

12.**SUBMISSION OF THE OVERSTRAND SUSTAINABLE TRANSPORT PLAN****9/1/2/2****D Hendriks****(028) 313 5047****Hermanus Administration****18 October 2018**

1. Executive Summary

The purpose of this report is to inform the Overstrand Council about the Provincial Sustainable Transport Programme (PSTP) and the Overstrand Sustainable Transport Plan (PSTP Plan). The PSTP plan has been developed jointly by the Western Cape Government and the Overstrand Municipality, under the auspices of the (PSTP).

The PSTP Plan outlines the key issues affecting transport systems in the Overstrand municipal area, formulates a sustainable transport vision for Overstrand and finally proposes strategies and interventions to achieve the stated vision.

2. Service Delivery and Budget Implementation Plan - IGNITE

Directorate: Infrastructure & Planning
Department: Engineering Services

3. Compliance with Strategic Priorities

Provision of democratic, accountable and ethical governance
Provision and maintenance of municipal services
Creation and maintenance of a safe and healthy environment
The encouragement of structured community participation in the matters of the municipality
Promotion of tourism, economic and social development

4. Delegated Authority

None

5. Legal Requirements

The drafting of the plan is informed by the following policy and legislation:

National

National Development Plan (2012)

National Land Transport Act (Act No.5 of 2009)

Spatial Planning and Land Use Management Act (Act no.16 of 2013)

Provincial

Provincial Strategic Plan (2014-2019)

Provincial Spatial Development Framework (2014)

Provincial Land Transport Framework (2016/17 – 2020/21)

6. Background/Discussion/Evaluation/Conclusion**Background**

The PSTP, formerly known as the Provincial Public Transport Institutional Framework (PPTIF), was initiated by the Department of Transport and Public Works (DTPW) to support the development and implementation of sustainable transport systems in the Western Cape. The PSTP has been conceptualised in alignment with strategic imperatives including the National Development Plan, the National Land Transport Strategic Framework and the Provincial Strategic Plan.

The PSTP aims to improve local transport systems by implementing sustainable transport initiatives in the Western Cape Province through collaboration between the DTPW and identified priority local municipalities. In this regard, a Memorandum of Agreement (Annexure B) between DTPW and the Overstrand Municipality was entered into in October 2017, paving the way for sustainable transport development in the Municipality. The project incorporates the full suite of sustainable transport interventions, but has a particular focus on public and non-motorised transport (NMT) and improved access for marginalised and low-income communities.

The PSTP Plan was developed jointly by the DTPW and the Overstrand Local Municipality as part of the PSTP. The PSTP Plan deals with the following matters:

- It outlines the key factors affecting the transport system within the Overstrand Local Municipality.
- It then formulates the broad vision for sustainable transport in the Overstrand Local Municipality. This vision is aimed at addressing the key issues that has been identified.
- Lastly, the plan proposes key strategies and interventions that will be required to achieve the stated vision.

Discussion

The PSTP Plan is aimed at addressing the key challenges identified after the assessment of the local transport user needs. These needs were identified through the preparation of a Status Quo document, a ward councillor engagement and the results of travel and traffic surveys.

The Overstrand Transport Vision and Objectives as detailed in the PSTP Plan, aims to achieve the following:

- Provide access for all to key services and amenities;
- Improve safety and security;
- Contribute to quality of life for all residents of the Municipality;
- Provide real and attractive transport choices;
- Support the economic growth of the Municipality;
- Minimize environmental impacts;
- Establish a developmental framework that embraces technology.

The PSTP Plan outlines six strategies that will assist in achieving the envisaged transport vision for the Overstrand Local Municipality. These strategies include the following:

- The improvement of public transport and the enhancement of public transport facilities;
- The promotion of cycling and walking and the improvement of the associated infrastructure;
- Encouraging smarter choices by transport users through education and generating improved awareness;
- Efficient Roads and Effective Traffic Management;
- Increased utilization of technology to improve traffic management;
- Integrated Developing planning.

Each strategy contains a summary of key challenges that need to be addressed and details how each strategy will contribute towards the envisaged vision for transport in the Overstrand.

Evaluation

The PSTP Plan concludes with an implementation plan and a performance management plan. The implementation plan incorporates short, medium and long-term interventions in relation to each of the strategies. In terms of the performance management plan, the following seven performance indicators have been identified as a way of measuring the effectiveness of the plan over time:

- A reduction in the number of pedestrians killed or seriously injured in road crashes;
- A reduction in the number of children killed or seriously injured in road crashes.
- Reducing road congestion ;
- Improved access to key services through public transport, walking and cycling;
- Public transport that are reliable and run to a specific peak and off-peak frequency schedule;
- Increased public transport patronage.

Conclusion

More work is required to map the way forward. Many challenges lie ahead in the implementation process for the PSTP Overstrand. These challenges will require the Western Cape Provincial Government, Overstrand Municipality and their partners/stakeholders to plan and work together in controlled and co-ordinated manner.

It's envisaged that by 2030 the Overstrand Municipality will have implemented a sustainable, fully accessible transport system. This transport system will provide improved access for poor and marginalised communities within Overstrand Municipality and will enhance economic and socially-inclusive development.

7. Financial Implications

None

8. Staff Implications

None

9. Comments from other Departments, Divisions and Administrations

None

10. Annexures

Annexure A: Overstrand Sustainable Transport Programme

Annexure B: Memorandum of Agreement

RECOMMENDATION TO THE COUNCIL:

that the content of the Overstrand Provincial Sustainable Transport Programme **be noted and be endorsed.**

RESPONSIBLE OFFICIAL :

DER HENDRIKS

TARGET DATE FOR IMPLEMENTATION :

31 OCTOBER 2018



**Western Cape
Government**

Transport and Public Works



PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME

Overstrand Sustainable Transport Plan

July 2018

Document control sheet

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Version 2	10 April 2018	Second draft - Completion of annexures and executive summary
Version 3	9 May 2018	Third draft – Amendments based on WCG departmental comments
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Executive Summary

The PSTP Overstrand Sustainable Transport Plan (PSTP Plan), has been jointly developed by the Western Cape Government and the Overstrand Municipality, under the auspices of the Provincial Sustainable Transport Programme (PSTP). The PSTP is focussed on improving local transport systems by implementing sustainable transport initiatives, with a particular focus on public and non-motorised transport (NMT) and improved access for marginalised and low-income communities.

The PSTP Plan outlines the key issues affecting the transport system in Overstrand, articulates a sustainable transport vision for Overstrand aimed at addressing these key issues, and then proposes strategies and interventions to achieve the stated vision.

Key Issues Affecting the Overstrand Transport System

The transport system in Overstrand experiences a number of challenges which have been articulated in Overstrand transport and spatial planning reports and policies, and which is evidenced through recent surveys such as the 2017/2018 Overstrand Traffic Surveys and 2018 Overstrand Household Travel Survey. The PSTP Plan proposes strategies and interventions which are focussed on addressing these issues as a means of improving the sustainability of the Overstrand transport system. The key issues are summarised in the following table:

Category	Key Issues
Transport Considerations	<ul style="list-style-type: none"> • No formal public transport services are available to low and no-income communities dependent on unsubsidised minibus taxis (MBTs) services. • The primary modes of transport in the region are private vehicles (46% of mode share) and non-motorised transport (NMT) (40% of mode share). Public transport only makes up 14% of trips. • In a number of instances high-density, low-income areas are located within reasonable walking distance of the main employment and service centres, resulting in high levels of NMT activity. • Safety conditions for NMT users are not satisfactory, as evidenced by the high incident statistics, including serious and fatal incidents. • Improvements to NMT infrastructure are ongoing, but small scale due to limited budget. • High private vehicle use leads to increasing congestion in the Hermanus area, particularly along the R43

	<p>between Onrus and the Hermanus CBD.</p> <ul style="list-style-type: none"> • Parking and congestion issues are experienced particularly during peak tourism periods. • Learner transport is available, but there are concerns related to accessibility, safety (e.g. overloading), reliability and support infrastructure (e.g. shelters). • There is a need for improved MBT rank and stop infrastructure. • Based on the high levels of NMT trips (40% mode share) cycling should play a larger role in the transport system. • According to Census 2011, persons difficulty seeing, hearing, walking, communication account for 16% of the Overstrand population, however there are no Universal Access transport services available to service these residents.
Economic and land-use considerations	<ul style="list-style-type: none"> • Overstrand has a very high gini-coefficient indicating a wide gap between the rich and the poor. • Half of the population are low income with 16% of households having no income. • The Tourism and holiday economy have significant seasonal impacts on towns and infrastructure. • The population and the economy are growing moderately. • Settlements in Overstrand are geographically dispersed with employment opportunities, secondary and tertiary facilities and commercial opportunities concentrated in Hermanus. • Smaller towns/settlements have limited employment and commercial opportunity or services while supporting low income communities (e.g. Kleinmond, Hawston, Gansbaai) located on the periphery. • The R44 and the R43 are primary movement corridors, however when they pass through towns they perform a key access function for land uses. This leads to tension between the need for vehicle mobility and land use access requirements, which can compromise mobility. • Current and future urban development is focussed in Hermanus in the general vicinity of Sandbaai and Hawston. Less expansion pressure is experienced in

	<p>smaller settlements.</p> <ul style="list-style-type: none"> • Mixed use development is limited to the Hermanus CBD, with the majority of urban development characterised by car-oriented residential and commercial development. • Car-oriented development trends have resulted in a significant increase in private vehicle numbers over the last 15 years leading to congestion in Hermanus and other towns.
Institutional, capacity and resources	<ul style="list-style-type: none"> • The transport, land use and spatial planning departments are integrated in terms of the institutional structure of Overstrand. • MBT regulation and enforcement, and facilities management are the responsibility of different departments. • The Infrastructure and Planning Department are responsible for the construction of infrastructure, but the maintenance/operations of infrastructure is the responsibility of the Community Services Department. • There were significant capacity constraints within the Infrastructure and Planning Department. However, recent appointments should lead to improved capacity. • There are significant capacity constraints experienced in the Traffic Department which is responsible for enforcement. • Funding constraints are significant with only R7,415 million of the capital budget allocated to transport-related projects for the 2017/2018 financial year. The total capital budget for 2017/2018 is R97.6 million. • Significant Provincial transport funding has to date been focussed on vehicular mobility on provincial roads (R43 upgrades, planned Hermanus bypass, planned Stanford Road upgrade).

Overstrand Transport Vision and Objectives

The PSTP Plan is informed by an overarching transport vision for Overstrand. The vision is underpinned by the following objectives, which are aimed at addressing the key issues associated with the transport system, namely:

1. Provide access for all to key services and amenities in the Municipality
2. Improve safety and security
3. Contribute to quality of life for all residents of the Municipality
4. Provide real and attractive transport choices
5. Support the economic growth of the Municipality
6. Minimise environmental impacts
7. Establish a development framework that embraces technological change

Proposed strategies and associated interventions are aimed at achieving these objectives; thereby realising the transport vision for Overstrand.

Strategies and Interventions

The PSTP Plan includes six strategies and associated interventions (inclusive of short, medium and long term interventions). Incorporated within each strategy is also a proof of concept project that can be readily implemented. The individual strategies include the following:

1. **Public Transport:** enhancement of minibus taxi operations, new and improved interchanges and stops, improved community transport, and improved public transport safety and security.
2. **Cycling and Walking:** improved infrastructure and non-motorised transport promotion (including safety and security).
3. **Smarter Choices:** education and generating improved awareness of alternative travel choices through behavioural change techniques.
4. **Roads and Traffic Management:** the efficient movement of people and goods, managing congestion and parking, maintaining air quality, and improving road safety.
5. **Technology:** contemporary forms of information provision including web-based technology, investigating technology to improve traffic management and monitoring and exploring electric vehicle support infrastructure.
6. **Development Planning:** encouraging the integration of land-use and transport planning in proposed developments.

Implementation and Performance Management

The PSTP Plan concludes with an implementation plan and performance management plan, which reflects the interventions and proof of concept projects proposed across the strategies with associated implementation timelines. These are reflected in Table 0-1 below.

Table 0-1: Overstrand PSTP Implementation Plan

	Short-Term (1-3 yrs)	Medium Term (3-6 yrs)	Long-Term (6-10yrs)
Public Transport Strategy			
Priority Public Transport Project – Proof of Concept			
Overstrand public transport network			
Improved passenger experience			
Increased promotion of public transport services			
Improved provision of public transport information			
Driver training			
Improved vehicle quality			
Integrated transport and land-use planning			
Vehicle tracking			
Electric and other alternative fueled public transport			
Provision of community dial-a-ride transport			
Improved quality / provision of learner transport			
Walking / Cycling Strategy			
Priority Pilot Project: Walking / Cycling Transport Intervention – Proof of Concept			
Expansion of the cycling and walking network			
Increased promotion, education and training for cycling and walking			
Improved signage and wayfinding			
Online journey planner			
Improve safety in locations with high pedestrian accident rates on the R44 and R43			
Development of a comprehensive NMT network plan			
Improved pedestrian and cycling access to the public transport network			
Provision of secure and sheltered bicycle parking at key destinations			
Improved walking and cycling links to, and facilities at, rural employment centres			
Bicycle hire			
Provision of free / affordable bicycles			
Smarter Choices Strategy			
Work place travel plan for a Large Employer			
Continued promotion of Safer Journeys to School programme			
Increased delivery of travel awareness campaigns and promotions			
Introduction of personalised travel planning			
Roads and Traffic Management Strategy			
Priority Pilot Project: Signalisation of the R43 and George Vloen Street, Hawston - Proof of Concept			
Traffic calming			
Hermanus Parking Strategy and Review			
Hermanus Traffic Management and Pedestrianisation			
Hermanus Tourism Information Centre, Coach Drop-Off Facility			
Construction of a local access corridor between Onrus and Sandbaai			
Technology Strategy			
Development of a multi-modal transport information website portal and smart phone application			
Implementation of electric vehicle infrastructure			
Coordinated and adaptable traffic signals			
Improved Public Transport Real-Time Passenger Information (RTPI) system			
Development Planning Strategy			
Integrated transport and land-use planning			
Develop a Street Scape Guide			
Improved partnership working			

Further to the implementation plan, the PSTP Plan concludes with identifying seven performance indicators as a means of measuring the effectiveness of the plan over time. The seven performance indicators are as follows:

1. Reduction in pedestrians killed or seriously injured in road traffic crashes
2. Reduction in children killed or seriously injured in road traffic crashes
3. Congestion – reduction in the average journey time per Km during the morning peak
4. Improved access to key services (education, healthcare) by public transport, walking and cycling

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5. Public transport services that are reliable and run to a specified peak and off-peak frequency schedule.
6. Increase in public transport patronage

11/9/55

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Glossary of Terms

Bike-ability: Bike-ability refers to teaching trainees the necessary skills to ride confidently on road. The initiative is usually promoted within schools, work-places and community centres

Greater Hermanus: Greater Hermanus refers to the area including Fisherhaven, Hawston, Onrus, Sandbaai and Hermanus.

