



Transport & Public Works

PROVINCIAL GOVERNMENT | WESTERN CAPE

Provincial Land Transport Framework (2011/12 – 2015/16)

Executive Summary

Department of Transport & Public Works	Strategy, Planning & Coordination
Document Version: Final Draft	1 April 2011

Abbreviations

Abbreviation	Description
AADT	Average Annual Daily Traffic
ACSA	Airport Company South Africa
ADTT	Average Daily Truck Traffic
CoCT	City of Cape Town
CSIR	Council of Scientific and Industrial Research
CTIA	Cape Town International Airport
DBSA	Development Bank of Southern Africa
DM	District Municipality
DORA	Division of Revenue Act
DOT	National Department of Transport
DTPW	Department of Transport and Public Works
GABS	Golden Arrow Bus Services
IDP	Integrated Development Plan
IPTN	Integrated Public Transport Network
IRPTN	Integrated Rapid Public Transport Network
IRT	Integrated Rapid Transit in the City of Cape Town
ITP	Integrated Transport Plan
LDV	Light Delivery Vehicles
MAP	Million Annual Passengers
MEC	Member of the Executive Council
MEDS	Micro-economic Development Strategy
MRA	Municipal Regulating Entity
MTEF	Medium Term Expenditure Framework
NLTA	National Land Transport Act 5 of 2009
NLTSF	National Land Transport Strategic Framework
NMT	Non-Motorised Transport
NMV	Non-Motorised Vehicle
NPTR	National Public Transport Regulator
NSDP	National Spatial Development Perspective
PGDS	Provincial Growth and Development Strategy
PGWC	Provincial Government Western Cape
PLTF	Provincial Land Transport Framework
POLB	Provincial Operating License Board
PRASA	Passenger Rail Agency South Africa
PRE	A Provincial Regulating Entity
PSDF	Provincial Spatial Development Framework
PSO3	Provincial Strategic Objective 3: Increasing Access to Safe and Efficient Transport
PTIP	Public Transport Improvement Programme
PTOG	Public Transport Operations Grant
RTS	Rural Transport Strategy
SAICE	South African Institution of Civil Engineering
SANRAL	South African National Roads Agency Limited
SDF	Spatial Development Framework
SMME	Small, Medium and Micro Enterprise
SUN	University of Stellenbosch
UCT	University of Cape Town
UWC	University of the Western Cape
WCED	Western Cape Education Department

Introduction & Purpose

The Provincial Land Transport Framework (PLTF) is a strategic document, whose purpose is to inform all transport and land-use related provincial decision making with respect to transport infrastructure maintenance and investments, public transport, road traffic safety and management, as well as guide district-wide and local integrated transport planning. The PLTF seeks to achieve this within a broadly set out integrated development framework that takes cognisance of the complex inter-relations and interactions between the transport sector and the various other components of human settlements, society, the economy and the natural environment. The resultant PLTF is therefore an overarching framework document that must be referred to in all decision-making process in provincial transport planning and implementation.

In short, the purpose of the PLTF is to:

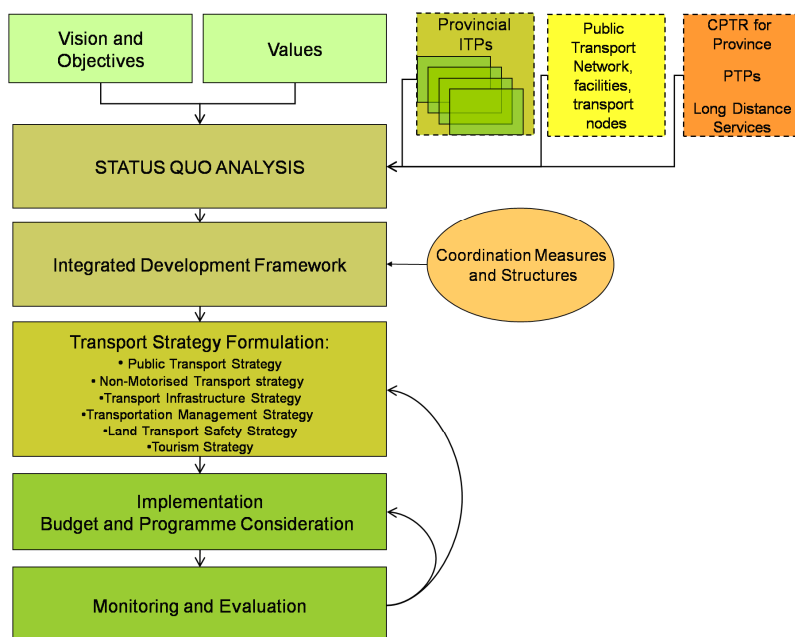
- State provincial objectives and policies that give direction to transport on a provincial-wide scale.
- Ensure national planning objectives and policies are implemented at the provincial scale.
- Assist in coordinating and integrating transport in the province.
- Serve as the basis for the preparation of Integrated Transport Plans (ITP's) and Public Transport Plans (PTP's) in the province.

From a legislative perspective, the PLTF is mandated by Chapter 4, Section 35 (1) of the National Land Transport Act 5 of 2009, which states that:

Every MEC must prepare a five-year Provincial Land Transport Framework in accordance with the requirements prescribed by the Minister after consultation with the MEC's.

It is the intention of the Department of Transport and Public Works (Provincial Government of the Western Cape) to produce an implementable Provincial Land Transport Framework (PLTF) that provides very clear and agreed-upon direction to all transport role-players in the province on the intended development of transport over the next five years (beginning in the 2011/12 financial year until the 2015/16 financial year). The Department also intends to provide a longer term vision for transport in the PLTF, which will broadly flesh out how the province intends to maintain and grow the transport system of the Western Cape over the next 20 to 30 year period – in line with the broader developmental directives provided by the Provincial Spatial Development Framework.

The process of compiling the PLTF is illustrated in the figure below.



The Process followed in compiling the PLTF

Vision & Mission

The main thrust of the PLTF is contained in the vision and mission statement:

Vision
An equitable, sustainable, economically efficient, effective and safe integrated multimodal transport system that allows citizens to access opportunities in a dignified manner , in support of the provincial goal of creating an open opportunity society for all in the Western Cape.
Mission
To provide for an accountable, flexible and capacitated institutional and legislative enabling environment to facilitate the implementation of an integrated transport system in the province of the Western Cape.

Values

The core values applicable to the Provincial Government of the Western Cape are *Caring, Competence, Accountability, Integrity and Responsiveness*.

A Long Term Vision for Transport in the Western Cape

Key in this PLTF is the long term vision for transport. The purpose of the long term vision is to set the overall direction for the province in terms of transport, taking into consideration the direction that has been set by the Provincial Spatial Development Framework. The mismatch between the status quo and the long-term vision will be addressed by the various transport strategies. These strategies provide actions and guidelines for the next five years that will improve, expand and develop the transport system in the Western Cape in an incremental manner.

The following sets out the beginnings of a long term vision for Transport in the Province of the Western Cape. It is envisaged that this longer term vision will be developed and distilled as the PLTF is reviewed over time.

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

1. A fully Integrated Rapid Public Transport Network (IRPTN) in the higher-order urban regions

The IRPTN will support:

- **Access to opportunity.** The urban areas will be crisscrossed by Integrated Rapid Public Transport Networks that allow for the efficient movement of people between the various high density nodes of development. The IRPTN's will utilise rail as the backbone of the public transport system, and be well supported and integrated with bus and minibus services that are of a world-class standard, scheduled, frequent and formalised. The integrated public transport networks will encourage high density development along its flanks, and pedestrian-friendly, high density, mixed-use development will define IRPTN corridors – as supported by the Spatial Development Frameworks and zoning schemes of the municipalities. These corridors will be well served by Non-Motorised Transport facilities – allowing all people to walk or cycle in a safely demarcated space. This system is optimally designed to accommodate Special Need Passengers, in terms of universal design principles.
- **Equity.** Public transport will be a desirable alternative to private transport – and serve as an integrator of the citizens of the Western Cape.
- **Sustainability.** With peak oil being a future reality, the vast majority of transport services will utilize electricity as the primary energy carrier, with this electricity being derived from a mix of renewable energy sources (such as solar, wind and tidal energy), as well as a mix of traditional energy sources such as nuclear and coal energy. By 2050, coal and oil will be significantly less dominant as energy sources, and will be largely replaced by renewable alternatives.

- **Safety.** The IRPTN will be well policed, dignified, well-utilized and the preferred mode of travel both in and between the urban regions.
- **Multi-modal Integration.** The IRPTN will ensure that all modes of public transport are integrated, and fulfill their optimal and suitable role. Rail will be the backbone of the system, with all road-based and NMT modes supporting this role.

2. A fully integrated rural Integrated Public Transport Network (IPTN)

The rural areas of the Western Cape will be serviced by regular, affordable public transport services that link major towns to their rural hinterlands and services. This will serve to strengthen the functioning of those settlements with high development potential, as well as link these settlements with areas that have high social needs. The scholar and health transport services will have been integrated into a single, mainstream public transport system. This system will be universally accessible to Special Need Passengers as far as possible.

3. A Safe Public Transport system

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

4. A Well Maintained Road Network

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

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

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

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

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

7. International-standard Ports and Logistics Systems

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

8. A Transport System that is resilient to peak oil

The future transport system (both public and private) will draw energy from multiple sources, with electricity-based transport powering the majority of land transport. Oil as an energy source will be significantly phased out, and South Africa will have embarked on an aggressive energy-transition plan to

move away from non-renewable energy sources, towards renewable energy which supports the new electricity-based transport system. The nature of public transport will rely on electricity-driven commuter rail, as well as trams and electric-trolley buses to ensure that the public transport system is not exposed to the energy-risk of decreasing oil availability. Should the Western Cape continue to rely on oil as a primary energy supply, transport subsidies will dramatically increase and transport would become extremely costly – with highly negative effects on the socio-economic development of the Province.

9. A transport system that is fully integrated with land use

The transport system of the province will be well supported by appropriate densities in the land-use matrix. Incentives will be provided by local authorities to encourage densification along strategic commuter corridors in order to promote the densification of land-use, combat sprawl and provide support for an efficient public transport system. The zoning schemes and human settlement plans of all municipalities must reflect this policy direction, and the urban edge of all settlements must be fixed such that development does not sprawl outwards – creating car-dependent, low density and mono-functional settlement typologies. As a result of these measures, the subsidy required for public transport will be significantly reduced.

Goals and objectives

Six goals have been identified that are essential for realising the vision and mission and which contribute to the achievement of the long term transport vision. Each goal is supported by several more specific and measurable objectives.

