Bay Local Municipality and the Industrial Development Zone (IDZ) that is currently being developed there. This is an area of both National and Provincial importance, with high growth potential.

- **High Value Agriculture**: High intensity agricultural areas, often including groups of smaller urban centres of medium growth potential. Amongst others this includes the Robertson-Ashton region, the Malmsbury-Moorreesburg region and the Caledon-Bredasdorp-Swellendam region.

- **Extensive Agriculture**: Low intensity agricultural areas with low population and density levels, few significant urban centres and low to very low growth potential. This includes most of the Central Karoo and part of the northern West Coast District Municipality.

- **Coastal Tourism Towns**: Urban coastal towns with significant tourism activity, coastal transport corridors connecting a string of closely located towns and villages and very high growth potential.

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

5.4.4 The Incremental Approach

The Incremental Approach to public and non-motorised transport improvement was developed in response to the key constraints described above. The approach proposes the staged implementation of improvement initiatives which result in real improvements to the user experience, but in a fashion that reduces the capacity burden on government, lowers the cost of improvement and reduces the risk of transformation to the public transport industry. The manner in which this is achieved is described in Table 22.

Table 22: The Incremental Approach

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

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

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

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

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

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

5.4.5 Proposed institutional arrangements for public transport improvement

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

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

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

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

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

These arrangements are illustrated in **Figure 8**.

**Figure 8: Proposed Institutional Arrangements**

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

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

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

5.4.7 Implementation Plan

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

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

The high level implementation plan is summarised in Figure 9. The proposed detailed planning and local establishment processes are for targeted or priority municipalities only.

![Figure 9: High Level Implementation Plan](image)

Through the PPTIF, a prioritisation mechanism was developed to support the Department’s decision-making process. This mechanism incorporated four criteria including population, size of economy, growth potential and public transport mode share. The use of this mechanism in conjunction with strategic considerations has resulted in the emergence of the following priority areas. These areas will be the focus of investment and activity over the next five years:

- Saldanha Bay Municipality
- Overstrand Municipality
- The municipalities of the Cape Metropolitan Functional Region including Stellenbosch, Drakenstein, Swartland and Theewaterskloof.
5.5 Conclusions

The essence of these documents is interpreted as follows:

- Ensure that the “Very High” growth potential towns of Malmesbury and Vredenburg are incorporated into the IPTN of the City of Cape Town’s Functional Region;

- In line with the IPTN, create high quality transport hubs within transport precincts, using urban design principles to integrate the space with the main activities in the town.

- This could include central parking from where people can walk or use feeder public transport services for onward journeys. The design of such spaces should therefore be done as part of a broader transport study for these towns.

- Aim to extend feeder services from the main hubs to the towns with “High” growth potential, including Langebaan, Riebeek Wes and Kasteel, and Porterville.

- Produce an NMT strategy or master plan for the district and / or each municipality.

- Investigate alternative licensing and payment models to make better use of the public transport fleet.

- Apply the incremental approach to prioritising public transport and NMT improvements in non-metropolitan area.

- Influence land development processes to reduce the burden placed on residents from being captive to motorised transport.

- Investigate ways to improve mobility for impaired users. Initially focus on the construction and high maintenance priority of sidewalks and paths.

The issues raised in both the Growth Potential study and Mobility Strategy documents, as summarised here are incorporated in the formulation of the needs assessed at different levels, as well as in the recommendations of this DITP document and the respective LITPs.
6 TRANSPORT NEEDS ASSESSMENT

6.1 Methodology for Assessing Transport Needs

The transport needs for the West Coast stems from an assessment of where the status quo deviates from the objectives for the transport system, as described in Chapter 2 of this document. The status quo is informed by a quantitative assessment of the data, as well as of a qualitative assessment of information obtained through the stakeholder participation process. Issues include transport operations (safety, learner transport, levels of service, etc.), infrastructure, non-motorised transport and institutional matters.