Persons with disabilities: means all persons whose mobility is restricted by temporary or permanent physical or mental disability, and includes the very young, the blind or partially-sighted and the deaf or hard of hearing;

Personalised travel planning: Personalised travel planning is a targeted marketing technique, providing travel advice and information to people, based on an understanding of their travel patterns.

Smaller settlements: Smaller settlements include Rooi Els, Bettys Bay, Kleinmond, Stanford, Gansbaai, Franskraal and Pearly Beach.

Special Categories of Passengers: means persons with disabilities, the aged, pregnant women and those who are limited in their movement by children.

Universal access: a transport facility or service that is accessible to everybody irrespective of ability.

Open street schemes: Open street schemes promote bicycle and pedestrian priority, as well as the benefits of active, sustainable and integrated transport, by temporarily closing streets to automobile traffic and opening them to cyclists, pedestrians and other modes of non-motorized transportation.

1. Introduction and Background

1.1 The PSTP Programme

The Provincial Sustainable Transport Programme (PSTP), formerly known as the Provincial Public Transport Institutional Framework (PPTIF), was initiated by the Department of Transport and Public Works (DTPW) to support the development and implementation of sustainable transport systems in the Western Cape. The PSTP has been conceptualised in alignment with strategic imperatives including the National Development Plan, the National Land Transport Strategic Framework and the Provincial Strategic Plan.

The PSTP aims to improve local transport systems by implementing sustainable transport initiatives in the Western Cape Province through collaboration between the Western Cape Government's Department of Transport and Public Works and identified priority local municipalities. The project incorporates the full suite of sustainable transport interventions, but has a particular focus on public and non-motorised transport (NMT) and improved access for marginalised and low-income communities. This phase of the PSTP is focused on developing the PSTP in the Overstrand Municipality.

1.2 Sustainable transport and focus of the PSTP

The PSTP emerged from a recognition that a holistic approach to improving access and mobility was required, particularly for low and no-income earners and in non-Metro areas where capacity and funding are often significantly constrained. At the same time, it has been recognised that the approach to improving transport must be sustainable in terms of three crucial dimensions:

- Social
- Economic
- Environmental

The UN High Level Advisory Group has defined sustainable transport as,

"the provision of services and infrastructure for the mobility of people and goods - advancing economic and social development to benefit today's and future generations - in a manner that is safe, affordable, accessible, efficient, and resilient, while minimising carbon and other emissions and environmental impacts." (United Nations, 2016)

This definition has formed the basis for the meaning of sustainable transport systems for the PSTP.

A sustainable transport system is one which facilitates equitable, safe access to opportunities, is affordable and supports a vibrant economy and inclusive growth, and limits impact on the environment. Within this broader definition, the PSTP especially recognises and prioritises improvement of access for poor and marginalised communities, primarily in the non-Metro areas of the Western Cape, seeking to enhance economic and socially-inclusive development.

Areas of focus that may form part of a sustainable transport approach include urban and land use planning, non-motorised transport, public transport, and transport demand management, however the primary focus of the PSTP is non-motorised transport and public transport.

1.3 Relationship to Planning Policy and Legislation at a Local, Provincial and National level

The PSTP Plan is informed by a number of local, provincial and national legislation and policies as articulated below.

1.3.1 National

The National Development Plan places emphasis on improving public transport and creating denser, more sustainable urban forms.

Guided by the NDP, the National Transport Forum (2014) was established to actively and proactively assist, support, guide and monitor all spheres of government in striving towards the transport vision of realising *"a dynamic, multi-modal sustainable transport system for South Africa by 2050 and beyond"* and described sustainable transport as transport that:

"Meets the needs of the present generation without compromising the ability of the future generations to meet their transport needs".

The National Land Transport Act, 2009 (Act No. 5 of 2009) and Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) directly affect transport planning and delivery in terms of requiring sustainable access to opportunities to be created. The requirements of these are summarised in the National Land Transport Strategic Framework 2015 (NLTSE) requiring that transport infrastructure and operations form an integral part of land-use planning and are designed, planned and managed in an integrated manner to support the shift towards sustainable transport.

The NLTSE vision is for

"an integrated and efficient transport system supporting a thriving economy that promotes sustainable economic growth, provides safe and accessible mobility options, socially includes all communities and preserves the environment."

In addition, South Africa's National Strategy for Sustainable Development and Action Plan (NSSD) sets out our Vision for Sustainable Development as:

"South Africa aspires to be a sustainable, economically prosperous and self-reliant nation state that safeguards its democracy by meeting the fundamental human needs of its people, by managing its limited ecological resources responsibly for current and future generations and by advancing efficient and effective integrated planning and governance through national, regional and local collaboration."

The NSSD specifically identifies Sustainable Transport as a requirement to reduce transport's carbon footprint with a specific focus on public and non-motorised transport and to provide affordable access to opportunities.

At the National level, transport policy supports the NSSD through the promotion of public transport over private transport. Policy also strongly suggests the advancement and promotion of NMT, however as yet the reality is that this has not been actively pursued on a wide scale.

1.3.2 Provincial

Provincial Strategic Plan: 2014-2019 (PSP)

At the provincial level the key document is the Provincial Strategic Plan: 2014-2019 (PSP) which establishes five Provincial Strategic Goals (PSGs) each with its own subset of strategic priorities. The PSGs focus on unlocking economic growth, improving education and youth development, addressing safety and security issues, and enabling sustainable development, with an overarching focus on good governance and stakeholder partnerships. Transport is recognised as one of the strategic priorities with the requirement that an “..efficient, affordable and low carbon transport system” (a sustainable transport system) is a prerequisite for realising the Western Cape Government’s vision of “an open, opportunity society for all”.

A specific requirement of the PSP is that the modal share between public and private transport by 2019 is a 60:40 ratio. This requires a very substantial shift in the transport planning and delivery approaches currently in place.

The PSTP aligns with the PSGs, as shown below, and the PSTP approach developed for Overstrand will embody this strategy through its initiatives.

Table 1-1 Alignment of the PSTP to the Provincial Strategy

Provincial Strategic Objectives	PSTP Alignment	Achieving Sustainable Transport in Overstrand
PSG 1: Create opportunities for growth and jobs	Functional transport systems are a key contributor to unlocking economic growth, increasing economic competitiveness, and improving economic efficiency.	Transport initiatives that support economic growth and job creation.
PSG 2: Improve education outcomes and opportunities for youth development	The PSTP supports transport systems that will enable the youth to access opportunities.	Transport initiatives that support access to education and youth development.
PSG 3: Increase wellness, safety and tackle social ills	The PSTP supports developing transport systems that support inclusive social development and are safe for users.	Initiatives that address transport safety and security issues and facilitate wellness.
PSG 4: Enable a resilient, sustainable, quality and inclusive	The PSTP supports the development of public and non-motorised transport, which	Transport initiatives that support sustainable and inclusive living.

Provincial Strategic Objectives	PSTP Alignment	Achieving Sustainable Transport in Overstrand
living environment	is more sustainable, inclusive and energy-efficient than private motorised transport. The PSTP also encompasses travel demand management.	
PSG 5: Embed good governance and integrated service delivery through partnerships and spatial alignment	The PSTP institutional model is based on partnerships between the Western Cape Government and municipalities, through the joint execution of public mandates, to achieve improved public transport service delivery.	Strong partnership between DTPW and Overstrand Municipality, as well as engagement with other local stakeholders.

The Provincial Spatial Development Framework

Approved in March 2014 the 2014 Provincial Spatial Development Framework (PSDF) is intended to be a bridge between the National Development Plan (NDP), the Provincial transversal management strategies and all municipal plans from which service delivery results. It establishes the spatial agenda for all Provincial departments and is informed by, and in turn informs, complementary national, Provincial and municipal planning processes.

The PSDF is shaped by guiding spatial principles, most of which have direct relevance for transport and the PSTP programme, including the following:

- *Spatial Justice* - past spatial and other development imbalances should be redressed through improved access to and use of land by disadvantaged communities. This will be achieved through developing inclusionary settlements that focus on the public realm rather than on private enclaves; support civic interaction and equitable access throughout the public environment; and make urban opportunities accessible to all – especially the poor;
- *Sustainability and Resilience* - Land development should be spatially compact, resource-frugal, compatible with cultural and scenic landscapes, and should not involve the conversion of high potential agricultural land or compromise ecosystems. Resilience is about the capacity to withstand shocks and disturbances such as climate change or economic crises, and to use such events to catalyse renewal, novelty and innovation. To achieve resilience the focus should be on creating complex, diverse and resilient spatial systems that are sustainable in all contexts;
- *Spatial Efficiency* – Efficient relates to the form of settlements and use of resources – compaction as opposed to sprawl; mixed-use as opposed to mono-functional land uses; residential areas close to work opportunities as opposed to dormitory settlement, and prioritisation of public transport over private car use. When a settlement is compact

higher densities provide thresholds to support viable public transport, reduce overall energy use, and lower user costs as travel distances are shorter and cheaper.

- **Accessibility** - along with convenient and dignified access to private and public spaces for people with impaired mobility improving access to services, facilities, employment, training and recreation, and safe and efficient transport modes is essential to achieving the stated settlement transitions of the NDP and OneCape 2040. Good equitable access systems must prioritise the pedestrian, as well as provide routes for bicycles, prams, wheelchairs and public transport.

Furthermore, certain considerations within the broad approach of the PSDF are worth highlighting:

- Integrated planning – incorporating land use and transport as well as other departments is a prerequisite;
- Integrated land development planning of the urban fringe must ensure that urban expansion is structured and directed away from environmentally sensitive land and farming land; agricultural resources are reserved; environmental resources are protected; appropriate levels of service are feasible to support urban fringe land uses; and land use allocations within the urban fringe are compatible and sustainable;
- Urban rather than suburban type settlements which require densification and mixed use to enable and support Public Transport;
- Infill and brownfields development creating liveable neighbourhoods before greenfields development;
- Actively discourage Urban Sprawl (peripheral settlements and exclusive estates) – firm up on urban edges;
- Energy efficient / Sustainable Transport – shorter travel distances, public and NMT, rail for freight;
- Change subsidised housing approach – away from single dwelling units primarily located on the periphery;

In terms of the Overstrand area, the PSDF highlights urban sprawl between Hermanus and Fisherhaven and the impacts on traffic congestion as a key issue. Proposed strategies to address this issue include investigating a new transport corridor and activity spine for the area between Hermanus and Fisherhaven, as well as intensify existing urban settlements and strictly controlling development outside of the urban edge.

The Provincial Land Transport Framework 2016/17 – 2020/21

The new Provincial Land Transport Framework (PLTF) includes seven goals:

- PLTF-1: Establish and operationalise a Provincial Transport Management Forum (PTMF) to manage and coordinate transmodal and transversal transport across the Western Cape;

- PLTF-2: Develop a transversal plan to promote transport safety and security for road, rail and NMT;
- PLTF-3: Promote and coordinate integrated transport;
- PLTF-4: Develop transport plans to respond to rural socio-economic challenges and development objectives;
- PLTF-5: Develop key transmodal strategies to promote economic efficiencies within transport;
- PLTF-6: Optimise transport fund sourcing and allocation; and
- PLTF-7: Roll out the PLTF strategic goals and objectives to all transport entities.

Sustainable transport is mentioned in the PLTF. However, it is not highlighted in the approach going forward. To quote:

*"The DTPW needs to focus on those aspects of transport where it can be most effective in affecting changes that complement the province's (sic) integrated effort to mitigate climate change namely the shift from private to public transport and the modal shift of freight from road to rail."*¹

As the guiding document for land transport planning and implementation in the Western Cape, the requirements of a sustainable transport approach should ideally be incorporated in future updates to the Framework.

1.4 Purpose and structure of the document

The PSTP Plan, jointly developed by the Western Cape Government and the Overstrand Municipality, is informed by the recently completed Transport in Overstrand: Contextual Review and Status Quo Situation document (a summary of which is articulated in section 5) and sets the overarching vision for sustainable transport in Overstrand (see Figure 1-1 for Overstrand locality plan). The vision is unpacked in the form of a number of strategies that address the various aspects of transport that contribute to realising the vision. Importantly the vision and strategies are translated into an implementation plan that identifies interventions and guides on-the-ground action that will cumulatively help realise the vision. Lastly, the plan proposes ways of monitoring performance in relation to the plan to track the implementation of interventions and how these contribute to achieving sustainable transport objectives for the Overstrand Municipality.

¹ Western Cape 2016/2017 – 2020/2021 Provincial Land Transport Framework. Draft 20 February 2016.

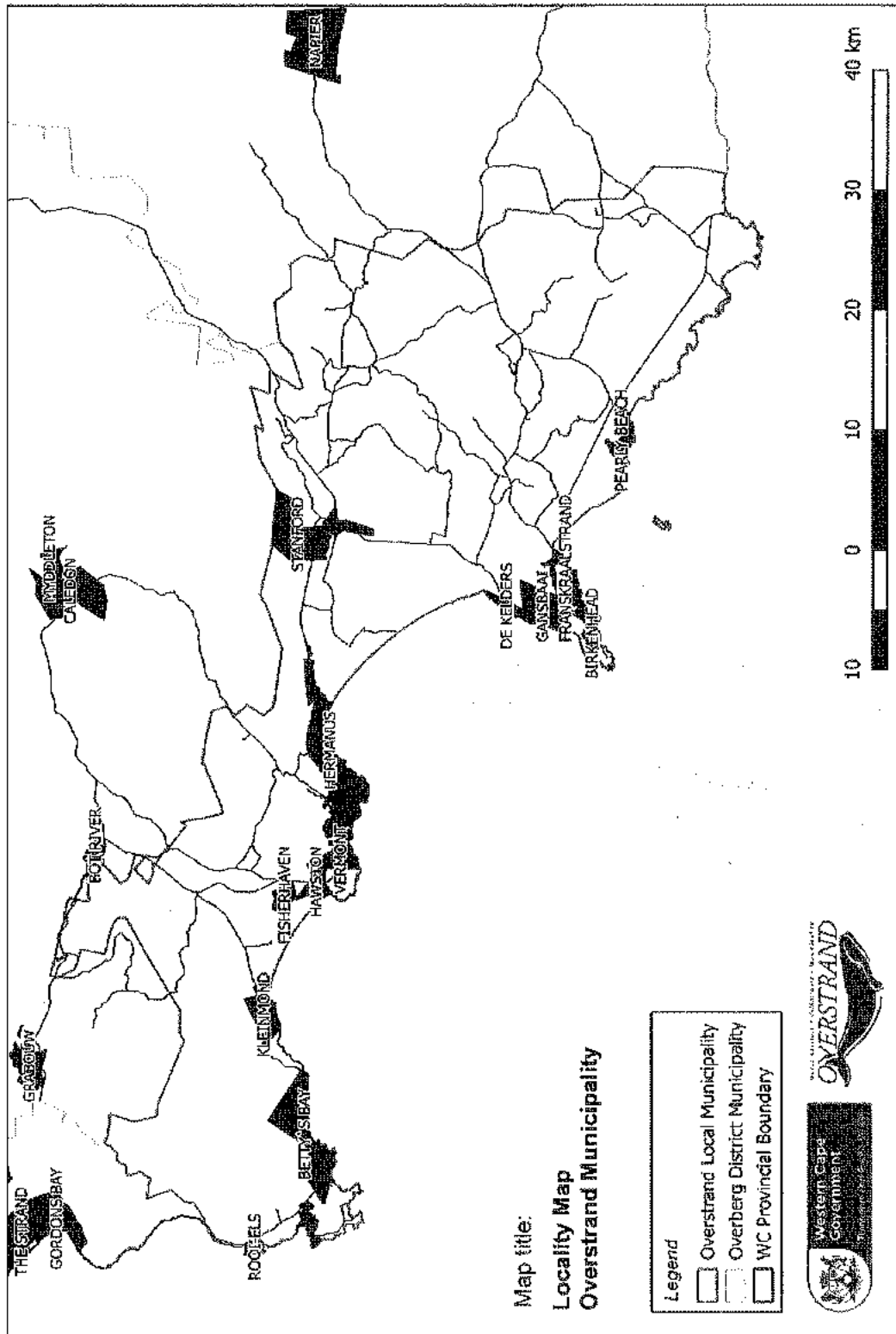


Figure 1-1: Overstrand Municipality Locality Plan

2. The PSTP Vision for Overstrand

2.1 Vision Statement

By 2030, the Overstrand Municipality will have successfully implemented a sustainable transport system; thus increasing its attractiveness as a location to live, work, visit and do business.