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

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

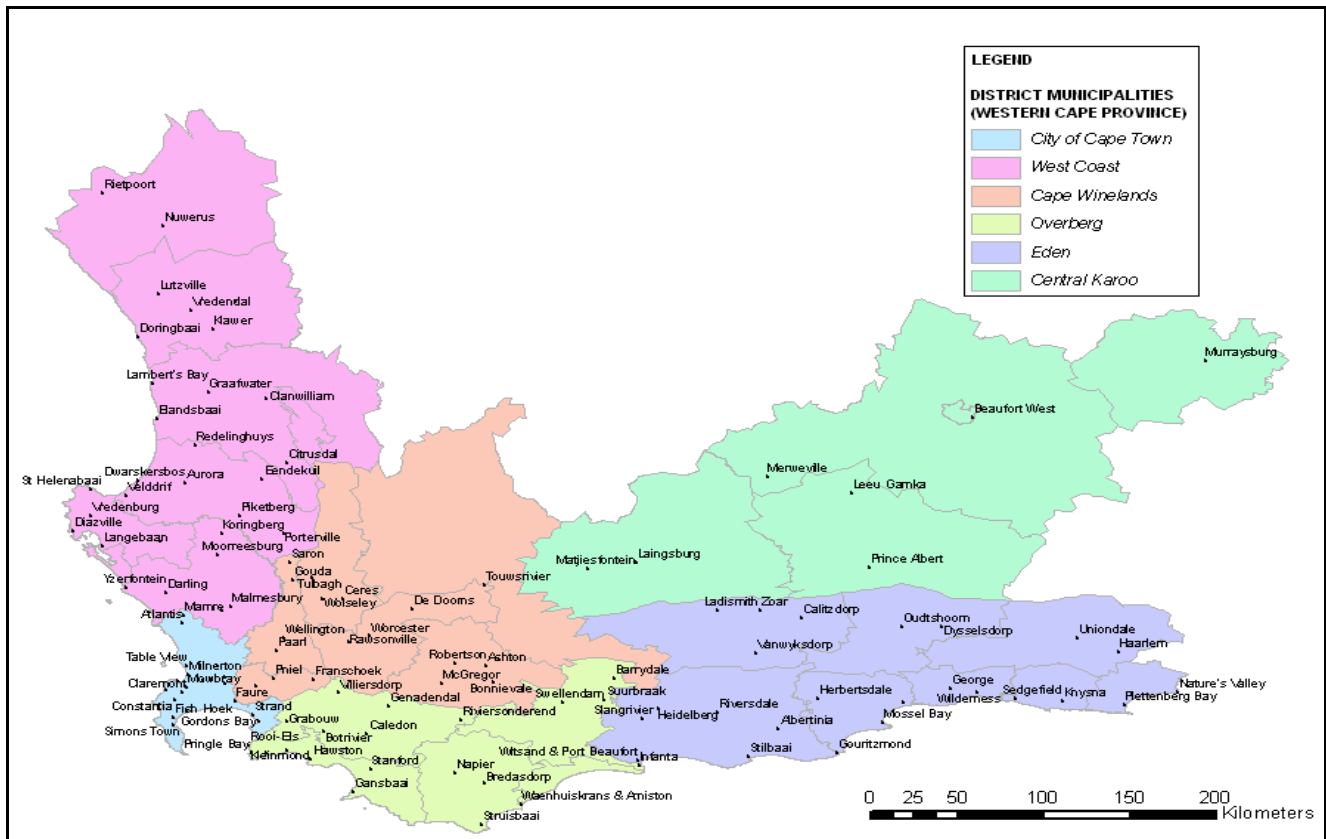
The Status Quo of Transport in the Western Cape

The status quo describes the current transport system and the issues with this system that need to be addressed.

The Western Cape Province consists of the Cape Metropolitan area and five district municipalities. The population of the Province is about 5.3 million of which 60 percent live in the Cape Metropolitan area. The functional area of the metropolitan area extends beyond the boundaries of the metropolitan area itself and extends to Wellington in the Northeast, Malmesbury on the north side and Stellenbosch and Franschhoek in the east. In addition to the Cape Metropolitan functional area, two additional functional areas can be identified – namely the Southern Cape (Mossel Bay, George, Knysna, and Plettenberg Bay) and the West Coast (Saldanha-Vredenburg) functional area. Additional to these functional areas, there are several well developed towns in the Province such as Vredendal, Worcester, Robertson, Caledon, Swellendam, Oudtshoorn, Beaufort West and Hermanus.

The table provides an overview of the municipalities of the Western Cape Province.

Metropolitan Area	
City of Cape Town	
District municipality	Local municipality
Cape Winelands	Breede River Winelands Breede Valley Drakenstein Stellenbosch Witzenberg
Central Karoo	Beaufort West Laingsburg Prince Albert
Eden	Bitou George Kanaland Knysna Hessequa Mossel Bay Oudtshoorn
Overberg	Cape Agulhas Overstrand Swellendam Theewaterskloof
West Coast	Berg River Cederberg Matzikama Saldanha Bay Swartland



Boundaries of district and local municipalities in the Western Cape

The provincial transport system consists of infrastructure and transport operations.

Transport infrastructure

The inter-connectivity within the province is provided by the extensive road and rail networks including municipal road networks and a passenger rail system in the Cape Metropolitan area. The extent of the road network in the Western Cape Province is shown in the following table.

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

Various road network classes in the Province (surfaced and gravel roads). Source: NATMAP, Phase 1, 2010

About 64% of the national, trunk and main roads are in a good or very good condition, while only 12% of the gravel roads are in good or very good conditions. The following table shows the condition of surfaced and gravel roads for the 2009/2010 financial year.

Condition of Roads in the Western Cape	Percentage of surfaced roads	Percentage of gravel roads
% km of road in <i>very good</i> condition	26%	1%
% km of road in <i>good</i> condition	38%	11%
% km of road in <i>fair</i> condition	24%	37%
% km of road in <i>poor</i> condition	10%	43%
% km of road in <i>very poor</i> condition	2%	8%

Road condition. Source: Transport and Public Works Provincial Government Western Cape Annual Performance Plan 2010/2011

The road network has a R5.465 billion (2009) total capital maintenance and rehabilitation backlog. Due to limited financial resources, adjustments had to be made to reduce the backlog by employing more cost effective maintenance methodologies. This will be done by investing more in resealing surfaced roads rather than regravelling gravel roads. The periodical maintenance backlogs for roads infrastructure in the Western Cape Province are shown below.

Region of Province	Periodical maintenance & rehabilitation backlog per annum R'000s	Actual periodical maintenance and rehabilitation expenditure		
		2008	2009	2010
Total of Province	1 092 000	655 780	621 027	929 757

The maintenance and rehabilitation backlog of Roads in the Western Cape. Source: Transport and Public Works Provincial Government Western Cape Strategic Plan 2010-2014

The extent of the rail network is shown below for the Western Cape Province and in the City of Cape Town. The total Transnet freight rail network in the Western Cape consists of 4 944 km of track comprising main and branch lines. The Western Cape suburban network consists of an additional 610 km of single track owned by the Passenger Rail Agency of South Africa (PRASA).



An Overview of the railway network in the Western Cape. Source: NATMAP, 2010



An Overview of the railway network in the Cape Town functional region. Source: NATMAP, Phase 1, 2010

The South African Institute of Civil Engineering (SAICE) published a report describing the condition of infrastructure in South Africa. The railway network was evaluated on the basis of condition and performance, and capacity versus need. The network was graded according to the following levels, where A would be 'Very Good' and E 'Very Poor'.

Item	Level of Quality
Commuter rail network	Fair to poor (C/D)
Transnet core network	Fair (C)
Concession branch lines (active)	Fair (C)
Concession branch lines (closed)	Very Poor (E)

An Overview of the quality of different sections of the Railway network. Source: NATMAP, 2010

One exception for the Transnet core network is the Saldanha – Sishen freight line which runs for 213 km in the Western Cape. This line is rated as B.

The commuter rail network is rated as being between a poor and fair condition, which warrants significant capital and operational expenditure to reverse this deteriorating trend. The overall objective of any transport strategy must be to strategically invest in those systems which hold high economic, social and environmental value, such that they are restored to being rated as between good and very good. As a starting point, particular emphasis must be placed on strategic commuter and freight lines.

In addition to the above, the commuter rail network suffers from two particular problems in its infrastructure and operations. Firstly, Metrorail uses 81 train sets to provide a commuter rail service to the Western Cape as reported during the 2008 intercensus, which is six sets fewer than what was reported in the 2006 National Rail Plan. Commuter train sets are at least 30 sets below ideal operating capacity in the Cape Town functional region. The lack of train sets must be addressed urgently to both improve the service for existing users and accommodate future growth, which exhibits a great deal of potential if the system can be upgraded to attract new markets, as well as offer better services to the existing captured market. Secondly, the current rolling stock fleet is ageing and outdated – requiring urgent and immediate investments in new rolling stock to halt this decline.

A Summary of Transport Infrastructure Issues in the Western Cape

Road Network

- On-going deterioration of the road network.
- Insufficient funds to maintain the road network and to keep the network in a fair to good condition.

Rail Network

- Core network and operating branch lines are in a fair condition.
- The Commuter Rail Network in the Cape Metropolitan Area is in a fair to poor condition due to under investment to keep up the rail asset base.
- There are insufficient train sets to match current and future demand for passenger rail services in the Cape Town functional region.
- The current fleet of rolling stock is out dated and ageing.
- Rail is therefore unable to function optimally as the backbone of public transport in the Cape Town functional Region.

Transport Systems and Operations

The following broad statements can be made about the nature of transport systems and operations in the province:

- Overall, walking is **by far** the largest mode for movement in the province – particularly in the rural areas of the province. Despite this, walking is not adequately catered for in the provincial road network and this can be seen as a contributor to the high pedestrian involvement in accidents.
- Public transport is a prominent mover of people in Cape Town, with commuter rail responsible for half of all public transport trips in the municipality.
- In addition to walking and cycling, the non-metropolitan areas are also served by private transport (i.e. privately owned vehicles) and a limited amount of unscheduled public transport services – such as minibus taxi services.
- Long distance transport services are offered by coaches and commuter rail between Cape Town and other major urban centres such as Johannesburg and Durban on a daily basis. The long distance commuter rail services, however, offer a very basic service which is not efficient (i.e. it necessitates a considerable travelling time).

Private transport

Private transport is the main mode of transport in the City of Cape Town with a modal share of 44% of passenger trips. Private transport is characterised by single occupant vehicles which contributes to high carbon emissions and road congestion. It requires widening of existing freeways and major arterials or new roads to provide sufficient capacity to maintain a reasonable flow of traffic, which is not a desirable growth path. It also uses up significant spaces in the city for parking (such as kerb side parking areas and parking structures). It is an undesirable mode of transport in large cities.

Similar problems of congestion occur in the Mossel Bay, George, Knysna and Plettenberg Bay functional areas, as well as in certain larger towns such as Stellenbosch.

In the district municipalities, except for Eden District Municipality, walking is the main mode of travel ranging from 55% in the West Coast to 77% in the Central Karoo. This is due to low population densities, high poverty and the non-availability of affordable public transport in these districts.

Public Transport

In the Cape Metropolitan area, 48% of trips are made by public transport. The table below indicates the modal split between public transport modes in the City of Cape Town.

Public transport mode	Modal split	Daily passengers
Rail	52%	630 000
Bus	19%	230 000
Minibus-taxi	29%	350 000

The Modal split between public transport modes in the City of Cape Town

The commuter rail network covers all areas of Cape Town except for the West Coast (Milnerton-Blaauwberg) and Durbanville areas. The rail services are also structured in a radial pattern, spreading outward from the CBD – creating an inefficient movement pattern should a commuter need to travel in a north-south or east-west direction. The current rail services in Cape Town are provided with 81 train sets, while approximately 110 sets are required to provide a quality service. The number of operational train sets dwindled from about 105 to 81 over the past decade due to under investment in rail, old rolling stock and vandalism. Severe overcrowding on all lines occurs and at least 30 additional, modern train sets are required to improve rail services to acceptable standards. The annual operational subsidy for PRASA stood at R 3.15 billion nationally for the 2010/11 financial year.