6.2 Strategic Framework

The framework for evaluation is the nine objectives of the DITP, which are:

Objective 1: Promote denser settlement patterns to support the transition to public transport
Objective 2: Provide Integrated Public Transport Networks (IPTN) in rural regions
Objective 3: Provide public transport and non-motorised transport (NMT) infrastructure, particularly in larger urban centres
Objective 4: Ensure a safe public transport services
Objective 5: Ensure a well maintained road network
Objective 6: Shift freight from road to rail and prioritise general freight over bulk freight
Objective 7: Facilitate the establishment of international standard ports and logistics
Objective 8: Promote and support the efficient movement of freight
Objective 9: Develop a sound institutional and administrative environment

6.3 West Coast Transport Needs

The need for transport is described in terms of the 9 objectives.

6.3.1 Denser settlement patterns

- The prevailing trends in land use planning results in a reliance on cars and motorised transport for increasing portions of the population. There is an urgent need to revise the relevant SDFs, especially for the larger towns, to develop at higher residential densities that are better integrated with commercial and office environments. This would enable and support more walking, cycling and more efficient public transport services.

6.3.2 Integrated Public Transport Networks (IPTN)

- Malmesbury and Vredenburg are important nodes in the Cape Town Functional Region, with substantial interaction happening between these towns and various parts of the city on a daily basis. As “Very High” growth potential towns where demand for transport is likely to grow at a fast rate, these towns should be incorporated in the City of Cape Town’s IPTN.
The need would then follow to establish an IPTN for the West Coast that shows how to expand links from smaller towns to the main hub that connects to Cape Town.

This could include central parking from where people can walk or use feeder public transport services for onward journeys. The design of such spaces should therefore be done as part of a broader transport study for these towns.

Investigate alternative licensing and payment models to make better use of the public transport fleet.

### 6.3.3 Public transport and NMT infrastructure

- In line with the IPTN, create high quality transport hubs within transport precincts, using urban design principles to integrate the space with the main activities in the town.
- Produce an NMT strategy or master plan for the district and / or each municipality.

### 6.3.4 Safe public transport services

- Well designed public transport facilities that are spacious and well lit are more conducive to safe operations that highly congested spaces. This can be further enhanced by providing pick-up and drop-off spaces along routes where surveillance is high from surrounding land uses.
- Provide and train an adequate law enforcement unit to regulate the road worthiness of vehicles, and to inspect driver behaviour.

### 6.3.5 Well maintained road network

- Budgets for road maintenance have always been notoriously low. The district should therefore continue to lobby for more road maintenance funds from the provincial government.
- There is therefore a great need to minimise overloaded vehicles, which is one of the primary causes for early road failures. Higher density development patterns further requires fewer kilometres of road per person than the current sprawling development patterns.

### 6.3.6 Shift freight from road to rail

- The district should engage in discussions with both Transnet and the Provincial Roads Department to attract as much of the expected growth in freight volumes to rail.

### 6.3.7 Establish international standard port and logistics

- In line with the above, the port could be an asset to the District, and especially to the Saldanha Bay Municipality, if the back of port operations could be expanded. This would result in sustainable employment opportunities to local communities.
6.3.8 Efficient movement of freight

- As an end destination, there is a need for adequate facilities for the road freight industry in the Saldanha Bay area. However, given the duration of travelling along the N7, there is a further need for adequate road freight facilities in the Matzikama region of the District.

6.3.9 Sound institutional and administrative environment

- There is an urgent need for transport planning capacity in the West Coast district at the district level, but especially also in the two larger municipalities of Swartland and Saldanha Bay.

- The planning for and provision of public transport requires substantial institutional reform to enable the District and Local Municipalities to deliver the mandate and functions assigned to it by the NLTA (Act 5 of 2009).
7 SUMMARY OF LOCAL INTEGRATED TRANSPORT PLANS

This chapter provides a summary of the project proposals that address the specific needs identified in each of the five local municipalities that comprise the West Coast District.

