



THE REVIEW OF THE CURRENT PUBLIC TRANSPORT RECORD AND OPERATING LICENCE STRATEGIES FOR THE GARDEN ROUTE DISTRICT MUNICIPAL AREA OUTSIDE OF THE GEORGE LOCAL MUNICIPALITY:

Draft REPORT

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SMEC South Africa (Pty) Ltd

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1. INTRODUCTION

1.1 Background

The Current Public Transport Record (CPTR) for the Garden Route District Municipality (GRDM) has been prepared in accordance with the minimum requirements for an Integrated Transport Plan (ITP).

SMEC South Africa was appointed by the Garden Route District Municipality to undertake the review of the 2016 CPTR report for GRDM. Part of this review also includes an Operating Licensing Strategy (OLS). This review particularly focuses on updating the information as detailed in the minimum requirements of an Integrated Transport Plan in Chapter 3, The Public Transport Records.

The CPTR information directly feeds into the preparation of the OLS and ITP. This report along with the accompanying CD contains:

- A description of public transport services and public transport facilities.
- Maps of public transport routes and facilities.
- A photographic record of public transport facilities.

1.2 Description of the study area

The Garden Route District Municipality (GRDM) forms part of five DMs in the Western Cape Province. GRDM is located to the south, just east of the Overberg District Municipality, as shown in Figure 1-1. Figure 1-2 shows a map of the GRDM study area, which covers an area of approximately 23 331 km² with a population of approximately 574 175 people (2011 Census). GRDM includes the following Local Municipalities:

- Bitou Local Municipality (BLM)
- George Local Municipality (GLM) **(Not included in this study)**
- Hessequa Local Municipality (HLM)
- Kannaland Local Municipality (KLLM)
- Knysna Local Municipality (KLM)
- Mossel Bay Local Municipality (MBLM)
- Oudtshoorn Local Municipality (OLM)



Figure 1-1: Locality of ODM in Western Cape



Figure 1-2: GRDM Study Area

1.3 Year of application of the CPTR

The data collection in GRDM was carried out during October and November 2018. The surveys included cordon surveys of various transport modes, including general traffic, public transport, freight and non-motorised transport (NMT), as well as minibus taxi rank

facility surveys. This CPTR was updated in 2018 and should therefore be recorded as the 2018 CPTR.

1.4 CPTR, OLS in the structure of the NLTA

Municipal planning in terms of the Constitution of the Republic of South Africa is the function of the municipal sphere of government. Municipal planning manifests itself in the development of Integrated Development Plans (IDP). The Local Integrated Transport Plan (LITP), according to the IDP guideline is the transport sector input into the IDP. The production of the CPTR and OLS documents are the most important inputs into the IDP processes for the district municipality, which is essentially a mostly rural district.

The ITP is a specific sector plan that feeds into the IDP. Ultimately, the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF). The preparation of the ITP is set out in the National Land Transport Act 5 of 2009 (NLTA). The ITP contains a Transport Register which comprises information about transport operations. Public transport operations and enforcement are set out in 2 documents referred to as the CPTR and the OLS.

Accordingly, the CPTR and OLS form part of the basis of an ITP, which feeds into the IDP as shown in Figure 1-3.

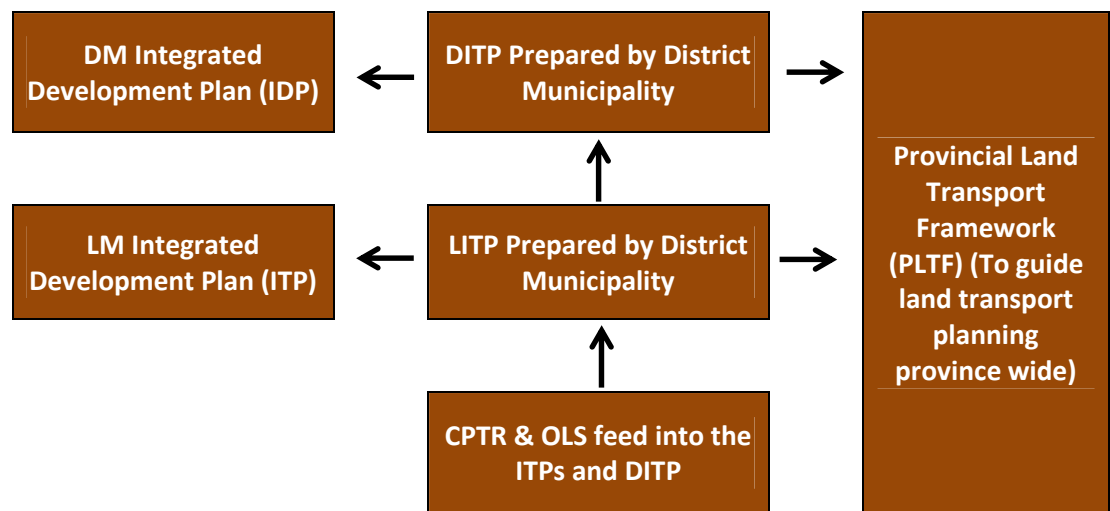


Figure 1-3: Role of the CPTR and OLS in the Local Development Planning

In general, this will aid development in the Municipality, and more specifically improve efficiencies of transport services and infrastructure for effective functioning of the municipal area. Transport is inextricably linked to socio-economic development and as derived demand, it is possible that planned interventions can improve access and mobility of people and goods.

The National Department of Transport (NDOT) and its legion of policy documents set the policy basis for transport. The vision for transport includes efficient, effective, affordable, safe and integrated transport services and infrastructure, that meets the customer

demands and this forms the guiding principles. The best way of achieving an effectively functioning city is to have a transport system that reduces travel times and distances, while being affordable for the movement of people and goods. To achieve this, the transport network and operations must respond to customer needs.

1.5 Layout of the Report

The CPTR report is divided into the following chapters:

- Chapter 1: Introduction provides a brief overview of the project.
- Chapter 2: Data collection processes.
- Chapter 3: The Public Transport Record.

2. DATA COLLECTION PROCESS

In the Garden Route study, rank surveys are to be conducted in the following towns:

- Plettenberg Bay
- Knysna and Sedgefield
- Mossel Bay and Great Brak River
- Riversdale, and Stilbaai
- Oudtshoorn
- Ladismith, Zoar and Calitzdorp

SMEC programmed two sets of meetings with the local officials, namely: one meeting at the onset, followed by a second meeting presenting the data.

2.1 SMEC Management Procedures

During the project SMEC facilitate training, consultations and data sourcing sessions with the Local Municipalities and taxi and bus associations to:

- Source relevant information.
- Source local enumerators to upskill local persons.
- Review Findings and recommendations resulting from the CPTR and again for the OLS.
- Approve the final report produced under this appointment.
- Facilitate communication between relevant stakeholders, including GRDM and LM.
- Facilitate the engagement with the taxi industry.

2.2 Stakeholder consultation

Stakeholder meetings with Garden Route taxi associations and bus operators were conducted during the rank surveys. There were no issues, that resulted in the process of conducting the surveys to be halted. In addition, the taxi industry gave input on additional loading points and locations to improve the cordon surveys. The stakeholder consultations with the taxi industry was smooth and no holdups were recorded.

2.2.1 Municipal Officials

Public participation sessions were held to inform and capacitate on especially third tier government stakeholders from the various Local Municipalities, Traffic Department officials, transport planning officials, councillors and members of the different Taxi Associations in GRDM on the legislative requirements and planning processes to be performed by the different spheres of government. The co-operation and support from

stakeholders from all tiers of government is vital to assist in the planning endeavours that need to be carried out.

To date, SMEC has facilitated and chaired the meetings with the taxi and bus associations to source relevant information of enumerators to ensure local involvement in the project. Similarly, SMEC held meetings with the following stakeholders from the local municipalities:

Mr P.J. Joordaan: Traffic Department Oudsthoorn made the following comments:

- Oudsthoorn Town Rank is too small.
- Rank is littered with crime.
- Permits are not regulated for routes.
- No formal plans for the rank to be increased.
- Many illegals with no permits.
- Proposed road blocks to be held to identify illegal taxies.
- Dysselfdorp rank is located in the wrong place and is not being utilised.

Mr Sean Maree: Knysna Municipality made the following comments:

- Previous investigations yielded a 40% composite of illegal taxies.
- Two major routes that require the issue of operating licences:
 - Rheenendal to Knysna
 - Karatara to Plettenberg Bay to Knysna
- Main rank in town is too small.
- There exists an informal holding area in town.
- Each association is requesting an additional 5 licences.
- Fear from the taxi industry exists around the possible expansion of the George bus service between towns.

Mr S Ganga: Traffic Department Plettenberg Bay made the following comments:

- Mr S Ganga gave a status update with the minibus-taxi industry:
 - There is monthly meetings between Traffic department and the taxi industry.
 - Some routes are currently saturated.
 - Public transport in the area is currently stable and functioning well.
 - There is an expectation that the proposed George bus services will only do the inter-town trips.

- New taxi rank at the Beacon Way centre is in service.
- Bitou Municipality requested the surveyed information once completed.
- Currently there is an investigation into the use of illegal taxis in the town.
- Town rank is too small.
- Other ranks are growing with numbers very fast.
- There is a great need for more facilities and ranks.
- Stopping areas need to be formalised and implemented.

Mr R Jansen: Traffic Department Mossel bay made the following comments:

- Ranks are adequate in size.
- Public transport is generally stable.
- Few illegal taxis are present.
- Ranks are managed by the taxi association.

2.2.2 WCG: Department of Transport

Vehicle registration, scholar transport, owner information and permit information was obtained from the PRE's office in May 2018. This information received was in MSEXcel format. This enabled a review of the extent of illegal operations through comparing the registered registration numbers in the PRE database with the vehicle registrations that were recorded during surveys.

2.2.3 Liaison with Taxi Associations

Liaison with the local Taxi Associations was undertaken prior to the commencement of the data collection surveys. The Taxi Associations, as listed below in Table 2-1 was identified as the main structure for communicating with the operators in GRDM. The survey staff encountered no difficulties in executing fieldwork and the various associations gave their full cooperation during the surveys.

Table 2-1: Taxi Association Contact information

Local	Taxi Association	Contact Person	Contact Details
Bitou	Plettenberg Bay	MR A Pika	0720717407/pikatravel@telkomsa.net
	Uncedo Taxi	Mr ME Nocezo	0826237956/melikhayan@yahoo.com
	USTA	Mr EN Lose	0835841675
Knysna	Knysna Taxi	Mr R Petersen	0720181245
	Garden Route	Mr H Lawrence	-
	Uncedo Taxi	Mr K Ngubeni	-
Mossel Bay	Coastline Taxi Association	Mr S Gankies	0824799065
		Mrs V Hendriks	0822583694
	Uncedo Taxi Association	Mr B Mahlathini	0722923472
		Mr K Nteta	0722459621
MOBTA	Mr Prince	0826868363	

		Mr T Lethoba	0731235463
Hessequa	Riversdale Taxi	Mr I De Jager	0722250051
Oudtshoorn	Norwich Taxi Association	Mr Prince	0783166752
		Mr T Lethoba	-
	Protea Taxi	Mr Pogbus	0823753323
	Uncedo Taxi	Mr Mayo	0721724937
	Unity Taxi	Mr Stander	0781018101
	Swartberg Taxi	Mr H Tarantaal	0783042909
Kannaland	Ladismith-Zoar Taxi Association	Mr B Parson	0825693988/bflex@mweb.co.za
		Mr A Hekandien	0834993984

2.3 Quality control and assurance

The information contained in this CPTR was verified through the following processes:

- A supervisor from SMEC was present on-site during the surveys.
- Following up with the surveyors, if any of the information was not clear during the capturing process.
- A sample of the captured information was verified against the survey sheets.
- Oversight and review by the LM officials and GRDM.

SMEC South Africa has SABS ISO 9001 accreditation and all work carried out by the project team will be in accordance with ISO 9001 verification and checking procedure requirements.

2.4 Survey Information

The survey managing teams in the field trained and supervised local people to conduct the surveys in the ranks and local cordons, at the towns in question. The survey teams operated on days that have been categorised as “uninfluenced” by the WCG. The survey teams only commenced with the surveys once the taxi industry and GRDM officials had given its blessing for the surveys to commence.

The local surveyors, chosen to be trained and paid by SMEC for the surveys, were chosen in conjunction with the local taxi industry. End of month’s surveys could not be conducted as there are no typical end of months in the study period before the school close or were in exams, by which time the project will be severely compromised in terms of timelines.

2.4.1 Rank Surveys

The taxi ranks were surveyed in the selected towns over a continuous period of a weekday and a Saturday. Time frames of 06h00- 09h00 and 15h00- 19h00 on weekdays and 09h00 to 15h00 on Saturdays was followed. The following dates were used for the surveys (Table 2-2):

Table 2-2: Surveyed Ranks

LM	List of Facilities	Enumerators	Dates	Survey Times	
				Weekday	Saturday
BLM	Plettenburg Rank	10	10-12 October 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00
	New Horizons Rank	2	10-12 October 2018		
	Kwanoukuthula Rank	2	10-12 October 2018		
KLM	Knysna Rank	7	17-19 October 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00
	Hornlee	1	17-19 October 2018		
	White Location	1	17-19 October 2018		
	Sedgefield	1	17-19 October 2018		
MBLM	Mossel Bay Rank	2	24-26 October 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00
	Asla	1	24-26 October 2018		
	Kwanonqaba	1	24-26 October 2018		
	Shoprite	1	24-26 October 2018		
	Langeberg Mall	2	24-26 October 2018		
HLM	Riversdale Rank	1	31 Oct – 2 Nov 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00
	Cheapr 4 U	1	31 Oct – 2 Nov 2018		
OLM	Oudtshoorn Main Rank	3	7-9 November 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00
KLLM	Ladismith Main Rank	TBD	14-16 November 2018	06h:00-09h00 and 15h00-19h00	09h00- 15h00

2.4.2 Cordon Surveys

The Cordon Surveys were done in the same towns, over the same weekday and Saturday dates, for continuous periods of 06h00 to 18h00. These counts included non- motorised transport, all other vehicles by number and type, as well as the number of passengers in the public transport vehicles. The Cordon Surveys were done at the following locations (Table 2-3):

Table 2-3: Cordon Survey Locations

Town	Location	Date	Survey Times
Plettenberg Bay	N2/Marine Way	10-12 October 2018	06h00 - 18h00
Knysna	N2/R339	17-19 October 2018	
Mossel Bay	Bill Geffery Way	24-26 October 2018	
Riversdale	Van Riebeeck Street	31 Oct – 2 Nov 2018	
Oudtshoorn	Voortrekker Street (N12)	7-9 November 2018	
Ladismith	Van Riebeeck Street	14-16 November 2018	
Still Bay	Main Rd	10-11 November 2018	

Plettenberg Bay:

- Survey dates: 10 – 12 October 2018
- Rank surveys:
 - Plettenberg Rank
 - New Horizons Rank
 - Kwanoukuthula Rank
- Cordon surveys along Marine Way (see location below):



Figure 2-1: Plettenberg Bay Cordon Survey Location

Knysna:

- Survey dates: 17 – 19 October 2018
- Rank surveys:
 - Knysa Rank (Nelson Street)
 - Hornlee Informal (Sunridge Street)
 - White Location (Gray Street)
 - Sedgfield (Vink Street)
- Cordon surveys R339/N2 intersection (see location below):

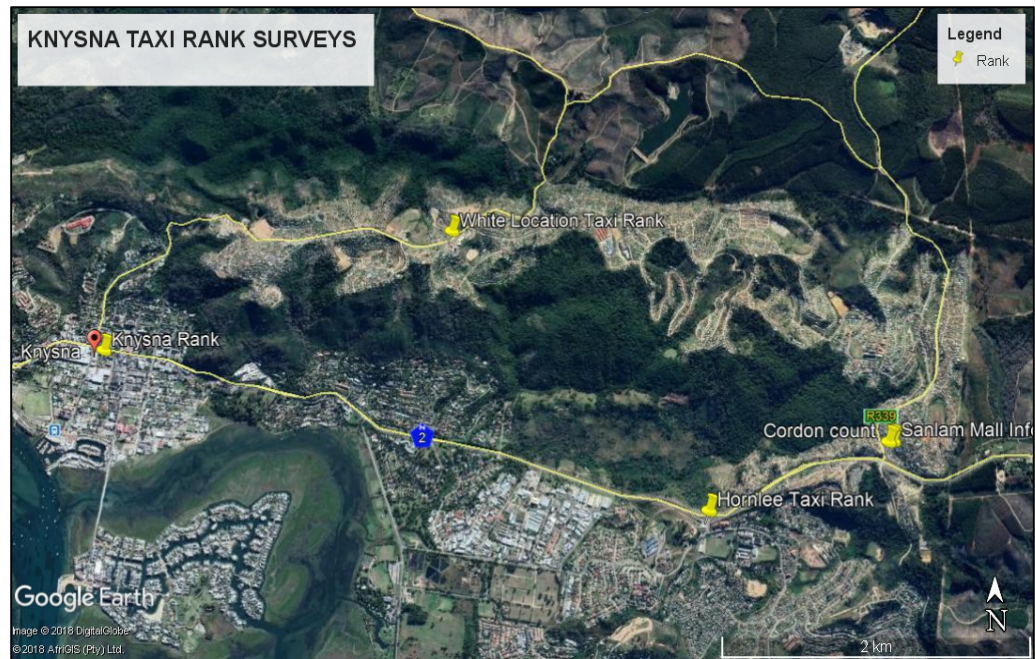


Figure 2-2: Knysna Cordon Survey Location
Mossel Bay:

- Survey dates: 24 – 26 October 2018
- Rank surveys:
 - Mossel Bay Rank (Zietsman Street)
 - Kwanonqaba Rank
 - Shoprite Rank (Kwanonqaba)
 - Alsa Informal Rank (Kwanonqaba)
 - Langeberg Mall Rank
- Cordon surveys, along Bill Geffery Ave (see location below):

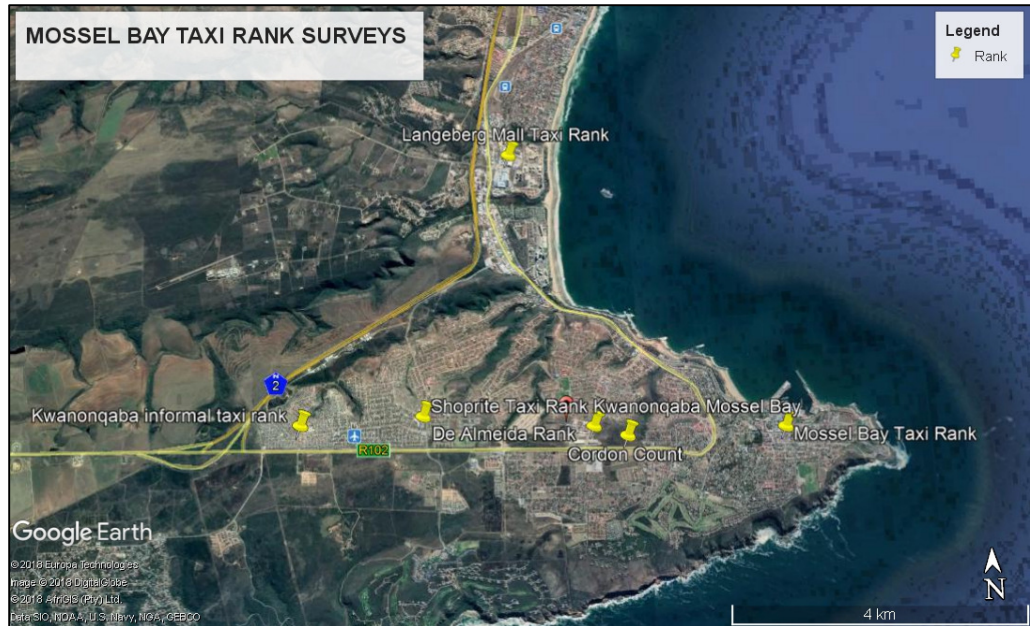


Figure 2-3: Mossel Bay Cordon Survey Locations

Riversdale:

- Survey dates: 31 October – 2 November 2018
- Rank surveys:
 - Riversdale Rank (Mitchell Street)



Figure 2-4: Riversdale Cordon Survey Locations

Outshoorn:

- Survey dates: 7 – 9 November 2018
- Rank surveys:

- Outdshoorn Main Rank
- Cordon surveys, east of St Saviour St along the N12 (see location below):



Figure 2-5: Outdshoorn Cordon Survey Locations

Kannaland:

- Survey dates: 14 – 16 November 2018
- Rank surveys:
 - Ladismith Main Rank
- Cordon surveys along Van Riebeeck St, east of Wessel St (see location below):



Figure 2-6: Ladismith Cordon Survey Locations

2.4.3 NMT Surveys

The NMT surveys were conducted at the cordon count locations as indicated in Figures 2-1 to 2-7. The NMT surveys captured movements of pedestrians, cyclists and other non-motorised modes of transport.

3. THE PUBLIC TRANSPORT RECORD

3.1 Introduction

The record for GRDM as presented in this report consists of the following:

1. An overview of information outlining the summary of surveyed facilities, number of routes per town, as well as the number of trips and passengers per facility and town.
2. The Minimum Requirements section as presented in this report comprises a series of 7 tables according to the prescribed format in the **TPR2: Transitional Information Requirements for Public Transport – 1997** as published by the Government Gazette 1998.

The following tables are included in this report. The table numbers correspond to the table numbers prescribed in the Minimum Requirements published by the Department of Transport and include the following:

- Table 4: Listing of all facilities
 - Table 5: Route descriptions (all day)
 - Table 6: Routes as identified by facility
 - Table 7: Rank/termini utilisation of loading/holding facilities (specified peak hour or off-peak hour)
 - Table 8: Service capacity and capacity (specified peak hour) utilisation of routes (Bus and minibus-taxi type)
 - Table 9: Cordon Survey (Annexure B)
 - Table 10: Description of facilities (Bus and minibus-taxi only)
 - Table 11: Passenger and vehicle waiting times (Specified peak hour)
3. Other information and output tables including the following:
 - Rail Services
 - Long Distance Bus Services
 - Services provided by the Emergency Medical Services (EMS)
 - Learner Transport
 - Non-Motorised transport

3.2 Overview of Information

Table 3-1 and Table 3-2 show summaries of the routes operating in each town, as well as the facilities and sites surveyed.

