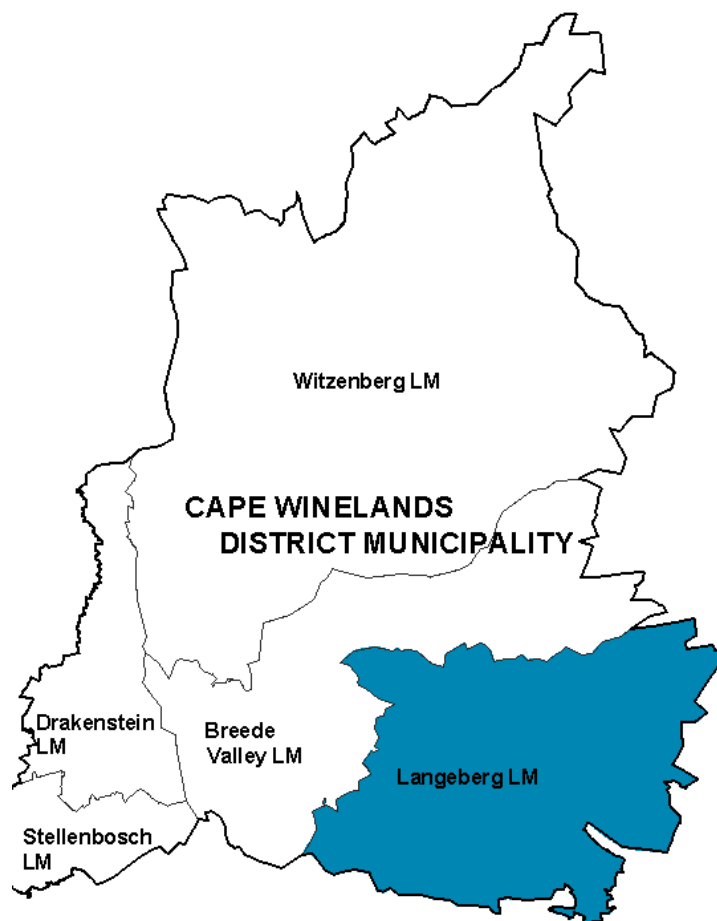


Local Integrated Transport Plan Langeberg Local Municipality (Draft)

Local Integrated Transport Plan

2011-2016



November 2010

Final Version

Prepared for:



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EXECUTIVE SUMMARY

INTRODUCTION

Langeberg Municipality is 1 of 5 local municipalities (LM) within the Cape Winelands District Municipality (CWDm). Langeberg Municipality is a Type B municipality. The preparation of Langeberg Local Integrated Transport Plan (LITP) is the responsibility of as mutually agreed, has been facilitated and prepared in conjunction with the Cape Winelands District Integrated Transport Plan (DITP).

An Integrated Transport Steering Committee as well as a local municipal working group was established as part of the ITP process. These forums had local, district, provincial and other key stakeholder representation and were used to co-ordinate the preparation of the various local and district ITP deliverables.

TRANSPORT REGISTER

Langeberg Municipality covers an area of approximately 3 332 km² and includes the towns of Montagu, Ashton, Bonnievale, McGregor and Robertson as well as rural areas adjacent to and between these towns. Economic activity is driven primarily by the agriculture (53%), manufacturing and social services (10%) and trading (9%). The population of Langeberg Municipality is concentrated in Robertson, Ashton and Montagu. Ashton is the largest town in the area, and serves as the administrative centre.

The local economic development of (LED) of Langeberg Municipality identifies poverty and the lack of income, in the low income communities, as the major issues that affect the economic performance of the LM. The existing important local economic development activities in Langeberg Municipality such as agriculture, branding and marketing, business retention and tourism can however respond to lack of income and poverty by providing employment opportunities. Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services in Langeberg Municipality consist primarily of minibus taxis (MBT's). The local public transport services in Langeberg Municipality allows people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools.

Public transport accounts for approximately 8% of total work trips in Langeberg Municipality. From the NHTS 2007, 61% of passengers in Langeberg Municipality walk and 31% use private vehicles to reach their destinations. The MBT is the dominant public transport mode in Langeberg Municipality, providing both commuter and long-distance services. . The highest demand for taxis happens on Saturdays, especially at the end of the month, with the smaller towns of Bonnievale and Montagu operating only on weekends. Long distance MBT routes emanate from Ashton and Robertson with routes running regularly to Cape Town.

There are currently no bus services for local commuters in the towns of Langeberg Municipality. The only bus services are subsidised learner transport and private (staff) contract services. The passenger rail service of Metrorail operates as far as Worcester and no passenger rail services exist to and from the Langeberg Municipality.

Commercial long distance bus services that operate through the Langeberg Municipality are TransLux and City to City. The services operate daily with 3 busses per day between Cape Town and East London. The service stops at Ashton at a filling station at Total garage in Ashton.

The maintenance and upgrade of public transport infrastructure is the responsibility of the LM. There are a limited number of formal facilities provided by the Municipality but also a number of public areas that are used for parking or holding of vehicles. Public transport infrastructure challenges in Langeberg municipality include provision of shelters at a number of informal ranks and within the rural areas. The scheduled stop for long distance bus services at Total garage in Ashton has no shelter for the passengers. The stop is municipal owned land and cannot be upgraded as there are no funds available.

The main road system in the Langeberg Municipality consists of the National Road N2 which passes through the south of the LM. Provincial roads include R60 (Robertson to Worcester), MR 287 (Robertson to Bonnievale), MR 290 (Robertson to McGregor) and the R62 (Ashton, Montagu to Barrydale).

Robertson, being the major centre, is located far from other towns within the LM (up to 30km) therefore NMT is not desirable between towns. There is an NMT desire line to Robertson due to a large number of educational and commercial institutions. However NMT in Langeberg Municipality is most favoured along the MR 287 (Robertson to Bonnievale) due to the high frequency of low income settlements along the route and the NMT connections between settlements favour desirable distances of 5km. In addition, an NMT link should be considered between Ashton and Zolani due to the settlement in Zolani as well as an NMT facility to the industrial Ashton linking with the proposed facility along the R62 from Montagu.

Records received from the Department of Education (WCED) 2009 indicated that there were a total of 71 primary, secondary and combined schools in Langeberg Municipality. The confirmed that 16 schools in Langeberg Municipality are served by 20 learner contract routes and are all receiving subsidies from the WCED. Therefore 22.5% of schools in the LM are using learner contracts, and 21.3% of primary schools are using learner contracts. Bonnievale has the highest number of schools and primary schools using learner transport (7 routes serving 10 schools) followed by Montagu with 4 routes serving 25 schools.

The growth in road freight haulage is the main contributor to high transportation costs and heavy vehicles are damaging the road infrastructure. The volume of heavy vehicles along the R60 and R317 are negatively affecting the quality of these roads through town. The PGWC and Langeberg Municipality cannot keep up with the increased requirement for road maintenance. Fortunately the proclaimed municipal main roads receive an 80% subsidy from PGWC for road maintenance.

There is one operational airfield in Langeberg Municipality to the east of Robertson next to the R60. It is the only registered runway in Langeberg Municipality. Apart from the international airports in Cape Town and George, Robertson also has the longest paved runway in the Western Cape. The Robertson regional airport's paved surface makes it suitable to accommodate light aircraft such as ambulance and law enforcement aircraft and smaller passenger charter aircraft up to a capacity of about 12 passengers. Upgrading of the surface to accommodate larger aircraft should be considered due to the strategic importance of the facility and its considerable potential to contribute to the growth and development of the CWDM.

Langeberg Municipality's local economy is dependent on tourism and the financial benefits it brings. The catering and accommodation trade was the third largest economic sector in Langeberg Municipality, growing at over 7% per annum, whilst contributing 17.9 % to the GDP. The wine industry is the main tourism attraction especially via marketing of the Route 62 tourism initiative.

The Department of Health provides health services for patients within Langeberg Municipality in the form of various hospitals, clinics and mobile clinics. The department has at their disposal a fleet of vehicles which is used to transport staff, medicine as well as to provide mobile clinic services. The fleet is not designed to carry passengers. There is 3 Patient Transport Vehicle (PTV) servicing the 2 sub-stations in Robertson and Montagu.

Transport planning should also include provision for special categories of passengers by incorporating principles of universal access design that will assist passengers to move comfortably from one place to another. People with physical disabilities represent 5.3 % of the population in Langeberg Municipality and it compares with the concentration of people with physical disabilities in CWDM.

OPERATING LICENCE STRATEGY

The Langeberg Municipality OLS was informed by the 2009 CPTR report for Langeberg Municipality, and incorporates the towns of Ashton, Bonnievale, McGregor, Montagu, and Robertson. In order to develop an OLS it was important to analyse each route separately with regard to the demand and supply of public transport services. This analysis concluded that a total of 48 routes were observed operating out of 14 ranks on the survey days namely, 21 routes in Robertson, 13 routes in Ashton, 6 routes in Bonnievale, 4 routes in McGregor and 4 in Montagu. Twenty-nine routes were identified that could potentially warrant additional operating licenses. Currently, the passenger demand on these routes is serviced by illegal operators, some who might include those awaiting documentation from the OLB. The preparation of an IPTN for the Langeberg Municipality is regarded as one of the key implementations in addressing the public transport strategies for Langeberg Municipality.

TRANSPORT NEEDS ASSESSMENT

In order to identify particular issues and needs with respect to transport in the CWDM a number of interviews were held with stakeholders during the data capturing phase of this ITP. The stakeholders included LM representatives, taxi associations and drivers, MBT passengers and local school principals. In addition, in response to issues and concerns that were raised during these engagements meetings were held with SANRAL, Metrorail and the Provincial Departments of Health, Tourism and Education. A review of the CPTR, as well as an evaluation of the results of the NHTS, was also carried out to evaluate the current transportation situation. A list of projects per sector was developed in response to the status quo analysis. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects.

TRANSPORT IMPROVEMENT PROPOSAL

Project prioritisation has become critical to making the best use out of limited funding sources. It is becoming increasingly important to determine which projects are the most feasible. All projects identified in the status quo analysis and stakeholder participation processes were prioritised together with the Langeberg Municipality representatives where each project was evaluated, scored and ranked. Projects were categorised based on project type and focus areas i.e. Road infrastructure upgrade, Road Maintenance, Planning and Feasibility, Public transport infrastructure and NMT facilities. In each focus area projects were scored based on criteria such as traffic/passenger volumes, existing conditions, network considerations and the impact on social

and development considerations. Projects were then ranked from the highest to the lowest evaluation score and the 5 highest ranking projects per category were included in the implementation and financial plans. The prioritised list of projects for Langeberg Municipality was developed in this manner. It should be noted that some projects require budget commitments from other government sectors e.g. the district, province, national or agencies e.g. PRASA and SANRAL. This is therefore a list of priorities from the perspective of the Langeberg Municipality and it is understood that actual implementation of the projects will be subject to these other organisations prioritisation and budgeting processes.

IMPLEMENTATION BUDGET AND PROGRAMME

Availability of funding for project implementation is limited. The need for transport services and infrastructure competes for funding with other essential services such as water, housing and health services. In identifying the funding for the prioritised projects over the next 5 years, funding sources include public contributions and donations, borrowing internally generated funds, capital transfers recognised and direct or indirect National and Provincial grants (transfers). Alternative funding sources includes international funding sources as well as national lotteries. A budget and programme for the five-year implementation period was prepared for the local municipal high-priority projects. In addition a project plan was prepared for each of the priority projects and the pavement management system will assist the municipal engineer in prioritising road maintenance projects.

PUBLIC AND STAKEHOLDER CONSULTATIONS

The following public and stakeholder consultations were undertaken as part of the review process: steering committee meetings, key stakeholder interviews, interviews with public transport passengers, MBT drivers and associations, interviews with school principals and 2 rounds of public meetings in strategic locations in the CWDM and Langeberg Municipality to inform public of the ITP process, obtain information on existing conditions and to present the proposed projects.

The overall aim of the consultation process is to ensure that all relevant stakeholders have adequate opportunity to provide input into the CW ITP. More specifically the objectives of public consultation are to: identify stakeholders and inform them about the review of the ITP for the CWDM, provide stakeholders with the opportunity to identify issues and concerns associated with the integrated transport system in the area, identify possible solutions to key issues relating the integrated transport system. The summary findings of the interviews with stakeholders in Langeberg Municipality can be found in the Transport Needs Assessment chapter of this report.

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LIST OF ABBREVIATIONS

LANEBERG :	Langeberg Local Municipality
CPTR :	Current Public Transport Record
CMIP :	Consolidated Municipal Infrastructure Programme
CR :	Capitalisation Reserve (CR)
CRR :	Capital Replacement Reserve
CWDM:	Cape Winelands District Municipality
DBSA :	Development Bank of South Africa
DM :	District Municipality
DORA :	Division of Revenue Act
DoT :	Department of Transport
ECMT :	European Conference of Ministers of Transport
EMS :	Emergency Medical Services
EPWP :	Expanded Public Works Programme
GGR :	Government Grant Reserve (GGR)
GIS :	Geographic Information System
IDP :	Integrated Development Plan
IMQS :	Infrastructure Management Query Systems
ITP :	Integrated Transport Plan
KWF :	German Development Bank
LDV :	Light delivery vehicle (bakkies)
LEDF :	Local Economic Development Fund
LM :	Local Municipality
MBT :	MBT
MIG :	Municipal Infrastructure Grant
MTEF :	Medium Term Expenditure Framework
NHTS :	National Household Travel Survey
NMT :	Non-motorised transport
OLB :	Operating Licence Board
OLS :	Operating Licence Strategy
ORIO :	Dutch Ministry of Economic Affairs
PDTPW:	Provincial Department of Transport and Public Works
PGWC:	Provincial Government Western Cape
PLTF :	Provincial Land Transport Framework

RMS	:	Road Management System
SARCC	:	South African Rail Commuter Corporation
SDF	:	Spatial Development Framework
SIDA	:	Swedish International Development Agency
SIR	:	Self-Insurance Reserve
SMIF	:	Special Municipal Innovation Funds
SMMe	:	Small Micro Medium enterprise
WCED	:	Western Cape Education Department

ACKNOWLEDGEMENTS

We would like to thank the following people and agencies for their contributions to this ITP, without whom this document would not have been possible:

- Cape Winelands Transport Planning Unit
- Pendulum Consulting
- Breede Valley, Drakenstein, Langeberg, Stellenbosch and Witzenberg local municipalities representatives as part of the LM working groups
- SCM representatives as part of the district steering committee
- Metrorail /SARCC /PRASA
- SANRAL
- Tourism and Development Department
- Health Department including EMS
- Provincial Education Department including regional Education offices in Worcester
- All taxi associations in the Cape Winelands particularly the Boland Taxi Council members

1. INTRODUCTION

1.1 Background

Langeberg Municipality is 1 of 5 local municipalities (LM) within the Cape Winelands District Municipality (CWDM). Langeberg Municipality is a Type B municipality. The preparation of Langeberg Local Integrated Transport Plan (LITP) is the responsibility of as mutually agreed, has been facilitated and prepared in conjunction with the Cape Winelands District Integrated Transport Plan (DITP).

An Integrated Transport Steering Committee as well as a local municipal working group was established as part of the ITP process. These forums had local, district, provincial and other key stakeholder representation and were used to co-ordinate the preparation of the various local and district ITP deliverables.

Langeberg Municipality has no dedicated staff that can assume responsibility for the planning and implementation of its ITP, but it is represented on the Steering Committee by the departments of Special Projects, Town Planning, Civil Engineering, Local Economic Development and Traffic Services.

1.2 Study area description

Langeberg Municipality is a Type B municipality, which falls within the boundaries of CWDM. Table 1.1 provides indicators of Langeberg Municipality's socio-economic standing.

Table 1.1: Langeberg Municipality Socio-Economic Indicators (2007)

Population density	24.0 persons per km ²
Households	80 121 (+ 4.4% over 2001)
Population growth rate	-1.4% for the period 2001 - 2007

Source: Municipal Community Survey 2007

Figure 1.1 shows the location of Langeberg Municipality in relation to the CWDM.

1.3 Purpose of the ITP

As part of a legislated development planning process LMs have to compile Integrated Development Plans (IDP). The ITP is a specific sector plan that feeds into the IDP and ultimately the ITP supports and forms part of the development of the Provincial Land Transport Framework (PLTF). (See Figure 1.2) The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritised projects.

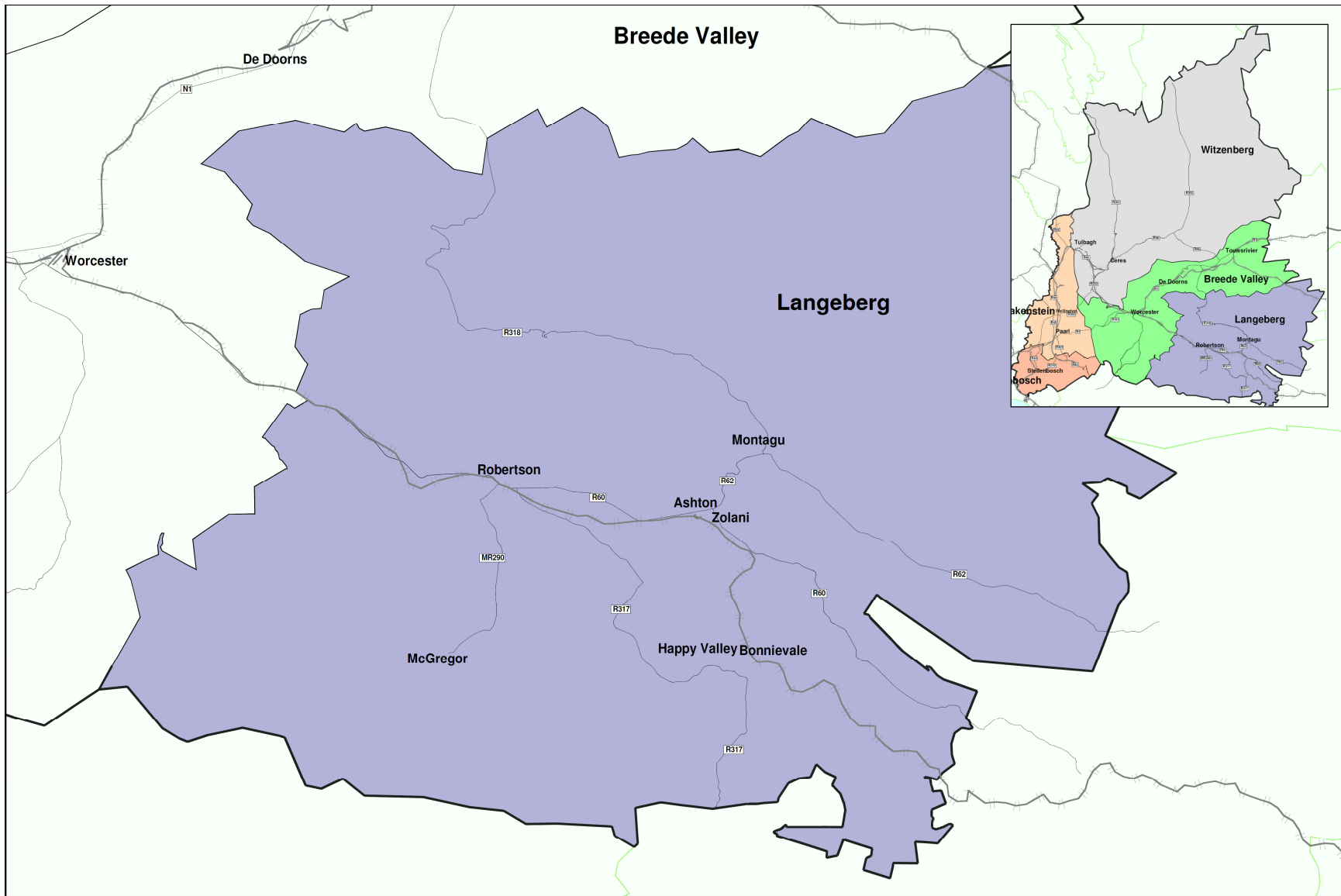


Figure 1.1: Location of Langeberg Municipality

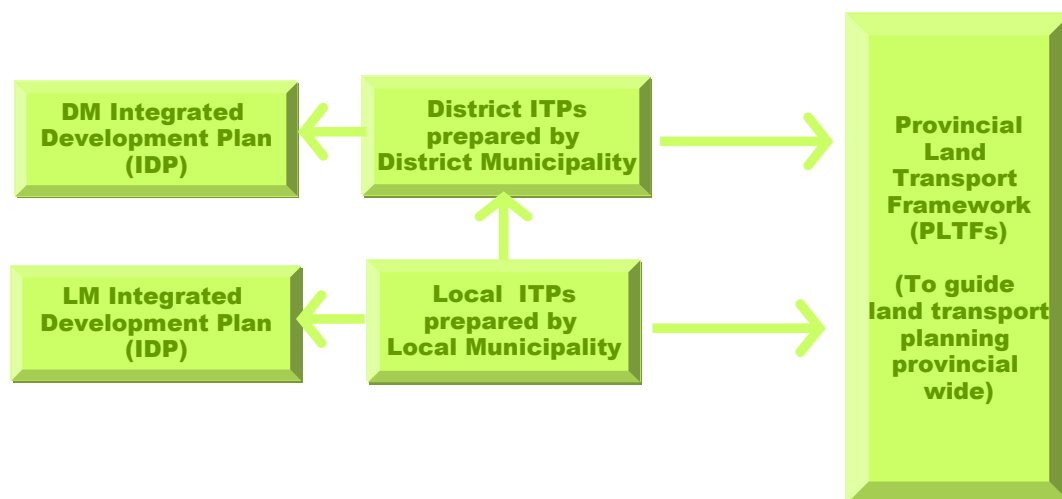


Figure 1.2: Role of ITP in local development planning

1.4 Layout of the Report

The Local ITP report is divided into the following chapters:

Chapter 1: Introduction

Chapter 2: Transport Register

Chapter 3: Operating Licence Strategy

Chapter 4: Transport Needs Assessment

Chapter 5: Transport Improvement Proposals

Chapter 6: Implementation Budget and Programme

Chapter 7: Public Participation

2. TRANSPORT REGISTER

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

2.1 *Spatial development framework*

Langeberg Municipality forms part of CWDM and covers an area of approximately 3332 km². Robertson, Montagu and Ashton are the main urban centres in the LM with smaller rural settlements at Bonnievale and McGregor in the south. See Figure 1.1.

The various development nodes in the LM are listed in Table 2.1 as highlighted in the Spatial Development Framework (SDF) for Langeberg municipality.

Table 2.1: Development nodes in Langeberg Municipality

Node type	Location
Administrative/primary urban node	Ashton
Secondary urban node	Robertson
Urban service centre	Montagu
Rural settlement	Bonnievale, McGregor

Source: Langeberg SDF, 2005

Table 2.1 summarises the key towns in Langeberg Municipality and the type of nodes they are. Ashton, Robertson and Montagu serves as the main administrative nodes and urban centres of Langeberg Municipality. The surrounding smaller towns or rural settlements serve as smaller urban centres for surrounding rural hinterlands. In the remote areas of Langeberg Municipality, smaller towns such as Bonnievale and McGregor require public transport services. Issues such as safety, affordability, accessibility, and reliability especially on public and non-motorised transport services are a huge challenge to the service providers.

2.2 *Population density and distribution*

Population distribution and density in Langeberg Municipality differs according to the type of development and activities. Two sources of information regarding population have been drawn upon i.e. the 2001 census and the 2007 community survey. As outlined in Table 2.2, according to the population information based on community a survey conducted in 2007, Langeberg Municipality has the lowest population density of approximately 24.0 people per square kilometre in CWDM. The LM's total population of 80 121 is the second lowest in the CWDM.

Table 2.2 Population within Langeberg Municipality based on community surveys, 2007

LMs	Area(km²)	Total population	Pop. Density (People/km²)	No of households
Breede Valley	2995	134 271	44.8	36495
Drakenstein	1538	217 089	141.0	56614
Langeberg	3332	80 121	24.0	21856
Stellenbosch	831	200 524	241.0	36413
Witzenberg	13611	75 148	26.4	24410
CWDM	22307	707153	61.7	175788

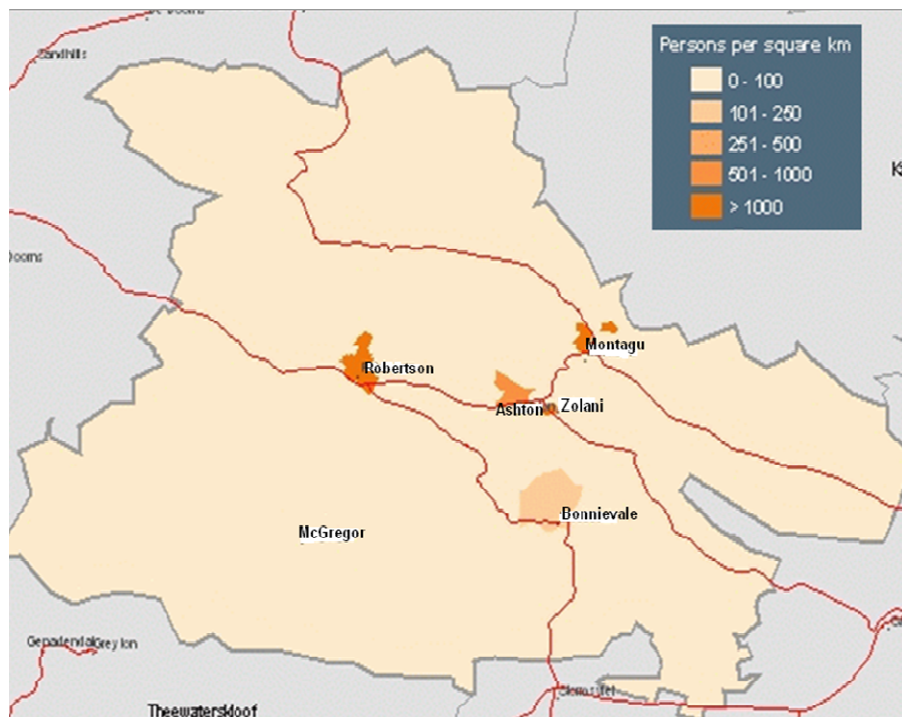
Source: Municipal Community Survey, 2001

When comparing with community survey outcomes with the 2001 Census information outlined in Table 2.3 below, is it see that there has been a significant growth on the number of households in the Langeberg Municipality. The population densities remain low when compared to other municipalities within the CWDM, yet still there is pressure on housing provision and the municipal and social service delivery.