7.1 Swartland LM

The proposed projects for the Swartland Municipality are:

Transport planning

1. Make a formal submission to the drafting of the Municipal Spatial Development Framework to limit the sprawling of the town, especially to the west of Malmesbury. The submission should propose higher density and mixed use land development to save on the infrastructure and operational cost of transport. More importantly, it must highlight the substantially higher long term social and environmental impacts.

Public transport operations

2. Engage the City of Cape Town and Metrorail, through the Intermodal Planning Committee (IPC), to agree on and plan the expansion of the City’s IPTN to Malmesbury.

3. A park and ride facility should be considered near the Malmesbury train station. This will address a need for people making use of the train service to park their vehicles in an area near the station and not battle to find parking.

Transport infrastructure

4. Conduct a traffic study to analyse the growing traffic problems in Malmesbury. The brief of the study should be to find sustainable alternatives for economic development and growth that is not reliant on private car use and hence, abundant additional parking spaces.

5. Investigate the creation of a central public transport plaza where passengers can alight and board vehicles to all different destinations, but where only vehicles waiting to depart will wait. The plaza must be within walking distance to all major destinations in the town, and must include sheltered seating and well lit pathways to ensure safe and comfortable passage to and from final destinations.

6. A formal public transport hub should be considered for the passengers/residents of Ilingelethu / Wesbank.

Non-motorised transport

7. Develop an NMT Strategy and prioritised implementation plan, either in conjunction with the District Municipality, or on its own. This plan is urgent to improve walking and cycling conditions, especially from Wesbank and Ilingelethu into the town centre.

Freight transport

8. Support initiatives to encourage the greater use of rail for the movement of contestable goods to reduce heavy vehicle volumes from provincial and local roads in the municipal area.
Institutional matters

9. Raise the importance of traffic and transport planning capacity within the municipality. Acquire the necessary skills in-house, or consider making use of intergovernmental structures to share such skills with adjacent municipalities, especially Saldanha Bay who faces similar developmental pressures.

10. The municipality should participate in the creation of a specialised public transport law enforcement unit within the District, by contributing officers to be trained, should this be the route taken by the District Municipality.

7.2 Saldanha Bay LM

The proposed projects for the Saldanha Bay Municipality are:

Transport planning

1. Make a formal submission to the drafting of the Municipal Spatial Development Framework to limit the sprawling of the town, especially to the south of Vredenburg. The submission should propose higher density and mixed use land development to save on the infrastructure and operational cost of transport. More importantly, it must highlight the substantially higher long term social and environmental impacts.

Public transport operations

2. Engage the City of Cape Town and Metrorail, through the Intermodal Planning Committee (IPC), to agree on and plan the expansion of the City’s IPTN to Vredenburg.

Transport infrastructure

3. Conduct a traffic study to analyse the growing traffic problems in Vredenburg. The brief of the study should be to find sustainable alternatives for economic development and growth that is not reliant on private car use and hence, abundant additional parking spaces.

4. Investigate the creation of a central public transport plaza where passengers can alight and board vehicles to all different destinations, but where only vehicles waiting to depart will wait. The plaza must be within walking distance to all major destinations in the town, and must include sheltered seating and well lit pathways to ensure safe and comfortable passage to and from final destinations.

5. A formal taxi ranking facility is required in Langebaan.

6. An upgrade of the Saldanha taxi rank is required to provide sheltered seating for passengers waiting to board a vehicle.

Non-motorised transport

7. Develop an NMT Strategy and prioritised implementation plan, either in conjunction with the District Municipality, or on its own.

Freight transport

8. Support initiatives to encourage the greater use of rail for the movement of contestable goods to reduce heavy vehicle volumes from provincial and local roads in the municipal area. This must be done in conjunction with the Provincial Department of Transport, Transnet and the Saldanha EDZ.
9. A formalised truck stop is required in Vredenburg for the road freight sector.

Institutional matters

10. Raise the importance of traffic and transport planning capacity within the municipality. Acquire the necessary skills in-house, or consider making use of intergovernmental structures to share such skills with adjacent municipalities, especially with Swartland who faces similar developmental pressures.

