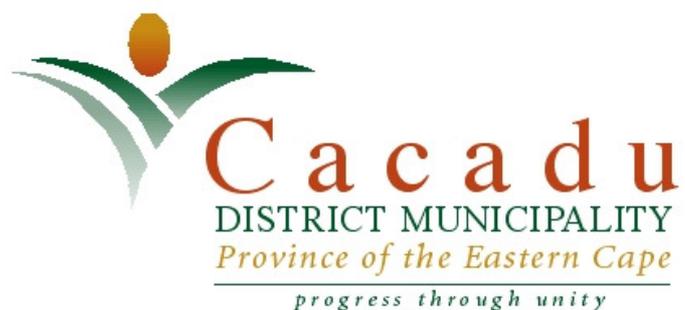


# CACADU DISTRICT MUNICIPALITY

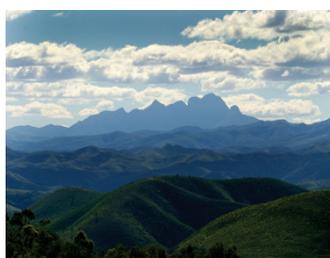
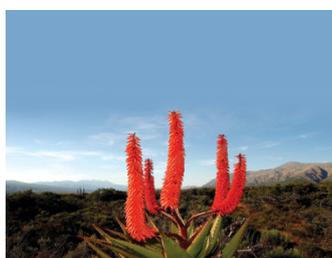


## INTEGRATED TRANSPORT PLAN

2007/08 to 2011/2012

**(Review for 2011/12)**

June 2011



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## DEFINITIONS & ABBREVIATIONS

The following definitions and abbreviations apply in addition to the definitions as contained in Section 1 of the National Land Transport Act (Act 5 of 2009):

CDM	Cacadu District Municipality
CPTR	Current Public Transport Record
DITP	District Integrated Transport Plan
DMA	District Management Area
DoT	Department of Transport
DPLG	Department of Provincial and Local Government
DRPW	Eastern Cape Department of Roads & Public Works
ECDOT	Eastern Cape Department of Transport
EPWP	Expanded Public Works Programme
IDP	Integrated Development Plan
ITP	Integrated Transport Plan
LTPS	Land Transport Permit System
NATIS	National Traffic Information System
NLTsf	National Land Transport Strategic Framework
NLTA	National Land Transport Act
NMBM	Nelson Mandela Bay Municipality
OLS	Operating License Strategy
PLTF	Provincial Land Transport Framework
PTP	Public Transport Plan
RatPlan	Rationalisation Plan
SANRAL	South African National Roads Agency Limited
SARCC	South African Railway Commuter Corporation Limited
SDF	Spatial Development Framework

# 1. INTRODUCTION

## 1.1 BACKGROUND

The National Land Transport Act (Act No 5 of 2009) requires that Planning Authorities prepare Integrated Transport Plans (ITP's) to guide transport planning within their area of jurisdiction. The Minister of Transport has published minimum requirements for the preparation of ITP's, and in terms of these, the Cacadu District Municipality (CDM) is classified as a Type 2 Planning Authority and needs to prepare a District Integrated Transport Plan (DITP).

This District Integrated Transport Plan (DITP) has been prepared for the **five year period from July 2011 to June 2016** and is termed the 2010/11 ITP. It is the second update of the ITP that was first published by the CDM in September 2005. A draft update was prepared in 2008/09, but was not formally adopted by the CDM.

The CDM DITP covers the following Local Municipalities, as indicated in **Table 1** below and in the Locality Plan attached as **Figure 1**:

**Table 1: LMA's and settlements in CDM:**

Municipal Code	Municipality	Major Settlements / Towns
EC101	Camdeboo	Graaf-Reinett, Aberdeen, Nieu-Bethesda
EC102	Blue Crane Route	Somerset-East, Cookhouse, Pearston
EC103	Ikwezi	Jansenville, Klipplaat, Waterford
EC104	Makana	Grahamstown, Alicedale, Riebeeck-East
EC105	Ndlambe	Port Alfred, Kenton-on-Sea, Alexandria
EC106	Sundays River Valley	Kirkwood, Addo, Paterson
EC107	Baviaans	Willowmore, Steytlerville
EC108	Kouga	Humansdorp, Jeffreys Bay, Hankey, Patensie
EC109	Koukamma	Joubertina, Kareedouw, Louterwater
ECDMA10	Cacadu DMA	Rietbron

It should be noted that the 2011/12 ITP has been prepared based upon the demarcations prior to the new demarcations as gazetted early 2011. This update commenced and was substantially completed prior to the demarcation changes. For the next ITP, a complete review is required and, at such time, the new demarcations will be used.

## 1.2 INSTITUTIONAL AND ORGANISATIONAL ARRANGEMENTS

The functioning of the CDM with regards to transport planning and implementation is influenced mainly by the nine LMA's which it serves, and the Eastern Cape Department of Transport (ECDOT) and Department of Roads & Public Works (DRPW).

The Council of the Cacadu District Municipality, which consists of the mayors from the nine local municipalities who elect an executive mayor for the District, is the decision-making body for the delivery of all infrastructure and services which are funded from the CDM budget. This includes planning functions for the preparation of the District SDF, IDP and ITP, which are all compiled from the constituent local municipalities' planning inputs. The preparation of the local

municipality planning inputs is facilitated by the district planning officials, working through the local municipal managers.

The ECDOT, through the Transport Planning Directorate based in King William's Town, provides overall policy guidance on transport planning through the preparation of the White Paper on Provincial Transport Policy, the Provincial Land Transport Framework Plan. The ECDOT, through its district office of the Operating Licencing Board in Port Elizabeth, is also responsible for the implementation of the CDM's Operating Licencing Strategy (OLS) contained in this ITP. This includes the administration and issuing of Route Operating Licences, public transport monitoring and enforcement. Traffic law enforcements also occurs through the provincial traffic police, which also fall under the ECDOT. The DRPW, through the District Roads Engineer, is responsible for the maintenance and improvement of the provincial road network in the district.

Lastly, transport planning in the CDM is also heavily influenced by the policies and strategies implemented by the Nelson Mandela Bay Municipality (NMBM). The NMBM falls entirely within the CDM and accounts for the bulk of public transport operators and operations within the district. This DITP excludes the NMBM.

### 1.3 LIAISON AND COMMUNICATION MECHANISMS

Effective liaison and communication between and within the various institutions is critical to ensure effective planning and operations. This is achieved through the following mechanisms:

- Cacadu District Transport Forum  
Transport Forums provide very important opportunities for effective communication with stakeholders on all aspects pertaining to transport needs. The District Transport Forum is convened and chaired by the District Manager of the ECDOT. It comprises of two members of each of the Local Transport Forums in the Cacadu District.
- TRANSMEC  
This is a political structure with the MEC for Safety Liaison and Transport as chairman and includes political representatives from District Municipalities, the Metropolitan Municipality, the Core Cities of the Metropolitan Transport Areas (Buffalo City and King Sabata Dalindyebo).
- Transport Technical Committee  
This is a Technical Structure comprising national, provincial and municipal officials responsible for transport related matters in the Province. It is chaired by the Head of Department of the Department of Transport. The function of the TTC is to:
  - Provide technical support to TRANSMEC;
  - Receive assignments from TRANSMEC; and
  - Ensure consistency, uniformity of approach and sharing of developed solutions.
- Transport Co-ordinating Committees  
These are thematic sub-committees to support the Transport Technical Committee. The ITP Coordinating Committee is convened by the ECDOT and meets quarterly to monitor progress with the preparation of ITP's and to exchange information.

In addition to the above communication channels, the CDM also liaises directly with the ECDOT's Operating Licensing Board for the evaluation of operating licence applications. Liaison also occurs directly with the various departments of the ECDOT and DRPW on

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technical issues, such as land use applications, traffic impact assessments, road upgrading and maintenance, and the like.

\* \* \* \* \*

## 2. TRANSPORT VISION AND OBJECTIVES

### 2.1 TRANSPORT VISION

***An affordable, safe and accessible transport system which contributes to a transformed and sustainable Cacadu District Municipality which results in an improved quality of life for urban and rural communities.***

The Vision for Transport in the CDM has been formulated in line with its IDP Vision and within the framework of current provincial and national government policy. **Annexure A** contains a comprehensive list of policies and documentation relevant to the CDM ITP, and which influence transport planning.

### 2.2 TRANSPORT GOALS & OBJECTIVES

The key goals and objectives have been formulated to have definite targets along the way to achieving an ideal state of transport in the district, that achieves the set Vision:

- **Affordability**

The CDM intends to provide appropriate and cost-effective transport infrastructure and services within the district, supplementing and complimentary to the infrastructure being upgraded and provided by the provincial government. The following objectives have been set in this regard:

- Public transport facilities will be maintained to a high level of cleanliness, and the condition thereof to acceptable engineering and architectural standards;
- Upgrading or the construction of new public transport infrastructure will be in relation to the need or demand for services related to this infrastructure; and
- A prioritized project list will be prepared for a 5-year period, with realistic budgets so that these projects are achievable within the limited CDM budget.

- **Safety**

The CDM wishes to reduce the number of traffic accidents on the provincial road network in the district. This will be achieved through:

- Developing and implementing a collision information management system;
- Identifying the hazardous locations and accident trends; and
- Thereafter addressing problems and trends through appropriate engineering and law enforcement strategies and programmes.

- **Accessibility**

The overall condition of the road network in the district is to be improved in order to increase accessibility and mobility. This will assist in achieving the secondary objective of increasing accessibility to public transport and the utilization of public transport services. Specific objectives in this regard include:

- Providing sidewalks and footpaths on highly utilized pedestrian routes;

- Identifying roads of strategic economic importance and lobbying with the authorities responsible for these roads to upgrade and/or maintain these to an appropriate level of service;
- Providing suitable public transport options for rural communities;
- Increase the percentage of total roads length in District that is classified as being in “good” condition according to the provincial Road Management System; and
- Increase accessibility to public transport in the District as measured by the amount of services provided (route kilometres) and utilisation of services (passengers per day) recorded in annual updates of the Transport Register.

#### ▪ **Integrated Transport Planning**

The improvement and integration of transport planning will lead not only to improved efficiency within the CDM, but will also encourage LMA's and operators to participate in the planning process. The immediate objectives are the following:

- Include recommendations from the DITP in municipal IDP's and other planning initiatives;
- Provide responses to all Operating Licence applications referred to the CDM; and
- Liaise with and empower transport users and operators through the District Transport Forum.

### **2.3 KEY PERFORMANCE INDICATORS**

The set objectives have to be measurable and achievable, and therefore the CDM has identified a number of key performance indicators which are to be monitored in the short and long term. These have also been aligned with the key performance indicators contained in the Provincial Land Transport Framework Plan (PLTF) and the gazetted KPI requirements of the National Land Transport Strategic Framework Plan (NLTSF) to ensure parity with other Districts.

Although many of the KPI's contained in **Table 2**, overleaf, cannot be ascertained at this juncture, the intention is to develop these over time so that the CDM complies fully with the requirements of the PLTF and NLTSF.

**Table 2 : Key performance indicators for transport in the CDM**

<b>Road Infrastructure Indicators</b>	
<b>Indicator</b>	<b>2009/10</b>
Length of surfaced road	2 337 km
Percentage of surfaced roads in relation to total provincial road network	20.2 %
Average condition index of surfaced roads	60.0
Average condition index of gravel roads	49.4
<b>Note:</b> Provincial road network only Road lengths from the DRPW GIS Condition indices from the DRPW Pavement Management System	

<b>Public Transport - General Indicators</b>	
<b>Indicator</b>	<b>2009/10</b>
Length of surfaced road with PuT services	2 159 km
Length of gravel road with PuT services	1 187 km
Population within 1 km of PuT route	125 238
Monthly passenger-km's using PuT	not available
<b>Note:</b> Provincial road network only	

<b>Public Transport - Liaison and Administrative Indicators</b>	
<b>Indicator</b>	<b>2009/10</b>
No of District Transport Forums meetings held	0
No of Operating Licence referrals received	not available
No of Operating Licence referrals responded to	0
No of Operating Licence applications approved	0
<b>Note:</b> Referrals and applications dealt with by the CDM	

<b>Safety Indicators</b>	
<b>Indicator</b>	<b>2009/10</b>
No of accidents	1 627
No of fatal & severe accidents	84
No of fatalities	61
No of accidents involving minibus taxis and buses	13
No of fatal & severe accidents involving minibus taxis and buses	0
No of fatalities involving minibus taxis and buses	0
<b>Note:</b> Information from CDM's AcciBase system	

<b>Financial Indicators</b>	
<b>Indicator</b>	<b>2009/10</b>
Budget for transport projects	R4 687 674.80
Actual expenditure on transport projects	R1 787 674.80
<b>Note:</b> CDM budget and expenditure only	

<b>Public Transport - Accessibility Indicators</b>			
<b>Walking Time</b>	<b>Walking Distance</b>	<b>Classification</b>	<b>% of Households 2009/10</b>
< 15 min	1 km	Good	not available
15-30 min	2 km	Reasonable	not available
30-60 min	4 km	Bad	not available
60 – 90 min	6 km	Very bad	not available
> 90 min	> 6km	No access	not available
<b>Note:</b> Estimated from bandwidths on public transport routes in CDM GIS			

### 3. TRANSPORT REGISTER

#### 3.1 DEMOGRAPHIC, SOCIO-ECONOMIC AND SOCIAL DATA

The Cacadu District constitutes the western-most area of the Eastern Cape and is made up of nine LMA's, as indicated in **Figure 1**. It covers an area of approximately 58 257 km<sup>2</sup>, which constitutes approximately 34.5% of the province, making it the largest of the six districts in the Eastern Cape.

The district is dominated by a Karoo landmass resulting in low population densities and scattered, small inland towns. It is characteristically rural with a low population density, averaging six people per square kilometer. The majority of its population is situated in scattered towns, villages and informal settlements. There are higher densities along the coast and in urban centres. The district is essentially the rural hinterland of the Nelson Mandela Bay Metropole **Table 3** below indicates the key demographic indicators for the district. The total estimated population is about 425 000 people.

**Table 3 : Demographic indicators for the Cacadu District**

Municipality	Area		Population			Density Pop / km <sup>2</sup>
	km <sup>2</sup>	%	Urban	Rural	Total	
Baviaans	7 725.81	12.42%	10 602	5 617	16 219	6.32
Blue Crane Route	9 831.92	16.88%	27 340	9 733	37 073	3.77
Camdeboo	7 233.44	7.64%	40 990	4 712	45 702	2.41
DMA 10	13 324.29	7.25%	1 468	7 480	8 948	18.12
Ikwezi	4 449.93	3.42%	8 078	2 649	10 727	33.47
Kouga	2 289.11	5.99%	68 268	14 653	82 921	11.07
Koukamma	3 697.71	13.26%	26 576	15 456	42 032	2.10
Makana	4 223.83	3.93%	64 113	12 422	76 535	36.22
Ndlambe	1 991.01	6.35%	52 438	14 207	66 645	11.37
SRV	3 489.59	22.87%	25 373	13 271	38 644	0.67
<b>Total</b>	<b>58 256.64</b>	<b>100.00%</b>	<b>325 246</b>	<b>100 200</b>	<b>425 446</b>	<b>7.30</b>
<b>Eastern Cape</b>	<b>169,055.27</b>	<b>-</b>	<b>2,072,588</b>	<b>4,364,151</b>	<b>6,436,739</b>	<b>38.08</b>

Source: Statistics South Africa

The following figures attached as **Annexure B** provide an overview of the demographic and socio-economic profile of the area:

- Figure 2: Population distribution (urban and rural)
- Figure 3: Population density (persons/km<sup>2</sup>)
- Figure 4: Population and road density (persons/km of road)
- Figure 5: Gross Value Added (GVA) distribution
- Figure 6: Distribution of social facilities (schools, clinics, police stations)
- Figure 7: Distribution of tourism/heritage sites and facilities

Approximately 36% of the population in the Cacadu District is 19 years or younger, indicating that the potential scholar bracket is approximately a third of the population. It is interesting to

note that approximately 66% of the population falls within the age bracket of 15 to 64 years of age, which means that this could constitute the economically active population in the area.