Table 2.3 Population within the Breede Valley Municipality bases on census, 2001

LMs	Area(km²)	Total population	Pop. Density (People/km²)	No of households
Breede Valley	2995	146 029	43.0	29 213
Drakenstein	1538	194 417	121.0	42 114
Langeberg	3334	80 124	20.0	16 125
Stellenbosch	831	103 718	128.0	26 034
Witzenberg	2851	83 568	26.0	16 124
DMA	10 760	6 539	0.6	1 586
CWDM	22 289	614395	25.0	131 196

Source: census 2001



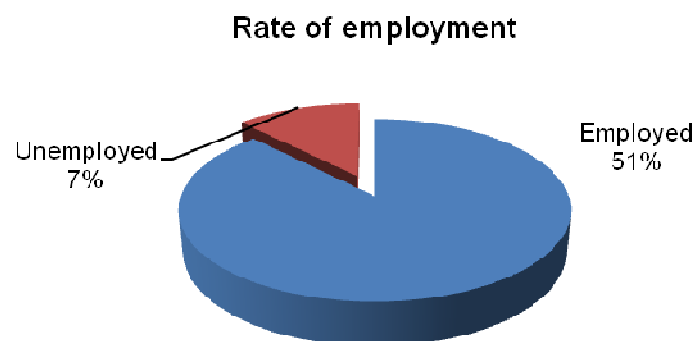
Source: Municipal Demarcation Board, 2003

Figure 2.1: Langeberg Municipality population distribution and density

The bulk of the population of Langeberg Municipality live in and around the urban areas of Robertson, Ashton, McGregor, Bonnievale and Montagu with the rest living on the farms and rural hinterland of the LM. Figure 2.1 depicts the population distribution and densities of the towns and it shows that Robertson is the most densely populated town in Langeberg Municipality.

2.2.1 Employment levels

According to Stats SA-2001, 7% of the people in Langeberg Municipality are unemployed as illustrated in Figure 2.2 below. When compared to the other LMs in the CWDM, Langeberg Municipality has the lowest unemployment rate. This could be due to the low population of the LM.



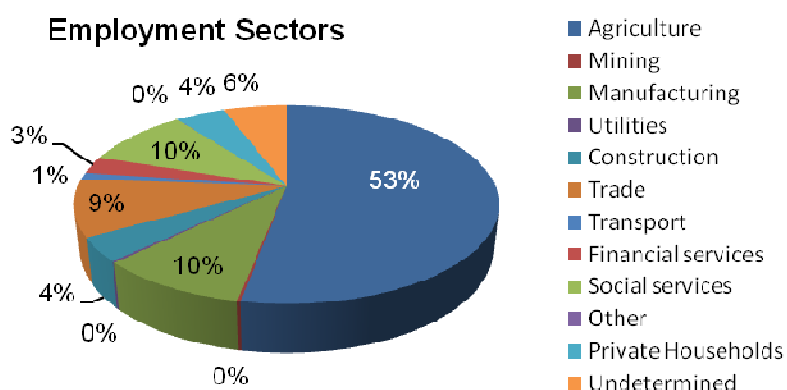
Source: Langeberg SDF, 2005

Figure 2.2: Unemployment rate for Langeberg Municipality

2.2.2 Economic activities

The agricultural sector forms the back bone of Langeberg Municipality's economy. 53% of the people in Langeberg Municipality are employed in the agricultural sector, supported by 10% in manufacturing and social services, and 9% in trade as illustrated in Figure 2.3.

The total agricultural land in Langeberg Municipality is 294 221 hectare. The following progress within the LM has been achieved with the target of 88 266.3 hectare (30%) of Agricultural land to be transferred to farm workers. To date only 2117.4 ha (2.4%) of land has been transferred which leaves an outstanding amount of 86 148.9 hectares (97.6%) still to be achieved by 2014 (Langeberg IDP, 2007). This initiative aims to empower small scale farming in the municipal area especially in the towns of Zolani (Ashton) and McGregor.



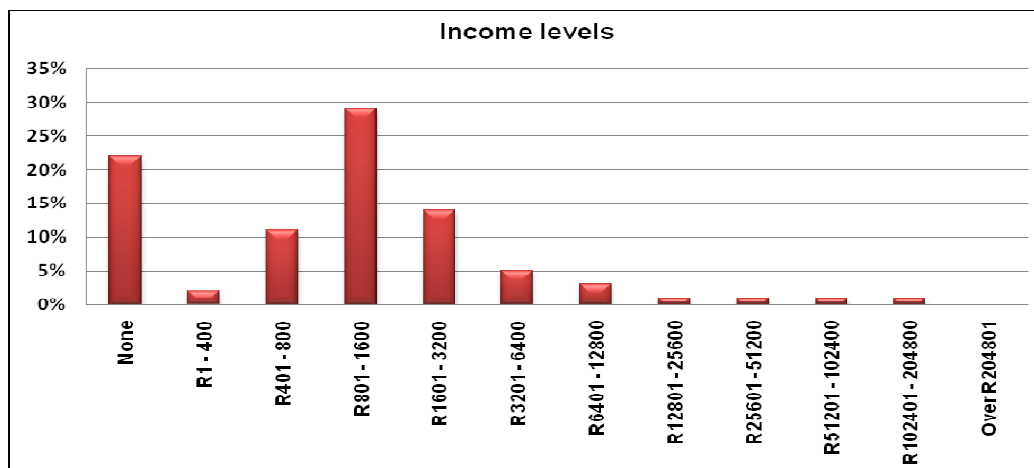
Source: Langeberg SDF, 2005

Figure 2.3 Employment sectors for Langeberg Municipality

Langeberg Municipality is highly dependent on agriculture and the workforce employed in this sector is seasonal workers which could be one of the reasons why so many people are living in the towns and work on the farms. Sections such as manufacturing and tourism in the LM are also developing.

2.2.3 Income level

Langeberg Municipality have the lowest number of people with no income in the whole CWDM. As illustrated in Figure 2.4, more than 20% of people have no income, and almost 39 % of the labour force in Langeberg Municipality earn within the R801 – R1600 category.



Source: Municipal Demarcation Board, 2003

Figure 2.4: Monthly income for Langeberg Municipality

Lack of skilled employees and off-season unemployment especially in the agricultural sector leads to low monthly wages and lack of income. This applies also to secondary manufacturing or agro processing activities which are reliant on harvesting times.

2.3 Local Economic Development

The Local Economic Development (LED) of Langeberg Municipality identifies poverty and lack of income, especially in low income communities, as the largest issues which affects the economic performance of the LM. The existing important local economic development activities in Langeberg Municipality as outlined below can however respond to lack of income and poverty by providing employment opportunities:

- Agriculture
- Branding and marketing
- Business retention
- Small micro medium enterprises (SMME) business development programme
- Tourism

Some of the strategies or projects to respond to the development needs of each focus area are as follows:

- Improvements of tourism:
- Developing commercial hubs
- Provision of housing
- Develop and Pilot off-season business development

The ITP response to LED projects is as follows:

- Improvement of access roads to new and existing housing
- Propose new road links as well as upgrading existing access roads to agricultural development
- Improvement of existing freight routes
- Provision of safe, affordable and reliable transport options for the citizens of Langeberg Municipality

2.3.1 Need and development typology

The needs and development typology study was undertaken in 2005 in the Western Cape Province. The purpose of this study was to group the towns into a single set of relationships for investment decisions and policy implementation. The following criteria were used to determine the investment potential of towns in the Western Cape Province:

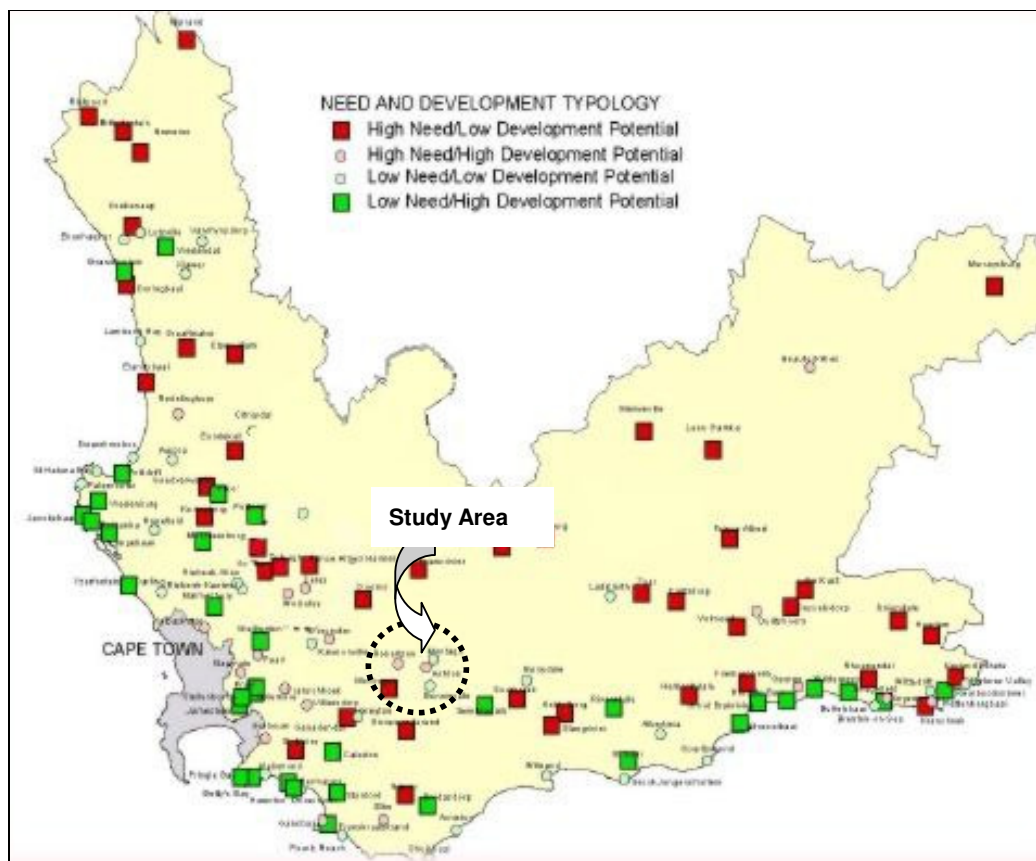
Priority for fixed investment	Growth Potential	Need
First	High	High
Second	High	Low
Third	Low	High
Fourth	Low	Low

The reasons for this priority ranking for fixed investment are as follows:

- Investing in towns with high growth potential and high needs will ensure not only that that expenditure will have the highest leverage but also that it will have the greatest possibility for social benefits.
- Towns with high growth potential but low human need rank second, to give effect to the policy of prioritising fixed investment spending in settlements with the highest potential rather than those with low growth potential.
- The third category is low growth potential and high human need. Low growth potential is common to the third and fourth categories and it is the only differences in human need that distinguish them. Clearly the most equitable choice will be to target those centres with high human need. The emphasis in these towns should be on social investment rather than fixed investment.
- The fourth level of priority is those settlements with both low growth potential and low human need.

These criteria were applied as follow in the towns in Langeberg Municipality. The outcomes of this study for the CWDM are also indicated in Figure 2.5:

- **Robertson and Ashton** high human needs index and high development potential;
- **McGregor** have high needs low development potential;
- **Bonnievale and Montagu** have low needs low development potential.



Source: Western Cape SDF, 2006

Figure 2.5: Development need for the towns in Langeberg Municipality

Investing in towns with high growth potential and high need will ensure not only that that expenditure will have the highest leverage but also that it will have the greatest possibility for social benefits.

2.4 Public Transport Services

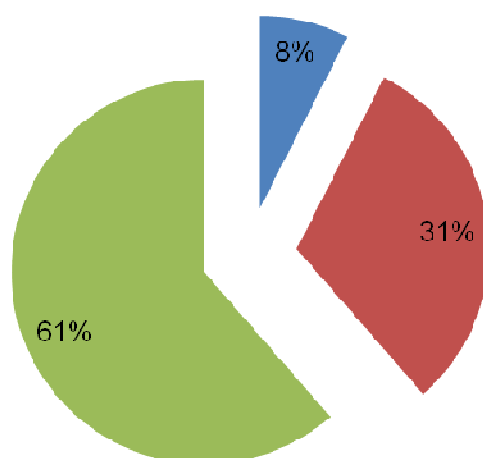
Public transport is an important mode of transport. Unlike private cars and hired vehicles, public transport provides passenger services which are available for use by the general public. Public transport services consist primarily of buses and mini-bus taxis (MBT's).

2.4.1 Overview

The local public transport services in Langeberg Municipality allows people to access destinations in their local area or settlement to which they travel regularly but which cannot be reached on foot or by other means of non-motorised transport modes. These destinations include essential services or activities accessed on a frequent basis, such as places of employment, shops, government services and schools.

Langeberg Municipality comprises numerous small towns and low density settlements. Most of these settlements are linked to the towns of Ashton and Robertson which serve as the main service centres in the LM.

■ Public transport ■ Private transport ■ Non-motorised transport



Source: NHTS 2007

Figure 2.6: Modal Split of Public Transport in Langeberg Municipality

From Figure 2.6 it appears that only 8% make use of public transport in the LM. Most people walk (61%) or use private cars (31%). This modal split could be as a result of the extreme difference in income levels within the LM.

Currently MBT is the dominant public transport mode providing both commuter and long-distance services. Low population densities result in inefficient bus services which are not cost effective for operators or end users.

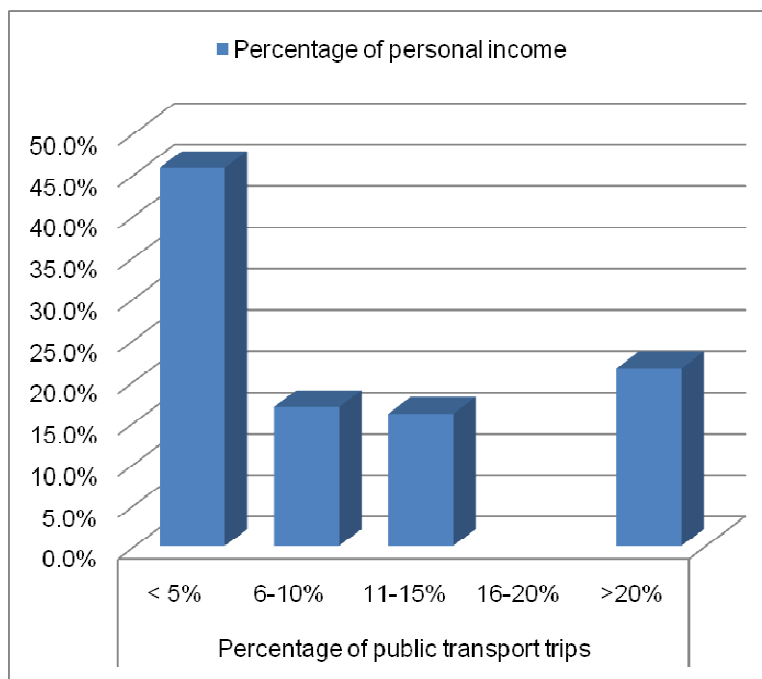
Bus services do exist for transporting learners as part of the contract services provided by the Department of Education (WCED). A breakdown of public transport services in Langeberg Municipality can be seen in Table 2.4 below.

Table 2.4: Breakdown of Public Transport Services in Langeberg Municipality

Mode	Type of trips
MBT	Commuter, learner, health
Bus	Learner
Rail	No Service

Source: NHTS (2007)

Figure 2.7 illustrates that public transport can be considered quite affordable in Langeberg Municipality with most commuters paying less than 5% of monthly income on public transport.



Source: NHTS (2007)

Figure 2.7: Percentage of monthly income spent on work trips

2.4.2 MBT operations

The MBT is the dominant public transport mode in Langeberg Municipality primarily due to the flexibility of the industry to adapt to different passenger demands between towns and more remote rural areas.

- The majority of MBT's do not display their routing, origin or destination, while none advertise their fare structures. Fare collection takes place inside the vehicle and payment is only accepted in cash. The type of vehicle that is used depends on the passenger demand as well as the operating conditions.
- These vehicles are used in urban areas and on paved areas and on paved roads or gravel roads that are generally in a good condition.
- The majority of light delivery vehicles (LDVs) that are used as MBT's are single cabs with canopies. Narrow wooden benches are retro-fitted along the sides of the loading area, providing seating for approximately eight passengers, with a further two passengers in the front cab. This type of vehicle is also used where passenger demand is low, or where the operator cannot afford a government approved vehicle. The DoT is currently investigating a regulatory framework to include LDVs as recognised public transport vehicles where the operating conditions warrant their use.
- Passenger cars used as MBT's come in a range of shapes, sizes, ages and conditions. These include sedans, station wagons and multi-purpose vehicles (e.g. Toyota Condor/Avanza) with typical seating capacities for five to seven people. Passenger cars are used where demand is low, when the operator cannot afford an approved vehicle or by private drivers carrying passengers for reward illegally. Passenger cars are also rented out by operators, for instance to a person needing to transport a bulky load that cannot be transported by minibus, or for occasional trips to destinations not served by public transport.

MBT services operating from the towns in CWDM are administered by several MBT associations based in larger towns in the DM. There are four registered taxi associations in the area, namely,

- Robertson Taxi Association
- Ashton Taxi Association
- Montagu Taxi Association
- Bonnievale Taxi Association

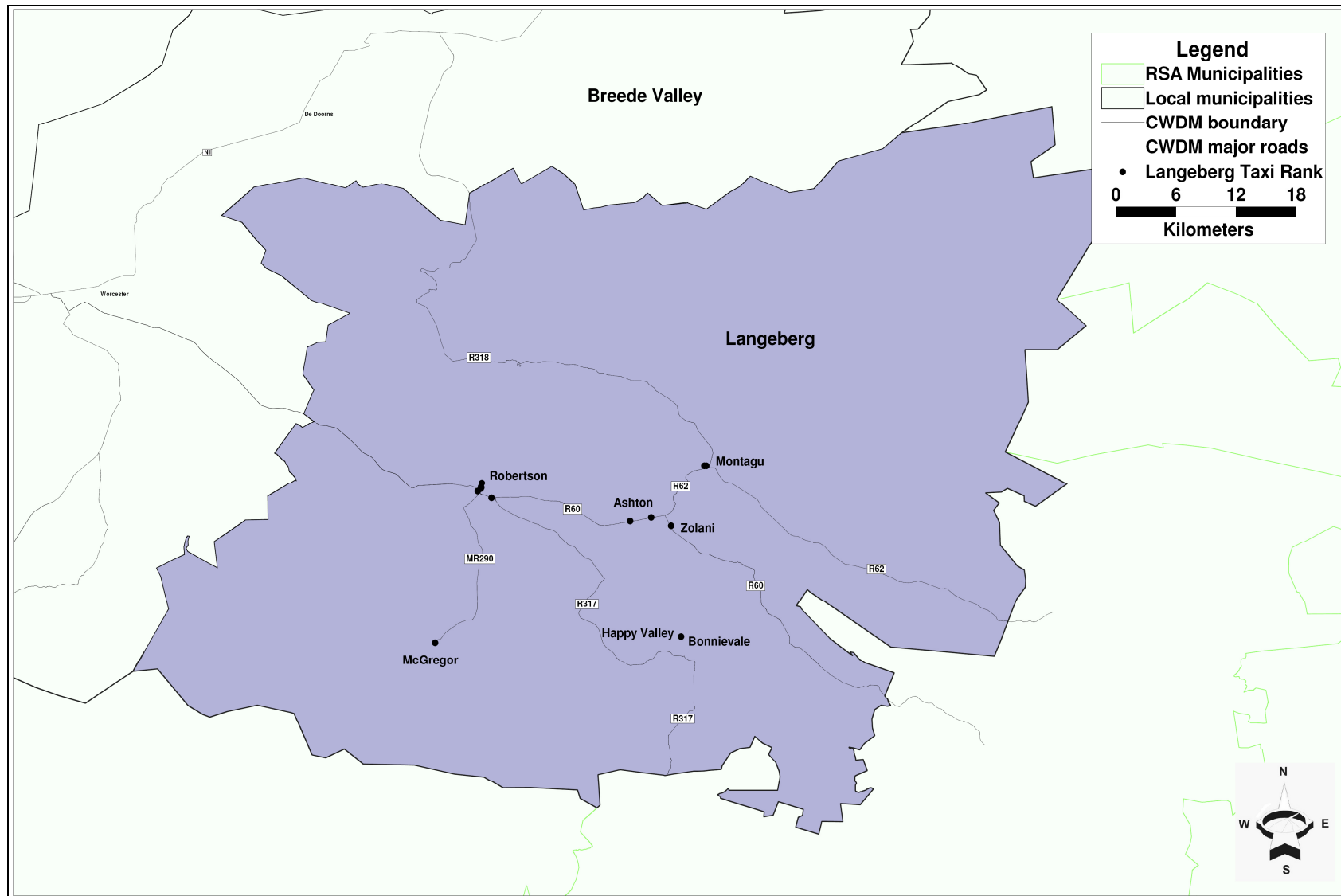
And are each members of the Boland Regional Taxi Council. These associations perform a number of functions, as outlined below:

- An individual operator wishing to provide additional services on an existing route or to operate on a new route first has to register with an association. The operator then applies to the Operating Licensing Board (OLB) for an operating license on a particular route.
- Associations protect the rights of their individual members and the routes in which they have a stake. In the past this has led to violence between competing associations, but of late associations prefer to settle disputes through negotiation.

At the local municipal level the MBT associations generally provide services in the areas and in and around the towns in which they are based, e.g. Robertson Taxi Association is based in Robertson and operate all routes that originate in that town.

2.4.3 Routes and ranks

As part of the 2009 CPTR, rank surveys were undertaken in the towns of Robertson, Ashton, Bonnievale, McGregor and Montagu in Langeberg Municipality. There are currently 15 operational MBT ranks located within Langeberg Municipality; 8 of these ranks are located in the towns of Robertson and Ashton. Figure 2.8 illustrates the locations of major taxi ranks in Langeberg. Approximately 65% of all taxi ranks in Langeberg Municipality are paved, with 50% of these ranks located off street. Most ranks in Langeberg Municipality are informal in nature and are not equipped with sufficient infrastructure such as seating and ablution facilities. The public transport infrastructure will be discussed further in section 2.5).



Source: CWDM GIS, 2010

Figure 2.8: Rank locations in Langeberg Municipality

A summary of MBT rank activity is shown in the Table 2.5 below.

Table 2.5: MBT Rank activity in Langeberg Municipality

Towns	Facility	Weekdays			Saturdays		
		Trips	Pax	% of Total Weekday Pax	Trips	Pax	% of Total Saturday Pax
Ashton	Ashton Langeberg	15	79	1.9%	11	107	1.8%
	Ashton Multisave	55	475	11.3%	43	156	2.7%
	Ashton Zolani	72	729	17.4%	53	465	8.0%
Bonnievale	Bonnievale Happy Valley	71	318	7.6%	98	783	13.5%
	Bonnievale Multisave	53	419	10.0%	60	713	12.3%
McGregor	McGregor Church	22	285	6.8%	16	123	2.1%
Montagu	Montagu Food Zone	7	11	0.3%	18	99	1.7%
	Montagu OK Bazaars	7	77	1.8%	43	529	9.1%
Robertson	Robertson Fishmarket	15	68	1.6%	46	516	8.9%
	Robertson Nkqubela	110	426	10.2%	107	349	6.0%
	Robertson Pick n Pay	56	404	9.6%	92	1344	23.1%
	Robertson SAP	43	569	13.6%	21	174	3.0%
	Robertson Shoprite	34	415	9.9%	39	559	9.6%
TOTAL		545	4196		636	5810	

Source: Langeberg CPTR, 2009

The highest demand for MBT occurs on Saturdays, especially at month end, with the smaller towns of Bonnievale, and Montagu becoming significantly active on weekends. Passenger movement in Langeberg Municipality peaks on Saturdays with an additional 1000 passengers being transported via MBT. This is primarily due to additional demand attractors such as shopping, banking and other such functions.

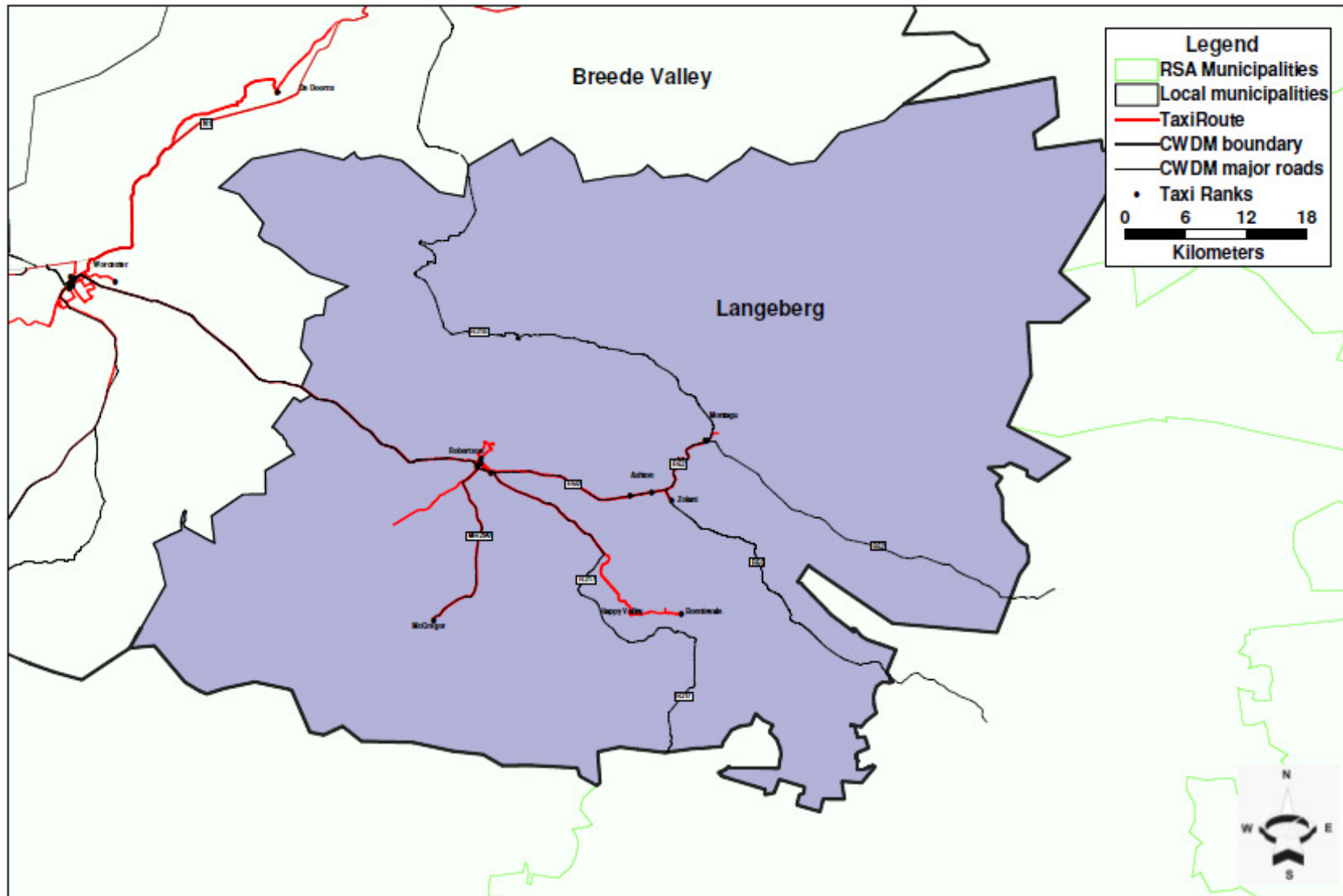
MBT services operate predominantly out of the towns of Robertson and Ashton during the week accounting for approximately 75% of total passenger demand in the LM. During weekdays, the Ashton Zolani and Robertson SAP taxi rank facilities are the most active, with the Robertson Pick n Pay facility being the most active on weekends. From the Langeberg Municipality CPTR, 2009 it becomes clear that during the week, the residential MBT ranks are the busiest, while on weekends the ranks located near shopping services are most active. A summary of the MBT movements in and out of the major towns is shown in Table 2.6 overleaf.