Bus services are operated by Golden Arrow Bus Services (GABS) under an interim contract with the Province of the Western Cape. GABS operate 1021 buses during peak hours, serving 900 routes in the Cape Metropolitan Area. GABS is subsidised to the value of approximately R660 million. Recently (May 2011), a portion of the City of Cape Town’s IRT service – known as MyCiti - has begun to operate between Tableview on the West Coast and Civic Centre (CBD). Feeder services are also provided within the CBD to Gardens and the Waterfront, as well as from the Tableview trunk station to surrounds. An airport MyCiti shuttle also operates between the CBD and the airport, at headways of 20 minutes.

Minibuses (mostly 15 seaters) are operated by owners of single vehicles and privately owned small fleets with many owners belonging to taxi associations. The current fleet size is estimated at over 10 000 within the province, of which 7 467 vehicles operate within the City of Cape Town. Minibus taxis provide unscheduled services which operate feeder services (30%), line haul services (55%) and distribution services (15%). The peak frequency on line haul routes is 1.2 minutes; feeder services 1.7 minutes and distribution 0.5 minutes.

For a major part of the population in the Western Cape Province (particularly in low density areas), the high public transport cost discourages commuters to travel with public transport and rather use walking (NMT) or hitchhike to their destination. This is however not sufficient for towns situated very far apart and due to the low demand, it is also not sensible or profitable for operators to service these routes.

The City of Cape Town

Currently the City of Cape Town is implementing an Integrated Rapid Transport System. The infrastructure – in the form of dedicated bus lanes and stations for phase 1A of the project - are nearly completed (2011) and buses have been procured to operate the system.

The City of Cape Town is characterised by a poorly integrated public transport system. This is not to say that the system is not integrated by design, but rather by default. The roll-out of the IRT seeks to rectify this modal disintegration. The rail (Metrorail) and bus (operated by GABS and MyCiti) services are subsidised and the minibus-taxi operators are unsubsidised. The daytime services in the City of Cape Town are good, but there are concerns regarding the poor night services provided. The system would be greatly improved through the implementation of integrated operations with longer operating hours, greater service frequencies and scheduled services on all routes.

The long term integration between rail and the IRT system is not clearly demonstrated at this stage.

Eden District Municipality

Private transport is the dominant transport mode being used in the Eden District Municipality (46%) and a large part of the population in this district also make use of walking or cycling (34%). The minibus-taxi services play a

noticeable role in this district and have a 17% market share. Bus transport only plays a small role in transporting people to work, school and other social facilities with a market share of only 3%. Currently, the George Integrated Public Transport Network is being rolled out for George, which will bring a scheduled, regular and affordable service for the urban area and its immediate surroundings.

Cape Winelands District Municipality

The high public transport cost (between 6 to 20% of monthly income), forces commuters to use NMT in this area. This is however inefficient for long distance trips. The low density population distribution also makes the provision of bus services unviable for operators and not cost effective for the user.

The majority of the population (48%) in the Cape Winelands District Municipality makes use of NMT, 26% of the population use private transport and only 14% public transport.

Central Karoo District Municipality

The low transport demand and transport availability is due to the very low economic opportunities in this district which is caused by low population density and high poverty levels. Availability of affordable motorized transport is a major problem in this district.

Poor road condition (especially minor rural roads) in the Central Karoo district increase the vehicle maintenance cost of the bus and minibus taxi operators, which also have a negative impact on the profitability of the services and thus the public transport operations.

Beaufort West is the only town in the Central Karoo district with regular local public transport services.

Most of the residents in the Central Karoo District make use of walking, cycling or donkey carts (77%) and a very small percentage (around 7%) of the population make use of public transport.

Overberg District Municipality

The transport of people in the Overberg District Municipality (ODM) is exclusively road based using private vehicles, mini-bus taxis, taxis and occasionally buses. The ODM has a very limited public transport system, with the main features being inter-town minibus taxi routes and contract scholar services. Farm workers are mainly transported by their employers and a large amount of low income earners walk/hitchhike to get to town (especially along the R43).

The highest percentage of travellers makes use of walking or cycling (57%) and the second highest use is private transport. At the same time, public transport only has a 15% share with bus services playing a big role in the public transport supply of this district.

West Coast District Municipality

Most of the population make use of walking or cycling (55%) and a large amount of the population in this district also makes use of private transport (38%). Very few people make use of public transport, with minibus-taxi's being the dominant public transport mode and bus and train services carrying very few passengers.

Long Distance Transport

Long distance transport is not only problematic in the Western Cape Province, but throughout the country. Currently long distance road-based public transport services are provided by long distance luxury coaches, long distance minibus taxi operators and long-distance rail services provided by Shosholozza Meyl. These services are generally offered to major city centres on a weekend and during peak holiday seasons. During holiday seasons, the services are highly utilized and additional services during these high demand seasons are required for support. Currently, the quality and level of service on these long distance services are not being monitored or adequately enforced, while little coordination across the rail, bus or minibus taxis is taking place.

A Summary of Transport Systems and Operations Issues in the Western Cape

Private transport Cape Metropolitan Area

- Private car travel is not sustainable.
 - High Space requirements (road and parking).
 - High carbon footprint and negative impact on environment.
- Congestion hampers the economy of the province.

Transport, rural areas

- Low population densities in the rural areas – making public transport not economically viable from a private business perspective.
- Low vehicle ownership.
- Walking is the most used mode, however it is not adequately provided for in terms of infrastructure.
- People have limited access to opportunities and low levels of mobility in rural areas.

Rail Services

- Disintegration with other modes – not by design, but by default.
- Low standard of services offered.
- Under investment.
- Insufficient and old rolling stock.
- Vandalism.
- Subsidy required to provide service.

Bus services

- Poor integration with other modes.
- Inefficient use of resources over longer distances.
- High subsidy requirements.

Minibus Taxi services

- Slow recapitalisation process.
- Safety record is not satisfactory due to old vehicle fleet – particularly over long distances.
- Over-supply of services on some routes, resulting in insufficient revenue to maintain vehicles.

Freight

- Primarily provided on road transport.
- Under-utilisation of rail freight.

In summary, the following table sets out the overarching characteristics of the transport system in relation to other sectors in the Western Cape.

Transport/Socio-Economic sectors	Characteristics
Socio-economic	<ul style="list-style-type: none"> • The proportion of economically active people in Western Cape is higher than the national average in South Africa which creates a relatively greater demand for transport infrastructure and services. • Transport systems and operations in rural areas are inadequate to support higher levels of economic activity. A very high percentage of scholars and workers walk to school or to their place of employment and cognisance of this is required in the provision of transport infrastructure, as well as public transport.
Freight Operations	<ul style="list-style-type: none"> • Road transport dominates the major portion of livestock, grain and fruit and fruit products transportation due to the ease and convenience of transporting them by road. • Roads in the vicinity of the Port of Cape Town are severely congested causing bottlenecks and delays in the transport of freight into and out of the port. • The overloading of heavy vehicles and insufficient rail freight transport has a direct impact on the deterioration of the roads, which contributes even more to the high financial burden of road maintenance.

Transport/Socio-Economic sectors	Characteristics
Transport Planning	<ul style="list-style-type: none"> The large number of role players in the transport network makes the integration between different transport modes, transport organisations and the coordination on a government level exceptionally difficult. Environmental legislation makes it difficult for certain infrastructure projects to be approved in a timely manner (whether port, aviation or road infrastructure). This delays the implementation of projects and must be addressed to ensure timely service delivery. District and local municipalities are generally under-capacitated to carry out the transport planning function, as required by the recently promulgated NLTA.
Road Infrastructure	<ul style="list-style-type: none"> There has been an increasing switch from rail to road over the past ten years with concurrent over-utilisation of the main road corridors and under-utilisation of the rail system. Major backlogs exist in the infrastructure and maintenance of roads, with insufficient funds to address this backlog. A comprehensive asset management plan is required for the road network of the province. It is projected that there will be a future shortage of road building, particularly regravelling, materials. There is a lack of skilled professionals in the transport sector, which is a grave threat.
Public Transport	<ul style="list-style-type: none"> Urban planning has impacted on the viability of public transport in the metropolitan areas due to the mono-functional, low density and dispersed nature of the land-use matrix, creating morning and evening one-way tidal flow movement patterns which create unsustainable and undesirable movement patterns. Measures are required to correct this trend. In rural areas it is difficult to provide sufficient public transport due to the large distance between towns. These distances are too far to provide adequate NMT facilities and the demand for travel in these areas is too low for providing a frequent service. It is also necessary for the minibus-taxi industry to integrate into the public transport sector. This will result in a more efficient, reliable and accessible service. Lack of investment in the maintenance and provision of public transport infrastructure – particularly rail – is an ongoing concern. Many households in the Western Cape still have poor access to public transport, or cannot afford it. A large proportion of households using public transport spend more than 10 percent of their household income on public transport.
Rail Infrastructure	<ul style="list-style-type: none"> The lack of rail freight performance results in the ongoing shift of freight from road to rail. Competitiveness is one of the current issues facing the rail freight industry since one parastatal company runs freight rail while the road freight transport sector has competition which leads to more efficient and cost-effective services. This can give rise to other reasons for the low demand of rail freight transport contributing to poor reliability, low accessibility, poor safety and security standards as well as the high tariffs and rates of rail transport. Levels of service in rail freight are a problem. Due to its pricing, cost and efficiency, rail cannot currently compete with road freight transport. The quality of service of rail is also hindered by the lack of train sets and shortcomings of the signalling. Rail traffic mainly moves bulk commodities to and from large customers.
Port of Cape Town	<ul style="list-style-type: none"> The road access to the port is congested and requires urgent capacity expansion. The existing rail system and container terminal are barely adequate for present port volumes and needs extensive upgrading to meet the proposed throughput and increased use of rail. The current planning process does not provide adequate future capacity for break-bulk and general cargo. A planning exercise must to be undertaken with all related authorities to optimise the functionality and economic competitiveness for the Port of Cape Town – for it to realise its full economic potential.
Airports	<ul style="list-style-type: none"> Cape Town International Airport is a major gateway to the African continent with connections to several key international locations, with George Airport functioning as a regional airport. The Western Cape has several airports and airstrips that are not national or international airports. These airports/airfields can be exploited due to the high demand for passenger and freight transport at international airports. As a cautionary note, however, the province should not seek to over-invest in infrastructure that is vulnerable to future energy scarcity and peak oil.

Coordination Measures and Structures

There are various transport sector bodies that exist in the province whose purpose is to coordinate and integrate transport in the province. Key bodies are:

- The Integrated Transport Steering Group (ITSG), whose mandate is to oversee the implementation of Provincial Strategic Objective 3 (PSO3): Increase Access to Safe and Efficient Transport. Various working groups exist to implement the directives provided by the steering group. The ITSG will oversee the implementation of the PLTF Implementation Plan.
- Provtech, whose purpose is to interpret policy, co-ordinate and collate the work of the sub-committees, formulate technical proposals based on the work of sub-committees, advise the political leadership on technical transport matters and provide guidance on technical matters to every level of the transport hierarchy.
- Rail Steering and Working Committees to oversee the improvement and maintenance of the railway sector.