**Table 4 : Age Distribution in the Cacadu District**

Municipality	Age Distribution (Years)								Total
	0-4	5-14	15-19	20-29	30-39	40-49	50-64	>64	
Baviaans	0.41%	0.68%	0.40%	0.57%	0.55%	0.44%	0.48%	0.28%	3.81%
Blue Crane Route	0.84%	1.50%	0.90%	1.66%	1.20%	1.04%	1.02%	0.55%	8.71%
Camdeboo	1.12%	2.22%	1.05%	1.58%	1.37%	1.18%	1.36%	0.86%	10.74%
DMA 10	0.25%	0.33%	0.15%	0.42%	0.35%	0.25%	0.26%	0.11%	2.10%
Ikwezi	0.28%	0.46%	0.21%	0.43%	0.34%	0.31%	0.31%	0.19%	2.52%
Kouga	1.66%	3.01%	1.76%	3.62%	3.09%	2.23%	2.55%	1.56%	19.49%
Koukamma	1.06%	1.67%	0.81%	1.93%	1.63%	1.18%	1.11%	0.49%	9.88%
Makana	1.62%	2.72%	2.27%	3.67%	2.65%	2.01%	1.96%	1.10%	17.99%
Ndlambe	1.38%	2.44%	1.45%	3.07%	2.29%	1.75%	1.91%	1.37%	15.66%
SRV	0.92%	1.52%	0.92%	1.99%	1.45%	0.94%	0.84%	0.51%	9.08%
<b>Total</b>	<b>9.53%</b>	<b>16.54%</b>	<b>9.91%</b>	<b>18.94%</b>	<b>14.92%</b>	<b>11.33%</b>	<b>11.80%</b>	<b>7.01%</b>	<b>100.0%</b>

Source: Statistics South Africa

Statistics South Africa (SSA) defines the economically active population as all people in the age-group 15 – 64 years who wish to work and are able to work. From **Table 5** below it is evident that the economically active population is estimated at about 129000 people. This is considerably less than the 66% of the population who fall in this age bracket (approximately 280 000 people, according to **Tables 3** and **4** above). The average unemployment ratio in the district is 19.78%, with the highest unemployment being found in the Baviaans and Blue Crane Route LMA's.

**Table 5 : Employment Ratio's of Economically Active Population in the Cacadu District**

Municipality	Economically Active Population		
	Employed	Unemployed, looking for Work	Unemployment Ratio
Baviaans	2 352	1 004	29.92%
Blue Crane Route	7 139	2 999	29.59%
Camdeboo	9 420	3 625	27.79%
DMA 10	3 888	354	8.35%
Ikwezi	1 987	751	27.42%
Kouga	21 554	3 816	15.04%
Koukamma	15 468	1 407	8.34%
Makana	18 575	5 618	23.22%
Ndlambe	15 884	3 147	16.53%
SRV	7 838	2 955	27.38%
<b>Total</b>	<b>104 106</b>	<b>25 675</b>	<b>19.78%</b>

Source: Statistics South Africa

The total household income statistics indicate that approximately 48% of households earn less than R3 500 per month. Average household income is lowest in the more rural municipalities such as Blue Crane Route and the DMA.

**Table 6 : Household Income in the Cacadu District**

Municipality	Monthly Household Income (R's)				
	0-500	500-1500	1500-3500	3500-6000	> 6000
Baviaans	2.51%	23.20%	25.85%	19.47%	28.97%
Blue Crane Route	2.19%	26.74%	30.22%	17.86%	22.99%
Camdeboo	1.64%	19.85%	22.40%	19.03%	37.07%
DMA 10	5.60%	30.77%	26.25%	15.34%	22.03%
Ikwezi	4.41%	24.89%	28.20%	16.71%	25.79%
Kouga	1.05%	12.92%	19.00%	19.61%	47.41%
Koukamma	2.64%	22.46%	30.38%	18.15%	26.36%
Makana	2.19%	20.80%	26.80%	18.25%	31.97%
Ndlambe	2.21%	21.26%	26.52%	17.87%	32.14%
SRV	1.88%	18.56%	29.51%	22.52%	27.53%
<b>Total</b>	<b>2.08%</b>	<b>20.15%</b>	<b>25.68%</b>	<b>18.78%</b>	<b>33.31%</b>

Source: Statistics South Africa

## 3.2 RAIL TRANSPORT

The ECDOT recently completed a “10 Year Rail Plan”, which included a status quo assessment of rail infrastructure in the Eastern Cape. The data contained in this section has been extracted from the status quo assessment.

### 3.2.1 Infrastructure

The existing rail network, and the services that it supports, are best understood by examining pertinent aspects of the development of the existing infrastructure. The Port Elizabeth main line, which traverses easier terrain, has a 1 in 80 ruling grade, which is easier than the East London mainline, but nevertheless steeper than the contemporary ideal.

The branch lines were generally constructed to lower standards than main lines, regarding three key parameters. Firstly, permissible axle load is relatively low, in some cases not materially higher than road, because of the higher tare mass of rail wagons to accommodate longitudinal forces when they are coupled in trains. Given the constraints on origin-destination diversity, such routes became easy prey to road transport. Secondly, gradients are steep, up to 1 in 40, to reduce the cost of earthworks. The load that a locomotive can haul depends on the steepness of the ruling gradient. Such steep gradients reduce the load a locomotive can haul, or alternatively require more locomotives in multiple to haul a given load, which increases capital and operating costs. In addition, locomotives that are light enough to comply with branch line axle loads are not powerful, so the speed of trains on ascending gradients is very low, generally under 20km/h. Thirdly, tight curves had to be accepted, again to reduce the cost of earthworks. This limits the speed of trains, in many instances to 30km/h, and sometimes even less.

These low standards were adopted to minimize the cost of construction, to thereby gain access to areas that, even in the primacy of rail as land transport mode, were marginally viable. Today they are uncompetitive against road transport. From a direct competition point of view, the light earthworks resulted in tortuous alignments that were significantly longer (>50%) than contemporary roads between the same points, and the steep gradients and tight curves resulted in schedules that are ridiculously slow compared to road traffic (20km/h for branch line rail versus 80km/h for road). From a modal competitiveness point of view, the low branch line axle loads render rail inherently uncompetitive vis-à-vis road. They incur the further handicap that wagons originating at, or destined for, stations on the branch, and which are loaded to the branch line limit, represent uneconomical loads for the long haul on a main line of higher axle load.

Because traffic density on Eastern Cape rail routes has always been relatively low, the main lines were operated since inception by steam locomotives, until diesel locomotives eventually displaced them on economic grounds. Branch lines generally could not support electrification, fundamentally because traffic volumes were too low to justify the capital investment, but also because electrification is incompatible with tight curves, and the capital cost of widening the curves would have been unjustifiable.

Being two of the most recent electrifications in South Africa, the East London and Port Elizabeth main lines, and associated terminals and yards, were electrified at 25kV AC, which by is the global standard for new electrification.

The characteristics of the rail network in the Cacadu District (see **Figure 8**) are indicated in **Tables 7 to 10** below.

**Table 7 : Rail Infrastructure Network Classification**

Type	Lines
Export heavy haul	None
Core Network (>5Mt/year)	Port Elizabeth – Noupoort
Non-core network (0,2Mt/year < 5Mt/year)	East London – Cookhouse Port Elizabeth – Klipplaat – Willowmore
Non-core network (< 0,2Mt/year)	Port Elizabeth – Avontuur Alicedale – Grahamstown Addo – Kirkwood
Leased lines	Grahamstown – Port Alfred (now abandoned)
Abandoned lines	Rosmead – Klipplaat Colchester – Alexandria Cookhouse – Somerset East

Source: Eastern Cape 10 Year Rail Plan

**Table 8 : Rail Infrastructure Network Traction Supply**

Type	Lines
Electrified (25 kV AC)	Port Elizabeth – Noupoort
Non-electrified (Diesel)	All other lines

Source: Eastern Cape 10 Year Rail Plan

**Table 9 : Maximum Allowable Wagon Axle Load**

Load	Lines
30 ton	None
26 ton	None
20 ton	Port Elizabeth – Noupoort
18,5 ton	Port Elizabeth – Klipplaat – Willowmore Rosmead – Klipplaat (adandoned) Cookhouse – Blaney
16 ton	Alicedale – Grahamstown (passenger only) Grahamstown – Port Alfred (abandoned) Colchester – Alexandria (abandoned) Addo – Kirkwood
15 ton	Cookhouse – Somerset East (abandoned)
11,5 ton	Port Elizabeth – Avontuur (narrow gauge-610mm)

Source: Eastern Cape 10 Year Rail Plan

**Table 10 : Train Authorisation Systems**

Load	Lines
Centralised Traffic Control (CTC)	Port Elizabeth – Noupoort
Track Warrant	Cookhouse – Blaney
Telegraph order	Rosmead – Graaff Reinett
Radio train order	Willowmore – Uitenhage Graaff Reinett - Klipplaat

Source: Eastern Cape 10 Year Rail Plan

The following low axle load branch lines have been abandoned for a number of years already and a lack of maintenance has lead to a serious decline in the line infrastructure, invasions of the reserves and vandalism of the building structures:

- Rosmead – Klipplaat
- Colchester – Alexandria
- Cookhouse – Somerset East



**Photo's 1 & 2: Branch line between Grahamstown and Alicedale**

### 3.2.2 Services

Shosholoza Meyl, the long distance rail passenger service, which is part of the South African Rail Commuter Corporation, currently operates four scheduled services to and from the Eastern Cape, of which only two services traverse the Cacadu District.

- Johannesburg – Port Elizabeth – Johannesburg (Tourism class)  
This service departs Johannesburg on Mondays and Fridays and Port Elizabeth on Tuesdays and Sundays. In the Eastern Cape it stops at Port Elizabeth, Alicedale, Cookhouse, Cradock and Rosmead.
- Johannesburg – Port Elizabeth – Johannesburg (Economy class)  
This service runs daily in each direction except Saturdays. It stops at the same stations as the previous service.

The following services are provided on the branch lines in the Cacadu District:

- Alicedale – Grahamstown branch  
A two coach passenger train transports passengers between Alicedale and Grahamstown (and back on the same day), at a frequency of 1 train per day in each direction. This service is under threat from the local taxi industry that is actively trying to lure passengers away.
- Uitenhage – Klipplaat – Willowmore branch line  
Only freight trains operate along this line, usually 10 – 16 wagons, at a frequency of 0,8 per day in each direction.
- Cookhouse – Fort Beaufort – Blaney branch line  
Between Blaney and Fort Beaufort, 11 wagon trains move in each direction at a frequency of 1,3 per day. Between Fort Beaufort and Cookhouse, the frequency drops to half this number. Only freight is being transported.
- Addo – Kirkwood branch line  
Six to fifteen wagon trains move along this line at a frequency of 0,2 per day in each direction.
- Port Elizabeth – Avontuur branch line  
This narrow gauge branch line (610mm *versus* the 1067mm of the Cape gauge network of the rest of South Africa), is unique in the sense that it does not connect to the rest of the rail network and it does have its own serviceable locomotives and rolling stock. Its very low permissible axle load of 11.5 tons is acceptable for the passenger traffic conveyed (because it is selling an experience that begins and ends at the same point, rather than mobility that moves people from one point to another). However, 11.5 tons is unlikely to prove sustainable in the freight market.

Operations on this line are being conducted by the Port Elizabeth Apple Express, a non-profit section 21 company, which is mainly running the Apple Express Tourist Train in compliance with Transnet Freight Rail's safety standards. In 2006 there were 52 passenger train excursions, carrying 7733 passengers.

The only freight carried lately was some timber (logs) from the Humansdorp area, which were then transferred to Cape gauge rail for onward transport to a factory in Richards Bay.

Transnet Freight Rail and Propnet are the owners of the rolling stock and the infrastructure.

With a length of 285 km, it is the longest railway line with such a narrow gauge in the world.

### 3.2.3 Utilisation

No utilization information is available.

It is, however, interesting to note that the 10 Year Rail Plan states that only 5% of the population of the Eastern Cape are within easy walking distance of any train station, and that only 0.7% of all trips in the province are made by train.

## 3.3 BUS TRANSPORT

### 3.3.1 Services

No subsidized bus services are provided within the Cacadu district. Bus services in the district are therefore limited to long distance bus operations on the main routes through the district, and one private operator, Mr Koetaan, who is based in Jansenville, and owns seven buses that run from Jansenville, via Uitenhage, to Port Elizabeth, three times per week.

The routes, stops and schedule for the long distance buses that operate within the Cacadu are indicated in **Table 11**, below. The long distance bus routes and location of main stops are also indicated in **Figure 9**.

**Table 11: Long Distance Bus Operations per Operator**

Operator	Route	Road	Stops
City to City / Translux	Durban / Cape Town	N2	Grahamstown, PE, Humansdorp, Storms River
	Cape Town / Durban	N2	Storms River, Humansdorp, PE, Grahamstown
	PE / Johannesburg	N2, R67	Grahamstown
	Johannesburg / PE	R67, N2	Grahamstown
	Johannesburg / Cape Town	N9(R57), R61	Graaff-Reinett, Aberdeen
	Cape Town / Johannesburg	R61, N9(R57)	Aberdeen, Graaff-Reinett
Greyhound	Durban / Cape Town	N2	Grahamstown, PE, Humansdorp, Storms River
	Cape Town, Durban	N2	Storms River, Humansdorp, PE, Grahamstown
	PE / Johannesburg	N2, R67	Grahamstown
	Johannesburg / PE	R67, N2	Grahamstown
Intercape	PE / Johannesburg	N2, N10	Cookhouse
	Johannesburg / PE	N10, N2	Cookhouse
	George / Johannesburg	N9(R57)	Willowmore, Aberdeen, Graaff-Reinett
	Johannesburg / George	N9(R57)	Graaff-Reinett, Aberdeen, Willowmore
	PE / Cape Town	N2	Humansdorp, Storms River
	Cape Town / PE	N2	Storms River, Humansdorp
SA Roadlink	Durban / Cape Town	N2	Grahamstown, PE, Humansdorp, Storms River
	Cape Town / Durban	N2	Storms River, Humansdorp, PE, Grahamstown
	PE / Johannesburg	N2, N10	Cookhouse
	Johannesburg / PE	N10, N2	Cookhouse
DMJ Tours	Umtata / Cape Town	R63, N9(R57), R61	Cookhouse, Somerset East, Pearston, Graaff-Reinett, Aberdeen
	Cape Town / Umtata	R61, N9(R57), R63	Aberdeen, Graaff-Reinett, Pearston, Somerset East, Cookhouse

Source: ITP data surveys 2010

The above information may be summarized per route/corridor as follows:

**Table 12: Long Distance Bus Operations per Route/Corridor**

Route / Corridor	Average No of buses / day (both directions)
Corridor 1 (Durban, Grahamstown, PE, Humansdorp, Storms River, Cape Town)	20
Corridor 2 (PE, Cookhouse, Johannesburg)	4
Corridor 3 (Mthatha, Cookhouse, Graaff-Reinet, Aberdeen, Cape Town)	2
Corridor 4 (Johannesburg, Graaff-Reinet, Aberdeen, CapeTown)	6
Corridor 5 (Johannesburg, Graaff-Reinet, Aberdeen, Willowmore, George)	2

Source: ITP data surveys 2010

### 3.3.2 Infrastructure

Given the limited bus services provided in the district, there is not significant infrastructure serving buses. Long distance bus operators generally operate from areas close to service stations or small retail centres, where parking is available for persons who are dropping off or picking up passengers, and where passengers can disembark during stop-overs to use ablutions or cafeteria facilities.

A brief description of the facilities in the main towns follows:

- Aberdeen

Long distance buses stop in Pretoria Street at the Caltex Garage in Aberdeen.

- Cookhouse

Long distance buses stop at the Caltex Garage off the N10 at the entrance to Cookhouse. These informal facilities at the Subway service station are in a fair condition.



**Photo's 3 & 4: Long distance bus stop - Cookhouse**

- Graaff Reinet

Long distance buses stop at the Engen Garage in Church street in Graaff Reinet. The facilities are all in good condition.



**Photo's 5 & 6: Long distance bus stop – Graaff Reinet**

- Grahamstown

Buses stop in Bathurst Street (Conference Centre Pastoral Education). There are no ablutions or shelters, but the CDM is currently investigating the upgrading of this facility.