The transport system will provide a real transport choice to satisfy individual needs and encourage more sustainable travel behaviour. A central component of this will be access to safe, reliable, convenient and affordable public transport services, which will provide reliable, efficient and economical movement of people.

The transport network will be fully accessible for all. Everyone will have access to key services and amenities, including employment, health, education, retail and leisure. The Municipality will work in partnership with all sectors, both public and private, including the wider community to deliver the transport vision and strategy contained within the PSTP project.

2.2 Vision and Strategy Objectives

The following objectives for the municipality's transport vision and strategy have been developed:

1. **Provide access for all to key services and amenities in the Municipality**, including employment, education, health, retail, and leisure. All residents in Overstrand will have sustainable access to employment opportunities and key services, increasing and promoting social inclusion, together with supporting the regeneration of deprived communities within the Municipality.
2. **Improve safety and security.** All residents will have access to safe, reliable, convenient and affordable Public Transport. Public safety and security will be a priority for the Municipality, and the network will contribute towards more healthy and active lifestyles.
3. **Contribute to quality of life for all residents of the Municipality**, including the strengthening of linkages between communities. The promotion of sustainable transport will enhance the quality of life for all residents by reducing the impact on the natural environment; improving access to the Municipality's varied leisure and cultural facilities; and reducing the severance impact of transport on local communities.
4. **Provide real and attractive transport choices** to encourage more sustainable travel behaviour as Overstrand continues to grow. As this growth materialises, a real and attractive alternative to the private car will need to be provided if the existing transport networks can accommodate and support growth sustainably. By 2030,

Overstrand will have aimed to have implemented a fully sustainable transport network.

5. **Support the economic growth of the Municipality** through the fast, efficient and reliable movement of people. Transport gets people to work, is integral to the supply chain of businesses, and gets people and goods to the marketplace. In Overstrand, the provision of a sustainable transport network will support businesses and contribute towards increasing economic growth through providing fast and efficient movement of people and goods.
6. **Minimise environmental impacts** to help tackle climate change. Overstrand intends to implement a fully sustainable transport network, thereby contributing towards reducing transport-based CO₂ emissions, tackling climate change and improving air quality.
7. **Establish a development framework that embraces technological change**, in which the Municipality can continue to grow, pioneer and develop. Overstrand will continue to evolve, and transport and technology will continue to support the sustainable development of the Municipality. In addition, the network will be strengthened to build resilience to unforeseen changes.

3. Overstrand – Transport and Movement: Developing an Evidence Base

3.1 Summary of key issues from the Status Quo report

The Transport in Overstrand: Contextual Review and Status Quo Situation document (2017) identified key issues impacting transport in Overstrand. The following table provides a high-level summary of these key issues, which inform the interventions proposed in the PSTP plan for Overstrand.

Table 3-1 Key Transport Issues in Overstrand

Category	Key Issues
Transport Considerations	<ul style="list-style-type: none"> • No formal public transport services are available with low and no- income communities dependent on unsubsidised minibus taxis (MBTs) services. • The primary modes of transport in the region are private vehicles (46% of mode share) and non-motorised transport (NMT) (40% of mode share). Public transport only makes up 14% of trips. • In a number of instances high-density, low income areas are located within reasonable walking distance of the main employment and service centres, resulting in high levels of NMT activity. • Safety conditions for NMT users are not satisfactory, as evidenced by the high incident statistics, including serious and fatal incidents. • Improvements to NMT infrastructure are ongoing, but small scale due to limited budget. • High private vehicle use leads to increasing congestion in the Hermanus area, particularly along the R43 between Onrus and the Hermanus CBD. • Parking and congestion issues are experienced particularly during peak tourism periods. • Learner transport is available, but there are concerns related to accessibility, safety (e.g. overloading), reliability and support infrastructure (e.g. shelters). • There is a need for improved MBT rank and stop infrastructure. • There is potential for cycling to play a larger role in the transport system. • According to Census 2011, persons difficulty seeing,

	<p>hearing, walking, communication account for 16% of the Overstrand population, however there are no Universal Access transport services available to service these residents.</p>
Economic and land-use considerations	<ul style="list-style-type: none"> • Overstrand has a very high gini-coefficient indicating a wide gap between the rich and the poor. • Half of the population are low income with 16% of households having no income. • The Tourism and holiday economy have significant seasonal impacts on towns and infrastructure. • The population and the economy are growing moderately. • Settlements in Overstrand are geographically dispersed with employment opportunities, secondary and tertiary facilities and commercial opportunities concentrated in Hermanus. • Smaller towns/settlements have limited employment and commercial opportunity or services while supporting low income communities (e.g. Kleinmond, Hawston, Gansbaai) located on the periphery. • The R44 and the R43 are primary movement corridors, however when they pass through towns they perform a key access function for land uses. This leads to tension between the need for vehicle mobility and land use access requirements, which can compromise mobility. • Current and future urban development is focussed in Hermanus in the general vicinity of Sandbaai and Hawston. Less expansion pressure is experienced in smaller settlements. • Mixed use development is limited to the Hermanus CBD, with the majority of urban development characterised by car-oriented residential and commercial development. • Car-oriented development trends have resulted in a significant increase in private vehicle numbers over the last 15 years leading to congestion in Hermanus and other towns.
Institutional, capacity and resources	<ul style="list-style-type: none"> • The transport, land use and spatial planning departments are integrated in terms of the institutional

	<p>structure of Overstrand.</p> <ul style="list-style-type: none"> • MBT regulation and enforcement, and facilities management are the responsibility of different departments. • The Infrastructure and Planning Department are responsible for the construction of infrastructure, but the maintenance/operations of infrastructure is the responsibility of the Community Services Department. • There were significant capacity constraints within the Infrastructure and Planning Department. However, recent appointments should lead to improved capacity. • There are significant capacity constraints experienced in the Traffic Department which is responsible for enforcement. • Funding constraints are significant with only R7,415 million of the capital budget allocated to transport-related projects for the 2017/2018 financial year. • Significant Provincial transport funding has to date been focussed on vehicular mobility on provincial roads (R43 upgrades, planned Hermanus bypass, planned Stanford Road upgrade).
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3.2 Overstrand 2017/2018 Traffic Surveys

The preparation of the Status Quo document demonstrated several key areas where current information was either unavailable or historic in nature, and one of these areas related to current traffic levels along the R43 corridor.

The timing in preparing this document provided an excellent opportunity to compare the seasonal variations associated with traffic flows within the main holiday period (December) against a 'typical' flow profile outside of the main holiday season.

As such, traffic surveys were undertaken at four sites along the R43 during two survey periods, namely December and February. The outputs from the traffic surveys are contained in appendix A. The following key trends are important informants to this plan:

- Weekday traffic volumes are approximately 30% greater during peak holiday season than non-holiday periods
- The AM peak period during the holiday season occurs later in the morning than during non-holiday periods
- Traffic in Hermanus is largely internalised
- Significant congestion is experienced along the Sandbaai portion of the R43

3.3 Overstrand 2018 Household Travel Surveys

A further evidence base which has underpinned the preparation of this document is an appreciation of current travel patterns within the Municipality, and how through this understanding that a package of appropriate and representative interventions be assembled that meets the needs of the local user groups.

In order to develop a deep understanding of local travel patterns, a series of household surveys were conducted across the whole of the Municipality during February 2018 by a specialised market research company.

The outputs from the household surveys are documented in a separate report contained in Appendix B, and the key findings are summarized below.

Survey Characteristics

- Total sample size of 640
- 54% male, 46% female
- Age range between 18 – 65+
- 37% white, 31% black and 31% coloured

Vehicle Ownership

- 49% of respondents do not own a car, with 35% having access to one vehicle in the household, 14% own two vehicles in the household, while 2% own three vehicles within their household

Personal Travel Characteristics

- Average number of journeys made per person equalled 1.98
- The average respondent travels 28.1km per journey by other motorised modes, which is the furthest amongst all the modes. Hitch hiking and private car use as a passenger covers the second furthest distance per journey at 20.9km each, followed by bus at 15.4km per journey, taxi cab at 14.4km per journey, private car as a driver at 14.3km and minibus taxi at 11km.
- Walking and cycling cover much shorter distances on average per journey, at 2.7km and 2.4km respectively.
- On average car journeys as a driver take up the most travel time, at 30 minutes per day, followed by minibus taxi, walking and car passenger – all at an average of 10 minutes per day.

Mode Share (by number of journeys made)

- Private vehicle (driver / passenger) equalled 44% (as driver) and 13% (as passenger) respectively
- Walking 24%
- Minibus Taxi equalled 12%
- Cycling equalled 1%

Journey Purpose (number of journeys made)

- Shopping equalled 40%
- Work /business equalled 37%

- Social / Recreational equalled 10%

3.3.1 Attitudes to transport

Propensity to walk or cycle

Across both genders, the main reason for using walking or cycling as the main mode was due to the length of the journey being short, representing 38% of responses for female respondents and 46% of responses for male respondents.

The next most common reason for walking and cycling was cost, representing 34% of responses from female respondents and 30% of male respondents, followed by the reason of no minibus taxi services being available to the respondent's destination (23% of female respondents and 19% of male respondents).

Interestingly, reasons of personal safety/comfort were only cited by female respondents, however only represented a small proportion of total responses (3%).

Propensity to use public transport

The most important factors given by respondents were largely related to personal safety (24%) and cost (19%), followed by availability of a seat (9%), other modes not being available on journey route (9%) and reliability of schedule (9%). Travel time, walking distance, frequency of service, comfort and other uncategorised factors were also recognised as being most important for travelling by public transport.

Amongst the second most important factors for using public transport; reliability of schedule and availability of a seat were the most commonly indicated factors. Amongst the third most important factors; frequency of service and availability of a seat were the most commonly indicated factors.

Another factor amongst the sample across all levels of importance was lack of access to a private vehicle. It could therefore be assumed that some respondents may have otherwise used private vehicles for their journey if they owned or had access to a private vehicle.

Propensity NOT to use public transport

The most important factors given by respondents as reasons for not using public transport were related to public transport routes not being available on the respondent's journey route (33% of most important factors), followed by personal safety (13%), travel time (12%), walking distance (12%) and unavailability of a seat (7%).

Amongst the second most important factors for not using public transport; personal safety and travel time were the most commonly indicated factors. Amongst the third most important factors; personal safety and travel time were again the most commonly indicated factors. Additionally, having access to a car was considered a key factor for not using public transport across all levels of importance.

3.3.2 Experiences of issues on journey

The most commonly experienced issue amongst the sample was that their travel took too long (22%), followed by concerns with cost (16%) and concerns for personal safety (16%). The least commonly experienced issue was having to use more than one vehicle to access a destination (2%).

3.3.3 Reasons for being unwilling to use public transport

Having access to a private vehicle can be identified as the main factor for being unwilling to use public transport (57%), followed by walking or cycling being more convenient (15%) and issues relating to cost (12%).

Other reasons specified for being unwilling to use public transport included other (7%), other modes being more convenient (7%), no public transport routes being available near to respondent's home location (1%) and personal safety concerns (1%).

3.3.4 Origin Destination Analysis

Within the travel diary element of the household survey, respondents were also asked to provide where they were travelling from and where they were travelling to for all journeys conducted for the previous day. Due to a lack of data regarding suburban areas and lack of data regarding mode, the origin destination analysis was conducted by township level only and only by selected modes.

Private Vehicle (as driver)

Hermanus, Gansbaai and Kleinmond can be identified as the main attractors for journeys within Overstrand by private vehicle (as driver). Hermanus also is by far the key attractor in terms of journeys destined for it. The highest flows can be found between Hermanus and townships in the near vicinity, such as Onrus, Vermont, Zwelihle, Hawston and Gansbaai.

Private Vehicle (as passenger)

In terms of journeys made by passengers in a private vehicle, Hermanus, Gansbaai and Kleinmond contain the majority of trip ends for the survey sample, including both trips to and from these areas.

Minibus Taxi

In considering journeys made by minibus taxis, Hermanus contains the highest majority of trip ends – over 75 more than the next area, Kleinmond. Additionally, Hermanus can be identified as a key attractor for journeys by minibus taxi, with 51 trips destined for the area within the survey sample.

Walking

With respect to walking, Hermanus, Gansbaai and Kleinmond are also the highest in terms of walking trip ends. There are a high number of internal trips identified within the sample, particularly within Gansbaai. However, there are also a number of walking trips occurring between Hermanus and Hawston, Hermanus and Onrus and Hermanus and Zwelihle, Gansbaai and Pearly Beach, and Kleinmond and Betty's Bay.

3.4 Ward Councillor Engagement

An engagement was held with Ward Councillors and the Mayoral Committee on 15 March 2018 in Hermanus (see Appendix C for minutes), both to introduce the PSTP initiative, its aims and objectives, and to set-out the long-term vision for promoting sustainable transport through a series of individual strategies.

In addition, to generating awareness of the PSTP initiative, the engagement sought to understand, through an interactive workshop session, the issues and challenges that their residents and communities face on a daily basis, and what measures and interventions should be considered to improve social mobility and social equity. The document has therefore been duly prepared and guided by the opinion and local knowledge of the Ward Councillors for the Municipality. It is however acknowledged that further public engagement is required to ensure that broader stakeholder input is received on the plan.