Table 3-1: Number of facilities per LM

LM	Town	No. of sites	
		Ranks	Major boarding/alighting points
BLM	Plettenberg Bay	3	0
KLM	Knysna Rank	1	3
MBLM	Mossel Bay	2	3
HLM	Riversdale	1	1
OLM	Oudtshoorn	1	0
KLLM	Ladismith	1	0

Table 3-2: Number of routes per town in LMs

LM	Town	Observed routes		All PRE routes	PRE route codes	
		Weekday	Saturday		Local Routes	Long Distance Routes
BLM	Plettenberg Bay	12	12	11	R75, X39, 776, X40, O95, 756, 826, 825, 724, H14, D69	-
	TOTAL	12	12	11	11	0
KLM	Knysna	11	7	21	N72, 998, 974, X38, P10, 996, V64, 999, T88, N14, 867, X25, 997, Y4, W85, P24, 973, W42, P89, 975, H81	-
	TOTAL	11	7	21	21	0
MBLM	Mossel Bay	5	5	51	X55, Y19, U5, U36, U39, X48, Y20, X98, W86, U7, U38, Y18, Y3, U11, X99, U4, U35, U52, O75, 75, V28, 858, U8, X54, U9, U40, W84, J50, P96, X97, U6, U10, U37, P97, p41, X43, J10, 751, I58, K27, G7, J76, J9, J09, N10, 985, P79, 19, N1, N2, N3	T92, T62, V16
	TOTAL	5	5	51	51	3
HLM	Riversdale	6	7	10	866, L75, 47, N48, T98, N47, L13, L14, T95, T94	-
	TOTAL	4	3	21	21	0
OLM	Oudtshoorn	5	4	29	H48, A98, D58, V55, 981, J36, C37, X45, D57, Y7, 982, X49, 995, 695, 696, 976, 781, X46, W95, W61, D63, p40, 994, Y8, D60, 980, D62, 978, 977	-
	TOTAL	5	4	29	29	0
KLLM	Ladismith	2	3	6	T51, U53, N49, T50, W55, G92	-

LM	Town	Observed routes		All PRE routes	PRE route codes	
		Weekday	Saturday		Local Routes	Long Distance Routes
	TOTAL	2	3	6	6	0

For the majority of municipalities, the observed routes are significantly fewer than the PRE routes. This could be attributed to the fact that a large number of the routes currently in operation are combinations of different route codes. Thus, the observed routes are combinations of the PRE routes.

Table 3-3: Number of trips and passengers by town and facilities in GRDM

Town	Rank	Weekday			EOM Saturday		
		Trips	Pax	% of Total pax	Trips	Pax	% of Total pax
Plettenberg Bay	Plettenberg Bay Rank	321	3773	82%	212	2521	86%
	New Horizons	17	194	4%	17	228	8%
	Kwanokuthula	46	654	14%	14	187	6%
	TOTAL	384	4621		243	2936	
Knysna	Knysna Rank	360	5314	89%	176	2514	88%
	Hornlee	28	397	7%	24	338	12%
	White Location	24	89	1%	Not operational on Saturday		
	Sedgefield	15	187	3%	Not operational on Saturday		
	TOTAL	427	5987		200	2852	
Mossel Bay	Mossel Bay Rank	43	630	17%	55	807	36%
	Asla	64	959	26%	32	480	22%
	Kwanonqaba	29	428	12%	23	335	15%
	Shoprite	52	762	21%	21	311	14%
	Langeberg Mall	61	892	24%	21	287	13%
	TOTAL	249	3671		152	2220	
Riversdale	Riversdale Rank	61	244	52%	90	341	52%
	Cheaper 4 U	51	228	48%	77	313	48%
	TOTAL	112	472		167	654	
Oudtshoorn	Oudtshoorn Main Rank	101	1487	100%	61	901	100%
	TOTAL	101	1487		61	901	
Ladismith	Ladismith Rank	1	4	100%	10	145	100%
	TOTAL	1	4		10	145	

3.3 Minimum Requirements

The minimum requirements were done for the GRDM for the following areas: Plettenberg Bay, Knysna, Mossel Bay, Riversdale, Oudtshoorn and Ladismith.

3.3.1 Listing of all ranking facilities for road based transport

Table 3-4: Listing of all facilities in ODM (Table 4 as per minimum requirements)

No.	Town	Facility Name	Physical Location		Facility Size (bays)	Type of Service
			Latitude	Longitude		
1	Plettenberg Bay	Plettenberg Bay Rank	-34.055862°	23.369856°	46	Commuter
2	Plettenberg Bay	New Horizons	-34.050343°	23.340960°	15	Commuter
3	Plettenberg Bay	Kwanokuthula	-34.052984°	23.318295°	56	Commuter
4	Knysna	Knysna Rank	-34.036117°	23.047040°	42	Commuter
5	Knysna	Hornlee	-34.045470°	23.091891°	N/A*	Commuter
6	Knysna	White Location	-34.028711°	23.072967°	N/A*	Commuter
7	Sedgefield	Sedgefield Rank	-34.018536°	22.815204°	14	Commuter
8	Mossel Bay	Mossel Bay Rank	-34.183308°	22.143984°	40	Commuter
9	Mossel Bay	Asla	-34.179564°	22.079936°	10	Commuter
10	Mossel Bay	Kwanonqaba	-34.179424°	22.069221°	N/A*	Commuter
11	Mossel Bay	Shoprite	-34.180140°	22.089496°	N/A*	Commuter
12	Mossel Bay	Langeberg Mall	-34.146865°	22.104073°	20	Commuter
13	Riversdale	Riversdale Rank	-34.091415°	21.259501°	7	Commuter
14	Riversdale	Cheaper 4U	-34.092387°	21.260762°	N/A*	Commuter
16	Oudtshoorn	Oudtshoorn Rank	-33.589785°	22.206593°	40	Commuter
17	Ladismith	Ladismith Rank	-33.494515°	21.266706°	8	Commuter

*Informal rank without a specified number of bays

3.3.2 Route descriptions

The descriptions of all active routes are listed in Table 3-5 below.

Table 3-5: ODM Taxi Route Descriptions (Table 5 as per minimum requirements)

LM	Route Code	Route Description	Origin	Destination
BLM	758	From The Craggs Post Office The Craggs, left into N2, along N2, left into Marine Drive, left into High Street to Taxi Rank in Plettenberg Bay and return along the same route.	The Craggs	Plettenberg Bay
	776	From Taxi Rank in Marine Drive Plettenberg Bay, right into Marine Road, along Marine Drive, left onto N2, along N2, left into Kwanokuthula off-ramp into Sishuba Street, right into Skosana Street to Taxi Rank in Kwanokuthula and return along the same route.	Plettenberg Bay	Kwanokuthula
	901	Vanaf Taxi Staanplek te Voortrekkerweg Kranshoek, regs Robbergweg, regs Piesangvalleiweg, links Strandstraat, koppel aan Marine Rylaan, regs Hoogstraat, tot by Taxi Staanplek te Plettenbergbaai en terug oor dieselfde roete.	Kranshoek	Plettenberg Bay
	724	Vanaf Taxi Staanplek te Marine Rylaan Plettenbergbaai, in Marine Rylaan, links in N2, regs in Green Oak Rylaan, langs Green Oak Rylaan, in Saringastraat New Horizon en terug oor dieselfde roete.	Plettenberg Bay	New Horizon

LM	Route Code	Route Description	Origin	Destination
	735	Vanaf Green Valley Wittedrift, op R340 tot by N2, links in Beaconweg, regs in Marine Rylaan tot by Taxi Staanplek te Marineweg Plettenbergbaai en terug oor dieselfde roete.	Wittedrift	Plettenberg Bay
	837	Vanaf New Horizon, in Saringaweg, links in N2, regs in Marineweg, links in Hoogstraat na Taxi Staanplek te Plettenbergbaai en terug oor dieselfde roete.	New Horizon	Plettenberg Bay
	Y28	From circle in Kershout Street into New Horizon, Pine Trees, left into Green Oak Street, left onto N2 right into Marine Drive left into Hoog Street proceed to taxi rank Plettenberg Bay and return along the same route.	New Hoirzon	Plettenberg Bay
	777	From Taxi Rank at corner of Skosana and Sishubu Streets Kwanokuthula, into Sishuba Street, right into N2, along N2, right into Marine Drive, left into Seawitch Ave to the Taxi Rank in Plettenberg Bay and return along the same route.	Kwanokuthula	Plettenberg Bay
	D69	Vanaf Taxi Staanplek te Plettenbergbaai, in Hoogstraat, regs in Marineweg, regs in N2, links in R340, links in Hoofstraat Wittedrift na Staanplek te Wittedrift en terug oor dieselfde roete.	Plettenberg Bay	Wittedrift
KLM	N72	Proceed from taxi rank in nelson street right at Stt Georges street, right again at Cnr St Georges street and Rawson street, left at Rawson street and Main Street, turn right at white bridge and Brenton sea turn-off, left at Belvidere and Luthie drive to stop point at Belvidere park and back. Left at Belvidere and Brenton on sea main road, proceed straight to Brenton on sea hotel parking area and return along the same route.	Knysna	Brenton on Sea
	998	Vanaf Taxi Staanplek te Nelsonstraat Knysna, regs in St Georgesstraat, regs in Greystraat, regop verby Witlokasie na Concordia (Knysna) en terug oor dieselfde roete.	Knysna	Concordia
	P10	From the rank in Nelson Street onto the N2 towards George onto Courtway street left into Meade street right into Donneraile square, drop off only and return along the same route.	Knysna	George
	996	Vanaf Taxi Staanplek in Nelsonstraat Knysna, regs in St Georgesstraat, links in Marketstraat, regs in Hoofstraat, wat aansluit met N2, regs met afrit na Hornlee, links in Sunridgestraat, links in Davidsonstraat Hornlee en terug oor dieselfde roete.	Knysna	Hornlee
	997	Vanaf Taxi Staanplek in Nelsonstraat Knysna, regs in St Georgesstraat, links in Marketstraat, regs in Hoofstraat, wat aansluit met N2, links met N2, links met afrit na Nekkies, links in Unionweg, tot by aflaai punt in Nekkies en terug oor dieselfde roete.	Knysna	Nekkies
	W85	Vanaf Taxi Staanplek in Nelsonstraat Knysna, regs in St Georgesstraat, links in Marketstraat, regs in Hoofstraat, wat aansluit met N2, links met N2, links met afrit na Nekkies, links in Unionweg, tot by aflaai punt in Nekkies en terug oor dieselfde roete.	Knysna	Plettenberg Bay
	869	Vanaf Taxi Staanplek te Hoofstraat Rheenendal, in N2, langs N2 na Taxi Staanplek te Nelsonstraat Knysna en terug oor dieselfde roete.	Rheenendal	Knysna
	H81	Vanaf taxi staanplek te Nelsonstraat, Knysna, regs in St. Georgesstraat, regs in Rawsonstraat, regs in Graystraat wat later Concordiaweg raak, tot by die finale aflaaipunt, wat 'n draai-area is regoor die Munisipale Sub-Brandweerastasie, Witlokasie en terug oor dieselfde roete.	Knysna	White Location
	U55	From Sedgfield Taxi Rank to points within the Municipality area of Sedgfield and return.	Sedgfield	Sedgfield
	P24	From taxi rank in Nelson street, Knysna along the N2 to Plettenberg Bay, turn off for Kwanokuthula, right to Shuba street drop off in Kwanokuthula taxi rank and return to Knysna with the same route no passengers to be picked up, only drop off and return back.	Knysna	Plettenberg Bay
H79	Within the residential area of Sedgfield.	Sedgfield	Sedgfield	
MBLM	858	From the Taxi Rank in Mossel Bay to points within the Municipal Area of Mossel Bay and return.	Mossely Bay	Mossel Bay
	C09	From Taxi Rank at Scholtz Street Kwanonqaba, left into Mayixhale Street, into Crotz Drive, left into Louis Fourie Drive,	Kwanonqaba	Mossel Bay

LM	Route Code	Route Description	Origin	Destination
		right into Marsh Street, right into Zietsman Street to Taxi Rank in Ernest Street Mossel Bay and return as follows: into Ernest Street, right into Matfield Street, left into Marsh Street, left into Louis Fourie Street, right into Crotz Drive, left into Thembilihle Street, into Mali Street, into Mayixhale Street, left into Scholtz Street, left into Gentswana Drive, right into Bantom Street, right into Scholtz Street to Taxi Rank in Kwanonqwaba.		
	T97	From Greenhaven bus stop in Amy Searle Road, Great Brakriver, right into Long Street, right in R102, left in Charles Keen Street, left in Robertson Street into Tergniet residential area and back in Robertson Street via Impala Road, left in R102, right towards Little Brakriver via R102, left in Louis Fourie Road, left in Marsh Street, right in Church Street, left in Montague Street, left in Powrie Street to parking area at rear of Taxi Rank in Ernest Robinson Street, Mossel Bay to drop-off and load passengers and continue back along the same route.	Great Brakriver	Mossel Bay
	X40	From Plettenberg Bay Taxi Rank, turn right into Marine Drive, left onto N2, proceed via Knysna, via Sedgefield, via Wilderness, via George, left off N2 to Langeberg Mall, turn right and proceed to Mosselbay Taxi Rank and return along the same route.	Plettenberg Bay	Mossel Bay
	X42	From Brandwacht Valley onto the R328, right into Mandela Street at Sonskyn Valley dropping off passengers. Back onto the R328 connecting to the R102 dropping off at Hartenbos. Onto Louis Fourie Road, drop off at Langeberg Mall, left in George Road dropping off at SAPS, right into Church Street, right into Marsh Street, left at slipway onto Louis Fourie Road, dropping off at Heiderand Mall, straight on Louis Fourie Road, turn right at Mayixhale Street to Highway Park and travel the same route back only pick up passengers residing or on visit to Brandwacht.	Brandwacht	Mossel Bay
	866	Vanaf Taxi Staanplek te Hoofstraat Riversdal na punte geleë binne die Munisipale Gebied van Riversdal en terug oor dieselfde roete.	Riversdale	Riversdale
	N48	From Riversdale taxi rank into Michael street, left in Van den Berg, right into Heidelberg street, left into N2 via Albertinia, Mosselbay via Groot Brak, left in York street, right in Mark street, left Cradock street, left into taxi rank George, drop off only and back to Riversdale with N2 on the same route.	Riversdale	George
	T98	From Taxi Rank situated in Mitchell Street, Riversdale, right into Main Road, left into Van der Berg Street, continue on in Grosskof Street, left into Heese Street continue on in Aalwyn Street, directly into Buitekant Street, left in Garcia Street, right into Uitsig Street, left into Vygie Avenue Aloeridge and return along the same route.	Riversdale	Riversdale
	N47	From the taxi rank in Kwanokuthula Barracuda street across N2 Heidelberg Way, left in Van Den Berg street right into Michael street, straight into Riversdale taxi rank and back to Kwanokuthula along the same route.	Riversdale	Riversdale
	L13	From taxi rank situated in Church street in Riversdale left into Main road left into Van Der Berg street, continue on in Grosskof street, left into Heese street continue on in Aalwyn laan, directly into Buitekant street, left in Garcia laan right into Uitsig laan left into Vygelaan Aloeridge and return.	Riversdale	Riversdale
	L14	From taxi rank situated in Church street Riversdale left into Main road left into Van Der Berg street along Grosskof street right into Heese street left into Petersen street right into Roulenheimer street left into Versveld street, Left into Varkievisser street right into Maanligstreet right into Sonskyn Street left into Panorama street Morestond and return.	Riversdale	Riversdale
	T94	From Taxi Rank in Mitchell Street Riversdale, right into Main Road, left into Van der Berg Street, continue on in Grosskof Street, right into Heese Street, left into Petersen Street, right into Raubenheimer Street, left into Versveld Street, right into Varkevisser Street, left into Maanlig Street, right into Sonskyn Street and left into Panorama Street, Morestond and return along the same route.	Riversdale	Riversdale
OLM	D58	Vanaf Taxi Staanplek te Unie Plein Oudtshoorn, regs in Adderleystraat, links in Voortrekkerweg, in N12 na Dysveldorp,	Oudtshoorn	Dysveldorp

LM	Route Code	Route Description	Origin	Destination
		regs in Dysselsweg, langs Dysselsweg tot by Gemeenskapsaal te Dysselsdorp en terug oor dieselfde roete.		
	695	Vanaf Taxi Staanplek te Unie Plein Oudtshoorn, in Bondstraat, in Adderleystraat, in St Saviourstraat, in Baron Van Rheedestraat, in Noordstraat, in Parkweg Noord, oor Voortrekkerweg, in Parkweg Suid, in Rademeyerstraat, oor Langenhovenweg, in Dassieweg, in 12de Laan, om sirkel in Zebraweg, in Arnold De Jager Rylaan Oudtshoorn Noord en terug soos volg: in Petunialaan, in Zebraweg, in Duiflaan, om Bridgeton sirkel, in Impalaweg, in Poplarstraat, in Jacobsonstraat, in Quarrystraat, in Jonesstraat, in Meulstraat, in Adderleystraat, in Bondstraat, in Taxi Staanplek te Unie Plein Oudtshoorn.	Oudtshoorn	Oudtshoorn North
	696	Vanaf Taxi Staanplek te Unie Plein Oudtshoorn, in Bondstraat, in Adderleystraat, in Voortrekkerweg, in Heunisstraat, in 5de Laan, in Arnold de Jager Rylaan, in Petunialaan, in Weyerslaan, in Stuurmanstraat, in Arnold De Jager Rylaan, in Syabongastraat, in New Look Oudtshoorn Noord en terug soos volg: in 8ste Laan, in 18de Laan, in Zebraweg, in Duiflaan, in Impalaweg, in Poplarstraat, in Jacobsonstraat, in Voortrekkerweg, in Adderleystraat, in Bondstraat, in Taxi Staanplek te Unie Plein Oudtshoorn.	Oudtshoorn	Oudtshoorn North
	976	Vanaf Taxi Staanplek te Unie Plein Bondstraat Oudtshoorn, in Adderleystraat, in Voortrekkerweg, in Jacobsonstraat, in Poplarstraat, in Impalaweg, in Duiflaan, in Zebraweg, in Petunialaan, in Weyerslaan, in Stuurmansstraat, in Arnold De Jager Rylaan, in 20ste Laan, in Newlook Oudtshoorn Noord en terug soos volg: in Dassieweg, in 17de Laan, in Grysboklaan, in zebraweg, in Springbokweg, in Voortrekkerweg, in Hoofstraat, in Kerkstraat, in Adderleystraat, in Bondstraat, na Taxi Staanplek te Unie Plein Oudtshoorn.	Oudtshoorn	Oudtshoorn North
	781	Vanaf Taxi Staanplek te Unie Plein Oudtshoorn na punte geleë binne die Munisipale Gebied van Oudtshoorn en terug op die voorwaarde dat hierdie vervoer op hierdie roete slegs tussen die volgende tye mag plaasvind: 1. Maandae tot Donderdae tussen 1) 08h30 en 12h00, 2) 14h00 en 16h30 en 3) 17h30 en 07h30. 2. Vrydae 08h30 tot Maandae 07h00.	Oudtshoorn	Oudtshoorn North
KLLM	E65	Vanaf Hoofstraat Zoar, regs in Grond Pad na Bruintjieshoogte, terug in Grond Pad, regs in Hoofstraat Zoar na Woongebied Piketberg, links by Droëvlei Kruising na Amalienstein na Uitbreiding Protea Park, in Protealaan, terug in Hoofstraat tot by R62, in R62 in rigting van Ladismith, regs in Nissenville Pad, in Septemberstraat, in Van Riebeeckstraat, in Kerkstraat tot by Hospitaal, terug en in Nissenstraat tot by Plaas Radyn Ladismith en terug met R62 na Zoar.	Zoar	Ladismith
	N49	Vanaf taxi staanplek in Koningstraat, regs in van Riebeeckstraat, regs in van Eycklaan, links in Septemberstraat, links in Aysleystraat, links in du Preezstraat, om tot in Raubenheimerstraat, regs in Le Rouxstraat, links in Goldinglaan, regs in Kannemeyerstraat, regs in Bellstraat, links in Stoffelstraat, tot in Fouriestraat, regs in van Riebeeckstraat, regs in Peceurstraat, links in Davidstraat, om tot in Booyenstraat, regs in Weymarstraat, links in Peceurstraat, links in Mossiestraat, links in Januariestraat, regs in Pedrostraat, regs in Jonathanstraat, links in Peceurstraat, regs in van Riebeeckstraat, links in Raubenheimerstraat, regs in Dr Blythstraat, regs in van Eycklaan, links in van Riebeeckstraat, by Koningstraat links in tot by taxi staanplek.	Ladismith	Ladismith
	694	Vanaf Hoofstraat Zoar na Droëvlei, Amalienstein, Nuwe Uitbreiding, terug na Zoar, deur Karoolande, sluit aan by R62, langs R62 (Oudtshoorn- Ladismith Pad), links tot by Nelsaansluiting, regs deur Hoeko Valle, sluit weer aan by R62, langs R62 tot by Taxi Staanplek te Koningstraat Ladismith en terug oor dieselfde roete.	Zoar	Ladismith

3.3.3 Routes as identified by ranking facility

The routes that were identified per facility is listed in Table 3-6. The route distances and trip times were obtained using Google Maps. The average vehicle speed was calculated according to this. Spot checks were done to ensure accuracy, by driving the physical routes. This data was compared to the data obtained via Google Maps, and it was concluded that the Google Maps data is accurate.