**Photo's 7 & 8: Long distance bus stop – Grahamstown**

- Humansdorp

Long distance buses stop at the Engen Garage in Humansdorp. The facilities are all in good condition.



**Photo's 9 & 10: Long distance bus stop – Humandorp**

- Jeffreys Bay

Long distance buses stop at the Caltex Garage in St Francis Street. The facilities are in a good condition.



**Photo's 11 & 12: Long distance bus stop – Humandorp**

- Pearston

There is no official bus stop in Pearston, long distance buses stop along the R63 (Voortrekker Street) that runs through town in order to drop off or pick up passengers.

- Somerset East

Long distance buses stop at the taxi rank on the corner of Francis Street and Worcester Street. There is no shelter available.

- Storms River

Long distance buses stop at the Total Garage next to the Storms River Bridge. The facilities are all in good condition.



**Photo's 13 & 14: Long distance bus stop – Graaff Reinet**

- Willowmore

Long distance busses stop at Die Herberg / Royal Hotel in Knysna Street in Willowmore.



**Photo's 15 & 16: Long distance bus stop – Willowmore**

### 3.3.3 Utilisation

Boarding surveys were conducted at major stops and average passenger utilization was obtained directly from service providers for less frequent services. Average weekly passenger volumes per corridor are indicated in **Table 13** below. It is evident from the table that the bulk of bus passenger activity occurs along the coastal corridor, with the main activity occurring in Grahamstown, Humansdorp and Stormsriver. In excess of 300 passengers per week embark or disembark at these facilities. Activity / demand along the other corridors is less frequent.

**Table 13: Long Distance Bus Utilisation per Corridor**

Route / Corridor	Weekly Pax Boarding	Weekly Pax Alighting
Corridor 1 (Durban, Gtn, PE, Humansdorp, Storms River, Cape Town)	158	186
Corridor 2 (PE, Cookhouse, Johannesburg)	4	4
Corridor 3 (Mthatha, Cookhouse, Graaff-Reinet, Aberdeen, Cape Town)	10	17
Corridor 4 (Johannesburg, Graaff-Reinet, Aberdeen, CapeTown)	4	3
Corridor 5 (Jhb, Graaff-Reinet, Aberdeen, Willowmore, George)	10	17

Source: ITP data surveys 2010

## 3.4 MINIBUS-TAXI TRANSPORT

### 3.4.1 Routes

A total of 215 minibus-taxi routes are listed on the OLAS for the CDM. The routes provide for:

- Commuter / local routes within towns, or within the same LMA (this includes, for example routes between Humansdorp and Jeffreys Bay / St Francis, as it occurs within the same LMA)
- Inter-town routes within the CDM (for the purposes of this ITP, this includes routes originating or terminating in the Nelson Mandela Bay Municipality)
- Inter-town routes outside the CDM

As can be seen from **Table 14** below only 46 routes, or approximately 21% are local or commuter routes. The inter-town routes are reflected on **Figure 10**.

**Table 14: Summary of Taxi Routes operated in the CDM**

Municipality	Local/ Commuter	Inter-town (within CDM)	Inter-town (outside CDM)	Total
Baviaans	5	4	3	12
Blue Crane Route	6	1	6	13
Camdeboo	6	8	26	40
DMA	-	-	-	-
Ikwezi	-	-	-	-
Kouga	10	14	27	51
Koukamma	1	17	18	36
Makana	11	9	16	36
Ndlambe	2	1	4	7
Sundays River Valley	5	5	10	20
<b>Total</b>	<b>46</b>	<b>59</b>	<b>110</b>	<b>215</b>

Source: 2008 ITP

The total length of road on which public transport services are operated is approximately 3346 km, as indicated in **Table 15** below. This represents approximately 24% of the provincial road network in the District, on which public transport services are provided. Nearly a third of these are gravel roads.

**Table 15: Road length and surface type for provincial roads on which minibus-taxi services are operated**

Municipality	Length of Roads (km)			% of Provincial Roads
	Gravel	Paved	Total	
Baviaans	235.28	141.11	376.39	33.33%
Blue Crane Route	198.68	262.87	461.55	18.31%
Camdeboo	161.18	246.64	407.82	30.91%
DMA	142.63	259.23	401.86	17.38%
Ikwezi	77.19	80.72	157.91	11.97%
Kouga	84.09	266.62	350.71	37.65%
Koukamma	5.98	253.99	259.97	28.14%
Makana	156.74	257.70	414.44	28.36%
Ndlambe	60.08	148.02	208.10	24.18%
Sundays River Valley	65.54	241.93	307.46	26.84%
<b>Total</b>	<b>1187.39</b>	<b>2158.82</b>	<b>3346.22</b>	<b>24.03%</b>

Source: 2008 ITP, ECDoT GIS

### 3.4.2 Infrastructure

There are currently a total of 31 mini-bus taxi facilities located in the CDM. In addition to these stops, nearly 100 major stops along these route were identified in the 2008 CPTR. The location of ranks and stops are indicated in **Figure 10**, where they are superimposed on the routes.

**Table 16: Taxi facilities in the Cacadu district**

Municipality	Ranks		Stops
	Formal	Informal	
Baviaans	1	0	0
Blue Crane Route	2	1	1
Camdeboo	2	1	27
DMA	1	1	0
Ikwezi	1	0	0
Kouga	3	2	9
Koukamma	0	1	0
Makana	4	2	44
Ndlambe	5	0	17
Sundays River Valley	2	2	0
<b>Total</b>	<b>21</b>	<b>10</b>	<b>98</b>

Source: 2008 ITP

**Table 17**, overleaf, provides an overview of the condition of the facilities, and a summary of the routes operated from each facility. The photographs below indicate some of the main facilities in the District.



**Photo 17 :**  
**Market Square Rank (Graaff-Reinet)**



**Photo 18**  
**Police station rank (Humansdorp)**



**Photo 19 :**  
**Usta Rank (Somerset East)**



**Photo 20**  
**Queen Street rank – (Grahamstown)**



**Photo 21 :**  
**Port Alfred Taxi Rank**



**Photo 22**  
**Willowmore Taxi Rank**



**Photo 23 :**  
**Bata Rank in Kirkwood**



**Photo 24**  
**Goedhals Rank (Graaff-Reinet)**

**Table 17: Taxi infrastructure details**

Municipality	Town	Rank	Association Name	No of Routes	Kerbing	Taxi Shelter	Commuter Shelter	Ablutions
Baviaans	Willowmore	Dam Street Taxi Rank	Norwich Long Distance Taxi Association	11	Yes	-	-	Yes
Baviaans	Willowmore	Norwich Taxi Rank	Norwich Long Distance Taxi Association	1	-	-	-	-
Blue Crane Route	Somerset East	Francis Street Taxi Rank	Norwich Long Distance Taxi Association	13	Yes	-	-	Yes
Camdeboo	Aberdeen	Aberdeen Taxi Rank	Norwich Long Distance Taxi Association	12	-	-	-	-
Camdeboo	Aberdeen	Norwich Taxi Rank	Norwich Long Distance Taxi Association	1	-	-	-	-
Camdeboo	Graaff-Reinet	Durban Street Taxi Rank	Uitenhage and District Taxi Association	1	-	-	-	-
Camdeboo	Graaff-Reinet	Geluksdal Taxi Rank	Norwich Long Distance Taxi Association	1	-	-	-	-
Camdeboo	Graaff-Reinet	Goedhals Square Taxi Rank	Graaff Reinet Uncedo Service Taxi Association	12	-	-	-	-
Camdeboo	Graaff-Reinet	Market Square Taxi Rank	Graaff Reinet Uncedo Service Taxi Association	1	Yes	Yes	-	Yes
Camdeboo	Graaff-Reinet	Market Square Taxi Rank	Norwich Long Distance Taxi Association	1	Yes	Yes	-	Yes
Camdeboo	Graaff-Reinet	Noldta Taxi Rank	Norwich Long Distance Taxi Association	14	-	-	-	-
Camdeboo	Graaff-Reinet	Norwich Taxi Rank	Norwich Long Distance Taxi Association	1	-	-	-	-
Camdeboo	Graaff-Reinet	Umasizakhe Township	Graaff Reinet Uncedo Service Taxi Association	3	-	-	-	-
DMA	-	-	-	-	-	-	-	-
Ikwezi	-	-	-	-	-	-	-	-
Kouga	Hankey	Hankey Taxi Rank	Humansdorp Taxi Association	11	-	-	Yes	Yes
Kouga	Humansdorp	Main Road Taxi Rank	Humansdorp Taxi Association	18	Yes	-	-	-
Kouga	Jeffreys Bay	Jeffreys Bay Taxi Rank	Humansdorp Taxi Association	13	Yes	-	Yes	-
Kouga	Patensie	Patensie Taxi Rank	Humansdorp Taxi Association	4	-	-	Yes	-
Kouga	St Francis Bay	St Francis Bay Taxi Rank (Sea Vista)	Humansdorp Taxi Association	5	-	-	Yes	Yes
Koukamma	Clarkson	Clarkson Taxi Rank	Humansdorp Taxi Association	7	-	-	-	-
Koukamma	Joubertina	Joubertina Taxi Rank	Norwich Long Distance Taxi Association	7	-	-	-	-
Koukamma	Kareedouw	Uitkyk Taxi Rank (Masakane)	Humansdorp Taxi Association	17	-	-	-	-
Koukamma	Louwerwater	Rooi Appel Street Taxi Rank	Norwich Long Distance Taxi Association	5	-	-	-	-

Municipality	Town	Rank	Association Name	No of Routes	Kerbing	Taxi Shelter	Commuter Shelter	Ablutions
Makana	Alicedale	Norwich Taxi Rank	Norwich Long Distance Taxi Association	10	-	-	-	-
Makana	Grahamstown	Link Street Taxi Rank	Grahamstown Taxi Association	12	Yes	-	-	Yes
Makana	Grahamstown	OK-Checkers Taxi Rank	Grahamstown Uncedo Service Taxi Association	1	Yes	-	-	-
Makana	Grahamstown	Queen Street Taxi Rank	Grahamstown Taxi Association	3	Yes	Yes	-	Yes
Makana	Grahamstown	Queen Street Taxi Rank	Grahamstown Uncedo Service Taxi Association	1	Yes	Yes	-	Yes
Makana	Grahamstown	Shoprite Taxi Rank	Grahamstown Uncedo Service Taxi Association	2	Yes	-	-	Yes
Makana	Grahamstown	Township Taxi Rank	Grahamstown Uncedo Service Taxi Association	2	-	-	-	-
Makana	Grahamstown	Uncedo Taxi Rank	Grahamstown Uncedo Service Taxi Association	5	-	-	-	-
Ndlambe	Port Alfred	Nemato Taxi Rank (Mimosa Township)	Port Alfred Uncedo Service Taxi Association	5	-	-	-	Yes
Ndlambe	Port Alfred	Port Alfred Town Taxi Rank	Port Alfred Uncedo Service Taxi Association	2	-	-	-	-
Sundays River Valley	Kirkwood	Durban Street Taxi Rank	Uitenhage and District Taxi Association	1	-	-	-	-
Sundays River Valley	Kirkwood	Link Street Taxi Rank	Uitenhage And District Taxi Association	2	Yes	-	Yes	Yes
Sundays River Valley	Kirkwood	Moses Madiba Taxi Rank	Uitenhage And District Taxi Association	4	-	-	Yes	Yes
Sundays River Valley	Paterson	Clay Street Taxi Rank	Norwich Long Distance Taxi Association	6	-	-	Yes	Yes
Sundays River Valley	Pearston	Grens Street Taxi Rank	Norwich Long Distance Taxi Association	7	-	-	-	-

**Source: 2008 ITP, ITP data surveys 2010**

**Table 18: Taxi Rank Utilisation**

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Baviaans	Willowmore	Norwich (Nelson Mandela Rural)	Willowmore	Inter-town (within CDM)	3	-	-
Baviaans	Willowmore	Willowmore	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Baviaans	Willowmore	Willowmore	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Baviaans	Willowmore	Willowmore	Middelburg - EC	Inter-town (outside CDM)	-	-	-
Baviaans	Willowmore	Dam Street	Hillview	Local / Commuter	-	-	-
Baviaans	Willowmore	Willowmore	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	-	-	-
Baviaans	Willowmore	Dam Street	Mandela Square	Local / Commuter	-	-	-
Baviaans	Willowmore	Dam Street	New Extension	Local / Commuter	-	-	-
Baviaans	Willowmore	Dam Street	Lovemore	Local / Commuter	-	-	-
Baviaans	Willowmore	Dam Street	Town (Vork Street)	Local / Commuter	-	-	-
Baviaans	Willowmore	Willowmore	Humansdorp	Inter-town (within CDM)	-	-	-
Baviaans	Willowmore	Willowmore	Port Elizabeth	Inter-town (within CDM)	-	-	-
Blue Crane Route	Somerset East	Somerset East	Oudtshoorn	Inter-town (outside CDM)	2	-	-
Blue Crane Route	Somerset East	Somerset East	East London	Inter-town (outside CDM)	3	10	3
Blue Crane Route	Somerset East	Somerset East	Port Elizabeth	Inter-town (within CDM)	3	5	1
Blue Crane Route	Somerset East	Francis Street	Old Location (Zebra Street)	Local / Commuter	3	-	-
Blue Crane Route	Somerset East	Somerset East	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	3	-	-
Blue Crane Route	Somerset East	Francis Street	Aeroville	Local / Commuter	3	67	7
Blue Crane Route	Somerset East	Somerset East	Middelburg - EC	Inter-town (outside CDM)	2	-	-
Blue Crane Route	Somerset East	Somerset East	Upington	Inter-town (outside CDM)	1	-	-
Blue Crane Route	Somerset East	Somerset East	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	2	-	-
Blue Crane Route	Somerset East	Francis Street	Westview	Local / Commuter	3	-	-
Blue Crane Route	Somerset East	Francis Street	Francisvale	Local / Commuter	2	-	-
Blue Crane Route	Somerset East	Francis Street	Town (Hospitaal Street)	Local / Commuter	2	-	-
Blue Crane Route	Somerset East	Francis Street	Mnandi	Local / Commuter	3	20	2
Camdeboo	Aberdeen	Aberdeen	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Johannesburg Other (Johannesburg South)	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	East London Taxi City Rank	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Knysna	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Graaff-Reinet	Local / Commuter	1	-	-
Camdeboo	Aberdeen	Aberdeen	Richmond	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Upington	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Umtata	Inter-town (outside CDM)	2	-	-

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Camdeboo	Aberdeen	Aberdeen	Oudtshoorn	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Aberdeen	Kimberley	Inter-town (outside CDM)	2	-	-
Camdeboo	Aberdeen	Norwich (Nelson Mandela Rural)	Aberdeen	Inter-town (within CDM)	3	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	George	Inter-town (outside CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	4	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	East London	Inter-town (outside CDM)	1	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Khayelitsha	Inter-town (outside CDM)	2	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Rosmead (Inxuba Yethemba Rural)	Inter-town (outside CDM)	3	-	-
Camdeboo	Graaff-Reinet	Market Square	Geluksdal	Local / Commuter	2	183	27
Camdeboo	Graaff-Reinet	Graaff-Reinet	Durban Metro	Inter-town (outside CDM)	2	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Richmond	Inter-town (outside CDM)	2	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Queenstown	Inter-town (outside CDM)	3	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Colesberg	Inter-town (outside CDM)	-	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Victoria-West	Inter-town (outside CDM)	-	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	George	Inter-town (outside CDM)	3	-	-
Camdeboo	Graaff-Reinet	Geluksdal	Markplein	Local / Commuter	6	-	-
Camdeboo	Graaff-Reinet	Markplein	Geluksdal	Local / Commuter	6	-	-
Camdeboo	Graaff-Reinet	Umasizakhe Township	Goedhals Square	Local / Commuter	2	58	8
Camdeboo	Graaff-Reinet	Graaff-Reinet	Queenstown	Inter-town (outside CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	King Williams Town	Inter-town (outside CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Calvinia	Inter-town (outside CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Bloemfontein	Inter-town (outside CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-reinet	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	6	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Johannesburg South	Inter-town (outside CDM)	1	-	-
Camdeboo	Graaff-Reinet	Goedhals Square	Caltex Garage	Local / Commuter	2	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	3	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Port Alfred	Inter-town (within CDM)	-	-	-
Camdeboo	Graaff-Reinet	Graaff-Reinet	Grahamstown	Inter-town (within CDM)	-	-	-
Camdeboo	Graaff-Reinet	Norwich (Nelson Mandela Rural)	Graaff-Reinet	Inter-town (within CDM)	3	-	-
Camdeboo	Graaff-Reinet	Uitenhage	Graaff-Reinet	Inter-town (within CDM)	4	-	-
DMA	-	-	-	-	-	-	-
Ikwezi	-	-	-	-	-	-	-
Kouga	Hankey	Hankey	Oudtshoorn	Inter-town (outside CDM)	2	-	-
Kouga	Hankey	Hankey	Patensie	Local / Commuter	3	-	-
Kouga	Hankey	Hankey	Middelburg - EC	Inter-town (outside CDM)	2	-	-
Kouga	Hankey	Hankey	Noupoort	Inter-town (outside CDM)	2	-	-
Kouga	Hankey	Hankey	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	3	-	-