11. The municipality should participate in the creation of a specialised public transport law enforcement unit within the District, by contributing officers to be trained, should this be the route taken by the District Municipality.

7.3 Bergrivier LM

The proposed projects for the Bergrivier Municipality are:

1. A few transport users at the Piketberg rank mentioned that the roof shelters needed upgrading due to the fact that the roof is designed too high and does not protect against rainy conditions. The roof shelter needs to be lowered as well as angled towards the taxi bay area.

2. Porterville and smaller towns in the Bergrivier area require shelters at the waiting areas and boarding points.

7.4 Cederberg LM

Only one project is proposed for the Cederberg Municipality.

1. Conduct a study into introducing a one-way system in Clanwilliam to resolve traffic, goods delivery and public transport operations.

7.5 Matzikama LM

Only one project is proposed for the Matzikama Municipality.

1. The main new project proposal for the Matzikama Local Municipality is for shelters and embayments in the areas of Lutzville and Vanrhynsdorp and an upgrade to the shelter in Klawer in front of the Supermarket.
8 FUNDING STRATEGY AND SUMMARY OF PROPOSALS/PROGRAMME

8.1 District Budget and Funding Sources

The following information is extracted from the annual budget of the WCDM, entitled “2015/16 to 2017/18 Medium Term Revenue and Expenditure Forecasts”, produced in June 2015. The budget applies for a two-year period from 1 July 2015.

The District Municipality acts as an agent of the Western Cape Government to maintain its road network. Apart from this it has a limited, if not uncertain, mandate for transport planning. Revenue related to transport does not extend beyond the roads maintenance function.

8.2 Project Proposals

It is proposed that the West Coast District Municipality embark on the projects list below over the five-year period of this plan.

- Investigate and debate the need for higher density settlement patterns. Lobby the National and Provincial departments of Human Settlements to increase the subsidy allocation for a housing unit, as and when this will translate in significant savings for generations to come.
- Engage the City of Cape Town via the Intermodal Planning Committee (IPC), of which the WCDM is already a member, to expand their IPTN to both Malmesbury and Vredenburg. The IPC is mandated to assist in planning work in the Cape Town Functional Region, which includes these towns.
- Thereafter, plan for the integration of local feeder routes to the public transport hubs created, amongst others, for the IPTN stations.
- Plan public transport hubs in both Malmesbury and Vredenburg, which could include centralised parking, from where people can walk or use feeder public transport services for onward journeys.
- Support alternative licensing and payment models to make better use of the existing public transport fleet.
- Produce an NMT strategy or master plan for the district and / or each municipality.
- Require local municipalities to designed public transport facilities that are spacious and well lit, and therefore are more conducive to safe operations.
- Provide and train an adequate law enforcement unit to regulate the road worthiness of vehicles, and to inspect driver behaviour.
- The district should continue to lobby for more road maintenance funds from the provincial government.
- Improve the management and control of overloaded vehicles in the District in conjunction with the Provincial Department of Road and Transport.
- Engage in discussions with both Transnet and the Provincial Roads Department to attract as much of the expected growth in freight volumes to rail.
• Promote the expansion of back of port activities in Saldanha Bay through marketing and incentives for the establishment of new industries.

• Plan adequate facilities for the road freight industry in the Saldanha Bay as well as Matzikama areas.

• Investigate the possibility to create a transport planning post among the District, Swartland and Saldanha Bay Municipalities.

• Commence with the process of institutional reform that will enable the West Coast Municipalities to fulfil the functions assigned to it under the NLTA.

8.3 Project Prioritisation Methodology

The projects proposed for the West Coast District Municipality were chosen to minimise capital and operational costs. The projects should therefore enjoy equal priority in the short term, with subsequent priority increasing with the ability to move forward on particular projects. In this case, some projects would have longer lead times, or are dependent on budgets from other departments, and therefore do not need to be prioritised by the District Municipality.

8.4 Five Year Implementation Programme of Priority Projects

As discussed above, the District does not have a clear mandate to implement transport projects, and arguably have only a mandate to plan for a more sustainable transport system. This should include planning the form of urban settlements in a manner to be conducive to walking, cycling and public transport, for internal and external trips, rather than continue reliance on the private car.