Table 3-6: Routes as identified per facility (Table 6 as per minimum requirements)

			Origin Rank	Destination Rank					
LM	Mode	Town	Name	Name	Route Codes	Typical Route Distance (km)	Average Vehicle Speed (km/h)	Trip Time One-Way (min)	Turn Around Cycle (min)
BLM	MBT	Plettenberg Bay	Plettenberg Bay Rank	Crags	758	23.4	64	22	44
	MBT	Plettenberg Bay	Plettenberg Bay Rank	Plettenberg Bay	776, 777	0.75	23	2	4
	MBT	Plettenberg Bay	Plettenberg Bay Rank	Kranshoek	901	12	36	20	40
	MBT	Plettenberg Bay	Plettenberg Bay Rank	Kwanokuthula	776	8	28	17	34
	MBT	Plettenberg Bay	Plettenberg Bay Rank	New Horizons	724	5	21	14	28
	MBT	Plettenberg Bay	Plettenberg Bay Rank	Wittedrift	735, D69	13.7	59	14	28
	MBT	Plettenberg Bay	New Horizons	Plettenberg Bay	837, Y28	5	21	14	28
	MBT	Plettenberg Bay	New Horizons	Kwanokuthula	776, 777	4.2	32	8	16
	MBT	Plettenberg Bay	Kwanokuthula	Plettenberg Bay	777	8	28	17	34
KLM	MBT	Knysna	Knysna Rank	Belvedere	N72	8.5	46	11	22
	MBT	Knysna	Knysna Rank	Concordia	998	8	25	19	38
	MBT	Knysna	Knysna Rank	Brenton	N72	13.8	49	17	34
	MBT	Knysna	Knysna Rank	George	P10	62.6	71	53	106
	MBT	Knysna	Knysna Rank	Hornlee	996	7	30	14	28
	MBT	Knysna	Knysna Rank	Nekkies	997	7	23	18	36
	MBT	Knysna	Knysna Rank	Belvedere	W85, P24	35	50	42	84

			Origin Rank	Destination Rank					
LM	Mode	Town	Name	Name	Route Codes	Typical Route Distance (km)	Average Vehicle Speed (km/h)	Trip Time One-Way (min)	Turn Around Cycle (min)
	MBT	Knysna	Knysna Rank	Rheenendal	869	26	37	42	84
	MBT	Knysna	Knysna Rank	White Location	H81	4	18	13	26
	MBT	Knysna	Hornlee	Knysna	996	4.5	34	8	16
	MBT	Knysna	White Location	Knysna	H81	3.3	28	7	14
	MBT	Sedgefield	Sedgefield Rank	Sedgefield	U55, H79	0.9	27	2	4
MBLM	MBT	Mossel Bay	Mossel Bay Rank	Asla	858	6.4	38	10	20
	MBT	Mossel Bay	Mossel Bay Rank	Mossel Bay	858	6.6	33	12	24
	MBT	Mossel Bay	Mossel Bay Rank	Kwanonqaba	C09	10	30	20	40
	MBT	Mossel Bay	Asla	Langeberg Mall	X40, X42	9.5	48	12	24
	MBT	Mossel Bay	Asla	Mossel Bay	858	1	20	3	6
	MBT	Mossel Bay	Kwanonqaba	Langeberg Mall	X40, X42	8.9	53	10	20
	MBT	Mossel Bay	Kwanonqaba	Mossel Bay	C09	2	20	6	12
	MBT	Mossel Bay	Shoprite	Asla	858	0.9	27	2	4
	MBT	Mossel Bay	Shoprite	Langeberg Mall	X40, X42	5	30	10	20
	MBT	Mossel Bay	Shoprite	Kwanonqaba	C09	1.5	23	4	8
	MBT	Mossel Bay	Shoprite	Mossel Bay	858	1.5	23	4	8
	MBT	Mossel Bay	Langeberg Mall	Asla	X40, X42	8.3	50	10	20
	MBT	Mossel Bay	Langeberg Mall	Kwanonqaba	858	4.3	26	10	20
	MBT	Mossel Bay	Langeberg Mall	Hartenbos	T97	4.5	34	8	16
MBT	Mossel Bay	Langeberg Mall	Mossel Bay	X40, X42	4.7	26	11	22	
HLM	MBT	Riversdale	Riversdale Rank	Riversdale	866, T98, N47, L13, L14, T94	1.6	19	5	10

			Origin Rank	Destination Rank					
LM	Mode	Town	Name	Name	Route Codes	Typical Route Distance (km)	Average Vehicle Speed (km/h)	Trip Time One-Way (min)	Turn Around Cycle (min)
	MBT	Riversdale	Riversdale Rank	Kwanongqaba	N48	87.2	92	57	114
	MBT	Riversdale	Riversdale Rank	Cheaper 4U	866, T98, N47, L13, L14, T94	0.2	12	1	2
	MBT	Riversdale	Cheaper 4U	Riversdale	866, T98, N47, L13, L14, T94	1.6	24	4	8
OLM	MBT	Oudtshoorn	Oudtshoorn Rank	Dysseldorp	D58	21.2	58	22	44
	MBT	Oudtshoorn	Oudtshoorn Rank	Oudtshoorn North	695, 696, 976, 781	2.2	33	4	8
KLLM	MBT	Ladismith	Ladismith Rank	Zoar	694, E65	18.9	81	14	28
	MBT	Ladismith	Ladismith Rank	Ladismith	N49	1.9	19	6	12

3.3.4 Rank utilisation of loading facilities

LM	Town	Facility							No. of Bays	Utilisation			% Utilisation
		Code	Facility Name	Physical Location		Mode	Type of Service	Loading/holding area		Days of Max Utilisation	Max No. of Vehicles	Time of Max. Utilisation	
				Longitude	Latitude								
BLM	MBT	Plettenberg Bay	Plettenberg Bay Rank	-34.055862°	23.369856°	MBT	Commuter	Combined	46	Weekday	32	3:30:00 PM	70%
	MBT	Plettenberg Bay	New Horizons	-34.050343°	23.340960°	MBT	Commuter	Combined	15	Weekday	4	7:15:00 AM	27%
	MBT	Plettenberg Bay	Kwanokuthula	-34.052984°	23.318295°	MBT	Commuter	Combined	56	Weekday	12	7:45:00 AM	21%
KLM	MBT	Knysna	Knysna Rank	-34.036117°	23.047040°	MBT	Commuter	Combined	42	Weekday	52	4:00:00 PM	124%
	MBT	Knysna	Hornlee	-34.045470°	23.091891°	MBT	Commuter	Combined	N/A*	Weekday	5	3:45:00 PM	N/A*
	MBT	Knysna	White Location	-34.028711°	23.072967°	MBT	Commuter	Combined	N/A*	Weekday	13	3:45:00 PM	N/A*
	MBT	Sedgefield	Sedgefield Rank	-34.018536°	22.815204°	MBT	Commuter	Combined	14	Weekday	2	1:30:00 PM	14%
MBLM	MBT	Mossel Bay	Mossel Bay Rank	-34.183308°	22.143984°	MBT	Commuter	Combined	40	Weekday	6	5:30:00 AM	15%
	MBT	Mossel Bay	Asla	-34.179564°	22.079936°	MBT	Commuter	Combined	10	Weekday	14	7:30:00 AM	140%
	MBT	Mossel Bay	Kwanonqaba	-34.179424°	22.069221°	MBT	Commuter	Combined	N/A*	Weekday	6	7:30:00 AM	N/A*
	MBT	Mossel Bay	Shoprite	-34.180140°	22.089496°	MBT	Commuter	Combined	N/A*	Weekday	5	8:15:00 AM	N/A*
	MBT	Mossel Bay	Langeberg Mall	-34.146865°	22.104073°	MBT	Commuter	Combined	20	Weekday	8	4:45:00 PM	40%
HLM	MBT	Riversdale	Riversdale Rank	-34.091415°	21.259501°	MBT	Commuter	Combined	7	Weekday	8	4:00:00 PM	114%
	MBT	Riversdale	Cheaper 4U	-34.092387°	21.260762°	MBT	Commuter	Combined	N/A*	Saturday	7	11:15:00 AM	N/A*
OLM	MBT	Oudtshoorn	Oudtshoorn Rank	-33.589785°	22.206593°	MBT	Commuter	Combined	40	Weekday	11	4:45:00 PM	28%
KLLM	MBT	Ladismith	Ladismith Rank	-33.494515°	21.266706°	MBT	Commuter	Combined	8	Saturday	3	10:45:00 AM	38%

*Informal rank without a specified number of bays

A number of the facilities are over-occupied, with an utilisation of over 100%. However, the larger ranks have sufficient spare capacity. There were notable issues with the Plettenberg bay, Mossel Bay Asla Park and Knysna ranks and the Riversdale rank. The Riverdale Rank is small and requires only one additional loading are. However, the Knysna Rank is large and is far over capacity. Additional, infrastructure is required for this rank.

The Plettenberg bay ranks operate by transporting passengers to the Kwanokuthula for no fee, then from there the taxis transport the passengers to the Town Rank. The Plettenberg bay taxis hold at the rank in off peak and at the beach front.

The major rank in Oudsthoorn seems to operate under capacity however, from the investigation and discussions with the 5 associations, it was evident that during the AM periods, the taxis collect passengers from the taxi stops, homes, etc and drop them off at their places of work. Once the peak period is over, they return to the rank and hold there until the PM peak. During the holding period the taxi rank is over filled.

From the discussions with the taxi industry and associations in the Garden Route DM, it was evident that the major ranks size is a concern. In addition, the associations voiced their concerns over the current long-distance licences between Cape Town and the Eastern Cape. They indicated that currently the CT and EC taxis are allowed to transport passengers from Cape Town and the EC to the GRDM and passengers from the GRDM to CT and the EC. However, the GRDM based operators are not afforded the same opportunities for long distance routes. This issue has previously been raised in the Overberg and Central Karoo District Municipalities CPTR investigations during 2018. As a result, this issue seems to be evident throughout the Western Cape Province.

3.3.5 Service Capacity and Capacity Utilisation of routes

Table 3-7 and Table 3-8 Lists the routes per LM, and described them according to the following criteria:

- Origin and destination;
- Route code;
- Period of highest utilization;
- No. of departures during this period;
- Total capacity of departing vehicles;
- No. of passengers utilizing this service, during the period;
- Utilisation of available seats, in a percentage value.

The results below indicate that the majority of the routes are operating at capacity and or are exceeding the capacity.

3.3.6 Service Capacity and Capacity Utilisation of routes

Table 3-7: Service capacity and capacity utilisation of routes - specified peak hour (Weekday) (Table 8 as per minimum requirements)

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Plettenberg Bay	Plettenberg Bay Rank	758	Crags	14:30-15:30	1	15	15	100%
Plettenberg Bay	Plettenberg Bay Rank	776, 777	Plettenberg Bay	07:30-08:30	40	503	420	83%
Plettenberg Bay	Plettenberg Bay Rank	901	Kranshoek	15:00-16:00	15	215	214	100%
Plettenberg Bay	Plettenberg Bay Rank	776	Kwanokuthula	15:30-16:30	29	419	419	100%
Plettenberg Bay	Plettenberg Bay Rank	724	New Horizons	16:00-17:00	19	287	287	100%
Plettenberg Bay	Plettenberg Bay Rank	735, D69	Wittedrift	16:30-17:30	5	75	75	100%
Plettenberg Bay	New Horizons	837, Y28	Plettenberg Bay	07:00-08:00	10	150	123	82%
Plettenberg Bay	New Horizons	776, 777	Kwanokuthula	06:30-07:30	2	30	30	100%
Plettenberg Bay	Kwanokuthula	777	Town	07:00-08:00	17	236	236	100%
Knysna	Knysna Rank	N72	Belvidere	07:00-08:00	2	32	30	94%
Knysna	Knysna Rank	998	Concordia	15:30-16:30	48	768	720	94%
Knysna	Knysna Rank	N72	Brenton	07:00-08:00	4	64	60	94%
Knysna	Knysna Rank	P10	George	Route not operational on weekday				
Knysna	Knysna Rank	996	Hornlee	17:00-18:00	12	174	172	99%
Knysna	Knysna Rank	997	Nekkies	16:30-17:30	40	637	583	92%
Knysna	Knysna Rank	W85, P24	Plettenberg Bay	15:30-16:30	3	48	45	94%
Knysna	Knysna Rank	869	Rheenendal	07:00-08:00	5	80	75	94%
Knysna	Knysna Rank	H81	White Location	17:00-18:00	32	471	459	97%
Knysna	Hornlee	996	Knysna	16:30-17:30	10	135	135	100%
Knysna	White Location	H81	Knysna	15:30-16:30	21	294	31	11%

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Sedgefield	Sedgefield Rank	U55, H79	Sedgefield	11:30-12:30	9	125	125	100%
Mossel Bay	Mossel Bay Rank	858	Asla	16:30-17:30	4	60	56	93%
Mossel Bay	Mossel Bay Rank	858	Mossel Bay	15:30-16:30	7	105	105	100%
Mossel Bay	Mossel Bay Rank	C09	Kwanonqaba	17:00-18:00	7	105	104	99%
Mossel Bay	Asla	X40, X42	Langeberg Mall	07:00-08:00	17	255	255	100%
Mossel Bay	Asla	858	Mossel Bay	07:00-08:00	23	345	345	100%
Mossel Bay	Kwanonqaba	X40, X42	Langeberg Mall	07:30-08:30	8	120	116	97%
Mossel Bay	Kwanonqaba	C09	Mossel Bay	07:00-08:00	8	120	118	98%
Mossel Bay	Shoprite	858	Asla	15:00-16:00	6	90	90	100%
Mossel Bay	Shoprite	X40, X42	Langeberg Mall	08:00-09:00	5	75	69	92%
Mossel Bay	Shoprite	C09	Kwanonqaba	16:00-17:00	4	60	58	97%
Mossel Bay	Shoprite	858	Mossel Bay	07:30-08:30	13	195	189	97%
Mossel Bay	Langeberg Mall	X40, X42	Asla	16:30-17:30	10	142	142	100%
Mossel Bay	Langeberg Mall	858	Kwanonqaba	17:00-18:00	5	75	75	100%
Mossel Bay	Langeberg Mall	T97	Hartenbos	15:00-16:00	1	15	15	100%
Mossel Bay	Langeberg Mall	X40, X42	Mossel Bay	15:00-16:00	7	105	105	100%
Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Riversdale	16:00-17:00	24	107	91	85%
Riversdale	Riversdale Rank	N48	Kwanonqaba	Route not operational on weekday				
Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Cheaper 4U	16:30-17:30	23	133	116	87%
Riversdale	Cheaper 4U	866, T98, N47, L13, L14, T94	Riversdale	16:30-17:30	23	133	116	87%
Oudtshoorn	Oudtshoorn Rank	D58	Dysseldorp	15:30-16:30	6	90	90	100%
Oudtshoorn	Oudtshoorn Rank	695, 696, 976, 781	Oudtshoorn North	16:00-17:00	23	345	335	97%

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Ladismith	Ladismith Rank	694, E65	Zoar	14:30-15:30	1	15	4	27%
Ladismith	Ladismith Rank	N49	Ladismith	Route not operational on weekday				

Table 3-8: Service capacity and capacity utilisation of routes - specific peak hour (Saturday) (Table 8 as per minimum requirements)

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Plettenberg Bay	Plettenberg Bay Rank	758	Crags	11:30-12:30	3	44	44	100%
Plettenberg Bay	Plettenberg Bay Rank	776, 777	Plettenberg Bay	09:30-10:30	12	154	132	86%
Plettenberg Bay	Plettenberg Bay Rank	901	Kranshoek	13:00-14:00	19	285	285	100%
Plettenberg Bay	Plettenberg Bay Rank	776	Kwanokuthula	11:30-12:30	10	141	142	101%
Plettenberg Bay	Plettenberg Bay Rank	724	New Horizons	13:30-14:30	7	106	76	72%
Plettenberg Bay	Plettenberg Bay Rank	735, D69	Wittedrift	09:30-10:30	2	15	15	100%
Plettenberg Bay	New Horizons	837, Y28	Plettenberg Bay	09:00-10:00	4	59	49	83%
Plettenberg Bay	New Horizons	776, 777	Kwanokuthula	13:00-14:00	3	34	34	100%
Plettenberg Bay	Kwanokuthula	777	Town	08:00-09:00	8	110	110	100%
Knysna	Knysna Rank	N72	Belvidere	Route not operational on Saturday				
Knysna	Knysna Rank	998	Concordia	10:00-11:00	6	90	90	100%
Knysna	Knysna Rank	N72	Brenton	Route not operational on Saturday				
Knysna	Knysna Rank	P10	George	12:30-13:30	3	18	15	83%
Knysna	Knysna Rank	996	Hornlee	11:30-12:30	9	125	125	100%
Knysna	Knysna Rank	997	Nekkies	12:30-13:30	12	180	180	100%
Knysna	Knysna Rank	W85, P24	Plettenberg	12:30-13:30	4	60	60	100%

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Knysna	Knysna Rank	869	Rheenendal	14:00-15:00	4	60	60	100%
Knysna	Knysna Rank	H81	White Location	14:00-15:00	10	150	150	100%
Knysna	Hornlee	996	Knysna	12:30-13:30	7	99	99	100%
Knysna	White Location	H81	Knysna	Route not operational on Saturday				
Sedgefield	Sedgefield Rank	U55, H79	Sedgefield	Route not operational on Saturday				
Mossel Bay	Mossel Bay Rank	858	Asla	Route not operational on Saturday				
Mossel Bay	Mossel Bay Rank	858	Mossel Bay	13:00-14:00	19	285	281	99%
Mossel Bay	Mossel Bay Rank	C09	Kwanonqaba	09:00-10:00	1	15	13	87%
Mossel Bay	Asla	X40, X42	Langeberg Mall	07:00-08:00	8	120	120	100%
Mossel Bay	Asla	858	Mossel Bay	07:00-08:00	12	180	180	100%
Mossel Bay	Kwanonqaba	X40, X42	Langeberg Mall	07:00-08:00	6	90	88	98%
Mossel Bay	Kwanonqaba	C09	Mossel Bay	07:30-08:30	8	120	117	98%
Mossel Bay	Shoprite	858	Asla	Route not operational on Saturday				
Mossel Bay	Shoprite	X40, X42	Langeberg Mall	07:00-08:00	4	60	60	100%
Mossel Bay	Shoprite	C09	Kwanonqaba	Route not operational on Saturday				
Mossel Bay	Shoprite	858	Mossel Bay	07:00-08:00	11	165	165	100%
Mossel Bay	Langeberg Mall	X40, X42	Asla	11:30-12:30	4	54	54	100%
Mossel Bay	Langeberg Mall	858	Kwanonqaba	09:30-10:30	1	15	15	100%
Mossel Bay	Langeberg Mall	T97	Hartenbos	08:30-09:30	1	13	13	100%
Mossel Bay	Langeberg Mall	X40, X42	Mossel Bay	14:00-15:00	3	43	43	100%
Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Riversdale	11:00-12:00	20	82	80	98%
Riversdale	Riversdale Rank	N48	Kwanonqaba	11:00-12:00	2	9	7	78%

Town	Rank	Route Codes	Route Name	Period	No. of Departures	Service Capacity	No. of Pax	% Utilisation
Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Cheaper 4U	Route not operational on Saturday				
Riversdale	Cheaper 4U	866, T98, N47, L13, L14, T94	Riversdale	11:00-12:00	19	76	76	100%
Oudtshoorn	Oudtshoorn Rank	D58	Dysseldorp	Route not operational on Saturday				
Oudtshoorn	Oudtshoorn Rank	695, 696, 976, 781	Oudtshoorn North	12:30-13:30	14	210	206	98%
Ladismith	Ladismith Rank	694, E65	Zoar	10:30-11:30	4	60	55	92%
Ladismith	Ladismith Rank	N49	Ladismith	10:00-11:00	2	30	30	100%

3.3.7 Cordon and NMT Surveys

The cordon Counts as stated previously were conducted at selected locations. The cordon information was used to determine the modal split, percentage of public transport, NMT presence, estimated percentage of local trips verses long distance trips, split between modes of public transport, directional movement of passengers and split between old and new taxis.

(a) Plettenberg Bay

The cordon count for Plettenberg Bay was conducted at the N2/ Marine Way intersection. The counts we done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-9 indicated that the percentage public transport amounts to approximately 59%. However, there were a further 1800 NMT users captured during the same period. The most utilised mode of public transport is the use of taxis. While most utilised mode of transport, is light vehicles with NMT a close second.

Table 3-9: Plettenberg Bay Modal Split

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	1280	6	121	181	927	88	107
From Town	1087	9	8	198	625	62	6
Totals	2367	15	129	379	1552	150	113
% Public Transport	13,63% (vehicles) and 59% (passengers)						
Total NMT	1815						

There was 206 individual public transport vehicles captured. These vehicles collectively made 379 trips. From the 379 public transport trips captured, 58% made more than one trip in both directions, 11% made a trip during the day in both directions and 31% made 1 trip in either direction.

This resulted in the assumption that 30% of the vehicles are long distance vehicles that either originate in Plettenberg bay or are passing through from other districts and or cities. Moreover, the results indicate that approximately 70% of the capture public transport trips were used for local commuting. However, the 70% of trips was completed by only 40% of the captured vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day. This was expected as the local taxi in Plettenberg Bay operate with numerous trips to and from the ranks outside the town of Plettenberg Bay.

Table 3-10: Plettenberg Bay Public Transport Cordon Route Frequency_13_10_2018

	NO. Vehicles	Capture Both Directions more than once (Trips)	Capture Both Directions (Trips)	Capture once in a singular direction (Trips)
To Town	206	116	20	53
From Town		119	24	71
% Split		58,31	10,92	30,77

The cordon summary indicated that of the public transport captured vehicles, the majority of captured vehicles were new taxis with the majority of the taxis commuting in both directions as full. This was expected as the vehicles in both the AM and PM peaks are travelling full between the other local Ranks. Moreover, the taxis hold at the Plettenberg Bay rank and at the beach front during the day and don't travel back to the other ranks empty to hold during the off peak periods. This results in the majority of counted public transport vehicles to be observed as full.

Table 3-11: Plettenberg Bay Public Transport Cordon Summary_13_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	206	21	141	2	19	35	16	9	6	111
From Town		21	175	9	2	62	13	7	3	122

(a) Knysna

The cordon count for Knysna was conducted at the N2/ R339 intersection. The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-9 indicated that the percentage public transport vehicles amounts to approximately 28%. However, there were a further 1400 NMT users captured during the same period. The most utilised mode of public transport is the use of taxis at 807 counted trips. Again the highest used mode was light vehicles with NMT a close second.