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Kouga	Hankey	Hankey	Uitenhage	Inter-town (within CDM)	3	-	-
Kouga	Hankey	Hankey	Aberdeen	Inter-town (within CDM)	3	-	-
Kouga	Hankey	Hankey	Port Shepstone	Inter-town (outside CDM)	2	-	-
Kouga	Hankey	Hankey	Pietersburg	Inter-town (outside CDM)	2	-	-
Kouga	Hankey	Hankey	Mosselbay	Inter-town (outside CDM)	3	-	-
Kouga	Hankey	Humansdorp	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	3	-	-
Kouga	Humansdorp	Humansdorp	Patensie	Local / Commuter	4	-	-
Kouga	Humansdorp	Humansdorp	Noupoort	Inter-town (outside CDM)	2	-	-
Kouga	Humansdorp	Humansdorp	Middelburg - EC	Inter-town (outside CDM)	1	-	-
Kouga	Humansdorp	Humansdorp	Kruisfontein (Humansdorp)	Local / Commuter	4	169	37
Kouga	Humansdorp	Humansdorp	Oudtshoorn	Inter-town (outside CDM)	3	-	-
Kouga	Humansdorp	Humansdorp	Mdantsane (East London)	Inter-town (outside CDM)	3	-	-
Kouga	Humansdorp	Humansdorp	Port Shepstone	Inter-town (outside CDM)	2	-	-
Kouga	Humansdorp	Humansdorp	Avontuur	Inter-town (outside CDM)	2	-	-
Kouga	Humansdorp	Humansdorp	Middelburg - EC	Inter-town (outside CDM)	4	-	-
Kouga	Humansdorp	Humansdorp	Jeffrey's Bay	Local / Commuter	4	-	-
Kouga	Humansdorp	Humansdorp	Kareedouw	Inter-town (within CDM)	4	-	-
Kouga	Humansdorp	Humansdorp	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	4	-	-
Kouga	Humansdorp	Humansdorp	Baviaans Rural	Inter-town (within CDM)	3	-	-
Kouga	Humansdorp	Humansdorp	Pietersburg	Inter-town (outside CDM)	2	-	-
Kouga	Humansdorp	Humansdorp	St Francis Bay	Local / Commuter	4	-	-
Kouga	Humansdorp	Humansdorp	Keiskammahoek	Inter-town (outside CDM)	4	-	-
Kouga	Humansdorp	Humansdorp	Khayelitsha (Cape Town)	Inter-town (outside CDM)	4	-	-
Kouga	Humansdorp	Humansdorp	East London Taxi City Rank	Inter-town (outside CDM)	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	King Williams Town	Inter-town (outside CDM)	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Humansdorp	Local / Commuter	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Kirkwood	Inter-town (within CDM)	2	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Queenstown	Inter-town (outside CDM)	1	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Misgund	Inter-town (within CDM)	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Pietersburg	Inter-town (outside CDM)	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Noupoort	Inter-town (outside CDM)	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Mosselbay	Inter-town (outside CDM)	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Oudtshoorn	Inter-town (outside CDM)	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Port Shepstone	Inter-town (outside CDM)	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Patensie	Local / Commuter	3	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Middelburg - EC	Inter-town (outside CDM)	-	-	-
Kouga	Patensie	Patensie	Griffin Street Taxi Rank (port Elizabeth)	Inter-town (within CDM)	2	-	-

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Kouga	Patensie	Patensie	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	2	-	-
Kouga	Patensie	Patensie	Humansdorp	Local / Commuter	2	-	-
Kouga	Patensie	Patensie	Hankey	Local / Commuter	2	-	-
Kouga	St Francis Bay	St Francis Bay	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	-	-	-
Kouga	St Francis Bay	St Francis Bay	Humansdorp	Local / Commuter	-	-	-
Kouga	St Francis Bay	St Francis Bay	Willowmore	Inter-town (within CDM)	-	-	-
Kouga	St Francis Bay	St Francis Bay	Mitchells Plain (Mitchells Plain)	Inter-town (outside CDM)	-	-	-
Kouga	St Francis Bay	St Francis Bay	Keiskammahoek	Inter-town (outside CDM)	-	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Patensie	Inter-town (within CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Keiskammahoek (Amahlati Rural)	Inter-town (outside CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Jeffrey's Bay	Inter-town (within CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Humansdorp	Inter-town (within CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Mosselbay	Inter-town (outside CDM)	3	-	-
Koukamma	Clarkson	Clarkson (Kareedouw)	Oudtshoorn	Inter-town (outside CDM)	3	-	-
Koukamma	Joubertina	Joubertina	King Williams Town	Inter-town (outside CDM)	-	-	-
Koukamma	Joubertina	Joubertina	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	-	-	-
Koukamma	Joubertina	Joubertina	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	-	-	-
Koukamma	Joubertina	Joubertina	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Koukamma	Joubertina	Joubertina	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Koukamma	Joubertina	Joubertina	Cookhouse	Inter-town (within CDM)	-	-	-
Koukamma	Joubertina	Canvada Str / Main Rd	Kritzinger Street	Local / Commuter	-	-	-
Koukamma	Kareedouw	Kareedouw	Noupoort	Inter-town (outside CDM)	-	-	-
Koukamma	Kareedouw	Kareedouw	Middelburg - EC	Inter-town (outside CDM)	2	-	-
Koukamma	Kareedouw	Kareedouw	Pietersburg	Inter-town (outside CDM)	-	-	-
Koukamma	Kareedouw	Kareedouw	Khayelitsha (Cape Town)	Inter-town (outside CDM)	2	-	-
Koukamma	Kareedouw	Kareedouw	Keiskammahoek	Inter-town (outside CDM)	3	-	-
Koukamma	Kareedouw	Kareedouw	Oudtshoorn	Inter-town (outside CDM)	2	-	-
Koukamma	Kareedouw	Kareedouw	Whittlesea/Sada	Inter-town (outside CDM)	3	-	-
Koukamma	Kareedouw	Kareedouw	Jeffrey's Bay	Inter-town (within CDM)	2	-	-
Koukamma	Kareedouw	Kareedouw	Mdantsane (East London)	Inter-town (outside CDM)	-	-	-
Koukamma	Kareedouw	Kareedouw	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	2	-	-
Koukamma	Kareedouw	Kareedouw	Port Shepstone	Inter-town (outside CDM)	-	-	-
Koukamma	Kareedouw	Kareedouw	East London Taxi City Rank	Inter-town (outside CDM)	-	-	-
Koukamma	Kareedouw	Kareedouw	Humansdorp	Inter-town (within CDM)	3	-	-
Koukamma	Kareedouw	Kareedouw	Griffin Street Taxi Rank (Port Elizabeth)	Inter-town (within CDM)	3	-	-
Koukamma	Kareedouw	Kareedouw	Jansenville	Inter-town (within CDM)	3	-	-
Koukamma	Kareedouw	Kareedouw	Willowmore	Inter-town (within CDM)	2	-	-

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Koukamma	Kareedouw	Kareedouw	Humansdorp	Inter-town (within CDM)	3	-	-
Koukamma	Louterwater	Louterwater (Kou-kamma Rural)	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	3	-	-
Koukamma	Louterwater	Louterwater (Kou-kamma Rural)	Cookhouse	Inter-town (within CDM)	3	-	-
Koukamma	Louterwater	Louterwater (Kou-kamma Rural)	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	3	-	-
Koukamma	Louterwater	Louterwater (Kou-kamma Rural)	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	3	-	-
Koukamma	Louterwater	Louterwater (Kou-kamma Rural)	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	2	-	-
Makana	Alicedale	Norwich Rank (Main Road)	Susongiqoi Street	Local / Commuter	2	-	-
Makana	Alicedale	Alicedale	Middelburg - EC	Inter-town (outside CDM)	2	-	-
Makana	Alicedale	Alicedale	Oudtshoorn	Inter-town (outside CDM)	2	-	-
Makana	Alicedale	Alicedale	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	2	-	-
Makana	Alicedale	Alicedale	Aberdeen	Inter-town (within CDM)	2	-	-
Makana	Alicedale	Alicedale	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	2	-	-
Makana	Alicedale	Alicedale	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	2	-	-
Makana	Alicedale	Alicedale	Willowmore	Inter-town (within CDM)	2	-	-
Makana	Alicedale	Norwich Rank (Main Road)	Olienhout Bus shelter	Local / Commuter	2	-	-
Makana	Alicedale	Norwich (Nelson Mandela Rural)	Alicedale	Inter-town (within CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Alice	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Queen Street Rank	Nompondo	Local / Commuter	3	380	32
Makana	Grahamstown	Grahamstown	Khayelitsha (Cape Town)	Inter-town (outside CDM)	4	-	-
Makana	Grahamstown	Queen Street Rank	Newton Extension (Raglan Rd)	Local / Commuter	3	90	10
Makana	Grahamstown	Grahamstown	Queenstown	Inter-town (outside CDM)	4	-	-
Makana	Grahamstown	Grahamstown	Khayelitsha (Cape Town)	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Grahamstown	King Williams Town Taxi Rank	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Johannesburg Other (Johannesburg South)	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Durban Metro	Inter-town (outside CDM)	4	-	-
Makana	Grahamstown	Grahamstown	Umtata	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	OK-Checkers Rank	Joza Township	Local / Commuter	4	-	-
Makana	Grahamstown	Grahamstown	Johannesburg Taxi Rank	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Keiskammahoek	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Mdantsane (East London)	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Shoprite Rank	Hlalani Location	Local / Commuter	4	-	-
Makana	Grahamstown	Grahamstown	Kwazakhele (Nelson Mandela Rural)	Inter-town (within CDM)	4	-	-
Makana	Grahamstown	Grahamstown	Cradock	Inter-town (outside CDM)	3	-	-
Makana	Grahamstown	Shoprite Rank	Joza Township	Local / Commuter	4	-	-
Makana	Grahamstown	Grahamstown	Motherwell (Nelson Mandela Rural)	Inter-town (within CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Graaff-Reinet	Inter-town (within CDM)	3	-	-
Makana	Grahamstown	Grahamstown	Humansdorp	Inter-town (within CDM)	3	-	-
Makana	Grahamstown	Queen Street Rank	Newton Extension (Raglan Rd)	Local / Commuter	3	115	13

Municipality	Town	Origin	Destination / Route	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed
Makana	Grahamstown	Grahamstown	Uitenhage	Inter-town (within CDM)	3	-	-
Makana	Grahamstown	Queen Street Rank	Extension 6	Local / Commuter	4	300	29
Makana	Grahamstown	Joza Township	Army Base & Settlers Hospital	Local / Commuter	4	-	-
Makana	Grahamstown	Joza Township	Ilchester / Taunton Rd (Settlers Hospital)	Local / Commuter	4	-	-
Ndlambe	Port Alfred	Port Alfred	East London	Inter-town (outside CDM)	3	-	-
Ndlambe	Port Alfred	Nemato Rank	Port Alfred Town Taxi Rank	Local / Commuter	3	255	16
Ndlambe	Port Alfred	Port Alfred	Bathurst	Local / Commuter	2	-	-
Ndlambe	Port Alfred	Port Alfred	Grahamstown	Inter-town (within CDM)	3	-	-
Ndlambe	Port Alfred	Port Alfred	Peddie	Inter-town (outside CDM)	3	36	6
Ndlambe	Port Alfred	Port Alfred	East London	Inter-town (outside CDM)	3	-	-
Ndlambe	Port Alfred	Port Alfred	Port Elizabeth	Inter-town (outside CDM)	3	50	13
Sundays River Valley	Kirkwood	Main Street Rank	J.C. Stein Prison And Farms	Local / Commuter	3	-	-
Sundays River Valley	Kirkwood	Main Street Rank	Bergsig	Local / Commuter	3	-	-
Sundays River Valley	Kirkwood	Kirkwood	Uitenhage	Inter-town (within CDM)	3	23	7
Sundays River Valley	Kirkwood	Moses Mabida Rank	Main Street Rank	Local / Commuter	3	168	12
Sundays River Valley	Kirkwood	Kirkwood	Umtata	Inter-town (outside CDM)	3	-	-
Sundays River Valley	Kirkwood	Moses Mabida Rank	Bercheba Village	Local / Commuter	3	-	-
Sundays River Valley	Kirkwood	Uitenhage	Kirkwood	Inter-town (within CDM)	4	-	-
Sundays River Valley	Paterson	Paterson	Aberdeen	Inter-town (within CDM)	-	-	-
Sundays River Valley	Paterson	Paterson	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Paterson	Paterson	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Paterson	Paterson	Oudtshoorn	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Paterson	Paterson	Middelburg - EC	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Paterson	Paterson	Port Elizabeth	Inter-town (within CDM)	-	-	-
Sundays River Valley	Pearston	Grens Street Rank	New Location	Local / Commuter	1	-	-
Sundays River Valley	Pearston	Pearston	Norwich (Nelson Mandela Rural)	Inter-town (within CDM)	1	-	-
Sundays River Valley	Pearston	Pearston	Oudtshoorn	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Pearston	Pearston	Cape Town CBD (City of Cape Town)	Inter-town (outside CDM)	1	-	-
Sundays River Valley	Pearston	Pearston	Middelburg - EC	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Pearston	Pearston	Bloemfontein	Inter-town (outside CDM)	-	-	-
Sundays River Valley	Pearston	Pearston	East London Taxi City Rank	Inter-town (outside CDM)	1	-	-

Source: 2008 ITP, Port Elizabeth Operating Licence Board- 2010

### 3.4.3 Utilisation

The route and operating licence information contained in **Table 18** on the preceding pages has been extracted from the OLAS as at February 2011. The utilization information has been extracted from the 2008 CPTR – no surveys were conducted for the 2011 Review/Update of the ITP. For the 2008 CPTR, surveys were only conducted at larger ranks where more than 10 outgoing trips per day were observed.

## 3.5 NON MOTORISED TRANSPORT

### 3.5.1 Animal-drawn transport

Animal-drawn carts are occasionally found in the rural areas, but no formal inventory of these vehicles has been made.

These vehicles are not licenced and are not allowed on public roads. However, in certain areas, such as on the N2 and R67 near Grahamstown, owners ignore traffic rules and travel on the surfaced roadway, resulting in a major traffic safety problem.

### 3.5.2 Bicycle transport & facilities

There is generally no provision for bicycle travel within the CDM. Cyclists share the travelled way with motorized traffic.

Cycling, however, is not a prevalent form of transport in the district, but is predominantly a recreational sport activity.

### 3.5.3 Sidewalks and walkways

Visual assessments of the primary transport corridors in the CDM indicate a dire need for the provision of sidewalks and walkways. Given the limited income profile of the rural population, and the close proximity of residential townships to the business nodes in most of the towns, walking is one of the main transport modes in the CDM.

Despite this, there is a distinct lack of suitable pedestrian facilities, and where sidewalks or walkways are present, these are often in a poor condition. The lack of verge maintenance along primary routes often results in pedestrians sharing the travelled way with motorized transport.

A detailed assessment of pedestrian sidewalk requirements was conducted in each of the main settlements in the nine LMA's. The required length of sidewalks and walkways required is summarized in **Table 19** below. Layout plans indicating the location of the proposed infrastructure are contained in **Annexure C** – these have been identified in consultation with the relevant local authorities and affected communities, but will need to be finalized prior to implementation.