From a transport planning perspective, it is critical to resolve conflict with land-use planning. The following is therefore proposed:

- The land use system must be densified along specific public transport corridors (major rail, bus and other movement corridors).
- Densification incentive measures must be developed and implemented in all municipalities of the Western Cape.
- Disincentives must be established to prevent the outward sprawl of low density settlements. The urban edge must remain a key tool to prevent sprawl.
- A holistic funding model should be explored which considers both immediate and long term costs of a development action.

The Integrated Development Framework

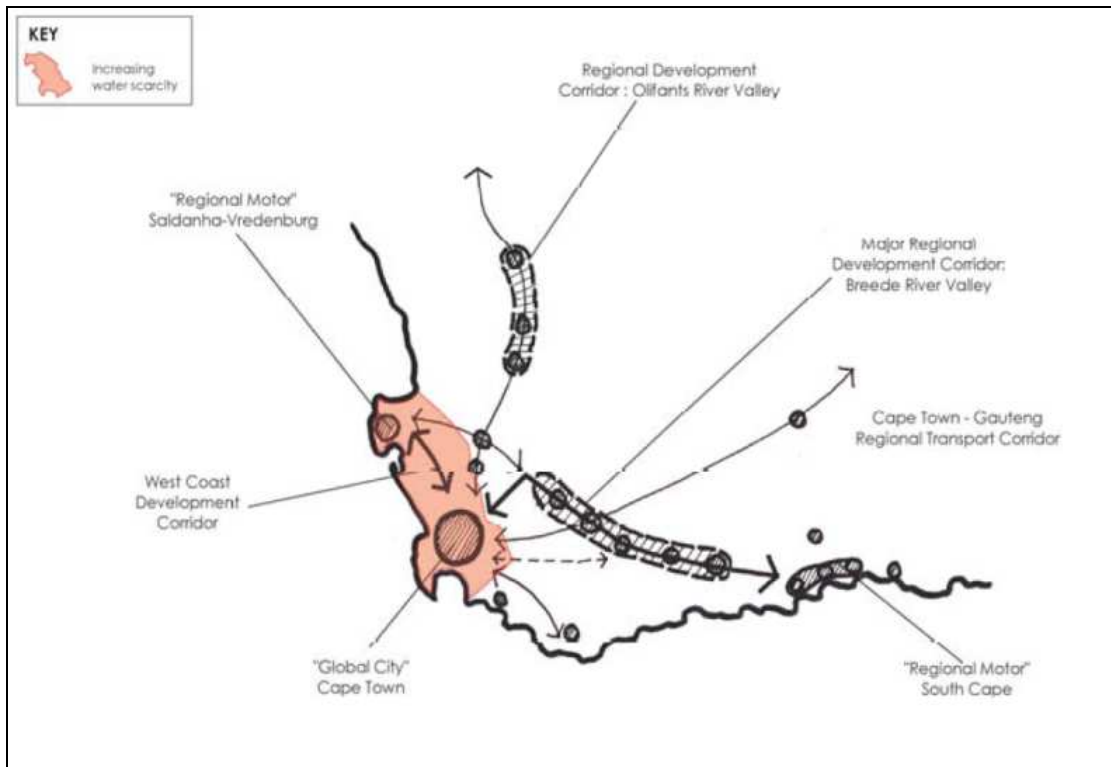
The PLTF is aligned to and supports the spatial policies and frameworks of the province. Current and proposed economic trends and development as well as public and private development patterns also inform the spatial development of the province and therefore the transport system of the province.

The integrated development framework provides an overview and strategic synthesis of existing and future spatial, transport, economic, housing and other development initiatives. The aim is to identify key issues and spatial patterns that should inform the land transport decision making process.

These aspects have been reviewed for their relevance to the PTLF strategy with the aim of enhancing the integration of planning for transport with spatial planning, housing, economic and social development.

Significant spatial components

The map below provides an overview of the significant spatial components that have been identified for the province. These spatial components are identified as the key areas of economic growth and employment opportunity.



Spatial Components persuade as key areas of economic development. Source: PSDF, 2009

Metropolitan Area: City of Cape Town

- Highest locality of growth potential and human need (poverty, unemployment, crime, ill health and housing) and rapid immigration rates – highly diversified communities;
- Port city and top rated international tourist destination with linkages to Boland part of Winelands District (Paarl, Wellington and Stellenbosch);
- High resource constraints (water, electricity, sanitation and waste disposal) and declining road and rail infrastructure (including passenger services).

Regional motor 1: Saldanha-Vredenburg

- Emerging industrial port of Saldanha-Vredenburg services key sectors: oil and gas, iron ore exporting and steel processing;
- High industrial development potential contrasted by proximity of highly sensitive and internationally renowned lagoon/wetlands system.

Regional motor 2: Southern Cape

- Consists of Mossel Bay, George, Knysna and Plettenberg Bay;
- Diversified economy (industrial, tourism and construction sectors) with seasonal vulnerability;
- Highly sensitive lakes and mountain ecosystems.

Regional development corridor 1: Breede River Valley

- Linking the City of Cape Town to the Southern Cape;
- Linking agricultural areas between the Southern Cape and Saldanha-Vredenburg industrial nodes;
- Potential for public road-rail services to address commuter congestion emerging on N2 between Mossel Bay and Knysna;
- Possibility for urban development.

Regional development corridor 2: Olifants River Valley

- N7 rail and road links to northern parts of Province (Clanwilliam, Citrusdal and Vredendal);
- Linking industrial areas between the City of Cape Town to Saldanha - Vredenburg, especially Atlantis (towns not part of Breede Valley);
- Accelerated growth potential: increased agricultural potential along Olifants River as well as tourism;

- Possibility for urban development.

Regional transport corridors

- N1 road-rail link (freight and passenger) to Beaufort West via Worcester;
- N2/R316 connecting agricultural and ecologically significant Agulhas Plain (tourism potential).
- N7 up towards Namibia

The above significant spatial components of the province, including the growth potential of the towns of the province, therefore directly inform transport-related decision making.

Spatial issues in the Western Cape relevant to the transport sector

The key spatial issues identified for the Western Cape Province are:

- The “Growth Potential of Towns” study is recognised as an important informant for ongoing public investment in the Western Cape and forms the basis for the PSDF and Integrated Human Settlement Planning. Similarly, it guides transport infrastructure and operations delivery in the province.
- The current planning frameworks recognise the importance of sustainable development, integration, urban restructuring and densification.
- There is a potential for the development of tourism routes and corridors within the province.
- Significant in-migration to the metropolitan areas of Cape Town and the Southern Cape with the majority of the population being concentrated in these areas.
- There is a trend of an ongoing loss of valuable agricultural land due to outward urban development and sprawl.
- State funded housing is focused on addressing existing backlogs rather than accommodating new growth.
- Pressure for low density private residential development continues and is also not based on actual need.
- Pressure exists for retail development outside of service centres and towns rather than within existing town centres.
- Gaps in the existing rail network do not support the PSDF tourist route proposals.

An ideal future scenario has been identified for the Western Cape, in which strategic densification is pursued along key transport corridors, and the transport sector pursues efficient, integrated public transport services along these key corridors. Such a future scenario will require investing in high growth and high growth/high need settlements, and providing public transport links which connect people with high need to places of high growth potential.

These issues should inform the transport decision making process. Transport investment is a requirement for encouraging development at key areas of economic growth and overcoming the spatial issues that have been identified in the spatial development framework.

The Public Transport Strategy for the Western Cape

The need for transportation is a derived demand from economic activity and land use. For the further growth and development of the Province, it is important that access to safe and efficient transport is maintained and increased. Transport has a critical role to play in ensuring that the Western Cape Province achieves the goal of creating an equal opportunity society for all. The peak oil debate and protocols for reducing the carbon footprint place great emphasis on a sustainable, more fuel efficient transport system. Furthermore, the building of an integrated public transport system requires the intervention of all spheres of Government. It requires the political will to turn around the decline in rail service, the successful implementation of the Cape Metropolitan IRT System and the integration of the rail and IRT system with existing bus and minibus taxi operations. It also requires the provision of public transport services in rural towns and corridors as well as connecting rural settlements to the public transport system.

The following sets out the key elements of the Public Transport Strategy for the Western Cape:

- Public transport services must be improved in both the urban and rural areas of the Western Cape, with a particular focus being on the captive commuter.
- A viable, competitive, safe and affordable multimodal public transport system must be achieved and managed by equipped municipal authorities.
- A 13% modal shift incoming to the Cape Town CBD from private to public transport must be achieved by 2014, resulting in a modal split of 60:40 for public : private transport.
- Rail must be better equipped to fulfil its role as the backbone of the Integrated Rapid Public Transport Network in the Cape Town functional region. The rail network will be complemented by appropriate road-based public transport network which will include – but not necessarily be limited to - the integrated rapid bus network. The rail and bus network will be supported by a system of feeder services. Existing bus services and minibus taxi services need to be transformed into contracted services that operate in areas not served by the rail and the IRT system, or provide alternative services to main public transport modes providing passengers with a mode choice to suit their particular travel requirements.
- The metropolitan public transport services will extend into the functional area of Cape Town, including Stellenbosch, Paarl and Wellington. Appropriate institutional arrangements must be put into place to coordinate the provision of public transport in this region.
- The Province will also focus on the provision of public transport in rural towns and corridors, with a focus on connecting rural settlements to “leader” towns in these corridors (i.e. linking areas of high need with places of high growth potential). Mobility studies will be undertaken in the District Municipalities to determine public transport demand and supply of services, which will enable the rural population to access opportunities such as schools, health facilities, employment and social grant payout points.
- Under the banner of Universal Access and Design, gender considerations also must be given adequate attention in the design, operations and revision of the public transport system. This may include, but not necessarily be limited to, giving attention to the central guiding principles of the needs of women in terms of access, appropriateness, availability and affordability of operations and infrastructure.

The focus areas of the Public Transport Strategy for the Western Cape are summarised below:

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

A four-point high strategy for public transport identifies the following broad activities and actions required to achieve the public transport strategy for the province:

1. Immediate and Short Term Interventions to Improve Public Transport

These interventions focus on:

- Increasing the number of train sets to as close to 110 as possible in the short term (i.e. the next 2 year period).
- Improving the existing Metrorail offering by increasing train frequencies, extending and improving the Park and Ride facilities, improving station facility safety and appearance.
- Improve road-based mobility through exploring various limited right of way laning options for public transport.

2. Creating greater certainty for the public transport sector on the way forward

There is currently insufficient clarity regarding the future of road-based transport and how it will be integrated with the rail mode in a functional project-level manner. This project will look at costs, routes, operating models and the way IRT, GABS, and the minibus taxi, metered taxis and small bus operators will be addressed, and if appropriate integrated. A Public Transport Integration Plan is therefore required for the Cape Town functional Region which will illustrate these elements.

3. The NLTA functions devolution and migration to the Municipalities (including the City of Cape Town)

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

This is a complex migration process, which involves the devolution of the functions from the province to the City of Cape Town (and any other adequately capacitated municipality). The project will plan and coordinate the transfers of powers and functions as required by the NLTA. The project will coordinate all elements of the transfer, assess capacities, retain existing skills and keep costs to a minimum. The project will ensure minimum inconvenience, or change, for the client base.