Table 2.6: MBT movement patterns in Langeberg Municipality

Origin	Type of movement		
	Local	Inter-town	Long Distance
Ashton	Farms	Worcester	Cape Town
	Multisave	Robertson	
	Ashton Zolani		
Bonnievale	Multisave	Swellendam	
	Farms		
	Happy Valley		
Mcgregor	Farms	Robertson	
		Montagu	
		Bonnievale	
Montagu	Food Zone	Ashton	
	Ok Bazaars		
	Farms		
Robertson	Fishmarket	Ashton	Cape Town
	Farms	Bonnievale	
	Pick n Pay	Worcester	
	SAPD	Montagu	

Source: LANGEBERG CPTR, 2009

Table 2.6 indicates that Langeberg Municipality's transport movements occur between the major settlements in and around the LM. Robertson serves as the public transport hub in Langeberg Municipality with most routes originating or terminating in the town. Most of the settlements in Langeberg Municipality (such as Bonnievale and McGregor) are small, and thus there is not a great demand for motorised travel within the settlement boundaries. Most daily activities can usually be accomplished on foot since the distance to be travelled is relatively small in comparison to the greater distances between settlements. In the case of Robertson, however, intra-town routes are necessary due to the size of the settlement. MBT movements originating from Langeberg Municipality are shown in Figure 2.9 overleaf.



Source: CWD GIS, 2010

Figure 2.9: MBT routes in and around Langeberg Municipality

Route utilisation and passenger waiting times are important criteria when determining additional capacity on existing routes. Extended passenger waiting times is usually an indication of an under supply of vehicle services, which means that the current fleet is not large enough to service the current demand efficiently. Generally passenger waiting time is not an issue in Langeberg Municipality, with passengers waiting between 5 and 30 minutes for a MBT during the peak. However the longest passenger waiting times were observed on farm routes and long distance routes (30 minutes), which is acceptable in less urban conditions.

Detailed peak hour route information is illustrated in Table 2.7 to Table 2.10 for the towns of Ashton, Bonnievale, McGregor and Robertson. These tables provide information on MBT rank activity for the specified peak hours during the week in each major town in Langeberg Municipality. These tables only reflect rank departure information and do not reflect the number of passengers that alighted along the route.

Table 2.7: Peak Hour operational information for MBT ranks in Ashton on weekdays

Origin	Destination	Route Code	Peak Hour start	No. of trips	Average Vehicle Capacity	Peak Service Capacity	Peak Pax	% Utilisation
Ashton Langeberg	Montagu	967	13:15	3	11	32	27	84%
Ashton Multisave	Worcester	693	06:00	1	16	16	16	100%
	Bonnievale	809	13:00	2	10	20	20	100%
	Ashton Service	812	06:15	6	17	99	80	81%
	Montagu	967	12:45	1	32	32	26	81%
	Robertson	968	06:45	6	13	76	68	90%
	Ashton Zolani	D95	13:15	4	11	43	27	63%
Ashton Zolani	Bonnievale	809	06:00	1	32	32	30	94%
	Montagu	810	07:45	2	8	17	18	107%
	Robertson	812	06:00	5	14	68	69	101%
	Ashton	D95	06:30	18	10	172	157	91%
	Cape Town	NewRouteBR01	10:45	1	16	16	14	88%
	McGregor	NewRouteBR02	06:30	1	60	60	60	100%

Source: LANGEBERG CPTR, 2009

Ashton has 3 MBT ranks which are active throughout the week. MBT routes operating at these facilities operate at well above 80% utilisation during the peak. However this high utilisation rate is a reflection of a low number of passengers (15 to 30 passengers) per route with adequate capacity during the peak, rendering a low passenger demand per route during the peak. There is, however, a significant demand for MBT services operating locally within Ashton, and also between Robertson. The Ashton service (which services the farms and schools within Ashton), transports over 250 passengers at over 90% of peak service capacity, during the week. There is also a significant demand for MBT movements from Ashton to Robertson, where approximately 130 passengers are travelling during the peak on weekdays. Currently there are two Robertson services operating, both of which are operating at over 90% of peak service capacity. MBT demand is significantly lower on weekends, which is mostly due to the decreased work trips generated on weekends

Table 2.8: Peak Hour operational information for MBT ranks in Bonnievale on weekdays

Origin	Destination	Route Code	Peak Hour start	No. of trips	Average Vehicle Capacity	Peak Service Capacity	Peak Pax	% Utilisation
Bonnievale Happy Valley	Bonnievale	832	07:30	10	16	158	77	49%
	Bonnievale Farms	F02	12:45	1	60	60	87	145%
	Robertson	N40	07:45	1	12	12	5	42%
	Swellendam	NewRoute BR10	15:15	1	12	12	15	125%
Bonnievale Multisave	Bonnievale Happy Valley	832	15:15	9	18	158	152	96%

Source: LANGE BERG CPTR, 2009

There are 2 routes operating out of Bonnievale, which show significant passenger movements during the week. Currently there are approximately 90 passengers using the Bonnievale Farms route which originates from the Bonnievale Happy Valley rank facility. This route is serviced by a single 60 seater vehicle used for transporting passengers to the various farms in Bonnievale. The Route between the Bonnievale Multisave MBT facility and Bonnievale Happy Valley MBT facility also displays significant passenger utilisation. The Bonnievale Happy Valley MBT service is currently transporting 150 passengers at 96% of peak service capacity during the peak hour on weekdays. On Saturdays 2 MBT routes to Ashton become active. Approximately 290 passengers leave for Ashton during the peak, with just over 70% of the service utilised.

Table 2.9: Peak Hour operational information for MBT ranks in McGregor on weekdays

Origin	Destination	Route Code	Peak Hour start	No. of trips	Average Vehicle Capacity	Peak Service Capacity	Peak Pax	% Utilisation
Mcgregor Church	Bonnievale	NewRouteBR03	12:00	1	60	60	60	100%
	Montagu	NewRouteBR04	13:45	1	6	6	3	50%
	Robertson	NewRouteBR05	06:30	6	22	134	96	72%
	McGregor Farms	NewRouteBR06	12:00	3	15	44	60	136%

Source: LANGE BERG CPTR, 2009

There are four routes operating out of the MBT rank in McGregor. MBT movements to Bonnievale, Robertson and the surrounding farms are the most utilised. On weekends there is a low demand service from within McGregor.

Table 2.10: Peak operational information for MBT ranks in Robertson on weekdays

Origin	Destination	Route Code	Peak Hour start	No. of trips	Average Vehicle Capacity	Peak Service Capacity	Peak Pax	% Utilisation
Robertson Fishmarket	Robertson	686	14:15	2	15	30	18	60%
	Ashton Zolani	812	06:00	1	12	12	0	0%
	Ashton	968	13:00	1	12	12	4	33%
	Bonnievale	N37	09:30	1	12	12	5	42%
	McGregor	NewRouteBR05	09:30	1	12	12	10	83%
Robertson Nkqubela	Robertson	686	14:00	12	11	126	76	60%
	Robertson Farms	690	06:30	2	13	25	25	99%
	Worcester	693	06:00	1	12	12	13	108%
	Ashton	968	14:45	1	11	11	6	53%
	Bonnievale	N37	12:15	1	60	60	38	63%
	McGregor	NewRouteBR05	06:45	3	31	94	45	48%
	Cape Town	NewRouteBR07	14:45	1	12	12	1	8%
	George	NewRouteBR08	13:00	1	60	60	4	7%
Robertson Pick n Pay	Robertson	686	16:00	7	11	77	79	103%
	Ashton Zolani	812	15:15	8	11	91	92	101%
Robertson SADP	Robertson Farms	687	06:30	7	27	189	77	41%
	Worcester	693	07:00	3	11	34	33	97%
	Cape Town	NewRouteBR07	11:15	3	14	42	48	114%
	Ceres	NewRouteBR09	10:30	1	12	12	11	92%
Robertson Shoprite	Robertson	686	17:15	7	13	88	100	113%

Source: *LANGEBERG CPTA, 2009*

Robertson has 3 MBT ranks which are active throughout the week. Most of the routes operating out of these ranks are low demand services, departing only once or twice during the peak hour. There is, however, a significant demand for MBT services operating locally within Robertson. There are also significant passenger movements to Ashton from the Robertson Pick n Pay facility, transporting approximately 90 passengers at 100% of peak service capacity.

2.4.4 Bus services

There are no commuter bus services in Langeberg Municipality.

2.4.5 Rail services

There are no rail services in Langeberg Municipality.

2.4.6 Long distance services

There is no long distance commuter rail service but there is a tourist rail service and a freight rail service which runs through Langeberg Municipality. There is also a long distance bus.

Freight Rail

Currently, rail freight passing through Langeberg Municipality is mainly agricultural and container freight. The only active freight handling station in Langeberg Municipality is the Ashton station.

Bus

Frequency

The commercial bus services that operate through Langeberg Municipality are TransLux and City to City. The service operates daily with 3 busses per day from Cape Town to East London, with stops at Robertson and Ashton. Table 2.11 overleaf depicts the frequency of the busses on the route. The routes are outlined in Figure 2.10

Table 2.11: Frequency via Langeberg Municipality

Service	Route	Trip per day	Towns Served
East London	From Cape Town	3	Robertson & Ashton
	To Cape Town	3	Robertson & Ashton

Source: Informal interview with Roadlink, Intercape and TransLux



Source: Informal interview with Roadlink, Intercape and TransLux

Figure 2.10: Long distance routes

Time table

The service has a scheduled stop at a filling station at the Total garage in Ashton and it stops at a public transport stop in Robertson and this means that there is no shelter provided for different weather conditions for the commuters. There are 5 buses servicing the AM peak along the Cape Town to East London route. The departure times for these buses are 06:30am; 14:45 and the evening bus 18:00.

Fares

As shown in Table 2.12 overleaf, fares between Cape Town and the towns of Robertson and Ashton are similar as depicted in. The afternoon bus is cheaper because the City to City coaches are used. Since there is no long distance rail services in Langeberg Municipality most people rely on bus services to travel long distances.

Table 2.12: Bus fares between Cape Town, Robertson and Ashton

Departure City	Destination City	Full Price	Arrival Time	Carrier
Cape Town	Robertson	R150.00	08h40	TransLux
	Ashton	R150.00	08h55	TransLux
Cape Town	Robertson	R100.00	16h55	City to City
	Ashton	R100.00	17h15	City to City
Cape Town	Robertson	R150.00	20h10	TransLux
	Ashton	R150.00	20h30	TransLux

Source: Informal interview with Roadlink, Intercape and TransLux

2.5 Public Transport Infrastructure

Public transport infrastructure in this section deals primarily with road-based facilities for buses and MBT's. The following types of facilities are discussed for both buses and MBT's:

- Formal terminals, ranks, stops and holding facilities
- Informal ranks, stops and holding/parking areas

2.5.1 Bus Facilities

An adequate bus facility is required in the Langeberg Municipality area. The bus service has a scheduled stop at a filling station at the Total garage in Ashton and at a public transport facility originally intended for used by the MBT industry Robertson. Here, shelter is provided and regular maintenance of the area is done. The stop in Ashton cannot be upgraded as the land is privately owned and there is no shelter provided for the passengers. Figure 2.11 includes photographs of the public transport facility in Robertson.



Figure 2.11: Bus facility in Robertson

2.5.2 MBT Facilities

Table 2.13 overleaf provides a summary of the various formal MBT facilities.

Table 2.13: Summary of formal taxi facilities

Town	Name	Code	Status	No of bays	On/off Street	Paved
Robertson	Pick n Pay	WC026 001	I	9	OFF	YES
Robertson	Shoprite	WC026 003	I	2	OFF	YES
Robertson	Nkqubela	WC026 004	I	6	ON	YES
Robertson	Fish market	WC026 005	I	4	OFF	NO
Ashton	Langeberg	WC026 007	I	4	OFF	YES
Ashton	Multisave	WC026 008	I	6	OFF	NO
Ashton	Zolani	WC026 009	I	4	ON	YES
Montagu	OK Bazaars	WC026 010	I	4	ON	YES
Montagu	Food Zone	WC026 011	I	3	ON	YES
Bonnievale	Multisave	WC026 012	I	5	OFF	YES
McGregor	Church	WC026 013	I	2	ON	NO
Bonnievale	Spar	-	I	-	OFF	YES
Bonnievale	Happy Valley	NewSiteBR02	I	-	-	-
Robertson	SAPD	NewSiteBR01	F	10	OFF	YES

Source: LANGEBERG CPTR, 2009

The challenge facing the Langeberg Municipality is mainly the availability of funds to address the priority needs at the public transport facilities. An assessment study of the operational requirements at each facility will provide a basis for the consolidation of various facilities as well as for funding applications for the construction of required facilities and upgrades. Besides providing

public transport facilities, Langeberg Municipality is required to maintain the facilities as part of their annual infrastructure maintenance activities.

In addition to the formal facilities, the LM has a number of informal facilities and stopping points that require upgrades. It remains a challenge to provide adequate shelter at the informal facilities, which are summarised in Table 2.14 overleaf.

Table 2.14: Summary of informal taxi facilities

Town	Name	Code	Status	No of bays	On/off Street	Paved
Bonnievale	Spar	-	I	-	OFF	YES
Bonnievale	Happy Valley	NewSiteBR02	I	-	-	-
Robertson	SAPD	NewSiteBR01	F	10	OFF	YES

Source: CWDM CPTR, 2002/2003

2.5.3 Rail Infrastructure

There is no passenger rail service operating in the Langeberg Municipality. The rail infrastructure is used for transporting freight and an occasional tourist train only. The relevant freight rail facilities are discussed in section 2.10.2

2.6 Road Network and Traffic

The road network in Langeberg Municipality consists of three components, the first being the national road which is owned and managed by the South African National Road Agency Limited (SANRAL). Secondly, there are the provincial roads, or the rural road network, owned and managed by the provincial road authority, which is the PGWC. Together, the national and provincial road networks form the major road network in the area. Lastly, upgrade and maintenance of the local street network is the responsibility of the local authority, which is the Langeberg Municipality

2.6.1 Extent of the road network

The road network through Langeberg Municipality consists of about 1 200 kilometres of national and provincial roads. Major provincial roads include the R60 starting at Worcester and running through Robertson and Montagu. The R60 is also the road based transport link between Langeberg Municipality and the Overberg region via the N2.

Provincial roads are classified into four categories according to function, and include trunk roads, main roads, divisional roads and minor roads. Trunk roads and main roads link larger towns and provide access to bordering DMs. Divisional roads link rural areas to trunk and main roads, while minor roads provide local access. Table 2.15 provides a summary of the extent of the major road network.

Table 2.15: Extent of Langeberg Municipality major road network

Municipalities	Functional Road Type					
	National	Trunk	Main	Divisional	Minor	Total
Langeberg LM	2.39	113.96	244.32	368.45	467.18	1 196.30
Cape Winelands DM	169.39	387.51	969.02	1 411.29	1 931.40	4 868.61

Source: RNIS Road Length Summary per Authority, 4 March 2010

The road network can also be presented in terms of the extent of surfaced and gravel pavement. All national and trunk roads, and most main roads are paved. Table 2.16 provides a summary of the major road network by surfaced and gravel surface type.

Table 2.16: Major road network by surface type

Functional Road Type	Road Surface Type		Total Km
	Paved Km	Gravel Km	
National Roads	2.39	0.00	2.39
Trunk Roads	113.96	0.00	113.96
Main Roads	186.24	58.08	244.32
Divisional Roads	75.36	293.09	368.45
Minor Roads	7.39	459.79	467.18
TOTAL	385.34	810.96	1 196.30

Source: PGWC RNIS (Road Length Summary per Authority Type/ Surfaced and Gravel Roads per LM), 4 March 2010

The provincial RNIS system provides a report on the estimated asset value of around R 3.5 billion (2010 value) for the provincial trunk, main and divisional road network. The surfaced road network accounts for 99.4% of this amount.

Table 2.17 contains the rural network asset value for Langeberg Municipality.

Table 2.17: Provincial road network asset value

Category	Road Category		
	Surfaced	Gravel	Total
Total of trunk, main & divisional roads	382.95 km	810.96 km	1 193.91 km
Asset value	R3 456 857 000	R19 761 000	R3 476 618 000
Asset value (2010 Rand per km)	R9 026 914.74	R24 367.42	-

Source: RNIS: Asset Value by Authority, 21 April 2010:

Figure 2.12 contains a map of the major road network in the Langeberg Municipality.

Figure 2.12: Major road network in Langeberg Municipality

The provincial trunk and main roads passing through some of the towns are municipal main roads. These sections are the joint responsibility of the Langeberg Municipality and the provincial authority. The extent of the municipal main roads are summarised in Table 2.18.

Table 2.18: Langeberg municipal main roads

Town	Route Number	CW	Start Km	End Km	Length (Km)
Robertson	TR03101	+	45.02	45.67	0.65
Robertson	TR03101	-	45.18	45.67	0.49
Robertson	TR03102	+	0.00	1.46	1.46
Robertson	TR03102	-	0.00	1.05	1.05
Robertson	MR00290	+	0.00	0.25	0.25
Ashton	TR03102	+	15.68	18.67	3.03
Montagu	TR03102	+	25.99	27.29	1.30
Montagu	TR03103	+	0	1.22	1.22
Montagu	MR0295	+	75.49	78.27	2.78
Bonnievale	MR0291	+	8.99	9.72	0.73
Bonnievale	MR0287	+	30.03	30.71	0.68
McGregor	MR0290	+	18.5	20.24	1.74
TOTAL					15.43

Note: The indicator in column CW is depicting whether the road is the second carriageway of a dual carriageway. For single carriageways and the first carriageway of a dual carriageway, a plus (+) is used. For the second carriageway of a dual carriageway, a minus (-) is used. This second carriageway is the one on which the direction of travel does not correspond to the direction of increasing kilometre value.

Source: WCPG RNIS List of Urban Roads per Urban Langeberg 4 March 2010

Proclaimed municipal main roads form part of the urban road network, creating a local street network of 232.5 km in Langeberg Municipality.

Street classification categories and definitions used and are as follows:

- Primary streets are main routes carrying traffic through areas and between towns;
- Secondary streets are distributor/collectors providing access to an area and/or suburbs;
- Main Tertiary streets are local distributor/collectors, giving access to a suburb;
- Tertiary streets are local residential streets giving access to the residences.

Langeberg Municipality is responsible for the urban road network within the various towns. Table 2.19 contains detail of the extent and classification of the local streets.

Table 2.19: Urban road length by category

Road Category	Length (Km)	% Per Category
Primary Roads	3.20	1%
Secondary Roads	10.10	4%
Main Tertiary Roads	34.20	15%
Tertiary Roads	185.00	80%
TOTAL	232.50	100%

Source: V&V PMS, March 2010

2.6.2 Condition of the road network

The PGWC, through agency agreements with the DMs, manages the majority of unsurfaced roads in the Western Cape. The CWDM and the LM carry out routine maintenance and the bulk of the periodic maintenance. The objective of the PGWC is to provide and maintain the road network in an acceptable condition at the minimum total cost to society.

The current condition of unsurfaced roads in the Western Cape Province is as follows:

- Gravel wearing course replacement is required on 8 200 km (77%) of the gravel roads. This includes all gravel roads where the gravel wearing course thickness is below 25 mm, as well as 771 km of earth roads.
- The average gravel thickness was 63 mm in 1998; this average has dropped to 27 mm in 2008.
- Over the past 10 years, approximately 280 km of road was re-gravelled annually. This is only 3% of the total gravel network, resulting in the huge backlog of roads with insufficient gravel material.

Paved Provincial Roads

The PGWC uses a Pavement Management System (PMS) to produce maintenance programmes for all paved roads in the Western Cape Province. Prioritisation of work for these maintenance programmes are based on parameters measuring the condition of the road.

The Pavement Condition Index (PCI) and Reseal Condition Index (RCI) are both Visual Condition Indices (VCI) that give an indication of the condition of the road as determined through visual inspection.

- The PCI is a numerical index value relating to the condition of the pavement as road users experience it.
- The RCI relates to the road reseal condition. Resealing is the process of constructing a new, waterproof surface on an existing road to prevent accelerated moisture induced failure. Reseal is therefore an important preventive maintenance action.

The Visual Condition Indices ranges from zero to 100, with 100 representing an excellent condition, provide the details of pavement conditions with corresponding index ranges.

Table 2.20: Road Condition Categories

Description of Category	Visual Condition Index Range
Very good	$85 \leq \text{VCI} \leq 100$
Good	$70 \leq \text{VCI} \leq 85$
Fair	$50 \leq \text{VCI} \leq 70$
Poor	$30 \leq \text{VCI} \leq 50$
Very Poor	$0 \leq \text{VCI} \leq 30$

Source: THR22, Table 6.2

The pavement condition indicators are summarised in Table 2.21 and illustrated in Figure 2.13. A map showing the surface condition of the paved provincial roads are included in Figure 2.14.

Table 2.21: Provincial Roads: Pavement and Reseal Condition

Road Condition	Pavement Condition			Reseal Condition		
	%	Cumulative %	Length (km)	%	Cumulative %	Length (km)
Very Poor	-	0%	0	39%	39%	141.17
Poor	6%	6%	20.97	16%	55%	60.05
Fair	21%	27%	78.32	15%	70%	55.16
Good	43%	70%	156.24	16%	86%	60.05
Very Good	30%	100%	106.35	14%	100%	51.37
TOTAL	100%	-	361.88	100%		361.88

Data Source: PGWC DMC_Cape Winelands_Pavecondition.xls, 24 March 2010

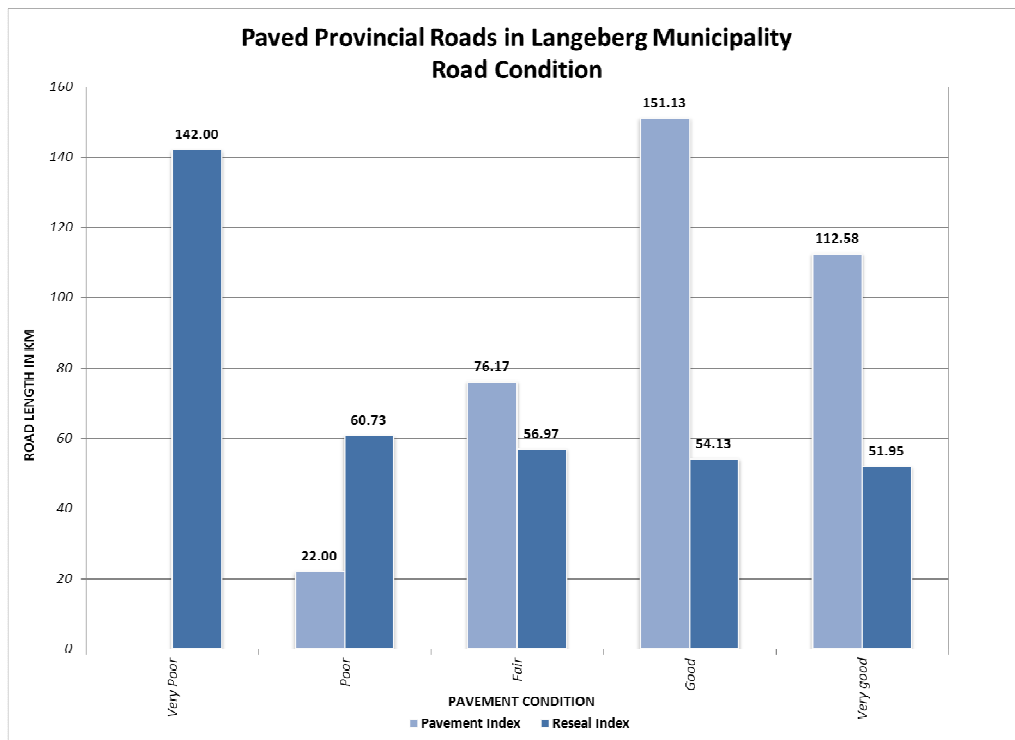


Figure 2.13: Road Condition: Length per Category

Source: PGWC RNIS March 201

Considering only the pavement index condition, trunk roads are generally in a very good condition, while main and divisional roads are in a good/fair condition. Overall, only 6% (21km) of the road appears to be in a poor condition.

However, the condition of the road surface is not nearly as good. The reseal indices indicate that 55% (200km) of road surfacing is in poor/bad condition and urgently need maintenance. This means that although road users will perceive roads in general to be in good condition, most of them need urgent maintenance in the form of resealing. Failure to address the maintenance requirements will result in the overall condition of the road network to deteriorating significantly.

Generally, the R60 between Worcester and Robertson is in very good condition, while the section between Robertson and Ashton is in a fair condition. The map in Figure 2.14 illustrates the surface condition of the paved roads in Langeberg Municipality.

Figure 2.14: Surface condition of paved roads in Langeberg Municipality

Source: PGWC GIS department, July 2010

The PGWC prioritised maintenance projects for 2010/2011 are summarised in Table 2.22. The project status categories are as follows:

- “A” status projects are roads requiring maintenance during 2010/2011, but maintenance is postponed due to budget limitations.
- “B” status projects require less urgent maintenance and remain unscheduled for maintenance work in 2010/2011.
- “S” status projects are roads that require maintenance during 2010/2011. Work is in-progress or scheduled for 2010/2011.

Rehabilitation of the section of MR282 between Bonnievale and the N2 was recently completed. This section, closest to the N2 between km 2.86 and km 7.0 is in a very good condition. The 10 km section from Bonnievale to this section remains in a bad condition, as indicated in the summary below.

Table 2.22: Provincial Roads: Upgrade and Maintenance Programme

Road	Start Km	End Km	Status	Condition		Authority & Budget Year
				Visual (PCI)	Reseal (RCI)	
MR0282	7.00	17.38	S	Fair	Very poor	-
MR0287	14.49	30.03	S	Fair	Very poor	-
MR0287	30.71	31.76	S	Fair	Very poor	-
TR03102	18.76	25.99	S	Fair/Poor	Very poor	-
DR01339	0.00	6.63	A	Fair/Poor	Very Poor	CWDM 2010/11
DR01342	10.80	14.28	A	Good	Fair/Poor	CWDM 2010/11
DR01384	0.00	2.83	A	Fair	Very Poor	CWDM 2010/11
MR00289	12.18	13.83	A	Fair	Very Poor	CWDM 2010/11
MR00289	13.83	18.54	A	Good/Fair	Very Poor	CWDM 2010/11
MR00291	0.00	0.38	A	Good	Very Poor	CWDM 2010/11
MR00291	4.22	8.99	B	Fair/Poor	Very Poor	CWDM 2010/11+
MR00295	50.35	68.30	B	Very Good/Fair	Fair/Very Poor	CWDM 2010/11+
TR03103	13.20	30.00	B	Very Good/Good	Good/Very Poor	RO Paarl 2007

Source: PGWC DMC_Cape Winelands_Seal and Pave.xls, 24 March 2010

A map showing the preliminary projects of the provincial roads are included in Figure 2.15, and the map displaying the road maintenance projects on the provincial roads are included in Figure 2.16

Figure 2.15: Candidate project status

Source: PGWC GIS department, July 2010

Figure 2.16: Paved maintenance projects

Source: PGWC GIS department, July 2010

Gravel Provincial Roads

The PGWC, through agency agreements with the DMs, manages the majority of unsurfaced main, divisional and minor roads in the Western Cape. The CWDM and the District Roads Engineer (DRE) carry out routine maintenance and the bulk of the periodic maintenance. The PGWC uses a Gravel Road Management System (GRMS) to provide both strategic and tactical level information to assist in the management of the unsurfaced road network. Some of the information provided is as follows:

- Condition data and statistics
- Recommended blading frequencies
- Periodic maintenance activities and priorities

The GRMS produces a number of indices based on condition input data, guiding road condition assessment and project prioritisation. Project priority is determined through the interpretation of the indices as well as through visual inspection of the road, inter alia.