**Table 19: Pedestrian infrastructure requirements within the CDM**

Local Municipal Area	Length of Sidewalks (km)	Length of Walkways (km)
Baviaans	10.21	4.97
Blue Crane Route	17.97	6.71
Camdeboo	14.88	4.78

Local Municipal Area	Length of Sidewalks (km)	Length of Walkways (km)
DMA	0.00	0.00
Ikwezi	5.29	0.00
Kouga	31.90	7.07
Koukamma	15.69	1.75
Makana	0.00	0.00
Ndlambe	37.21	6.29
Sundays River Valley	16.53	4.70
<b>Total</b>	<b>149.68</b>	<b>36.26</b>

Source: ITP data surveys 2010

### 3.6 METERED TAXI TRANSPORT

No metered taxi operating licences have been issued within the CDM.

### 3.7 SCHOLAR TRANSPORT

An assessment of scholar transport was undertaken by means of a questionnaire distributed to the principals of all the primary and secondary schools with the CDM. A copy of the questionnaire is attached as **Annexure D** and the detailed data is contained in an MS Access database which can be used for a comprehensive analysis, if required.

A total of 126 schools within the CDM responded to the questionnaire (most of these were visited by enumerators to obtain the information), representing approximately 47 500 pupils.

As can be seen from **Table 20** below, it is evident that the majority of scholars walk to school. In the urban areas, more than 80% walk, whilst this percentage is slightly lower in the rural areas, with a higher percentage using public transport (bus and taxi) than in the urban areas. This can probably be attributed to the fact that scholar transport contracts are in place in some of the rural areas. **Table 21** provides a breakdown of modal split per LMA.

**Table 20: Modal Split for Scholars per School Type (Urban / Rural)**

Mode	Percentage of Scholars per School Type	
	Urban (within town or township)	Rural
Walking	80.2	69.1
Car	5.6	0.2
Bus	5.9	14.5
Taxi	5.9	11.3
Bicycle	1.1	1.5
Other	1.4	3.4
<b>Total</b>	<b>100.0</b>	<b>100.0</b>

Source: ITP data surveys 2010

**Table 21: Modal Split for Scholars per LMA**

LMA	No of Pupils	Walking	Cars	Bus	Taxi	Other	Bicycle
Camdeboo	7 152	75.1%	6.7%	10.4%	3.0%	3.0%	1.9%
SRV	5 938	77.7%	0.0%	16.9%	3.9%	0.9%	0.6%
Ndlambe	6 092	84.6%	1.6%	4.6%	5.9%	2.9%	0.5%
Baviaans	2 813	93.7%	5.5%	0.0%	0.0%	0.2%	0.6%
Blue Crane Route	4 453	78.3%	3.4%	3.9%	9.7%	1.8%	3.0%
Kouga	5598	82.6%	1.6%	10.0%	5.1%	0.4%	0.2%
Ikwezi	1 444	89.2%	3.4%	0.0%	1.6%	5.8%	0.0%
Koukamma	4 348	79.8%	5.0%	6.9%	7.0%	0.2%	1.1%
Makana	9 642	70.1%	11.3%	2.7%	13.3%	1.2%	1.4%

Source: ITP data surveys 2010

It is interesting to note from **Table 22**, that approximately 50% of scholars are estimated to live more than 2 km from their school. This figure seems to be unreasonably high, but this could be due to the fact that the questionnaire is the perception of the school principle, and may not be very accurate. Notwithstanding this, it is evident that travel distances are generally far for scholars.

**Table 22: Travel distance to school**

LMA	< 500m	500m - 1km	1km - 2km	2km - 5km	> 5km
Baviaans	0%	3.6%	19.9%	71.4%	5.1%
Blue Crane Route	6.1%	34.5%	20.1%	21.2%	18.1%
Camdeboo	0.7%	11.1%	45.5%	33.5%	9.1%
Ikwezi	0%	0%	27.3%	57.9%	14.8%
Kouga	26.0%	18.0%	9.1%	39.7%	7.2%
Koukamma	31.7%	6.1%	8.6%	26.8%	26.7%
Makana	7.3%	19.2%	36.1%	21.9%	15.4%
Ndlambe	12.0%	13.8%	13.5%	39.4%	21.3%
Sundays River	16.3%	14.0%	16.7%	43.9%	9.2%
<b>Total (All Areas)</b>	<b>11.8%</b>	<b>14.9%</b>	<b>23.1%</b>	<b>36.0%</b>	<b>14.1%</b>

Source: ITP data surveys 2010

A further number of perception indicators were requested from the school principals, and the results of the survey are provided in the following tables.

**Table 23: Perception of the condition of roads leading to schools**

LMA	Good	Fair	Poor	No Reply
Baviaans	0.0%	44.4%	33.3%	22.2%
Blue Crane Route	7.1%	35.7%	14.3%	42.9%
Camdeboo	13.3%	53.3%	0.0%	33.3%
Ikwezi	40.0%	20.0%	0.0%	40.0%
Kouga	27.3%	27.3%	27.3%	18.2%
Koukamma	0.0%	41.7%	33.3%	25.0%
Makana	26.9%	46.2%	15.4%	11.5%
Ndlambe	11.8%	47.1%	29.4%	11.8%
Sundays River Valley	23.5%	47.1%	23.5%	5.9%

Source: ITP data surveys 2010

**Table 24: Scholars receiving a subsidy for transport**

LMA	Yes	No	No Reply
Baviaans	0.0%	77.8%	22.2%
Blue Crane Route	7.1%	50.0%	42.9%
Camdeboo	0.0%	73.3%	26.7%
Ikwezi	0.0%	60.0%	40.0%
Kouga	27.3%	54.5%	18.2%
Koukamma	41.7%	33.3%	25.0%
Makana	65.4%	23.1%	11.5%
Ndlambe	52.9%	35.3%	11.8%
Sundays River Valley	58.8%	35.3%	5.9%

Source: ITP data surveys 2010

### 3.8 INSTITUTIONAL AND ORGANISATION SETUP OF THE PuT INDUSTRY

There are nine registered taxi associations in the CDM. The OLAS indicates a registered membership of 749 persons, who operate a total of 473 vehicles that have operating licences and are operating legally.

The only location where bakkie taxis were identified is in Port Alfred, but the extent of bakkie taxi utilization has not been quantified.

**Table 25: Taxi Associations and Membership**

Association Name	Abbreviated Name	Claimed Members	Members with OL's	Vehicles
Graaff-Reinet UNCEDO Service TA	USTA (Graaff-Reinet)	14	4	7
Grahamstown Taxi Association	GRATA	125	14	26
Grahamstown UNCEDO Service TA	USTA (Grahamstown)	109	13	26
Humansdorp Taxi Association	HUMATA	137	47	124
Norwich Long Distance TA (Graaff-Reinet)	NOLDTA (Graaff-Reinet)	238	58	102
Norwich Long Distance TA (Somerset East)	NOLDTA (Somerset East)			
Norwich Long Distance TA (Willowmore)	NOLDTA (Willowmore)			
Port Alfred Uncedo Service TA	USTA (Port Alfred)	126	10	18
Uitenhage & District TA (Kirkwood)	UDTA (Kirkwood)	-	121	170
<b>Total</b>		<b>749</b>	<b>267</b>	<b>473</b>

Source: 2008 ITP

### 3.9 ROADS AND TRAFFIC

#### 3.9.1 Road Network

The CDM is not responsible for any roads within the Cacadu District. The responsible authority per category of road is indicated in **Table 26** below.

**Table 26 : Road Authorities**

Authority	Roads
SANRAL	National roads
EC Dept Roads & Public Works	Trunk, main, district & minor roads
LMA's	Access & residential roads

The extent of the national, provincial and local road network is indicated in **Table 27** below, and reflected in **Figure 11**. Note that this excludes local residential streets within towns that are the responsibility of the LMA. **Figure 12** indicates the extent of gravel and surfaced roads.

**Table 27 : Major Road Network**

Road Category	Surfaced (km)	Gravel (km)	Total (km)
National	805.22	0.0	805.22
Provincial Trunk	820.26	42.45	862.71
Provincial Main	548.96	1 529.75	2 078.71
Provincial District	153.78	5 447.89	5 601.67
Provincial Minor	9.16	4 566.21	4 575.37
Local access roads	0.0	1.89	1.89
<b>Total</b>	<b>2 337.38</b>	<b>11 588.19</b>	<b>13 925.57</b>

Source: ECDot GIS

The EC DRPW is currently reviewing the road hierarchy and categories within the province and this may result in changes to the network.

### 3.9.2 Road Condition

The condition of the provincial road network (excluding national roads) is summarized in **Tables 28** and **29**. This information has been extracted from the EC DRPW's Pavement Management System. Please note that, at the time of writing, the EC DRPW had not completed the visual assessments and hence the table below contains only a sample area of the the major road network (67.9% of surfaced and 53.7% of gravel roads).

It is of great concern to note that more than 20% of the surfaced road network is in a poor or very poor condition. It is a generally accepted norm that a good road network should not have more than 5% of the surfaced roads below a fair condition, which means that the provincial road network is in dire need of rehabilitation and maintenance.

**Table 28 : Condition Index – Surfaced Provincial Roads**

Road Category	Condition	Length (km)	Percentage (%)
Surfaced Roads	Very Good	58.23	3.67%
	Good	219.0	13.79%
	Fair	988.55	62.26%
	Poor	322.04	20.28%
	Very Poor	0.0	-
<b>Total</b>		<b>1 587.82</b>	<b>100%</b>

Source: ECDRPW Road Asset Management System

**Table 29 : Condition Index – Gravel Provincial Roads**

Road Category	Condition	Length (km)	Percentage (%)
Gravel Roads	Very Good	42.45	0.68%
	Good	717.69	11.54%
	Fair	3 000.66	48.26%
	Poor	1 863.86	29.98%
	Very Poor	592.62	9.53%
<b>Total</b>		<b>6 217.28</b>	<b>100%</b>

Source: ECDRPW Road Asset Management System

### 3.9.3 Traffic Volumes

The EC DoT manages a Traffic Counting Programme that involves counts at strategic location on provincial roads on an annual basis. This information is disseminated to local and district authorities annually and has proved to be a reliable source of data. A locality plan indicating the location and status of count stations within the CDM is attached as **Figure 13**.

**Figures 14** and **15** indicate the latest ADT and HVDT data, respectively, available per count station.

No capacity analysis has been undertaken to determine levels of service or traffic congestion, but it is generally accepted that no traffic congestion occurs on the provincial road network in the Cacadu District.

### 3.9.4 Traffic Safety

The CDM, during the 2008/09 financial year, developed and commissioned a Collision Information Management System (AcciBase) to capture accident information within the district.

This system is now into its second year of operation and is in the process of building up an excellent data set from which trends can be extracted in the future.

**Table 30** below contains a summary of the total number of accidents and also the number of severe or fatal accidents within the period January 2010 to December 2010.

**Table 30 : Accident statistics per LMA (1 January 2010 to 31 December 2010)**

LMA	No. of Accidents	Accidents / 10000 people	No. of Severe Accidents
Baviaans	47	31	4
Blue Crane Route	6	2	0
Camdeboo	33	7	7
ECDMA10	25	38	3
Ikwezi	2	2	0
Kouga	615	87	16
Koukamma	217	63	13
Makana	274	37	19
Ndlambe	280	50	15
Sundays River Valley	128	31	7

Source: CDM AcciBase

It is evident from **Table 30** above that most accidents occurred along the Kouga/Koukamma/Makana/Ndlambe coastal strip. This may be as a result of the higher traffic volumes on the N2 and R72 through these areas.

**Figures 16 to 19** indicate the following accident statistics for the period 1 July 2009 to 30 June 2010:

- Figure 16 - Total accidents per LMA
- Figure 17 - Accidents per LMA per 10 000 persons
- Figure 18 - Top 10 accident locations - all accidents
- Figure 19 - Top 10 accident locations – severe & fatal accidents
- Figure 20 - Top 10 accident locations - pedestrians

### 3.9.5 Roads Prioritisation Model

The CDM has recently developed a roads prioritization model to guide economic infrastructure investment and to lobby with provincial and national government for funding and expenditure.

The model takes into account a number of inputs, namely:

- Road condition
- Traffic volumes

- Road class
- Public transport routes
- Social facilities (health, police, schools)
- Gross Value Add (GVA – agriculture & forestry, community, financial, infrastructure, manufacturing, mining and retail)
- Tourism

Weightings can be assigned to each of these factors, from which an algorithm is then generated and prioritization can then be done. Prioritisation can therefore be determined for various scenarios, depending on the focus/aim of the exercise.

### **3.10 FREIGHT**

Limited information is available on freight transport. Only one weighbridge is located in the CDM, and that is situated on the N2 at Kinkelbos. Overloading statistics for this weighbridge could not be obtained.

The incidence of heavy vehicle traffic on provincial roads was obtained from the EC DoT's traffic counting programme and is indicated on **Figure 15**.

### **3.11 HAZARDOUS MATERIALS & ABNORMAL LOADS**

No information could be sourced on routes for hazardous materials or abnormal loads.

## 4. SPATIAL DEVELOPMENT FRAMEWORK

### 4.1 INTRODUCTION

The NLTTA requires land transport planning to be integrated with the land development process. Within this context, the Eastern Cape Provincial Land Transport Framework clearly identifies the need to align the two spheres of land use planning and transport planning:

*“Effective land use and development is largely dependent upon the provision of transport infrastructure. Access to schools, rural agricultural areas, residential suburbs and industrial developments is often the key factor in the effective utilisation of such facilities and should therefore be included in the initial planning processes.”*

This chapter therefore contains a short summary extracted from the Cacadu IDP and SDF, to provide the reader with an overview of development patterns and priorities in the Cacadu district, particularly those that may impact on the road network and/or public transport operations in the district.

### 4.2 ROLE OF THE CACADU DISTRICT MUNICIPALITY

The CDM's core function is to facilitate development within the District whilst supporting and capacitating Local Municipalities in their efforts to develop their various communities. As a principle, Local Municipalities are to function as the preferred service providers of municipal services. As such, the role of the CDM is defined as an organisation that is both supportive and facilitative in nature in terms of :

- Serving as a district wide integrated development planning authority.
- Serving as an infrastructure development agent.
- Serving as a technical and institutional capacity resource to local municipalities.

The intention of the CDM's SDF is to enhance the CDM's role as development facilitator, where the institution is able to deem developmental levels of importance, thereby allowing it to promote cross-cutting developmental aspects that contribute to the betterment of the region as a whole. Furthermore, as a primary component of the district wide IDP, the SDF of the CDM, may be defined as a management tool that seeks to :

- Ensure a collective spatial representation of the District's Vision and Objectives.
- Ensure mechanisms in which to effectively prioritise not only capital investment, but investment in the form of developmental programme areas.
- Ensure cohesive planning.

As the CDM faces the situation where the demands and expectations of its community and stakeholders far outweigh its resources, the CDM has to adopt a planning philosophy that seeks to identify how to appropriately allocate scarce resources, which by implication dictates that :

- The most important need is for local government to supply basic services to its entire community.
- Resources should next be allocated where they will be the most effective and the most beneficial as viewed from a District wide perspective.

This targeted approach is the cornerstone on which the SDF is developed, whilst recognising the fact that it is done so within the political mandate that currently exists.

### 4.3 CONTEXTUAL SITUATION

The Cacadu District's development pattern is influenced by the primary structuring elements of:

- Nodal Development :  
The most significant nodal points within the district consists of the towns of Grahamstown, Graaff-Reinet, Jeffreys Bay, Humansdorp and Port Alfred.
- Settlement Patterns :  
The process of colonisation within the Eastern Cape, based on the function of urban centres as either district service or administrative centres, has resulted in a network of settlements at varying levels of urbanisation ranging from rural villages to towns servicing predominantly extensive farming areas. In addition, most urban centres are characterised by functionality based on the divisional policies of the past in the form of marginalised townships. These areas have promoted sprawl due to their peripheral location, and are subsequently compromised in the form of sustainability as inadequate linkages exist between the settlement and the core of the urban area.
- Rural Patterns of Development :  
The district of Cacadu is predominantly rural in nature as the existence of low and erratic rainfall, coupled with sparse vegetation, can only support extensive grazing on large farms. As a result the majority of the District is characterised by a small rural population living in scattered towns and settlements.
- The Prominence of the Agricultural Sector :  
The agricultural sector within the District is characterised by privately owned commercial family farms. The land uses on these farms range from extensive grazing of sheep and goats in the semi-arid Karoo, to more intensive cultivation and dairy farming in the southern coastal belt and the fertile irrigated river valleys.
- Environmental / Tourism Sector :  
The District's wide range of environmental assets is the primary catalyst behind the prevalence of the tourism industry in the District. These range from the expansive stretch of coastline to the developments of the Addo Elephant National Park and the Baviaanskloof Reserve. The District is also home to several world-class private nature reserves and five star eco-tourism lodges.