The engagement highlighted a range of issues related to public transport, public transport infrastructure, non-motorised transport infrastructure and road and traffic management. With respect to public transport infrastructure, the Ward Councillors noted that there was a general need for public transport pickup points for commuters and similarly, an improvement of taxi rank facilities in the region. The engagement also highlighted the need for tourist bus drop-off points and overnight resting facilities for bus drivers. Most of the Ward Councillors also noted the lack of universally accessible public transport infrastructure throughout the Overstrand Municipality. Similarly, the Ward Councillors indicated that there was a lack of universally accessible sidewalks/paths to cater for a range of users and a general need to address the lack of suitable sidewalks for other NMT users. Furthermore, it was highlighted that there was a need to upgrade or build cycle paths/lanes throughout the municipality.

With respect to public transport, the Ward Councillors noted that minibus taxis are currently very expensive and unsafe – an issue that needs intervention. Moreover, it was argued that there is a need for regular and off-peak minibus taxi services to cater for shift workers. It was further highlighted that there was a need for an intertown bus service to supplement existing public transport options. Finally, in terms of public transport, the Ward Councillors reasoned that at present the quality of learner transport was lacking and as such, this needs intervention.

In terms of road and traffic management, the Ward Councillors highlighted that the issue of heavy congestion during peak tourist season needs attention. Moreover, they reasoned that there is a need for speed calming along many local streets across the Overstrand Municipality.

4. The PSTP for Overstrand

4.1 Overview

This section outlines and confirms the strategy for delivering the PSTP. This includes six individual strategies, comprising interrelated interventions.

The proposed interventions have been developed and are aimed at addressing the key issues identified through an assessment of the local user needs. This has been informed through the preparation of the Status Quo document; the ward councillor engagement and the results from the Overstrand Household Travel Survey and traffic surveys.

These strategies assist in achieving the transport objectives for the Municipality.

4.2 Strategy and Objectives

The delivery of each strategy-strand will contribute to multiple objectives. The individual strategies include the following:

- **Public Transport:** enhancement of minibus taxi operations, new and improved interchanges and stops, improved community transport, and improved public transport safety and security.
- **Cycling and Walking:** improved infrastructure and non-motorised transport promotion (including safety and security).
- **Smarter Choices:** education and generating improved awareness of alternative travel choices through behavioural change techniques.
- **Roads and Traffic Management:** the efficient movement of people and goods, managing congestion and parking, maintaining air quality, and improving road safety.
- **Technology:** contemporary forms of information provision including web-based technology, investigating technology to improve traffic management and monitoring and exploring electric vehicle support infrastructure.
- **Development Planning:** encouraging the integration of land-use and transport planning in proposed developments.

Each strategy contains a summary of key issues being addressed, and then detail of how each strategy strand meets the objectives of the vision. An understanding of the key issues has been informed by the preparation of the Status Quo document, engagement with Ward Councillors and the output from the Overstrand Household Travel Survey and traffic surveys. Interventions are then listed with an indication of whether they will be implemented in the short, medium or long term; accompanied by any supporting commentary on the package of interventions collectively.

Whilst each of the interventions within each of the six strategies are based on a short, medium and long-term delivery programme, it is important, from the very start of the PSTP initiative to demonstrate the strong desire and willingness to promote a clear direction towards sustainable transport being at the very heart of the community.

As such, some strategies provide a "Proof-of-Concept" or "PoC" initiative. The PoC identifies an individual project, which can be readily implemented, and provide a measurable benefit to local users. Importantly, each PoC is complementary to each of the strategies, for example, the PoC that is proposed for walking and cycling will also benefit those local users who wish to use public transport; thus, the PoC initiative is fully integrated and non-exclusive.

4.3 Focus of the Plan

It should be stressed that the PSTP initiative and the strategies embedded within this document are a long-term programme extending towards 12 years. In that period, it is possible, with careful management and attention, to deliver improvements across all forms of transport, for all journey purposes, for all users.

Despite this broad reach, and in consideration of all possible approaches, there is a clear focus for achieving the objectives of the vision: making best use of existing assets, the improved provision of sustainable transport to provide a real and attractive transport choice, and promotion of the transport choices available.

4.4 Improved Promotion of Transport Choices

In addition, promotion of the proposed sustainable transport infrastructure will help to generate demand on these networks by raising awareness to residents, workers and visitors of the transport choices that either already exist. Increased demand will act as a sign that increased investment in infrastructure is warranted, and in turn, ongoing promotion will optimise the benefit of additional investment.

5. Public Transport Strategy

The public transport strategy has been developed using existing data, the completed household and traffic surveys, as well as ward councillor inputs.

The strategy considers experiences in implementing public transport improvements elsewhere in South Africa and the Western Cape. As such, the ultimate approach will incorporate a concern for financial sustainability, ease of implementation and improved industry relations and will differ from the approaches taken to public transport improvement in other parts of the country, such as Cape Town. Specifically, Government will seek to work closely with existing public transport operators to improve services by building on what currently exists.

It should be noted that updated data and information on public transport operations and further planning is required to further refine proposed interventions. In addition, the financial viability of proposals will need to be tested. The approach is also likely to be revised through engagements with the public transport industry. Based on these further investigations, amendments and refinements to the interventions may be required.

5.1 Key Issues

Engagement with Ward Councillors, the results from the household and traffic surveys and the findings of the Status Quo document, have all clearly demonstrated several key issues relating to current public transport provision within the Municipality. In summary, these issues are as follows:

- Lack of scheduled or predictable frequency of MBT services, especially during off-peak hours and during the early / late evening. The absence of scheduled services forces passengers to wait either at stops, taxi ranks or along routes. As the MBT services are based on a 'fill-and-go' service (i.e. the MBT will not depart until all the seats have a passenger), passengers can be exposed to waiting for an undetermined and extended departure time. The issue of general scheduling is more apparent during off-peak hours when passenger demand is lower than peak periods and MBTs therefore require a longer period of time before the vehicle is full. As such, the presence of an unscheduled service presents a real difficulty for passengers wishing to return home, or journey to their place of work, with a degree of confidence regarding the timing of their journey.
- Limited and expensive services. Public transport services between the Greater Hermanus area, and settlements to the west and east of Hermanus, are limited (in terms of the number of vehicles travelling through the day) and expensive due to the large travel distances. This negatively impacts the ability of residents from outer lying areas to access services and job opportunities concentrated in Greater Hermanus.
- Lack of infrastructure provision. Shelters and taxi ranks provide a poor level of functional design (e.g. current shelters are not designed to provide protection from climate conditions e.g. heavy and vertical rainfall). Stops provide little security and natural surveillance and are often positioned at a sub-optimal location at intersections.

- Issues of driver quality. Drivers can often operate their vehicles in a dangerous manner, with excessive vehicle speed being a common cause of concern.
- Vehicle quality and safety issues. Passengers are not afforded a vehicle which provides them with a safe environment. Seats offer no protection and seat-belts are not provided. Often the legal passenger carrying capacity is ignored, and passengers sometimes face dangerous conditions of overcrowding.
- Lack of Universally Accessible transport. A significant number of Special Categories of Passengers (SCPs) reside in Overstrand and require universally accessible transport which is currently not available.

5.2 Links to Objectives

Through delivery of the plan, there will be a transformation in public transport provision, that will include improved access for all residents, workers and visitors to employment opportunities and key services, and the provision of a real and attractive transport choice that will encourage more sustainable transport behaviour.

The increased connectivity between each community will support the economic development of the Municipality; and improved local services will increase the size of labour catchment that businesses can access by sustainable modes of transport.

The safety and security concerns of passengers, such as driver and vehicle quality issues, will also be addressed.

Increasing public transport patronage and mode share, along with technological advancements will help to reduce CO₂ emissions, tackle climate change, and improve air quality.

Existing public transport services will be incrementally improved to ensure that minimum service standards, including safety, are met and that, overtime, a more comprehensive range of services is delivered. This will be achieved through close collaboration with the minibus taxi industry as the primary provider of public transport in the Municipality and in a manner that is affordable to government.

5.3 Interventions

The following interventions are proposed to implement the public transport strategy.

5.3.1 Overstrand Public Transport Network

The central component of the strategy will be the incremental improvement of existing public transport services through the development of the Overstrand Public Transport Network.

Ultimately, Overstrand should be served by a convenient, affordable and safe public transport network. The network should include a combination of local services (intra-settlement services operating on the street network within each settlement), express routes (inter-settlement services operating along the R43 and R44), and 'dial-a-ride' services:

- The express routes should be supported by **local services** within the Greater Hermanus area that connect main residential areas and the business district of Hermanus, therefore offering access to the main centre of local employment and services.
- The **express routes** should operate along the main arterial corridors (R43 and R44) connecting the Greater Hermanus area to outlying, smaller settlements, such as Gansbaai and Kleinmond (subject to further investigation).
- Special Categories of Passengers will be serviced through a '**dial-a-ride**' style service (subject to further investigation).

The need to transfer will be minimised, and where interchange is necessary, the quality of facilities and information provided will be enhanced. Public transport improvements will include improved public transport infrastructure (interchanges, stops, shelters) and improved pedestrian connectivity to stops. In the long term, the provision of context appropriate and cost effective Real Time Passenger Information will be investigated as well as potential improvements to timetabling and ticketing. Extended operating hours, weekend services (most notably on Saturday's to accommodate local shopping trips), and public holiday services will support shift workers and the local night time economy.

Three central pillars will support the implementation and operation of the network, namely: the network, service frequency and service operation, which are outlined below.

Delivery Date – Medium / Long Term

- **The Network:** The public transport network will be an affordable, convenient and safe network of public transport routes operating along arterial corridors and other corridors of high passenger-demand across the Municipality. The network should include a combination of express routes and local services linking all settlements within the Municipality to key destinations.
- **Service Frequency:** A more regular frequency on high demand, local routes, as well as between Greater Hermanus and smaller settlements (subject to passenger demand). This will result in a more reliable service to those without access to a car, especially during off-peak periods, and a real alternative to car travel for those with cars. Six vehicles per hour minimum frequencies will operate during peak periods, with a minimum of three vehicles per hour during off-peak periods: 10-minute frequency in the peak hours, reverting to a 20 minutes frequency during off-peak).
- **Service Operation:** Operation and network design will be determined through passenger demand, further feasibility and detailed system design. The network will be served by improved services to smaller settlements, greater network coverage, and more regular peak and off-peak frequencies on fixed route services. Operating hours will be extended to support people travelling during early morning, evening and night time hours, and to accommodate travel on weekends and on public holidays. Dial-a-Ride services will also be made available to Special Categories of Passengers throughout the Municipality.

5.3.2 Ticketing, Information and Promotion

Underlying all improvements to public transport is the need to improve the quality and availability of passenger information and promote the use of public transport services through a 'Smarter- Choices' campaign.

'Smarter Choices' includes interventions or initiatives, such as travel planning, that are designed to encourage sustainable travel behaviour. If the delivery of a real and attractive transport choice is to be maximised, people must know about the network improvements and be incentivised to use them or keep using them (see Smarter Choices Strategy).

In addition, consideration will be given to improved ticketing for public transport.

Delivery Date – Medium Term

- **Improved passenger experience.** Passengers will have greater clarity on when and where public transport services are available, as well as how much a trip will cost. Alternative ticketing options will be explored as part of improving the passenger experience.
- **Increased promotion of public transport services.** Public transport will be actively promoted by government, through marketing and communications campaigns, travel planning and other Smarter Choices interventions (refer to Smarter Choices Strategy).

Delivery Date – Long Term

- **Improved provision of information,** including Real Time Passenger (RTPI) provision via mobile phones. RTPI provision will address current issues and will reduce the impact of reliability and punctuality issues as passengers can monitor the arrival of all vehicles. Timetable information and mapping will also be improved at stops. Information regarding the network (e.g. timetables and maps, fare information) will be improved and available online and at interchanges and public buildings. All solutions in this regard will need to be cost effective and be designed in accordance with the Municipality's resourcing and capacity.

5.3.3 Improved Level of Service

To further enhance the level of service and safety of public transport services, initiatives will be implemented to address driving and vehicle quality issues.

Delivery Date – Short Term

- **Driver training.** Operators will be encouraged to improve driving quality, through initiatives such as driver training.
- **Improved vehicle quality.** Unroadworthy and outdated vehicles should be upgraded, include clear branding, and be fit-for-purpose to accommodate relevant passenger demand (from a size perspective) – e.g. a midi-bus on selected high demand routes.

5.3.4 Sustainable Growth and Technology

With all committed and future housing and employment development, it is important that the provision of public transport is fully accounted for, integrated into proposals and delivered. Embracing technology can be used to improve an understanding of passenger supply and demand, to optimise services, improve passenger information, and vehicle /driver monitoring to enable improved driver behaviour and reduce emissions. Such factors contribute toward greener operations and improved service delivery.

Delivery Date – Short Term

Integrated transport and land-use planning. Planning process improvements are required so that the existing public transport network is fully integrated into new housing and employment opportunities, rather than being considered retrospectively and retro-fitted into a development masterplan.

Delivery Date – Short / Medium Term

- **Vehicle tracking.** The option of tracking public transport vehicles will be explored to enhance monitoring, improve passenger information and inform transport planning.

Delivery Date – Medium / Long Term

- **Electric and other alternative fuelled public transport** (e.g. hydrogen fuel cell). The Municipality and Province will work in partnership with vehicle manufacturers to pilot vehicles that utilise alternative energy / fuel sources as a mechanism to contribute towards the reduction of local air and noise emissions.

5.3.5 Community / Learner Transport

In addition to public transport improvements, the Municipality is committed to providing community-based transport to those with the greatest need and improving the quality and provision of learner transport for school children.

Delivery Date – Medium Term

- **Provision of community 'dial-a-ride' transport.** As indicated earlier in this Chapter, the Municipality is committed to the provision of community-based transport for all residents, especially Special Categories of Passengers who are unable to use conventional public transport.
- **Improved quality / provision of learner transport.** The safe transport of school children between their home and place of education is of paramount importance to the Municipality and Province. The current provision of learner transport will be reviewed to ensure that vehicles are safe to operate, operator performance is monitored, sufficient seating capacity is provided, and vehicles meet passenger safety regulations. Drivers of learner transport will undertake a rigorous assessment to ensure they are able to operate the vehicles in a safe and controlled manner. This will necessarily be done in conjunction with the local Traffic Department and the Western Cape Education Department, which is responsible for the delivery of contracted learner transport services.

5.4 Priority Public Transport Project – Proof of Concept

The proof of concept or pilot is a first step toward the development of an improved Overstrand Public Transport Network. The aim of the pilot will be to improve the quality of service provided by existing public transport operators through the establishment of a strong, collaborative and supportive working relationship between government and the industry. As stated earlier in this chapter, this project offers an opportunity to explore an innovative approach that differs from public transport transformation initiatives undertaken elsewhere in South Africa. A key difference is that the focus will be on building the existing public transport service offering rather than replacing it. This approach will include the collaborative development of a business model that supports an improved quality of service and the progressive expansion of the service-offering overtime.