It is therefore recommended that the projects proposed in this chapter all be driven to fruition over the five year life of this plan.
9 PUBLIC AND STAKEHOLDER CONSULTATION

9.1 Introduction

Public Participation Processes (PPP) are guided by the provisions of the Constitution of the Republic of South Africa dated 1996; the National Land Transport Act (Act No. 5 of 2009); the Local Government: Municipal Systems Act, (Act No. 32 of 2000), as well as the Department of Transport’s Technical Guidelines for DITP’s dated February 2009.

The process of public participation, stakeholder consultation and engagement is a pre-condition for the final adoption and approval of the West Coast Integrated Transport Plan (ITP) by the various approval authorities. Over and above this statutory requirement, the process forms a key part of drafting the ITP to both obtain broad stakeholder buy-in and understanding of the principles of addressing transport planning in this area.

From the outset, it must be recorded that the participation of the public in the West Coast was very sparse and generally unsatisfactory. Suggestions will be discussed at the end of this chapter.

9.2 The Consultation Plan

Stakeholder meetings included the Steering Committee meetings held between the Province, designated officials from the Local and District Municipalities, and the Service Provider. Additional ad hoc meetings were held between the Service Provider and specific officials, including officials in traffic departments and engineering and planning sections of different municipalities.

While the representatives of the Minibus Taxi industry were approached for direct consultation, the response was generally not positive. However, informal discussions took place with taxi operators during the rank surveys.

Formal public consultation sessions were arranged in each of the five local municipalities. The logistics of arranging venues and sending invitations to the public was undertaken by the Provincial Department in cooperation with officials from the various local authorities. The Service Provider prepared a presentation on the process and key transport issues to open the discussion at the meetings. The advertisement inviting members of the public to these meetings are attached as Annexure B.

Table 23 contains a list of the institutions and dates of the engagements held during the formal public participation process.

<table>
<thead>
<tr>
<th>Institution</th>
<th>Venue</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Swartland Municipality</td>
<td>Wesbank Comm Hall</td>
<td>15 April 2015</td>
</tr>
<tr>
<td>2 Saldanha Bay Municipality</td>
<td>Louville Comm Hall</td>
<td>15 April 2015</td>
</tr>
<tr>
<td>3 Berg Rivier Municipality</td>
<td>Piketberg Library</td>
<td>22 April 2015</td>
</tr>
<tr>
<td>4 Cederberg Municipality</td>
<td>Clanwilliam Multi-purpose centre</td>
<td>16 April 2015</td>
</tr>
<tr>
<td>5 Matzikama Municipality</td>
<td>Vredendal Sports Hall</td>
<td>16 April 2015</td>
</tr>
</tbody>
</table>
9.3   Issues raised during the consultation process

9.3.1   Swartland Municipality

i)   Malmesbury has a huge problem with heavy vehicles being parked all-round the town without having a proper truck stop/s. The town is in urgent need of some proper facilities to alleviate the associated congestion and lack of parking in the streets.

ii)  N7 pedestrian underpass as part of interchange upgrade.

iii)  Shelter facilities required for scholar transport at stops in rural areas.

iv)  A roundabout is required at the Voortrekker Road/Rozenburg Road/Smuts Street intersection opposite the new Mc Donalds.

v)   A new fuel depot and truck stop to be constructed in Moorreesburg.

vi)  Public transport facilities required in Moorreesburg, Riebeeck Kasteel and Darling.

vii)  New interchange on N7 at Abbotsdale will open up the area for development.


ix)   Heavy vehicles traveling through and parking in town is a huge problem.

x)    Saamstaan village needs an access onto the N7. It is unlikely SANRAL will allow an interchange at this location.

xi)   Pedestrians on the N7 at Abbotsdale and Saamstaan still a major issue (pick up and drop off).

xii)  Why has Malmesbury Municipality not also introduced “Open Street” days to promote non-motorised transport?

xiii) PRASA has identified a number of rail stations for upgrading on the Durbanville line in their Regional Rail Plans.

xiv)  Malmesbury in need of a non-motorised network plan.