A joint plan must therefore be developed by the City and Department that will set out how the various functions will be devolved – as set out in the NLTA.

Such a plan **must, as a minimum, consider and make proposals** for:

- Institutional Arrangements moving forward
- Operating Licence functions
- Land Transport Law Enforcement
- Contracting Authority Functions and Form
- The Municipal Land Transport Fund

The plan will result in an **actionable phased-in approach over the period of a pre-determined and agreed period of time – shorter than a three year time-period.**

4. Medium to Longer Term Interventions

This project will draw the transport system together, ensuring that it is holistic, flexible and sustainable. It will agree on the management vehicle, propose the funding models, define current contractual obligations and suggest how these can be incrementally transformed to new and inclusive contractual environments. It will ensure that the capacity and expertise exists to implement integrated fare management and comprehensive tracking and monitoring. It prepares the case for National Treasury and NDOT which will show that the City of Cape Town is able to manage public transport within a funding envelope that National Treasury will find sustainable, reliable and predictable.

Implement Travel Demand Management

Travel Demand Management seeks to influence and modify the choice made by commuters in order to reduce number of trips, reduce travel time and reduce travel costs. Approaches include the introduction of non-motorised transport, vehicle restricted areas, congestion pricing and parking charges. A prerequisite to the introduction of such aggressive measures is an efficient public transport system. The Department will embark – with stakeholders - on implementing a number of Travel Demand Management Measures within the next 5 year period with the directed goal of decreasing private vehicle use and promoting public transport use.

Improved Safety and Security

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

Integrated Economic Development, Land Use and Transport Planning

There will be an integrated approach between these disciplines to ensure that the public transport inter urban and intra urban corridors and public transport nodes of provincial significance not only service the surrounding catchments but also with appropriate zoning also provide economic opportunities. This would result in greater density in nodes on public transport corridors and by increasing potential customers and attenuating peaks result in better patronized and more viable public transport. The Department will therefore embark on identifying strategic corridors which need to be densified – in conjunction with all affected municipalities – and lobby for measures to be put in place to densify them.

Specific recommendations for IRPTN in the Cape Metropolitan Area:

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

- Metrorail must be re-capitalized and placed on a sound financial footing so that it remains the back-bone of public transport in Cape Town.
- BRT should be rolled out in such a manner that it is complementary to Metrorail, as part of an integrated public transport network or IRT system.
- Bus and minibus taxis operators should be incorporated into the vehicle operating companies of IRT to form the operating companies of the system.
- Bus and minibus taxis have a role to play in servicing those areas not covered by Metrorail or IRT and providing local feeder services in certain areas to Metrorail and IRT.
- Integration between public transport modes must be improved by increased provision of Park and Ride facilities at Metrorail and IRT stations.
- Increased provision of drop and go facilities at Metrorail and IRT stations.
- A network of pedestrian and cycling routes will be developed to feed Metrorail and IRT stations.
- Key IRT stations should be integrated with Metrorail stations and other transport interchanges.
- An integrated ticketing system needs to be installed in the long term.
- Integrated information system.
- Integrated control system.
- Universal access principles will be incrementally mainstreamed into the public transport system of the province and special transport services such as the dial a ride service for the disabled will be carefully reviewed to see how a greater number of disabled people can be more efficiently served within the context of public transport.

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

Public Transport Strategy Implementation

The following objectives have been identified to achieve an *efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities*:

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

- Improve modal integration, service quality and public transport nodes. The integration of modes of transport is crucial to increase the viability of public transport. Public transport modes should be complementary.
- Improve 15 park & ride facilities at strategic public transport nodes. Car users should get the option to transfer from private to public at strategic locations to avoid congestion. These facilities should look appealing and should be aligned with public transport that is functioning properly.
- Extend dedicated lanes of road based public transport by at least 30 km by 2014. Investigate some degree of public transport lanes on key corridors.
- Improve Metrorail offering. Increase the frequency of services on the 'A' corridors and ensure that trains are cleaned of graffiti and well protected from vandalism. Metrorail services should improve its offering particularly after 17h00.
- A plan must be developed to illustrate the development of the Cape Town functional regions public transport system over the medium to long term, illustrating how integration will be achieved.
- Improve information of public transport operations with better signage and maps.
- Sign MoU with PRASA, City of Cape Town and the Department of Transport with the view to increase and improve the levels of service offered, indicate rolling stock / fleet requirements (including expected rolling stock renewal programme timeframes) and signalling system upgrade programme.
- Investigate the introduction of short, medium and long term user charge for private vehicles.

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

- Rolling stock renewal programme by PRASA to ensure that commuter rail in the Western Cape is up to standards.
- Have 10 trains transferred from other Metrorail regions. Western Cape is the busiest commuter rail network in the country and has several A/B corridors that are running more cost-efficiently. More train sets are needed from less utilised corridors to cope with key demand in Western Cape area.
- PRASA should consider the leasing of additional train sets until new trains become available.
- Develop a rail master plan and business plan to investigate and define agreed-on services levels, required number of train set and funding options.

3. Develop and implement a framework for the development of safe and universally accessible IPTNs in district municipalities by 2016.

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

4. Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes and interchanges of provincial significance by 2016.

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

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

- Oversee development of IRT and manage process by collaboration and the ITP approval process. ITP budgets and planning are submitted to the MEC for approval.

- Lobby for incentives around IRT stations. Zoning schemes and bulk infrastructure investment should be aligned with the IRT to encourage development around the public transport system. This will enhance the ridership and thus diminishes the subsidy requirement.
- 6. Increase user satisfaction of public transport facilities by 25% by 2016.**
 - Implement CCTV systems / guard / station manager at all formal public transport transfer points (commuter rail stations, bus termini and taxi ranks).
 - Continue a joint initiative with the Passenger Rail Agency of South Africa (PRASA) to progressively retrofit existing key commuter rail stations in order to make them more universally accessible.
 - Improve facilities and appearance of commuter rail stations.
 - 7. Organise courses and seminars dealing with infrastructure management, operating license strategy, transport planning and land-use planning for district municipalities by 2016.**
 - Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised transport, transport economics and SNP friendly design.
 - Champion pilot projects in each District Municipality in the province to demonstrate the implementation of NMT measures in strategically identified leader towns in the province.
 - 8. Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.**
 - Prepare a rail master plan and business plan to investigate finance options and establish a vehicle to lobby for increased maintenance funding.
 - 9. Bring minibus taxi recapitalization rate on national level by 2016.**
 - Define action plan that focuses on the recapitalization of taxi that involve the largest safety hazard. Special attention is needed for line-haul routes, which operate with high speeds, and routes with an undersupply, where minibus taxi drivers drive more recklessly to achieve a better turn around time.

The Non-Motorised transport and Sustainable Transport Strategy for the Western Cape

The transport problem facing urban areas largely centres on issues relating to increasing traffic congestion levels and its negative environmental, economic and social consequences. Therefore, promoting and encouraging NMT usage in preference to private vehicle usage is a priority in urban areas, where appropriate. The promotion of NMT in urban areas will contribute to an improved quality of life. In contrast, the rural transport problem is linked to poverty and isolation from economic and social opportunities. In general, rural communities are not only isolated, but also stranded due to a lack of viable and affordable transport. A lack of supportive physical infrastructure is also more common in the rural areas. Both in the rural and urban context NMT must receive more attention in transport planning. A more systematic approach to NMT planning and roll out is required in the Western Cape.

Non-motorised transport strategy implementation

The following objectives have been identified to achieve *'NMT as pivotal part of all forms of transport planning in urban and rural areas'*:

- 1. Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.**
 - Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised transport, transport economics and universally accessible design.
- 2. Dedicated NMT expanded work program projects by 2014.**
 - Implement NMT plans and projects using the Expanded Public Works Programme Phase 2.
- 3. Every provincial road project in the province must include a NMT component.**
 - Provide positive examples of NMT as part of transport planning.
 - Province sets the standard for municipal NMT projects.

4. A systematic approach to NMT planning should be pursued

- Monitor NMT approach to implementation at municipal level. The ITPs that are submitted to the MEC must include an NMT component.
- NMT Master Plans should be developed for each Municipality of the Western Cape.

5. Dedicated cycle lanes in the Western Cape must be doubled by 2014

- Promote cycle friendly environment in areas with high cycling potential. Key example in the Western Cape is the Stellenbosch Local Municipality with a high number of cyclists, including students travelling between campuses and home. Other areas in the Western Cape will be identified.
- Distribute information about successful NMT projects.
- Marketing of NMT as a cheap way of travel.
- Include safety education for cyclist and motorized in school education and driver training schools.

The Transport Infrastructure Strategy for the Western Cape

Seventy percent of the surfaced road network in the Province is older than the normal lifespan design of 25 years. 15% of surfaced roads and 51% of gravel roads (excluding minor roads) falls under the roads condition of poor to very poor. These road infrastructure conditions lead to unsafe roads and contribute to the ever increasing road maintenance backlogs. The current funding envelope makes it difficult to maintain the full road network to acceptable levels and it has necessitated that resources be allocated in the most optimal way.

The utilization of rail freight capacity has decreased over the past years placing a high burden on road infrastructure. The rail industry is characterised by low competition which causes the rail operators to account for the full cost of rail infrastructure while road freight operators do not carry the full cost of road infrastructure.

Transport Infrastructure Strategy implementation

The following objectives have been identified to achieve '*A well maintained and preserved transport system*':

1. Reduce the road transport infrastructure backlog by 16% by 2014

- Lobby for investment by national government. Additional funding is needed to address periodical backlog of R1 092 million per annum.
- A Roads Infrastructure Maintenance Backlog business plan needs to be developed. Besides funding from national government, alternative funding sources need to be investigated to achieve a situation that is sustainable on the long-term. This should include the reclassification of the road network according to RIFSA.
- A provincial road user charge needs to be explored, coupled with an increase in the offering of the rail freight and public transport sectors.
- All road maintenance should be coordinated through one office in the Province. This prevents duplication of effort and provides one-stop office for maintenance and contracting.

2. Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.

- Prepare a rail master plan and business plan to investigate finance options and establish a vehicle to lobby for increased maintenance funding. This will include detailed insight in maintenance level of existing tracks.
- In the short to medium term, no funds will be spent on new rail infrastructure for commuter rail (i.e. additional linkages) until operations and existing infrastructure are brought up to acceptable standards.

3. Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.

- Develop a transport infrastructure model that helps to identify the most efficient and effective priorities by the end of 2011/12 financial year. Existing resources should be utilised as efficiently as possible. Maintenance must be prioritised for roads that have a clear social and economic advantage.

Effective transportation management requires the co-operation of a number of different disciplines such as traffic law enforcement, emergency services, engineering, legal practitioners, land-use planning, the media, educational institutions and freight organisations. This co-operation occurs at a national, provincial and local level through structures such as COTO, PROVCOM and the Provincial Road Traffic Management Co-ordinating Committee (PRTMCC).

Transportation Management Strategy implementation

The following objectives have been identified to achieve a *sustainable transport system*.

- 1. Align transport coordinating structures with NLTA requirements**
 - Align current structures with the requirements of the NLTA and implement temporary structures to guide and assist the transition of functions from Province to Municipalities.