Table 3-12: Knysna Bay Modal Split

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	1266	32	71	444	933	6	9
From Town	772	26	48	363	403	60	4
Totals	2038	58	119	807	1336	66	13
% Public Transport	28,62% (vehicles) 80,49% (passengers)						
Total NMT	1415						

Knysna was surveyed on the 19 and 20 October 2018. There was 330 individual public transport vehicles counted on the 19th and 292 vehicles on the 20th. These vehicles collectively made 840 and 811 trips on the 19th and 20th respectively. From the 840 public transport trips counted, 69% made more than one trip in both directions, 8% made a trip during the day in both directions and 22% made 1 trip in either direction.

From the 811 public transport trips counted, 74% made more than one trip in both directions, 7% made a trip during the day in both directions and 18% made 1 trip in either direction. Therefore, over the two days surveyed, approximately 72% made multiple trips, 8% made one trip in both directions and 20% made one trip in either direction.

This resulted in the assumption that 20% of the vehicles are long distance vehicles that either originate in Knysna or are passing through. Moreover, the results indicate that approximately 80% of the captured public transport trips were used for local commuting. However, the 80% of trips were completed by only 45% of the counted vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day.

Table 3-13: Knysna Public Transport Cordon Route Frequency_19_10_2018

	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	330	338	27	88
From Town		248	40	99
% Split		69,76%	7,98%	22,26%

Table 3-14: Knysna Public Transport Cordon Route Frequency_20_10_2018

	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	292	314	26	73
From Town		291	31	76
% Split		74,60%	7,03%	18,37%

The cordon summary for both the 19th and 20th indicated that of the public transport captured vehicles, the majority of captured vehicles were new taxis with the majority of the taxis commuting as empty and or quarter full.

Table 3-15: Knysna Public Transport Cordon Summary_19_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	330	14	430	4	4	262	8	27	30	127
From Town		15	337	26	11	204	91	37	15	39

Table 3-16: Knysna Public Transport Cordon Summary_20_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	292	10	396	0	0	245	11	17	27	106
From Town		8	381	2	0	123	138	89	33	12

(b) Mossel Bay

The cordon count for Mossel Bay was conducted on the Bill Geffery Way. The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were also recorded.

The results in Tables 3-17 and 3-18 indicate that the percentage public transport vehicles number to approximately 22% and 17%, counted on the 26th and 27th of October 2018. In addition, there were a further 2829 and 2269 NMT users counted during the same periods. The most utilised mode of public transport is the use of taxis at 996 and 620 counted trips respectively. The pedestrian movements are significant at over an average of 240 pedestrians per hour. This can be attributed to the location of the township Kwanonqaba and other residential zones to the industrial areas. The most utilised mode of transport in terms of vehicle numbers is again light vehicles with then NMT being a close second.

Table 3-17: Mossel Bay Modal Split_26_10_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	1823	17	55	594	1141	61	2
From Town	1578	13	65	402	1555	70	0
Totals	3401	30	120	996	2696	131	2
% Public Transport	22,56%						
Total NMT	2829						

Table 3-18: Mossel Bay Modal Split_27_10_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	1652	5	18	300	1585	50	0
From Town	1439	4	20	320	1290	44	0
Totals	3091	9	38	620	2875	94	0
% Public Transport	16,74% vehicles (59,3% passengers)						
Total NMT	2969						

Mossel Bay was surveyed on the 26th and 27th of October 2018. There was 520 individual public transport vehicles counted on the 26th and 380 vehicles on the 27th. These vehicles collectively made 1026 and 629 trips on the 26th and 27th respectively. From the 1026 public transport trips counted, 62% made more than one trip in both directions, 10% made a trip during the day in both directions and 28% made 1 trip in either direction.

From the 629 public transport trips counted, 51% made more than one trip in both directions, 13% made a trip during the day in both directions and 35% made 1 trip in either direction. Therefore over the two days surveyed, approximately 60% made multiple trips, 10% made one trip in both directions and 30% made one trip in either direction.

This resulted in the assumption that 30% of the vehicles are long distance vehicles that either originate in Mossel bay or are passing through. Moreover, the results indicate that approximately 70% of the capture public transport trips were used for local commuting. However, the 70% of trips was completed by only 43% of the counted vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day.

Table 3-19: Mossel Bay Public Transport Cordon Route Frequency_26_10_2018

	NO. Vehicles	Capture Both Directions more than once (Trips)	Capture Both Directions (Trips)	Capture once in a singular direction (Trips)
To Town	520	375	49	201
From Town		275	58	91
% Split		61,96%	10,20%	27,84%

Table 3-20: Mossel Bay Public Transport Cordon Route Frequency_27_10_2018

	NO. Vehicles	Capture Both Directions more than once (Trips)	Capture Both Directions (Trips)	Capture once in a singular direction (Trips)
To Town	380	123	52	128
From Town		198	34	91
% Split		51,28%	13,74%	34,98%

The cordon summary for both the 26th and 27th indicated that of the public transport counted vehicles, the majority of counted vehicles were new taxis with the majority of the taxis commuting frequently with full vehicles. This indicated that during the day, there is a large movement of passengers to and from Mossel Bay during most periods of the day.

Table 3-21: Mossel Bay Public Transport Cordon Summary_26_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	520	63	531	17	4	42	107	125	158	160
From Town		71	331	13	0	86	73	86	54	118

Table 3-22: Mossel Bay Public Transport Cordon Summary_27_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	380	41	259	3	0	37	53	74	67	58
From Town		88	232	4	0	113	54	40	41	79

(c) Riversdale

The cordon count for Riversdale was conducted on Van Riebeeck Street. The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-23 and 3-24 indicated that the percentage public transport amounts to approximately 13% and 9% counted on the 2nd and 3rd of November 2018. In Addition, there were a further 779 and 453 NMT users counted during the same periods. The most utilised mode of public transport is the use of taxis at 277 and 185 counted trips respectively.

Table 3-23: Riversdale Modal Split_03_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	825	23	30	117	390	43	1
From Town	1055	65	9	72	326	19	0
Totals	1880	88	39	189	716	62	1
% Public Transport	12,61% vehicles (75% passengers)						
Total NMT	779						

Table 3-24: Riversdale Modal Split_03_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	919	11	3	110	188	31	0
From Town	950	11	3	53	207	27	0
Totals	1869	22	6	163	395	58	0
% Public Transport	8,98% vehicles (59% passengers)						
Total NMT	453						

There was 67 individual public transport vehicles counted (Table 3-25 and 3-26). These vehicles collectively made 147 and 80 trips. From the 147 public transport trips counted,

71% made more than one trip in both directions, 11% made a trip during the day in both directions and 18% made 1 trip in either direction.

This resulted in the assumption that 18% of the vehicles are long distance vehicles that either originate in Riversdale or are passing through. Moreover, the results indicate that approximately 82% of the captured public transport trips were used for local commuting. However, the 82% of trips was completed by only 40% of the counted vehicles. Again, this indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day.

Table 3-25: Riversdale Public Transport Cordon Route Frequency_02_11_2018

	NO. Vehicles	Capture Both Directions more than once (Trips)	Capture Both Directions (Trips)	Capture once in a singular direction (Trips)
To Town	67	101	12	34
From Town		61	13	6
% Split		71,37	11,01	17,62

The cordon summary indicated that of the public transport counted vehicles, the majority of counted vehicles were old taxis with the majority of the taxis are commuting with a 50/50 balance between empty and full.

Table 3-26: Riversdale Public Transport Cordon Summary_02_11_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	67	96	21	22	4	67	30	28	3	18
From Town		50	21	9	1	24	6	13	7	28

(d) Oudtshoorn

The cordon count for Oudtshoorn was conducted on Voortrekker Street (N12). The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-27 and 3-28 indicated that the percentage public transport amounts to approximately 8% and 7% of vehicles counted on the 16th and 17th of November 2018. In Addition, there were a further 906 and 795 NMT users counted during the same periods. The most utilised mode of public transport is the use of taxis at 494 and 476 counted trips respectively.

Table 3-27: Oudtshoorn Modal Split_16_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	2794	8	150	207	244	44	27
From Town	2774	9	157	287	463	127	1
Totals	5568	17	307	494	707	171	28
% Public Transport	8,00% vehicles (52% passengers)						
Total NMT	906						

Table 3-28: Oudtshoorn Modal Split_17_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	3211	2	215	298	257	85	42
From Town	2604	2	46	178	350	61	0
Totals	5815	4	261	476	607	146	42
% Public Transport	7,32						
Total NMT	795						

Oudtshoorn was surveyed on the 16th and 17th of November 2018. There was 205 individual public transport vehicles counted on the 16th and 216 vehicles on the 17th. These vehicles collectively made 513 and 471 trips on the 16th and 17th respectively. From the 513 public transport trips counted, 72% made more than one trip in both directions, 7% made a trip during the day in both directions and 21% made 1 trip in either direction (Table 3-29).

From the 471 public transport trips counted, 71% made more than one trip in both directions, 8% made a trip during the day in both directions and 21% made 1 trip in either direction (Table 3-30). Therefore over the two days surveyed, approximately 71% made multiple trips, 8% made one trip in both directions and 21% made one trip in either direction.

This resulted in the assumption that 21% of the vehicles are long distance vehicles that either originate in Oudshoorn or are passing through. Moreover, the results indicate that approximately 79% of the captured public transport trips were used for local commuting. However, the 79% of trips was completed by only 50% of the counted vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day.

Table 3-29: Oudtshoorn Public Transport Cordon Route Frequency_16_11_2018

	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	216	143	24	60
From Town		226	12	48
% Split		71,93	7,02	21,05

Table 3-30: Oudtshoorn Public Transport Cordon Route Frequency_17_11_2018

	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	205	208	16	68
From Town		125	23	31
% Split		70,70	8,28	21,02

The cordon summary for both the 16th and 17th indicated that of the public transport counted vehicles, the majority of counted vehicles were new taxis with the majority of the taxis commuting with 50% of total trips as full trips.

Table 3-31: Oudtshoorn Bay Public Transport Cordon Summary_16_11_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	216	6	201	8	2	55	41	27	34	62
From Town		9	278	5	0	136	17	4	0	134

Table 3-32: Oudtshoorn Public Transport Cordon Summary_27_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	205	4	294	2	0	33	57	44	74	81
From Town		3	175	2	0	79	2	1	1	98

(e) Ladismith

The cordon count for Ladismith was conducted on Van Riebeeck Street. The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-33 and 3-34 indicated that the percentage public transport amounts to approximately 11% and 9% counted on the 9th and 10th of November 2018.

In Addition, there were a further 1766 and 1367 NMT users counted during the same periods.

The most utilised mode of public transport is the use of taxis at 220 and 143 counted trips respectively. However, the NMT mode seems to be the most preferred mode of transport for the lower income person in Ladismith. The NMT movement is high with an average of 145 NMT users per hour. This was expected as the full length of the town along Van Riebeeck Street is only 1.4km. This would result in the majority of persons walking to work and to town.

Table 3-33: Ladismith Modal Split_9_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	855	1	27	105	889	29	3
From Town	912	1	26	115	809	36	0
Totals	1767	2	53	220	1698	65	3
% Public Transport	10,87% vehicles (51,1% passengers)						
Total NMT	1766						

Table 3-34: Ladismith Modal Split_10_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	693	0	3	67	691	42	0
From Town	682	0	4	76	603	30	1
Totals	1375	0	7	143	1294	72	1
% Public Transport	9,38% vehicles (45,5% passengers)						
Total NMT	1367						

Ladismith was surveyed on the 9th and 10th of November 2018. There was 62 individual public transport vehicles counted on the 16th and 37 vehicles on the 17th. These vehicles collectively made 220 and 143 trips on the 9th and 10th respectively. From the 220 public transport trips counted, 77% made more than one trip in both directions, 6% made a trip during the day in both directions and 19% made 1 trip in either direction.

From the 143 public transport trips counted, 81% made more than one trip in both directions, 6% made a trip during the day in both directions and 12% made 1 trip in either direction. Therefore over the two days surveyed, approximately 76% made multiple trips, 6% made one trip in both directions and 18% made one trip in either direction.

This resulted in the assumption that 18% of the vehicles are long distance vehicles that either originate in Ladismith or are passing through. Moreover, the results indicate that approximately 82% of the captured public transport trips were used for local commuting. However, the 82% of trips was completed by only 47% of the counted vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day (Tables 3-35 and 3-36).

Table 3-35: Ladismith Public Transport Cordon Route Frequency_9_11_2018

Direction	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	62	81	7	16
From Town		90	7	19
% Split		77,73	6,36	15,91

Table 3-36: Ladismith Public Transport Cordon Route Frequency_10_11_2018

	NO. Vehicles	Capture Both Directions more than once (Trips)	Capture Both Directions (Trips)	Capture once in a singular direction (Trips)
To Town	37	57	5	5
From Town		61	5	12
% Split		81,38	6,90	11,72

The cordon summary for both the 9th and 10th indicated that of the public transport counted vehicles, the majority of counted vehicles were new taxis with the majority of the taxis commuting with a low percentage of total trips as full trips.

However, it was noted that during the weekday route surveys, the utilisation of the routes is only 27% of capacity. This correlates to the cordon counts below. Yet in the Saturday periods, the route utilisation is 92% and 100%. This can be attributed to the main use of public transport between Zoar and Ladismith on the weekends using the R62 as the quickest route to the Ladismith rank. This generally results in central start point with an empty vehicles and depending on the location of the last passenger, the taxi will then use the shortest route to the rank and in some cases drop the passengers off at their work place. The return trip to collect passengers will be the fastest route back with empty vehicles (Tables 3-37 to 3-38).

Table 3-37: Ladismith Bay Public Transport Cordon Summary_9_11_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	62	0	105	1	0	81	10	2	1	11
From Town		0	115	1	1	68	13	6	1	25

Table 3-38: Ladismith Public Transport Cordon Summary_10_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	37	0	67	0	0	38	19	3	0	7

From Town		0	76	0	0	48	8	7	2	10
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(a) Still Bay

The cordon count for Still Bay was conducted at the Main Rd over the bridge. The counts were done as classified counts between 6:00 and 18:00. Additionally, the public transport vehicles were captured on direction of travel, mode, condition, observed number of passengers and all public transport vehicles number plates were captured. During this process, all NMT users were recorded.

The results in Tables 3-39 and 3-40 indicated that the percentage public transport amounts to approximately 3% and 3% counted on the 9th and 10th of November 2018. In Addition, there were a further 166 and 137 NMT users counted during the same periods.

The most utilised mode of public transport is the use of taxis at 137 and 137 counted trips respectively. However, the use of buses was high for Still Bay. This was expected as many of the business have private buses that transport their staff.

Table 3-39: Still Bay Modal Split_9_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	2166	30	173	53	18	48	1
From Town	2605	19	137	84	48	38	13
Totals	4771	49	310	137	66	86	14
% Public Transport	3,53% vehicles (34,8% passengers)						
Total NMT	166						

Table 3-40: Still Bay Modal Split_10_11_2018

Direction	Vehicle Class						
	Light	Bus	Heavy	Taxi	Pedestrian	Cycling	Other
To Town	1865	31	29	40	27	33	1
From Town	2073	28	10	32	39	24	13
Totals	3938	59	39	72	66	57	14
% Public Transport	3,19% vehicles (59,0% passengers)						
Total NMT	137						

Still Bay was surveyed on the 9th and 10th of November 2018. There was 51 individual public transport vehicles counted on the 9th and 22 vehicles on the 10th. These vehicles collectively made 188 and 131 trips on the 9th and 10th respectively. From the 188 public transport trips counted, 75% made more than one trip in both directions, 9% made a trip during the day in both directions and 15% made 1 trip in either direction.

From the 143 public transport trips counted, 86% made more than one trip in both directions, 5% made a trip during the day in both directions and 9% made 1 trip in either

direction. Therefore, over the two days surveyed, approximately 81% made multiple trips, 7% made one trip in both directions and 12% made one trip in either direction.

This resulted in the assumption that 12% of the vehicles are long distance vehicles that either originate in Still Bay or are from outside the municipality. Moreover, the results indicate that approximately 88% of the capture public transport trips were used for local commuting. However, the 88% of trips was completed by only 45% of the counted vehicles. This indicated that the majority of vehicles commuting on local routes are doing so with multiple trips during the day.

Table 3-41: Still Bay Public Transport Cordon Route Frequency_9_11_2018

	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	51	59	9	17
From Town		83	8	12
% Split		75,53	9,04	15,43

Table 3-42: Still Bay Public Transport Cordon Route Frequency_10_11_2018

Direction	NO. Vehicles	Captured Both Directions more than once (Trips)	Captured Both Directions (Trips)	Captured once in a singular direction (Trips)
To Town	22	62	3	6
From Town		51	4	5
% Split		86,26	5,34	8,40

The cordon summary for both the 9th and 10th indicated that of the public transport counted vehicles, the majority of counted vehicles were new taxis and buses with the majority of the taxis commuting with a low percentage of total trips as full trips.

Table 3-43: Ladismith Bay Public Transport Cordon Summary_9_11_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	51	2	51	30	0	37	6	15	5	16
From Town		4	80	19	2	42	13	4	1	35

Table 3-44: Mossel Bay Public Transport Cordon Summary_10_10_2018

Public Transport Captured Trips										
Direction	NO. Vehicles	Old Taxi	New Taxi	Bus	Other	Empty	Quarter	Half	Three Quarter	Full
To Town	22	0	40	30	1	36	10	16	1	8
From Town		2	30	28	0	27	6	2	3	21

3.3.8 Description of Facilities

The facilities are described below for the entire Garden Route district excluding the facilities in George (Table 3-45). In total there are 10 formally developed ranks in the Garden Route DM area. The remainder of the facilities are sheltered stops, informal stops and bus stops for long distance buses. The majority of the facilities have shelters and all the major ranks have shelters, ablution facilities and electricity. The majority of the facilities are paved. Only one of the facilities is a holding facility, all other facilities are loading or combined loading and holding facilities.

Table 3-45: Description of the Facilities

LM	Facility Name	Town	Facility		Facility Type			On/off Street	Paving	Facility Code	Electricity	Roof Structure	Ablution Facilities	Offices
			Formal	Informal	Terminus for Busses	Terminus for Minibuses	Loading/holding area							
BLM	Plettenberg Bay Rank	Plettenberg Bay	x			x	Combined	off	yes	WC047 001	No	Partial	Yes	No
	New Horizons	Plettenberg Bay	x			x	Combined	off	yes	WC047 006	Yes	Yes	Yes	No
	Kwanokuthula	Plettenberg Bay	x			x	Combined	off	yes	WC047 005	Yes	Yes	Yes	No
	Plettenberg Bay Bus Stop	Plettenberg Bay	x		x		Loading	off	yes	WC047 003	Yes	No	Yes	No
	The Craigs Taxi Shelter	Kurland	x			x	Loading	on	no	WC047 009	No	No	No	No
KLM	Knysna Rank	Knysna	x				Loading	off	yes	WC048 001	Yes	Yes	Yes	No
	Sanlam Mall Bus and Taxi Rank	Nekkies		x	x	x	Combined	Off	Yes	WC048 002	No	No	No	No
	Hornlee	Knysna		x		x	Loading	Off	No	WC048 003	No	No	No	No
	White Location	Knysna		x		x	Loading	Off	No	WC048 004	No	Yes	No	No
	Knysna Rank Holding Area			x		x	Holding	On	No	WC048 005	No	No	Portable	No
	Sedgefield Rank	Sedgefield	x			x	Combined	On	Yes	WC048 007	No	No	No	No
	Sedgefield Taxi Shelter	Sedgefield	x			x	Loading	On	Yes	WC048 008	No	Yes	No	No
	Sedgefield Taxi Shelter	Sedgefield	x			x	Loading	On	Yes	WC048 009	No	Yes	No	No
	Sedgefield Taxi Shelter	Sedgefield	x			x	Loading	On	Yes	WC048 010	No	Yes	No	No
Concordia Taxi Shelter	Knysna	x			x	Loading	On	Yes	WC048 011	No	Yes	No	No	
MBLM	Mossel Bay Rank	Mossel Bay	x			x	Loading	off	Yes	WC043 006	Yes	Yes	Yes	No

	Asla Park Rank	Kwanoqaba	x		x	Combined	Off	Yes	WC043 001	Yes	Yes	Yes	No
	D Almeida Informal Collection Point	Kwanoqaba		x	x	Loading	Off	No	WC043 002	No	No	No	No
	Kwanonqaba Taxi Rank	Kwanoqaba		x	x	Combined	On	No	WC043 004	No	No	No	No
	Shoprite Informal Rank	Kwanoqaba		x	x	Loading	On	No		No	No	No	No
	Post Office	Mossel Bay		x	x	Loading	On	Yes	WC043 010	No	Yes	No	No
	Langeberg Mall Taxi Rank	Mossel Bay		x	x	Combined	Off	No	WC043 005	No	No	No	No
	Mossel Bay Bus Stop	Mossel Bay	x		x	Loading		Yes	WC043 007				
	Mossel Bay City Liner Bus Stop	Mossel Bay	x		x	Loading		Yes	WC043 009				
HLM	Riversdale Rank	Riversdale	x		x	Combined	Off	Yes	WC042 003	Yes	Yes	Yes	No
	Riversdale Bus Stop 1	Riversdale	x		x	Loading	Off	Yes	WC042 009	No	No	Yes	No
	Riversdale Bus Stop 2	Riversdale	x		x	Loading	Off	Yes	WC042 010	No	No	Yes	No
	Riversdale Bus Stop 3	Riversdale	x		x	Loading	Off	Yes	WC042 011	No	No	Yes	No
	Riversdale Bus Stop 4	Riversdale	x		x	Loading	Off	Yes	WC042 012	No	No	Yes	No
	Melkfontein Bus and Taxi Shelter	Melkhoutfontein	x		x	Loading			WC042 002	No	Yes		No
	Cheaper 4U	Riversdale	x		x	Loading	On	Yes	WC042 007	No	No	No	No
	Slangrivier Shelters	Slangrivier	x		x	Loading			WC042 004	No	Yes	No	No
	Albertina Taxi Shelter	Albertina	x		x	Loading			WC042 006	No	No	No	No
	Still Bay Taxi Shelter	Still Bay	x		x	Loading	On	Yes	WC042 005	No	Yes	No	No
	Still Bay Taxi Shelter	Still Bay	x		x	Loading	On	Yes	WC042 016	No	Yes	No	No
	Still Bay Taxi Shelter	Still Bay	x		x	Loading	On	Yes	WC042 017	No	Yes	No	No
	Still Bay Taxi Shelter	Still Bay	x		x	Loading	On	Yes	WC042 018	No	Yes	No	No
	Still Bay Taxi Shelter	Still Bay	x		x	Loading	On	Yes	WC042 019	No	Yes	No	No
	Albertina Bus Stop 1	Albertina	x		x	Loading	Off	Yes	WC042 020	No	No	Yes	No
Albertina Bus Stop 2	Albertina	x		x	Loading	Off	Yes	WC042 021	No	No	Yes	No	
Albertina Bus Stop 3	Albertina	x		x	Loading	Off	Yes	WC042 022	No	No	Yes	No	