Operationally, the initial focus will be on ensuring that basic standards of safety and reliability are met, including improved driving quality. In the pilot phase, the introduction of additional off-peak services on selected routes will also be considered, to supplement the relatively frequent peak services currently provided by the industry on high demand routes. Government will also work with the industry to address existing vehicle quality issues to ensure that passengers have access to a comfortable, safe and, if possible, universally accessible vehicle. From an infrastructure perspective, public transport facilities will be improved so that they contribute toward a dignified experience.

The specific focus area and routes for the pilot will be developed through further public transport operational and business planning in the 2018/19 financial year. However, there is likely to be a focus on services in the Greater Hermanus area, given that it is the main population centre with the highest level of existing public transport services. This would necessarily include services between Hawston, Zwelihle and Hermanus. There may also be a consideration for inter-town/express services in the pilot phase, but further development of the operational and business model is required before this can be confirmed.

6. Cycling and Walking Strategy

The cycling and walking strategy is focused on creating the environment for walking and cycling to become a mode of choice for users in Overstrand. Most importantly, the strategy aims to improve the experience for NMT users who already walk or cycle as their primary mode of transport.

6.1 Key Issues

Engagement with Ward Councillors and the results from the household survey have clearly demonstrated several key issues relating to the current walking and cycling within the municipality. In summary these issues are as follows:

- Lack of a comprehensive, connected, convenient and coherent walking and cycling network. The lack of network impacts on the ability of certain user-groups (e.g. school-children / mobility impaired) to undertake or conclude their journey easily and conveniently.
- Limited uptake of cycling as a preferred mode. Despite a welcoming topography and relatively short travel distances and accessibility, cycling within Hermanus has not been widely embraced as a convenient, reliable and affordable means of undertaking a local journey.
- Universal access in intersection design / reconfiguration is lacking in certain locations. This should be addressed in any future redesign or the design of new intersections to ensure the principles of universal access (for example, clear sight-lines, dropped-kerbing with tactile paving) are fully accounted for during the design process.
- Lack of maintenance of the current walking / cycling network. There are examples of locations where overgrown vegetation restricts pedestrian sight-lines or the presence of redundant glass bottles / containers presents a dangerous barrier to safe walking or cycling.
- Lack of safe walking / cycling network. The lack of network impacts on the ability of certain user-groups to undertake or conclude their journey without being exposed to an unsafe environment. Due to the lack of infrastructure, pedestrians are often forced to walk in the roadway and along mobility routes such as the R43. This presents a dangerous environment with potential conflict with motor-vehicles, especially after dark when the lack of functional street-lighting compounds the situation further.

6.2 Links to Objectives

In addition to the Public Transport Strategy, the Cycling and Walking Strategy will also transform the way residents, workers and visitors travel around the municipality, and therefore enhancing the offer of a real and attractive transport choice.

The Cycling and Walking Strategy is integral to the PSTP's aim of achieving a substantial shift towards low carbon and inclusive modes of transport. The strategy seeks to build on the excellent work done to date in promoting and encourage walking and cycling in the municipality through the recent improvements within the industrial area of Hermanus.

The strategy aims to make the Overstrand Municipality a case study for other Municipalities in the Western Cape Province in terms of low carbon travel. Not only do increased levels of walking and cycling have the potential to improve the efficiency of the road and help get people to work and school, but also reduce CO₂ emissions, improve air quality, and have significant health and quality of life benefits for the population. In addition, NMT plays a critical role as the "first mile" mode linking to public transport stops.

6.3 Interventions

The following interventions are proposed to implement the cycling and walking strategy.

6.3.1 Awareness and Education

Delivery Date – Short Term

- **Increase promotion, education and training for cycling and walking.** Cycling and walking will be promoted comprehensively in schools, workplaces and for leisure purposes. Promotion will support and encourage the use of new and improved infrastructure. The Province and Municipality will continue to encourage and support schools to implement 'walking bus' interventions, promote a 'Open streets'² scheme, and help deliver 'Bike-ability'³ training.

As part of the Municipality's school travel planning work, the authority will continue to encourage schools to incorporate Sustainable Travel and Road Safety into their school curriculum and adapt to relevant national government policy and the direction of the curriculum.

Through ongoing travel planning, and promotional and education campaigns with workplaces, cycling and walking will be further encouraged.

- **Improved signage and wayfinding.** The cycling and walking network will benefit from exemplary signage and wayfinding, building upon the recent network improvements in the Hermanus industrial area of the Municipality.

Delivery Date – Medium Term

- **Online journey planner.** An online journey planner will be developed allowing bespoke identification of cycle and walking routes across the municipality and will be integrated with other modes of transport. The journey planner will be supported by a

² Open streets schemes promote bicycle and pedestrian priority, as well as the benefits of active, sustainable and integrated transport, by temporarily closing streets to automobile traffic and opening them to cyclists, pedestrians and other modes of non-motorized transportation.

³ Bike-ability teaches trainees the necessary skills to ride confidently on the road. The initiative is usually promoted within schools, work-places and community centres.

geographically referenced photo library enabling users to anticipate and plan for their journey experience. Users will be able to upload their own images to the library and provide updates on local conditions and issues, keeping the resource up to date and building a virtual community of users

6.3.2 Infrastructure

Delivery Date – Short Term

- **Improve safety in locations with high pedestrian accident rates on the R44 and R43.** Working with local and provincial traffic services departments, identify locations along the R44 and R43 with high pedestrian accident rates and develop interventions to reduce accidents.
- **Development of a comprehensive NMT network plan.** A comprehensive NMT network plan is needed to guide and phase the implementation of cycling and walking infrastructure in the Municipality. The plan should include a safety and security assessment to identify any improvements required to existing infrastructure.
- **Expansion of the cycling and walking network into new developments and established areas.** The existing cycling and walking network will be expanded, according to the proposed NMT network plan, to help realise its full potential as a choice network for short and medium length trips in the Municipality and for recreational and utility travel purposes. The municipality is already committed to expanding the existing network into existing and proposed developments, and the preferred model is for inclusively designed, well-lit, well-designed and direct routes.
- **Improved pedestrian and cycling access to the public transport network.** Walking and cycling will be fully integrated with the public transport network. Existing and new walking and cycling links from suburban estates to interchanges and stops will be improved, including provision of new links, removal of obstructive vegetation and improved sight lines, and improved maintenance of existing and new links. Increased levels of secure cycle parking will also be provided at primary interchanges and increasingly at stops to facilitate access to public transport by bicycle.
- **Provision of secure and sheltered cycle parking at key destinations,** including workplaces and local centres. Cycle parking at key destinations and in local centres will be provided or upgraded to allow for high capacity safe and secure cycle storage facilities. Public transport will be better linked by improved walking and cycling links, and cycle parking facilities.
- **Provision of free / affordable bicycles.** The Municipality and Province, as well as other social partners and NGOs, will seek to provide free or affordable bicycles to low income communities, potentially through schools, or employers as aligned with the Provincial

Bicycle Distribution Framework. This intervention will also be accompanied by bicycle training and maintenance to maximise the sustainability of the programme.

Delivery Date – Medium Term

- **Improve walking and cycling links to, and facilities at, rural employment centres** and key services and therefore promote and encourage transport choice, links to rural employment centres and key services as well as cycle storage facilities.
- **Bicycle hire.** In the medium to long term, the Municipality will seek to implement a bicycle hire programme which will first cover the Hermanus area, and then, depending on viability, extend to other areas of the Municipality. Bicycle hire will enable residents, workers and tourists to travel by bicycle for multiple journey purposes.

6.4 Priority Pilot Project: Walking / Cycling Transport Intervention - Proof of Concept

The low-income levels of Zwelihle and Mount Pleasant in Hermanus, coupled with the relatively high cost of public transport results in a significant number of local residents walking to their destination on a daily basis. As result there is clear need and opportunity to improve existing levels of safety of pedestrians and cyclists in the major routes in the above areas. As such, a Proof-of-Concept project has been developed for the above area to improve the current infrastructure provision afforded to both pedestrians and cyclists. The demonstration project will include the following components:

- Provision of a new dedicated sidewalk along Swartdam Road and linking into the current network
- Provision of formal and dedicated pedestrian crossings, including the redesign of the Swartdam Road / Mbeki Road intersection
- Improved road signs and markings
- Provision of a safe and convenient walking /cycling network for all users which embraces every aspect of universal access design

Given that the Zwelihle area accommodates approximately 7,596 households and 1,306 in Mount Pleasant. Allied to that approximately 3,108 pedestrians were observed originating from Zwelihle and travelling towards the Hermanus Industrial Zone and the CBD area during a 12-hour pedestrian survey. There is therefore a clear evidence base for this important component of physical infrastructure to be provided and therefore improve convenience and safety for local users.

7. Smarter Choices Strategy

The Smarter Choices Strategy involves the introduction of non-infrastructure-based interventions aimed at influencing an individual's travel behaviour in favour of more sustainable transport modes. This is typically away from sole occupancy car use and towards car sharing, walking, cycling and public transport use. It can also mean reducing the need to make certain journeys, for example, by encouraging working from home. A further and important component of the Smarter Choices Strategy aims to support non-car users / owners to continue to embrace and use sustainable transport, not only through the provision of infrastructure but also by generating awareness, education and promotion.

7.1 Key Issues

During the consultation process with both Ward Councillors and members of the general public it is apparent that there is a strong desire to embrace and utilise sustainable transport as a means of undertaking a journey, be that for work, leisure or related to educational requirements.

Given the strong desire to use sustainable transport, the key issue under the above strategy is how public transport, walking and cycling is promoted as a viable and attractive choice when thinking about undertaking a journey, and what mode to use. Without a clear programme of promotion and generating awareness presents a gap between the interventions proposed in the PSTP and the people that they are aimed at. As such, the Smarter Choices strategy is aimed at addressing this important challenge.

7.2 Links to Objectives

International evidence, most notably from the United Kingdom⁴ has demonstrated that an effective Smarter Choices Strategy can play a key role in delivery of a sustainable transport system, thereby reducing CO₂ emissions and supporting economic growth through the efficient and reliable movement of people and goods. For example, significant behavioural change in favour of sustainable modes was observed in the UK's "Sustainable Travel Towns Project"⁵ following the introduction of comprehensive packages of 'smarter choices' interventions. However, Overstrand is unique in its own-right, and whilst the international evidence drawn from the United Kingdom is relevant, we must be careful not to draw and make direct comparison between the two locations.

A Smarter Choices Strategy that promotes attractive sustainable transport choices throughout the Municipality will also help improve access to opportunities and key services for everyone, thereby, reducing social exclusion and inequality. The strategy will also bring additional wider benefits such as improvements to residents' health and their quality of life.

⁴<https://www.gov.uk/government/publications/smarter-choices-main-report-about-changing-the-way-we-travel>

⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4410/chap3.pdf

7.3 Interventions

The following interventions are proposed to implement the smarter choices strategy.

Delivery Date – Short Term

- **Workplace travel plan for Large Employer.** The Municipality will work with a large employer in the Municipality to develop a travel plan for staff. The travel-plan initiative will be further expanded and promoted to other employers as a medium-term intervention.
- **Continued promotion of Safer Journeys to School programme,** including school travel planning and walking buses. In combination with the existing Road Safety education (undertaken by the Provincial Government), the Municipality will work with schools to help them effectively implement and monitor school travel plans.

A school travel plan sets out a package of practical measures aimed at improving safety on the journey to school and encouraging use of more healthy and sustainable modes of travel. We will also continue to encourage schools to incorporate Sustainable Travel and Road Safety into their school curriculum.

- **Increased delivery of travel awareness campaigns and promotions.** Focussed awareness raising campaigns will be undertaken to increase the public's understanding of the problems caused by traffic growth, promote the benefits of sustainable travel and encourage people to think about their own travel behaviour. A wide range of media will be used e.g. online cycle journey planners. Targeted materials will also be used to raise awareness of infrastructure and system improvements once completed, to maximise the benefit realised.

Delivery Date – Medium Term

- **Introduction of personalised travel planning.** A programme of personalised travel planning⁶ focussing on new residential developments will be developed and implemented throughout the Municipality.

⁶ Personalised travel planning (PTP) is a targeted marketing technique, providing travel advice and information to people, based on an understanding of their travel patterns.

8. Roads and Traffic Management Strategy

This strategy considers the interventions required for the efficient movement of people and goods; management of congestion, parking; and improved air quality and road safety.

8.1 Key Issues

The R43 and the R44 are the predominant connecting and mobility routes within the Overstrand Municipality. Within the Greater Hermanus area, the dual role of the R43, coupled with continued urban growth, has led to issues of congestion being experienced along the route particularly in the vicinity of Onrus and Sandbaai and within the CBD area. As a means of alleviating congestion in the CBD the Hermanus Bypass has been proposed.

The variations in seasonal traffic in the Overstrand Municipality places the current road network under a high degree of pressure. This is most notable during the month of December when the influx of motor-vehicles increases the annual average daily traffic flow by approximately 1,000 vehicles compared to a neutral month of February.

As such, the resilience and impact on the strategic road network, namely the R43, during the month of December, but also including traditional commuter peaks (AM / PM) during neutral months, has been observed during the traffic surveys undertaken during these two months.

Parking in central Hermanus is provided by both the Municipality and private owners. In peak-season, the demand for parking far exceeds the supply. This results in vehicles either contributing towards localized congestion (when waiting for a parking bay to become available) or undertaking repeated 'loops' around the central area in an attempt to locate a vacant parking bay.

Coupled with the finite number of parking bays within the central area, the existing pricing structure and low parking charges incentivises car owners to park their vehicles for extended periods of time and at very little cost. This further compounds the issue of availability.

8.2 Links to Objectives

The Municipality and Province needs to manage its existing road network to make the most efficient use of current resources. Improved and efficient road and traffic management will contribute towards minimizing congestion and allow the free-flowing traffic for the fast and efficient movement of people and goods, necessary for the growth of the local economy. The Municipality should have an effective and balanced approach to parking with appropriate and suitable mechanisms to accommodate all stakeholders including the local businesses, tourists and residents.

Interventions include intersection improvements, limited road construction, and improved coordination of existing traffic signals. Improvements to routing and other Intelligent Transport System (ITS) interventions will reduce wasted vehicle kilometres improving the efficiency of the network and reduce CO₂ emissions, as well as improve road safety.

However, any improvement to the road network should not be implemented in isolation as may detract the attractiveness in using more sustainable modes of transport.

8.3 Interventions

The following interventions are proposed to implement the roads and traffic management strategy.

Delivery Date – Short Term

- **Traffic Calming.** The Municipality will assess and implement community traffic calming requests as per the Overstrand Traffic Calming policy. Priority should be given to areas which address Special Categories of Passengers such as schools as well as locations with high pedestrian accidents.