The PGWC report data contains indices for 398.78km of the gravel roads in Langeberg Municipality. This includes all Main and Divisional gravel roads, as well as 47.64km of minor gravel roads. Table 2.23 summarises the road condition. Figure 2.17 illustrates the condition of the unsurfaced provincial road network.

Table 2.23: Gravel Road condition per class

Road Type	Gravel Km	Extent Per VCI Category (Km)			
		Good	Fair	Poor	Very poor
Main Roads	58.08	-	8.15	39.93	10.00
Divisional Roads	293.06	4.2	48.83	163.86	76.17
Minor Roads	47.64	-	-	8.91	38.73
TOTAL	398.78	4.2	56.98	212.7	124.9
%	-	1%	14%	54%	31%
Cumulative %	-	1%	15%	69%	100%

Data Source: PGWC DMC_Cape Winelands_Gravelcondition.xls, 24 March 2010

It is evident that nearly all gravel roads are require immediate maintenance or upgrade, as most Main and Divisional Roads are in a poor condition, while almost all Minor Roads are in a very poor condition. The condition of the gravel road network is certainly substandard. The VCI indicate that 85% (97.48 km) of road surfacing is in poor to very poor condition.

Figure 2.17: Candidate project status (Gravel)

Source: PGWC GIS department, July 2010

The PGWC prioritised maintenance projects for 2010/2011 are summarised in Table 2.24. The project status categories are like to those used for the paved road projects.

Table 2.24: Provincial gravel roads scheduled works programme

Road	Start km	End km	Total km	Status	Area/Location
MR00294	1.59	20.00	18.41	Scheduled	East of Montagu
DR01334	0.19	11.20	11.01	Scheduled	McGregor
DR01339	6.63	10.00	3.37	Scheduled	Langverwacht to McGregor
DR01339	20.00	28.99	8.99	Scheduled	Langverwacht to McGregor
DR01380	0.00	7.11	7.11	Scheduled	De Norree to Moordkuil
TOTAL			48.89		

Source: PGWC DMC_Capewineland_Gravel.xls, 24 March 2010

The 48.89km of scheduled road maintenance represent 19% of the gravel road prioritised project list. Table 2.25 has the remainder of the prioritised roads listed, all of which is unlikely to receive any maintenance upgrade in the near future.

Table 2.25: Provincial gravel roads prioritised works programme

Road	Start Km	End km	Total km	Priority	Condition
MR00280	0.00	8.15	8.15	A	Very Poor/Fair
MR00294	32.00	51.52	19.52	A	Poor
DR01340	0.00	10.06	10.06	A	Poor
DR01346	0.00	8.02	8.02	A	Poor
DR01377	1.68	4.00	2.32	A	Fair
DR01377	11.00	13.98	2.98	A	Poor
DR01382	2.55	6.20	3.65	A	Poor
DR01392	0.00	4.60	4.60	A	Poor
DR01402	0.00	9.26	9.26	A	Poor
DR01411	0.00	32.53	32.53	A	Poor/Very Poor
DR01428	0.00	19.53	19.53	A	Very Poor
OP05960	0.00	6.49	6.49	A	Very Poor
TOTAL			127.11		
MR00294	20.00	32.00	12.00	B	Poor
DR01331	0.00	6.13	6.13	B	Very Poor
DR01355	5.11	6.20	1.09	B	Very Poor
DR01367	1.60	4.53	2.93	B	Poor
DR01369	0.00	0.98	0.98	B	Very Poor

Road	Start Km	End km	Total km	Priority	Condition
DR01369	1.03	4.26	3.23	B	Very Poor
DR01374	1.32	5.51	4.19	B	Very Poor
DR01378	0.00	2.39	2.39	B	Poor
DR01383	2.07	3.32	1.25	B	Poor
DR01391	0.00	5.96	5.96	B	Poor
DR01432	0.00	10.66	10.66	B	Poor/Very Poor
OP05914	0.02	4.06	4.04	B	Poor
OP05915	0.00	0.94	0.94	B	Poor
OP05916	0.00	1.57	1.57	B	Very Poor
OP05959	0.03	2.76	2.73	B	Very Poor
OP05962	4.00	11.95	7.95	B	Very Poor
OP06042	0.00	6.00	6.00	B	Very Poor
OP06104	0.00	13.91	13.91	B	Very Poor/Poor
TOTAL			87.95		

Source: PGWC DMC_Cape Winelands_Gravel.xls, 24 March 2010

Municipal main roads and local streets

Urban road management utilises the pavement management module of the Infrastructure Management Query System (IMQS). Such a management system is limited to the provision of information on which to make informed decisions.

The IMQS information update took place in 2008. Table 2.26 gives a summary of the structural condition of the roads. The structural index provides an indication of the ability of the road to withstand traffic loads.

Table 2.26: Structural condition of municipal roads in Langeberg Municipality

Road Category	Condition By Road Category (%)				
	Very Good	Good	Fair	Poor	Bad
Primary Roads	5	20	37	38	0
Secondary Roads	31	38	13	9	9
Main Tertiary Roads	35	27	14	19	5
Tertiary Roads	51	30	9	5	4
TOTAL	46	30	11	8	5

Source: V&V PMS, March 2010

Condition of the road structure is good, with 76% of roads being in good or very good condition. Following is a summary of pavement condition indices. A pavement index is an indication of the quality of the surface as an impermeable layer preventing ingress of water into the pavement structure.

Table 2.27: Pavement condition of municipal roads in Langeberg Municipality

Road Category	Condition By Category (%)				
	Very Good	Good	Fair	Poor	Bad
Primary Roads	26	54	19	1	0
Secondary Roads	39	35	15	11	0
Main Tertiary Roads	29	36	26	8	0
Tertiary Roads	35	32	25	7	1
TOTAL	34	33	24	8	1

Source: V&V PMS, March 2010

Condition of the road pavement indicated that 67% of pavement is good or very good condition. The corresponding value for road structure is 76%. If road surface conditions deteriorate too much, road structure is adversely affected. Therefore, upkeep to protection of the structure through regular maintenance is very important.

2.6.3 Traffic Volumes

Provincial Roads

Rural roads are typically two-lane roads with or without paved shoulders. The roads carry low to moderate traffic volumes and traffic flows are not characterised by high peak-hour commuter volumes. Figure 2.18 contains a line diagram illustrating the traffic volumes on the major road network by means of different line types, where lines are scales according to ADT volumes.

It is evident that the R60 carries the highest traffic volumes, as it is the main regional route between Robertson, Ashton and Montagu. Besides carrying local traffic, it is the road transport link between Langeberg Municipality and Worcester towards the west and Swellendam and the N2 towards the east. It also carries a large percentage of long-distance traffic travelling between Cape Town and the Eastern Cape. Other major provincial roads include the R317 between Robertson and Bonnievale, MR290 between Robertson and McGregor and the R318 between Montagu and the N1 near Touwsrivier.

Approximately 810 km of the unsurfaced roads are categorised as Trunk, Main, Divisional and Minor roads. These roads are referred to as gravel roads. The remaining unsurfaced roads are earth roads and tracks.

Unsurfaced roads typically carry very low traffic volumes. A limited number of traffic volumes were available, as counting is only possible when there is a short paved section on the gravel road. Traffic volumes are summarised in Table 2.28.

Table 2.28: 2009 Traffic Volumes on paved section of gravel roads

Route	Start km	End km	AADT	AADTT	% Heavy Vehicles	Growth Rate
MR00280	8.15	9.54	102	26	25%	3.36
DR01339	6.38	6.63	142	12	8%	3.36
DR01342	20.11	20.15	69	4	6%	3.36
DR01355	5.05	5.11	88	13	15%	-0.32
DR01369	0.98	1.03	181	14	8%	5.59
DR01380	7.11	7.79	140	19	14%	3.68
DR01383	2.01	2.07	123	4	3%	5.68

Source: PGWC DMC_Cape Winelands_Traffic.xls, 24 March 2010



Figure 2.19: Annual Average Daily Traffic

Source: PGWC GIS department, July 2010

Municipal Main Roads

Municipal Main Roads are the provincial trunk and main roads passing through the major towns in the LM. Upgrade and maintenance of these road sections are the joint responsibility of the LM and the provincial authority. The municipal main roads in Langeberg Municipality are summarised in Table 2.29.

Table 2.29: Municipal Main Roads

Town	Road Number		Chainage Km		Through-Traffic Volume
	Municipal	Provincial	START	END	AADT (AADTT)
Ashton	MT031	TR03102	15.68	18.76	6 000 (50)
Bonnievale	MM291	MR0291	8.99	9.72	1 000 (100)
Bonnievale	MM287	MR0287	30.03	30.71	1 800 (230)
McGregor	MM290	MR0290	18.5	20.24	1 080 (40)
Montagu	MT031	TR03102	25.99	27.29	3 800 (310)
Montagu	MT031	TR03103	0.00	1.22	1 350 (185)
Montagu	MR295	MR0295	75.49	78.27	580 (40)

Source: WCPG RNIS List of Urban Roads per Urban Municipality 4 March 2010

Transfer payments from the PGWC to the LM to maintain the proclaimed municipal main roads. Budget allocations are based on the PGWC PMS and a priority listing. LMs need to provide 20% of the funds while PGWC subsidises the remaining 80%. All information about funding categories, timeframes and procedures on this subject is contained in “Guidelines for the allocation of funding and the execution of projects in terms of proclaimed municipal roads”, a downloadable document from the provincial roads website at <http://rnis.wcape.gov.za>.

Local street network

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

2.7 Road safety

The status quo of road safety and accident statistics in Langeberg Municipality is reflected by the accident data collected by the PGWC Accident Bureau. This section aims to summarise the locations and reasons for the highest number of accidents in the major towns of Langeberg Municipality. The 2008 data is the latest available data. Interpretation of the results of the data analysis is limited by the fact that the road name, number, intersection or chain distance at best describes the exact location of an accident. Road safety is further discussed in terms of National Roads and Provincial Roads.

Most accident in the LM takes place on provincial roads, which carry high traffic volumes. Following them, the main accident locations are the town centres/urban areas of Robertson,

Montagu and Ashton. The roads and areas with the highest number of accidents in the LM are as follows:

- TR32/1 from Ashton to Swellendam
- TR31/02 from Robertson to Montagu
- MR287 from Robertson to Bonnievale and beyond
- Unspecified Private Properties, Robertson urban area
- Voortrekker Street, Robertson
- Bath Street, Montagu
- Main Road, Ashton
- R60- Robertson to Worcester

The following tables and figures summarise the locations and reasons for the highest number of accidents in the major towns in the LM between 2005 and 2008. Interpretation of the results of the data analysis is limited by the fact that the road name, number, intersection or chain distance at best describes the exact location of an accident.

Table 2.30: Total accidents per town

TOWN	YEAR			
	2005	2006	2007	2008
Robertson & Nkqubela	187	200	203	246
Montagu & Ashbury	98	108	131	117
Bonnievale	51	65	72	81
Ashton & Zolani	67	58	71	61
McGregor	10	4	10	2
TOTAL	413	435	487	507

Source: PGWC Provincial Accident Bureau: March 2010

It is evident that the most accidents in Langeberg Municipality occurred in the Robertson area. The number of accidents is obviously a function of the size of the town and the number of vehicles travelling in and through the town. A closer look at the accident trend in each of the towns from 2005 to 2008, reveal a positive trend, or an increase in accidents, in Robertson, Montagu and Bonnievale. As the population and vehicle ownership increase every year, it is normal that the actual number of accidents will increase. Further analysis of these parameters against the accidents will reveal whether there was an actual real increase in accidents.

The most accidents occur along the main road passing through the towns. As these are the most heavily operated routes, the municipalities should focus their efforts and investment in these areas to reduce the number of accidents. Most pedestrian safety and traffic calming measures are not appropriate along these routes as they form part of the major road network in Langeberg Municipality. Additionally, these routes carry a large volume of heavy freight vehicles between the Cape Town and the east coast area. The most frequent accident locations are summarised in Table 2.31.

Table 2.31: Most frequent accident locations

Location	Occurrence Per Year			
	2005	2006	2007	2008
Ashton & Zolani				
Main Road R60	23	33	38	22
Station Way	6	3	2	2
Mantlana Street, Zolani	4	2	4	1
Robertson & Nqubela				
Voortrekker Street	25	29	31	33
Church Street	18	26	16	30
Montagu & Ashbury				
Bath Street	30	26	17	22
Mark Street	11	7	9	9

Source: PGWC Provincial Accident Bureau: March 2010

The types of most common accidents are summarised in Table 2.32 for all the towns in Langeberg Municipality and for the years 2005 to 2008.

Table 2.32: Most common types of accidents in Langeberg Municipality

Accident Type	Year			
	2005	2006	2007	2008
Reversing	143	143	146	162
Sideswipe - same direction	37	55	50	77
Accident with fixed object	46	45	56	55
Accident with pedestrian	43	40	46	49
Head/Rear end	34	53	51	37
Sideswipe - opposite direction	22	25	37	48

Source: PGWC Provincial Accident Bureau: March 2010

Most traffic accidents in Langeberg Municipality occur as a result of reversing. These accidents usually have minor consequences with no or minor injuries to the occupants. Accidents where pedestrians are involved are relatively common. This is an area where the LM can benefit from the implementation of pedestrian facilities as guided by a NMT safety plan. Other mitigation measures could involve closer investigation of the incidents and the consequent identification of infrastructure projects or spatial development guidelines in an attempt to eliminate the involvement of vulnerable road users in fatal accidents in the towns.

2.8 Non-motorised Transport

NMT is a form of active transportation consists of human-powered forms of travel such as walking, cycling, rickshaws, skating/ roller-blading, shopping trolleys and manual wheelchairs. However, this could also be extended to include forms of transportation that do not rely on battery and/or fuel combustion driven mechanisms to be propel. NMT also includes animal-drawn carts (especially in rural areas).

2.8.1 Quality of Non-motorised transport

There is no NMT network in Langeberg Municipality. NMT routes within road environments, are often not sociable, are poorly maintained, seldom used and suffer from the infiltration of crime. This is often due to poor infrastructural planning, lack of integrated design approach, and difficulties experienced in operation and marketing of public spaces. Sidewalks within areas are often untarred and not desirable to pedestrian and cycling individuals. Figure 2.20 illustrates the existing NMT environment in Montagu and Robertson.



Figure 2.20: NMT in the town of Montagu and Robertson

2.8.2 Modal Share of NMT users

Where public transport cannot be afforded or communities do not have access or have limited access to public transport, people and learners have to walk long distances to their destinations. This increasing trend is illustrated through statistics that indicate that NMT usage in Langeberg Municipality is substantially high. This is according to the transport modal share in Table 2.33 obtained from the National Household Travel Survey (NHTS).

Table 2.33: Main mode to work

LM	Percentage of trips						Number of trips
	Train	Bus	MBT	Car	Walk	Other	
Witzenberg		0.7	4.7	13.6	65.8	15.1	37 362
Drakenstein	9.6		18.3	29.8	30.6	11.6	72 149
Stellenbosch	9.7		13	33.2	36.4	7.7	42 801
Breede Valley			4.1	35.5	48.4	12	58 237
Langeberg			7.5	18.3	58.9	15.3	27 863

Source: NHTS, 2007

Investigations into learner travel have indicated that learners travel to school on foot. In Table 2.34 below according to the NHTS 71.8% of learners in Langeberg Municipality are on foot. With such a high percentage of learners on foot, pedestrian safety is a big concern. Table 2.34 also shows that most learners in the LMs rely on NMT as their primary mode of transport to school.

Table 2.34: Main mode to education

LM	Percentage of trips						Number of trips	Number of PT trips
	Train	Bus	MBT	Car	Walk	Other		
Witzenberg			3.3	16.3	59.2	21.1	28 000	1 000
Drakenstein	6.8		15.4	14.5	51.0	12.3	57 000	12 600
Stellenbosch	5.8		4.6	21.9	46.8	20.9	37 000	3 900
Breede Valley			6.5	15.3	52.2	26.1	44 000	2 800
Langeberg			0.7	8.4	71.8	19	25 000	200

Source: NHTS, 2007

Rail safety for pedestrians is also extremely problematic, owing to the illegal crossings of railway lines and the unprotected rail reserves.

2.8.3 NMT Policy and planning framework

The policies, strategies and resulting design and implementation projects should strive for improved universal access that also takes into consideration the needs of special categories of passengers that include the physically disabled, women with perambulators, shopping trolleys, etc. The focus of NMT policy and planning is to elevate the planning and provision for NMT in Langeberg Municipality, especially for rural communities.

2.8.4 NMT environment

The Breede River cuts diagonally across Langeberg Municipality, this is challenging when dealing with NMT movement where distance and safety are essential considerations. The road connecting Robertson and Bonnievale (34km apart) carries local commuter traffic, local farming traffic and freight traffic. The distance between these two towns are too large to expect commuters to cycle between them. However, observations indicated that there is a high

frequency of lower order settlements along the route, the majority of which are within 15km of either the two towns. Cycling could be promoted among farm residents to improve their accessibility to either town. Within Robertson there are numerous wine estates that draw tourists on a daily basis for wine tasting or just a scenic drive to explore the area. Providing NMT facilities would not only benefit farm residents within the area but also generate more tourists to the area. Table 2.35 indicates travel distances between settlements varying from 11km to 49km. Towns spaced less than the 15km have been highlighted as acceptable cycling distances.

Table 2.35: Distance between towns

		Ashton	Bonnievale	McGregor	Montagu	Robertson
Ashton	KM	1.5	21	39	11	21
	NMT	√	x	x	√	x
Bonnievale	KM	21	1	39	28	34
	NMT	x	√	x	x	x
McGregor	KM	39	39	1	49	27
	NMT	x	x	√	x	x
Montagu	KM	11	28	49	2	31
	NMT	√	x	x	√	x
Robertson	KM	21	34	27	31	1.5
	NMT	x	x	x	x	√

Source: Google Earth, 2010

Ashton and Montagu are only 11km apart and there is considerable movement on a daily basis between them via motorised means of transport. According to the PTP, this stretch of road (R62) experienced a growth in traffic by 4.1% per annum. Due to the close proximity of Ashton and Montagu to one another and having a distance of less than 15km, it is encouraged to promote bicycle use for residents of Montagu to commute to the industries in Ashton.

The Kogmanskloof that separates Montagu and Ashton has recreational features attached to it such as rock climbing and hiking. A bicycle facility along the length of the R62 would increase tourists, pedestrians and cyclists to the area, however poses as a risk due to the high accident rate between Ashton and Montagu.

Zolani, a settlement close to Ashton, has approximately 1000 residential units indicating that there is a strong desire for people to access Ashton on either a weekly or daily basis. Therefore a safe NMT link between Zolani and Ashton should be considered. In addition, while a direct informal pedestrian link exists along a road reserve between Zolani and the industrial area of Ashton, a formalized NMT facility could be provided that links up with the facility proposed along the R62 from Montagu.

There is a desire for people from McGregor to access Robertson. Movement in this catchment area is directed towards the commercial, social support and recreational opportunities available in Robertson. Residents of the lower income areas in McGregor as well as those on farms along this route need to use public transport, on a weekly basis, into Robertson. At present no safe pickup / drop off points are located along this route and given the number of trucks that serves surrounding farms in McGregor NMT safety is imperative. It is common to

see groups of people walking in the narrow gravel shoulder along this road because of the intra-farming activities taking place. Therefore NMT infrastructure along this route would accommodate the needs of farm workers and tourists as this section is purely agricultural and could attract tourists. This also applies to the Le Chasseur road to Robertson.

2.8.5 Issues and Concerns

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

- Road crossing are problematic due to high speeds, lack of bridges and the unsafe conditions of non-motorised transport along the R62.
- Discontinued sidewalks in Ashton
- Lack of NMT facilities at drop off points

2.8.6 Possible priority projects

A list of projects was developed in response to the status quo analysis and these include:

- The R62 which links Worcester and Oudtshoorn to Robertson, Ashton and Montagu offers recreational cycling as well as tourist's routes, especially along the scenic section between Ashton and Montagu.
- The upgrading of discontinuous sidewalks on the main road in the town of Ashton.
- Improving safety for all NMT users along the main road in the town of McGregor.
- Provide continuous NMT facilities along the length of main road in and around the town of Bonnievale, as there are inadequate sidewalks on the Main Road in Bonnievale.

2.8.7 Shova Kalula

Shova Kalula is a National Department of Transport (NDoT) initiative aimed at promoting cycling as a low-cost mobility solution to low-income households. Its aim is to provide sustainable and affordable mobility to through the distribution of low-cost or rental bicycles in a manner which will enable the establishment of self-sustaining bicycle micro-business in the community.

The Bicycling Empowerment Network (BEN) has been involved in taking aspects of this programme forward across the CWDM and Western Cape, by setting projects up in various settlements, such as Robertson. Although these projects are essential for settlements in Langeberg Municipality, this can be dangerous to the cyclists because there is no allocated bicycle lanes in the main roads. BEN is currently conducting a training programme until October 2010. The bicycle distribution programme has been rolled out at 58 schools in the Western Cape including many across the CWDM. BEN has also been involved in bicycle supply programmes to public health care workers. These have also been successful especially where they are supported by BEN bicycle shops.

2.9 Learner Transport

The South African Schools Act of 1996 makes it compulsory for children between the ages of 7 and 15 to attend school. Thus, in order to facilitate access to schools in Langeberg Municipality the WCED has been administering transport subsidies for learners who live further than 5km from their local school. At the same time there has been increasing call to shift institutional responsibility for learner transport to the PGWC to allow the WCED to focus on their core activity. The PGWC through the various DM and LM offices could better respond

to local conditions which, vary greatly not only in the CWDM, but also within the boundaries of each DM.

2.9.1 Learner transport policy

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

- Western Cape Education Department: Learner Transport Policy for Ordinary Public Schools (Draft, 2010)
- National Learner Transport Policy, (Final Draft, February 2009)

2.9.2 Concentration of schools

Records received from the Department of Education 2010 indicated that there were a total of 71 primary, secondary and combined schools in Langeberg Municipality. See Figure 2.21. A comprehensive list of these schools is attached as Annexure A. The towns of Montagu and Robertson, has the highest concentration of schools and primary schools. The WCED confirmed that 16 schools in the Langeberg Municipality are served by 20 learner contract routes and are all receiving subsidies from the WCED. This is listed in Table 2.36. Learner contracts are utilised by 22.5% of schools in the LM and of these 21.3% of primary schools are using learner contracts. The towns of Bonnievale, Montagu and Robertson utilised the most learner contract routes, namely 7 routes (10 schools) in Bonnievale, 4 routes (25 schools) in Montagu and 4 routes (22 schools) in Robertson.

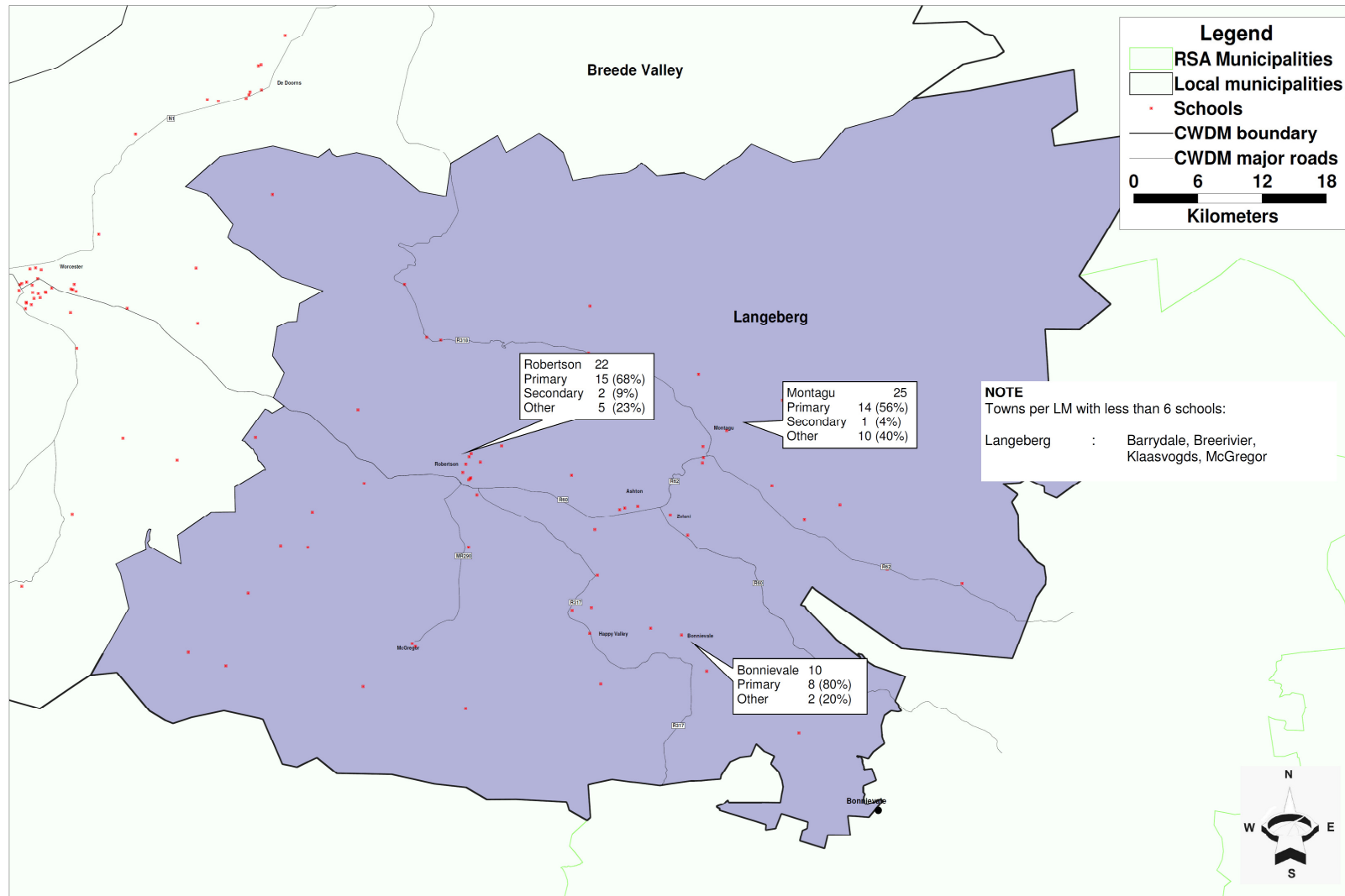
Figure 2.22 spatially presents the schools in the Langeberg Municipality as well as the learner transport routes. The coverage of the learner contract routes in the Langeberg Municipality is concentrated in the central areas of the LM, thus providing access to a proportional concentration of schools.