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	Heidelberg Taxi Shelter	Heidelberg		x		x	Loading	On	No	WC042 013	No	Yes	No	No
	Heidelberg Bus Stop 1	Heidelberg	x		x		Loading	Off	Yes	WC042 014	No	No	Yes	No
	Heidelberg Bus Stop 2	Heidelberg	x		x		Loading			WC042 015	No	No	No	No
	Heidelberg Rank	Heidelberg	x			x	Combined	Off	Yes	WC042 001	Yes	Yes	Yes	No
OLM	Oudtshoorn Rank	Oudtshoorn	x			x	Combined	Off	Yes	WC045 001	Yes	Yes	Yes	Yes
	Oudtshoorn Longdistance	Oudtshoorn	x			x	Loading	Off	Yes	WC045 002	Yes	Yes	Yes	Yes
	Dysseldorp	Dysseldorp	x			x	Loading	Off	Yes	WC045 003	No	Yes	Yes	Yes
	Petunia Lane Taxi Shelter	Oudtshoorn	x			x	Loading	On	Yes	WC045 004	No	Yes	No	No
	Zebra Rd Taxi Shelter 1	Oudtshoorn	x			x	Loading	On	Yes	WC045 005	No	Yes	No	No
	Zebra Rd Taxi Shelter 2	Oudtshoorn	x			x	Loading	On	Yes	WC045 006	No	Yes	No	No
	Zebra Rd Taxi Shelter 3	Oudtshoorn	x			x	Loading	On	Yes	WC045 007	No	Yes	No	No
	Impala Road Taxi Shelter 1	Oudtshoorn	x			x	Loading	On	Yes	WC045 008	No	Yes	No	No
	Impala Road Taxi Shelter 2	Oudtshoorn	x			x	Loading	On	Yes	WC045 009	No	Yes	No	No
	Blomnek Taxi Shelter	De Rust		x		x	Loading	On	No	WC045 010	No	Yes	No	No
	Oudtshoorn Rail Station	Oudtshoorn	x				Rail			WC045 011	Yes	Yes	Yes	Yes
	City to City Bus stop	Oudtshoorn		x	x		Loading	On	Yes	WC045 012	No	No	No	No
	Intercape bus stop	Oudtshoorn		x	x		Loading	On	Yes	WC045 013	No	No	No	No
	Potgieter Bus Stop	Oudtshoorn		x	x		Loading	On	Yes	WC045 014	No	No	No	No
KLLM	Ladismith Rank	Ladismith	x			x	Combined	Off	Yes	WC041 001	Yes	Yes	Yes	Yes
	Ladismith Shelter	Ladismith		x		x	Combined	Off	Yes	WC041 002	No	No	No	No
	Zoar Shelter	Zoar	x			x	Loading	Off	Yes	WC041 003	No	Yes	No	No
	Zoar Shelter	Zoar	x			x	Loading	Off	Yes	WC041 004	No	Yes	No	No
	Zoar Sleter	Zoar	x			x	Loading	Off	Yes	WC041 005	No	Yes	No	No

The ranks are described below regarding each local municipality:

3.3.9 Bitou Local Municipality

The size of the municipal area is 992 km² with the major town being Plettenberg Bay. It is situated along the Garden Route (N2), which links the municipality to major centres, such as George, Mossel Bay and Port Elizabeth. The administrative offices are located in Plettenberg Bay. It is the easternmost municipality on the coast of the Western Cape, with its eastern edge at the Bloukrans River forming the border with the Eastern Cape. It borders on the Knysna Municipality to the west, the George Municipality to the northwest, and the Kou-Kamma Municipality to the east. The towns and hamlets in the Bitou municipal area include: Keurboomstrand, Kranshoek, Harkerville, The Craggs/ Kurland, Kwanokuthula, New Horizons, Qolweni/ Bossiesgif, Covie/ Nature's Valley, Plettenberg Bay and Wittedrift/ Green Valley.

The public transport is primarily operated by minibus taxis and long-distance buses. In a meeting with Mr S Ganga from the Plettenberg Bay traffic department, it was noted that the major taxis operating in BLM is minibuses and Avanza taxis.

Furthermore, he noted that the taxi rank in Plettenberg Bay is too small and that additional facilities are required. Moreover, he noted that the other ranks in New Horizon and Kwanokuthula numbers are growing rapidly. Nevertheless, he mentioned that the operations is going effectively and that they have monthly meetings with the taxi operators to discuss issues arising. Many minibus taxis are currently loading at Beacon Way Market Square Centrum (Figure 1).

There are three formally developed minibus taxi facilities in the Bitou Municipality. These ranks are in Plettenberg Bay, New Horizons and Kwanokuthula. The Plettenberg Bay rank is paved and in a good condition, with toilets and a steel roof over a small portion of the rank, there are bays for 46 mini-bus taxis. However, in accordance with Mr S Ganga, the rank is becoming too small (Figure 3-3). This was evident with the above 70% utilisation calculated during the investigation.

The Kwanonkuthula rank has 56 bays, is in a good condition with a steel roof structure, hawker facilities, toilets and is fenced with a lockable gate (Figure 3-2).

The New Horizons rank has 15 bays, is paved in a good condition, steel roof structure, electricity, offices, with toilet facilities in a good condition (Figure 3-4).



Figure 3-1: Beacon Way Taxi Stop



Figure 3-2: Kwanokuthula Rank



Figure 3-3: Plettenberg bay Rank



Figure 3-4: New Horizons Rank

3.3.10 Knysna Local Municipality

The Knysna Municipality covers an area of 1 109 km² between the Indian Ocean and the Outeniqua Mountains around the town of Knysna. It borders on the George Municipality to the north and west, and on the Bitou Municipality to the east and is located along the Garden Route (N2), which is the main coastal road between Cape Town and Port Elizabeth.

Knysna LM includes the main town of Knysna, which serves as the economic centre and supports the smaller rural settlements in the municipal area including Brenton-on-Sea, Buffels Bay, Rheenendal and Sedgfield.

There are two formal ranks in the Knysna Local Municipality. The Knysna Rank and the Sedgfield Rank. From the meeting with Mr Sean Maree of the Knysna Local Municipality, it was noted that the existing main rank is too small and the over spill is causing congestion in town. This was evident in the rank investigating, which concluded the rank was utilised at 124%. He made mention of the informal holding area for the town area and stated that it could be formalised. Furthermore, he stated that on the last count in the ranks, he estimated that 40% of the taxis surveyed were illegally operating.

There are two formally developed minibus taxi facilities in the Knysna Municipality located in Knysna and Sedgfield. The Knysna rank is paved and in a good condition, hawker facilities with toilets in a reasonable condition and a steel roof structure, fenced with lockable gate, electricity and there are bays for 42 MBTs. The Sedgfield rank is paved, in a good condition, has toilets and a roof structure. In addition, there is a highly utilised informal rank in Rhobololo and in Hornlee. During the discussions with the taxi industry and the during the investigations, the fact emerged that there is a formal rank in Hornlee that is currently not being utilised.



Figure 3-5: Knysna Rank



Figure 3-6: Knysna Rank



Figure 3-7: Knysna Rank



Figure 3-8: Sedgefield Rank



Figure 3-9: Rhobololo Informal Rank



Figure 3-10: Hornlee Informal Rank

3.3.11 Mossel Bay Local Municipality

The Mossel Bay municipality covers an area of 2 011 km² on the coastal plain between the Outeniqua Mountains and the Indian Ocean. It stretches from the Gourits River in the west to beyond the Great Brak River in the east. It borders on the Hessequa Municipality to the west, the Oudtshoorn Municipality to the north and the George Municipality to the east. It includes the towns and settlements of Mossel Bay, Boggoms Bay, Brandwag, Buisplaas, D'Almeida, Dana Bay, Glentana, Fraaiuitsig, Friemersheim, Great Brak River, Hartenbos, Herbertsdale, Hersham, Kwanonqaba, Little Brak River, Outeniqua Beach, Reebok, Southern Cross, Tergniet and Vlees Bay.

It is situated on the N2 approximately halfway between the coastal cities of Cape Town and Port Elizabeth.

There are two formal ranks in Mossel Bay. In accordance with Mr R Jansen, from the Mossel bay traffic department, the ranks are currently of an adequate size and the public transport situation is stable.

The Mossel Bay rank, in Zietsman St, is paved and in a good condition, with toilets in a reasonable condition and with a steel roof structure. Electricity is provided and there are bays for 40 MBTs. The Kwanonoqaba, Asla, 6707 Adriaans Ave ranks are paved ranks, with toilets, steel roof structure, electricity and bays for 28 MBTs.



Figure 3-11: Mossel Bay Rank



Figure 3-12: Asla Rank

In addition, the D'Almeida informal rank is proposed to be formalised. However, this rank only operates during the week and not on weekends. Similarly there exists an informal rank on Adriaans Ave opposite Shoprite. This is a highly utilised rank and could possibly be formalised. The 'Shoprite' informal collection point on Dyabaza Street in Kwanonqaba is proposed to become a long distance rank only. There is also an informal rank at the post office in Mossel bay and at the Landenberg Mall. These are well utilised ranks.



Figure 3-13: Langenberg Mall Rank



Figure 3-14: Post Office Rank



Figure 3-15: Shoprite Mall Informal Rank



Figure 3-16: Dálmeida Informal Rank

3.3.12 Hessequa Local Municipality

The Hessaqua municipality covers an area of 5733 km² between the Langeberg mountains and the Indian Ocean, stretching from the Breede River in the west to the Gourits River in the east. It borders on the Swellendam Municipality to the west, the Kannaland Municipality to the north, the Oudsthoorn Municipality to the northeast, and the Mossel Bay Municipality to the east.

It includes the towns and settlements of Bitouville, Gouritsmond, Albertinia, Melkhoutfontein, Stilbaai, Jongensfontein, Riversdale, Vermaaklikheid, Heidelberg, Witsand and Slangrivier.

Riversdale is the administrative centre of the municipality. Riversdale, Albertinia, Stilbaai and Heidelberg serve as the economic centres supporting the surrounding rural community. Riversdale, Albertinia and Heidelberg are situated along the N2, with Stilbaai along the coast.

There are two formally developed minibus taxi ranks in the Hessequa Municipality located in Heidelberg on Niekerk Street and in Riversdale on Mitchell Street. The Heidelberg rank is paved and in a good condition, hawker facilities, with toilets and sheltered waiting areas, electricity and there are bays for 4 MBTs. The Riversdale rank is an on-street facility with sheltered waiting areas and ablutions with marked bays for 7 MBTs.



Figure 3-17: Riversdale taxi rank



Figure 3-18: Heidelberg taxi rank

3.3.13 Oudtshoorn Local Municipality

The Oudtshoorn municipality covers an area of 3 537 km² in the Little Karoo, stretching from the Swartberg mountains in the north to the Outeniqua Mountains in the south, and from the Gamkaberg in the west to the Kammanassie Mountains in the east, it borders on the Prince Albert municipality to the north, the George municipality to the east, the Mossel Bay municipality to the south, the Hessequa municipality to the southwest and the Kannaland municipality to the west.

It includes the larger towns and settlements of Oudtshoorn, Dysveldorp and De Rust serving as economic centres, which supports the surrounding rural community, and the smaller rural settlements of Volmoed, Schoemanshoek, Spieskamp, Vlakteplaas, Grootkraal, Hoopvol and Matjiesrivier.

There are two formal ranks in the municipality. These ranks are located in Oudsthoorn, Unie Street and Dysselfors. During the discussions with the Oudsthoorn Traffic Department, they indicated that the main rank is too small and that an expansion and or new rank is required. Furthermore, Mr P.J. Jordaan indicated that the rank is a hot spot for local crime and drugs in the area. However, during the rank assessment, it was noted that the rank was operating at 27% of capacity. This however, could be attributed to the fact that the taxi associations in Oudsthoorn don't operate in the AM peak from the rank and only arrive at the rank after the AM peak period.

Nevertheless, both the local and long distance routes operate from the Oudsthoorn rank. The rank is paved and in a good condition, with toilets, public telephones, offices, electricity and sheltered waiting and loading areas and there are bays for 40 MBTs.



Figure 3-19: Oudsthoorn Rank



Figure 3-20: Oudsthoorn Rank

The rank in Dysselfdorp is unused by the taxis. Yet the rank is in a good condition, with toilets, public telephones, electricity and sheltered waiting and loading areas. Both in Oudsthoorn and in Dysselfdorp there are sheltered taxi stops.



Figure 3-21: Dysselfdorp Rank



Figure 3-22: Taxi Shelters in Dysselfdorp

3.3.14 Kannaland Local Municipality

The Kannaland municipality covers an area of 4 758 km² in the Little Karoo, stretching from the Swartberg mountains in the north to the Langeberg in the south, and from the Anysberg in the west to the Gamkaberg in the east. It borders on the Laingsburg and Prince Albert municipalities to the north, the Oudtshoorn municipality to the east, the Hessequa municipality to the south and the Swellendam and Langeberg municipalities to the west. The Kannaland municipality is situated along the famous tourism route, the R62 and is linked by surfaced roads to all other major centres in the immediate vicinity, such as Oudtshoorn, Montagu, George, Mossel Bay and Port Elizabeth.

Both the main administrative offices of the Kannaland LM are located in Ladismith, with satellite offices in Calitzdorp, Van Wyksdorp and Zoar.

There is one formally developed minibus taxi rank in the Kannaland Municipality located in Ladismith on Queen Street. The Ladismith rank is paved and in a good condition, with a steel roof structure, public toilets, offices and electricity and there are bays for 8 MBTs. There are taxi stops in Zoar that all have shelters.



Figure 3-23: Ladismith Rank



Figure 3-24: Bus Shelter in Zoar

3.3.15 Passenger Waiting Times

The average passenger waiting times for each route, per day of the week, is given in Table 3-46 and Table 3-47. These waiting times given are an indication of the service quality of the route. The average waiting time is given as half of the average headway (min) during the peak hour.

Table 3-46: Passenger and vehicle waiting times - peak hour (Weekday) (Table 11 as per minimum requirements)

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Plettenberg Bay	Plettenberg Bay Rank	758	Crags	14:30-15:30	15	1	9	R18
	Plettenberg Bay	Plettenberg Bay Rank	776, 777	Plettenberg Bay	07:30-08:30	420	40	4	R7
	Plettenberg Bay	Plettenberg Bay Rank	901	Kranshoek	15:00-16:00	214	15	9	R15
	Plettenberg Bay	Plettenberg Bay Rank	776	Kwanokuthula	15:30-16:30	419	29	8	R12
	Plettenberg Bay	Plettenberg Bay Rank	724	New Horizons	16:00-17:00	287	19	13	R7
	Plettenberg Bay	Plettenberg Bay Rank	735, D69	Wittedrift	16:30-17:30	75	5	16	R15
	Plettenberg Bay	New Horizons	837, Y28	Plettenberg Bay	07:00-08:00	123	10	10	R7
	Plettenberg Bay	New Horizons	776, 777	Kwanokuthula	06:30-07:30	30	2	6	R20
	Plettenberg Bay	Kwanokuthula	777	Plettenberg Bay	07:00-08:00	236	17	4	R10
KLM	Knysna	Knysna Rank	N72	Belvidere	07:00-08:00	30	2	2	R15
	Knysna	Knysna Rank	998	Concordia	15:30-16:30	720	48	4	R10
	Knysna	Knysna Rank	N72	Brenton	07:00-08:00	60	4	8	R15
	Knysna	Knysna Rank	P10	George	Route not operational on weekday				
	Knysna	Knysna Rank	996	Hornlee	17:00-18:00	172	12	5	R10
	Knysna	Knysna Rank	997	Nekkies	16:30-17:30	583	40	3	R10
	Knysna	Knysna Rank	W85, P24	Plettenberg Bay	15:30-16:30	45	3	24	R20
	Knysna	Knysna Rank	869	Rheenendal	07:00-08:00	75	5	14	R17
	Knysna	Knysna Rank	H81	White Location	17:00-18:00	459	32	4	R10
	Knysna	Hornlee	996	Knysna	16:30-17:30	135	10	7	R10
Knysna	White Location	H81	Knysna	15:30-16:30	31	21	2	R10	

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Sedgefield	Sedgefield Rank	U55, H79	Sedgefield	13:00-14:00	40	4	15	R12
MBLM	Mossel Bay	Mossel Bay Rank	858	Asla	16:30-17:30	56	4	18	R12
	Mossel Bay	Mossel Bay Rank	858	Mossel Bay	15:30-16:30	105	7	13	R12
	Mossel Bay	Mossel Bay Rank	C09	Kwanonqaba	17:00-18:00	104	7	10	R12
	Mossel Bay	Asla	X40, X42	Langeberg Mall	07:00-08:00	255	17	6	R12
	Mossel Bay	Asla	858	Mossel Bay	07:00-08:00	345	23	4	R12
	Mossel Bay	Kwanonqaba	X40, X42	Langeberg Mall	07:30-08:30	116	8	10	R12
	Mossel Bay	Kwanonqaba	C09	Mossel Bay	07:00-08:00	118	8	16	R12
	Mossel Bay	Shoprite	858	Asla	15:00-16:00	90	6	7	R12
	Mossel Bay	Shoprite	X40, X42	Langeberg Mall	08:00-09:00	69	5	13	R12
	Mossel Bay	Shoprite	C09	Kwanonqaba	16:00-17:00	58	4	16	R12
	Mossel Bay	Shoprite	858	Mossel Bay	07:30-08:30	189	13	6	R12
	Mossel Bay	Langeberg Mall	X40, X42	Asla	16:30-17:30	142	10	10	R12
	Mossel Bay	Langeberg Mall	858	Kwanonqaba	17:00-18:00	75	5	13	R12
	Mossel Bay	Langeberg Mall	T97	Hartenbos	15:00-16:00	15	1	30	R12
	Mossel Bay	Langeberg Mall	X40, X42	Mossel Bay	16:00-17:00	43	3	25	R12
HLM	Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Riversdale	16:00-17:00	91	24	3	R15
	Riversdale	Riversdale Rank	N48	Kwanonqaba	Route not operational on weekday				
	Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Cheaper 4U	17:00-18:00	0	1	30	R15
	Riversdale	Cheaper 4U	866, T98, N47, L13, L14, T94	Riversdale	16:30-17:30	116	23	3	R15
OLM	Oudtshoorn	Oudtshoorn Rank	D58	Dysseldorp	15:30-16:30	90	6	9	R20

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Oudtshoorn	Oudtshoorn Rank	695, 696, 976, 781	Oudtshoorn North	16:00-17:00	335	23	6	R10
KLLM	Ladismith	Ladismith Rank	694, E65	Zoar	14:30-15:30	4	1	30	R25
	Ladismith	Ladismith Rank	N49	Ladismith	Route not operational on weekday				

Table 3-47: Passenger and vehicle waiting times - peak hour (Saturday) (Table 11 as per minimum requirements)

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Plettenberg Bay	Plettenberg Bay Rank	758	Crags	11:30-12:30	44	3	30	R10
	Plettenberg Bay	Plettenberg Bay Rank	776, 777	Plettenberg Bay	09:30-10:30	132	12	13	R10
	Plettenberg Bay	Plettenberg Bay Rank	901	Kranshoek	13:00-14:00	285	19	11	R10
	Plettenberg Bay	Plettenberg Bay Rank	776	Kwanokuthula	11:30-12:30	142	10	22	R10
	Plettenberg Bay	Plettenberg Bay Rank	724	New Horizons	13:30-14:30	76	7	17	R10
	Plettenberg Bay	Plettenberg Bay Rank	735, D69	Wittedrift	09:30-10:30	15	2	30	R10
	Plettenberg Bay	New Horizons	837, Y28	Plettenberg Bay	09:00-10:00	49	4	23	R7
	Plettenberg Bay	New Horizons	776, 777	Kwanokuthula	13:00-14:00	34	3	26	R12
	Plettenberg Bay	Kwanokuthula	777	Plettenberg Bay	08:00-09:00	110	8	8	R10
KLM	Knysna	Knysna Rank	N72	Belvidere	Route not operational on Saturday				
	Knysna	Knysna Rank	998	Concordia	10:00-11:00	90	6	9	R12
	Knysna	Knysna Rank	N72	Brenton	Route not operational on Saturday				
	Knysna	Knysna Rank	P10	George	12:30-13:30	15	3	12	R50
	Knysna	Knysna Rank	996	Hornlee	11:30-12:30	125	9	18	R10

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Knysna	Knysna Rank	997	Nekkies	12:30-13:30	180	12	7	R10
	Knysna	Knysna Rank	W85, P24	Plettenberg Bay	12:30-13:30	60	4	22	R20
	Knysna	Knysna Rank	869	Rheenendal	14:00-15:00	60	4	17	R17
	Knysna	Knysna Rank	H81	White Location	14:00-15:00	150	10	8	R10
	Knysna	Hornlee	996	Knysna	12:30-13:30	99	7	18	R10
	Knysna	White Location	H81	Knysna	Route not operational on Saturday				
	Sedgefield	Sedgefield Rank	U55, H79	Sedgefield	Route not operational on Saturday				
MBLM	Mossel Bay	Mossel Bay Rank	858	Asla	Route not operational on Saturday				
	Mossel Bay	Mossel Bay Rank	858	Mossel Bay	13:00-14:00	281	19	9	R12
	Mossel Bay	Mossel Bay Rank	C09	Kwanonqaba	09:00-10:00	13	1	30	R12
	Mossel Bay	Asla	X40, X42	Langeberg Mall	07:00-08:00	120	8	11	R12
	Mossel Bay	Asla	858	Mossel Bay	07:00-08:00	180	12	7	R12
	Mossel Bay	Kwanonqaba	X40, X42	Langeberg Mall	07:00-08:00	88	6	13	R12
	Mossel Bay	Kwanonqaba	C09	Mossel Bay	07:30-08:30	117	8	13	R12
	Mossel Bay	Shoprite	858	Asla	Route not operational on Saturday				
	Mossel Bay	Shoprite	X40, X42	Langeberg Mall	07:00-08:00	60	4	11	R12
	Mossel Bay	Shoprite	C09	Kwanonqaba	Route not operational on Saturday				
	Mossel Bay	Shoprite	858	Mossel Bay	07:00-08:00	165	11	6	R12
	Mossel Bay	Langeberg Mall	X40, X42	Asla	11:30-12:30	54	4	10	R12
	Mossel Bay	Langeberg Mall	858	Kwanonqaba	09:30-10:30	15	1	30	R12
	Mossel Bay	Langeberg Mall	T97	Hartenbos	08:30-09:30	13	1	30	R12

LM	Town	Rank	Route Codes	Route Name	Period	No. of Pax	No. of Departures	Avg passenger waiting time (min)	Fare (Rand)
	Mossel Bay	Langeberg Mall	X40, X42	Mossel Bay	14:00-15:00	43	3	22	R12
HLM	Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Riversdale	11:00-12:00	80	20	3	R15
	Riversdale	Riversdale Rank	N48	Kwanonqaba	11:00-12:00	7	2	21	R15
	Riversdale	Riversdale Rank	866, T98, N47, L13, L14, T94	Cheaper 4U	Route not operational on Saturday				
	Riversdale	Cheaper 4U	866, T98, N47, L13, L14, T94	Riversdale	11:00-12:00	76	19	4	R15
OLM	Oudtshoorn	Oudtshoorn Rank	D58	Dysseldorp	Route not operational on Saturday				
	Oudtshoorn	Oudtshoorn Rank	695, 696, 976, 781	Oudtshoorn North	12:30-13:30	206	14	4	R10
KLLM	Ladismith	Ladismith Rank	694, E65	Zoar	10:30-11:30	55	4	4	R25
	Ladismith	Ladismith Rank	N49	Ladismith	10:00-11:00	30	2	5	R20

3.4 Other information and output tables

3.4.1 Rail services

Although a basic rail network does exist in the GRDM, there are no passenger rail services.