Delivery Date – Medium / Long Term

- **Hermanus Parking Strategy and Review.** In order to address the issues associated with parking, the Municipality will seek to undertake a strategic review and parking strategy for the central Hermanus area. This parking review will quantify the location of each car parking area, the number of spaces and tenure (public and private) and the demand and supply. The municipality will also seek to address the current pricing mechanism and potentially introduce revised parking charges, with premium parking areas affording a higher parking charge than those peripheral locations. A revised pricing mechanism may include adjustment of pricing based on seasonal demand, whereby parking charges are higher during the summer months. Proposals should be assessed against the backdrop of the dependence of the local economy on tourism.
- **Hermanus Traffic Management and Pedestrianisation.** The central area of Hermanus will be subject to a revised traffic management strategy which will see the creation of a pedestrian friendly urban environment, including universal access design, and the following facilities:
 - Improved pedestrian link between the taxi rank to Long Street
 - Raised surfacing and dedicated surfacing for pedestrian crossings
 - Improved and additional pedestrian crossing points aligned with the top of Long Street to connect through and to the taxi rank to the municipal precinct
 - Improved pedestrian connections across Main Road
 - Dedicated traffic-free zones, for example develop High Street as a pedestrian priority street that includes a strong pedestrian connectivity that includes a strong connectivity between Station Square and Mitchell Street

Improved traffic management will seek to ensure vehicle movements through the central area of the CBD are controlled in such a manner to minimize congestion; this may be achieved through a series of measure, including the introduction of one-way streets, improved directional signage, parking control and revised pricing mechanism. The

above intervention aligns with the interventions as documented in the proposals for the regeneration of Hermanus CBD.

- **Hermanus Tourism Information Centre, Coach Drop-Off Facility.** A convenient and safe location on the periphery of the CBD will be utilised as a drop-off area for tourist coaches. Ideally, this facility would be provided as part of the proposed new MBT interchange area and therefore provide Hermanus with a multi-modal transit terminal. In addition, with the provision of a coach drop-off facility on the periphery of the CBD area would present the opportunity to ban coaches from entering the core retail area (except for those serving the main hotels) and therefore contribute towards reducing congestion, improve high quality and reducing the visual intrusion generated by the scale and presence of coach vehicles.

Delivery Date: Long Term

- **Construction of a local access corridor between Onrus and Sandbaai.** There is currently no local connectivity and accessibility between Onrus and Sandbaai with both vehicles and pedestrians forced to utilize the R43 corridor. This movement of local users contributes towards peak-time congestion which is especially noticeable at local intersections, where vehicles can experience excessive delays when trying to access the R43. As a means of addressing this issue, a local access route is proposed that would reassign local traffic away from the R43 and provide direct connectivity between each of the above settlements. The route would be designed to fully meet the needs of all users including public transport, pedestrians and cyclists and would require a bridge over the Onrus River. This intervention would need to be designed and phased in conjunction with any road improvements on the R43 designed to alleviate congestion.

8.4 Priority Pilot Project: Roads and Traffic Management – Signalisation of the R43 and George Viljoen Street, Hawston – Proof of Concept

The Western Cape Department of Human Settlements is currently within the initial stages of constructing approximately 500 residential units located on the eastern side of the R43 at Hawston. As result of this development, residents of the new development, including school-children will need to cross the R43 to access key local facilities within Hawston, namely: primary / secondary education facilities, local amenities (shops for everyday needs) and public transport from the Hawston minibus taxi rank.

Given the community requirement to provide a safe and convenient pedestrian crossing facility across the R43, it is proposed that the current intersection is reconfigured and upgraded to provide a signalized operation which will include a dedicated pedestrian crossing. Careful attention will be given during the technical design process that delay to both pedestrians and motor-vehicles travelling through the intersection is minimized.

The design development of the project has been completed and it now rests with the WCG Road Network Management (RNM) Branch to approve. The Overstrand Municipality will now pursue the approval and implementation of the project with the WCG RNM branch.

9. Technology Strategy

This strategy considers innovative technology interventions for ensuring the strategic management and efficient flow of vehicles on the road network, the provision of accurate and timely travel information, and increasing access to the public transport network.

9.1 Key Issues and Links to Objectives

Looking to the future, the use of Intelligent Transport Systems (ITS) technologies will ensure that existing road infrastructure can be used as efficiently as possible through intelligent and adaptable signalling. The internet and the advent of social media will also be used to enable sophisticated car sharing and pooling initiatives, share information on journeys and congestion, and provide live feedback on public transport services.

9.2 Interventions

The following interventions are proposed to implement the technology strategy.

Delivery Time – Medium Term

- **Coordinated and adaptable traffic signals.** Signals will be upgraded to adapt to current network conditions, instead of being passive in their approach to traffic management at key junctions.
- **Improved Public Transport Real Time Passenger Information (RTPI) system.** Improvements will be made by enhancing the accuracy of public transport information provided to the public via the RTPI system, utilising innovative channels for RTPI distribution (using 'smart phone' applications for example), making RTPI accessible to all, and equipping all public transport routes with RTPI technology. The RTPI system should also extend and be linked to the Dial-a-Ride services as proposed under the public transport strategy by providing passengers with up to date trip information. All solutions in this regard will need to be cost effective and be designed in accordance with the Municipality's resourcing and capacity.
- **Development of a multi-modal transport information website portal and smart phone application.** This website will provide journey planning (for all modes), real time passenger information for public transport services, and traffic updates.

Delivery Time – Long Term

- **Implementation of electric vehicle infrastructure.** (e.g. parking spaces with charging points). To ensure that electric and other ultra-low carbon vehicles can use the network effectively, provision will be made for strategically placed recharging points at car parks, stations and other strategic locations. The location of the recharging points would need to be informed by relevant legislation and regulation and be established in conjunction with the Overstrand Electricity Department.

10. Development Planning Strategy

This strategy highlights an intervention for necessary additional guidance, plus four key development planning policy interventions for the Transport Vision and Strategy.

10.1 Key Issues

The layout, type and form of urban development has a direct impact on connectivity, trip distances and density, which impacts public transport access and viability and can create induced vehicle demand. Lack of connectivity can also negatively impact on the ability to walk and cycle due to increased trip lengths.

10.2 Links to Objectives

To support the projected levels of growth forecast for the municipality with a safe, fast and efficient transport network sustainably, the integration of spatial and transport planning is key for providing a real and attractive transport choice, reducing carbon emissions, improving access for all, and improving quality of life.

The Municipality already has a successful tariff for collecting developer contributions towards infrastructure provision. The tariff has allowed for a level of transport funding, that many other municipalities have desired to emulate; and it is the municipality's policy to continue the tariff system.

10.3 Interventions

The following interventions are proposed to implement the development planning strategy.

Delivery Date – Short

- **Integrated transport and land-use planning.** Integration of the proposed NMT network plan (see section 6.3) into land use decision making will help ensure the implementation of the network in new developments and the redevelopment of existing areas. This will help ensure that developments and public transport are accessible via NMT mode.

Delivery Date – Short / Medium Term

- **Develop a Street Scape Guide.** The Street Scape Guide will set out good planning, design, and engineering practices for NMT facilities in Overstrand. The aim will be to provide a framework within which development of a high standard of NMT facilities is incorporated in development planning.
- **Improved partnership working.** Collaborative working with developers will also ensure that planning applications, transport impact assessments are approved, enforced and implemented, and travel generators within new major developments are located in the most accessible locations. In addition, improved partnership working will maximise developer contributions and ensure the most effective allocation for improving transport

and helping achieve the objectives of the transport vision and strategy embedded within the PSTP Plan.

11. Implementation Plan

11.1 Overview

The implementation plan is presented in Table 11-1. The interventions included in the Implementation Plan are split into short (1-2 years), medium (2-5 years) and long term (5-10 years) phased timescales. The order of the interventions does not reflect the priority status of each intervention.

Further work is required to prioritize interventions further, identify project leads, identify more accurate costings, and to build an understanding of the risk associated with the delivery of the programme of interventions and how to best manage those risks.

It is also acknowledged that in order to deliver the Transport Vision and Strategy, regulatory change at a local, provincial and national government level may be required and contribute towards enhancing the likelihood of success. It may also be beneficial for the Government to review its working practices, staffing levels and skills, and structure. The challenges that lie ahead and the aspirations sought will require the Western Cape Government, the Municipality and its partners to plan and work together and respond accordingly.

11.2 Timescales

Each of the proposed interventions has been allocated a potential delivery-date; either short, medium or long term over the lifecycle of the PSTP. Clearly, implementation dates are dependent on a number of factors, including cost, availability of funding and benefits. Table 11-1 provides an overview of each of the proposed interventions and likely implementation timeframes.

11.3 Possible Funding Sources

Funding for the interventions will initially be primarily sourced from the Provincial PSTP budget allocation with some funding provided by the Overstrand Municipality as available through the annual Municipal budget. Over time, additional sources of funding will be pursued including, but not limited to, potential revenue from the proposed parking strategy.

Table 11-1: Overstrand PSTP Implementation Plan

	Short-Term (1-3 yrs)	Medium Term (3-6 yrs)	Long-Term (6-10yrs)
Public Transport Strategy			
Priority Public Transport Project – Proof of Concept			
Overstrand public transport network			
Improved passenger experience			
Increased promotion of public transport services			
Improved provision of public transport information			
Driver training			
Improved vehicle quality			
Integrated transport and land-use planning			
Vehicle tracking			
Electric and other alternative fuelled public transport			
Provision of community dial-a-ride transport			
Improved quality / provision of learner transport			
Walking / Cycling Strategy			
Priority Pilot Project: Walking / Cycling Transport Intervention - Proof of Concept			
Expansion of the cycling and walking network			
Increased promotion, education and training for cycling and walking			
Improved signage and wayfinding			
Online journey planner			
Improve safety in locations with high pedestrian accident rates on the R44 and R43			
Development of a comprehensive NMT network plan			
Improved pedestrian and cycling access to the public transport network			
Provision of secure and sheltered bicycle parking at key destinations			
Improved walking and cycling links to, and facilities at, rural employment centres			
Bicycle hire			
Provision of free / affordable bicycles			
Smarter Choices Strategy			
Work place travel plan for a Large Employer			
Continued promotion of Safer Journeys to School programme			
Increased delivery of travel awareness campaigns and promotions			
Introduction of personalised travel planning			
Roads and Traffic Management Strategy			
Priority Pilot Project: Signalisation of the R43 and George Vloen Street, Hawston - Proof of Concept			
Traffic calming			
Hermanus Parking Strategy and Review			
Hermanus Traffic Management and Pedestrianisation			
Hermanus Tourism Information Centre, Coach Drop-Off Facility			
Construction of a local access corridor between Onrus and Sandbaai			
Technology Strategy			
Development of a multi-modal transport information website portal and smart phone application			
Implementation of electric vehicle infrastructure			
Coordinated and adaptable traffic signals			
Improved Public Transport Real Time Passenger Information (RTPI) system			
Development Planning Strategy			
Integrated transport and land-use planning			
Develop a Street Scene Guide			
Improved partnership working			

12. Performance Management Plan

In order to quantify the effectiveness of the PSTP Plan, it is recognized that an important element is the undertaking of a robust monitoring regime to evidence that the expenditure and implementation of interventions as set-out in this document is proving beneficial. In order to provide a framework in which the monitoring programme is undertaken, seven performance indicators are proposed and outlined below.

12.1 Monitoring

Reduction in pedestrians killed or seriously injured in road traffic crashes

- Baseline and targets to be set by the Municipality

Reduction in children killed or seriously injured in road traffic crashes

- Baseline and targets to be set by the Municipality

Congestion – reduction in the average journey time per Km during the morning peak

- Average journey time reduction along the R43 between Hawston and central Hermanus

Improved access to key services (education, healthcare) by public transport, walking and cycling

- Target based on a percentage of the population within 30 minutes travel time to a primary school
- Target based on a percentage of the population within 40 minutes travel time to a secondary school
- Target based on a percentage of the population within 60 minutes travel time to healthcare

Public transport services that run to a specified peak and off-peak frequency schedule.

- Target based on reviewing the percentage of total services that are running according to the specified frequency schedule during the peak and off-peak, as applicable for the identified routes.

Increase in public transport patronage

- Target based on the up-take in patronage on existing and new public transport routes which form part of the public transport network

Implementation reports will be prepared on a biennial basis and document the performance of the PSTP Plan against the above monitoring indicators, scheme delivery and any changes in policy. A mix of quantitative and qualitative data will be used both from existing sources (to minimize cost), but also extend to on-going and bespoke data collection e.g. annual traffic survey, biennial household travel surveys.

Appendix A: 2017/2018 Overstrand Traffic Survey Report

Appendix B: Overstrand Household Travel Survey Report

A 55/55

Appendix C: Ward Councillor Engagement Minutes

MEMORANDUM OF AGREEMENT

Entered into by and between

**THE WESTERN CAPE GOVERNMENT VIA ITS
DEPARTMENT OF TRANSPORT AND PUBLIC WORKS**

(Herein represented by **Ms JT Gooch** in her capacity as Head of the Department, duly authorized)

(Hereinafter referred to as "**the Department**")

and

OVERSTRAND MUNICIPALITY

(Herein represented by **Coenie Groenewald** in his capacity as **Municipal Manager** duly authorized thereto)

(Hereinafter referred to as "**the Municipality**")

(Hereinafter jointly referred to as the "**Parties**")

In respect of funding for the Upgrade and Maintenance of the George Viljoen Street Intersection on Trunk Road 28 Section 1 at Hawston.


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PREAMBLE**WHEREAS:-**

- A** WHEREAS the Municipality desires that the intersection of George Viljoen Street and Trunk Road 28 Section 1 in Hawston be upgraded from its current state as an unsignalised T-intersection to a signalised 4-legged intersection to provide access to the new housing development to the east of this intersection;
- B** AND WHEREAS the Department has not scheduled this intersection to be upgraded in the foreseeable future and is therefore not in a position to either fund or manage such an upgrade project;
- C** AND WHEREAS the Municipality has indicated its willingness to undertake the design and upgrade of the intersection (including signalisation) of this intersection at its own cost and risk, should the Department agree to release the relevant section of TR28/1 to the Municipality's Engineer to manage and oversee the completion of the project;
- D** AND WHEREAS the Municipality has indicated its willingness to fund the running costs and the maintenance of the traffic signals and street lighting at this intersection;
- D** AND WHEREAS the Department has agreed that this upgrade be done subject to the conditions as set out in this Memorandum;

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:-**1. INTERPRETATION**

- 1.1 The headings of the clauses in this Agreement are for the purposes of convenience and reference only and shall not be used in the interpretation of nor modify nor amplify the terms of this Agreement nor any clause hereof.