- 2. A 13% modal shift from private to public transport into Cape Town's CBD by 2014**
 - Introduce road levies during peak hours and increase parking levies in the CBD. These measures increase the cost for cost sensitive commuter groups which results in an increase of public transport choice users. The levy can be used to incrementally upgrade the public transport to appeal to a broader group of commuters. This action must only be undertaken when the capacity of public transport is increased to accommodate new markets.
 - Safe and secure park-and-ride facilities must be provided and advertised to facilitate the modal shift. These facilities should be supported by incrementally improved public transport facilities.
 - Establish public transport as an appealing alternative (*see also public transport strategy*). Focus on connections between the CBD and Park & Ride facilities and CBD and car dependent areas. Public transport should be appealing to attract a broad group of commuters.

- 3. Roll out pilot project for large employers to encourage alternative transport options by 2014**
 - As part of the pilot project, at least three large employers will be identified who will be prepared to take part in a programme to encourage employees to use more efficient modes of transport.

- 4. Shift in contestable freight haulage from road to rail by 10% by 2014**
 - Establishment and promotion of multimodal transfer facilities at strategic locations. Rail and road are part of a multimodal freight network. Rail for medium to long distance travel and road for short to medium travel. At strategic areas these modes must intertwine.
 - Implement a road levy / weight distance charge for the province. Creating disincentives will stimulate a modal shift from road to rail. This will level the playing field for road and rail, since road users are only paying limited cost of road travel, while train users pay for the full cost.

- 5. Increase the number of vehicles weighted at weighbridges to 550 000 by 2016**
 - Increase the operating time of existing weight bridges.
 - Build additional weighbridges at strategic locations on the provincial road network.
 - Increase the use of weight in motion equipment to increase the efficiency of weighbridges.

The Land Transport Safety Strategy for the Western Cape

The promotion of traffic safety is the joint responsibility of four main disciplines, namely:

- Traffic law enforcement;
- Traffic safety education;
- Roads and traffic engineering; and
- Logistics.

The Safely Home Programme / PRTMCC Working Group will drive the implementation of various measures to decrease the number of road fatalities by half by 2014.

Land Transport Safety Implementation

The following objectives have been identified to achieve a *safe transport system*.

- 1. Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.**
 - Implement Safely Home short, medium and long-term interventions. This extensive campaign addresses road safety in the Western Cape.
- 2. The Provincial and the Cape Metro Incident Management Plan should be expanded to include lower-order roads by 2014.**
 - Expand to lower-order roads and include the management of incidents involving hazardous substances. Accidents can be perceived as a safety hazard for other road users. An adequate response is necessary to reduce the impact of accidents on the transportation environment.
- 3. Implementation of an Integrated Transport Safety Management System by 2014.**
 - Develop a system that links court system, e-natis, and when AARTO is implemented, the AARTO system.

The Tourism Strategy for the Western Cape

The Western Cape is recognised as a premier tourism destination. The province aims to enhance its position as a premier international destination for commerce and tourism based upon achievement of excellence in nature conservation and utilisation, preservation of heritage, technological advancement, and development of contemporary culture and strength of civic pride.

Growth in the tourism industry is focussed on playing an aggressive and proactive role in the development of tourism niche markets, routes, infrastructure, sites, attractions and facilities. This is formalised in the Western Cape Tourism Development Plan.

Transport and its related infrastructure have been identified as key support systems to the development of tourism in the Western Cape. The importance of networks and links between tourism attractions were emphasised in the Provincial Spatial Development Framework (Department of Environmental Affairs and Development Planning, 2009), as they would allow the creation of tourism routes throughout the Province. Tourism routes hold considerable importance in connecting a variety of tourism attractions and, as such, their maintenance and development may have a direct influence on the quality of the tourist experience.

Tourism Strategy Implementation

The following objectives have been identified to achieve 'A transport system that supports the province as leading tourist destination':

- 1. Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.**

- Tourist priority areas should be included in decision making processes. The Western Cape is defined as a prime tourist destination in South Africa. Infrastructure decision processes should use tourism as a selection criterion for infrastructure investment. This can be included in the economic decision support tools.
- A special set of measures should be implemented for the pre-determined tourist routes such as adequate signage and way-finding, medium to high prioritisation in road maintenance, and stimulating tourist-related economic development adjacent to these routes.

Budget

The purpose of this chapter is to set out the budget available within the upcoming MTEF 2011/12 period for the implementation of the proposals within the PLTF. It should be noted, however, that in order for the PLTF to be implemented, there are several key role-players who will need to make budgetary commitments to achieve the various goals and objectives set out in the PLTF implementation plan. These key role-players are:

- The various planning authorities / municipalities that develop and implement Integrated Transport Plans (notably the City of Cape Town which is a key role-player in the various commuter rail requirements).
- The Passenger Rail Agency of South Africa.
- The South African National Roads Agency Limited.
- The National Department of Transport and National Treasury will be approached to fund the shortfall – particularly as it relates to the shortfalls in the recapitalisation of the commuter rail sector, and road maintenance shortfall.

It is also important to note the following:

- In the 2011/12 adjustments budget review and the new 2012/13 financial year, the various Departmental Branches, Chief-directorates and Directorates' budgetary priorities, programmes and projects must be realigned within the Department of Transport and Public Works to respond to the PLTF Implementation Plan. Each programme, plan and project will be evaluated by budget holders and the Integrated Transport Steering Group, to assess whether its objectives, direction and priorities are in support of the PLTF.
- The Integrated Transport Steering Group (ITSG) will be the key platform to drive the implementation of the PLTF Implementation Plan. It will also be the platform on which the cross-departmental actions and interventions are tabled and jointly implemented, where appropriate.

The following sets out the summary of revenue for the 2011/12 MTEF Period:

Receipts	2008/09 Actual R'000	2009/10 Actual R'000	2010/11 Voted R'000	Adjusted appropriation 2010/11 R'000	2011/12 MTEF R'000	2012/13 MTEF R'000	2013/14 MTEF R'000
Equitable share	750 637	978 004	1 350 879	1 347 386	1 612 252	1 685 844	1 776 367
Conditional grants	591 145	1 412 764	1 244 725	1 533 405	1 381 264	1 496 647	1 592 143
Departmental receipts	968 286	981 059	886 814	915 175	951 587	971 535	990 158
Financing	456 160	500 364	204 130	204 130	171 157		
Total receipts	2 766 228	3 872 191	3 686 548	4 000 096	4 116 260	4 154 026	4 358 668

Furthermore, the following are the estimate grants for the upcoming MTEF period:

Name of Grant	Programme to which Grant is Allocated	Allocation R'000s		
		2011/12	2012/2013	2013/2014
Provincial Roads Maintenance Grant	Roads Infrastructure	411 141	483 437	521 720
Devolution of Property Rate Funds Grant to Provinces	Public Works	291 281	322 730	351 963
Expanded Public Works Programme Incentive Grant	Community Based Programme	12 597	-	-
Public Transport Operations Grant	Public Transport	666 255	690 480	718 460

Gaps in funding and shortfall

The following funding gaps can be identified for strategic priorities in the Western Cape:

Strategic Priority / Project Name	Description	Funding Shortfall
Recapitalisation of the rail rolling stock in the Western Cape	PRASA urgently requires at least an additional 30 train sets in Cape Town.	R 4 billion (approximation – exact amount to be obtained from PRASA)
Decreasing Provincial Roads Maintenance Periodical Backlog	The province currently does not have sufficient funds to effectively eradicate the provincial Roads Maintenance backlog.	R 1.092 billion per annum.
Replacement of the outdated commuter rail signalling system	PRASA urgently requires funding to fully replace the current signalling system.	Amount still to be determined
Subsidy requirements for the roll out of Integrated Public Transport Networks in the Western Cape	When the IPTN's are rolled out for George and later for the Central Karoo, Eden, West Coast and Overberg, additional subsidy allocations are going to be required to operationalise these from the Public Transport Operations Grant, in addition to the subsidy currently allocated to Cape Town.	The required subsidy amount will be in the order of some several tens of millions of Rands. The project amount required will be determined upon the completion of the Mobility / IPTN Concept feasibility study for each District Municipality.
Development and roll out of the Non-Motorised Transport Master plan network in each municipality of the Province	As a part of NMT Strategy, NMT Master Plans will need to be developed and implemented to support the roll out of the mobility strategies / IPTN's for the province.	The cost to develop and roll out the NMT Master plan networks in the Province will ideally be funded through the following sources: current Public Transport Infrastructure and Systems Grant, Municipal Infrastructure Grant, or jointly through municipal and provincial funding streams.

Funding Sources

Additional funding sources are required to finance the strategies:

- The NLTA provides for a public transport user charge to be charged by a municipality. This authorisation provides a new source of funding to municipalities with regard to public transport.
- New and innovative sources of funding must be found for capital and maintenance projects and general law enforcement.
- The feasibility of imposing road user charges in the Western Cape will be investigated. User charges usually include a fuel levy, mass distance charges, toll fees, parking fees, congestion charging, licence fees and a surcharge on tyres. The relevant legal framework for the imposition of the user charges already exists. Study has already been undertaken to determine the value add of a fuel levy for the Western Cape. An additional study should be undertaken to identify the correct user charge and level of the user charge to be

implemented in the Western Cape to address budget requirements needed to maintain a satisfactory level of infrastructure and support law enforcement in order to maintain that level of infrastructure in the Province.

Provincial funding allocation 2011/12

This section provides an overview of key projects / investment priorities for three transport related programmes of the Department of Public Works. These programmes are:

- Programme 3: Transport Infrastructure.
- Programme 4: Transport Operations.
- Programme 5: Transport Regulation.

The purpose of Programme 3: Transport Infrastructure is to deliver and maintain transport infrastructure that is sustainable, integrated and environmentally sensitive, that supports and facilitates social empowerment and economic growth, and promotes accessibility and safe, affordable movement of people, goods and services.

Transport infrastructure: key activities with allocations for 2011/2012

Transport Infrastructure	Allocation 2011/12 (R'000s)
Various projects related to road maintenance and road construction.	1 741 924

The purpose of Programme 4: Transport Operations is to plan, regulate and facilitate the provision of integrated land transport services through coordination and cooperation with national planning authorities, municipalities, community-based and non-governmental organisations and the private sector in order to enhance the mobility of all communities.

Transport operations: key activities with allocations for 2011/2012

Transport operations	Allocation 2011/12 (R'000s)
Subsidised Transport Services	666 255
Enhancement of IPTN and monitoring of transport services	13 100
George Mobility Strategy	30 250
Safety Interventions, including Safely Home	15 670
Industry support	7 243
Non-motorised Transport	500
Contribution towards Dial-a-Ride public transport service for Special Needs Passengers	10 000
Drafting of Provincial Legislation in line with NLTA	1 500

The purpose of Programme 5: Transport Regulation is to regulate the transport environment through the licensing and registration of vehicles, associations, operators and drivers.

Transport regulation: key activities with allocations for 2011/2012

Transport regulation	Allocation 2011/12 (R'000s)
Agency fees for collection of motor vehicle licences	176 513
Debt management investigation	3 000
Investigation to develop an accurate revenue forecasting model	1 000

Programme of Implementation 2011/12 – 2015/16

The programme of implementation provides an overview of the defined goals and objectives and links these to directions, budget implication, strategic partners and actions for the period 2011/2012 – 2015/2016.