Table 2.36: Schools with subsidised transport services in Langeberg Municipality

Town	School							
	Total		Primary		Secondary		Combined	
	Schools	LT	Schools	LT	Schools	LT	Schools	LT
Ashton	6	1	4	0	1	1	1	0
Barrydale	1	0	1	0	0	0	0	0
Bonnievale	10	5	8	4	0	0	2	1
Breerivier	2	1	2	1	0	0	0	0
Klaasvogds	1	1	1	1	0	0	0	0
McGregor	4	2	2	0	0	1	2	1
Montagu	25	2	14	1	1	0	10	1
Robertson	22	4	15	3	2	0	5	1
Total	71	16	47	10	4	2	20	4

Note: LT – Learner Transport routes in particular town

Source: WCED website, 2010



Source: WCED website, 2010

Figure 2.21: Concentration of Schools in Langeberg Municipality



Figure 2.22: Schools and Learner Transport Routes in Langeberg Municipality

2.9.3 Infrastructure projects at schools

From the CWDM Safer Journey to Schools Strategy, 2009, 7 primary schools listed in Table 2.37 were selected for an infrastructure upgrade; improvements included upgraded access, bus embayments and sidewalks to each of the following schools in 2009. In addition, a list of 3 schools is provided for infrastructure upgrades of a similar nature in 2010 to 2012; listed in Table 2.38.

Table 2.37: Recent upgrades at primary schools in Langeberg Municipality, 2009

Upgraded 2009	
Town	School
Bonnievale	Bruintjiesrivier Primary School
	Welville E.K. Primary School
	Gelukshoop Primary School
Robertson	LE Chasseur Primary School
Montagu	Keisie Primary School
	GB Batt Primary School
Parkersdam	Concordia Primary School

Source: WCED website, 2010

Table 2.38: Future upgrades at primary schools in Langeberg Municipality, 2010 - 2012

Upgrades 2010 - 2012	
Town	School
Bonnievale	Waboomheuwel NGK Primary
	Wakkerstroom NGK Primary
Montagu	Wardia VGK Primary

Source: CWDM Safer Journeys to Schools, 2009

2.9.4 Issues, concerns and transport needs

In order to identify particular issues and concerns with respect to learner transport in the Langeberg Municipality, interviews were held with school principals and the WCED. Telephone interviews were conducted with 4 out of 34 primary schools during the month of March 2010 and a meeting with the WCED was held on 24 May 2010. The issues, concerns and transport needs as identified from the interviews and meeting are presented in Chapter 3. Other sources for learner issues include public meetings and reviews of the CPTR and NHTS.

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

- The WCED learner transport tenders are awarded to operators that are not from the area.

- The learner transport policy of the WCED requires learners to live outside the 5 km radius of the nearest schools. The 5km extends from the school, along the surfaced road network up to the collection point of the learner. The 5km distance is too far for young learners and some learners have to walk additional distances on the farm roads.
- There are reports of overloading on the contract vehicles so that operators do not have performed multiple trips over the same routes.
- The collection points for learners using learner transport, has no shelter or lighting. In addition, there are no pedestrian or cycling facilities along known learner routes.

2.10 Freight Transport

Langeberg Municipality is an active farming area with many industries supporting the agricultural industry such as the large cannery situated in Ashton. The two largest contributing sectors to the economy in 2005 were manufacturing and agriculture. This type of industries, agriculture in particular, relies heavily on road-based transport.

The R60 is the major freight route in Langeberg Municipality, linking the N1 at Worcester with the N2 at Swellendam. The R317 is also an important and growing freight route. Apart from the volume of heavy vehicles, traffic capacity and traffic safety concerns, the major road freight related issue in Langeberg Municipality towns along the freight route are the lack of overnight facilities to accommodate freight vehicles and operators.

There are no heavy vehicle overnight facilities anywhere in the LM. The site adjacent to the main road (R60) in Robertson was identified as a possible an overnight stop. Unfortunately, there are no overnight facilities provided for the freight vehicle drivers. Long distance bus and taxi operators currently use the site.

Essentially, the provision of a formal overnight area with the necessary facilities (rest rooms, fast food outlets, and pharmacy) is essential to resolve the issues ranging from noise, safety, and parking to the damaging of the road surface.

2.10.1 Road Freight

The PGWC and Langeberg Municipality cannot keep up with the increased requirement for road maintenance. Fortunately, the proclaimed municipal main roads receive an 80% subsidy from PGWC for road maintenance. Langeberg Municipality would like to redirect most of the heavy freight movement out of the town of Worcester. Other issues are as follows:

- Long distance heavy freight vehicles travelling on provincial roads is problematic to Langeberg Municipality
- An intermodal transport/transfer point could provide a solution
- The eastern bypass between Worcester and Robertson could be another possible solution.
- The R43 is the main freight route to Ceres and is used to transport freight to-and from Saldanha Steel. It is a relatively bad road with no shoulders. Tractors carrying grapes to the cellars are driving along the road. Aurecon is busy with the project of realignment and reconstructions of the last part of the road up to the T-junction. CWDM has requested that the hardened road used by the tractors next to the road be preserved during the upgrade and construction.

Figure 2.23 overleaf contains a map of the heavy vehicle AADT on the provincial road network through Langeberg Municipality.

Dangerous Goods

NLTA (Act 5 of 2009) stipulates that all ITP's must include routes for the transporting of dangerous goods by road through their areas. Information relating to this topic was not available at the time of the compilation of the transport register. This topic should be included in the Disaster Management Plan and integration with the ITP process will be addressed as part of the improvement proposals in Chapter 4.

Overload Control

No weighbridges are located within Langeberg Municipality. However, PGWC operates weighbridges situated on the N2 at Swellendam and on the N1 near Rawsonville. The Swellendam weighbridge is located to the west of the two access roads to Swellendam. Heavy vehicles en route to Cape Town wishing to bypass the weighbridge take the eastern access road to Swellendam and along the R60 through Bonnievale and take the R317 back to the N2.

The overall freight transport activity in South Africa increased by 4% in 2008 in ton-kilometres shipped and 2% in tons shipped. According to the 6th annual State of Logistics Survey (2009), 1.4 billion tons of freight at an average transport distance of 185 km was transported by road, while 204 million tons at an average transport distance of 640 km was transported by rail. Of this 204m tons, 100 million tons were on the two bulk mining corridors.

The local situation with freight is the same as in the past number of years with all growth being in road freight haulage. This is the main contributor to high transportation costs and heavy vehicles are damaging the road infrastructure. Efforts to get the appropriate freight moved by rail were not successful. Over the past ten years, increasing cost and the deterioration and withdrawal of rail services have contributed to the reduction in the use of rail transport and increasing usage of road haulage.

Langeberg Municipality is an active farming area with many industries supporting the agricultural industry such as the large cannery situated in Ashton. The two largest contributing sectors to the economy in 2005 were manufacturing and agriculture. This type of industries, agriculture in particular, relies heavily on road-based transport.

The R60 is the major freight route in Langeberg Municipality, linking the N1 at Worcester with the N2 at Swellendam. The R317 is also an important and growing freight route. Apart from the volume of heavy vehicles, traffic capacity and traffic safety concerns, the major road freight related issue in Langeberg Municipality towns along the freight route are the lack of overnight facilities to accommodate freight vehicles and operators.

Figure 2.23: Annual Average Daily Traffic (Heavy Vehicles)

There are no heavy vehicle overnight facilities anywhere in Langeberg Municipality. Unfortunately, there are no overnight facilities provided for the freight vehicle drivers. Long distance bus and taxi operators currently use the site. Essentially, the provision of a formal overnight area with the necessary facilities (rest rooms, fast food outlets, and pharmacy) is essential to resolve the issues ranging from noise, safety, and parking to the damaging of the road surface. Figure 2.24 provides an overview of link volumes on Langeberg Municipality's road network.

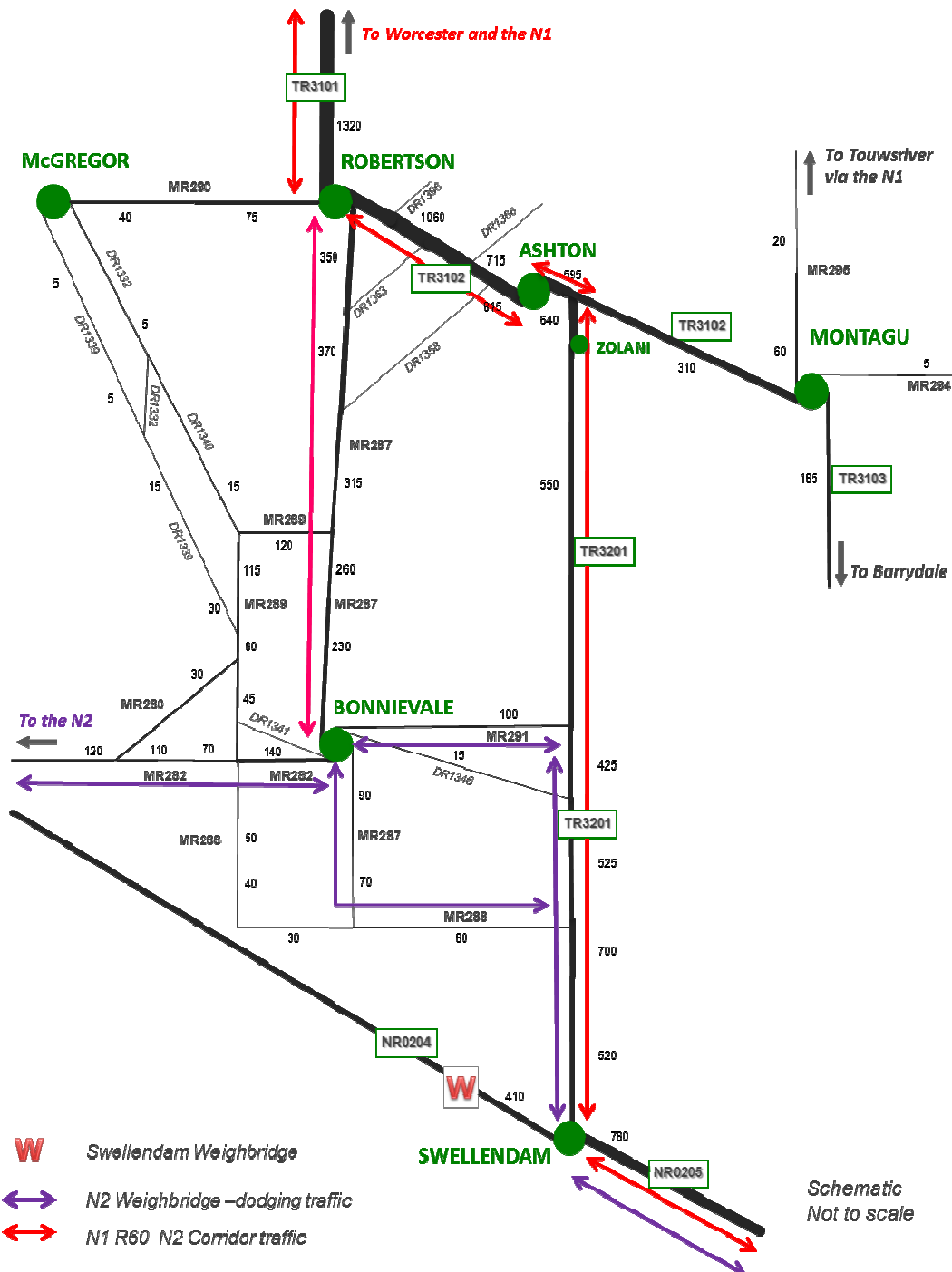


Figure 2.24: Link Volumes on Langeberg Municipality road network

2.10.2 Rail Freight

The parallel nature of the rail and road routes through Langeberg Municipality (see Figure 2.25) creates the potential for greater use of the rail network. However, the current freight volumes transported by rail illustrate the marginal role that rail is playing in the Cape Winelands. The Western Cape Mainline Rail route is transporting less than 20% of the freight tonnage carried by road freight along the N1 national road. Furthermore, containers and chemicals are two of the three top commodities transported along the N1. Currently, Rail freight passing through Langeberg Municipality is mainly agricultural and container freight. The only active freight handling station in Langeberg Municipality is the Ashton station. See Table 2.39.

Table 2.39: Types of Freight Transported along Western Cape Railway Mainline

Freight Received		Freight Forwarded		Total	% Of Road Freight
Ton (1000)	Commodity Type	Ton (1000)	Commodity Type	Ton (1000)	
1 226	Containers; Cement; Wheat; Maize	997	Containers; Maize; Barley	2 223	19% at Huguenot Toll Plaza

2.11 Air Transport Service

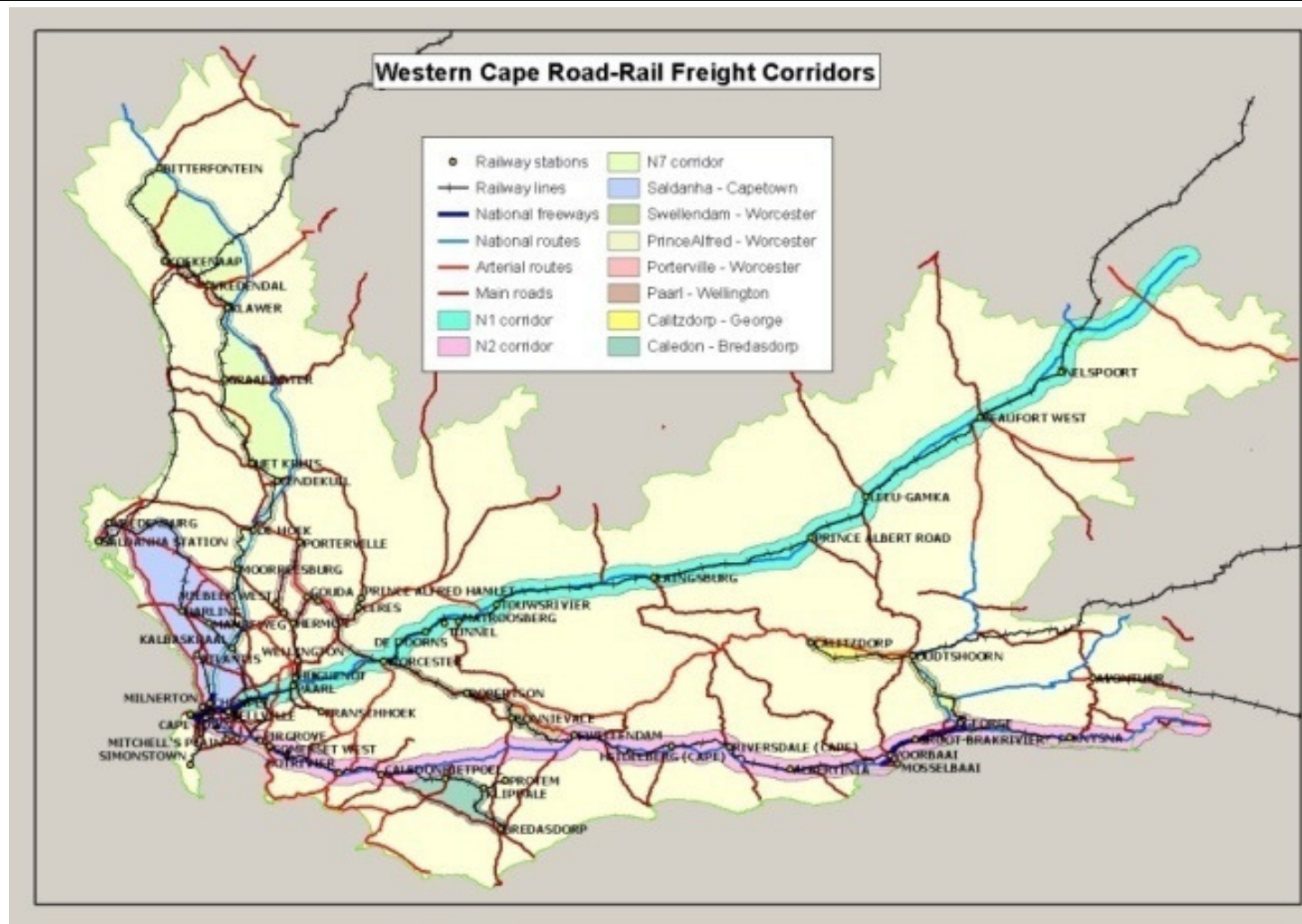
The Robertson regional airport (see Table 2.40), located to the east of Robertson next to the R60, is the only registered runway in Langeberg Municipality. It serves a large area as the only other registered runways are in Swellendam and Worcester. Apart from the international airports in Cape Town and George, Robertson also has the longest paved runway in the Western Cape. The paved surface makes it suitable to accommodate light aircraft such as ambulance and law enforcement aircraft and smaller passenger charter aircraft up to a capacity of about 12 passengers. The facility is used by sport flying clubs, emergency aircraft and some charter services.

Robertson airport is a strategically important facility and it has considerable potential to contribute to the growth and development of the Cape Winelands. It would be sensible to investigate the feasibility of improving the weight carrying capacity of the runway to accommodate larger aircraft. These aircraft currently make use of either the Cape Town or George airports. Other possibilities are to provide more hangers to house both emergency planes and bigger charter planes. Other important information of the facility features in Table 2.40.

Table 2.40: Robertson Regional Airport Information

ICAO location code	FARS
IATA Code	ROD
Usage	Civilian airport (open for public use)
Runway	Paved (hard surface), not lighted
Dimensions	15m x 1500m
Customs	Not available
Elevation	195 m MSL
Coordinates	33°49'00"S 19°54'00" E
Current use	Sport flying, emergency services, charter planes
Contact person	Alwyn du Plessis: 023 626 3894 alwyn@lando.co.za
<i>ICAO: International Civil Aviation Organization ; IATA: International Air Transport Association</i>	

Sources: www.stelfly.co.za, www.worcesterflyingclub.co.za, and www.google.com



Source: Spoornet, 2010:

2.12 Transport Planning for Tourism

Langeberg Municipality's local economy is dependent on tourism and the financial benefits it brings. The catering and accommodation trade was the third largest economic sector in Langeberg Municipality growing at over seven percent per annum, whilst contributing 17.9 percent to GDP. The wine industry is the main tourism attraction especially via marketing of the Route 62 tourism initiative. See Figure 2.26.

Safe, reliable and efficient transport services will contribute to the growth of tourism and in turn the local economy. The Cape Town Routes Unlimited (CTRU) initiative, created in 2004 to promote Cape Town and the Western Cape as a premier leisure, events and business destination, guide tourists towards popular tourist destinations in the Western Cape. It will be sensible to provide infrastructure support to the tourism industry for outstanding local tourism features, which feature in the CTRU initiative.

The main elements of transport related support from Langeberg Municipality to the tourism industry capable of improving the tourism experience are as follows:

- Signage should be clear, correct and strategically located;
- The LM should also ensure that various comfort features like drinking water, safety railings, ablution facilities and picnic facilities are located at major tourist destinations and along scenic routes.
- Landscaping helps to create a clean and tidy environment. This, together with regular maintenance and cleaning should be a priority.
- Tourism information should be readily available. This could include information on available public transport, time-tables and support services in co-operation with taxis associations
- Municipal spatial planning guidelines and standards must allow for NMT movement and sidewalk activities in future developments.

It is important from a tourism perspective that municipal spatial planning guidelines and standards are set to allow for NMT movement and sidewalk activities in future developments.

2.12.1 Tourist Rail

A premier class tourist rail service (see Figure 2.27) is also in operation that departs Cape Town Station en-route to Port Elizabeth. This service only takes place on Fridays returning from Port Elizabeth on a Sunday. The train departs Cape Town Station at 15:00 on a Friday makes one stop at Oudtshoorn Station at 07:10 before arriving at Port Elizabeth at 16:00. The journey is a total of 25 hours between the two towns. Even though Worcester Station is indicated on the map and falls in the CWDM it does not stop there.

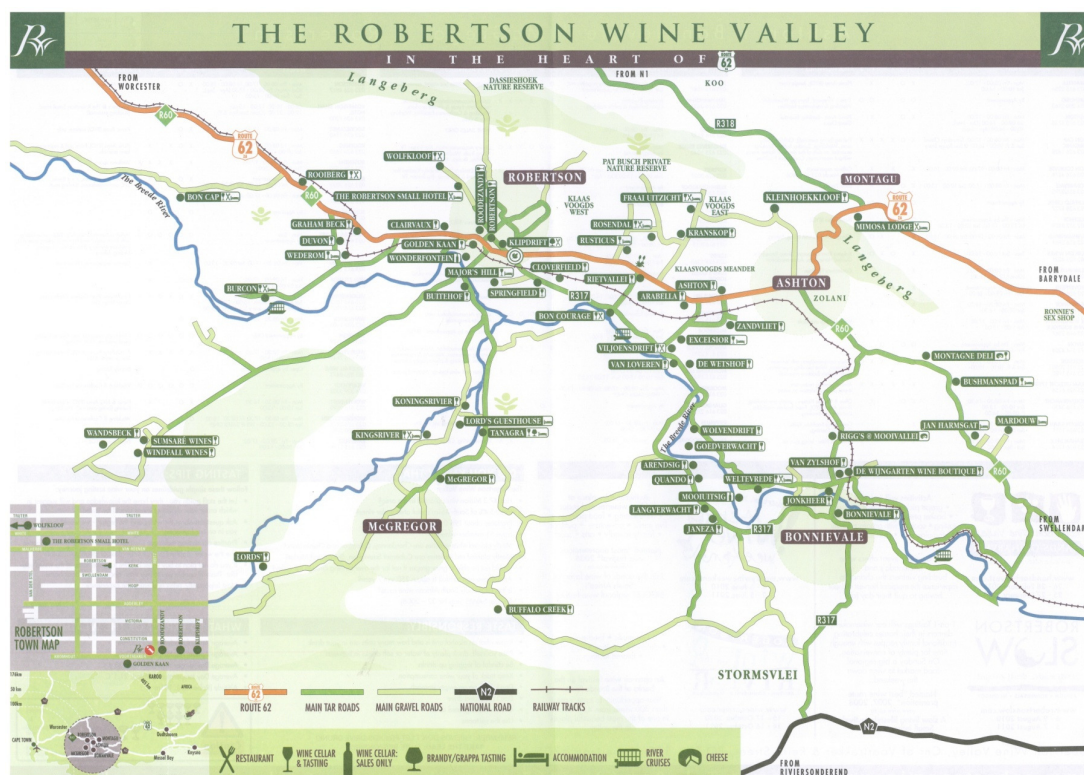


Figure 2.26: Tourism destinations Langeberg Municipality

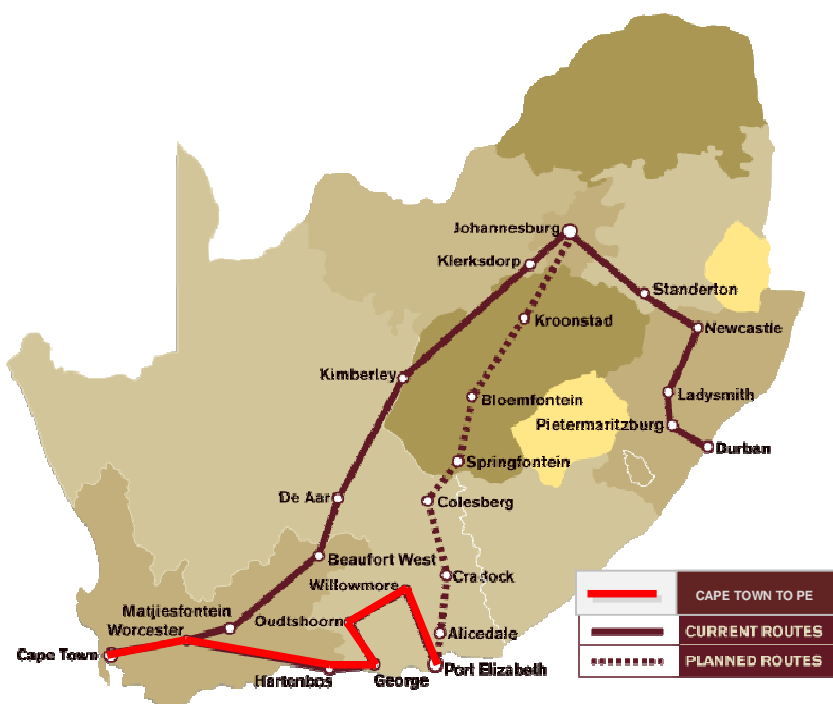


Figure 2.27: Tourist Rail Service

2.13 Health

Health facilities within Langeberg Municipality include facilities such as the following

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

A more detailed summary of the Langeberg Municipality health services is provided below:

2.13.1 Services provided by the Department of Health

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

2.13.2 Services provided by the Emergency Medical Services (EMS)

The EMS is a subsidiary of the Department of Health and is divided into emergency and Healthnet services. Healthnet is not an emergency service, but it provides services for patients going for treatments and to collect medication. Healthnet services are located in each of the LMs within the towns of Worcester, Touwsrivier, Paarl, Robertson and Montagu (sub-stations). There are 3 Patient Transport Vehicles (PTVs) servicing the sub-stations of Robertson and Montagu in Langeberg Municipality. Table 2.41 below outlines the distribution of sub-stations as well as the number of PTV's per sub-station.

Table 2.41: Healthnet sub-stations and PTV's

LMs	Towns (sub-stations)	No of PTV's
Breede Valley	Worcester	3
	Touwsrivier	1
Drakenstein	Paarl	1
Langeberg	Robertson	1
	Montagu	2
Witzenberg	Ceres	2

The service is pre-booked by the hospital or clinic and the patients are notified of the date when the service will be available and location of the pick-up point within their town.

Table 2.42 overleaf outlines the number of pick-up points for Healthnet services in various towns within Langeberg Municipality. Special arrangements, such as collections from the home to the hospital are made for patients who cannot access transport or public transport.

Table 2.42 Pick-up points for Healthnet Services

Healthnet Cape Winelands: Wolseley to Cape Town	
Pick-up points	Address
Ashbury Bus stop	Ashbury
Montagu Primary Health Clinic	Montagu
Montagu Provincial Hospital	c/o Hospital & Church Street
Zolani Clinic	Zolani
Cogmanskloof Clinic	Ashton
Happy Valley Clinic	Bonnievale
Bonnievale Municipal offices	Bonnievale
Bergsig Clinic	Robertson
Robertson Clinic	Robertson
Nkqubela Clinic	Robertson

Source: Meeting with EMS

2.13.3 Issues and concerns surrounding access to health

In order to access these facilities, patients require an integrated public transport system with appropriate infrastructure. During the public meetings, major issues and concerns regarding access to health facilities were raised and these were further discussed in meetings with the Department of Health and EMS. The issues and concerns surrounding health are summarised in Chapter 4.