### 4.4 SPATIAL DEVELOPMENT FRAMEWORK

The CDM has identified the following priority areas in the formulation of its SDF:

- That the CDM facilitate the implementation of projects or programmes that will seek to benefit previously disadvantaged communities to a minimum basic level of service as stipulated by the Constitution.
- That the CDM exploit its development facilitation role within the Local Municipalities of Ikwezi (in terms of cumulative agricultural development), Kou-Kamma, Kouga and Ndlambe (in terms of the cumulative tourism and agricultural potential in addition to catering for developmental / population growth within those respective municipalities), termed as 'Current and Future Development Areas (CFDAs), as applicable to a cross sector of intervention areas, i.e. investment programmes pertaining to infrastructure provision, health care initiatives, tourism initiatives, capacity building initiatives, etc).
- That the CDM exploit its development facilitation role within those identified areas with the potential to stimulate economic growth within the District, namely:
  - Area Based Plan focus areas.

- 
- Grahamstown (level 3 settlement).
  - Graaff-Reinet (level 3 settlement).
  - Baviaanskloof and Addo (tourism hubs).

Within this context, the CDM has prepared the SDF graphically illustrated overleaf, which identifies these key aspects.



## **5. OPERATING LICENCE STRATEGY**

### **5.1 ORIENTATION**

The OLS for the CDM has been prepared in accordance with the requirements of the National Land Transport Act, 2009, and the Minimum Requirements for Integrated Transport Plans, November 2007.

The OLS, at this stage, is aimed at rationalizing taxi operations within the Cacadu District and providing a base for the CDM and the Provincial Regulatory Entity to evaluate applications for route operating licences. The scope of the OLS includes sedan and minibus taxis and deals with local, long distance and metered taxi operations.

The OLS excludes scholar, tourism and charter services.

### **5.2 ANALYSIS OF THE PUBLIC TRANSPORT SYSTEM**

Public transport is limited to minibus-taxi operations providing services in and between the various towns in the District, and beyond. The main transport corridors are along the surfaced provincial road network, as indicated in **Figures 9** and **12**. Details of the current operations and major facilities are summarized in Chapter 3.4 of this report.

There is generally an adequate or oversupply of services in all areas. This situation is aggravated due to the lack of demand for services during the off peak services.

Scholar transport is a major issue in the Cacadu District, yet limited information is available on public transport supply for scholars.

Long distance bus services also provide mobility along the main routes through the District and play a key role in the transport system.

There are no public transport modes operating in parallel in the Cacadu District.

There are no public transport inspectors active in the District. Although there are two inspectors appointed by the ECDOT and stationed in Port Elizabeth, these inspectors do not have access to vehicles and can therefore not execute their responsibilities outside of Port Elizabeth.

### **5.3 POLICY FRAMEWORK FOR EVALUATION OF ROUTE OPERATING LICENCES**

The preparation of a fully compliant and accurate OLS as required in terms of the National Land Transport Act (Act 5 of 2009) is one of the key components of an Integrated Transport Plan. It is also the only tool that Planning Authorities and the Operating Licence Board have to regulate the public transport industry.

The OLS must enable the Planning Authority to make recommendations to the OLB in respect of applications for operating licences for all types of public transport services (except tourist services and charters). As these recommendations are binding in terms of the Act, the OLS must provide the planning authority with a reliable and accurate basis for its decisions.

### 5.3.1 Role of Public Transport Modes

The role of the transport modes along specific corridors can only be decided upon in principle, and should then be implemented over a period of time. The role of modes largely depends on the availability of infrastructure and facilities, the distance travelled and the volume of passengers. If the dominant mode along a certain route is below standard in quality, support for such a mode along a certain corridor should be made conditional on the upgrading of the quality of the mode by the transport operators.

Another determinant requiring consideration when assessing applications for operating licences is that the future structure of the entire public transport system in an area should be in line with the vision for public transport for such an area. This could include factors such as modal integration, the development of transfer facilities and the introduction of feeder services to and from such facilities.

It is quite evident that public transport commuter demand in the Cacadu District is small in comparison to urban areas such as Port Elizabeth. Commuter demand during peak periods is restricted to movement between the residential townships and CBD's of towns. Much of the demand for public transport relates to scholar transport and long distance transport between towns.

Within in this context, the roles of public transport modes in the Cacadu district may be summarized as follows:

- Rail transport is limited to main line long-distance passenger services
- Bus transport is limited to long-distance services
- Mini-bus taxi services are used for local, scholar and long-distance services.

The limited passenger demand within the District, makes mini-bus taxi services the ideal mode of transport for both local and long distance services. The use of vehicles for both commuter and long distance operations makes services more viable in the rural areas. The topography and road condition in the Cacadu District is of such a nature that “bakkie taxis” are not required to service rural areas – all such services can be provided by means of mini-bus taxis.

### 5.3.2 Implementation Principles & Conditions

The following implementation principles and conditions have been set for public transport services in the Cacadu District:

- Hierarchy of Evaluation Procedures

The Operating Licence Board currently refers all applications, irrespective of service type, to the CDM for evaluation. This large volume of documentation is deemed to be inappropriate given the limited extent of public transport services in the Cacadu District. The Cacadu OLS is therefore based upon a stratified / layered approach for the evaluation of route operating licence applications, varying from a high order level where applications are to be assessed in detail by the CDM, down to a lower order level, where the CDM, in consultation with the OLB, agrees on a policy level approach, with the OLB implementing these policies without needing to refer applications to the CDM for evaluation/ratification.

The hierarchy is as follows:

- Detailed Information
  - Mini-bus taxi type service (local/commuter)

This tier should contain detailed supply, demand and operational data, as this is the primary focus of the OLS. The planning authority (PA) should collect adequate data to make clear recommendations in the OLS as to how these services are to be dealt with in its area of jurisdiction. The OLB refers all these applications to the PA for comment. The OLB **must** act in accordance with the recommendations of the PA.

- Policy Level Information

- Mini-bus taxi type service (inter-town / long distance)
- Metered taxis
- Scholar transport

At this level, it will not be expected from the planning authority to collect detailed supply and demand information. However, basic conditions and evaluation criteria must be set by the planning authority that guides the OLB on how it should treat these applications. These conditions and criteria are to be developed in conjunction with the OLB, ECDOT and PA. The OLB may issue licences in according with the agreed guidelines and only notify the PA of its actions.

- Services not detailed in the OLS

- Charter / organised parties
- Courtesy services
- Staff service
- Tourist transport
- Special events

These services are not dealt with in the OLS and the OLB evaluate these applications in accordance with basic conditions and evaluation criteria as set by the EC DOT and OLB, as governed by the Act.

• Definition of local / long distance services

The National Land Transport Act defines “*long-distance service*” as “*a scheduled or unscheduled public transport service, other than a service for commuting, that is provided beyond the boundary of the area covered by an integrated transport plan*”

The Act also allows ITP’s to be prepared at Local Municipality Level – in fact the transport sector plan of the LMA’s IDP is effectively an ITP. Although, in practice, the ITP’s are prepared for a district level, this does not mean that they cannot be prepared at LMA level. In view of this, it is proposed that a long distance service be considered to be any service (that is not a commuter service) that crosses the boundary of an LMA.

Public transport services in this OLS are therefore defined as follows:

- *Commuter / local routes* within towns, or within the same LMA (this includes, for example routes between Humansdorp and Jeffreys Bay / St Francis, as it occurs within the same LMA)
- *Inter-town routes within the CDM* (for the purposes of this ITP, this includes routes originating or terminating in the Nelson Mandela Bay Municipality)
- *Inter-town routes outside the CDM*

- Number of routes per vehicle

The OLB currently limits the number of routes per operating licence to 5 local/commuter routes per vehicle and 3 long distances routes per vehicle. This only applicable to associations which have registered local and long/distance routes.

- Route codes and descriptions

The OLAS route number and description will be used as a standard. The route number will be the ECBR number assigned by the OLB.

- Use of bakkie taxis

The topography and road condition in the Cacadu District is of such a nature that “bakkie taxis” are not required to service rural areas – all such services can be provided by means of mini-bus taxis. No operating licences will therefore be issued to bakkies, unless the need therefore can be motivated by the applicant and the vehicle is suitably adapted in accordance with the relevant regulations.

## 5.4 OPERATING LICENCES PLAN

The recommendations contained in this OLS is based upon the information contained in the CPTR prepared in 2008 – no additional information was collected for this review/update.

It is, however, highly recommended that the CPTR information should be updated on a regular basis in order to ensure that the current situation is reflected in the OLS and the proposed an be defended in a court of law, if required.

It should be noted moreover that whenever an application for an operating licence is made for a specific route in the Cacadu District, and the recommendation for the application has to be considered, the necessary surveys should be conducted by the CDM on all routes for which there is insufficient information available. These include route utilisation, rank utilisation and waiting-time surveys. The relevant recommendation could therefore be reviewed if there is clear evidence from the surveys that the operating conditions on that route would justify issuing an operating licence based on the conditions and evaluations made in the OLS.

### 5.4.1 Local / Commuter Services

**Table 31** overleaf indicates the supply/demand for the identified local/commuter minibus taxi type services with the Cacadu District. This information has been extracted from the 2008 ITP.

The calculation of number of vehicles required per route is based on passenger demand, average vehicle occupancy and average cycle time, calculated as follows:

$$N = (\text{Passenger Demand} / \text{Vehicle Occupancy}) \times (\text{Cycle time} / 60)$$

It is evident from the results contained in **Table 31**, that there is generally an oversupply of minibus taxis on nearly all the local routes. Seeing as the 2008 mini-bus taxi surveys did not differentiate between different routes (albeit the same origin and destination), the vehicle supply and demand has been totaled per destination and/or town to determine the overall status for supply and demand. Future surveys will need to be more detailed in order to refine this data.

**Table 31 : Supply and Demand for Local Commuter Routes**

Municipality	Town	Origin	Destination	Route Type	Licenses	Passengers (Peak Hour)	No of Vehicles observed	Vehicle Occupancy	Average Cycle Times (minutes)	No of Vehicles Required
Baviaans	Willowmore	Dam Street	Hillview	Local / Commuter	-	-	-	-	-	-
Baviaans	Willowmore	Dam Street	Mandela Square	Local / Commuter	-	-	-	-	-	-
Baviaans	Willowmore	Dam Street	New Extension	Local / Commuter	-	-	-	-	-	-
Baviaans	Willowmore	Dam Street	Lovemore	Local / Commuter	-	-	-	-	-	-
Baviaans	Willowmore	Dam Street	Town (Vork Street)	Local / Commuter	-	-	-	-	-	-
Blue Crane Route	Somerset East	Francis Street	Westview	Local / Commuter	3	-	-	-	-	-
Blue Crane Route	Somerset East	Francis Street	Mnandi	Local / Commuter	3	20	2	4	36	3
Blue Crane Route	Somerset East	Francis Street	Aeroville	Local / Commuter	3	67	7	5	47	11
Blue Crane Route	Somerset East	Francis Street	Town (Hospitaal Street)	Local / Commuter	2	-	-	-	-	-
Blue Crane Route	Somerset East	Francis Street	Old Location (Zebra Street)	Local / Commuter	3	-	-	-	-	-
Blue Crane Route	Somerset East	Francis Street	Francisvale	Local / Commuter	2	-	-	-	-	-
Camdeboo	Aberdeen	Aberdeen	Graaff-Reinet	Local / Commuter	1	-	-	-	-	-
Camdeboo	Graaff-Reinet	Gelukdal	Markplein	Local / Commuter	6	-	-	-	-	-
Camdeboo	Graaff-Reinet	Goedhals Square	Caltex Garage	Local / Commuter	2	-	-	-	-	-
Camdeboo	Graaff-Reinet	Market Square	Gelukdal	Local / Commuter	2	183	27	15	43	9
Camdeboo	Graaff-Reinet	Markplein	Gelukdal	Local / Commuter	6	-	-	-	-	-
Camdeboo	Graaff-Reinet	Umasizakhe Township	Goedhals Square	Local / Commuter	2	58	8	-	47	12
Kouga	Hankey	Hankey	Patensie	Local / Commuter	3	-	-	-	-	-
Kouga	Humansdorp	Humansdorp	Kruisfontein (Humansdorp)	Local / Commuter	4	169	37	12	126	30
Kouga	Humansdorp	Humansdorp	Jeffrey's Bay	Local / Commuter	4	-	-	-	-	-
Kouga	Humansdorp	Humansdorp	Patensie	Local / Commuter	4	-	-	-	-	-
Kouga	Humansdorp	Humansdorp	St Francis Bay	Local / Commuter	4	-	-	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Humansdorp	Local / Commuter	3	-	-	-	-	-
Kouga	Jeffreys Bay	Jeffrey's Bay	Patensie	Local / Commuter	3	-	-	-	-	-
Kouga	Patensie	Patensie	Hankey	Local / Commuter	2	-	-	-	-	-
Kouga	Patensie	Patensie	Humansdorp	Local / Commuter	2	-	-	-	-	-
Kouga	St Francis Bay	St Francis Bay	Humansdorp	Local / Commuter	-	-	-	-	-	-

Koukamma	Joubertina	Canvada Str / Main Rd	Kritzinger Street	Local / Commuter	-	-	-	-	-	-
Makana	Alicedale	Norwich Rank (Main Road)	Susongiqoi Street	Local / Commuter	2	-	-	-	-	-
Makana	Alicedale	Norwich Rank (Main Road)	Olienhout Bus shelter	Local / Commuter	2	-	-	-	-	-
Makana	Grahamstown	Joza Township	Army Base & Settlers Hospital	Local / Commuter	4	-	-	-	-	-
Makana	Grahamstown	Joza Township	Ilchester / Taunton Rd (Settlers Hospital)	Local / Commuter	4	-	-	-	-	-
Makana	Grahamstown	OK-Checkers Rank	Joza Township	Local / Commuter	4	-	-	-	-	-
Makana	Grahamstown	Queen Street Rank	Newton Extension (Raglan Rd)	Local / Commuter	3	115	13	12	94	14
Makana	Grahamstown	Queen Street Rank	Extension 6	Local / Commuter	4	300	29	12	67	28
Makana	Grahamstown	Queen Street Rank	Nompondo	Local / Commuter	3	380	32	12	60	31
Makana	Grahamstown	Queen Street Rank	Newton Extension (Raglan Rd)	Local / Commuter	3	90	10	10	69	10
Makana	Grahamstown	Shoprite Rank	Joza Township	Local / Commuter	4	-	-	-	-	-
Makana	Grahamstown	Shoprite Rank	Hlalani Location	Local / Commuter	4	-	-	-	-	-
Ndlambe	Port Alfred	Nemato Rank	Port Alfred Town Taxi Rank	Local / Commuter	3	255	16	12	67	23
Ndlambe	Port Alfred	Port Alfred	Bathurst	Local / Commuter	2	-	-	-	-	-
Sundays River Valley	Kirkwood	Main Street Rank	Bergsig	Local / Commuter	3	-	-	-	-	-
Sundays River Valley	Kirkwood	Main Street Rank	J.C. Stein Prison And Farms	Local / Commuter	3	-	-	-	-	-
Sundays River Valley	Kirkwood	Moses Mabida Rank	Bercheba Village	Local / Commuter	3	-	-	-	-	-
Sundays River Valley	Kirkwood	Moses Mabida Rank	Main Street Rank	Local / Commuter	3	168	12	12	37	9
Sundays River Valley	Pearston	Grens Street Rank	New Location	Local / Commuter	1	-	-	-	-	-

**Source: 2008 ITP, Port Elizabeth Operating Licence Board - 2010**

The following procedure should be followed in the evaluation and disposing of applications:

- a) Identify the route relevant to the application and its status with respect to capacity utilization.
- b) If further investigations are required, these should be carried out.
- c) Records should be checked to determine whether applications for additional licences have been supported and if licences have been awarded by the Operating Licence Board, since the approval of the OLS. If so, the impact of the additional capacity on such route should be assessed.
- d) Should additional investigation be required, passenger waiting times at ranks should also be assessed. If waiting times in queues are longer than 30 minutes during peak periods; this would indicate that the route may be under-supplied and that additional capacity is possibly required.
- e) If the above steps indicate that additional capacity on the route can be accommodated, the capacity utilisation of the relevant rank(s) should be assessed.
- f) Similarly, the route should be assessed in terms of the preferred mode and the restructuring of the public transport system in the respective Local Municipality.
- g) The respective local authorities should consider whether any conditions should be linked to a licence, if awarded.
- h) If all the above considerations indicate that additional vehicles could be allowed on the route relevant to the application, the CDM may support the application.
- i) The proposed *pro forma* document, attached as Annexure E, could be used for recording the comments.
- j) If the OLB awards the relevant licence, the affected Local Municipality, as well as the Cacadu District Municipality, should be informed by the OLB and the information of the new operator be recorded on the OLB database.