Public Transport Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities	A 13% modal shift from private to public transport into Cape Town's CBD by 2014	<ul style="list-style-type: none"> Improve modal integration, service quality and public transport nodes. Extend dedicated lanes of road based public transport by at least 30 km. Implement N2 public transport lane outbound from Eastern Boulevard to Borchers Quarry Consider benefit of public transport lanes on R300 Investigate some degree of laning on key corridors Improve Metrorail offering: <ul style="list-style-type: none"> Improve park & ride facilities at strategic public transport nodes. Increase frequency of trains on A corridors, particularly after 17h00. Implement and extend an on-going clean up and graffiti removal programme on all coaches. Improve facilities and appearance of stations. Promote switch to public transport on under-utilised lines (marketing campaign). Engage with 3 large employers to implement flexi-hours to disperse peak-period public transport users. 	Existing resources.	CoCT, Metrorail, GABS, DTPW	<ol style="list-style-type: none"> Check if the ITP submitted for approval is in line with this objective. Lobby with public transport sector and City of Cape Town. Identify short term opportunities for dedicated laning Identify strategic public transport nodes for park & ride. Conclude implementation agreement with City of Cape Town. Pressurise Metrorail to improve services on A corridors
	Increase the number of commuter rail train sets in operation to 117 by 2016	<ul style="list-style-type: none"> URGENTLY procure at least 30 train sets (PRASA, CoCT, DTPW to jointly approach National Treasury) Have 10 trains transferred from other Metrorail regions. Consider the leasing of additional train sets until new trains become available. Run Maintenance overnight and on weekends. Convert medium distance to Shosholoz Meyl coaches (=+2). Develop a rail master plan and business plan to 	<ul style="list-style-type: none"> New resources required from national government. Investment in new train sets is expected to be around R3 billion. 	Metrorail Western Cape, PRASA, nDoT.	<ol style="list-style-type: none"> Lobby with Metrorail region Western Cape and corporate office of PRASA. Tender for service provider to investigate the cost-benefit of leasing rolling stock. Develop rail master plan and sign performance agreement with Metrorail.

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
		investigate and define agreed-on services levels, required number of train set and funding options.			
	Develop a framework for the development of safe and accessible IPTNs in district municipalities by 2014.	<ul style="list-style-type: none"> Prepare implementable mobility strategies in all district municipalities that provide multi modal solutions for multi purpose trips. Continue with George Mobility Strategy (GMS) as pilot project for public transport improvement. 	<ul style="list-style-type: none"> MTEF provides allocation for implementation of GMS. 	All DM's, George Municipality and local public transport sector.	<ol style="list-style-type: none"> Develop IPTN frameworks and monitor if progress is in line with PLTF. Define clear targets for all IPTNs (also for the GMS) Monitor the implementation of district IPTNs.
	Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).	<ul style="list-style-type: none"> Lobby for department overarching incentives such as a reduction of application processing time and relaxing of zoning standards. Lobby for municipalities to densify along strategic transport corridors / Densification Strategy to be implemented in each municipality (Cape Town – priority). Promote Transport Oriented Design at Station precincts and interchanges. Review Road Access Design Guidelines to facilitate improved densification along appropriate corridors. 	Budget implication of implementation unknown.	CoCT Spatial Planning Directorate	<ol style="list-style-type: none"> Explore feasibility of different incentives for developers. Select 10 underdeveloped nodes of provincial significance. Align existing local initiatives with 10 underdeveloped nodes. Monitor implementation of incentives. Roll-out successful and resource efficient incentives to other underdeveloped nodes.
	Fully implement a universally accessible and multimodal IRT phase 1a by 2014.	<ul style="list-style-type: none"> Oversee development of IRT and manage process by collaboration and the ITP approval process. Lobby for development of incentives around IRT stations. 	Budget implication of implementation unknown.	CoCT, nDoT	<ol style="list-style-type: none"> Check if ITP is in line with this objective Promote the concept of corridor development by proactively engaging with City of Cape Monitor implementation and viability of IRT phase 1a.
	Increase user satisfaction of public transport facilities by 25% by 2014.	<ul style="list-style-type: none"> Implement CCTV systems / guard / station manager at all formal public transport transfer points (commuter rail stations, bus termini and taxi ranks). Lobby for refurbishment of commuter rail stations and make them universally accessible. Most Metrorail stations are not wheelchair friendly. 	Budget implication of implementation unknown.	Municipalities, Metrorail	<ol style="list-style-type: none"> Identify most appropriate intervention per public transport mode. Promote the concept of corridor development by proactively engaging with City of Cape Town.
	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning	<ul style="list-style-type: none"> Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised transport, transport economics and universally accessible design. 	Not budgeted for.	Municipalities.	<ol style="list-style-type: none"> Establish communication with UCT, SUN, UWC. Organise courses for district municipalities to enhance skill of local government and exchange skills between local governments.

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
	for district municipalities by 2014.				
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	<ul style="list-style-type: none"> Prepare a rail master plan and business plan to investigate finance options and establish a vehicle to lobby for increased maintenance funding. 	<ul style="list-style-type: none"> Detailed information regarding backlog of track maintenance and refurbishment unknown. Additional funding from national government is required. 	PRASA: Metrorail Western Cape, nDoT.	<ol style="list-style-type: none"> Identify current state of track maintenance and refurbishment program. Investigate more efficient use of existing and local resources. Identify funding gaps. Lobby for additional funding from national government.
	Bring minibus taxi recapitalization rate on national level by 2014	<ul style="list-style-type: none"> Define action plan that focuses on the recapitalization of minibus taxis. 	<ul style="list-style-type: none"> Resources from Taxi Recapitalisation Programme 	Municipalities, Taxi Scrapping Agency, Taxi Industry.	<ol style="list-style-type: none"> Lobby with stakeholders Define action plan with targets and milestones. Monitor progress.
	A Public Transport Integration Plan for the Cape Town functional Region (illustrating integration, routes, costs, operating models and the way BRT, GABS, minibus taxi, metered-taxi and rail will be accommodated and, if appropriate, integrated)	<ul style="list-style-type: none"> The development of a MOU agreement between all major road-based operators on what the broad shape of road-based transport will take, and how this will be rolled out for all road modalities. Develop the Public Transport Integration Plan (between road and rail), looking at: Routes, Costs Operating Models, and define exactly what the integrated system will look like. 	<ul style="list-style-type: none"> Planning Budget Requirements to be determined 	CoCT, PRASA, GABS, MBT Industry,	<ol style="list-style-type: none"> The development of the MoU and inception of the planning process (2012/13) Integration Plan to be completed by 2013/14
	NLTA Migration to the Municipalities (initially the City of Cape Town)	<p>A joint plan must be developed by the City and DTPW that will set out how the various functions will be devolved – as set out in the NLTA. Such a plan must, as a minimum, consider and make proposals for:</p> <ul style="list-style-type: none"> Institutional Arrangements moving forward Operating Licence functions Land Transport Law Enforcement Contracting Authority Functions and Form 	Existing resources	DTPW, CoCT	<ol style="list-style-type: none"> Develop plan in 2011/12 financial year Implement plan up until 2013/14

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
		<ul style="list-style-type: none"> The Municipal Land Transport Fund <p>The plan will result in an actionable phased-in approach over the period of a pre-determined and agreed period of time – shorter than a three year time-period.</p>			

Non-Motorised Transport and Sustainable Transport Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
<i>NMT as pivotal part of all forms of transport planning in urban and rural areas</i>	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.	<ul style="list-style-type: none"> Seek cooperation with universities dealing with Integrated Land-use Transport Planning, Non-motorised transport, transport economics and universally accessible design. 	To be determined.	Municipalities	<ol style="list-style-type: none"> Establish communication with UCT and SUN. Organise courses for district municipalities to enhance skill of local government and exchange skills between local governments.
	Dedicated NMT expanded work program projects by 2014.	<ul style="list-style-type: none"> Implement NMT projects using the Expanded Public Works Programme Phase 2. 	Municipal Infrastructure Budget.	Municipalities	<ol style="list-style-type: none"> Engage with municipalities regarding the role of NMT. Check ITP submitted for approval by the MEC Develop NMT Master Plans by 2012/13 Implement NMT Master Plans 2013/14 – 2016
	Every provincial road project in province must include a NMT component.	<ul style="list-style-type: none"> Provide positive examples of NMT as part of transport planning. Province sets the standard for municipal 	To be determined within Transport Infrastructure budgeting.	Provincial Department Roads	<ol style="list-style-type: none"> All Road Projects to be assessed to include NMT component. Interdepartmental alignment. Expand the number of NMT teams.
	NMT systematic approach should be followed in planning	<ul style="list-style-type: none"> Develop NMT Master Plan for each DM. Monitor NMT approach implementation on municipal level. 	Existing resources.	Municipalities	<ol style="list-style-type: none"> Develop NMT Master Plan for each DM Check ITP submitted for approval by the MEC

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
	Dedicated cycle lanes in the Western Cape must be doubled by 2014	<ul style="list-style-type: none"> Promote cycle friendly environment in areas with high cycling potential. Distribute information about successful NMT projects. 	To be determined within Transport Infrastructure budgeting.	Municipalities	<ol style="list-style-type: none"> Roll out NMT Plans (and fund accordingly) Engage with municipalities regarding the role of NMT. Check ITP submitted for approval by the MEC

Transport Infrastructure Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
A well maintained and preserved transport system	Reduce the road transport infrastructure backlog by 16% by 2014	<ul style="list-style-type: none"> Lobby for additional investment from national government Find alternative funding sources A provincial road user charge needs to be explored, coupled with an increase in the offering of the rail freight and public transport sectors. All road maintenance should be coordinated through the Province. This prevents duplication of effort and provides one-stop office for maintenance and contracting. 	<ul style="list-style-type: none"> Resources needed to address backlog of R 1 092 million per annum. 	Provincial Department Roads	<ol style="list-style-type: none"> Lobby with national government. Investigate road distance charging as funding option.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	<ul style="list-style-type: none"> Prepare a rail master plan and business plan to investigate finance options and establish a vehicle to lobby for increased maintenance funding. This will include a detailed insight into the maintenance level of existing tracks. 	<ul style="list-style-type: none"> Detailed information regarding backlog of track maintenance and refurbishment unknown. Additional funding for national government is needed. 	PRASA: Metrorail Western Cape, DoT.	<ol style="list-style-type: none"> Identify current state of track maintenance and refurbishment program. Investigate more efficient use of existing and local resources. Identifying funding gaps. Lobby for additional funding from national government.
	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.	<ul style="list-style-type: none"> Develop a model that helps to identify the most efficient priorities and strategies. 	<ul style="list-style-type: none"> To be determined by Transport Infrastructure component. 	DTPW	<ol style="list-style-type: none"> Develop Model in 2011/12 financial year. Apply model to budget allocations in subsequent financial years, beginning with 2012/13 financial years