2.14 Special categories of passengers

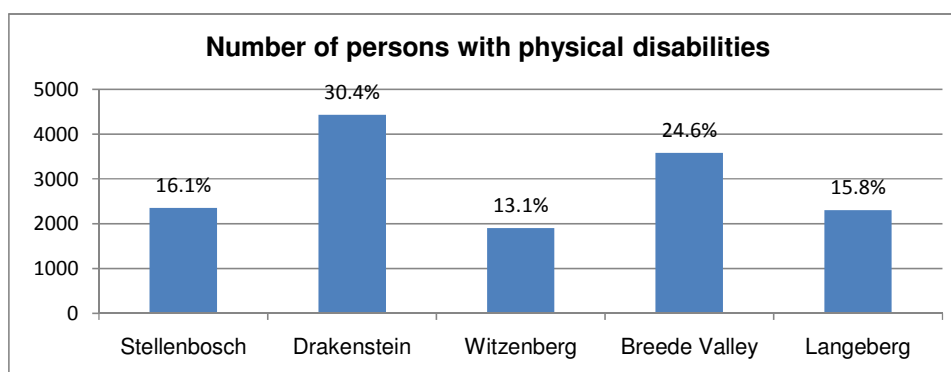
Within the National Land Transport Act, 2009, “special categories of passengers” are defined as persons with disabilities, the aged, pregnant women and those who are limited in their movements by children. Transport planning should also include provisions for special categories of passengers. For example drop kerbs on sidewalks with obstructions placed in the centre (e.g. poles) and orientation blocks for sight impaired pedestrians create a difficulty for the user to access the sidewalk. Planning should incorporate universal access design principles that will assist special categories of passengers to move comfortably from one place to another. Census 2001 provided information on one grouping within special categories of passengers, namely persons with physical disabilities. Table 2.43 provides an overview of the number of persons with physical disabilities within CWDM.

Table 2.43: People with special disabilities in the CWDM

LMs	Persons with physical disabilities in CWDM	Population	% of Population
Langeberg	4 300	81 266	5.3
Breede Valley	7 082	146 029	4.8
Drakenstein	8 849	194 418	4.6
Stellenbosch	5 457	117 713	4.6
Witzenberg	4 644	83 555	5.6
CWDM	31 332	622 981	5.0

Source, NHTS, 2007

Census 2001 indicated that 5.3% (4300 persons) of Langeberg Municipality's population were classified as persons with physical disabilities. There is a marginal difference between the 5.3% (Langeberg), 5.0% (CWDM) and the 4.1 % of the Western Cape Province. People with physical disabilities are the most affected by access to transportation and thus limited in their use of public transport. Figure 2.28 below represents persons with physical disabilities per LM; extracted from Census, 2001.

*Source: NHTS, 2007***Figure 2.28: Number of people with physical challenged and visually impaired**

Langeberg Municipality is home to the second lowest concentrations of people with physical disabilities in CWDM. From the European Conference of Ministers of Transport (ECMT), 2004, improving access to public transport should consider the principles of universal access in the development of and linkage to public transport and NMT infrastructure. These principals include:

- Design standard 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 ramped access for wheelchair users at the centre of the door
- Align the height of bus facility to the bus boarding ramp

-
- Provide painted lines on the roadway to guide the bus to align with the bus stop
 - Provide suitable drainage channels to fit the type of public transport vehicle
 - Provide driver training
 - Provide ramps and lifts in existing infrastructure facilities for blind and deaf passengers.
 - Provide applicable lighting and seating to the transport facility
 - Provide drop kerbs that align with NMT facilities and do not place impediments (e.g. poles) in path of wheel chair users
 - Provide Tow-away policies to restrict vehicles from parking in public transport zones

Within the list of prioritised projects for the CWDM and Langeberg Municipality discussed in Chapter 4, provision is made for an Integrated Public Transport Network Plan and Non-Motorised Transport Plan. These planning projects will include principles of universal access, some of which are described above.

3. OPERATING LICENCE STRATEGY

3.1 Background

This section of the report comprises the Operating Licences Strategy (OLS) for Langeberg Municipality. The OLS was informed by the CPTR data from the 2009 CPTR report for Langeberg Municipality, and should therefore be taken and recorded as the 2010 OLS. This OLS covers the Langeberg Municipality and incorporates the towns of Robertson, Ashton, Montagu, McGregor and Bonnievale.

3.1.1 Purpose of the OLS

The OLS for the CWDM has been prepared in accordance with the Minimum Requirements for an Integrated Transport Plan as stipulated in Government Notice R1119 dated 30 November 2007. Although it is not required to include an OLS in the LITPs i.e. according to the minimum requirements, a summary of the CWDM as applicable to Langeberg has been included here because the OLS provides important information which the municipality requires to support or decline new operating license applications.

The purpose of an OLS is to present:

- The role of each public transport mode.
- The circumstances in which operating authorities should be allowed.
- The use of public transport facilities within its area.
- The avoidance of wasteful competition between transport operators.
- The conclusion of commercial service contracts for unsubsidised public transport services.
- The conditions, which should be imposed by the provincial operating licences board.

3.1.2 Source Information

The data collected as part of the 2009 CPTR for Langeberg Municipality was used to determine the locations of major taxi ranks in the CWDM and to determine the utilisation on the current MBT routes. Discussions with the Langeberg Municipality steering committee representatives and, in certain areas, traffic officials indicated that operations and routes have changed significantly since the last survey which was undertaken in 2007. This led to identification of ranks and routes for further surveys. The following sources of information were utilised:

- Interviews with taxi associations, their members and with transport officials at the provincial, DM and LM offices.
- 2009 CPTR information to identify MBT ranks and major boarding locations.
- The route numbers and route descriptions obtained through the OLB.
- The number of registered taxi association members, and associations' details, were also obtained from the OLB.
- MBT rank surveys, on-board MBT surveys and passenger interviews to verify routes and services.

3.1.3 Assumptions and Disclaimers

This OLS was only developed for local MBT routes in Langeberg Municipality. There is an extreme seasonal variation on long distance trips, a fact borne out by the lack of CPTR data on almost all long distance routes. More accurate representation of long distance routes would require

observations and counting during these peak holiday periods. Long distance MBT routes were therefore omitted from the OLS.

It is assumed that the information obtained from the OLB is a true reflection of the number of operators that are legally registered in the system. However this information does not include the owners of area-based permits. These operators with area-based permits are considered to be legal operators when the surveys were undertaken and the CPTR and OLS were compiled.

Operating licences are issued per vehicle and for routes that are valid for a particular taxi association. This means that more than one route is listed on an operating licence. This makes it impossible to identify the actual number of vehicles that are legally assigned to a particular route. Assumptions were therefore made for route capacity assessments by using the number of vehicles legally registered to a particular association operating on that route

3.2 Analysis of CPTR

Through this OLS process it became clear that the data on MBT routes in the Langeberg Municipality varies depending on the source of that information. Since the OLB is the official database for the recording of operating licence information it has been used as the basis of all analyses of MBT operations wherever possible.

The route numbering system has also changed over the years with the introduction of the National Land Transport Information System (NLTIS). The CPTR has also adopted a particular route numbering system. The only common element in the varying route numbering system is the route description and the route origins and destinations.

In order to develop an OLS and make recommendations regarding the issuing of operating licenses, it was important to analyse each route separately with regard to the demand and supply of public transport services. A route in this context refers to a single origin-destination or a combination of routes with the same origin and destination, but with route variations distinguishing them. The actual route driven by the operator varies depending on the demand at any point in time and also the actual destination of the passenger. In this way, the operators respond to the demand and make minor adjustments to the service to suit the needs of the demand. Therefore, where a route serves the same origin and destination, but has minor route variations, it is treated as a single route. This in fact reflects the actual situation where MBT will take the option of the route variation depending upon the passenger demand.

The data received from the surveys was captured and analysed and used to produce the operational characteristics at the ranks, route assessments and interventions. A total of 48 routes were observed operating out of 14 ranks on the survey days namely, 21 routes in Robertson, 13 routes in Ashton, 6 routes in Bonnievale, 4 routes in McGregor and 4 in Montagu. MBT services were observed to operate regularly throughout the week, with the majority of services currently operating on Fridays (06:00 – 17:00) and Saturdays (08:00 – 15:30).

3.3 Policy framework

The relevant legislation, national and provincial policies guiding the OLS and the disposal of operating licences were used to determine this OLS.

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

Some potential strategies to address these issues, listed above, within the Langeberg Municipality fall outside the mandate of the local authority as they are mostly likely to be resolved at national or provincial government levels. The CWDM undertakes the lead role in public transport planning, in co-operation with the Langeberg Municipality. Public transport regulation is the responsibility of the Western Cape Department of Transport and Public Works through the office of the OLB.

The approach of this OLS is to capacitate Langeberg Municipality in its policy response to addressing public transport regulation and enforcement in Langeberg Municipality. This policy framework (this OLS) for Langeberg Municipality is developed to act as a guide when responding to an OLB request for comment on applications received from operators. This framework considers issues listed below and are further discussed hereafter.

- Types of vehicles which may be used for public transport services
- Conversion to operating licences
- Moratorium on over-traded routes

3.3.1 Types of vehicles which may be used for public transport services

Langeberg Municipality has fairly high levels of urban development, but services a highly developed agricultural sector. The routes serving the farming communities are in most cases fairly accessible, however, some routes are only accessible by 4x4 or 2x4 type “bakkies”. In some areas LDVs have become common for transporting passengers on certain farm routes. However, in some areas these LDVs are the only suitable vehicles to operate in these rural conditions. Although legislation makes reference to the acceptance of a “suitably modified LDV”, no guidelines or formal specifications for modified LDVs have been provided yet by the Department of Transport. Accordingly, these operators have been allowed to operate without an operating licence for their LDVs.

Accordingly, in the absence of approved regulations and specifications for “suitably modified LDVs”, it is recommended that Langeberg Municipality and the CWDM be flexible on the matter of enforcement of LDVs operating without the required operating license. However, the legal position on this matter and the liability it creates for the Langeberg Municipality and the CWDM should be considered.

3.3.2 Conversion to Operating licences

The NLTTA enacted the conversion of public transport permits to operating licences. The conversion includes the shift from radius to route-based permits to ensure that operators confine their operations to specific routes. The Minister of Transport in consultation with all Transport Members of Executive Councils initially indicated that this permit conversion process should be

completed by 30 November 2005, but the date has been extended as requested by OLBs that required more time to finalise the conversion process. This date has not been finalised yet.

The following requirements must be met in order to apply for an operating licence:

- Individual operator must be a registered member of a valid taxi association.
- Own a vehicle which is in accordance with required vehicle specifications.
- Have a roadworthy certificate for that vehicle.
- Be registered as a tax-payer with a valid tax-clearance certificate.
- Have a special professional driving permit to be able to transport paying passengers.
- Have special passenger insurance.
- Provide proof of operations for at least a 180 days prior to the date of the application

However, there are a number of MBT operators in Langeberg Municipality that currently still require operating licences for the following reasons noted by taxi associations, the Transport Registrar and the OLB:

- A backlog remains due to capacity constraints at the OLB and Transport Registrar, which has resulted in a number of applications still to be reviewed.
- According to the BRTC there are a number of operators that have been operating within the system prior to October 2007 that must still apply for operating licences. At national level a decision was made to not exclude any members operating prior to October 2007.

It should also be noted that although many taxi associations and MBT operators have route-based operating licenses, it is most likely to only be compliant in the larger towns where there is sufficient passenger demand on the routes. In smaller towns and more remote area, the existing passenger demand is so low that MBT deviate from the routes in an attempt to source more passengers. On-board MBT surveys and interviews with MBT operators have confirmed this.

Although the conversion of area-based permits to route-based operating licenses is a legislative requirement, it is recommended that the Langeberg Municipality and the CWDM engage with relevant role-players on this matter. Route-based operating licenses in areas with very little passenger demand encourage non-compliance.

3.3.3 Moratorium on over traded routes

Apart from enforcement, commenting on the approval of operating licenses is one of the functions of the CWDM and the Langeberg Municipality. When applications for operating licenses are submitted to the OLB, they request comment from the CWDM and/or Langeberg Municipality. This OLS has attempted to identify the routes where over-trading is taking place. It is recommended that the OLB, CWDM and Langeberg Municipality consider the recommendations with respect to this.

3.4 Restructuring of Public Transport System

The primary objectives of restructuring of the public transport system are:

- To formalise and to legalise all public transport operations
- To enhance the viability of public transport operations
- To improve on the quality of public transport operations
- To improve on the safety of public transport system

Various strategies are recommended for implementation by the CWDM and/ or Langeberg Municipality. As previously stated, as the regulation of public transport is a provincial responsibility, the CWDM and Langeberg Municipality has a limited role in affecting the more strategic focus areas that require restructuring. The approach of this OLS is to recommend strategies that fall within the area of responsibility of the respective municipalities.

3.4.1 Strategies

Based on the existing public transport operations in the CWDM, the primary strategies to be used in restructuring the public transport system are as follows:

- Formalisation of the administration process at the OLB
- Improved assessments of passenger demand
- Enforcement of illegal operations
- Improved regulation of long distance transport
- Moratorium on over-traded routes
- Development of an Integrated Public Transport Networks (IPTN)
- A new approach to developing OLS

Formalisation of the administration process for MBT regulation

As can be deduced from the previous sections of this chapter, the informal nature of the MBT industry makes it virtually impossible to effectively capture operational data that is required to enact the prescriptions for CPTRs and OLS. This can at least be ascribed to the lack of formal regulation of the MBT industry. This is further elaborated as follows:

- The NLTIS database cannot presently provide details of the number of MBTs that are registered to operate on each route. This makes it impossible to calculate the actual capacity on each route and it is thus equally impossible to provide conclusive grounds for approving or denying operating licence applications.
- The best source of information on the level of service offered by MBT appears to be the MBT associations themselves. There is no central database that contains MBT level of service information and the information that exists is held by the *operators* (i.e. taxi associations) and not the planning authority (i.e. the CWDM). A new mechanism for data collection should be developed and implemented to ensure that taxi associations are accountable to provide daily passenger, vehicle and route data to the authorities.
- Operating license applications are submitted to the OLB by MBT operators for consideration. The OLB then advertises these applications in the provincial gazette for public comment, as well as to Langeberg Municipality for input. After the Langeberg Municipality has commented, these comments are forwarded to the OLB who take these comments into consideration when handling the operating license applications. However, the OLB, after disposing of the operating license applications, does not necessarily communicate these results to Langeberg Municipality or CWDM. This result in ineffective law enforcement as the traffic officials are fully informed of the status of the application. The database used by transport planning officials is also not up to date when dealing with future requests for comment on operating license applications. This situation is detrimental to improved public transport regulation in Langeberg Municipality.

- It is recommended that the CWDM facilitates improved communication with the OLB and the Registrar's office to specifically ensure up to date status report with respect to operating license applications,
- It is recommended that the CWDM creates opportunities for empowering the MBT industry with respect any legislative matters that impact their operations. This will also improve communication between law enforcement officials and MBT operators.
- The legal requirements for the regulation of public transport services (e.g. ITP, CPTR, OLS, etc.) appear to be far too onerous in relation to the capacity that is currently available within the planning authority. For public transport to adequately serve the transport needs of the people of the CWDM and for the transformation of the MBT industry to be successful, the planning authority should have direct and internal access to the skills and the capacity that will enable it to do so. It is recommended that the CWDM and Langeberg Municipality, assisted by the Western Cape Department of Transport and Public Works, develops the appropriate level of capacity and competence to provide the required service.
- Functions related to public transport provision and regulations are spread over many agencies at various levels of government (CWDM, LMs, OLB and Transport Registrar). Subsequently, there is no single entity that oversees or understands all aspects of the process of regulation of public transport services in the CWDM. It is recommended that the role of the CWDM as a planning authority and the Langeberg Municipality, in relation to that of the Province, be further clarified within the context of the NLTA. The latter Act transfers the responsibility of public transport planning and regulation to the LMs.
- The lack of a consolidated database of public transport services in the CWDM severely hampers any efforts to plan for or make recommendations on the extent to which public transport services are currently responding to the needs of the people of CWDM. This is compounded by the lack of regular and coordinated surveys on which to base such recommendations. It is recommended that the CWDM initiates the development of a real-time comprehensive database of all public transport operator information and vehicle information.

Improved assessments of passenger demand

Currently the assumption prevails that the level of service supplied by informal operations such as the MBT industry provide a good estimate of passenger demand. This assumes that the industry would respond automatically to a sudden increase in demand by increasing the services offered. This does not take into account the latent demand of passengers who are currently not being served by public transport, such as passengers who are currently hitchhiking or walking or participating in lift-clubs. In some rural areas, the passenger demand is too low and it is not economically viable for MBTs to provide a service, yet there is still a need for a public transport service in these areas.

Furthermore, the CPTR records the number of passengers boarding and alighting only at ranks and not along routes, which also does not provide a real reflection of origin-destination patterns or of the additional demand served along the route as it is assumed in the MBT rank survey methodology that all passengers board and alight at the rank. In this regard, it is recommended that on-board MBT surveys be included as part of the method of gathering data for the CPTR.

If the planning of the future public transport system is to be improved then it will require a more accurate reflection of passenger demand patterns. The only adequate way of recording origin-destination demand is to undertake extensive household travel surveys. At the very least this should be incorporated as part of the local public transport plan preparation.

Improved enforcement

Enforcement is critical for the success of public transport operations and is needed to improve and maintain the level of service of operations as well as to ensure the roadworthiness of public transport vehicles. The success of the OLS, which tries to balance supply and demand, is based on the assumption that illegal operations can be enforced, i.e. current operators possess a valid operating licence, vehicles conform to the prescribed specification in terms of roadworthiness and passenger safety, and illegal operators can be identified and removed from the system. Enforcement is a vital component, but there are a number of challenges to enforcement in the short-term and the following strategies are recommended to improve current conditions:

a. Additional resources for enforcement

The lack of capacity is a serious constraint at DM and LM levels. This implies that enforcement cannot be given priority over other basic needs such as housing, sanitation, water, etc. It is recommended that the enforcement resources be enhanced at municipal level. It is accepted that this might be beyond the financial resources of Langeberg Municipality. It is recommended that the CWDM initiate discussions with the Western Cape Departments of Community Safety and Transport and Public Works to investigate the feasibility of a dedicated public transport law enforcement team to assist and enhance the resources within Langeberg Municipality.

b. Enforcement of illegal operations

It is difficult to enforce real illegal operators from those operators whose applications have not been evaluated as a result of backlogs at the OLB or other administration delays. It is recommended that the CWDM and the Langeberg Municipality liaise with the OLB about filing all applications from current operators within the system by a cut-off date. Thereafter, a moratorium should be placed on all new applications until all OLS are up to date and a true reflection of the legally registered supply can be established. The supply and demand within the public transport service can then be determined and the number of operators that can be sustained on particular routes can be established. Stricter enforcement of illegal operations can then take place.

Additional training should be provided to the enforcement personnel. The judiciary should be capacitated in understanding all aspects of the NLTA. This will enable the development of manpower capacity in the law enforcement sector, especially around elements such as impounding facilities and the proposed public transport inspectorate.

Current operations with respect to impounding of vehicles are hampered by the jurisdictional boundaries of traffic officials. An impounding facility should be constructed as a matter of urgency to increase the effectiveness of law enforcement.

Improved regulation of long distance transport

Long distance transport is problematic in Langeberg Municipality, but these issues are common for long distance transport throughout the country. Currently long distance road-based public transport services are provided by long distance luxury coach buses such as InterCape, etc. and long distance MBT. These services are generally offered to major city centres on a weekend and during peak holiday seasons. These concerns have been summarised in greater detail in the long distance transport section in the Transport Register, but are summarised as follows:

- Managing seasonal fluctuations in passenger demand
- Matching operating licenses to this seasonal demand

- When operating licenses are considered, the passenger demand in both directions should be considered. However, the success of this strongly depends on the cooperation between affected taxi associations.
- Condition of vehicles and provision of luggage.
- Long distance infrastructure facilities i.e. waiting area with seating, cover, etc.

Strategies to improve the regulation of long distance transport service include:

- OLs for long distance services are currently issued to taxi associations based on the town of origin of the trip, without considering any demand in the return direction. Before issuing long distance operating licenses, future applications should consider existing service in the return direction that already exists with the destination MBT association. Currently no consideration is given to other MBT associations which provide a service in the return direction. Alternatively, in the future when Integrated Public Transport Networks have been developed, long distance operating licenses should be awarded as such or the service will form part of any subsidized contract or commercial service.
- Season fluctuation in passenger demand will need to be recorded and a decision must be made as to whether temporary operating licenses should be issued only to address seasonal demand.
- Un-roadworthy vehicles, unsafe driver behaviour and fatigue are creating high accident rates on long distance routes. Driver training and increased roadworthy checks must be implemented.

Development of an Integrated Public Transport Network (IPTN)

A long term plan for restructuring the public transport network is required to modify the existing MBT operations and to plan public transport in an integrated manner. Each LM will require an IPTN to be prepared which will take into account the demand and the changing travel patterns. This would include the type of service e.g. 1/day, hourly, etc. The IPTN will enable the LMs to identify the required routes and corridors and manage the issuing of associated operating licenses. It is recommended that the CWDM develops a framework that will guide future IPTN development in the LM and that Langeberg Municipality follows suit in developing their IPTN.

Develop a new approach to determine Operating Licensing Strategies

A process must be established to update the OLS on a continuous basis in order to serve as an on-going instrument to assist the LM. It is accepted that comprehensive updates on a regular basis is a costly and onerous exercise. It is recommended that a cost effective and managed process be developed. In many areas, there is little change or new developments, and the transport patterns remain stable. In these areas frequent updates will not be necessary. Where there are new developments, or noticeable changes in travel patterns, updated surveys will be required. In this way, the LM should develop a managed process to keep the OLS as a useful guidance document.

3.5 Summary of route assessments and interventions

The OLS comprises an analysis of the utilisation of MBT services in Langeberg Municipality in relation to the capacity available in the system. The basis of the analysis was the route information presented in the previous section summarising the MBT routes that are in use in Langeberg Municipality, as well as the utilisation levels obtained from the taxi associations and verified through the MBT surveys.

3.5.1 Assumptions and Calculations

In order to formulate recommendations with respect to the over- or under-supply on each route, the daily capacity had to be calculated on all routes. The estimated daily capacity was calculated as follows: the number of vehicles that have operating licences to operate on that route, multiplied by the passengers capacity of a vehicle, multiplied by the number of daily trips. This is perhaps a coarse calculation of available capacity and certain assumptions had to be made as discussed hereafter.

- The number of daily trips may vary widely since MBT services are unscheduled, but it was assumed that 2 daily trips were the minimum number of daily trips that could practically be achieved on all local routes in Langeberg Municipality.
- No records are presently available indicating which vehicles operate on which routes. As a consequence it is not possible to calculate the detailed capacity for any particular route. Thus, an average vehicle capacity of 14 passengers was assumed, which reflects the specified legal capacity of the majority of new vehicles available to operators.

Furthermore, it should be noted that it is difficult to obtain accurate MBT services information due to certain vehicles from a particular association operating from both formal and informal ranks and due to the informal nature of MBT services, especially in the rural areas, which are mainly demand driven. Informal ranks are not necessarily in a fixed position or easily identifiable (e.g. on an unmarked plot or simply under a particular tree). This further complicates comprehensive surveys.

3.5.2 OLS recommendations

Table 3.1 (see overleaf) indicates the routes which were counted as part of the rank and the resulting recommendation as part of the OLS whether additional licences should be issued to the routes or not. The recommendations in these tables either indicate that:

- There is an under-supply of services on that route and the need for additional operating licences should be investigated;
- There is sufficient existing capacity in the system and thus new operating licences should not be granted, or they should be granted only after detailed investigation into the overall capacity in the system,
- There is only demand for the route on weekends, and that additional operating licenses should be investigated,
- Over 50% of the vehicles observed were found to be illegal, and special attention is required in terms of enforcement and fast-tracking approval of licenses that have already been lodged with the OLB.