#### **5.4.2 Long Distance Services**

With the exception of NOLDTA, which only operates long distance services, all associations operate a combination of local commuter routes and inter-town routes.

It is recommended that application for long distance routes only be awarded on condition that there is no over supply on local commuter routes at the origin of the route. The CDM will therefore not support any application for long distance routes only.

### 5.4.3 Metered Taxi Services

No metered taxi services are currently provided in the Cacadu District. Applications for metered taxi services should be evaluated in accordance with the following conditions:

- Services are not to run in parallel with local/commuter mini-bus taxi routes;
- Vehicles are to be fitted with meters and signage as required in accordance with the relevant regulations;
- Services are not to run beyond the boundary of the LMA in which the licence is granted.

### 5.4.4 Scholar Services

The ECDOT is in the process of taking over the administration of scholar transport from the Department of Education. The Cacadu DM will liaise with the ECDOT as to the procedures to be followed once this function has been transferred and the scholar transport policy finalised.

### 5.4.5 Other Applications / Procedures

Application referrals are to be made to the following authorities, as indicated in **Table 32** below:

**Table 32 : Application Referrals**

Type of Service	Referrals
Local mini-bus taxi service	CDM, LMA
Inter-town taxi service with origin and destination within the Cacadu District	CDM, both affected LMA's
Inter-town taxi service with origin or destination outside the Cacadu District	CDM, affected LMA within CDM, any other DM and LMA where loading or off loading is proposed
Metered taxi service	CDM, LMA

**Table 33** below indicates the procedures to be followed for other applications:

**Table 33 : Procedures for Evaluation of Applications**

Type of Application	Action
Licence Transfer Applications	Impact on supply - treat in the same way as an application for a new licence
Change of particulars	Not related to supply, so there is no need for comment by the CDM – this application can be dealt with by OLB
Additional vehicles	Impact on supply - treat in the same way as an application for a new licence
Application for tourism service	Operator should apply directly to the OLB for a tourism permits.
Application for organised parties / charter	Operator should apply directly to the OLB for a temporary licence
Application for courtesy service	Operator should apply directly to the OLB for a temporary licence
Application for staff services	Operator should apply directly to the OLB for a temporary licence

## 5.5 LAW ENFORCEMENT

There are no public transport inspectors active in the District. Although there are two inspectors appointed by the ECDOT and stationed in Port Elizabeth, these inspectors do not have access to vehicles and can therefore not execute their responsibilities outside of Port Elizabeth.

The ECDOT is to mobilize the two public transport inspectors as a matter of urgency.

## 5.6 STAKEHOLDER CONSULTATION

Discussions have been held with the Operating Licence Board (Cacadu District) to clarify the current administrative processes, and to jointly develop standard documentation and agree on procedures to streamline the evaluation process. The CDM has also addressed communiqués to the ECDOT in order to establish communication links with all the OLB's in the Province, as well as the Provincial Regulatory Entity.

## 5.7 IMPLEMENTATION PROPOSALS

The following actions are required to implement the OLS:

**Table 34: Proposals for the Implementation of the OLS**

Required Action	Responsibility	Comment
Set up liaison channels with PRE and OLB's	CDM, EC DOT	Letter requesting contact details has been forwarded to EC DOT from CDM
Finalise "Moratorium cases"	CDM, OLB	All existing moratorium cases to be referred to the CDM for evaluation.
Workshop OLS with public transport operators	CDM, OLB	Buy-in of public transport industry required through the District Transport Forum
Employ and equip public transport inspectors	EC DOT	Make necessary transport arrangements for the two transport inspectors based in Port Elizabeth

## 5.8 FINANCIAL IMPLICATIONS

No existing legal transport operators are affected by the proposals contained in the OLS. The implementation proposals detailed in Section 5.7 above therefore have no financial implications on the CDM over-and-above the normal operational budget of the CDM.

\* \* \* \* \*

## 6. TRANSPORT NEEDS ASSESSMENT

### 6.1 APPROACH

The transport needs assessment comprised of a review/update of the assessment undertaken for the 2008 ITP, with the focus being on identifying strategies and projects to address the issues raised by affected stakeholders and the goals and objectives as identified by the CDM and summarized in Chapter 2 of this report. No consultative meetings were held with stakeholders, as the status quo with regards to transport demand, services and infrastructure is similar to that of two years ago, and the CDM has expended limited funds on transport in the past two years.

The approach followed was to:

- Summarise the main issues identified in the 2008 ITP
- Review the 2010 CDM IDP and the transport sector plans of the respective local IDP's
- Identify strategies and projects in line with the set objectives and goals.

### 6.2 STAKEHOLDER NEEDS, ISSUES AND PROJECT IDENTIFICATION/PRIORITISATION

The needs and issues identified by stakeholders in the 2008 ITP may be summarized as follows:

- Public transport services and infrastructure
  - Transport operators are not adequately represented as stakeholders in Transport Forums.
  - Learner transport contracts are often not awarded to local public transport service providers.
  - Mini-bus taxi ranks with associated facilities are need in certain towns.
  - Hitch hiking was raised as a concern by most transport operators in the Cacadu District. This is particularly a concern in Somerset East and Kareedouw. Illegal operators were reported as the main cause of the problem.
  - More public transport services are required to isolated rural areas.
- Road infrastructure
  - Provincial road network leading to tourism areas and/or which serve as public transport routes are not being maintained.
  - Provincial roads are deteriorating and are generally in a poor condition.
  - Gravel roads which serve as public transport routes should be upgraded to surfaced standard.
- Rail services and infrastructure

Consultation with stakeholders revealed that there is a concern in the District for lines with potential for tourism to be re-opened – for example, the refurbishment of the line between Grahamstown and Port Alfred which is perceived to have a tourist potential. This can also assist with the transportation of freight as it contributes to the decreasing standard of roads in the District.

- Airports and Harbours

In meeting the growing demand for expansion of the tourism potential of some municipalities, the need to address maintenance of existing airports and landing strips arises. This could be seen as an alternative for marketing an area internationally as well to alleviate ever-growing concerns of the road conditions travelled by tourists. Private initiatives like Port St Francis harbour should be seen as contributing to the economic development of the province through tourism.

- Non-motorised transport

- Sidewalks and cycle tracks are needed where the safety of users of these non-motorized modes is compromised by having to share road space with fast moving traffic or at dangerous road crossings.
- Sidewalks need to be surfaced in areas which carry large pedestrian volumes.

A detailed list of issues and needs identified in consultation with the Transport Forums and stakeholders in each of the LMA's during the preparation of the 2008 ITP Review is attached as **Annexure F**.

Following from the above, priority projects were identified in consultation with the Local Municipalities, stakeholders and extracted from the various local IDP's. These were then prioritized in consultation with the various stakeholders, and using the EC DOT's standard prioritization sheets. The list of prioritised projects are attached as **Annexure F**, along with the 5-year infrastructure plan contained in the 2008 ITP. Although the latter is included for information purposes, it should be noted that none of projects, barring one or two, have been implemented in the past two years, and therefore this should guide the process of identifying key priority projects for the following five years, should they meet the strategic objectives of the CDM. Priority statements as required by the ECDOT, and as completed for the 2008 ITP, as attached as **Annexure G**.

### 6.3 ANALYSIS OF STATUS QUO

Taking into consideration the goals and objectives of the CDM as documented in Chapter 2 of this ITP, compared in context with the Status Quo Analysis (Chapter 3) and the identified needs of the affected communities (this chapter), specific strategies and projects for implementation have been identified for implementation in the short to medium term. These are documented in **Table 35**, overleaf.

One of the key aspects to keep in mind, is that the CDM has limited financial resources and therefore many of the identified projects need to be undertaken in-house. Furthermore, the CDM, although have a coordinating planning function, is not responsible for implementation of roads and transport projects within the LMA's. The role of the CDM and is therefore very much limited to being an organization which lobbies for and guides infrastructure investment within its district.

**Table 35 : Analysis of Status Quo**

Goal	Objective	Strategy	Project	Comment
Provide appropriate and cost-effective transport infrastructure and services	Maintain public transport services to an acceptable condition and level of cleanliness	Provide technical support to the LMA's, where requested	Technical assistance	In-house
	Upgrade or provide public transport infrastructure in relation to the demand	Improve long-distance bus service infrastructure	Design and construct inter-city bus facilities in a suitable LMA	Outsourced contract
Promote traffic safety	Develop and implement a collision information management system	Continue the maintenance and management of the collision management system (AcciBase)	Maintenance of AcciBase	In-house
	Identify hazardous locations and accident trends	Use the collision management system to identify hazardous locations	Generate hazardous location maps and accident trends from AcciBase and prepare a Situational Analysis report	In-house – CSIR assisted
	Address problems and trends through appropriate engineering and law enforcement strategies and programmes	Identify low-cost improvements to improved traffic safety	Pilot study on at least two hazardous locations  Lobby Provincial DRPW to undertake improvements at the identified locations	In-house – CSIR assisted
Increase accessibility and mobility	Provide sidewalks and footpaths on highly utilized pedestrian routes	Prioritise sidewalk improvements	Prepare an implementation plan and budget	In-house
	Identify roads of strategic importance and lobby with the responsible authorities to upgrade and/or maintain these roads	Utilise the Roads Hierarchy Database and Prioritisation Model to identify priorities	Prepare a needs analysis and budget  Lobby Provincial and National Government for funding and/or implementation	In-house
	Provide suitable public transport options for rural communities	Promote scholar transport	Distribute the scholar transport needs and data contained in the ITP to the Provincial Department of Transport for consideration in	In-house

Goal	Objective	Strategy	Project	Comment
			the allocation of subsidies and the provision of suitable transport	
Improve integrated transport planning	Include recommendations from the DITP in the municipal and district IDP's	Distribute copies of the approved ITP to LMA's for information	Not applicable	In-house
	Provide responses to all Operating Licence applications referred to the CDM	Ensure that all Operating Licence applications received are dealt with in accordance with the approved Operating Licence Strategy	Not applicable	In-house
	Liaise with and empower transport users and operators through the District Transport Forum	Assist the DoT District Manager with the coordination of the Cacadu District Transport Forum (in-house)	Not applicable	In-house

\* \* \* \* \*

## **7. SUMMARY OF LOCAL ITP'S**

None of the nine LMA's within the CDM have prepared a local ITP. However, the IDP's of these municipalities contain a Transport Sector Plan, albeit that these are in most cases extremely sketchy. The core features of the transport components, as extracted from the IDP's, are briefly discussed below.

### **7.1 CAMDEBOO**

Road infrastructure affects development in sectors such as tourism, agriculture and general migration. Whilst streets in previously disadvantaged areas have been receiving much attention, the upgrading has been of poor standard and communities are dissatisfied. The road network within previously advantaged centres has deteriorated drastically over the past few years and in some areas road markings are no longer visible. The communities have urged the Municipality to pay urgent attention to the afore-mentioned, as well as to road traffic signs and traffic calming measures.

Tourism is one of the main economic drivers in the Camdeboo and it is therefore crucial that roads, signage and markings be of acceptable standard and are maintained properly. Many rural gravel roads throughout the District are in a very poor state of repair.

A major concern is the unacceptable high volume of freight traffic that is using the N9 and R63 through Graaff-Reinet. This appears to be the result of a weighbridge installed close to Paterson, causing large (and overloaded) trucks and buses to divert from Middleburg or Cradock to Graaff-Reinet in order to travel to Port Elizabeth on the R75.

According to the Municipality's Comprehensive Infrastructure Plan it is estimated that approximately R142 million is needed to systematically address Camdeboo's roads & stormwater backlogs.

The Camdeboo LMA has identified the need to develop a local ITP in future.

### **7.2 BLUE CRANE ROUTE**

The maintenance of roads throughout the entire Blue Crane Route Municipal Area (urban and rural) is problematic due to the lack of funding. Urgent attention and funding is needed to address this problem. The upgrading of gravel roads to surfaced standard (and with suitable stormwater drainage) in residential areas is one of the key priorities.

The IDP recognizes that its adopted strategy for the upgrading of gravel roads is predominately on target, but that its objective and strategies for the facilitation of an efficient and effective public transport system are lacking.

### **7.3 IKWEZI**

There is a growing concern within the local municipality that the existing road network is not sufficiently maintained, the consequences of which directly influence the potential economic bearing of the agricultural sector.

Due to a number of reasons, internal roads within the respective settlements have deteriorated significantly and are in a poor state of repair. Many rural gravel roads within the municipality

are in a very poor state of repair. This is a significant concern considering that many of these carry noteworthy volumes of vehicular traffic.

A backlog study and a master plan, completed during 2007, indicated a budget requirement of approximately R95 million for roads in the Ikwezi LMA.

#### **7.4 MAKANA**

Makana has a fair road network. However, because of underfunding and growth experienced especially in the townships and informal settlements of Makana, there is now a significant backlog in terms of road provision and maintenance. According to the Makana IDP review of 2008, when quantified these backlogs amount to:

- R107m of tarred road
- R340m of gravel road
- R277m of pavements

Because of underfunding, improper maintenance has led to some of the roads being in a poor condition. According to the Makana IDP (2008), only 47.7% of the roads in Makana were in good condition, which though higher than the district and provincial levels, is still low. Such a state of affairs could hamper the expansion and development of the transport, agricultural and tourism sectors.

The IDP identified the tarring of gravel roads, and the resealing and rehabilitation of existing surfaced roads as a priority.

#### **7.5 NDLAMBE**

A Roads Management Programme was compiled in May 2005 to guide the Municipality in terms of investments in roads. The Plan estimates a required capital investment of R400 million (for upgrading and to maintain existing infrastructure), while the Municipality has a budget for road sealing available of R1.2 million. At the time, discussions with DBSA ensued regarding feasible options of dealing with the required investments. Unfortunately the discussions never delivered a meaningful solution. As the Municipality anticipated a result from the DBSA process, its own budget for road maintenance was suspended with the result that roads deteriorated in the past years without any municipal budget to rectify the damages. This scenario compounded the problem and has generated a tremendous public outcry to the Municipality to develop a strategy.

Considering the role of roads in the economic activities of the area (tourism/transport of agricultural products), as well as the numerous rural settlements that rely on economic activities at centres like Port Alfred and Alexandria, the matter requires urgent attention.

Although not sufficiently explored during this IDP cycle, the issue of roads will receive an urgent priority during the next planning cycle.

#### **7.6 SUNDAYS RIVER VALLEY**

The poor condition of roads in the SRV LMA creates a road safety problem. Poor road conditions impact on a household level – mobility of communities are affected as public transport services are lacking. Poor road conditions also influence access to social services and economic opportunities. Internal roads in urban areas and settlements generally need upgrading and ongoing maintenance. Roads in low-income, high-density residential areas are mostly gravel with limited storm water management. Within this context, communities have prioritized the tarring of roads in most wards.

The provincial roads in the SRV LMA are in desperate need of upgrading and maintenance. Considering the economic drivers of the area, namely agriculture and tourism, the Municipality needs to ensure that these conditions do not place additional pressure on the existing economic activities. The main access road through the Sundays River Valley has been identified by the farming community as a major priority for upgrading. Most of the produce from the Sundays River Valley is transported on this route and the road quality affects the export quality of fruit.