Figure 3-25: Passenger Rail Service for South Africa

The Outeniqua Choo-Tjoe that used to operate as a tourism service between Knysna and George was terminated when floods in August 2006 damaged the railway lines as indicated in the previous CPTR, 2016. As of November 2006 it was rescheduled to run between George and Mossel Bay (with a stop at Hartenbos) however, in August 2010 Transnet announced that the train would cease operating.

The Diaz Express is a tourist attraction in Mossel Bay, which is run on existing Transnet rail network between the seaside resorts of Great Brak River and Mossel Bay. Hartenbos in Mossel Bay serves as the main point of departure with excursions to a variety of attractions including Santos Beach, Little Brak River and Great Brak River.

The Outeniqua Power Van is another tourist attraction in George and departs and arrives at the Outeniqua Transport Museum. It operates throughout the year, six days a week and trips are subject to demand. The Power Van runs from George on the Oudtshoorn railway-pass.

Goods trains pass through Riversdale and Oudtshoorn stations on a regular basis without stopping. These stations are also in a much neglected state and some form of maintenance is required.

Cape Town to Mossel Bay: This main line in the Overberg region is used solely for freight and runs between Cape Town and Mossel Bay via Worcester. The Worcester – Mossel Bay stretch runs a single train per day per direction at a running time of 10 hours. The main commodities are fuel, gas, cement, and seasonal shipments of maize and barley.

Mossel Bay to Port Elizabeth: This secondary main line in the Garden Route district connects Mossel Bay and Port Elizabeth via George moving freight between Cape Town and Port Elizabeth. The Mossel Bay – George – Oudtshoorn stretch runs 3 trains per week per direction at a running time of 1h for Mossel Bay – George, and 3h for George – Oudtshoorn. The main commodities are fuel, gas and cement.

In Western Cape as in any other parts of South Africa there are rail and road routes that have been constructed along almost parallel routes. Along these “corridor routes” the availability of both road and rail modes gives rise to the option for competition between modes, usually to the advantage of the user and sometimes to the detriment of one of the modes. As always, the determinants of modal choice include a range of service and pricing considerations and industries can often be attracted to specific modes by the creating of cost-effective services, where these can meet the specific requirements of the users.

The George – Knysna branch line runs through a tourist area and a popular excursion train operated over the line by the Transnet Heritage Foundation as a tourist attraction. The operation used vintage steam and diesel locomotives out of the Voorbaai locomotive facility, which has been retained for historical purposes.

The branch is 68 km in length and was opened in 1928 to serve the forestry industry in the area. It is of interest that an isolated narrow-gauge forestry railway has been constructed from Knysna into the forests at Deepwells in 1907 and the timber brought out of the forests was used in local sawmills or sent by ship to other destinations. This line was closed and uplifted in 1949, but forestry traffic remained the mainstay of the branch until the period after transport deregulation which saw most traffic being lost to road transport (GARDEN ROUTE CPTR, 2016).

A secondary arterial main line runs from Port Elizabeth to Worcester via George and there are several branch lines. The CIPTR states “The George area is serviced by the railway line from Worcester to Port Elizabeth. Although the line is diesel throughout the section from George to Port Elizabeth is a superior section, which allows for heavier out loads and the bigger diesels and heavier trains.”

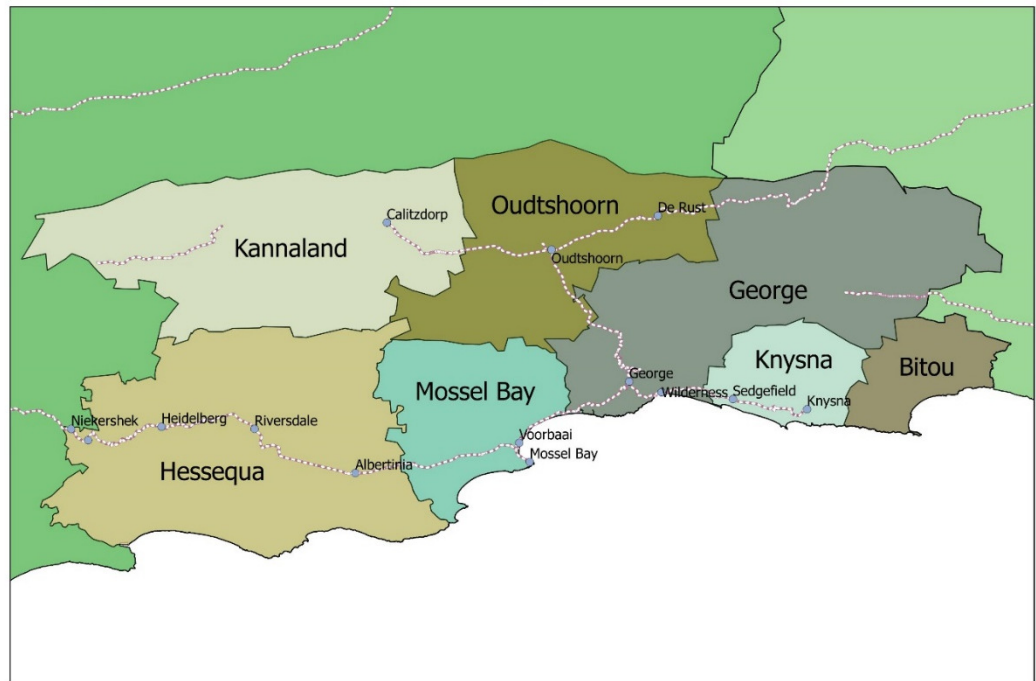


Figure 3-26: Rail Network in GRDM

3.4.2 Long distance bus services

The long distance bus services are scheduled bus routes that are transporting passengers from Durban to Cape Town, Port Elizabeth to Cape Town, Umtata to Cape Town and East London to Cape Town with large numbers of intermediate stops. These routes originate in the major cities, but pass through the Garden Route Municipality. The bus services that operate within Garden Route are City to City, BAZ bus, Citiliner, Greyhound, Intercap, Eldo Coaches, Translux and DMJ Transport. These buses take the routes of the N2 and the R62. Amongst the bus services below there are many tourist private companies that operate charter services along the R62 and N2 garden Route.

Service	Origin- Destination
BAZ Bus	Cape Town-Port Elizabeth
BAZ Bus	Port Elizabeth Cape Town
BAZ Bus	Cape Town-Port Elizabeth
BAZ Bus	Port Elizabeth Cape Town
Intercap	Cape Town - P E Via Caledon - Cape Town
Citiliner	Cape Town - Pe - Durban
Citiliner plus	Cape Town - East London Via Port Elizabeth Citiliner Plus
Greyhound	Cape Town - Durban Via Port Elizabeth Dreamliner
City to City	Cape Town - Queenstown - Cape Town
City to City	Cape Town - East London - Cape Town
City to City	Cape Town - Durban Via Mosselbay - Durban
Eldo Coaches	East London - Cape Town - East London

Translux	Cape Town - P E - Durban - Cape Town
Translux	Cape Town - Durban - Cape Town
Intercape	Cape Town - P E Via Caledon - Cape Town
Eldo Coaches	Durban - Cape Town - Durban Via Plz/Umtata
Intercape	Cape Town - Umtata - Cape Town
Intercape	Port Elizabeth - Cape Town
Citiliner	Cape Town - P E Via George - Cape Town
Citiliner Plus	Durban - Port Elizabeth - Cape Town
Greyhound	East London - Cape Town Via Port Elizabeth Citiliner Plus
Greyhound	Durban - Cape Town Via Port Elizabeth Dreamliner
DMJ Transport	Cape Town - Mount Frere - Cape Town Via N2 @ 16h30 (Bus 1)
City to City	Cape Town - East London - Cape Town
City to City	Cpt - Durban - Cpt
Translux	Cape Town - Durban - Cape Town
Eldo Coaches	East London - Cape Town - East London Via Plz - Adhoc
Eldo Coaches	Durban - Cape Town - Durban Via Plz/Umtata
Intercape	Durban - Cape Town Via P E

3.4.3 Services provided by the Emergency Medical Services (EMS)

The EMS is a subsidiary of the Department of Health and is divided into emergency and HealthNET services. These are divided further into four core components:

- Ambulance Operations
 - Each ambulance is fully equipped with the appropriate medical equipment and medication, plus two stretchers. Skilled medical practitioners work in teams of two per ambulance and provide quality care based on their training.
 - Levels of care within EMS are divided into:
 - Basic Life Support (BLS),
 - Intermediate Life Support (ILS) and
 - Advanced Life Support (ALS / Paramedic).
 - EMS operates over 250 ambulances throughout the Western Cape Province
- Emergency Communications (ECC)
 - The 6 Emergency Communications Centers (ECCs) throughout the province employ trained call takers and dispatchers who make sure that the calls made in an emergency are correctly prioritized and dispatch the closest ambulance, offering the correct level of care to the incident.

- ECCs are located in the districts of Cape Town, Cape Winelands, West Coast, Overberg, Garden Route and Central Karoo. Emergency Communications also operates a Major Incident Command Vehicle (METRO 4), which operates as a mobile communications and command centre in the event of a disaster or major incident.
- Rescue
 - EMS rescue technicians provide both technical and medical care on the scene of a rescue operation. These operations may vary from motor vehicle accidents requiring patients to be mechanically extricated with the “Jaws of Life”, through to mountain rescues where patients need to be airlifted or carried to safety.
 - Each rescue vehicle is fully equipped with power tools and hiking equipment and there are 46 rescue vehicles operating in the province, including Rescue 6 (EMS Rescue Crane), which can remove heavy equipment (such as trucks) from scenes, providing access to patients for the EMS staff.
- HealthNET
 - HealthNET is not an emergency service, but it provides transport services for patients going for treatments and to collect medication.
 - The exact number of Patient Transport Vehicles (PTV) in the Garden Route DM could not be verified from the Department of Health. However, in accordance to the Western Cape Government official website for Medical Emergency Services, HealthNET has approximately 90 vehicles that operate in the Western Cape.
 - Typically the service is pre-booked by the hospital and or the clinic and the patients are notified of the dates when the service will be available and the location of the collection points within their towns. The Patients are booked on the online system by the Hospitals or Clinic. In addition to the service, the Garden Route District Municipality has 9 mobile clinics to treat patients in remote areas. These are as follows:

Facility	Location
Diepkloof & Geelhoutboom Mobile Clinic	George
Great Brak River Mobile Clinic	Groot-Brakrivier
Haarlem Mobile Clinic	Haarlem
Herold Satellite Clinic	Herolds Bay
Keurhoek Mobile Clinic	Knysna Municipal Offices
Kraaibos Mobile Clinic	George
Mossel Bay Mobile Clinic 1	Mossel Bay
Swartberg Mobile Clinic	Laingsburg
Wilderness Mobile Clinic	George

Figure 3-27: Garden Route Mobile Clinics

In accordance with the 2017 IDP, there is, in the Garden Route District on average 2.9 ambulances per 10 000 inhabitants over the last three years – the highest number amongst all other Districts, including the Cape Metro area.

3.4.4 Learner Transport

Details regarding learner transport contracts were obtained from the Western Cape Government via the Department of Education.

The Department of Education (WCED) administers transport subsidies for learners who live further than 5km from their local school. Many of the learners walk to school if it is possible, walking generally taking place over distances less than 5km.

According to the Final Draft National Scholar Transport Policy (DoT, 2009) *scholar transport will be provided on the basis of a number of principles, including that scholar transport must be affordable, safe and secure. The target group of the policy is scholars who attend schooling between Grade R to 12 and live more than 5km from the nearest school.*

Currently children in rural areas are the most affected with schools being spaced far and wide. This results in safety concerns such as unsafe roads, security risks and cost of transport being among the factors that inhibit children from these areas from accessing schools. In accordance with the 2016 CPTR, the NHTS modal split for learners traveling to school in the GRDM is 67% walking, 12% car, 11% bus, 7.3% taxi and 1.8% other. The criteria currently for scholar transport in GRDM is for outlying areas, which are 5km or further from the nearest appropriate school and where no public transport is available.

The WCED provides a range of assistance to learners in rural areas to enable them to attend school. A combination of non-motorised transport and infrastructure with dedicated learner transport services is supplied in accordance with the local needs. Planning and implementing learner transport is the responsibility of the provincial and local governments.

Only data relating to learner transport (registered routes) was obtained however it should be noted that some learners may walk to schools if they do not ‘qualify’ for learner

transport and this requires more detailed assessment to obtain the full picture of learner transport in the district.

SMEC was able to obtain the Western Cape Scholar Transport information from the department of transport. This information was assessed against the 2017 Garden Route Socio-economic profile.

The Garden Route 2017 Socio-economic profile indicated that there is a total of 178 schools, including both primary and secondary, in the GRDM. The Learner Transport received for the Western Cape Government regarding the registered routes indicated that 79 schools, including both secondary and primary schools, have registered learner transport routes. With a further 17 schools having routes developed to them. Therefore, 54% of the total schools in the GRDM have formalized Learner Transport.

The Learner Transport shows that in the total Garden Route District Municipality, over 4912 students in the primary schools and over 3230 students in the secondary schools, have access to contracted transport. The total routes cover a distance of 4890km in the GRDM. The total number of students accommodated in the ODM is 8228 (Table Below). The total enrolled scholars in accordance with the Socio-economic Profile Report, 2017 for the GRDM is 10 3011 in 2016. Therefore, approximately 8% is accommodated through learner Transport. The remainder of scholars have to make use of private transport, walking, NMT or general public transport taxis and busses. Of the identified 18% of students using public transport according to the NHTS 2013, 8% is formal scholar transport routes.