9.3.2   Saldanha Bay Municipality

i)    Only one member of public attended the meeting in the Louwville Community Hall. Mr Muggel represented “Weskus Judo” which promotes Judo as an alternative means of recreation, primarily under children from disadvantaged backgrounds. Their issue is the need to transport equipment to various schools and public halls, and transporting children to compete in other West Coast towns and Cape Town.

It was discussed that they should ideally make use of existing public transport services as far as possible. These would include existing routes and ad hoc operating licenses for event trips such as these. It is acknowledged that this is both cumbersome and costly, and constitutes a large portion of their limited budget.

It is also recognised that their work could perhaps be defined as a social service for which they may be able to apply for transport assistance from the Provincial Department of Social Development, similar to the Department of Health provides for patient transport services.
The ITP recognises that this request / issue represent a latent demand for travel that is stifled by the lack of scheduled public transport services and affordability to arrange private or chartered alternatives.

The issue was taken up as a potential project to be discussed at inter-departmental meetings, in the context of the Provincial Strategic Goals. It also informs the estimation of latent demand and how to cater for this uncertainty in the transport plan.

ii) A letter was received by a farmer along Trunk Road 2103 (R399) between Vredenburg and Velddrif. The issue raised concerned the safety of animals crossing major roads, and the need to find a balance between the need of the farming community and high order mobility.

The issue was referred to the Provincial Branch dealing with development and access to properties. However, the issue is taken up in the discussion of road safety in this ITP.

9.3.3 Bergrivier Municipality

There was no attendance at the public meeting held in Piketberg and no transport related issues were raised by members of the public during this process.

9.3.4 Cederberg Municipality

There was no attendance at the public meeting held in Clanwilliam and no transport related issues were raised by members of the public during this process.

9.3.5 Matzikama Municipality

There was no attendance at the public meeting held in Vredendal and no transport related issues were raised by members of the public during this process.
ANNEXURE A

APPLICATION PROCESS FOR AN OPERATING LICENCE

Step 1 – Receipt of Informal Referral
The referral to the LM is received from the PRE via email. The referral is recorded in the required manner to ensure that adequate records are maintained.

Step 2 – Formal Receipt of Referral
The referral is recorded in the required manner to ensure that adequate records are maintained.

Step 3 – Evaluation
The application is checked for completeness of all relevant information and is forwarded to the relevant departments such as Law Enforcement etc.

Step 4 – Supply and Demand (NLTA Sec 57 (1) (a))
Refer to Annexure A for a step-by-step method of undertaking these calculations.

- Using the available survey data the passenger demand on the applicable route/s is determined;
- Using the available survey data the queue length and passenger waiting times are determined;
- Using records of valid OL’s, with authority to operate on the applicable routes, determine the number of vehicles and their carrying capacity;
- Determine if sufficient capacity is already authorised to operate the route; and
- Care should be taken to ensure that available capacities on the bus and rail corridors, if applicable, are also taken into consideration.

Step 5 – Rank Space Availability (NLTA Sec 57 (1) (c) & (d))
- Determine if the Operator has complied with rank rules and has not contravened any By-laws (section 6 of the Traffic By-law)

Step 6 – Outstanding Warrants and Convictions
The Enforcement Unit will:

- Check their warrant records if the operator or vehicle/s has any outstanding warrants, summonses and fines;
- Check if the operator or vehicle has any applicable previous convictions, which are relevant to the operation of public transport services, or of a prescribed type of offence (NLTA Sec 57 (1) (d) & (e); and
- Consider if the applicant has the ability to operate the service in a satisfactory manner. (NLTA 57 (1) (f)).
Step 7 – 180 Day Letter (NLTA Sec’s 47, 49 & 78)

Records are checked to ensure that the operator, if an existing operator, has operated within the last 180 days. If so:

- Issue the “180 day letter”, if not;
- Indicate that the operator has not been operating within 180 days and place a condition or request in terms of Sec 78 (1) (a) & (b);
  - Why it failed to operate the service; and
  - Why the licence should not be cancelled; and
- Forward recommendation to designated official.