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1.2 In this Agreement, unless a contrary intention clearly appears words importing:-

1.2.1 any one gender includes the other gender ;

1.2.2 the singular includes the plural and vice versa ; and

1.2.3 natural persons include created entities (corporate or non-corporate) and vice versa

1.3 The following terms shall have the meanings assigned to them hereunder and cognate expressions shall have a corresponding meaning, namely:-

1.3.1 **"Agreement"** means the content of this Memorandum of Agreement and any annexure or schedule incorporated by reference which form an integral part of the Agreement. **"this Agreement"** shall have a corresponding meaning;

1.3.2 **"the Municipality"** means the Overstrand Municipality, a municipality established in terms of the Local Municipal Structures Act 117, (Act 117 of 1998) with its main address at 2 Magnolia St, Hermanus, 7200.

1.3.3 **"Commencement Date"** means the date of signature by the last Party signing this Agreement;

1.3.4 **"Commencement of the Works"** means the date that the Municipality's Contractor takes physical occupation of the site in order to commence the works;

1.3.4 **"Contract"** means the contract entered into between the Municipality and the appointed Contractor for the Works;

1.3.5 **"Defects Liability Period"** means the period stated in the Contract Data of the Contract, commencing from the issue of the Certificate/s of Completion (as may be applicable), during which the Contractor, i.e. the construction



company appointed by the Municipality to deliver the Project, has both the right and the obligation to make good defects in the materials and workmanship covered by the Construction Contract;

1.3.6 **"Department"** means the Western Cape Government via its Department of Transport and Public Works;

1.3.7 **"Engineer"** means EFG Engineers (Pty) Ltd with its main address at 3A Queen Street, Durbanville;

1.3.8 **"Parties"** means the Department and the Municipality, and;

1.3.9 **"the Project"** means the upgrade of the intersection of George Viljoen Street and Trunk Road 28 Section 1 in Hawston its current state as an unsignalised T-intersection to a signalised 4-legged intersection as indicated on the Road Marking and Signs Plan (P 795 RD-RM 01, Rev 0, dated March 2018) attached as Annexure A.

2. DURATION

2.1 The Agreement will come into effect on the Commencement Date and shall terminate on completion of the Defect Liability Period of the Project, unless otherwise terminated in accordance with the provisions of this Agreement.

3. COST-SPLITTING AND FINANCIAL ARRANGEMENTS

3.1 An estimation of the total construction cost of the Project is R 3 951 532 Excl VAT (*three million nine hundred and fifty one thousand, five hundred and thirty two rand excluding VAT*) as set out in Annexure B attached hereto.

3.2 The total cost of the Project is to be funded by the Municipality.

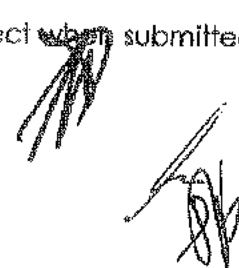


- 3.3 It is specifically recorded that the total estimated cost of the Project may increase beyond the amount recorded in clause 3.1 above. For the purposes of this Agreement, such costs shall be referred to as "Additional Costs". It is hereby recorded that notwithstanding any Additional Costs accruing to the project, the Department shall not be responsible for payment of or any financial contribution to such Additional Costs.
- 3.4 The Department may, however, in its sole discretion, consider approving a contribution towards the Additional Costs, as described in 3.3 above, subject to the availability of funds and compliance with all of its financial prescripts.
- 3.5 The Municipality shall make payments towards the total cost as required for the planning, design, construction and management of the Project.
- 3.6 It is specifically recorded that the Municipality shall have no claim against the Department for reimbursement of any costs incurred by it in the execution of the Project.
- 3.7 Any costs incurred during the Defect Liability Period shall be for the account of the Municipality, but excludes regular, scheduled routine road maintenance of Trunk Road 28 Section 1 undertaken by the Department or the Municipality, as may be applicable.

4. OBLIGATIONS OF THE PARTIES

4.1 The Department shall:-

- 4.1.1 Assist the Municipality in the selection of the most appropriate "Fit-for-Purpose" design for the Project;
- 4.1.2 Timeously comment on or approve the design of the Project when submitted

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to the Department for approval;

4.1.3 Make available appropriately qualified persons to attend planning, design and construction site meetings in order to represent the Department's interests in the Project and its outcome, and;

4.1.4 Do a joint inspection with the Engineer at appropriate times during the construction phase of the Project, as well as at the end of the construction period (Practical Completion & Final Completion), and at the end of the Defects Liability period.

4.2 The Municipality shall:-

4.2.1 Appoint a suitably qualified Engineer to plan, design and manage the Project;

4.2.2 Obtain approval from the Department for the design of the Project prior to commencing with the construction phase of the Project;

4.2.3 Keep the Department informed of all appropriate planning, design, programming and implementation of the Project;

4.2.4 Fund and pay for the planning, design, construction and management of the Project;

4.2.5 Once the construction of the Project has commenced, commit to completing it within a reasonable time and without interruption.

4.2.6 Ensure that the General Conditions of the construction contract is GCC 2015.

4.2.7 Ensure that the Works are completed timeously in accordance with the provisional program attached hereto as Annexure C



5. SUSPENSIVE CONDITION

- 5.1. It is agreed that this Agreement is conditional upon the Municipality's appointed Contractor taking out a construction guarantee in favour of the Municipality that is sufficient to cover the total value of construction works and Project.
- 5.2 With regard to the suretyship, it is agreed that it shall be proportionately reduced as the project progresses in such a manner so that at any time the value of the surety covers the full outstanding value of the works.

6. REPORTING AND MEETINGS

6.1 Reporting

- 6.1.1 The Municipality shall submit progress reports in respect of the Project in writing to the Department in respect of planning, design, programming and Implementation of the Project on a two monthly basis;
- 6.1.2 The first report must be submitted within two months from the date of commencement of this Agreement and every two months thereafter for the duration of this Agreement;
- 6.1.3 The Department may request any additional information pertaining to any matters/issues deemed by the Department to be omitted from a progress report;
- 6.1.4 In addition to the above, the Municipality shall make available to the Department all relevant records, documents and other evidence pertaining to the performance of its obligations in terms of this Agreement, as and when requested by the Department, in order that the Department may conduct outcome and impact evaluations, after reasonable prior written notice has



been given to the Municipality.

6.2 Meetings

6.2.1 The Parties shall avail themselves for meetings at reasonable request of the other party to discuss any matters pertaining to this Agreement.

6.2.2 The Parties' Project Management Team members shall attend contract site meetings for purposes of reporting, assistance and control. Site meetings shall be scheduled and be given notice of in advance so as to allow all parties reasonable time (which shall not be less than 7 (seven) days) to attend the site meetings, however emergency meetings may be held at shorter notice.

6.2.3 The Parties have appointed the following persons, their nominees or successors in title as the contact persons for all matters pertaining to this Agreement:-

For the Department : Mr M Hendrickse

Designation : Production Engineer Geometric Design

Tel : 021 483 3107

E-mail : Michael.Hendrickse2@westerncape.gov.za

For The Municipality : D Hendriks

Designation : Senior Manager: Engineering Services

Tel : 028 313 5059

E-mail : dhendriks@overstrand.gov.za

7. NO UNDERTAKINGS

7.1 It is recorded that the Department's agreement to release the intersection of George Viljoen Street and Trunk Road 28 Section 1 in Hawston to the Municipality for the duration of this Agreement does not constitute an undertaking by the

Department to:

7.1.1 Prioritise the maintenance of Trunk Road 28 Section 1 beyond what would otherwise be the case had this Agreement never been concluded;

7.1.2 Transfer any rights or grant any special indulgences to the Municipality in respect of Trunk Road 28 Section 1.

7.2 It is further recorded that the Municipality shall at no point during the subsistence of this Agreement, or the termination thereof, close access or thoroughfare to properties normally served by Trunk Road 28 Section 1 or treat the road as a private access road.

8. DISCLAIMER AND INDEMNITY

Notwithstanding anything to the contrary contained in this Agreement, the Municipality hereby releases, forever discharges, indemnifies and renders harmless the Department and its employees from any and all liability whatsoever and from any and all types of actions, suits, debts, contracts, claims and demands whatsoever which may be made by the Municipality, the Engineer, any contractors appointed to the Project' their successors in title, or any third party against the Department or its employees for damages arising from whatever nature including from personal injury or death and property damage caused in respect of and during the currency of the Project.

9. NO AGENCY RELATIONSHIP

Neither Party may act in any way as an agent of the other Party and shall not be entitled to bind or act on behalf of each other.

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10. CO-OPERATION AND GOOD FAITH

The Parties undertake at all times to render to each other every possible assistance and to extend to each other the maximum co-operation for purposes of attaining the objectives of this Agreement. The Parties shall at all times consult with each other in the utmost good faith and the affairs between them shall be administered and promoted by the highest degree of integrity.

11. FORCE MAJEURE

11.1 Neither Part shall be liable for a failure to perform any of its obligations in as far as it proves :-

11.1.1 that the failure was due to an impediment which was beyond its control ;

11.1.2 that it could not reasonably have expected to have taken the impediment and its effects upon the Party's ability to perform into account at the time of the conclusion of the Agreement; and

11.1.3 that it could not reasonably have overcome the impediment or at least its effects.

11.2 An impediment in terms of clause 11.1 above may result from events such as the following, this enumeration not being exhaustive:-

11.2.1 war, whether declared or not, civil war, civil violence, riots and revolutions, acts of piracy, acts of sabotage;

11.2.2 natural disasters such as violent storms, cyclones, earthquakes, tidal waves, floods, destruction by lightning;

11.2.3 explosions, fires, destruction of property or any kind of installations;



11.2.4 boycotts, strikes and lock-outs of all kinds, go-slows, occupation of premises, and work stoppages; and

11.2.5 any act of any state or Government or other authority having jurisdiction over either Party.

11.3 Upon the occurrence of an impediment referred to in clause 11.1 and 11.2 the provisions of this Agreement shall be suspended for as long as the cause in question continues to operate.

12. BREACH AND TERMINATION OF AGREEMENT

12.1 This Agreement will terminate at the completion of the Defects Liability Period

12.2 Despite the above, the Municipality shall have the right to cancel this Agreement at any time up to the commencement of construction on site, which will be deemed to be when the Department hands over the road to the Municipality for the purposes of constructing the Project.

12.3 The Department shall have the right to cancel this Agreement should the Municipality fail to commence construction within two years of the Commencement date.

12.4 If either of the Parties commits a material breach of any provision of this Agreement, the other Party may call in writing on the Party in breach to remedy the breach within 14 (fourteen) days. If the breach remains unremedied after the notice period has expired, the aggrieved Party may institute proceedings immediately for enforcement of the terms of this Agreement or any other remedy that may be available to it in law.

12.5 Without derogating from the generality of the foregoing, should the Municipality



fail to complete the Project in accordance with the terms and conditions contained in this Agreement, then, without prejudice to any other rights it may have in law, the Department shall be entitled to complete the Project to the agreed standards and specifications and claim back from the Municipality all costs it incurred in the process of completing the Project.

13. DISPUTE RESOLUTION

- 13.1 Without detracting from a party's right to institute action or motion proceedings in the High Court or other Court of competent jurisdiction in respect of any dispute that may arise out of or in connection with this Agreement, the Parties undertake in the event of a dispute arising between the Parties pursuant to this Agreement to initially attempt to amicably settle such dispute by referring it to the Municipality's Municipal Manager and the Department's Head of Department who will meet, as soon as possible to resolve the dispute within 30 (thirty) days of the dispute arising.
- 13.2 Should the representatives of the Parties referred to in clause 13.1 above, namely the Head of Department and the Municipal Manager, fail to resolve the dispute within the allocated time, or any further agreed time, then the matter may be referred to the Municipal Council and the Member of the Executive Council within the Province responsible for the Province's transport function ("MEC"), who will endeavor to settle the dispute within 2 (two) weeks of such referral;
- 13.3 Subject to clauses 13.1 and 13.2, the dispute shall be resolved in accordance with the processes set out in Chapter 4 of the Inter-Governmental Relations Framework Act 13, of 2005; and
- 13.4 The parties shall, notwithstanding that they may have an unresolved dispute in respect of a particular matter, otherwise give effect to the terms and conditions of this Agreement, to the extent necessary, in respect of which no dispute exist.



14. NOTICE AND DOMICILIUM

14.1 The Parties choose as their respective *domicilium citandi et executandi* for the purposes of legal proceedings and for the purpose of giving or sending any notice provided for or necessary in terms of this Agreement, the following addresses :-

14.1.1 THE DEPARTMENT

The Accounting Officer
Department of Transport & Public Works
9 Dorp Street, Cape Town, 8001

14.1.2 THE MUNICIPALITY

Overstrand Municipality
Magnolia Street
Hermanus
7200

- 14.2 All notices to be given in terms of this Agreement shall be given in writing and be delivered or sent by prepaid registered post to the Party's chosen *domicilium citandi executandi*.
- 14.3 If delivered by hand, a notice shall be presumed to have been received on the date of delivery, or, if sent by prepaid registered post, be presumed to have been received seven business days after the date of posting.
- 14.4 Notwithstanding anything to the contrary contained in this agreement, a written notice or communication actually received by one of the Parties from the other Party, shall be adequate written notice of communication to such Party.



15. WAIVER

- 15.1 No waiver of any of the terms and conditions of this Agreement shall be binding unless expressed in writing and signed by the Party giving the same, and any such waiver shall be affected only in the specific instance and for the purpose given.
- 15.2 No failure or delay on the part of either Party in exercising any right, power or privilege precludes any other or further exercising thereof or the exercising of any other right, power or privilege.
- 15.3 No indulgence, leniency or extension of time which any Party (hereafter "the Grantor") may grant or show the other Party, shall in any way prejudice the Grantor or preclude the Grantor from exercising any of its rights in terms of this Agreement.

16. ENTIRE AGREEMENT

- 16.1 This Agreement constitutes the entire agreement between the Parties and no amendment, alteration, addition or variation of any right, term or condition of this Agreement will be of any force or effect unless reduced to writing and signed by the Parties to this Agreement.
- 16.2 The Parties agree that there are no conditions, variations or representations, whether oral or written and whether expressed or implied or otherwise, other than those contained in this Agreement.
- 16.3 This Agreement replaces any other previous verbal or written agreement entered into between the Parties.

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SIGNED AT ON THIS ... DAY OF 2018

.....

THE DEPARTMENT

(Signed by Ms. JT Gooch on behalf of the Department in her capacity as Head of Department, duly authorised hereto)

AS WITNESSES :

.....

Signature

.....

Name in capital letters

.....

Signature

.....

Name in capital letters



SIGNED AT Benoni ON THIS 12th DAY OF October 2018



THE MUNICIPALITY

(Signed by Mr Coenir Groenewald on behalf of the Municipality in his capacity as Municipal Manager, duly authorised hereto)

AS WITNESSES :



Signature

SU MÜLLER

Name in capital letters



Signature

NOXOLO LIWANI

Name in capital letters



The drawing is a plan view of a road intersection. A north arrow is located in the upper left corner. The intersection features a central crossroad and a side road. Lane markings include solid and dashed lines, with a 'STOP' line on the side road. Traffic signs are indicated by symbols: a circular '80' speed limit sign, a triangular warning sign for a narrow road ahead, and a rectangular 'STOP' sign. The drawing also shows the layout of the road surface, including a central reservation and side drains. A scale bar is provided at the bottom right, indicating a scale of 1:1000.