Table 3-48: Registered Scholar Routes

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 039	From Klipdrift, Doornkraal / Vaalplaas, Wessels, Sonneskyn, Jonkersfontein, Kruisrivier I, Kruisrivier II and Pieter Hoffman to De Waalville Primary School and Kairos Secondary School.	De Waalville	Kairos	39	38	77	30,4	Eden & Central Karoo
WCE 043	From Rietvei, Lensklip/Zeezicht, Blikhuis, Rooiheuvel, Rooibak Farm and Melkhoutfontein Residential Area to Melkhoutfontein Primary School and from there to Stilbaai Bridge, River Lodge, Botterkloof, Droëvlakke, Melkhoutkraal, Swartklip, Klinkerhuis, Soetmelkfontein and Jireh Farms to Panorama and Voorwaarts Primary Schools and Gerrit Du Plessis Secondary School.	Panorama	Gerrit Du Plessis	62	95	157	137,2	Eden & Central Karoo
WCE 045	From Garcia Bosdorp, Novo turn-in and Oakdale Agricultural School Junction to Langenhoven High School and Volschenk, Panorama and Voorwaarts Primary Schools and Gerrit Du Plessis Secondary School.	Volschenk	Langenhoven	38	33	71	25	Eden & Central Karoo
WCE 046	From Swanenberg, Brackenhill and Kruisfontein to Fraaisig, Hornlee and Sunridge Primary Schools and Knysna Secondary School.	Fraaisig	Knysna	27	13	40	27	Eden & Central Karoo
WCE 048	From Riverside Resort, Latchets / Course Way, Rooiheuvel Turn-off, Kleinbrakrivier Turn-off, Tergniet / Sorgfontein / Toekoms Crossing and Rheebok/ Sandhoogte Crossing to Grootbrakrivier Primary and Secondary Schools.	Grootbrakrivier	Grootbrakrivier	52	95	147	32,6	Eden & Central Karoo
WCE 049	From Goudveld Residential area and Bibby's Hoek to Rheenendal Primary School.	Rheenendal	–	24	0	24	25	Eden & Central Karoo
WCE 050	From Kleinplaas, Palmietrivier, Hagelkraal, Kouma and Skaapplaas to Ruitersbos Primary School.	Ruitersbos	–	37	0	37	48	Eden & Central Karoo
WCE 051	From Grootbos, Klein Kruisrivier, TL Botha Farms I and II to Goedgegun Primary School and from there to Kruisrivier I and II, Samber, Palmietrivier I and II and Malherbe Farm Turn-off to Volschenk, Panorama and Voorwaarts Primary Schools and Gerrit du Plessis Secondary School.	Voorwaarts	Gerrit Du Plessis	34	11	45	66,8	Eden & Central Karoo
WCE 052	From Kleynspoortboerdery, Kamanassie (NGK), Proef Farm and Proefplaas turn-off to Rooiheuvel Primary School.	Rooiheuvel		105	0	105	41	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 056	From Bakenskraal Farm Kiosk and Karoovalley to Protea Primary School.	Protea		30	0	30	12,2	Eden & Central Karoo
WCE 057	From Geelhoutboomberg and Roots to Geelhoutboom and Kretzenhoop Primary Schools and George Secondary School.	Geelhoutboom	George	138	81	219	57,6	Eden & Central Karoo
WCE 059	From Karatara turn-off (Old Clothing Shop), Germinal Turn-off and Nico's Café to Redlands Primary School.	Redlands		53	0	53	25	Eden & Central Karoo
WCE 061	From Uplands Turn-off to Wittedrift Primary School.	Wittedrift	–	10	0	10	15,2	Eden & Central Karoo
WCE 085	From Braklaagte, Pikketberg, Zoar Post Office, Ruiters Café and Fonteine to Ladismith Secondary School.	–	Ladismith	0	216	216	41	Eden & Central Karoo
WCE 144	From Gwaing Farm, Proef Plaas Residential Area and Dumping Site Turn-off to Delville Park Primary School and Pacaltsdorp Secondary School.	Delville Park	Pacaltsdorp	15	25	40	28,8	Eden & Central Karoo
WCE 146	From Witrivier, Koueveld, Avondrus, Klues Farm, Remhoogte Primary School (Closed) and Môreson to Klarstroom Primary School.	Klarstroom	–	33	0	33	70,4	Eden & Central Karoo
WCE 147	From Oorlogskloof, Rondawel and Vrolikheid to Klarstroom Primary School.	Klarstroom	–	11	0	11	40	Eden & Central Karoo
WCE 148	From Wagensdrift Farm, Rooidam, Lansrivier (Guesthouse), Fairview Farm and St Ancothesa (Basau Farm) to Kommandantsdrift (SSKV) Primary School.	Kommandantsdrift	–	13	0	13	41,6	Eden & Central Karoo
WCE 149	From Jonkersberg, Sonvallei Play Group, Jonkersberg Forestry, Jonkershoek, Bo-Plaas, Goedehoop, Fancourt, Drie Bruggies and Diepkloof to Diepkloof Primary School, and from there to Sinksabrug, Mount Pleasant and Outeniqua to Grootbrakrivier Secondary School.	Diepkloof	Grootbrakrivier	56	56	112	76,8	Eden & Central Karoo
WCE 152	From Swartklip, Soebatersvlakte, Melkhoutskraal, Droëvlakte, Hectorskraal, Riethuiskraal / Spuithoek and Botterkloof Primary School (Closed) to Melkhoutfontein Primary School.	Melkhoutfontein	–	26	0	26	91,6	Eden & Central Karoo
WCE 153	From Kleinberg Turn-off, Hollaagte, Witteklip, BKB Store/Cooper/Volmoed, Bon Avontuur (Gouritz Guest House), Welgevonden, Gouritzmond/Golden Gate Turn-off and Keurfontein to Oker Primary School.	Oker	–	36	0	36	68,2	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 154	From Tolange, Racecourse, Groot Zoutpan, Swartklip and Driefontein to Oker Primary School.	Oker	–	29	0	29	68,8	Eden & Central Karoo
WCE 157	From Nekkie, Dam Se Bos and Percy Madala Secondary School to Thembelitsha Primary School.	Thembelitsha	–	678	0	678	10,2	Eden & Central Karoo
WCE 158	From White Location, Robololo, Sawmills/Greenfield and Woodcock Library to Percy Mdala High School.		Percy Mdala	0	282	282	11,4	Eden & Central Karoo
WCE 159	From Doringkraal Domaine, Le Roux Station, Rooidam, Nelsrivier, Billy Klein Farm, Middelplaas / Die Vlake / Die Winkel / Rietvlei and De Hoop to De Rust Primary and High Schools (Learners of De Rust HS must disembark and board the bus at the turn-off to the school)	De Rust	De Rust	132	70	202	44,84	Eden & Central Karoo
WCE 161	From Veekraal, Blombos-junction, JP Prinsloo Farm, Jannie Volschenk Farm, Van Schalkwyk Farm, Renier Kleyhans Farm, Jongensfontein-junction and Morris Fox Farm to Bertie Barnard Primary School.	Bertie Barnard		19	0	19	41,8	Eden & Central Karoo
WCE 163	From Wadrif Farm, Plattekloof, Vermaak Farm, Witwater (Crous Farm), Oudenbosch (Stegman Farm), Koerenterivier, Assegaibosch Farm and Sonop to Panorama Primary School and Gerrit Du Plessis Secondary School.	Panorama	Gerrit Du Plessis	24	20	44	95,8	Eden & Central Karoo
WCE 164	From Holbak, Groot Kragga-Siding, Vergenoeg, Sleeping Beauty and Vetterivier (AJ Van Wyk) to Panorama, Volschenk, Voorwaarts Primary Schools; Gerrit Du Plessis Secondary School.	Panorama	Gerrit Du Plessis	36	23	59	58,2	Eden & Central Karoo
WCE 165	From Droëvlei, Kweekkraal I, Kweekkraal II, Brakrivier, Uitkyk, Jakkalsfontein, Watergat (Magarinus), Watergat (Sakkie Odendaal Farm) Turn-off, Swartheuwel Primary School, Koring Farm, Klipdrift and Heuningfontein to Panorama and Voortwaarts Primary Schools and Gerrit Du Plessis Secondary School.	Panorama	Gerrit Du Plessis	42	27	69	108,8	Eden & Central Karoo
WCE 265	From Nuwerus Turn-off, Môreilig, Goedemanskraal, Zoutpan, Quarrievlei, Brakkekuil, Meerlus and Sandfontein/Meerlus Junction to Vondeling Primary School.	Vondeling	–	40	0	40	50	Eden & Central Karoo
WCE 277	From Langklip, Fairview, Koppies, Stuurmanskraal, Kadieswagendrift turn-off, Waterkloof (JF Uys), Koerie Farming, Kadie II, Kadie I, Waterkloof	Vondeling	–	46	0	46	109,6	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
	(Jaco Steicher), Kadiesvlei, Parklands, Renosterfontein and Witsand Junction to Vondeling Primary School.							
WCE 326	From Lancewood, Club Timbers, Beervlei, Berg Farm (Safcol), Tura Kina Farm and Touwsrante (D&M Shop) to St Pauls, Mzoxolo and MM Mateza Primary Schools, George, Parkdene, Thembalethu Secondary School and Imizamo Yethu High School (The learners of Imizamo Yethu High School must disembark and board the bus at MM Mateza P/S and walk 0.6km to school).	St Pauls	George	111	119	230	110,2	Eden & Central Karoo
WCE 327	From Karoo Valley Farm, Die Gaaitjie, Stolsvlakte Primary School, Onverwacht Turn-off, Jimmy Serfontein Farm, Koffie Kaia, Van Wykskraal, Sementdam, Die Bos, Tsumkwe Resort, Jolata, Waaikraal State Farm, Micro Farms and Rooiheuvel/Dysselsdorp Crossing to Dysseysdorp, PJ Badenhorst, St Konrad Primary Schools and Dysseysdorp Secondary School	St Konrad's	Dysseysdorp	100	46	146	60,8	Eden & Central Karoo
WCE 329	From Witteklip, Buffelsfontein Crossing, Ouland, Ouland Turn-off, Brakfontein, Vleesbaai Primary School, Vleesbaai Turn-off, Keerom Turn-off, Dagbreek and Fairway to Garden Route Primary School.	Garden Route		26	0	26	89,4	Eden & Central Karoo
WCE 331	From Buffelskop Caravan Park (Taurus Cafe), Goukamma Nature Resort, Buffels Bay Turn-Off, Simola Hotel Turn-off, Soutrivier (Simola), Soutrivier (Jaguar) and Soutrivier to Knysna, Fraaisig, Hornlee and Sunridge Primary Schools, Knysna Secondary School and Knysna High School.	Knysna	Knysna	28	10	38	75,8	Eden & Central Karoo
WCE 334	From Kandelaars River, Steildrift, Highgate and Die Eiland to Volmoed Primary School.	Volmoed	–	68	0	68	26	Eden & Central Karoo
WCE 335	From Rheenendal Residence, Portland Mini Market / Highway, Rheenendal Turn-off, Belvidere Turn-off and Simola to Knysna Secondary School.	–	Knysna	0	170	170	51,4	Eden & Central Karoo
WCE 338	From Packwood Farm (Fisantehoek), Harkerville (Forest Inn turn-off) Nuwe Plaas, Maanskyn, Strombollis and Suikerbossie to Phakamisani Primary School and Plettenberg Bay Secondary School	Phakamisani	Plettenberg Bay	5	23	28	36	Eden & Central Karoo
WCE 341	From Sandstop / Rooiklip, Moerasfontein and Groenrand / Georgida to Britsvlakte Primary School.	Britsvlakte	–	23	0	23	47.2	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 345	From Covie Residence, Natures Valley (Tsitsikamma National Park), Heidehof and Môreson to The Craggs Primary School.	The Craggs	–	20	0	20	48,8	Eden & Central Karoo
WCE 347	From Kloppersdrift, Redlands Turn-off, Bo-Buffelskloof, Steynplaas and Uitkyk to Dankoord Primary School.	Dankoord	–	102	0	102	33,6	Eden & Central Karoo
WCE 348	From Valsrivier, Welgedacht, Wydersrivier and Klipfontein Turn-off to Oker Primary School.	Oker	–	17	0	17	74,8	Eden & Central Karoo
WCE 351	From Zeekoeigat Primary School and Armoed North/Armoed Siding to Volmoed Primary School.	Volmoed	–	44	0	44	22,4	Eden & Central Karoo
WCE 378	From Indraai, Longridge , Askop and from Redford House, Botes Halte to The Craggs Primary School.	The Craggs	–	26	0	26	33,6	Eden & Central Karoo
WCE 379	From Schoongezicht, Bitouville (Gouritzmond), Gansfontein, Albertskraal and Platbos to Oker Primary School and Albertinia High School.	Oker	Albertinia	61	10	71	106	Eden & Central Karoo
WCE 381	From Kleingeluk (C Du Plessis Farm) and Diepkloof to Rooirivier Primary School.	Rooirivier	–	17	0	17	21	Eden & Central Karoo
WCE 382	From Kranshoek Residential Area to Phakamisani Primary School, Plettenberg Bay and Murray High Schools	Phakamisani	Plettenberg Bay	0	368	368	36,6	Eden & Central Karoo
WCE 383	From Oudekraalskop, Boskop Turn-Off, Eerstekop Turn-off, Wankie Turn-off, Malgas, Brakfontein. Mooigelegen and Swartbosvlei Turn-off to Slangrivier Primary School.	Slangrivier	–	30	0	30	30	Eden & Central Karoo
WCE 398	From Sonskynvallei / Buffelsnek Residential Area, Buffelsnek Forrestry Station and Diepwalle to Knysna High School and Hornlee and Sunridge Primary Schools.	Hornlee	Knysna			42	67	Eden & Central Karoo
WCE 400	From Bertus De Jager, Arno De Jager and Wilken Farm to De Jager (VGK) Primary School.	De Jager	–	99	0	99	26	Eden & Central Karoo
WCE 407	From Uitkyk, Klein Dwarsfontein and Dwarsfontein to Dirk Boshoff Primary School and Uniondale High School.	Dirk Boschoff	Uniondale	13	7	20	38,4	Eden & Central Karoo
WCE 417	From Rooirivier, Buffelsklip, Hoekplaas Turn-off, Herman Human Farm, Buffelsklip, GT Ferreira Farm, Jagersrivier Farm, Snyberg, Scholtz Station, Rooiloop Station, Lopende Rivier and Smith Farm (Alfafa) to Vlakteplaas Primary School.	Vlakteplaas	–	68	0	68	69,8	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 419	From Greylands I and II, PJJ Lategan Farm, Vago Farming, Witblok, Buffelsbos Turn off and Droogkraal to Lategansvlei Primary School.	Lategansvlei	–	42	0	42	60	Eden & Central Karoo
WCE 420	From Springfontein, Groot Wolwedans/Fisantefontein, Klein Fisantefontein, Muiskraal/Riversdale Crossing, Kareekloof, Groot Waterval (J Du Plooy), Waterval Primary School (Closed), Welgevonden, Waboomsrivier and Kareekamma (Kareekamp) to Van Wyksdorp Primary School.	Van Wyksdorp	–	25	0	25	182,2	Eden & Central Karoo
WCE 425	From Grootdoringrivier (Mount Hope), Mount Hope Primary School, Zebrafontein, Blossom and Klipdrift Farm to Klipdrift Primary School.	Klipdrift	–	35	0	35	63,8	Eden & Central Karoo
WCE 426	From Buffelsdrift Turn-off, Brakkloof Turn-off, Weltevrede, Tierfontein, Kleinplaas: De Jager and Kleinplaas: Oosthuizen to Oker Primary School and Albertinia High School.	Oker	Albertinia	13	2	15	96,4	Eden & Central Karoo
WCE 427	From Rondekop, Nietgenaamd/Wotjieskloof Junction, De Tuinen Turn-off, Toorwater, Warmbad and Vaalkrans to Britsevlakte Primary School.	Britsevlakte	–	17	0	17	97,6	Eden & Central Karoo
WCE 433	From Barandas and Buffelsklip to Rooirivier Primary School.	Rooirivier	–	8	0	8	48,2	Eden & Central Karoo
WCE 441	From Karoo National Park Residential Area to H.M Dlikidla, Teske Gedenk and St. Matthews Primary Schools and Bastiaanse, Beaufort West and Mandlenkosi Secondary Schools.	H.M Dlikidla	Bastiaanse	18	5	23	30,2	Eden & Central Karoo
WCE 446	From Honeywood, Goedehoop, Doornrivier, Klipdrift, Mierfontein, Keyser, Wilgenhof, Weltevrede and Skougronde to De Waalville Primary School and Kairos Secondary School	De Waalville	Kairos	49	6	55	60,2	Eden & Central Karoo
WCE 454	From The Craggs Residential Area and Keurboomsrivier to Formosa, Phakamisani Primary Schools; Plettenberg Bay Secondary School; Murray High School.	Phakamisani	Plettenberg Bay	34	279	313	56,4	Eden & Central Karoo
WCE 468	From Soetmelksrivier Turn-off, Swartwater, De Fontein, Lanquedoc Primary School Turn-off, Die Gaatjie, Assegaaibos, Die Draai I and II and Kuilenhof / Kruisrivier to Kruisrivier Primary School and from Greenfields, Bakenskop, Platkop Turn-off and Turn-off to Volschenk Primary School to Voorwaarts, Panorama and Volschenk Primary Schools and Gerrit Du Plessis Secondary School.	Voorwaarts	Gerrit Du Plessis	43	16	59	84,4	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 483	From Kleinplaas (Hoogte), Kleinplaas (Uitsig), Kleinfontein, Uitkyk, Jonkersberg, Wolwedans Crossing, Dwarsweg, Dwarsweg Crossing and Voorbrug to Groot Brakrivier Primary and Secondary Schools.	Grootbrakrivier	Grootbrakrivier	40	36	76	47,8	Eden & Central Karoo
WCE 484	From Stompdrif Primary School and Stompdrift Turn-off to De Rust Primary School Turn-off and De Rust High School Turn-off.	De Rust	De Rust	18	12	30	17,8	Eden & Central Karoo
WCE 489	From Die Kruis (In Slangrivier) to Kairos Secondary School.	–	Kairos	0	94	94	22,4	Eden & Central Karoo
WCE 490	From Krantzvlei-Parkeraad, Kleinkrantz Turn-off and Victoria Bay Turn-off to St. Paul's and Hibernia Primary Schools and George Secondary School.	St Paul's	George	37	28	65	41,4	Eden & Central Karoo
WCE 491	From Wildernis Heights, Heights Guest House, Watsonia Turn-off and 7 Passes Turn-off to Hibernia and St Paul's Primary Schools and George High School.	St Paul's	George	36	43	79	27,8	Eden & Central Karoo
WCE 523	From Umfulo Nature Reserve, Rietfontein, Haaskraal/Nooitgedacht/Paardebond Turn-off and from Mooihoek, Sonop Farm Kioks, Moerasrivier and Attakwa to Mooiuitsig No. 2 Primary School.	Mooiuitsig No. 2	–	18	0	18	91,2	Eden & Central Karoo
WCE 526	From Broodkas I (Die Vlake), Oude Muragie and Vermaaklikheids Post Office to Brakfontein Primary School and from there to Môrester, Dassieklip, Broodkas II (Kruisrivier) and Melkboom to Panorama and Volschenk Primary Schools and Gerrit du Plessis Secondary School.	Brakfontein	Gerrit du Plessis	32	34	66	135	Eden & Central Karoo
WCE 531	From Kwanokuthula (Bus Stop) to Panorama and Voorwaarts Primary Schools:Gerrit Du Plessis Secondary School.	Voorwaarts	Gerrit Du Plessis	240	131	371	8,6	Eden & Central Karoo
WCE 546	From Die Kloof to Redlands Primary School.	Redlands		29	0	29	13.2	Eden & Central Karoo
WCE 561	From Toekomsrus and Hillside turn-off to Beaufort-Wes, Bastiaanse and Mandlenkosi Secondary Schools and H.M Dlikidla Primary School (The Learners of Beaufort West Secondary must disembark and board the bus at Bastiaanse Secondary and the learners of Mandlenkosi Secondary must disembark and board the bus at HM Dlikidla Primary).	HM Dlikidla	Beaufort-Wes	168	461	629	13,8	Eden & Central Karoo
WCE 562	From Kleinberg, Bartelsfontein I and II, Moss Industria and Rietvlei to Garden Route Primary School and Hillcrest and Soa Bras Secondary Schools.	Garden Route	Hillcrest	39	8	47	55	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 574	From Springveld (Kruisfontein) and Middelerf to Brackenhill Primary School.	Brackenhill	–	18	0	18	7,4	Eden & Central Karoo
WCE 586	From Knuyswagensdrift, Uitsig and Berg-en-Dal to Hoeko Primary School.	Hoeko	–	36	0	36	20,4	Eden & Central Karoo
WCE 591	From Wittedrift Post Office and Wittedrift Residential Area (Green Valley turn-off) to Plettenberg Bay Secondary School.	–	Plettenberg Bay	0	145	145	16,4	Eden & Central Karoo
WCE 601	From Soutpan, Brakkekui, Swartheuwel, Duinerug, Bosheuwel, Wadrift, Vergenoeg, Samona, Grootrug and Morningstar Turn-off to Kairos Secondary School.		Kairos	0	21	21	72,6	Eden & Central Karoo
WCE 602	From Trompsfontein, Vogelstruisfontein, Rusoord, Daskop, Diepkloof, Dieprivier, Elandsrivier, Scheeperskraal, Jacobsdal turn-off and Leeublad turn-off to Scheeperskraal Primary School.	Scheeperskraal	–	39	0	39	91,2	Eden & Central Karoo
WCE 603	From Homestead 2, Witblok, Rivier Turn-off and Weltevrede, Voorsorg and Karoo Valley to Hotomskloof Primary School and from Kamwyn to Rooiheuwel Primary School (Only Grade 7 learners of Rooiheuwel P/S must be picked up at Weltevrede, Voorsorg, Karoo Valley and Hotomskloof Primary School).	Hotomskloof	–	20	0	20	28,4	Eden & Central Karoo
WCE 609	From Leeubosch Turn-Off, Vliegveld Residential Area, Portlands Turn-Off and Highway West to Rheenendal Primary School.	Rheenendal	–	22	0	22	27,2	Eden & Central Karoo
WCE 611	From Van Zyl damme turn-off, Buffelsvlei Primary School and Van Zyl damme Skuur to WJ Le Roux Primary School.	WJ Le Roux	–	16	0	16	15,4	Eden & Central Karoo
WCE 612	From Jurgens Terblanche Farm Turn-Off, Matjiesrivier Turn-off and Neft Farm/Faan Le Roux turn-Off to Voorbedag Primary School.	Voorbedag	–	43	0	43	21,8	Eden & Central Karoo
WCE 614	From Oakhurst Primary School, Oakhust turn-Off (For learners of Collinshoek), Mandalay turn-off and Bergplaas to Lancewood Primary School.	Lancewood	–	12	0	12	42	Eden & Central Karoo
WCE 623	From Kerkplaas, Goggadouw, Rooibrug, Vaalbank Turn-off, Buffelsdrift and Winkelplaas to Dankoord Primary School.	Dankoord		26	0	26	20,2	Eden & Central Karoo
WCE 630	From Langkloof Primary School and Onverwacht to Molenrivier and Panorama Primary Schools	Molenrivier		15	0	15	62	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 631	From Kragga Turn-off, Bloemendal/Spiegelsrivier Turn-off and Krombek Turn-off to De Waalville Primary School and Kairos Secondary School (The learners of Kairos Secondary must embark and disembark at De Waalville Primary).	De Waalville	Kairos			15	19	Eden & Central Karoo
WCE 645	From Fisantehoek/Packwood Farm, Harmony Park, Kranshoek View Point, Forest View Turn-off, Nuwe Plaas and Hold Hill (Suikerbossie) to Harkerville Primary School	Harkerville	–	36	0	36	37,2	Eden & Central Karoo
WCE 651	From Banth, Carlin, Gift/Waterkloof, Lonetree, Hamelkop Turn-off, Helmine/Leeukloof, Wilgerdam Turn-off and Quteniqua Moon to Ruitersbos Primary School	Ruitersbos	–	18		18	37,4	Eden & Central Karoo
WCE 656	From Melkboom 3, Broodkas, Oudemuragie, Pienaarsdrift and Nuweput 2 to Brakfontein Primary School	Brakfontein	–	19	0	19	41,4	Eden & Central Karoo
WCE 673	From Gamka Nature Reserve, April Meiring Farm, Uitvlugt Primary School Turn-off, Adri Swart Farm, Koos Potgieter Farm, Frans Ferreira Farm, Ernie Fourie Farm, Langverwagt: Armand Vermaak Farm Shop, Basie Saayman Farm and Badshoogte to Gamka Oos Primary School	Gamka Oos	–	69	0	69	88,6	Eden & Central Karoo
WCE 675	From Karawater, Kooboo Berry Farm, Godsland and Geelhoutvlei Timbers to Karatara Primary School	Karatara	–	17	0	17	39,6	Eden & Central Karoo
WCE 686	From Rondevlei Turn-off, Swartvlei Turn-off and Mondmeer to Sedgfield Primary School	Sedgfield		11	0	11	24,4	Eden & Central Karoo
WCE 687	From The Cove Residential Area Turn-off to Plettenberg Bay Secondary School		Plettenberg Bay	0	19	19	85,4	Eden & Central Karoo
WCE 693	From Up-and-Down, Bonwil (Oskraal), Kliprivier Primary School, Holkloof (Vier Blok), Orange Grove and Jonckrus / De Vlugt Turn-off to Dieprivier(VGK) Primary School	Dieprivier	–	21	0	21	42,8	Eden & Central Karoo
WCE 696	From Inkozi Dairy Farm to Diepkloof Primary School	Diepkloof	–	23	0	23	10,2	Eden & Central Karoo
WCE 700	From Vergenoeg Warehouse, Vergenoeg Creche (Witblok), Vergenoeg Crossing (Tweelingkamp) and Rooddam to Dieprivier Primary School	Dieprivier	–	19	0	19	12,6	Eden & Central Karoo

ROUTE		SCHOOLS CONCERNED		APPROVED LEARNERS ACCORDING TO CONTRACT			DISTANCE	DISTRICT
Number	Description	Primary Schools	Secondary Schools	P/S	S/S	TOTAL	Distance	District
WCE 705	From Jannie Lerm Farm, Herman Matthee Farm, Jaco Meiring Farm, Caltizdorp Spa, Uhuru and Warmbad Spa Primary School to Gamka-Oos Primary School	Gamka Oos	–	23	0	23	51,2	Eden & Central Karoo
WCE 706	From Koos Potgieter, Johan Potgieter, Saag Jonker (Die Kampie), De Dam and Witblok to Rooiberg (SSKV) Primary School	Rooiberg (SSKV)	–	69	0	69	37,6	Eden & Central Karoo
WCE 707	From De Hoop Residential Area, De Hoop Primary School, La La Nyati and Holdrift to Avontuur (LB) Primary School	Avontuur (LB)	–	26	0	26	27,4	Eden & Central Karoo
WCE 722	From Gelukshoop/Drew Turn-off, Gelukshoop Helpmekeer, Wellville, Breede Escape Turn-off, Waboomsheuwel/Klawersvlei Turn-off, Drew Station/Bruintjiesrivier, Laaste Water, Bordeaux, Merwes Point, La Rochelle/Edendale and Bonnievale Station Turn-off to Jakes Gerwel Technical School	–	Jakes Gerwel TS	0	24	24	61,2	Cape Winelands
WCE 723	From Langverwacht, Angora 1 / Drienesrivier, Angora (Jan Hoppie), Kaas Fabriek/Uitsig/Kapteinsdrift and Station/Kaaswinkel Turn-off to Jakes Gerwel Technical School	–	Jakes Gerwel TS	0	28	28	24,2	Cape Winelands
WCE 724	From Bossiesgif Turn-off, Qolweni 1 Turn-off, Qolweni 2 Turn-off and Pinetrees Turn-off to Phakamisani Primary School.	Phakamisani	–	608	0	608	10,4	Eden and Central Karoo
WCE 725	From Klipheuwel Cash Store to Meulenhof Primary School	Meulenhof	–	51	0	51	28	North
106 Routes	Schools Services	61	18				4891,24	
			TOTALS	4912	3230	8228		