Step 8 – Sufficient Demand on the Route

- If in Step 4 it is determined that there is insufficient supply (capacity) and or passengers are forced to wait long times for vehicles on the applicable route, then issue indicate that the application can be supported and insert the relevant conditions that may be applicable.
- If it is determined that the route is overtraded then indicate that the application will not be supported; and
- Forward recommendation to designated official.

Step 9 – Rank Space availability

- If sufficient space is available for the vehicle to operate from the ranks indicated, or if the vehicle is currently operating from the ranks;
- Indicate that the operator will, if the OL is granted, be issued with a rank letter or token; and
- Forward recommendation to designated official.

Step 10 – Outstanding Warrants

- If the operator has outstanding warrants, summonses, or fines, indicate these and place a condition that the application may be supported if these are settled forthwith;
- If the operator has previous convictions, as indicated in the Western Cape Regulations (2002) or prescribed type, as in NLTA Reg. 18, indicate that the application will not be supported; and
- Forward recommendation to designated official.

Step 11 – Issue Informal Rejection Notification

On receipt of the responses from steps – 10 consolidate all and if any one of the responses recommended that the application is not supported email a notification of the rejection to the PRE

Step 12 – Issue Informal Approval Notification

- If all responses received, support the granting of the application email an informal approval to the regulating authority stipulating that the LM approves the application under the specified conditions.
Step 13 – Issue Approval Letter

- If all responses received, support the granting of the application, from a formal referral draft the notification/letter directing the PRE that the LM approves the application under the specified conditions;
- Attach the relevant prescribed conditions; and
- Ensure that record is kept of the decision to provide evidence for further possible action or appeal.

Step 14 – Issue Formal Rejection letter

If, the application is a formal referral, and the recommendation is received that the application is not to be approved, draft the letter of rejection and forward to the relevant PRE.

Step 15 – Record Keeping

All correspondence and supporting documentation that was used to evaluate the application and to formulate the response must be filed in the appropriate manner to facilitate easy retrieval when the formal application is referred and for any event where the details and reasons need to be reviewed or used for appeal or litigation.

Step 16 – Formal Referral Check

- When the formal referral is received the records of the informal evaluation process can be used to determine if the formal application is materially the same as previously evaluated and if the same the formal approval letter can be drafted and issued to the PRE; and
- If the application has materially changed then it will need to be re-evaluated using steps 3 to 15.
WEST COAST DISTRICT MUNICIPALITY

Give your input on the West Coast District Integrated Transport Plan (ITP), in terms of what the Transport Needs are on the West Coast, at the Public Participation meeting to be held in your area.

The Public Participation meetings will form part of the Integrated Transport Plan (ITP) which is a statutory requirement in terms of the National Land Transport Act (NLTA) section 36.

What is the ITP? It is a five year municipal transport plan to identify projects and programmes that speak to the needs of the community. Join us and have your say.

The Public Participation meetings will be held on:

- 15th April 2015: Wesbank Community Hall, Jasmin Street, Malmesbury 19:00pm - 20:30pm
- 16th April 2015: Louwville Community Hall, 6th Street, Louwville 19:00pm - 20:30pm
- 17th April 2015: Vredendal Sports Hall, Dam Street, Vredendal 19:00pm - 20:30 pm
- 18th April 2015: Mult-Purpose Community Centre (Kat Johnson Soal), Bloemfontein Avenue, Clanwilliam 19:00pm - 20:30pm
- 22nd April 2015: Piketberg Library, Kerksrteet, Piketberg 19:00pm - 20:30pm.

If you have any written inputs and comments please submit them, titled "West Coast ITP inputs", including your name, organisation and contact details to:

Mr M Brown
Department of Transport and Public Works
140 Loop Street
Cape Town
8000 or
to (Mario.Brown@westerncape.gov.za)