## 7.7 BAVIAANS

The Bavians IDP indicates that it “uses the roads and transport plan of the Cacadu District Municipality” – it is not clear what this means.

The IDP further contains a strategy for the improvement of internal roads and streets in Willowmore and Steytlerville, which includes the following interventions:

- Tarring of strategic roads
- Improvement of stormwater drainage
- Installation of road markings and signage
- Construction of speed humps and V-drains

## 7.8 KOUGA

The Kouga LMA has identified a number of roads projects, mainly related to upgrading of gravel roads to surfaced standard in residential areas. A budget allocation has also been made for the preparation of a transport and road master plan.

## 7.9 KOUKAMMA

The Koukamma LMA consists mostly of rural areas, hence the bulk of the road infrastructure are gravel roads.

Through the Flood Relief Programme, funding to the tune of R177 million was made available during the past few years to upgrade the road infrastructure and storm water management system. Ultimately, backlogs in terms of roads and storm water management systems have been reduced but not fully addressed owing to budget constraints.

The municipality does not have a dedicated operations and maintenance team that can carry out maintenance on the municipal streets and storm water management system. This results in maintenance backlogs and road network deterioration. With limited budgets available in conjunction with the Sakisiswe Programme, it was possible to attend to potholes identified as critical. With no plant machinery available operations and maintenance programmes cannot be implemented.

## 7.10 SUMMARY OF LOCAL IDP PROJECTS AND BUDGETS

A summary of the implementation budgets for road and transport related projects contained in the IDP's for the nine LMA's is provided in **Table 36** overleaf. Note that many of the IDP's do not contain budget forecasts for the following three years, and none have forecasts for five years into the future.

**Table 36 : Summary of Local IDP Transport Projects and Budgets**

LMA	IDP Ref No.	Project Name/Des	Funding Source		Budget			
			Funded	Unfunded	2010/11	2011/12	2012/13	2013/14
Camdeboo	IDP-152	Street Construction: Building & tarring (new surfacing)	Internal, EPWP		R 1,500,000	R 3,000,000	R 1,500,000	
Camdeboo	IDP-636	CIP: Roads & Transport		External	R 27,000,000	R 30,000,000	R 30,000,000	
Camdeboo	IDP-702	Upgrade Street Surface (Nieu Bethesda & Psig)		DBSA/DRT	R 500,000	R 15,000,000	R 10,000,000	
Camdeboo	IDP-704	S/W: master plan & implementation plan (develop/revise)		Internal DBSA	R 1,000,000	R 1,000,000	R 1,000,000	
Camdeboo	IDP-747	Integrated Transport Plan (establish/revise)		External /DRT	R 500,000			
Camdeboo	IDP-783	S/W Construction: Nieu Bethesda & misc. streets		Internal	R 3,477,000	R 2,500,000	R 2,500,000	
Camdeboo	IDP-784	Bridges & Causeways: investigate/upgrade/construct		Internal	R 400,000	R 500,000	R 500,000	
Camdeboo	IDP-512	Taxi Ranks: ablution block, Market Sq & shelters, Umasizak.		Internal	R 100,000	R 356,000	R 250,000	
Camdeboo	IDP-748	Pedestrian Walkways	Internal		R 100,000	R 200,000	R 200,000	
Camdeboo	IDP-202	Road Traffic Signs		Internal	R 50,000	R 50,000	R 50,000	
Camdeboo	IDP-750	Traffic Calming Measures: Circles & speed humps		Internal	R 50,000	R 70,000	R 70,000	
Blue Crane	TSR10008	Develop Transport Plan		Cacadu DM		R 250,000		
Blue Crane	TSR10009-op	Slurry Seal	Internal		R 1,200,000			
Blue Crane	TSR10001-cap	Upgrade of urban roads in BCRM - Phase 2	MIG		R 7,246,000	R 4,754,000		
Blue Crane	TSR10020-cap	Somerset-East Mnandi Access Rd		MIG		R 3,990,000		
Blue Crane	COMP1001_1	Road signs/Street names/Signage	Internal		R 200,000			
Blue Crane	COMP1001_2	Design of speed bumps uniformity		Internal		R 100,000		
Blue Crane	COMP1001_4	Littering Control		Internal		R 300,000		
Blue Crane	COMP1001_3	Bridges at Nelsig & Lukhanyiso	DRPW			R 500,000		
Ikwezi	INF 8.1	Development of roads infrastructure maintenance plan	MIG					
Ikwezi	INF 8.2	Implementation of road & s/w programme as per Master Plan	MIG / DRPW		R 5,000,000	R 7,000,000		
Ikwezi	INF 8.3	Dialogue with DoRT wrt upgrade/maint of provincial roads	EPWP		R 100,000			

LMA	IDP Ref No.	Project Name/Des	Funding Source		Budget			
			Funded	Unfunded	2010/11	2011/12	2012/13	2013/14
Ikwezi	INF 9.1	Development of sidewalks & cycle tracks	DRPW		R 2,500,000			
Makana		Prioritisation of identified high accident areas	Internal					
Makana		Erect speed humps where and when required (within budget)	Internal					
Makana		Erect bus terminus and toilet block in Bathurst Street	Cacadu DM					
Makana		Traf. survey to determine traf. flow betw. African & New Str	Internal					
Makana		Erect, upgrade and maintain signage & road markings	Internal					
Makana		Circle St Andrews		Internal				
Makana		Construction of sidewalks (unfunded)		Internal				
Makana		Construction of roads	MIG					
Makana		Construction of new surfaced road from Makana Way	MIG					
Makana		Const. of new roads from bottom of Albert Rd to Vukani Rd		MIG				
Makana		Stormwater drainage in Grahamstown		MIG				
Makana		Road Management System		MIG				
Makana		Resealing and maintenance of roads within Makana area	Internal					
Ndlambe		Expand & upgrade the municipal roads & s/w network		Internal	R 200,000			
Ndlambe		Re-gravelling & resurfacing	Internal		R 9,300,000			
Ndlambe		Sidewalks (Phase 2)	MIG					
Ndlambe		Implementation of a Roads Network Maintenance Plan		DBSA/DRPW	R 726,000			
Ndlambe		Improve access to quarries	DBSA					
Ndlambe		Survey current system networks to establish status priorities		DBSA	R 2,000,000			
Ndlambe		Dev. a comprehensive funding strategy with business plans		DBSA	R 50,000			
Ndlambe		Upgrade of Joe Solve & Runnel Drive (link town & Nemato)		DRPW				
Ndlambe		Upgrade of roads & parking areas along beach		DRPW				
Ndlambe		Upgrade of main routes to the beach		DRPW				

LMA	IDP Ref No.	Project Name/Des	Funding Source		Budget			
			Funded	Unfunded	2010/11	2011/12	2012/13	2013/14
Ndlambe		Estab/impr/upgr/maint. taxi & comm. facilities in ident. areas		CDM	R 200,000			
Ndlambe		Maintain involvement in the District Forum for Int. Trans. Plan	Internal					
Ndlambe		All road marking & signage on roads as per legislative comp.	Internal					
SRV	1.5.1	Upgrading of roads	MIG		R 11,500,000	R 2,000,000	R 2,000,000	R 2,000,000
SRV	1.5.2	Coord. roads projects with CDM as per Spatial Dev. Plan	Internal		R 2,000,000			
SRV	1.5.4	Upgrade Nomatamsanqa Main Road		Internal				
SRV	2.3	Construct speed humps	Internal		R 24,000			
SRV	2.4	Establish a weigh bridge		Internal	R 800,000			
Baviaans	50(e)	Integrated Transport Plan		Internal				
Baviaans	90	Ph1: Upgr of gravel roads S'ville & W'more wrt str prior. list	DPLG					
Baviaans	93	Estab. of Baviaans Transp. For. (Privatise rural & town roads)	Internal					
Baviaans	93(a)	Investigate the re-opening of the vehicle test centre	Internal					
Baviaans	93(b)	Investigate the re-opening of the test centre for learners licen.	Internal					
Baviaans	93(c)	Investigate and register the existing transport facilities	Internal					
Baviaans	93(d)	Investigate the implement. of the AWO roll maint. program	Internal					
Baviaans	94	Reseal tar road around Taxi Rank & Willowmore Town Hall	Internal					
Baviaans	96(b)	Road information signs - Baviaans area	DoRT					
Baviaans	96(c)	EPWP Roads Project - repair of roads	EPWP					
Baviaans	2	Upgrading of cement road between W'more & S'ville		DRPW				
Baviaans	7	Upgrade of road 411 (Rietbron): dev. of uranium & road to PE		DRPW				
Kouga	INFR 3.1	Paved roads in all townships	Internal		R 1,500,000	R 7,000,000		
Kouga	INFR 3.6	Rehabilitation entrance road - Kwanomzamo	Internal		R 150,000			
Kouga	INFR 3.7	Oyster Bay Brander Road sand stabilization	Internal		R 150,000			

LMA	IDP Ref No.	Project Name/Des	Funding Source		Budget			
			Funded	Unfunded	2010/11	2011/12	2012/13	2013/14
Kouga	INFR 3.8	Provide sidewalks along main roads in township & town	Internal		R 500,000	R 500,000		
Kouga	INFR 3.10	Upgrade Paradise Causeway linking the beach	Internal		R 500,000	R 1,500,000		
Kouga	INFR 3.16	Extension of a Duine Road in the Pellsrus, J'Bay		Internal	R 4,000,000	R 5,000,000		
Kouga	INFR 3.17	Compile transport & road master plan for Kouga		Internal	R 1,700,000	R 1,800,000		
Kouga	INFR 3.18	Upgrade parking areas in J'Bay & St Francis Bay		Internal	R 500,000	R 400,000		
Kouga	INFR 3.19	Rehabilitation of existing township tar roads		Internal	R 3,000,000	R 5,000,000		
Kouga	INFR 3.20	Provision & improvement of road street names for Kouga		Internal	R 200,000	R 200,000		
Kouga	INFR 3.21	Rooidraai gravel road grading 'new'		Internal	R 100,000	R 250,000		
Kouga	INFR 3.22	Link Pellsrus/Ocean View & Aston Bay gravel road		Internal	R 250,000	R 500,000		
Kouga	INFR 3.23	Traffic calming measures		Internal	R 100,000	R 100,000		
Kouga	KCC 1.3	Develop the parking rank at the KCC		LED	R 20,000	R 20,000		
Kouga	INFR 3.24	Construction Access Road		Internal				
Kouga	INFR 3.25	Retention for the Taxi Route Construction		Internal				
Koukamma		Maintain all municipal tar roads (50km)	Internal		R 50,000	R 75,000		
Koukamma		Maintain all gravel roads	Own		R 200,000	R 200,000		
Koukamma		Phase 2: Upgrading of testing station						
Koukamma		Traffic Signs - 3 year program		Own	R 20,000	R 22,000		
Koukamma		Road Markings - 3 year program						
Koukamma		Maintenance of streets & storm water infrastructure						

Source: LMA IDP's 2010

### 7.11 SANRAL PROJECTS

SANRAL is currently busy with the following projects on national roads within the Cacadu district:

- N2 – reseal between Elands River and the Kareedouw Interchange
- N2 – reseal between Humansdorp Interchange and the Gamtoos River
- N2 – widening to a dual carriageway between Hougham Park Interchange and Colchester
- N10 – repair and resurfacing between Paterson and Olifantskop Pass
- N10 – repair and resurfacing between Olifantskop Pass and Middleton

In addition to this, an upgrade of the N10 between Baviaans River and Daggaboer Nek is proposed to commence in 2012. This will involve widening and vertical re-alignment, supplemented by climbing lanes on certain sections.

### 7.12 DRPW PROJECTS

The Department of Roads and Public Works has identified a number of road upgrading and maintenance projects on provincial roads within the Cacadu District. These are listed in **Table 37**, overleaf. Annual budgets for these projects are currently being finalized, therefore the table only indicates the year in which the project will be undertaken.

**Table 37 : Summary of DRPW Projects**

Project		Financial Year		
No	Description	2011/12	2012/13	2013/14
1	Surfacing of Roads: N10 to Alicedale (In-house)			
2	Patch rehabilitation of R72 from Port Alfred to Fish River			
3	Routine Roads Maintenance (gravel roads): Makana			
4	Routine Roads Maintenance (gravel roads): Ndlambe			
5	Routine Roads Maintenance (gravel roads): Blue Crane			
6	Routine Roads Maintenance (gravel roads): Sundays River			
7	Routine Roads Maintenance (gravel roads): Camdeboo			
8	Routine Roads Maintenance (gravel roads): ECDMA10 A			
9	Routine Roads Maintenance (gravel roads): ECDMA10 B			
10	Routine Roads Maintenance (gravel roads): Baviaans			
11	Routine Roads Maintenance (gravel roads): Ikwezi			
12	Routine Roads Maintenance (gravel roads): Koukamma			
13	Routine Roads Maintenance (gravel roads): Kouga			
14	Routine Roads Maintenance (gravel roads): NMBM			
15	Route Maintenance Contracts (surfaced roads): R62 Misgund to Humansdorp			
16	Route Maintenance Contracts (surfaced roads): R63 Western Cape Boundary to N10			
17	Route Maintenance Contracts (surfaced roads): R75 PE (N2) to R63 Graaff-Reinet			
18	Route Maintenance Contracts (surfaced roads): Kouga			
19	Route Maintenance Contracts (surfaced roads): Sundays River			
20	SMME Development: Drainage & Stormwater			
21	SMME Development: Road Reserve & Vegetation control			
22	SMME Development: Surface Roads, Pothole repairs, etc.			
23	SMME Development: Safety Related Maintenance			
24	Reseal : N2 to Cape St Francis			

Source: ECDRPW

## 8. FUNDING STRATEGY & SUMMARY OF PROPOSALS AND PROGRAMMES

This DITP only contains the funding strategy, budget and priority projects for which the Cacadu District Municipality is responsible. The projects for which LMA's and other organizations (e.g. SANRAL, DRPW, etc.) are responsible for, are contained elsewhere in this DITP and are therefore not duplicated in this chapter.

### 8.1 FUNDING SOURCES AND AVAILABLE BUDGET

The CDM relies on the following sources of funding for transport projects:

- Equitable share allocation from National Treasury;
- Municipal Infrastructure Grant (MIG) funding from the Department of Provincial and Local Government (DPLG) – funding is only made available to suitable projects that meeting the funding windows; and
- Grant funding from the Eastern Cape Department of Transport (ECDoT) - such funding is only made available upon approval of a business plan that fits the available budget and prioritization criteria of the ECDoT. The ECDoT does not have grant funding available for the current financial year.

Given the precarious situation in which the CDM finds itself, the only funding which is available for the 2011/12 financial year is an amount of **R3.2 million** available through its equitable share allocation. No budget has been confirmed for the outer three years of the budget cycle.

### 8.2 IMPLEMENTATION PROJECTS AND BUDGET

It is evident from the preceding paragraphs that limited funding is available for the implementation of transport projects. In view of this, the traditional approach of the CDM to fund, facilitate and monitor transport infrastructure development in the district has been adapted to provide a more in-house service oriented approach. Through this approach the CDM will continue to add value in the sphere of transport planning, with the view to position itself to obtain grant funding for selected priority projects. This pro-active approach will therefore ensure that the CDM is able to not only lobby provincial and national government for funding, but to guide infrastructure development in the District.

The following projects will therefore be undertaken in-house during the 2011/12 financial year (refer to **Table 35**). Costs will be borne under the Operating Budget:

- Ongoing maintenance of the AcciBase Collision Management System;
- Accident analysis and identification of hazardous locations;
- Prioritisation of sidewalk improvements and the preparation of a business plan;
- Assessment of scholar transport requirements and lobbying with the ECDoT to secure suitable scholar transport funds and services; and the
- Assessment of Operating Licence applications.

The available budget of R3.2 million will be utilized for the following outsourced planning and implementation projects:

- Design and construction of an inter-city bus facility (Graaff-Reinet) R2.6 million

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|--|---------------|
| • Review and update of the ITP                             | R0.25 million |
| • Accident and Freight Route Analysis (CSIR collaboration) | R0.35 million |