Table 3-49: Developed Scholar Routes

LEARNER TRANSPORT SCHEMES: ROUTES DEVOLVED TO SCHOOLS									
ROUTE NUMBER	DEVOLVED TO	ROUTE SPECIFICATIONS	DISTRICT	PRIMARY SCHOOLS	SECONDARY SCHOOLS	APPROVED NUMBER OF LEARNERS			DISTANCE
						P/S	S/S	TOTAL	
WCE 028	Grootkraal Primary School.	From Bergoord Residential Area, Coetzee Residence, Bergoord Turn-off, Le Roux River, Dam-se-Kraal and Wyers Memorial UCC Church/De Kombuys T-junction to Grootkraal Primary School.	Eden & Central Karoo	Grootkraal	–	45	0	45	29,0
WCE 044	Diepkloof Primary School	From Kleinfontein turn-off, Goedeheop turn-off, Kleinfontein/Geelhoutboom Crossing and Meulshoogte to Diepkloof Primary School.	Eden & Central Karoo	Diepkloof	–	81	0	81	22,8
WCE 047	Grootbrakrivier Secondary School	From Friemersmeim Crossing, Friemersheim Residential Area Turn-off, Pinegrove Turn-off and Groot Sorgfontein to Grootbrakrivier Secondary School and Grootbrakrivier Primary School.	Eden & Central Karoo	Grootbrakrivier	Grootbrakrivier	31	77	108	35,0
WCE 058	Diepkloof Primary School	From Lemoenkloof Farm, Ithula Game Farm, Gerhard Barnard Farm (Buffelsdrift) and Jonkersberg Turn-off to Diepkloof Primary School.	Eden & Central Karoo	Diepkloof	–	62	0	62	32,6
WCE 145	Dellville Park Primary School	From Hansmoeskraal and Vergesig to Pacaltsdorp Secondary School and Dellville Park Primary School.	Eden & Central Karoo	Dellville Park	Pacaltsdorp	38	8	46	14,8
WCE 155 (1)	Franken Primary School.	From Vergenoeg, Agri Noll, Langkloof, Noll Turn-off, Meulenrivier, Eenzaamheid, Ganzekraal (Donkiester), Ganzekraal (The Goose), Daskop and Louvain to Franken Primary School	Eden & Central Karoo	Franken	–	85	0	85	111,0
WCE 155 (2)	Franken Primary School.	From Schoonberg, Eseljacht and Grootfontein to Franken Primary School	Eden & Central Karoo	Franken	–	47	0	47	56,4

LEARNER TRANSPORT SCHEMES: ROUTES DEVOLVED TO SCHOOLS									
ROUTE NUMBER	DEVOLVED TO	ROUTE SPECIFICATIONS	DISTRICT	PRIMARY SCHOOLS	SECONDARY SCHOOLS	APPROVED NUMBER OF LEARNERS			DISTANCE
						P/S	S/S	TOTAL	
WCE 160	De Rust High School	From Spitskop, Grootkruis Turn-off: Amperbo, Kleinkruis: Die Winkel, De Brak (Van der Berg Farm) and Olyf Draai: Oudemuragie to De Rust Primary and De Rust High Schools (The learners of De Rust Primary School must disembark and board the bus at the turn-off to the school)	Eden & Central Karoo	De Rust	De Rust	79	32	111	38,6
WCE 254	Kairos Secondary School	From Postal, Goedverwachting, Van Rheenenskrest, Voorstekop, Sillos (Karringsmelksrivier), Vorentoe, Spitskop, Skeiding, Weideland and De Hooikraal I and II to Kairos Secondary School and Slangrivier and De Waalville Primary Schools	Eden & Central Karoo	Slangrivier	Kairos	72	29	101	96,8
WCE 264	Vondeling Primary School	From Grootrug, Samonia, Vergenoeg, Wagendrift, Grootbosheuwel, Melkhoutkraal, Kleinbosheuwel II, Duinerug and Swartheuwel to Vondeling Primary School.	Eden & Central Karoo	Vondeling	–	31	0	31	53,4
WCE 333	Badenhorst Primary School	From Vergelegen/Buffelsdrift Crossing and Hazenjacht to Dysveldorp Secondary School and Dysveldorp and PJ Badenhorst Primary Schools (The learners of Dysveldorp and Secondary Schools must disembark and board the bus at PJ Badenhorst Primary School).	Eden & Central Karoo	Dysveldorp	Dysveldorp	32	26	58	27,4
WCE 340	Gamka Oos Primary School	From Kwessie Farming to Gamka-Oos Primary School.	Eden & Central Karoo	Gamka Oos	–	55	0	55	20,0
WCE 343	Grootkraal Primary School	Simon Arries Farm, Matjiesrivier Primary School Turn-off, Van Toeka se Terblanches, Swartberg Manor, Hans Swartbooi Farm, DF Neft Farm, Nootgedacht/Strydom Farm Turn-off, Kaloos Farm 2, Kaloos Farm 1 and from De Hoek Holiday Resort, De Hoek Turn-off, Dido	Eden & Central Karoo	Grootkraal	–	63	0	63	47,4

LEARNER TRANSPORT SCHEMES: ROUTES DEVOLVED TO SCHOOLS									
ROUTE NUMBER	DEVOLVED TO	ROUTE SPECIFICATIONS	DISTRICT	PRIMARY SCHOOLS	SECONDARY SCHOOLS	APPROVED NUMBER OF LEARNERS			DISTANCE
						P/S	S/S	TOTAL	
		Residential Area and Boomplaas to Grootkraal Primary School.							
WCE 346	Haarlem Secondary School	From Highview Turn-off, Ongelegen Primary School and Suurberg Turn-off to Haarlem Secondary School.	Eden & Central Karoo	–	Haarlem	0	47	47	16,2
WCE 349	Franken Primary School.	From Brakrivier, Heimersrivier and Nature's Rest to Franken Primary School.	Eden & Central Karoo	Franken	–	21	0	21	39,2
WCE 380	Excelsior Primary School	From Groenfontein Beestekraal, Mierkraal, Bethel Farm and Kraaldoorn Primary School to Excelsior Primary School.	Eden & Central Karoo	Excelsior	–	27	0	27	42,0
WCE 394	Haarlem Secondary School	From Nurogu Farm, Elandsdrift, Kroondrift, Neil Nell's Farm / Bo Kouga, Malan's Farm / Dragonderkraal and Dirk Versveld's Farm / Kouga to Haarlem Secondary School.	Eden & Central Karoo	–	Haarlem	0	15	15	86,4
WCE 406	Dirk Boshoff Primary School	From Paardekraal (Sewefontein), Hartebeesrivier (Die Vlakte) and Deugas to Uniondale High School and Dirk Boshoff Primary School	Eden & Central Karoo	Dirk Boshoff	Uniondale	9	5	14	81,2
WCE 418	Kruisrivier Wes Primary School.	From Buffelskloof, Rietfontein, H.L. Potgieter Farm and Lumerick to Kruisrivier Wes Primary School.	Eden & Central Karoo	Kruisrivier Wes	–	0	20	20	26,2
WCE 470	Haarlem Secondary School	From Taaitreknek Turn-off, Hoenderverdors / Wolwekraal Turn-off, Meyerskraal Turn-off, Breëvlei, Abernook, Bellview Turn-off, Avontuurkruis, Vyekraal, Siesta, Welgelegen Anhalt Turn-off to Haarlem Secondary School.	Eden & Central Karoo	–	Haarlem	0	222	222	54,0
WCE 493	Gamka Oos Primary School	From Van Wyksdorp Crossing, Kafferland and Saaimans Farming to Gamka Oos Primary School.	Eden & Central Karoo	Gamka Oos	–	45	0	45	21,8

LEARNER TRANSPORT SCHEMES: ROUTES DEVOLVED TO SCHOOLS									
ROUTE NUMBER	DEVOLVED TO	ROUTE SPECIFICATIONS	DISTRICT	PRIMARY SCHOOLS	SECONDARY SCHOOLS	APPROVED NUMBER OF LEARNERS			DISTANCE
						P/S	S/S	TOTAL	
WCE 518	Avontuur Primary School	28 Sept. 2016 until Dec. 2016: From Taaitrek Turn-off, Hoenderverdors (Wolwekraal) Turn-off, Meyerskraal Turn-off, Brëevlei Turn-off, Bellevue Turn-off and from Nocturne Turn-off and Braamfontein Turn-off to Avontuur LB Primary School	Eden & Central Karoo	Avontuur LB	–	60	0	60	48,6
WCE 539	De Rust Secondary School	From Rooirivier, Diepkloof, Kliengeluk and Aangenaam to De Rust Secondary School.	Eden & Central Karoo	–	De Rust	0	38	38	65,0
WCE 540	De Rust Secondary School	From Snyberg Rooiloop and Vlake Farm to De Rust Secondary School.	Eden & Central Karoo	–	De Rust	43	0	43	81,6
WCE 556	Indwe Secondary School	From JJ Camp (Thembaletu Sinethemba Educare Centre) to Indwe Secondary School.	Eden & Central Karoo	–	Indwe	0	185	185	12,6
WCE 559	Calitzdorp Secondary School	From Gamka West, Kanaan, Erfgenaam and JP Nel to Calitzdorp High School.	Eden & Central Karoo	–	Calitzdorp	0	45	45	58,0
WCE 566	De Rust Secondary School	From Witplaas, Klarstroom Turn-off, Kluesplaas, Kleinvlei and Witrivier to De Rust High School.	Eden & Central Karoo	–	De Rust	0	64	64	112,2
WCE 596	Dieprivier (VGK) Primary School	From Eenzaamheid Farm Turn-off and Molenrivier to Dieprivier Primary School.	Eden & Central Karoo	Dieprivier (VGK)	–	10	0	10	21,2
WCE 682	Waboonskraal Primary School	From Geelwalle Turn-off, Kwekery Turn-off, Panorama, Jordaan Farms Turn-off, Watergawe Turn-off, Sawmills and Koudouw Farm to Waboonskraal Primary School	Eden & Central Karoo	Waboonskraal	–	29	0	29	17,2
WCE 699	Vlakteplaas (UCC) PS	From Aangenaam to Vlakteplaas (UCC) Primary School	Eden & Central Karoo	Vlakteplaas (UCC)	–	11	0	11	13,8

LEARNER TRANSPORT SCHEMES: ROUTES DEVOLVED TO SCHOOLS									
ROUTE NUMBER	DEVOLVED TO	ROUTE SPECIFICATIONS	DISTRICT	PRIMARY SCHOOLS	SECONDARY SCHOOLS	APPROVED NUMBER OF LEARNERS			DISTANCE
						P/S	S/S	TOTAL	
WCE 721	Calitzdorp High School	From Johan Potgieter Farm, Die Kraal Turn-off, Bella De Karoo Turn-off and Kobus Potgieter Farm Turn-off to Calitzdorp High School	Eden & Central Karoo	-	Calitzdorp	0	14	14	50

4. OPERATING LICENCE STRATEGY

4.1 Legal Background

The National Land Transport Act (NLTA) No 5 of 2009 (the Act) provides for the process of transformation and restructuring of the national land transport system and includes the regulation of road based public transport. Sections 20 and 23 of the Act provide for the establishment of a National Public Transport Regulator (NPTR) and a Provincial Regulatory Entity (PRE) to consider applications regarding Operating Licences for inter-provincial and intra-provincial transport respectively, subject to the procedures set out in Chapter 6 of the Act.

In the Western Cape Province, the Operating Licence function has been assigned to the Western Cape Government, which has established a PRE as required by the Act. Applications for Operating Licences received by the PRE (or by the NPTR) must be referred to the relevant Planning Authority (Municipality) which must then indicate if there is a need for the service in terms of its Integrated Transport Plan. Planning Authorities may recommend that the application be accepted or rejected or may attach conditions to the approval.

If the Operating Licence function has been assigned to a Municipality (Section 11 of the Act), then the Municipality is responsible for deciding on applications for Operating Licences for public transport services in its area of jurisdiction. At this stage the Operating Licence function has not been assigned to the Garden Route District Municipality.

The George office of the Provincial Regulating Entity currently handles operating licence applications for the Garden Route District Municipal Area.

With the OLS, a new set of Current Public Transport Records have been prepared, which provided the scientific basis for the decisions formulated in the OLS.

4.2 Period of Validity

Operating Licences are valid for a period of five years and it thus only makes sense that the period of validity of this OLS should be the same, namely 2018-2023.

4.3 Operating Licence Application Process

The Western Cape Government has implemented a web-based application process for operating licences at the following website:

www.westerncape.gov.za/service/applying-public-operating-licence

The following specific processes are being catered for:

- New applications for operating licences;
- Transfer of operating licence or permit;
- Amendment of an operating licence or permit: additional authority;

- Amendment of an operating licence or permit: amendment of route or area;
- Amendment of an operating licence or permit: change of particulars;
- Amendment of an operating licence or permit: amendment of timetables, tariffs or other conditions;
- Amendment of an operating licence or permit: replace existing vehicle;
- Amendment of an operating licence or permit: renewal of an operating licence or permit;
- Amendment of an operating licence or permit: conversion of a permit to an operating licence;
- Application for extension;
- Application for a duplicate licence or permit;
- Application for temporary replacement of vehicle and;
- Application for a temporary operating licence (special event).

4.4 Taxi Associations

The OLB in George did not provide the project team with the OLS number plate information and it was thus impossible to determine, which of the public transport vehicles, captured during the rank- and cordon count surveys, were actually operating illegally or not.

To be able to do this exercise at a later stage, a comprehensive list of number plates captured for each are provided in Annexure A.

4.5 Criteria considered

The following aspects were taken into account with the formulation of the Operating Licence Strategies as are detailed below:

- Law enforcement to irradiate illegal operations will be done.
- Peak hour utilisation of vehicle capacity on specific routes. (I.e. passengers transported, divided by potential seats offered on the route).
- No of departures in the peak hours on the routes.
- Passenger waiting times (for a vehicle and then in a vehicle).
- Specific comments received from the taxi industry as well as the relevant municipal officials.

4.6 Bitou Local Municipality

4.6.1 Comments

- During the weekday peakhour for the local routes in Plettenberg Bay (route codes 758, 776, 777, 901, 724, 735, D69, 837, Y28), the percentage utilisation is very high 90% - 100%. This implies that there are not an abnormally high number of vehicles active on these routes, which implies that supply and demand of passenger seats are balanced. (See table 3-6.)
- The same is true for the Saturday peak hours, where only route 724 (Plettenberg Bay – New Horizons) has a lower utilisation of 72%. Again, this is an indication that supply and demand are equally balanced in Plettenberg Bay. (See table 3-8.)
- In terms of the weekday passenger waiting times, only the Wittedrift routes 735, D69 have an average peak hour waiting time above 10 min, namely 16 min, which is hardly excessive. Again, this is indicative of a fine balance of public transport demand versus supply on the Plettenberg Bay routes. (See table 3-46.)
- During the Saturday peak hours, with substantially lower numbers of departures on all the routes, passenger waiting times are between 11 and 30 minutes. Again, these are well within the range of a well developed and functioning public transport operational system.

4.6.2 Operating Licence Strategy

- Mr Ganga of the Traffic Department in Plettenberg has indicated that some of the local routes are reaching saturation point, but in general public transport in the area is currently stable and functioning well. (This is borne out by the survey information as commented on above.)
- As the OLB could not provide number plate information for the operating licences for the Bitou Municipality routes, it is impossible to determine which of the vehicles surveyed are illegal (or with pending applications). A complete list of the number plates surveyed are attached in Annexure A. If any of these vehicles do not have a valid operating licence, they should be allowed to apply for operating licences and these should be approved by the authorities as these vehicles are already rendering a service in the finely balanced Plettenberg Bay situation.
- No new applications, other than the legalisation of existing operators, should be approved on the routes surveyed in the Plettenberg Bay ranks as this will lead to an over-supply of vehicles operating.
- Other applications (transfers, amendments, replacing of existing vehicles, etc.) need to be evaluated.

4.7 Knysna Local Municipality

4.7.1 Comments

- During the weekday peak hour, the % utilisation on all the Knysna routes are higher than 90%, except on route H81, which are a very low 11%. This again shows a balanced supply and demand for public transport. (See table3-6.)

During the Saturday peak hour, the utilisation on all the routes are very high. (Route H81 is not operated on a Saturday.) (See table 3-8.)

- In terms of the weekday peak passenger waiting times, almost all the routes (N72, 998, 996, 997, H81) have waiting times of less than 10 min. Only routes W85 and P24 (Knysna to Plettenberg Bay) has waiting times of 24 minutes on average and a case can be made that additional vehicles are required on this route. (There are currently only 3 departures on this route in the peak hour.)
- On the Knysna – Rheenendal route the passenger waiting times in the peak hour is 14 min after 5 departures and again one more vehicle is required on this route.
- During the Saturday peak hours, the passenger waiting times on all the routes are less than 20 minutes, again, with the exception of the Knysna – Plettenberg Bay route, which has a passenger waiting time off 22 minutes.

4.7.2 Operating Licence Strategy

- Mr Maree of the Knysna Municipality has indicated that previous surveys have confirmed that a full 40% of the vehicles operating in Knysna do so without valid operating licences. A list of all the number plates surveyed in Knysna is provided in Annexure A. It would thus be prudent to encourage those vehicles on the list to apply for operating licences first as these are the vehicles that have created the situation of a balanced supply and demand in the Knysna Local Municipality.
- One additional operating licence should be approved on the Knysna – Rheenendal route, as well as an additional one on the Knysna – Plettenberg Bay route.

4.8 Mossel Bay Local Municipality

4.8.1 Comments

- During the weekday peak hour, the percentage utilisation on all the Mossel Bay routes (858, C09, X40, X42, T97) are between 92% and 100%. This is the first indication of a well balanced and stable local public transport industry.
- During the Saturday peak hour, the same trend is apparent with the percentage utilisation between 87% and 100%, albeit with fewer passengers and vehicles transporting them.
- In terms of weekday peak hour passenger waiting times, the average time for most routes, except two (X40 and T97) are 18 min or less. The exceptions hail from the Langeberg Mall rank to Mossel Bay and Hartenbos with 25 min and 30

min respectively. However, on the latter two routes the longer waiting times are caused by a lack of passengers, which cause the taxis to wait in order for them to fill up.

- Exactly the same trend occurs during the Saturday peak hour waiting times. All the routes with long (20 – 30 min) waiting times have these causes as only one or two vehicles are filled up during the peak hour.

4.8.2 Operating Licence Strategy

- Mr Jansen of the Traffic Department in Mossel Bay has indicated that the public transport situation in the local municipality is stable with a balance between the demand for and the supply of public transport capacity. He has also indicated that most of the vehicles operate legally. The few number plates that have been captured for Mossel Bay (See Annexure A) that do not have valid operating licences should therefore be encouraged to apply.
- On none of the routes surveyed in Mossel Bay additional vehicles are required and no new operating licences should therefore be approved on these routes.

4.9 Hessequa Local Municipality

4.9.1 Comments

- In Hessequa the dominant vehicle to be used as a taxi is a sedan car, the so-called 4+1 (4 being the passenger carrying capacity). Even with these vehicles, the weekday peak hour utilisation for all routes are only 85% - 87%. These small vehicles make it obvious that not all capacity is taken up and that there is an oversupply of vehicles on these routes. (866, T98, N47, L13, L14, T94).
- With only a third of the departures on a Saturday the utilisation is much better with 98%.
- Observations have confirmed that in both Riversdal and Heidelberg the vast majority of commuters prefer to walk to work.
- In terms of passenger waiting times for both the weekday and Saturday peak hours the waiting times are less than 10 min for the commuter routes, obviously as a result of the dominant use of sedan vehicles

4.9.2 Operating Licence Strategy

- It is obvious that there is a general over-supply of vehicles on the Hessequa routes and that no further operating licences are to be approved other than the legalisation of current operators whose number plates have been captured during the recent surveys. (See Annexure A for these number plates.)

4.10 Kannaland Local Municipality

4.10.1 Comments

- Because of the ease that people can walk to town in Ladismith, there are no commuter activity on a weekday at the Ladismith rank. In the weekday peak hour, a single 15-seater taxi took off to Zoar with 15 passengers.
- On a Saturday peak hour two taxis transported people (probably shoppers) within Ladismith at 100% utilisation.
- As expected the average waiting times for the weekday peak hour to Zoar were a full 30 min. During the Saturday peak hours, the averages are less than 10 minutes.

4.10.2 Operating Licence Strategy

- The local taxi association has indicated that there is no need for additional operating licences in the Kannaland Local Municipality. The survey statistics have endorsed this sentiment and it is proposed that no new operating licences are to be approved.

4.11 Oudtshoorn Local Municipality

4.11.1 Comments

- In Oudtshoorn, two operators have a combined fleet of more than 40 vehicles and they dominate the local market.
- The weekday peak hour utilisation on the Oudtshoorn routes (695, 696, 976, 781, D58) is between 97% - 100%.
- During the Saturday peak hour, the percentage utilization is 98%. (The Oudtshoorn – Dysselsdorp route is not operational on a Saturday.)
- The average passenger waiting times during weekday peak hour in Oudtshoorn have been less than 10 minutes on all the routes.
- The average passenger waiting times during the Saturday peak hour is also less than 10 minutes.

4.11.2 Operating Licence Strategy

- The survey statistics for Oudtshoorn indicate a well balanced public transport situation, where the supply of public transport capacity correlate well with the demand for these services.
- Mr Jordaan of the Traffic Department Oudtshoorn has indicated that a large number of illegal taxis are operating in Oudtshoorn. (The number plates of all the taxis surveyed are provided in Annexure A.) These vehicles who do not have legal operating licences should thus be encouraged to apply for such licences as their services have created the balanced public transport situation in Oudtshoorn.

- No new permits (other than the legalization process described above) should be approved for the foreseeable future in Oudtshoorn.

4.12 Summary

In general, the public transport situation in the Garden Route District Municipal Area (outside George) can be characterised as follows:

- The minibus-taxi is still the dominant mode of transport in all the towns because of the flexible nature of operations it provides.
- In the smaller towns of Riversdale and Heidelberg, the sedan vehicle is the optimum vehicle of choice for public transport as it cuts down on passenger waiting times.
- In the town of Ladismith people found it easier to walk than to use public transport as commuter service.
- The supply and demand of public transport are balanced by market forces throughout the region, which result in a low need for additional operating licences.
- Illegal operators are active in most of the towns and these operators must be encouraged to apply for licences.
- There is a general fear in the taxi industry that future bus services from George will disrupt their current routes and markets.

ANNEXURE A: SURVEY DATA (ELECTRONICALLY)

ANNEXURE B: CORDON DATA (ELECTRONICALLY)