Table 3.1: Summary of route assessments and interventions (based on passenger demand and utilisation on Weekdays)

Route details					Route operations						Analysis of Operating licenses					Recommendations	
Town	Route Code	Rank	Route Name	Period	No of Departures	Vehicle Cap	Service Capacity	No. of Pax	% Utilisation	Average waiting time (min)	Required Ols (weekday)	No. of Vehicles on route	Vehicles with Ols	% Vehicles without Ols	Over/Under Supply	Operating licenses required	Enforcement required (>50% illegal operators)
Ashton	967	Ashton Langeberg	Montagu	13:15 to 14:15	3	11	32	27	84%	10	3	20	12	40%	9	Sufficient existing capacity	
Ashton	693	Ashton Multisave	Worcester	06:00 to 7:00	4	11	43	27	63%	8	8	29	1	97%	-7	Investigate additional Ols	
Ashton	809	Ashton Multisave	Bonnievale	13:00 to 14:00	6	17	99	80	81%	5	3	3	1	67%	-2	Investigate additional Ols	
Ashton	812	Ashton Multisave	Ashton Service	06:15 to 7:15	1	60	60	16	27%	30	11	66	0	100%	-11	Investigate additional Ols	
Ashton	967	Ashton Multisave	Montagu	12:45 to 13:45	1	32	32	26	81%	30	3	20	12	40%	9	Sufficient existing capacity	
Ashton	968	Ashton Multisave	Robertson	06:45 to 7:45	6	13	76	68	90%	5	3	50	12	76%	9	Sufficient existing capacity	Enforce illegal operators
Ashton	D95	Ashton Multisave	Ashton Zolani	13:15 to 14:15	2	10	20	20	100%	15	3	51	1	98%	-2	Investigate additional Ols	
Ashton	809	Ashton Zolani	Bonnievale	06:00 to 7:00	2	8	17	18	107%	15	3	3	1	67%	-2	Investigate additional Ols	
Ashton	810	Ashton Zolani	Montagu	07:45 to 8:45	1	16	16	14	88%	30	1	16	0	100%	-1	Investigate additional Ols	
Ashton	812	Ashton Zolani	Robertson	06:00 to 7:00	1	60	60	60	100%	30	11	66	0	100%	-11	Investigate additional Ols	
Ashton	D95	Ashton Zolani	Ashton	06:30 to 7:30	1	32	32	30	94%	30	3	51	1	98%	-2	Investigate additional Ols	
Ashton	NewRoute BR01	Ashton Zolani	Cape Town	10:45 to 11:45	5	14	68	109	160%	6	2	3	0	100%	-2	Investigate additional Ols	
Ashton	NewRoute BR02	Ashton Zolani	McGregor	06:30 to 7:30	18	10	172	157	91%	2	4	1	0	100%	-4	Investigate additional Ols	
Bonnievale	832	Bonnievale Happy Valley	Bonnievale	07:30 to 8:30	10	16	158	77	49%	3	3	39	4	90%	1	Sufficient existing capacity	Enforce illegal operators
Bonnievale	969	Bonnievale Happy Valley	Ashton (Saturday)	12:30 to 13:30	2	36	72	24	33%	15	0	4	11	-175%	11	Sufficient existing capacity	
Bonnievale	F02	Bonnievale Happy Valley	Bonnievale Farms	12:45 to 13:45	1	60	60	87	145%	30	5	15	0	100%	-5	Investigate additional Ols	
Bonnievale	N40	Bonnievale Happy Valley	Robertson	07:45 to 8:45	1	12	12	5	42%	30	1	N/A	N/A	N/A	N/A	No existing information on Ols, investigate additional	Enforce illegal operators
Bonnievale	NewRoute BR10	Bonnievale Happy Valley	Swellendam	15:15 to 16:15	1	12	12	15	125%	30	2	1	0	100%	-2	Investigate additional Ols	
Bonnievale	832	Bonnievale Multisave	Bonnievale Happy Valley	15:15 to 16:15	9	18	158	152	96%	3	3	39	4	90%	1	Sufficient existing capacity	Enforce illegal operators
Mcgregor	NewRoute BR03	Mcgregor Church	Bonnievale	12:00 to 13:00	1	60	60	60	100%	30	5	1	0	100%	-5	Investigate additional Ols	
Mcgregor	NewRoute BR04	Mcgregor Church	Montagu	13:45 to 14:45	6	22	134	96	72%	5	1	1	0	100%	-1	Investigate additional Ols	
Mcgregor	NewRoute BR05	Mcgregor Church	Robertson	06:30 to 7:30	3	15	44	60	136%	10	5	18	0	100%	-5	Investigate additional Ols	
Mcgregor	NewRoute BR06	Mcgregor Church	McGregor Farms	12:00 to 13:00	1	6	6	3	50%	30	2	5	0	100%	-2	Investigate additional Ols	
Montagu	810	Montagu Food Zone	Ashton Zolani	13:00 to 14:00	1	11	11	2	18%	30	1	16	0	100%	-1	Investigate additional Ols	
Montagu	967	Montagu Food Zone	Ashton	10:45 to 11:45	1	10	10	4	38%	30	3	20	12	40%	9	Sufficient existing capacity	
Montagu	725	Montagu OK Bazaars	Montagu Ashbury	16:00 to 17:00	2	18	35	27	76%	15	1	6	3	50%	2	Sufficient existing capacity	
Montagu	872	Montagu OK Bazaars	Montagu (Saturday)	10:30 to 11:30	2	10	20	32	160%	15	0	4	0	100%	0	Route operates only on Weekends, investigate	
Robertson	686	Robertson Fishmarket	Robertson	14:15 to 15:15	1	12	12	10	83%	30	4	73	12	84%	8	Sufficient existing capacity	Enforce illegal operators

Route Details					Route operations						Analysis of Operating licenses					Recommendations	
Town	Route Code	Rank	Route Name	Period	No of Departures	Vehicle Cap	Service Capacity	No. of Pax	% Utilisation	Average waiting time (min)	Required Ols (weekday)	No. of Vehicles on route	Vehicles with Ols	% Vehicles without Ols	Over/Under Supply	Operating licenses required	Enforcement required (>50% illegal operators)
Robertson	812	Robertson Fishmarket	Ashton Zolani	06:00 to 7:00	1	12	12	0	0%	30	11	66	0	100%	-11	Investigate additional Ols	
Robertson	968	Robertson Fishmarket	Ashton	13:00 to 14:00	2	15	30	18	60%	15	3	50	12	76%	9	Sufficient existing capacity	Enforce illegal operators
Robertson	N37	Robertson Fishmarket	Bonnievale	09:30 to 10:30	1	12	12	4	33%	30	3	7	6	14%	3	Sufficient existing capacity	
Robertson	NewRoute BR05	Robertson Fishmarket	McGregor	09:30 to 10:30	1	12	12	5	42%	30	5	18	0	100%	-5	Investigate additional Ols	
Robertson	686	Robertson Nkqubela	Robertson	14:00 to 15:00	3	31	94	45	48%	10	4	73	12	84%	8	Sufficient existing capacity	Enforce illegal operators
Robertson	690	Robertson Nkqubela	Robertson Farms	06:30 to 7:30	1	12	12	1	8%	30	2	36	11	69%	9	Sufficient existing capacity	Enforce illegal operators
Robertson	693	Robertson Nkqubela	Worcester	06:00 to 7:00	1	60	60	4	7%	30	8	29	1	97%	-7	Investigate additional Ols	
Robertson	968	Robertson Nkqubela	Ashton	14:45 to 15:45	12	11	126	76	60%	3	3	50	12	76%	9	Sufficient existing capacity	Enforce illegal operators
Robertson	N37	Robertson Nkqubela	Bonnievale	12:15 to 13:15	2	13	25	25	99%	15	3	7	6	14%	3	Sufficient existing capacity	
Robertson	NewRoute BR05	Robertson Nkqubela	McGregor	06:45 to 7:45	1	60	60	38	63%	30	5	18	0	100%	-5	Investigate additional Ols	
Robertson	NewRoute BR07	Robertson Nkqubela	Cape Town	14:45 to 15:45	1	12	12	13	108%	30	5	18	0	100%	-5	Investigate additional Ols	
Robertson	NewRoute BR08	Robertson Nkqubela	George	13:00 to 14:00	1	11	11	6	53%	30	1	1	0	100%	-1	Investigate additional Ols	
Robertson	NewRoute BR11	Robertson Nqubela	Montagu (Saturday)	07:00 to 8:00	1	32	32	23	72%	30	0	2	0	100%	0	Route operates only on Weekends, investigate additional Ols	
Robertson	686	Robertson Pick n Pay	Robertson	16:00 to 17:00	8	11	91	92	101%	4	4	73	12	84%	8	Sufficient existing capacity	Enforce illegal operators
Robertson	812	Robertson Pick n Pay	Ashton Zolani	15:15 to 16:15	7	11	77	79	103%	4	11	66	0	100%	-11	Investigate additional Ols	
Robertson	687	Robertson SADP	Robertson Farms	06:30 to 7:30	3	14	42	48	114%	10	3	14	10	29%	7	Sufficient existing capacity	
Robertson	693	Robertson SADP	Worcester	07:00 to 8:00	1	12	12	11	92%	30	8	29	1	97%	-7	Investigate additional Ols	
Robertson	NewRoute BR07	Robertson SADP	Cape Town	11:15 to 12:15	7	27	189	77	41%	4	5	18	0	100%	-5	Investigate additional Ols	
Robertson	NewRoute BR09	Robertson SADP	Ceres	10:30 to 11:30	3	11	34	33	97%	10	2	1	0	100%	-2	Investigate additional Ols	
Robertson	686	Robertson Shoprite	Robertson	17:15 to 18:15	7	13	88	100	113%	4	4	73	12	84%	8	Sufficient existing capacity	Enforce illegal operators

Table 3.2 below provides a brief summary of Table 3.1 and highlights capacity requirements for each large town within Langeberg Municipality.

Table 3.2: Capacity requirements per town in the Langeberg Municipality

Town	Total number of routes	Sufficient Capacity	Under-Supply
Ashton	13	3	10
Bonnievale	6	3	2
McGregor	4	0	4
Montagu	4	2	2
Robertson	21	10	11
TOTAL	48	18	29

****** *These routes currently only operate on weekends*

Generally, it was found that there were significantly more vehicles operating on most existing MBT routes than expected. This large number of vehicles is mostly attributed to illegal vehicles. Analysis of the existing operating licenses on these routes revealed that there are too many operating licences issued on most existing MBT routes.

Twenty nine routes were identified that could potentially warrant additional operating licenses. Currently, the passenger demand on these routes is being serviced by illegal operators, some who might include those awaiting documentation from the OLB.

The steps envisaged to align the current number of operating licences available with the number required for the implementation of the proposed public transport strategy will need to be discussed between the LMs and the various taxi associations once the OLS report has been accepted and adopted. This action should also include regular liaison with the MBT industry to ensure better co-ordination between the operator and the LM.

3.6 Implementation

The following is required for the implementation of the proposed public transport strategies:

- Assistance from the CWDM and Langeberg Municipality in managing operating license applications. The CWDM should provide assistance in improving communication between MBT operators and the OLB.
- Sample household travel surveys to determine actual passenger demand within the CWDM
- Identification of routes with significantly high numbers of illegal operators (see Table 3.1), in order to utilise law enforcement services effectively
- The calculation of utilisation and capacity for all routes currently operating in the CWDM (see Table 3.1), in order to efficiently manage the process of issuing operating licenses in the CWDM.
- The preparation of an IPTN Framework for the CWDM and an IPTN for the Langeberg Municipality.

3.7 Financial Implications

Various proposals have been made in the OLS in an attempt to address public transport restructuring within Langeberg Municipality, and mainly focused on the sphere of influence of the respective municipalities. These include the following:

- Improved communication between the CWDM, Langeberg Municipality, the OLB and taxi associations,
- Household travel surveys to determine actual passenger demand within Langeberg Municipality.
- Identification of routes with significantly high numbers of illegal operators in order to utilise law enforcement services effectively
- The calculation of utilisation and capacity levels for all routes currently operating in the Langeberg Municipality in order to efficiently manage the process of issuing operating licenses in Langeberg Municipality.

The financial implications of the implementation plan to restructure the MBT public transport system in the CWDM is estimated in Table 3.3 below. This information has been obtained from the CWDM OLS and does not impact Langeberg Municipality's budget, however is important since it will impact the operating licensing and administration at all the LMs.

Table 3.3: Financial Requirements

Implementation actions	Budget M~R1 Million
Improved communication	0.3M
Household travel surveys for all municipalities	4 M
CPTR and OLS assessment	2.5M
Identification of "problem routes"	0.5M
Improved communication between Taxi Associations	0.3M
Road worthiness checks and driver training	0.2M
Seasonal demand assessments	1M
Preparation of planning project for the IPTN	1.5M
TOTAL	10.3 M

Source: CWDM OLS Chapter within DITP, 2010

4. TRANSPORT NEEDS ASSESSMENT

4.1 Summary Findings from Stakeholder Interviews

The transport needs assessment draws on all the strengths and issues identified within various sectors of the transport register. The aim of the transport needs assessment chapter is to holistically analyse transport in the municipality. The process has included:

- Problem areas: Identifying problem areas throughout various modes and sectors of the municipality as it applies to its transport system
- Strategies: Developing strategies for each priority issue to achieve the stated objective
- Projects: identifying and compiling a comprehensive list of projects from the status quo inventory, grouped in relation to each of the selected strategies.

4.2 Methodology for assessing transport needs

In order to identify particular issues and needs with respect to transport in the CWDM, 2 rounds of public meetings were held in each of the LMs as well as a number of interviews held with stakeholders during the data capturing phase of this ITP.

The stakeholders included LM representatives, taxi associations and drivers, MBT passengers and local school principals as well as meetings with SANRAL, Metrorail and the provincial departments of Health, Tourism and Education. A review of the CPTR, as well as an evaluation of the results of the NHTS, was also carried out to evaluate the current transportation situation.

Based on the public meetings, interviews and evaluations undertaken, a summary of the issues per transport sector is listed in Table 4.1. A comprehensive record of public meetings and interviews are attached in Annexure B2 to B4.

4.3 Needs Assessment per transport sector

Table 4.1: Local Economic Development

ISSUES	STRATEGIES TO RESPOND
LOCAL ECONOMIC DEVELOPMENT	
<ul style="list-style-type: none"> • Employment opportunities concentrated in Robertson and Ashton, limited economic opportunities elsewhere in the LM. • Affordability of public transport problematic. • Unemployment and Poverty is high especially in rural area. • Lack of small business development • High off season unemployment. 	<ul style="list-style-type: none"> • Promote, support and enable job creation through tourism, manufacturing, agriculture and retail. • Public Transport improvements to support and maximize economic growth particularly in rural settlements. • Develop off season employment opportunities.

ISSUES	STRATEGIES TO RESPOND
TOURISM	
<ul style="list-style-type: none"> Lack of coordination between tourism needs and transport improvements towards promotion of tourism growth. Inadequate road and tourism signage. Tourism inadequately marketed. Local operators not given access to tourism opportunities in Langeberg Municipality. Tourism potential of area not efficiently maximised. 	<ul style="list-style-type: none"> Provide a well signed, legible network of roads to tourism destinations in the region. Identify opportunities to empower local operators to become more active in tourism sector as part of LED. Create tourism opportunities in historically disadvantaged communities. Identify tourism routes and link to Route 62, Flower Route. Promote accommodation development in rural areas.
ISSUES	STRATEGIES TO RESPOND
PUBLIC TRANSPORT OPERATIONS	
Administration and Law Enforcement	
<ul style="list-style-type: none"> Long permit waiting periods. Operators believe they are being targeted by law enforcement, while others operate illegally. 	<ul style="list-style-type: none"> Provide an effective and responsive administrative system that supports high quality public transport services Law enforcement is visible, effective and well planned.
Routes and Operations	
<ul style="list-style-type: none"> Emergency travel services problematic outside Robertson and Ashton. Very high unemployment and low incomes levels make public transport unaffordable daily or in an emergency. No passenger rail service in the Langeberg Municipality Only tourist rail service that passes through the area on route to Port Elizabeth. 	<ul style="list-style-type: none"> Provide a good quality public transport system that is responsive to public needs. Provide subsidized services for rural towns where required.
Long distance buses and rail	
<ul style="list-style-type: none"> Limited long distance bus services in Robertson and Ashton. Not adequate long distance facilities. 	<ul style="list-style-type: none"> Provide long distance public transport solutions that cater for the needs of longer distance trips in the Municipality.

ISSUES	STRATEGIES TO RESPOND
PUBLIC TRANSPORT INFRASTRUCTURE	
<ul style="list-style-type: none"> • Main challenge at the Taxi ranks are holding space and lack of wash bay or dry-cleaning area • Lack of, or no, roadside embayments • Inadequate and unsafe public transport infrastructure • Formal taxi rank required for Ashton 	<ul style="list-style-type: none"> • Suitable and well maintained infrastructure will be provided to support the good quality public transport services in the DM. • Investigate functionality of ranks • Promotion of all modes of transport by the supply of supporting infrastructure
ISSUES	STRATEGIES TO RESPOND
ROAD NETWORK	
<ul style="list-style-type: none"> • Limited funding available to maintain road pavement standards • Effectiveness of road maintenance • Intersection problematic in Bath Street, Montagu 	<ul style="list-style-type: none"> • The road network will be well maintained and connectivity and accessibility is maximised.
Road Safety	
<ul style="list-style-type: none"> • Lack of safe pedestrian facilities along major roads. • Overloading of buses used for learner transport • Roadworthiness of learner transport buses • Speeding and reckless driving in certain areas • Unsafe intersections along high traffic volume routes. • Inadequate embayments for public transport vehicles make for unsafe conditions. 	<ul style="list-style-type: none"> • Create a safe transport environment for all road users including those with special needs. • Improve road safety and reduce road accidents • Finalisation of learner transport issues and responsibility between the DOE and DOT
ISSUES	STRATEGIES TO RESPOND
LEARNER TRANSPORT	
<ul style="list-style-type: none"> • Conditions to qualify for a transport subsidy - learners have to live outside a 5km prescribed radius of the school to qualify for a subsidy • Local operators not informed of Department of Education tenders 	<ul style="list-style-type: none"> • The travel needs of learners will be prioritised to emphasise the importance of ensuring each child receives maximum levels of education.

LEARNER TRANSPORT (Cont.)	
<ul style="list-style-type: none"> • Condition of learner travel vehicles problematic. • Limited enforcement of learner travel vehicles and operators. • Lacks of embayments contribute toward unsafe conditions for learners. • Lacks of continuous pathways make walking and cycling unsafe. • River crossing dangerous during high water levels. • Unpaved and unmaintained road shoulders problematic. • Learner visibility problematic particularly during winter 	
ISSUES	STRATEGIES TO RESPOND
Non-Motorised Transport	
<ul style="list-style-type: none"> • Lack of NMT drop off and pick up points • Distances between towns are too great for cycling to be feasible • Discontinuous or gravel sidewalks. • NMT safety along the R62 • Lack of affordability of public or private transport, therefore NMT is used as an alternative. 	<ul style="list-style-type: none"> • Walking, cycling and other non-motorised transport modes needs to be accommodated to ensure safe, convenient ease of movement. • Increase distribution of bicycles • Improve NMT safety education. • Ensure that road projects take cognisance of NMT guidelines and provisions
ISSUES	STRATEGIES TO RESPOND
FREIGHT TRANSPORT	
Road Freight	
<ul style="list-style-type: none"> • Heavy vehicles are contributing to high road infrastructure costs by reducing the life span of the road surface • Town roads are not equipped to have heavy vehicles driving and parking on them. • Inadequate facilities for overnight and stop-over truck parking. 	<ul style="list-style-type: none"> • Provide adequate network and facilities to cater for road freight requirements in Langeberg Municipality. • Businesses utilizing freight transport must incorporate suitable freight holding and access facilities.

Rail Freight	
<ul style="list-style-type: none"> Rail freight lines and handling facilities are available but not well used due to cost, safety and speed of rail goods delivery. 	<ul style="list-style-type: none"> Rail freight is promoted as the primary mode of goods movement particularly for bulky raw materials.
INSTITUTIONAL AND FINANCIAL	
Institutional	
<ul style="list-style-type: none"> ITP is not integrated with IDP Transport is not integrated with other departments e.g. tourism, LED, health, education, etc. Inadequate capacity to undertake transport function at LM and DM levels 	<ul style="list-style-type: none"> Planning of transport is well integrated with other development needs of the DM. Provide adequate and skilled capacity at DM and local municipal levels to be able to effortlessly carry out transport functions.
Financial	
<ul style="list-style-type: none"> Inadequate budget for public transport operations Inadequate budget to cover road and public transport infrastructure maintenance Public Transport facilities are built and maintained with the municipal roads budget, which is too small to cover all needs Limited funding available for resealing, maintenance, etc. of roads surface 	<ul style="list-style-type: none"> Make adequate funding available for transport requirements.

4.4 Projects

Both planning and implementation projects were considered as part of the process of identifying projects.

The process that was followed to identify the upgrading and maintenance needs of all roads and public transport facilities, for which the LM assumes responsibility, is described hereafter.

A list of projects per sector was identified. These sectors include the following:

- Road infrastructure upgrade,
- Road Maintenance
- Planning and Feasibility and
- Public transport infrastructure and
- NMT facilities;

A list of projects was developed in response to the needs assessment. Information received from public meetings, passenger and driver interviews and interviews with local authorities was also used to develop the list of projects. Table 4.2 to 4.6 presents a list of prioritised projects per sector.

The initial list of projects will also be subjected to public and political scrutiny to ensure that the actual needs of the community are being addressed.

Table 4.2: Road infrastructure and upgrade

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
ROAD INFRASTRUCTURE UPGRADE - BASED ON EXISTING INTERNAL PRIORITISATION										
1	LMRU001	McGregor	Road Construction	Long Term	Construction of road between McGregor and Greyton	√		√		Langeberg Municipality PMS
2	LMRU002	McGregor	Road Safety	Short Term	Provision of safety signs on rural roads	√		√		Langeberg Municipality PMS
3	LMRU003	Robertson-Bonnievale	Road Maintenance	Short Term	Road maintenance required on Sections of Stormsvlei Road (R317) between Robertson and Bonnievale	√				Langeberg Municipality PMS
4	LMRU004	Ashton-Montagu	Road Reconstruction	Short Term	Upgrading/reconstruction of R62 between Ashton and Montagu due to traffic growth	√		√		Langeberg Municipality PMS
5	LMRU005	Robertson-Worcester	Infrastructure Upgrade	Short Term	Widening of the portion of R60 between Robertson and Worcester (by-pass lanes)	√		√		Langeberg Municipality PMS

Table 4.3: Road Maintenance

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
ROAD MAINTENANCE - DONE THROUGH THE MAINTENANCE BUDGET AS IDENTIFIED BY THE MUNICIPALITY AND BUDGETED FOR IN OPERATIONAL BUDGET										
					will be done through the maintenance budget as identified by municipality and budgeted for in operational budget					

Table 4.4: Planning and feasibility projects

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
PLANNING AND FEASIBILITY - PRIORITISED										
1	LMPF001	Langeberg	Public Transport Services	Medium to Long Term	Integrated Public Transport Network for Langeberg Municipality	√			10	CWDM
2	LMPF002	Langeberg	Non- motorised transport	Short Term	Investigation into Non-motorised transport plan for the municipality		√		10	PC
3	LMPF003	Langeberg	Infrastructure Upgrade	Medium Term	Investigate provision of overnight facilities and truck stops for heavy vehicles in Langeberg		√		10	Public Participation
4	LMPF004	Langeberg	Public Transport	Short Term	Investigation into an expanded law enforcement management plan in Langeberg			√	10	Public Participation
5	LMPF005	Langeberg	Public Transport Facilities	Short Term	Investigation into provision of long distance bus facilities in Langeberg	√	√		10	PC
	LMPF006	Langeberg	public Transport	Medium Term	Investigation of subsidised public transport in rural areas of Langeberg			√	10	LM Meetings
	LMPF007	Langeberg	Tourism infrastructure	Short Term	Investigate maintenance of (lay-byes) tourism rest areas on scenic routes in Langeberg			√	10	LM Meetings
	LMPF008	Bonnievale	Safety measures	Short Term	Investigate safety measures on R317 in Goudmyn, Rooibrug			√	10	LM Meetings
	LMPF009	Langeberg	Infrastructure Upgrade	Short Term	Rehabilitation/retrofitting of sidewalks or pavements in old buildings in the municipality			√	10	LM Meetings
	LMPF010	Langeberg	public Transport	Long Term	Investigation into utilisation of passenger rail in Langeberg				10	LM Meetings
	LMPF011	Langeberg	public Transport	Long Term	Revitalization of existing rail stations that has been decommissioned in Langeberg				10	LM Meetings
	LMPF012	Langeberg	Learner Transport	Short Term	Investigation into provision of school transport for children on farms			√	10	LIDP 2007/ Public participation
	LMPF013	Montagu	Tourism development	Medium Term	Improve tourism corridor along Long street, Montagu		√		8	Public Participation
	LMPF014	Langeberg	Learner Transport Services	Medium Term	Investigation into the implementation of subsidised learner transport within the 5km range of schools			√	8	Public Participation
	LMPF015	Langeberg	Learner Transport	Short Term	Training of local operators to inform them of learner contract tender processes	√			8	Public Participation
	LMPF016	Langeberg	Freight	Medium Term	Freight strategy for the area addressing the road network, enforcement, infrastructure facilities required and minimum requirements for businesses using freight		√		6	Public Participation/ LM Meetings
	LMPF017	Langeberg	Traffic Calming	Medium Term	Implementation of traffic calming measures plan in Langeberg		√		4	LM Meetings

Table 4.5: Public Transport infrastructure

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
PUBLIC TRANSPORT INFRASTRUCTURE - PRIORITISED										
1	LMPT001	Ashbury	MBT Facility Upgrade	Short Term	Provision of bus-shelters and embayments in Langeberg area	√	√		80	LITP 2007
2	LMPT002	Langeberg	Public Transport Facilities	Short Term	Provision of public transport facilities (ranks) in Langeberg		√		80	LM Meetings
3	LMPT003	Robertson	Public Transport Facilities	Medium Term	Provision of public transport facility in Wesley Street, Robertson		√		68	LITP 2007

Table 4.6: NMT facilities

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
NMT FACILITIES - PRIORITISED										
1	BMP001	Langeberg	NMT Facility	Short Term	Upgrade of traffic signals to accommodate pedestrians		√		41	Public Participation/ LM Meetings
2	BMP002	Nkqubela	NMT Facility	Short Term	Design and construction of a pedestrian bridge between Nkqubela and Robertson	√		√	39	LITP 2007
3	BMP003	Zolani	Construction	Medium Term	Design and construction of a pedestrian bridge between Zolani and Ashton	√			39	LITP 2007
4	BMP004	Langeberg	NMT Facility	Short Term	Design and construction of pedestrian crossings in the municipal area (Study)			√	37	Public Participation/ LM Meetings
5	BMP005	Ashton	Street lighting	Short Term	Provision of street lights in Ashton/Zolani on R60		√		37	Public Participation/ LM Meetings
	BMP006	Robertson	Street lighting	Short Term	Provision of street lights from Robertson to Goree		√		21	LITP 2007

5. TRANSPORT IMPROVEMENT PROPOSALS

5.1 *Purpose of project evaluation and prioritisation*

The aim of this chapter is to reduce the list of projects through project prioritisation to arrive at an implementation plan that is affordable, given the available budgets and the different sources of funding available to the planning authority. The different projects identified through the process in Chapter 3 must be listed and prioritised.

Project proposals were identified from the following sources:

- Previous ITP projects not implemented or funded
- Reports and documents that describe needs as identified through previous public participation processes, stakeholder inputs and studies
- Public Participation meetings in each LM
- Meetings, discussions and workgroups with LM representatives
- Meetings and discussions with various stakeholders in the transport industry

From the comments, suggestions, remarks and complaints gathered during the consultation with all the relevant parties mentioned above, an initial summary of issues/needs was compiled. The issues were then categorised into different transport focus areas. A summary of the needs per transport sector is included in Chapter 3.

The issues were aligned with the various improvement strategies developed to address public transport in the CWDM. Furthermore, the project proposals were aligned with the Western Cape provincial strategic objectives. The project categories based on project type and transport focus area are as follows:

- Road Infrastructure Upgrade
- Road maintenance
- Planning and feasibility studies
- Public Transport Infrastructure
- Non-motorised transport

5.2 *Project prioritisation*

The projects developed from the project proposals for the final implementation plan were subject to a prioritisation process. The importance of project prioritisation is that investment in transport infrastructure will only benefit economic growth and development if it is economically viable. The current process allowed for in the development of an ITP does not permit an economic evaluation in the development of the infrastructure implementation plan. It is advisable that the prioritisation process be done together with politicians to ensure political support of the final project lists.

All projects identified in the status quo analysis and the public participation processes were prioritised by a special Local Municipal Working Group consisting of the area Engineer and other municipal sectors, senior Traffic Officials and Councillors. The following criteria were used for the prioritisation of the projects:

- traffic/passenger volumes,
- existing conditions,
- network considerations and
- the impact on social and developmental conditions

Completed project evaluation forms for all projects per LM are included in Annexure C.

Both the infrastructure and maintenance projects were subjected to prioritisation, albeit through different processes. Prioritisation of municipal road maintenance projects takes place through evaluation on a network level with the use of the IMQS Pavement Management System. This is in contrast with prioritisation of individual projects or sections of road. Visual assessment forms the basis of evaluating the condition of the road network and the need for specific actions. The systems reporting function provides a mechanism for strategic planning and budgeting purposes. The various road maintenance programmes in which projects/links are listed according to priority are as follows:

- Preliminary reconstruction programme (Flexible pavements): This report gives tentative recommendations for rehabilitation programming. These projects and remedial measures need verification by further field investigations.
- Resurfacing programme (Flexible pavements): Resurfacing projects, listed in order of priority, are divided into those considered necessary during the first year, followed by those necessary during the second year. For the five-year budget implementation programme, the average resurfacing cost for these two years was used as an annual estimate.
- Diluted emulsions programme: Before distress is visible, a dry and brittle road surface will benefit greatly from a treatment of diluted emulsion.
- Upgrade of gravel roads as per the Gravel Road Maintenance System (GRMS)
- Maintenance of gravel roads as per the GRMS
- Upgrade priorities of dirt roads to gravel standards: A road usually starts as a dirt road and as traffic increases, gravel is added over the natural material. This report gives a priority list and cost implications of such projects.
- Maintenance of jointed concrete road sections

The prioritised list of projects for Langeberg Municipality is provided in Table 5.1.