ANNEXURE B – PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADING OF EXISTING GEORGE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 A	SECTION A : GENERAL				
		ESTABLISHMENT COSTS				
1.1	PSA 8.3.1	FIXED ESTABLISHMENT COSTS	Sum	1		189 148
1.2	PSA 8.3.3	HEALTH AND SAFETY Compliance with 2003 Construction Regulations issued in terms of the Occupational Health and Safety Act, 1993	Sum	1	20 000	20 000
1.3	PSA 8.4	TIME RELATED ESTABLISHMENT COSTS	Sum	1		189 148
1.4	PSA 8.5.1	PROVISIONAL SUMS (i) Relocation of Services	Prov Sum	1	10 000	10 000
	PSA 8.6	PRIME COST SUMS				
1.5	PSA 8.6.1	(a) Testing of Materials by the Engineer	P.C Sum	1	5 000	5 000
1.6		(f) Contractor's overheads, profit etc on (a)	%	5 000	5%	250
1.5	PSA 8.6.13	(b) Installation of street Lighting (Schedule D)	P.C Sum	1	400 000	400 000
1.6		(f) Contractor's overheads, profit etc on (b)	%	400 000	5%	20 000
1.5	PSA 8.6.13	(c) Installation of Traffic Signals (Schedule C)	P.C Sum	1	1 047 854	1 047 854
1.6		(f) Contractor's overheads, profit etc on (c)	%	1 047 854	5%	52 393
1.7	PSA 8.6.13	(d) Schedule B (Wastewater pipe)	P.C Sum	1	731 412	731 412
1.8	PSA 8.6.2	Dealing with traffic (or accommodation of traffic)	Sum	1	60 000	60 000
TOTAL CARRIED FORWARD TO SUMMARY						2 745 284
	SABS 1200 C	SECTION C : SITE CLEARANCE				
2.1		Remove and grub medium size bush	m ²	500	40	20 000
2.2	8.2.11	Retrieval and storage of re-usable items				
2.3		(i) Barrier Keros	m	100	60	6 000
2.4		(ii) Kerb and channel combination	m	110	60	6 600
2.5		(iii) Regulatory signs	No	2	300	600
2.6		(iv) Warning signs	No	1	300	300
2.6		(v) Guidance Signs	No	2	300	600
2.7		(vi) Brick edge along existing sidewalk	m	110	40	4 400
TOTAL CARRIED FORWARD TO SUMMARY						39 500
	SABS 1200 D	SECTION D : EARTHWORKS				
3.1	8.3.1 8.3.1.2	SITE PREPARATION Remove topsoil to nominal depth of 150mm and spoil	m ³	1 241	32	39 712
TOTAL CARRIED FORWARD TO SUMMARY						39 712

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ANNEXURE B – PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADING OF EXISTING GEORGE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 DB	SECTION DB: EARTHWORKS (PIPE TRENCHES)				
	8.3.2	EXCAVATION Excavate in all materials for trenches, backfills, compact, and dispose of surplus or unsuitable material, shoring and dewatering, for:				
4.1		(a) Stormwater pipes up to 600mm dia for trenching:	m			
4.2		(i) Exceeding 0.0m up to 1.0m	m	20	130	2 600
		(ii) Exceeding 1.0m up to 2.0m	m		142	9
4.6	PSDB 8.3.2(b)	Extra over item 8.3.2 for:	m³	1	220.00	220
4.7		(a) Hand excavation	m³	1	650.00	650
	8.3.3	Make up deficiency in backfill from:	m³			
4.8		(a) excavations on site	m³	2	5.00	10
4.9		(b) commercial sources	m³	1	180.00	180
4.10	PSDB 8.3.4(c)	Excavate by hand in all materials to locate or expose existing services for recovery or protection and backfill	m³	0	220.00	0
4.11	8.3.5	Existing services that intersect or adjoin a pipe trench All services	No	0	220.00	0
	PSDB 8.3.6	FINISHINGS				
4.12	PSDB 8.3.6.1	Reinstate road surfaces complete with all courses	m²	1	0.00	0
4.13		(a) Asphalt of thickness 40mm in roadway	m²	1	0.00	0
		(b) Basecourse material stabilised with 9% cement and compacted to 85% mod AASHTO density	m²	1	0.00	0
		(c full depth of existing pavement)				
TOTAL CARRIED FORWARD TO SUMMARY						1 060
	SABS 1200 DM	SECTION DM: EARTHWORKS (ROADS, SUBGRADE)				
	8.3.3	TREATMENT OF ROAD-BED				
5.1	8.3.3(a)	Road-bed preparation and compaction of material to a minimum of 90% of maximum dry density (100% for sand)	m³	110	350	38 500
		(i) 150mm to roadways				
5.2	8.3.4	CUT TO FILL Compact to minimum 90% of MDS maximum dry density (100% for sand)	m³	40	110	4 400
		(a) on roadways (including undercuts)				
5.3	8.3.4	BORROW TO FILL Construct G7 selected layer and compact to minimum of 90% of maximum dry density (100% for sand) by importing from	m³	10	200	2 000
		(a) commercial sources				
5.4	8.3.5	SELECTED LAYER Construct imported G7 quality selected layer from commercial source, compacted to 85% of maximum dry density (100% for sand):	m³	110	150.00	16 500
		(a) 150mm in roadway				
5.5	PSDM 8.3.7	CUT TO SPILL (a) Soft excavation. Material from:	m³	500	85	42 500
5.6		(i) Roadways	m³	20	60	1 200
		(ii) Existing median island				
5.7	PSDM 8.3.7	CUT TO STOCKPILE (a) On site from soft excavation. Material from:	m³	250	85	21 250
		(i) Roadways				
TOTAL CARRIED FORWARD TO SUMMARY						105 160

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ANNEXURE B – PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADING OF EXISTING GEORE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 LB	SECTION LB: BEDDING				
	8.2.2	Supply only of bedding by importation from:				
	8.2.2.1	(a) Other necessary excavations				
6.1		(i) Selected granular material	m ³	70	100	1 000
6.2		(ii) Selected fill material	m ³	5	100	500
	8.2.2.3	(b) Commercial sources				
6.3		(i) Selected granular material	m ³	10	200	2 000
6.4		(ii) Selected fill material	m ³	5	200	1 000
6.5	PSL 8.2.4	Concrete encasement of pipes:	m ³	2	600	1 200
TOTAL CARRIED FORWARD TO SUMMARY						6 700

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 LC	SECTION LC: CABLE DUCTS				
7.1	8.2.5	Supply, Lay, Bed, and prove electrical supply ducts (a) 160mm dia uPVC pipes	m	0	125	0
7.2	8.2.5	Supply, Lay, Bed, and prove Traffic signal supply ducts (a) 110mm dia uPVC pipes	m	0	160	0
7.3	8.2.5	Supply, Lay, Bed, and prove Street Lighting supply ducts (a) 110mm dia uPVC pipes	m	0	100	0
	8.2	Installation of cable ducts by Directional drilling				
7.4		(a) under existing road	m	0	2 855	0
7.5		(i) 100 mm dia uPVC pipes (rate for 200dia pipe)	m	0	2 855	0
7.6		(ii) 160 mm dia uPVC pipes (rate for 200dia pipe)	m	0	2 855	0
7.7	8.2.6	Cable markers				
		(a) Barb markers	No	0	100	0
TOTAL CARRIED FORWARD TO SUMMARY						0

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 LE	SECTION LE: STORMWATER DRAINAGE				
		Construct outlet from parking area	Sqm			0
8.1		(a) Excavating soft material situated within the following depth ranges:				
8.2		(i) 0m up to 1.0m	m ³	0	190	0
		(ii) 1.0m up to 2.0m	m ³	0	142	0
		Backfilling:				
8.3		(a) Using the excavated material	m ³	0	45	0
8.4		(b) Using imported selected material	m ³	0	60	0
	8.2.1	Concrete pipe culverts:				
8.5		(a) On Class B bedding				
8.6		(i) 450mm dia, Class 160D Spigot and socket	m	19	573	10 887
		(ii) 676mm dia, Class 160D Spigot and socket	m	0	1 142	0
	8.2.2	(b) Catchpits				
8.7		Double kerb inlets complete	No	2	9 465	18 930
8.8		(i) Up to 1.0m deep				
		(ii) Headwall complete	No	1	3 000	3 000
		(iii) Up to 450mm dia pipe				
TOTAL CARRIED FORWARD TO SUMMARY						22 537

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 ME	SECTION ME: SUBBASE				
	8.3.3	(a) Construct G5 quality gravel subbase with material from commercial sources compacted to 97% maximum dry density				
9.1		(i) 150 mm to Roads	m ³	110	748	82 280
9.2		(ii) 100 mm to Sidewalks	m ³	15	666	9 990
		(iii) 100 mm to Median Islands	m ³	40	666	26 640
	8.3.5(d)	Extra over item 8.3.3(a) to prepare subbase material by stabilization (C4) using 3% cement				
9.4		(i) Modify G5 subbase	m ³	0		0
	8.3.8	Stabilising agent				
9.5		(i) Portland cement	t	0		0
TOTAL CARRIED FORWARD TO SUMMARY						117 930

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ANNEXURE B – PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADE OF EXISTING GEORGE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

Item	Payment	Description	Unit	Quantity	Rate	Amount
10.1	SABS 1200 MF	SECTION MF: BASE				
	8.3.3	Construct 84 quality base with material from commercial source, compacted to 95% of maximum dry density. (i) 150mm to road widening	m ³	110	770	78 180
TOTAL CARRIED FORWARD TO SUMMARY						78 180
11.1	SABS 1200 MH	SECTION MH: ASPHALT BASE AND SURFACING				
	8.5.1	PRIME COAT Prime coat using MC-80 cut-back bitumen	m ²	1 330	23	30 590
	8.5.4	ASPHALT SURFACING Continuously graded medium grade asphalt compacted to 95% of Marshall density (i) 40mm premix to roads	m ²	700	170	119 000
11.2		(ii) 80mm premix to shoulders	m ²	150	130	19 500
11.3		(iii) 80mm premix to median island	m ²	480	130	62 400
11.4						
	8.5.5	VARIATION IN QUANTITIES Bituminous binder	litre	50	23	Rate only
11.5		Mineral filler	t	2		Rate only
11.6						
11.7		Saw cutting asphalt surfacing 30mm - 80mm deep	m ²	80		0
TOTAL CARRIED FORWARD TO SUMMARY						231 490
12.1	SABS 1200 MK	SECTION MK: KERBS AND CHANNELS				
	8.2.1	CONCRETE KERBS AND CHANNELS PRECAST CONCRETE KERBING Supply, lay, grout, joint and backfill (a) Type BK1 only (i) Straights	m	425	200	85 000
12.2		(ii) 0m to 20m radius	m	10	205	2 050
		(b) Type E1 edging (i) Straights	m	139	78	10 147
12.3		(ii) 0m to 20m radius	m	31	78	2 418
	8.2.2	CONCRETE KERBING AND CHANNEL COMBINED (a) Type BK1 with C1 channel (i) Straights	m	89	284	25 280
12.4		(ii) 0m to 20m radius	m	40	399	16 560
		(ii) Recovered Material (a) Type BK1 with C1 channel (i) Straights	m	80	120	9 600
12.5		(ii) 0m to 20m radius	m	16	150	1 600
12.6		(b) Type BK1 (i) Straights	m	20	80	1 600
12.7		(ii) 0m to 20m radius	m	5	120	600
12.8						
12.9						
12.10						
12.11	8.2.6	IN-SITU TRANSITIONS Concrete class 25 transition sections, 1m long:	No	0	428	0
TOTAL CARRIED FORWARD TO SUMMARY						131 028

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ANNEXURE B – PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADING OF EXISTING GEORGE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

Item	Payment	Description	Unit	Quantity	Rate	Amount
	SABS 1200 MM	SECTION MM: ANCILLARY ROADWORKS				
		ROAD SIGNS				
13.1		Statutory signs erected complete				
13.2		(i) Regulatory signs	No	4	955	3 820
13.3		(ii) Warning signs	No	4	955	3 820
		(iii) Guidance Signs route existing	No	2	2 000	4 000
	B.4	ROAD MARKINGS				
	B.4.1	Proprietary brand retroreflective roadmarking paint, including cutting out and pre-marking				
		(a) White Lines (broken or unbroken)				
13.4		(i) 100mm wide	m	170	8	1 360
13.5		(ii) 200mm wide	m	304	14	4 256
13.6		(iii) 300mm wide	m	8	19	152
13.7		(iv) 500mm wide	m	20	25	500
		(a) Yellow Lines (broken or unbroken)				
13.8		(i) 100mm wide	m	470	8	3 760
		(c) Characters and symbols				
13.9		(i) White	m²	12	77	924
13.10		(ii) Yellow	m²	12	77	924
		(b) Painted Islands				
13.12		(i) 200mm bar 60kph	m²	0	28	0
13.13		(ii) 750mm bar 80 kph	m²	133	28	3 724
	B.6	Removal of existing roadmarkings by sandblasting				
13.14		(a) Lines	m²	170	200	34 000
13.15		(b) Symbols	m²	16	200	3 200
	B.7	Kerb Face markings				
13.16		(i) GMS kerb face markings	m²	8	70	560
TOTAL CARRIED FORWARD TO SUMMARY						64 044

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ANNEXURE B - PROVISIONAL SCHEDULE OF QUANTITIES

UPGRADEING OF EXISTING GEORGE VILJOEN INTERSECTION TO SIGNALISED INTERSECTION

Schedule A

UPGRADEING OF EXISTING GEORGE VILJOEN
INTERSECTION TO SIGNALISED INTERSECTION

SUMMARY OF SCHEDULE OF QUANTITIES

SECTION	DESCRIPTION	AMOUNT
A	General	R 2 745 204
C	Site Clearance	R 39 500
D	Earthworks	R 39 712
DM	Earthworks (Roads, sub-grade)	R 105 100
DB	Earthworks (Pipe Trenches)	R 1 080
LB	Bedding	R 5 700
LC	Cable Ducts	R -
LE	Stormwater	R 32 531
ME	Subbase	R 117 936
MK	Base	R 78 100
MH	Asphalt base and surfacing	R 231 490
MK	Kerbing and channeling	R 181 028
MM	Ancillary roadworks	R 64 941
SUB-TOTAL SCHEDULE A		R 3 692 302
Contingencies (10.0%)		R 359 230
SUB-TOTAL CONSTRUCTION		R 3 951 532
VAT (15%)		R 592 730
TOTAL CONSTRUCTION		R 4 544 262

ANNEXURE C - PROGRAM

Description	Week																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Technical approval of design																								
Preparation of tender documentation																								
Tendering and award of contract																								
Construction																								
Commissioning of signals																								
Road open for traffic																								

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