Transportation Management Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
A sustainable transport system	Align transport coordinating structures with NLTA requirement (NLTA Devolution)	<ul style="list-style-type: none"> Devolve various functions to capacitated municipalities. Align current structures with the requirements of the NLTA and implement structures to guide and assist the transition of functions from Province to Municipalities. 	Current Resources	DTPW, CoCT	<ol style="list-style-type: none"> Develop Joint Business Plan in 2011/12 Roll out actions over subsequent 3 year period
	A 13% modal shift from private to public transport into Cape Town's CBD by 2014	<ul style="list-style-type: none"> Introduce road levy during peak hours and increase parking levy in CBD Park & Ride locations (<i>see public transport strategy</i>) Establish public transport as appealing alternative (<i>see public transport strategy</i>) 	Existing PTIG funds for IRT provides for improved public transport and NMT.	City of Cape Town, Cape Town Partnership	<ol style="list-style-type: none"> Investigate the effects of disincentives for car users in Cape Town. Implement the most resources efficient measures and align these disincentives with public transport improvements. Use resources gathered from disincentives to incrementally upgrade the public transport into Cape Town's CBD.
	Shift in contestable freight haulage from road to rail by 10% by 2014.	<ul style="list-style-type: none"> Establishment and promotion of multimodal transfer facilities at strategic locations. Implement a road levy / weight distance charge for the province. 	Resources needed to cover analysis R 1 - 2 million.	Provincial Roads (DTPW)	<ol style="list-style-type: none"> Identify major freight flows by commodity type (contestable and non-contestable) Identify existing and potential locations for multimodal transfer facilities. Investigate further
	Roll out pilot project for large employers to encourage alternative transport options by 2014.	<ul style="list-style-type: none"> As part of the pilot project, at least three large employers will be identified who will be prepared to take part in a programme to encourage employees to use more efficient modes of transport. 	Current Resources	Large employers and Municipalities	<ol style="list-style-type: none"> Select large employers located in a setting where transport alternatives exist. Develop action plan to market alternative means of travel. Monitor progress and user satisfaction.
	Increase the number of vehicles weighted at weighbridges to 550 000 by 2016	<ul style="list-style-type: none"> Increase the operating time of existing weigh bridges. Build additional weighbridges at strategic locations on the provincial road network. Increase the use of weight in motion equipment to increase efficiency of weighbridges. Develop weigh bridges on the strategic secondary roads by heavy vehicles bypassing the weighbridge. These roads are not built for heavy loads and will be damaged. 	Additional Operational and Capital Resources required	DTPW, Municipality, SANRAL, Department of Community Safety	<ol style="list-style-type: none"> Increase operating times of weigh bridges Identify locations for additional weigh bridges on secondary road network Build Additional weigh bridges Install weight in motion equipment incrementally (focussing on highest volume roads first)

Land Transport Safety Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
<i>A safe transport system in the Western Cape</i>	Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.	<ul style="list-style-type: none"> Safely home short, medium and long-term intervention. 	No budget allocated yet	Municipalities , SAPS, Department of Community Safety	<ol style="list-style-type: none"> Implement short, medium and long-term interventions of safely home campaign.
	The provincial and the cape metro incident management plan should be expanded to include lower roads by 2014.	<ul style="list-style-type: none"> Expand to lower roads and include the management of incidents involving hazardous material. 		SANRAL, City of Cape Town, Department of Community Safety	<ol style="list-style-type: none"> Identify lower roads that should be covered by incident management plan. Engage with SANRAL and City of Cape Town to extent their plans to cover these roads. Engage with SANRAL and City of Cape Town regarding accidents involving hazardous material.
	Implementation of an integrated transport safety management system by 2014.	<ul style="list-style-type: none"> Develop a system that links court system, e-natis, and when AARTO is implemented, the AARTO system. 	Resources needed to develop system R 2-4 million.	DoT, Provincial Governments, Municipalities , SAPS, Magistrate office, Department of Community Safety	<ol style="list-style-type: none"> Align with other provincial governments and national government. Consult stakeholders regarding requirements Implement and monitor system

Tourism Strategy

Goal	Objective	Direction	Budget Implication	Strategic partners	Actions 2011-2016
<i>A transport system that supports the province as leading tourist destination</i>	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.	<ul style="list-style-type: none"> Tourist priority areas should be included in decision making process. A special set of measures should be implemented for the pre-determined tourist routes such as adequate signage and way-finding, medium to high prioritisation in road maintenance, and stimulating tourist-related economic development adjacent to these routes. 	Resources needed to cover development R 1-2 million (see transport infrastructure strategy) to develop economic decision tool. Additional signage and way finding costs to be identified in ITPs	Provincial Departments: Environmental Affairs and Development Planning and Economic Development and Tourism	<ol style="list-style-type: none"> Identify and re-confirm key tourist nodes. Develop systematic approach as part of decision making process Monitor implementation

Key Performance Indicators

Key Performance Indicators (KPI's) have been defined for each objective. These are presented in the tables below. Here the KPI, the unit of measurement and data sources will be noted.

Public Transport Strategy KPIs

Goal	Objective	KPI	Unit	Data
<i>An efficient, accessible and integrated multimodal public transport system managed by capacitated and equipped municipal authorities</i>	A 13% modal shift from private to public transport into Cape Town's CBD by 2014.	Number of persons of the total inbound traffic using public transport modes.	Public transport is defined as minibus taxi, scheduled bus service, IRT and commuter rail.	Traffic count / NHTS
	Increase the number of commuter rail train sets in operation to 117 by 2016	Number of operation train sets in the Western Cape.	Train set is defined as a combination of coaches and motor coaches that can operate as an individual unit.	Metrorail Western Cape / Rail census
	Develop a framework for the development of safe and accessible IPTNs in district municipalities by 2014.	Number of IPTNs developed for district municipalities.	IPTN is rural integrated public transport network that provides an implementable framework for public transport restructuring.	PGWC
	Establish land-use incentives and NMT improvements around 10 underdeveloped public transport nodes of provincial significance by 2014 (Provincial Key Projects).	Number of incentives implemented or aligned with 10 underdeveloped public transport nodes.	Incentives are measures that address financial, organisational or political barriers and risk that prevent development from happening. Measures are for instance, added property rights, extra parking bays, alignment with Urban Development Zones (only in metros), alignment with bulk service upgrade, increased safety measures, et cetera.	PGWC, Municipalities.
	Fully implement a SNP accessible and multimodal IRT phase 1a by 2014.	% of completion of the IRT phases 1a.	The IRT phase 1a is defined in the MyCiti business plan.	City of Cape Town
	Increase user satisfaction of public transport facilities by 25% by 2014.	% of users that state that they are satisfied with facilities at stops, ranks and stations.	Public transport users are defined as persons using public transport at least once in the last seven days.	NHTS / Surveys
	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.	% of district municipalities' transport staff attended courses	Transport staff is defined as transport planners and engineers involved with transport management and infrastructure development.	Municipalities.
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	Quality of different sections of the Railway network.	Maintenance service levels have been defined by the South African Institute of Civil Engineers.	Metrorail Western Cape
	Bring minibus taxi recapitalization rate on national level by 2014	Number of minibus taxi scrapped in the Western Cape and in other provinces	Scrapping rate is perceived as the total number of taxi scrapped as part of the national goal.	Taxi Scrapping Agency

Non-Motorised Transport and Sustainable Transport Strategy KPIs

Goal	Objective	KPI	Unit	Data
<i>NMT as pivotal part of all forms of transport planning in urban and rural areas</i>	Organise courses and seminars dealing with infrastructure management, transport planning and land-use planning for district municipalities by 2014.	% of district municipalities' transport staff attended courses	Transport staff is defined as transport planners and engineers involved with transport management and infrastructure development.	Municipalities.
	Dedicated NMT Expanded Public Work program projects by 2014.	Number of dedicated NMT Expanded Public Work Program projects by 2014.	NMT project is related to pedestrian and non-motorised vehicles, such as cyclist. The expanded work program is funded by Municipal Infrastructure Grant, and should cover projects that are labour intensive. The nature of NMT projects makes them ideal projects for Expanded Public Work Programs.	Municipalities.
	Every provincial road project in the province should include a NMT component.	% of provincial road projects that have a NMT component.	NMT project is related to pedestrian and non-motorised vehicle users, such as cyclist.	Provincial Roads Department.
	NMT systematic approach should be followed in planning	% of NMT projects that are non-compliance with systematic approach.	NMT project is related to pedestrian and non-motorised vehicle users, such as cyclist. This applies for NMT projects started in 2011.	Municipalities.
	Dedicated cycle lanes in the Western Cape must be doubled by 2014	Kilometres of dedicated cycling lanes in the Western Cape.	Dedicated cycling lanes consists of marked or grade separate infrastructure.	Municipalities.

Transport Infrastructure Strategy KPIs

Goal	Objective	KPI	Unit	Data
<i>A well maintained and preserved transport system</i>	Reduce the road transport infrastructure backlog by 16% by 2014	% of additional needed resources of R 1.092 million allocated to road maintenance	Additional needed resources are the amount that is needed on top of the regular maintenance budget. This projected backlog in the period 2011-2014 need to be addressed with additional resources.	PGWC
	Bring commuter rail network from D+ to a C maintenance level on A corridors by 2016.	Quality of different sections of the Railway network.	Maintenance service levels has been defined by the South African Council Industrial Council for Engineering	Metrorail Western Cape
	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.	Number of infrastructure decision processes that has involved economic decisions support tools.	Economic decision support tools such as HDM4 should be developed to inform decision making regarding local and provincial roads.	PGWC, Municipalities

Transportation Management Strategy KPIs

Goal	Objective	KPI	Unit	Data
<i>A sustainable transport system</i>	A 13% modal shift from private to public transport into Cape Town's CBD by 2014	Number of persons of the total inbound traffic using public transport modes.	Public transport is defined as minibus taxi, scheduled bus service, IRT and commuter rail.	Traffic counts / NHTS
	Shift in contestable freight haulage from road to rail by 10% by 2014.	% of land freight transported by rail.	Freight is perceived as contestable and non-contestable goods that are transported by all modes of transport.	Transnet Freight Rail Surveys

	Roll out pilot project for large employers to encourage alternative transport options by 2014.	Number of large employers that agreed to join the pilot.	Large employer committed to the targets of the pilot project.	CoCT / Surveys
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Land Transport Safety KPIs

Goal	Objective	KPI	Unit	Data
<i>A safe transport system</i>	Reduction of the number of fatalities on the Western Cape roads by 50% by 2014.	Number of road traffic fatalities	Road users (including drivers and passengers of motorised modes and pedal cycles) dying within six days of being involved in a road accident.	Road Traffic Management Corporation.
	The provincial and the Cape Metro incident management plan should be expanded to include lower roads by 2014.	Number of roads covered by incident management plan.	Roads are defined as routes and section. The total number of roads covered by the incident management plan should increase to cover lower class roads.	SANRAL, PGWC,
	Implementation of an integrated transport safety management system by 2014.	Completion percentage of integrated transport safety management system.	The development of integrated transport safety management system takes time. Progress reports provide insight in the completion percentage of this project.	PGWC

Tourism Strategy KPIs

Goal	Objective	KPI	Unit	Data
<i>A transport system that supports the province as leading tourist destination</i>	Introduce economic decisions support tools to facilitate decision making with regard to road investment by 2014.	Number of infrastructure decision processes that has involved economic decisions support tools.	Economic decision support tools such as HDM4 should be developed to inform decision making regarding local and provincial roads.	PGWC, Municipalities