5.3 Budget constraints

The available budget for the improvement of the transport system is nearly always insufficient to fund all identified projects and a process of project prioritisation will have to be used to ensure that the available budget is spent in those areas where the greatest needs are.

Table 5.1: Prioritised projects for Langeberg Municipality

PRIORITY PROJECTS PER SECTOR	NO.	AREA	TYPE OF PROJECT	HORISON	DESCRIPTION	RESPONSIBILITY/FUNDING			SCORE	SOURCE
						DM	LM	PGWC		
ROAD INFRASTRUCTURE UPGRADE - BASED ON EXISTING INTERNAL PRIORITISATION										
1	LMRU001	McGregor	Road Construction	Long Term	Construction of road between McGregor and Greyton	√		√		Langeberg Municipality PMS
2	LMRU002	McGregor	Road Safety	Short Term	Provision of safety signs on rural roads	√		√		Langeberg Municipality PMS
3	LMRU003	Robertson-Bonnievale	Road Maintenance	Short Term	Road maintenance required on Sections of Stormsvlei Road (R317) between Robertson and Bonnievale	√				Langeberg Municipality PMS
4	LMRU004	Ashton-Montagu	Road Reconstruction	Short Term	Upgrading/reconstruction of R62 between Ashton and Montagu due to traffic growth	√		√		Langeberg Municipality PMS
5	LMRU005	Robertson-Worcester	Infrastructure Upgrade	Short Term	Widening of the portion of R60 between Robertson and Worcester (by-pass lanes)	√		√		Langeberg Municipality PMS
ROAD MAINTENANCE - DONE THROUGH THE MAINTENANCE BUDGET AS IDENTIFIED BY THE MUNICIPALITY AND BUDGETED FOR IN OPERATIONAL BUDGET										
					will be done through the maintenance budget as identified by municipality and budgeted for in operational budget					
1	LMPF001	Langeberg	Public Transport Services	Medium to Long Term	Integrated Public Transport Network for Langeberg Municipality	√			10	CWDM
2	LMPF002	Langeberg	Non- motorised transport	Short Term	Investigation into Non-motorised transport plan for the municipality		√		10	PC
3	LMPF003	Langeberg	Infrastructure Upgrade	Medium Term	Investigate provision of overnight facilities and truck stops for heavy vehicles in Langeberg		√		10	Public Participation
4	LMPF004	Langeberg	Public Transport	Short Term	Investigation into an expanded law enforcement management plan in Langeberg			√	10	Public Participation
5	LMPF005	Langeberg	Public Transport Facilities	Short Term	Investigation into provision of long distance bus facilities in Langeberg	√	√		10	PC
PUBLIC TRANSPORT INFRASTRUCTURE - PRIORITISED										
1	LMPT001	Ashbury	MBT Facility Upgrade	Short Term	Provision of bus-shelters and embayments in Langeberg area	√	√		80	LITP 2007
2	LMPT002	Langeberg	Public Transport Facilities	Short Term	Provision of public transport facilities (ranks) in Langeberg		√		80	LM Meetings
3	LMPT003	Robertson	Public Transport Facilities	Medium Term	Provision of public transport facility in Wesley Street, Robertson		√		68	LITP 2007
NMT FACILITIES - PRIORITISED										
1	BMP001	Langeberg	NMT Facility	Short Term	Upgrade of traffic signals to accommodate pedestrians		√		41	Public Participation/ LM Meetings
2	BMP002	Nkqubela	NMT Facility	Short Term	Design and construction of a pedestrian bridge between Nkqubela and Robertson	√		√	39	LITP 2007
3	BMP003	Zolani	Construction	Medium Term	Design and construction of a pedestrian bridge between Zolani and Ashton	√			39	LITP 2007
4	BMP004	Langeberg	NMT Facility	Short Term	Design and construction of pedestrian crossings in the municipal area (Study)			√	37	Public Participation/ LM Meetings
5	BMP005	Ashton	Street lighting	Short Term	Provision of street lights in Ashton/Zolani on R60		√		37	Public Participation/ LM Meetings

5.4 Strategies in relation to priority project

Various strategies were identified in response to the key issues identified (see Chapter 2) from the review of the transport status. Table 5.2 **Error! Not a valid bookmark self-reference.** shows the priority projects and how they respond to one or more of the identified strategy. The strategies are as follow:

1. Promote, support and enable job creation through local economic development and tourism initiatives
2. Improve public transport operations
3. Provide public transport infrastructure
4. Improvement of learner transport operations Improvement of the road network
5. Improvement of road safety conditions
6. Improvement of conditions for non-motorised transport users
7. Promote and support the movement of freight
8. Develop a sound institutional and administrative environment

Table 5.2: Strategies in relation to priority projects

LANGEBERG LOCAL MUNICIPALITY		STRATEGIES								
		Promote LED tourism initiatives	Improve PT operations	Provide PT infrastructure	Improve learner transport	Improve road network	Improve road safety conditions	Improve NMT	Promote freight movement	Institutional and administrative
FOCUS AREA: ROAD INFRASTRUCTURE (BASED ON EXISTING INTERNAL PRIORITISATION)										
LMU001	Construction of road between McGregor and Greyton	✓	✓		✓	✓	✓		✓	
LMU002	Additional Road Safety signage along rural roads	✓	✓		✓	✓	✓		✓	
LMU003	Maintenance on sections of Stormsvlei Rd (R317), Robertson to Bonnievale	✓	✓		✓	✓	✓		✓	
LMU004	Upgrading/reconstruction of TR31/2 (R62) between Ashton and Montagu	✓	✓		✓	✓	✓		✓	
LMU005	Bypass lanes on sections of the R60 between Robertson and Worcester (Operational Investigation)	✓	✓		✓	✓	✓		✓	
FOCUS AREA: TRANSPORT PLANNING AND FEASIBILITY										
LMPF001	Integrated Public Transport Network Plan for Langeberg LM		✓	✓						
LMPF002	Investigation into Non-motorised Transport plan for Langeberg LM				✓		✓	✓		
LMPF003	Investigate provision of overnight facilities and truck stops for heavy vehicles		✓		✓		✓			
LMPF004	Investigation into an expanded law enforcement	✓	✓	✓	✓					✓

LANGEBERG LOCAL MUNICIPALITY		STRATEGIES								
		Promote LED tourism initiatives	Improve PT operations	Provide PT infrastructure	Improve learner transport	Improve road network	Improve road safety conditions	Improvement NMT	Promote freight movement	institutional and administrative
	management plan									
LMPF005	Investigation into provision of long distance bus facilities in Langeberg LM	✓	✓	✓	✓					
FOCUS AREA: PUBLIC TRANSPORT INFRASTRUCTURE										
LMPT001	Provision of bus-shelters and embayments in Langeberg area	✓	✓	✓			✓			
LMPT002	Provision of public transport facilities (ranks) in Langeberg (Study)	✓	✓	✓						
LMPT003	Provision of public transport facility in Wesley Street, Robertson	✓	✓	✓						
FOCUS AREA: NMT FACILITIES										
LMP001	Upgrade of traffic signals to accommodate pedestrians	✓					✓	✓		
LMP002	Design and construction of a pedestrian bridge between Nkqubela and Robertson	✓					✓	✓		
LMP003	Design and construction of a pedestrian bridge between Zolani and Ashton	✓					✓	✓		
LMP004	Design and construction of pedestrian crossings in the municipal area (Study)	✓					✓	✓		
LMP005	Provision of street lights in Ashton/Zolani on R60	✓					✓	✓		

6. IMPLEMENTATION PLAN

After estimation of the cost of an implementation plan that is affordable given the available budgets and the different sources of funding available to the planning authority. In reaching this aim, the following steps are identified:

- Sources of funding and affordability limit
- Cost estimates
- Implementation programme and budgets
- Project Plans

The initial step would be to identify all possible sources of funding that will be available for transport over the next five year implementation period. The costs for implementing the identified projects also need to be estimated. The available funding then needs to be matched with the costs of implementing the prioritised list of projects, to determine the affordability cut-off line. Finally, a five-year budget and cash-flow of the selected high priority projects must be compiled, of which the first year will be in substantially greater detail than the following four years. Selected projects are further described in terms of project plans which specify the detail of each project.

6.1 Sources of funding

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

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

6.1.1 Public contributions and donations

Donor funding has a variety of objectives which include:

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

Public contributions and donations is a possible additional source of funding.

6.1.2 Borrowing

Municipalities can acquire loans to fund high-priority projects through various means which include the following:

- Internally generated funds (own funding sources)
- Capital transfers
- Direct or indirect National and Provincial grants

6.1.3 Internally generated funds (own funding sources)

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

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

6.1.4 Capital transfers

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

6.1.5 Direct or indirect National and Provincial grants

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

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

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

National Treasury: DORA (Division of Revenue Act) Allocations: The National Department of Transport: Public Transport Infrastructure Fund: The Public Transport Infrastructure fund, established by the National Treasury for administration by the National Department of

Transport, was created to provide a dedicated fund for ensuring the delivery of an improved public transport and non-motorised transport system.

- Special Municipal Innovation Funds (SMIF) and the Municipal Infrastructure Grant (MIG): The MIG gives effect to earlier Cabinet decisions and policy positions on the establishment of a single consolidated funding mechanism to support municipal infrastructure. The MIG is an infrastructure-funding mechanism, created to facilitate the implementation of the Expanded Public Works Programme (EPWP).
- The MIG is an infrastructure transfer mechanism geared to making the system of transfers to municipalities simpler, more certain and direct. Its conditions are more flexible, designed to support the capital budgets of municipalities, and to facilitate integrated development planning.
 - The MIG will not fund specific projects, but is designed to complement the capital budgets of municipalities (similar to the provincial infrastructure grant). Reporting on spending will therefore be on the entire capital budget of municipalities, which also has to ensure that there are sufficient operational budgets in the future to fund such capital expenditure. Individual national line departments will continue to lead the monitoring and support of implementation in their specific functions and priorities.
 - The MIG has been set up to merge the following funding programmes in a phased manner:
 - Consolidated Municipal Infrastructure Programme (CMIP), in support of internal bulk, connector infrastructure and community facilities to poor households
 - Community based Expanded Public Works Programme, in support of the creation of community assets in rural, historically disadvantaged communities
 - Local Economic Development Fund, in support of planning, and implementation of job creation and poverty alleviation
- The Provincial Department of Transport and Public Works Allocations: Transfer payments from the PGWC can be made to the LM to maintain the proclaimed municipal main roads. Budget allocations are based on the PGWC PMS and a priority listing. LMs need to provide 20% of the funds while PGWC subsidises the remaining 80%. All information about funding categories, timeframes and procedures on this subject is contained in “Guidelines for the allocation of funding and the execution of projects in terms of proclaimed municipal roads”, a downloadable document from the provincial roads website at <http://rnis.wcape.gov.za>. The provincial Road Infrastructure Branch Medium Term Expenditure Framework (MTEF) budget commitments for road network improvement spending over the next three years appear in Annexure D.

6.1.6 Alternative Funding Sources

Possibilities for donor funding sources are as follows:

- DBSA (The development bank of Southern Africa)
- National Lottery funds
- Swedish International Development Agency (SIDA)
- German Development Bank (KWF)
- European Commission

- ORIO (Dutch Ministry of Economic Affairs) contributes to the development, implementation (construction and/or expansion), operation and maintenance of public infrastructure in developing countries.

6.2 Cost Estimates

After estimation of the cost of implementation of the priority projects, the next step would be to identify all possible sources of funding available to transport over the five-year implementation period. The available funding then needs to be matched with the costs of implementation to determine the affordability cut-off line.

Funding at local level is extremely limited due to competing needs. The emphasis is placed on essential services and maintenance rather than the expansion of infrastructure.

In the event that allocated funds are not spent by the end of the financial year, the funding is generally withdrawn. Only in exceptional circumstances are funds rolled over to the following financial year. In cases where it has become impossible to implement an identified project within the envisaged timeframe, municipalities are encouraged to implement a similar alternative project. Municipalities are required to submit monthly progress reports so that implementation and financial progress may be tracked. PGWC submits a financial update to Treasury on a monthly basis

6.3 Implementation Plan

A budget and programme for the five-year implementation period was prepared for the high-priority projects. Table 5.1 provides a list of the five highest-ranking projects per category when combining the prioritised projects for Langeberg Municipality.

6.4 Project Plans

Selected projects are further described in terms of project plans which specify:

- Project objectives and how these objectives will be achieved.
- Project outputs, targets and locations. Targets should relate to the period of time in which the different phases of upgrading should take place.
- Project tasks / activities, responsible agencies and timing. This will typically relate to the breakdown of the project into tasks including the implementation programme. Responsible agencies and their involvement in the project will be listed.
- Project costs including budget estimates and sources of finance.
- Any further information or remarks relating to the specific project

Completed project plans for each project proposed in Langeberg Municipality and the municipal PMS reports are included in Annexure F.

Table 6.1: Project Implementation Budget and Programme

AREA	PROJECT NO	PROJECT DESCRIPTION	Estimated Budget per Year (2010 ZAR value)						Total (2010 R Value)
			2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
		ROAD INFRASTRUCTURE (BASED ON EXISTING INTERNAL PRIORITISATION)							
Langeberg	LMRU001	Upgrade of shoulder on MR290 between Robertson and McGregor	R -	R -	R 200 000	R -	R -	R -	R 200 000
Langeberg	LMRU002	Provision of additional road Safety signage along rural roads	R -	R 350 000	R -	R -	R -	R -	R 350 000
Langeberg	LMRU003	Maintenance on sections of Stormsvlei Rd (R317), Robertson to Bonnievale	R -	R -	-	R -	R -	R -	R -
Langeberg	LMRU004	Upgrading/reconstruction of TR31/2 (R62) between Ashton and Montagu	R -	R -	R -	R -	R -	R -	R -
Langeberg	LMRU005	Bypass lanes on sections of the R60 between Robertson and Worcester	R -	R -	R 500 000	R -	R -	R -	R 500 000
Sub Total: ROAD INFRASTRUCTURE			R -	R 350 000	R 700 000	R -	R -	R -	R 1 050 000
		ROAD MAINTENANCE (DONE THROUGH THE MAINTENANCE BUDGET AS IDENTIFIED BY THE MUNICIPALITY AND BUDGETED FOR IN OPERATIONAL BUDGET)							
		Will be done through the maintenance budget as identified by municipality and budgeted for in operational budget							
		PLANNING AND FEASIBILITY STUDIES							
Langeberg	LMPF001	Integrated Public Transport Network Plan for Langeberg LM	R -	R 500 000	R -	R -	R -	R -	R 500 000
Langeberg	LMPF002	Investigation into Non-motorised Transport plan for Langeberg LM	R -	R -	R -	R 500 000	R -	R -	R 500 000
Langeberg	LMPF003	Investigate provision of overnight facilities and truck stops for heavy vehicles	R -	R -	R -	R -	R 500 000	R -	R 500 000
Langeberg	LMPF004	Investigation into an expanded law enforcement management plan	R -	R -	R 150 000	R -	R -	R -	R 150 000
Langeberg	LMPF005	Investigation into provision of long distance bus facilities in Langeberg LM	R -	R -	R -	R -	R -	R 250 000	R 250 000
Sub Total: PLANNING AND FEASIBILITY STUDIES			R -	R 500 000	R 150 000	R 500 000	R 500 000	R 250 000	R 1 900 000
		PUBLIC TRANSPORT INFRASTRUCTURE							
Langeberg	LMPT001	Locations of bus shelters and embayments	R -	R 200 000	R 550 000	R -	R -	R -	R 750 000
Langeberg	LMPT002	Provision of public transport ranks in Langeberg LM	R -	R -	R -	R 250 000	R 1 500 000	R -	R 1 750 000
Langeberg	LMPT003	Provision of public transport facility in Wesley Street	R -	R -	R -	R -	R -	R 3 200 000	R 3 200 000
Sub Total: PUBLIC TRANSPORT INFRASTRUCTURE			R -	R 200 000	R 550 000	R 250 000	R 1 500 000	R 3 200 000	R 5 700 000
		NMT FACILITIES							
Langeberg	LMP001	Upgrade of traffic signals to accommodate pedestrians	R -	R -	R 300 000	R 300 000	R 300 000	R -	R 900 000
Langeberg	LMP002	Design and construction of a pedestrian bridge between Nkqubela and Robertson	R -	R -	R 50 000	R -	R -	R -	R 50 000
Langeberg	LMP003	Design and construction of a pedestrian bridge between Zolani and Ashton	R -	R -	R -	R 50 000	R -	R -	R 50 000
Langeberg	LMP004	Design and construction of pedestrian crossings in the municipal area (Study)	R -	R 250 000	R -	R -	R -	R -	R 250 000
Langeberg	LMP005	Provision of street lights in Ashton/Zolani on R60	R -	R -	R -	R -	R -	R 250 000	R 250 000
Sub Total: NMT FACILITIES			R -	R -	R 350 000	R 350 000	R 300 000	R -	R 1 000 000
Langeberg LM			R -	R 1 050 000	R 1 750 000	R 1 100 000	R 2 300 000	R 3 450 000	R 9 650 000

7. PUBLIC AND STAKEHOLDER CONSULTATION

The following public and stakeholder consultations were undertaken as part of the review process:

- Steering committee meetings with representatives of DM and LM and PGWC, where key milestones on project progress was presented and discussed.
- Key stakeholder interviews to obtain views on current ITPs strengths and weaknesses and current issues experienced with transport in the DM.
- Interviews with public transport passengers and taxi drivers.
- Interviews with school principals to determine the extent of learner transport and the issues associated with this mode.
- Two rounds of public meetings in strategic locations in the DM and LMs to inform public of the ITP process, obtain information on existing conditions and to present the proposed projects.

The summary findings of the interviews with stakeholders in Langeberg Municipality can be found in the Transport Needs Assessment chapter of this report. The contact person at Langeberg Municipality is Mr Nicolaas Koegelenberg, Manger: Civil Engineering. Tel: 023-626 8272, E-mail: Ewagner@langeberg.gov.za

In addition, the following organisations were also contacted:

- Long Distance Bus Companies
- The Department of Education which subsidises learner transport
- Schools in Ashton, Montagu, Bonnievale and Robertson
- SARCC /.PRASA
- Department of Tourism and Economic Development
- Department of Health and Emergency Medical Services
- SANRAL

7.1 Public Meetings

The towns forming part of included Robertson, Montague, Ashton, Bonnievale and McGregor. Two public meetings were held. The first public meeting was held on 24 March 2010 and the second meeting was held on the 22 June 2010. Both these meetings were held at the City Hall at Langeberg Municipality in Robertson and were attended by members of the public as well as key stakeholders from different sectors.

7.1.1 Objectives of the public participation process

The overall aim of the first meeting held on 24th March 2010 meeting was to ensure that any member of the public, as well as key identified interested parties have an adequate opportunity to provide input into Langeberg Municipality ITP.

More specifically the objectives of the first public meeting were to:

- Inform the members of the public and key stakeholders about the ITP for Langeberg Municipality
- Provide members of the public and key stakeholders with the opportunity to identify issues and concerns associated with transport in the area
- Identify possible solutions to key transport related issues

The objectives of the second public meeting held on 22 June 2010 were to

- Present progress/findings on data collection,
- Summarise the issues from the first public meeting and
- Present a list of projects identified to be included in the ITP.

7.1.2 Approach

The activities undertaken in preparation for the 1st public meeting are summarised as follows: In consultation with Langeberg Municipality, an appropriate date, time and venue was confirmed for the 1st public meeting. It was decided to hold the meeting in Robertson as it is considered the focal town within the LM.

General public:

- An advertisement was placed for two consecutive weeks prior to the meeting in The Worcester Standard and one week prior in The Worcester Standard and The Gazette to invite the public to the meeting (see Annexure F1: Adverts placed in newspapers)
- A notice inviting members of the public to the meeting was placed on Langeberg Municipality's website
- Posters inviting members of the public to the public meeting were placed on the notice boards of different municipal offices' and libraries (see Annexure F2: Photographs of posters placed)

Key interest groups:

- A database of key stakeholders for Langeberg Municipality was compiled. The identification of these key stakeholders was done in consultation with the project team, the CWDM as well as Langeberg Municipality (see Annexure F3: Database of key stakeholders and public meeting attendees).
- LM representatives were contacted to assist with finding contact details of key stakeholders. The internet was utilised in this regard as well.
- Once key stakeholders were identified and contacted, they were requested to assist in the identification of other key stakeholders that may be interested in attending the public meeting.
- The identified key stakeholders were contacted and invited to attend the public meeting either via The Environmental Partnership, the CWDM or via Langeberg Municipality.
- The Environmental Partnership used telephonic as well as email communication to invite the identified key public.
- The CWDM invited the taxi associations operating within Langeberg Municipality to the public meeting.

A representative of Langeberg Municipality was contacted and requested to invite the following key stakeholders to the public meeting:

- Representatives from the traffic department
- Representatives from the LM's tourism board
- Municipal ward councillors
- IDP representatives
- Municipal officials

The Environmental Partnership invited the following key stakeholders to the public meeting:

- Long distance bus operators
- Representatives from the freight industry
- Representatives from the farming industry
- Representatives from the Western Cape Education Department
- Representatives from the Tourism Bureaus
- Representatives from the Black Business Forum

The activities undertaken at the public meeting:

The meeting was attended by the following key stakeholder representatives and members from the public (see Annexure F4: Attendance register for the public meeting)

- LM representatives
- Various taxi associations operating in the area
- Western Cape Department of Education
- Private road users

During the public meeting, the meeting attendees were provided an opportunity to raise issues and provide possible solutions to these issues. Comments and issues raised at the public meeting were noted and incorporated into meeting minutes which are included in Annexure F: Public meeting minutes)

An opportunity to provide additional comments within the two weeks following the meeting was made possible by providing comment sheets for the meeting attendees. This could be returned by fax, e-mail, post or place it in a comments box provided at the LM.

The activities undertaken in preparation for the 2nd public meeting are summarised as follows: In consultation with Langeberg Municipality, an appropriate date, time and venue was confirmed for the public meeting.

General public:

- An advertisement was placed one week prior to the meeting one week prior to the meeting in The Worcester Standard and one and a half weeks prior in Die Burger to invite the public to the meeting (see Appendix A: Adverts placed in newspapers)
- Posters inviting members of the public to the public meeting were placed on the notice boards of different municipal offices', shops and other key public areas (see Annexure F2: Photographs of posters placed)
- Key interest groups:
- A database of key stakeholders for Langeberg Municipality was updated. The identification of these key stakeholders was done in consultation with the project team, the CWDM as well as Langeberg Municipality (see Annexure F3: Database of key stakeholders and public meeting attendees).
- LM representatives were contacted to assist with finding contact details of key stakeholders. The internet was utilised in this regard as well.
- Once key stakeholders were identified and contacted, they were requested to assist in the identification of other key stakeholders that may be interested in attending the public meeting.

- The identified key stakeholders were contacted and invited to attend the public meeting either via The Environmental Partnership, the CWDM or via Langeberg Municipality.
- Telephonic as well as email communication to invite the identified key public.
- Members of the public who attended the first public meeting. This was done two weeks prior to the meeting via e-mail. One week prior to the public meeting, a reminder e-mail was sent out. Follow-up phone calls were also undertaken.
- The CWDM invited the taxi associations operating within Langeberg Municipality to the public meeting.

A representative of Langeberg Municipality was contacted and requested to invite the following key stakeholders to the public meeting:

- Representatives from the traffic department
- Representatives from the LM's tourism board
- Municipal ward councillors
- IDP representatives
- Municipal officials

The following key stakeholders to the public meeting:

- Long distance bus operators
- Representatives from the freight industry
- Representatives from the farming industry
- Representatives from the Western Cape Education Department
- Representatives from the tourism bureaus
- Representatives from the Black Business Forum
- Representatives from community safety
- Representatives from culture groups
- Representatives from disability groups
- Representatives from organisations for the elderly
- Representatives from faith based organisations
- Farm workers
- Representatives from gender based groups
- Representatives from health and HIV AIDS and poverty groups
- Representatives from human rights and democracy groups
- Representatives from sport groups
- Representatives from youth groups

The activities undertaken at the public meeting:

The meeting was attended by the following key stakeholder representatives and members from the public (see Annexure F4: Attendance register for the public meeting)

- LM representatives
- Various taxi associations operating in the area
- Private road users
- Department of Health

During the public meeting, the meeting attendees were provided an opportunity to comment on the projects proposed as well as suggest other projects which need to be prioritised.

Comments and issues raised at the public meeting were noted and incorporated into meeting minutes (see Annexure F5: Public meeting minutes)

An opportunity to provide additional comments within the two weeks following the meeting was made possible by providing comment sheets for the meeting attendees. This could be returned to The Environmental Partnership by fax, e-mail, post or placed in a comments box provided at the LM.

7.1.3 Issues and concerns raised by interested and affected parties (I&AP's)

Stakeholders in Langeberg Municipality raised a number of issues and concerns regarding the ITP for the CWDM. Comments were raised by I&APs mainly during the scheduled meetings, but stakeholders also had an opportunity to address concerns via fax and telephone. Full details of the comments received during the meetings for Langeberg Municipality is included in the minutes attached in Annexure F5

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ANNEXURE A : LIST OF SCHOOLS IN LANGEBERG

ANNEXURE B : NEEDS ASSESSMENT: PUBLIC PARTICIPATION PROCESS

ANNEXURE B1 : INTERVIEWS WITH SCHOOL PRINCIPALS

ANNEXURE B2 : MINUTES OF MEETINGS WITH LOCAL WORKING GROUP

ANNEXURE B3 : MEETINGS WITH STAKEHOLDERS

ANNEXURE C : PROJECT EVALUATION FORMS

ANNEXURE D : PGWC 3-YEAR MTEF BUDGET

ANNEXURE E : PRIORITISED PROJECTS

**ANNEXURE E1 : PROJECT PLANS OF PRIORITISED TRANSPORT ROJECTS
IN LANGEBERG INCLUDED IN THE FIVE-YEAR BUDGET
FOR THE PERIOD 2010-2015**

ANNEXURE E2 : PAVEMENT MANAGEMENT SYSTEM REPORTS

ANNEXURE F : PUBLIC MEETINGS

ANNEXURE F1 : ADVERTS PLACED IN NEWSPAPERS

ANNEXURE F2 : PHOTOGRAPHS OF POSTERS PLACED

ANNEXURE F3 : DATABASE OF KEY STAKEHOLDERS AND PUBLIC MEETING ATTENDEES

ANNEXURE F4 : PUBLIC MEETING ATTENDENCE REGISTER

ANNEXURE F5 : PUBLIC-MEETING MINUTES

ANNEXURE G : COMMENTS RECEIVED FROM LANGEBERG MUNICIPALITY

